# FAULT CODE TRANS 50
# Park Brake is Powered Off When in Park

## Cause:

The park brake is spring applied. It is hydraulically disengaged when 12 V is applied to the Park solenoid. Fault code 50 is recorded when the transmission controller turned the power off to the Park relay (in Park position) but sensed 12 v at the Park Brake coil.

## Possible failure mode:

1. Park relay stuck closed or shorted internally

2. Wiring shorted to power.

## Solution:

1. Replace the Park relay (relay #16) with a known good relay. If the fault goes away, it was a relay failure. Otherwise go to next step.

2. Unplug the Park relay. Turn tractor off but Key on. Place the transmission control into PARK position.
   There should be 12 V to cavity 3 of the relay seat.

3. Shift the transmission controller out of PARK position. Check for 12 volts at cavity 1 and 5 of park relay seat. The 12 V should disappear when the Tractor is shifted into PARK. If the 12 volts is present when in Park, check shortage to power in the wiring between cavity 1 of park relay seat and cavity 15 of connector 226.
   If the 12 V comes and goes as expected, go to step 4.

4. Check cavity 5 of Park relay seat.
   Turn tractor off but Key on. Shift transmission control into PARK.
   There should be no 12 V at the cavity. If there is, check for short to power between this cavity and the park Brake solenoids.
   Depress the two brake pedals all way down. If the 12 V disappears, the shortage to power is between the park solenoid and the Bottom of Brake switches. Otherwise, the shortage to power is between the relay seat and the Bottom of Brake switches.

**NOTE:** *Pay attention to damaged harness, pinched wire, or loose terminal to the relay seat.*
*If there is not a new relay ready available, swap the Park relay with other relays for the checks.*

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# FAULT CODE TRANS 11
# Inching Pedal Potentiometer Open Circuit or Short to Ground

## Cause:

The transmission controller has detected that the clutch (inching) pedal potentiometer signal is out of range low.

## Possible failure mode:

1. The pedal position potentiometer failure.
2. Wire harness of the inching pedal potentiometer failed open or shorted to ground.

## Solution:

The clutch (inching) pedal position potentiometer is mounted on side of the inching pedal and wired to the transmission controller.

1. Check the pedal position potentiometer and its wiring through the TRANS VIEW screen, continue to push PROG key until the PEDAL screen appears. The current pedal position will be displayed. The pedal information can also be accessed through the EST. It can be viewed in the monitor screen of the service tool.

   If correct, the position display should be 100% when the clutch pedal is fully up and 0% when the pedal is fully depressed.
   The number should smoothly drop as the clutch pedal is depressed.
   Watch the display while slowly cycling the inching pedal.
   If the number change follows the pedal movement smoothly, the potentiometer and its wiring are working OK.
   If the numbers are hard to control or do not fall in sequential order, replace the pedal position potentiometer.
   If numbers on display are locked up and will not change when clutch pedal is cycled, check the pedal position potentiometer and its wiring.

**NOTE:** *There could be an intermittent problem and the tractor may still run, so check for loose connections.*

2. Test the pedal position potentiometer and its wiring.
3. Access the controller underneath the fuse/relay panel.
   Disconnect connector C027 and C028.
   Measure the resistance at the harness side.
   The resistance between pin 1 and pin 17 of C027 must increase smoothly as clutch pedal is depressed.
   The resistance between pin 1 of C027 and pin 23 of C028 must decrease smoothly as clutch pedal is depressed.
   If the potentiometer does not work as specified above, repeat same testing procedures at connector C007 and C052.
   If the potentiometer does not work as specified above at C052, replace the potentiometer. Otherwise check the wiring back to the controller.
   If the potentiometer is working as specified the problem may be intermittent.

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# FAULT CODE TRANS 59
# FNRP Pod In Illogical State (Two Positions On At Same Time)

## Cause:

If FNRP pot indicates two of the three positions (Neutral, Forward, and Reverse) are in ON position at the same time, the transmission controller will record this fault code.

## Possible failure modes:

1. The transmission control (FNRP) pot failure

2. Wiring harness problem from the transmission control (FNRP) pot to the transmission controller.

## Solution:

The transmission control (FNRP) pod is directly wired to the transmission controller. The transmission controller monitors the shuttle shifting and displays the shuttle position on the instrumentation cluster.

1. Troubleshooting by viewing the shuttle position display.

In some cases, problems can be detected by viewing the display while shifting the transmission control (FNRP) lever.
Turn Key 'ON' and watch the shuttle position display.
If Forward icon lit on display when in park and in neutral, either the Forward switch failed closed or its wiring shorted to power.
If Reverse icon lit on display when in park and in neutral, either the Reverse switch failed closed or its wiring shorted to power.
If Neutral icon remains ON steady when the Forward or Reverse is selected, either the Neutral switch failed open or its wiring shorted to ground.

2. Troubleshooting by checking FNRP switch function.

Disconnect the cover panel under the steering column. Locate connector C051. Measure continuities on the transmission control (FNRP) pot side.
Measure between Pin 6 (Forward) and Pin 9 (5 Vref), there should be about 500 - 600 Ohms when in Forward position and about 2500 - 3000 Ohms when in other positions. If not, the Forward switch failed.
Measure between Pin 5 (Reverse) and Pin 9, there should be about 500 - 600 Ohms when in Reverse position and about 2500 - 3000 Ohms when in other positions. If not, the Reverse switch fails open.

Measure between Pin 7 (not Neutral) and Pin 3, there should be no continuity in Park or Neutral position and there should be continuity in Forward or Reverse positions. If not, the Neutral switch failed.

**NOTE:** *Neutral switch off indicates tractor is in Neutral. Neutral switch on indicates tractor is not in Park.*

If any above switch failure is detected, replace the transmission control (FNRP) pot.

If no switch failure is detected, go to next step.

3. Check the wiring from connector C051 to the transmission controller.

Check the wiring from connector C051 to connector C027 on the transmission controller.
Follow the wiring schematics. Conduct continuity checking (in a similar way to the way specified in step 2) between pins at each connectors.

**NOTE:** *Pay attention to bent pin, loose pin, wire damage, and any possible shortage between pins and wires*

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# FAULT CODE TRANS 105
# 1M Clutch Solenoid Or Its Wiring Failed Open Or Shorted To Ground

## Possible failure mode:

1. The 1M clutch solenoid coil failed open.
2. 1M clutch solenoid wiring failed open or shorted to ground.

## Solution:

The transmission controller measures the current draw from the 1M clutch solenoid circuit. If the current draw is lower than a limit, it means the circuit is open or shorted to ground. If the problem is temperature sensitive, the solenoid coil may be starting to fail.

1. The transmission controller is located underneath the fuse/relay panel in cab. Visually inspect the wiring harness from the transmission controller to the solenoids on the front of the transmission. Check the wiring harness for damage.
2. Disconnect connector C026 and C028 from the transmission controller. Measure the resistance between cavity 6 of connector C026 and cavity 6 of connector C028 on the wiring harness side. The resistance should be around 10 ohms.
   If the resistance is dramatically higher than specified, there is an open in the circuit. Check the harness first for the open. If the harness is okay, check the 1M clutch solenoid for the open.
   If the resistance is around 10 ohms, go to next step.
3. Measure the resistance between cavity 6 of connector C028 and the chassis ground. If the resistance is less than a few ohms, there is a short from the wire to ground. Check the wire for damage between the 1M clutch solenoid and the transmission controller.
   Measure the resistance between cavity 6 of connector C026 and the chassis ground. