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Iveco Trakker Euro 4/5 Fault Codes List

See also:

- [Iveco Stralis Fault Codes List](#)
- [Iveco Workshop Manuals PDF](#)

DTC	FMI	Failing component	Type of Failure	Visible failure	Possible Cause	Repair action
113		Accelerator pedal/ brake pedal suspect		Vehicle acceleration very slow. Engine idle speed: 500 rpm.	Accelerator pedal and brake pressed simultaneously (for too long); Accelerator pedal blocked or faulty; Incorrect use of vehicle.	Check the accelerator pedal signal and pedal mechanical movement.
116		Clutch signal suspect		The parameter reading shows that the clutch is pressed.	Clutch switch faulty or wiring problems in pedal.	Check clutch pedal switch and wiring.
117		Brake pedal signal error		Slight power reduction	Main and secondary brake switch not synchronised. One of the two brake pedal switches may be stuck.	Check the synchronisation of both switches (signal) and wiring.
119		Plausibility + 15			Possible mechanical problem (in pawl) or electrical problem.	Check wiring.
121		Speed limiter w / light		Warning light permanently off.	Short circuit or defective wiring.	Check wiring.
122		Warning light ODB		Warning light permanently off.	Short circuit or defective wiring.	Check wiring.

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123		Edc lamp		Warning light permanently off.	Short circuit or defective wiring.	Check wiring.
124		Cold start lamp		Warning light permanently off.	Short circuit or defective wiring.	Check wiring.
125		Main relay defect		Possible problems during after-run.	Relay short circuit to battery positive or ground.	Check wiring between ECM and battery. Replace relay if necessary.
126		Battery voltage		Possible problems during after-run.	Alternator or battery defective. Possible wiring problem.	Check wiring. Replace alternator regulator or battery Replace the alternator if necessary.
127		Engine brake electro valve		Engine brake not operational.	Relay or wiring short-circuited or interrupted.	Check wiring. Replace relay if necessary.
128		Main relay - short circuit to battery		Possible problems during after-run.	Relay short circuit to battery positive or ground. Relay may be faulty.	Check wiring between ECM and battery. Replace relay if necessary.
129		Air conditioner compressor relay		Possible problems during after run.	Relay short circuit to battery positive or ground. Relay may be faulty.	Check wiring between ECM and battery. Replace relay if necessary.

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12A		Relays for engine brake valve		Possible problems during after run.	Relay short circuit to battery positive or ground. Relay may be faulty.	Check wiring between ECM and battery. Replace relay if necessary.
12B		Thermostarter relay (heater)		Heater not working.	Relay or wiring short circuited or interrupted.	Check wiring. Replace relay if necessary.

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12C		Thermostarter relay 2		Heater not working.	Relay or wiring short circuited or interrupted.	Check wiring. Replace relay if necessary.
12E		Management system pre/post heating (active)		Grid heater permanently operating.	Grid heater short circuited to ground.	Check wiring and component.
131		Coolant temperature sensor		No reaction noticeable on behalf of the driver.	Sensor short - circuited or value implausible.	Check the wiring. Replace sensor if necessary.
132		Coolant temperature sensor (test)		Slight power reduction.	Operation in extreme environmental conditions or sensor inaccurate.	Ensure the engine is not working in extreme environmental conditions. Check the wiring and the sensor accuracy. Replace sensor if necessary.

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133		Air temperature sensor boost air		Slight power reduction.	Sensor short circuited or value implausible.	Check the wiring. Replace sensor if necessary.
134		Boost pressure sensor		No reaction perceivable by the driver. Parameter recovery value: 2700 mbar.	Sensor short circuited or difference between environmental pressure and turbo pressure implausible.	Check the wiring. Also check the environmental pressure sensor. Replace sensor if necessary.
135		Fuel temperature sensor		Slight power reduction.	Sensor short-circuited or value implausible.	Check the wiring. Replace sensor if necessary.
138		Oil pressure sensor		No reaction perceivable by the driver. Parameter recovery value: 3000 mbar.	Sensor short-circuited or value implausible.	Check the wiring and oil level. Replace sensor if necessary.

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13A		Oil temperature sensor		No reaction perceivable by the driver. Parameter recovery value: coolant temperature value (if intact) otherwise 120 C).	Sensor short-circuited or value implausible.	Check the wiring. Replace sensor if necessary.
13C		Atmospheric temperature sensor (humidity?)		No reaction perceivable by the driver. Parameter recovery value: 40 C.	Sensor short-circuited or value implausible.	Check the wiring. Replace sensor if necessary.

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141		Crankshaft speed		No reaction noticeable on behalf of the driver.	Signal interrupted or wiring problem. Sensor installation may not be correct.	Check wiring and installation. Replace sensor if necessary.
142		Engine working only With camshaft sensor		No reaction perceivable by the driver.	Signal interrupted or wiring problem. Sensor installation may not be correct.	Check wiring and installation. Replace sensor if necessary.
143		Camshaft sensor		No reaction perceivable by the driver.	Signal interrupted or wiring problem. Sensor installation may not be correct.	Check wiring and installation. Replace sensor if necessary.
144		Fault between fly-Wheel sensor and camshaft		No reaction noticeable on behalf of the driver.	Signal interrupted or wiring problem. Flywheel and timing sensor installation may be incorrect.	Check wiring and installation of both sensors.
145		Fan relay		No reaction perceivable by the driver. Fan off.	Short circuit or fan actuator faulty.	Check the wiring and the fan actuator. Replace the actuator if necessary.
148		Air conditioner compressor relay		Air conditioner permanently off.	Wiring or relay short-circuited.	Check the wiring. Replace relay if necessary.

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149		Preheating relay fuel Filter		Filter heater not working.	Wiring or filter heater short-circuited.	Check the wiring. Re- place the filter heater if necessary.
151		Injector cylinder 1		The engine runs on 5 cylinders.	Injector no.1 electric trouble.	Check correct tightness to torque of the connectors on the solenoid valve of the injector (1.36 - 1.92 Nm). Check the integrity of the injector coil and replace the injector if defective. If the coil is integral, check the wiring between the solenoid valve and EDC connector.
152		Injector cylinder 2		The engine runs on 5 cylinders.	Injector no.2 electric trouble.	Check correct tightness to torque of the connectors on the solenoid valve of the injector (1.36 - 1.92 Nm). Check the integrity of the injector coil and replace the injector if defective. If the coil is integral, check the wiring between the solenoid valve and EDC connector.
153		Injector cylinder 3		The engine runs on 5 cylinders.	Injector no.3 electric trouble	Check correct tightness to torque of the connectors on the solenoid valve of the injector (1.36 - 1.92 Nm). Check the integrity of the injector coil and replace the injector if defective. If the coil is integral, check the wiring between the solenoid valve and EDC connector.

DTC	FMI	Failing component	Type of Failure	Visible failure	Possible Cause	Repair action
149		Pre-heating relay fuel Filter		Filter heater not working.	Wiring or filter heater short-circuited.	Check the wiring. Replace the filter heater if necessary.

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151		Injector cylinder 1		The engine runs on 5 cylinders.	Injector no.1 electric trouble.	Check correct tightness to torque of the connectors on the solenoid valve of the injector (1.36 - 1.92 Nm). Check the integrity of the injector coil and replace the injector if defective. If the coil is integral, check the wiring between the solenoid valve and EDC-connector.
152		Injector cylinder 2		The engine runs on 5 cylinders.	Injector no.2 electric trouble.	Check correct tightness to torque of the connectors on the solenoid valve of the injector (1.36 - 1.92 Nm). Check the integrity of the injector coil and replace the injector if defective. If the coil is integral, check the wiring between the solenoid valve and EDC-connector.
153		Injector cylinder 3		The engine runs on 5 cylinders.	Injector no.3 electric trouble	Check correct tightness to torque of the connectors on the solenoid valve of the injector (1.36 - 1.92 Nm). Check the integrity of the injector coil and replace the injector if defective. If the coil is integral, check the wiring between the solenoid valve and EDC-connector.

DTC	FMI	Failing component	Type of Failure	Visible failure	Possible Cause	Repair action
154		Injector Cylinder 4		The engine runs on 5 cylinders	Injector no.4 electric trouble	Check correct tightness to torque of the connectors on the solenoid valve of the injector (1.36 - 1.92 Nm). Check the integrity of the injector coil and replace the injector if defective. If the coil is integral, check the wiring between the solenoid valve and EDC connector.

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155		Injector Cylinder 5		The engine runs on 5 cylinders	Injector no.5 electric trouble	Check correct tightness to torque of the connectors on the solenoid valve of the injector (1.36 - 1.92 Nm). Check the integrity of the injector coil and replace the injector if defective. If the coil is integral, check the wiring between the solenoid valve and EDC connector.
156		Injector Cylinder 6		The engine runs on 5 cylinders	Injector no.6 electric trouble	Check correct tightness to torque of the connectors on the solenoid valve of the injector (1.36 - 1.92 Nm). Check the integrity of the injector coil and replace the injector if defective. If the coil is integral, check the wiring between the solenoid valve and EDC connector.

DTC	FMI	Failing component	Type of Failure	Visible failure	Possible Cause	Repair action
161		Injector Cylinder 1 / short-Circuit		One or more injectors (bank 1 or bank 2) not operating.	Possible short-circuit in connections. Possible problem in Injector coil. Possible problem in control unit.	Check wiring. Possible internal problem also in ECM. Replace the injector if necessary.
162		Injector Cylinder 2 / short-Circuit		One or more injectors (bank 1 or bank 2) not operating.	Possible short-circuit in connections. Possible problem in injector coil. Possible problem in control unit.	Check wiring. Possible internal problem also in ECM. Replace the injector if necessary.
163		Injector Cylinder 3 / short-Circuit		One or more injectors (bank 1 or bank 2) not operating.	Possible short circuit in connections. Possible problem in injector coil. Possible problem in control unit.	Check wiring. Possible internal problem also in ECM. Replace the injector if necessary.

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164		Injector Cylinder 4 / short-Circuit		One or more injectors (bank 1 or bank 2) not operating.	Possible short-circuit in connections. Possible problem in injector coil. Possible problem in control unit.	Check wiring. Possible internal problem also in ECM. Replace the injector if necessary.
165		Injector Cylinder 5 / short-Circuit		One or more injectors (bank 1 or bank 2) not operating.	Possible short circuit in connections. Possible problem in injector coil. Possible problem in control unit.	Check wiring. Possible internal problem also in ECM. Replace the injector if necessary.

DTC	FMI	Failing component	Type of Failure	Visible failure	Possible Cause	Repair action
166		Injector Cylinder 6 / short-Circuit		One or more injectors (bank 1 or bank 2) not operating.	Possible short-circuit in connections. Possible problem in injector coil. Possible problem in control unit.	Check wiring. Possible internal problem also in ECM. Replace the injector if necessary.
167		Injector Cylinder 1 / open circuit		One or more injectors (bank 1 or bank 2) not operating.	Possible injector Connection problem (or disconnected internally). Possible problem in control unit (capacitor).	Check wiring. Possible internal problem also in ECM. Replace the injector if necessary.
168		Injector Cylinder 2 / open Circuit		One or more injectors (bank 1 or bank 2) not operating.	Possible injector connection problem (or disconnected internally). Possible problem in control unit (capacitor).	Check wiring. Possible internal problem also in ECM. Replace the injector if necessary.
169		Injector Cylinder 3 / open Circuit		One or more injectors (bank 1 or bank 2) not operating.	Possible injector connection problem (or disconnected internally). Possible problem in control unit (capacitor).	Check wiring. Possible internal problem also in ECM. Replace the injector if necessary.

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DTC	FMI	Failing component	Type of Failure	Visible failure	Possible Cause	Repair action
16A		Injector cylinder 4 / open circuit		One or more injectors (bank 1 or bank 2) not operating.	Possible injector connection problem (or disconnected internally). Possible problem in control unit (capacitor).	Check wiring. Possible internal problem also in ECM. Replace the injector if necessary.
16B		Injector cylinder 5 / open Circuit		One or more injectors (bank 1 or bank 2) not operating.	Possible injector connection problem (or disconnected internally). Possible problem in control unit (capacitor).	Check wiring. Possible internal problem also in ECM. Replace the injector if necessary.
16C		Injector cylinder 6 / open circuit		One or more injectors (bank 1 or bank 2) not operating.	Possible injector connection problem (or disconnected internally). Possible problem in control unit (capacitor).	Check wiring. Possible internal problem also in ECM. Replace the injector if necessary.
16D		Compression test in progress			Compression Test in progress.	After carrying out the compression test, turn the key OFF (after-run).

DTC	FMI	Failing component	Type of Failure	Visible failure	Possible Cause	Repair action
16E		The minimum number of injections Was not reached; stop the Engine		More than 2 injectors not operating.		See individual faults in injectors.

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171		Bench 1cc		One or more injectors (bank 1 or bank 2) not operating.	Possible injector connection problem. Injectors short-circuited.	Check wiring. Possible internal problem also in ECM. Replace the injector if necessary.
173		Bench 2cc		One or more injectors (bank 1 or bank 2) not operating.	Possible injector connection problem. Injectors short-circuited.	Check wiring. Possible internal problem also in ECM. Replace the injector if necessary.
17C		Bench 1 injectors check (internal ecu)		One or more injectors (bank 1 or bank 2) may not be operating.	Fault in control unit.	Replace the engine control unit.
189		Egr power St. Short To batt.		No fault perceived by the driver. EGR not working.	Short circuit or EGR actuator faulty.	Check wiring. Replace the EGR actuator if necessary.
191		Turbine actuator control Electro-valve		Poor performance	VGT actuator or wiring defective.	Check VGT wiring and actuator.

DTC	FMI	Failing component	Type of Failure	Visible failure	Possible Cause	Repair action
192		TURBINE ACTUATOR CONTROL ELECTRO-VALVE SHORT-CIRCUIT TO POSITIVE		Poor performance	VGT actuator or wiring defective.	Check VGT wiring and actuator.
193		TURBINE WHEEL REVS SENSOR		Poor performance	Air filter blocked or turbine rpm sensor signal implausible.	Check the air filter and check parameters linked with the turbine by performing a road test (parameter acquisition).

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198		FAULT ON AT LEAST TWO OF THE FOLLOWING SENSORS: TURBINE SPEED, BOOST PRESSURE AND EXHAUST GAS PRESSURE		Poor performance	Sensor signal implausible. Sensor may be faulty.	Determine which turbine component caused the problem.
199		TURBO-CHARGER CONTROL BOOST PRESSURE FAILURE (PCR)		Poor performance	Turbo sensor or actuator may be faulty. Air filter may be blocked.	Check turbine sensors and actuator (parameter acquisition). Check whether air filter is blocked.

DTC	FMI	Failing component	Type of Failure	Visible failure	Possible Cause	Repair action
19A		TURBINE SPEED EXCEEDING EVERY PERMITTED RANGE		Poor performance	Turbo sensor or actuator may be faulty. Air filter may be blocked.	Check turbine sensors and actuator (parameter acquisition). Check whether air filter is blocked.
19B		TURBINE IN OVERSPEED (THE FAULT IS NOT DISPLAYED IF IT IS CAUSED BY A LOW ATMOSPHERIC PRESSURE)		Poor performance	Air filter blocked or turbine rpm sensor signal implausible.	Check the air filter and check parameters linked with the turbine by performing a road test (parameter acquisition).
19F		NOx SENSOR ERROR		No effect perceived by the driver.	Sensor signal implausible. Nox sensor may be faulty.	Check the Nox sensor.
1A5		TIMEOUT OF CAN MESSAGE DM1DCU		No effect perceived by the driver.	Problems in the Denoxtronic (on the CAN line).	Check wiring. Check and correct any faults in the Denoxtronic control unit.

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1A6		TIMEOUT OF CAN MESSAGE SCR1		No effect perceived by the driver.	CAN configuration incorrect. CAN connection defective. Terminal resistance not suitable.	Check CAN line wiring. Check Denoxtronic control unit wiring and operation.
1AE		HUMIDITY SENSOR		No effect perceived by the driver.	Sensor short-circuited or faulty.	Check wiring Replace sensor if necessary.

DTC	FMI	Failing component	Type of Failure	Visible failure	Possible Cause	Repair action
1AF		SERIOUSE OBD FAULT FROM DENOXTRONIC (EOBD FLASHING LIGHT)		No effect perceived by the driver.	Problems in AdBlue dosing system.	Check the faults in the Denoxtronic and consult the control unit troubleshooting guide.
1B1		ERROR ON CAN CONTROLLE R A		No effect perceived by the driver.	CAN configuration incorrect. CAN connections defective. Terminal resistance not suitable.	Check CAN line wiring. Check terminal resistances.
1B2		ERROR ONCAN CONTROLLE R B		No effect perceived by the driver.	CAN configuration incorrect. CAN connections defective. Terminal resistance not suitable.	Check CAN line wiring. Check terminal resistances.
1B3		ERROR ON CAN CONTROLLE R C		No effect perceived by the driver.	CAN configuration incorrect. CAN connections defective. Terminal resistance not suitable.	Check CAN line wiring. Check terminal resistances.
1B4		TIMEOUT CAN MESSAGE BC2EDC1		No effect perceived by the driver.	CAN configuration incorrect. CAN connections defective. Terminal resistance not suitable.	Check CAN line wiring. Check BC wiring and operation.

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1B5		TIMEOUT CAN MESSAGE VM2EDC		No effect perceived by the driver.	CAN configuration incorrect. CAN connections defective. Terminal resistance not suitable.	Check CAN line wiring. Check VCM wiring and operation.
1B7		ERROR ON MESSAGES CAN IN TRANSMISSI ON		No effect perceived by the driver.	CAN configuration incorrect. CAN connections defective. Terminal resistance not suitable.	Check CAN line wiring. Check ECM wiring and operation.
1B9		ERROR ON THE EOBD LIGHT MANAGED BY THE CLUSTER)		No effect perceived by the driver.	MIL/Body Controller warning light defective.	Consult the Body Controller troubleshooting guide and check the CAN line.
1BA		TIMEOUT CAN MESSAGE DASH DISPLAY		No effect perceived by the driver.	CAN messages from VCM inconsistent.	Consult the VCM troubleshooting guide and check the CAN line.
1BC		TIMEOUT CAN MESSAGE AMBCOND		No effect perceived by the driver.	CAN messages from VCM in- consistent.	Consult the VCM troubleshooting guide and check the CAN line.
1BD		TIMEOUT CAN MESSAGE CCVS		No effect perceived by the driver.	CAN messages from VCM or BC inconsistent.	Consult the VCM /BC troubleshooting guide and check the CAN line.

DTC	FMI	Failing component	Type of Failure	Visible failure	Possible Cause	Repair action
1C2		ERROR MESSAGE CAN ETC1		No effect perceived by the driver.	CAN messages from ETC (gearbox) inconsistent.	Check the ETC connection with the CAN line.
1C3		TIMEOUT IN RECEIVING TC01 CAN MESSAGE		No effect perceived by the driver.	CAN messages from TCO in- consistent.	Check the TCO connection with the CAN line.
1C6		ERROR MESSAGE CAN TSC1PE		No effect perceived by the driver.	CAN messages from TCU (Transmission Control Unit) inconsistent.	Check the TCU connection with the CAN line.

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1C8		ERROR MESSAGE CAN TSC1VE		No effect perceived by the driver.	CAN messages from TCU (Transmission Control Unit) inconsistent.	Check the TCU connection with the CAN line.
1D1		ECU OVERRUN MONITORING ERROR		No effect perceived by the driver.	Electrical interference or internal control unit problems.	If the error persists to replace ECU.
1D2		ECU OVERRUN MONITORING ERROR		No effect perceived by the driver.	Poor control unit programming/flash Possible internal fault.	Reprogram the central unit. If the error is repeated, replace the central unit, if needed.
1D3		ECU OVERRUN MONITORING ERROR		No effect perceived by the driver.	Poor control unit programming/flash Possible internal fault.	Reprogram the central unit. If the error is repeated, replace the central unit, if needed.

DTC	FMI	Failing component	Type of Failure	Visible failure	Possible Cause	Repair action
1D4		ECU OVERRUN MONITORING ERROR		No effect perceived by the driver.	Ecu internal failure.	If the error persists to replace ECU.
1D5		ECU OVERRUN MONITORING ERROR		No effect perceived by the driver.	Ecu internal failure.	If the error persists to replace ECU.
1D6		ECU INTERNAL ERROR (TPU)		Control unit deactivation.	Electronic interference or control unit faulty.	If the error persists to replace ECU.
1D8		ECU OVERRUN MONITORING ERROR		No effect perceived by the driver.	Ecu internal failure.	If the error persists to replace ECU.
1E2		IMMOBILIZER		The engine fails to start.	Problem in CAN line or immobiliser control unit.	Check the Immobiliser control unit is correctly connected. Enter the Immobiliser PIN code during the emergency procedure.

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1E3		ERROR FOR ECU INTERNAL MONITORING		No effect perceived by the driver.	Ecu internal failure.	If the error persists to replace ECU.
1E4		ERROR FOR ECU INTERNAL MONITORING		No effect perceived by the driver.	Ecu internal failure.	If the error persists to replace ECU.

DTC	FMI	Failing component	Type of Failure	Visible failure	Possible Cause	Repair action
1E5		SENSORS POWER SUPPLY FAULT (12V)		No effect perceived by the driver.	Excessive/insufficient Battery voltage or possible internal control unit problem.	Check battery voltage or connections with the ECM. Replace the control unit if necessary.
1E6		SENSOR POWER SUPPLY 1		No effect perceived by the driver.	Excessive/insufficient Battery voltage or possible internal control unit problem	Check battery voltage or connections with the ECM. Replace the control unit if necessary.
1E7		SENSOR POWER SUPPLY 2		No effect perceived by the driver.	Excessive/insufficient Battery voltage or possible internal control unit problem	Check battery voltage or connections with the ECM. Check ECU, if required.
1E8		SENSOR POWER SUPPLY 3		No effect perceived by the driver.	Excessive/insufficient Battery voltage or possible internal control unit problem	Check battery voltage or connections with the ECM. Replace the control unit if necessary.
1E9		ECU OVERRUN MONITORING ERROR		No effect perceived by the driver.	Excessive/insufficient Battery voltage or possible internal control unit problem	Check battery voltage or connections with the ECM. Replace the control unit if necessary.
1EA		ECU OVERRUN MONITORING ERROR		No effect perceived by the driver.	Excessive/insufficient Battery voltage or possible internal control unit problem	Check battery voltage or connections with the ECM. Replace the control unit if necessary.
1EB		ATMOSPHERIC PRESSURE SENSOR		No effect perceived by the driver.	Excessive/insufficient Battery voltage or possible internal control unit problem	Change ECU.

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1FA		TOO HIGH NUMBER OF REGENERATIONS DEMAND		No reaction perceivable by the driver. Too many filter regenerations carried out.	Particulate filter may be blocked.	Check filter.
1FB		PERMANENT REGENERATION ON TRAP PARTICLE		No reaction perceivable by the driver.	Catalytic converter not installed or damaged.	Check catalytic converter visually.
1FC		FIRST SENSOR EXHAUSTED GAS TEMPERATURE		No reaction perceivable by the driver.	Temperature sensors damaged or incorrectly fitted.	Check information and condition of sensors.
21F		TOO HIGH EFFICIENCY OF CATALYST SYSTEM		No reaction noticeable on behalf of the driver.	Actuator coil faulty or not within specified tolerance limits.	Check actuator condition.
225		INTERRUPTED AFTERRUN		Slight power reduction.	The control unit is turned off by the general switch instead of by the key (k15). Possible problem in main relay or connections.	Check wiring and then replace the main relay.
228		MAIN RELAY - SHORT CIRCUIT TO GROUND		Slight power reduction.	Short circuit in main relay or relay faulty.	Check wiring between battery and ECM and then replace the main relay.

DTC	FMI	Failing component	Type of Failure	Visible failure	Possible Cause	Repair action
232		COOLANT TEMPERATURE SENSOR ABSOLUTE TEST		Slight power reduction	Extreme environmental conditions or sensor incorrectly adjusted.	Ensure the engine is working in non-critical conditions. Check the sensor connections and accuracy. Replace sensor if necessary.
238		OIL LOW PRESSURE		Slight power reduction	Sensor incorrectly adjusted or faults in lubrication system.	Check the sensor connections and accuracy. Check the lubrication system.

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23A		OIL TEMPERATURE ABOVE NORMAL		Slight power reduction	Sensor incorrectly adjusted or faults in lubrication system.	Check the sensor connections and accuracy. Check the lubrication system.
27C		BENCH 2 INJECTORS CHECK (INTERNAL ECU)		One or more injectors (bank 1 or bank 2) may not be operating	Fault in control unit.	Replace the engine control unit.
292		TURBINE ACTUATOR CONTROL ELECTROVALVE SHORT CIRCUIT TO GROUND		Poor performance	VGT actuator or wiring defective.	Check VGT wiring and actuator.
2A6		TIMEOUT OF CAN MESSAGE SCR2		No effect perceived by the driver	Problem in the Denoxtronic (on the CAN line).	Check the faults in the Denoxtronic and consult the control unit troubleshooting guide. Check wiring.

DTC	FMI	Failing component	Type of Failure	Visible failure	Possible Cause	Repair action
2AF		SERIOUS EOBD FAULT FROM DENOXTRONIC (EOBD FLASHING LIGHT)		No effect perceived by the driver.	Problems in AdBlue dosing system.	Check the faults in the Denoxtronic and consult the control unit troubleshooting guide.
2B4		TIMEOUT CAN MESSAGE BC2EDC2		No effect perceived by the driver.	CAN configuration incorrect. CAN connections defective. Terminal resistance not suitable.	Check CAN line wiring. Check BC wiring and operation.
2C6		TIMEOUT OF CAN MESSAGE TSC1-PE PASSIVE		No effect perceived by the driver.	CAN messages from TCU (Transmission Control Unit) inconsistent.	Check the TCU connection with the CAN line.
2C8		ERROR MESSAGE CAN TSC1VR		No effect perceived by the driver.	CAN messages from TCU (Transmission Control Unit) inconsistent.	Check the TCU connection with the CAN line.

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2C9		ERROR MESSAGE CAN TIMEDATE		No effect perceived by the driver.	CAN messages from TC (tachograph) inconsistent.	Check the tachograph connection with the CAN line.
2D3		ECU OVERRUN MONITORING ERROR		No effect perceived by the driver.	Poor control unit programming/flash Possible internal fault.	Reprogram the central unit. If the error is repeated, replace the central unit, if needed.

DTC	FMI	Failing component	Type of Failure	Visible failure	Possible Cause	Repair action
2FF		ERROR CHECK OF CRITICAL TIME FOR OIL DILUTION		Slight power reduction	Oil overdiluted.	Change the engine oil .
392		TURBINE ACTUATOR CONTROL ELECTRO-VALVE		Poor performance	Connection damaged. Battery voltage excessive (ECU overheating).	Check VGT connection and actuator.
3AF		SERIOUS OBD FAULT FROM DENOXTRONIC (EOBD FLASHING LIGHT)		No effect perceived by the driver.	Problems in AdBlue dosing system.	Check the faults in the Denoxtronic and consult the control unit troubleshooting guide.
3C8		TIMEOUT OF CAN MESSAGE TSC1-VE PASSIVE		No effect perceived by the driver.	CAN messages from TCU (Transmission Control Unit) inconsistent.	Check the TCU connection with the CAN line.
3C9		ERROR MESSAGE CAN HRDV		No effect perceived by the driver.	CAN configuration incorrect. CAN connections defective. Terminal resistance not suitable.	Check CAN line wiring. Check BC wiring and operation.
3D3		ECU OVERRUN MONITORING ERROR		No effect perceived by the driver.	Poor control unit programming/flash Possible internal fault.	Reprogram the central unit. If the error is repeated, replace the central unit, if needed.

DTC	FMI	Failing component	Type of Failure	Visible failure	Possible Cause	Repair action
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3FA		REGENERATION DEMAND NUMBER 2		No effect perceived by the driver.	Too many regenerations carried out.	Check particulate filter and faults in sensors.
4AF		SERIOUS OBD FAULT FROM DENOXTRONIC (EOBD FLASHING LIGHT)		No effect perceived by the driver.	Problems in AdBlue dosing system.	Check the faults in the Denoxtronic and consult the control unit troubleshooting guide.
4C8		TIMEOUT OF CAN MESSAGE TSC1-VR PASSIVE		No effect perceived by the driver.	CAN messages from TCU (Transmission Control Unit) inconsistent.	Check the TCU connection with the CAN line.
4FA		REGENERATION DEMAND NUMBER 3		No effect perceived by the driver.	Too many regenerations carried out.	Check particulate filter and faults in sensors.
5AF		DM1DCU SPN5 MESSAGE		No effect perceived by the driver.	Problems in AdBlue dosing system.	Check the faults in the Denoxtronic and consult the control unit troubleshooting guide.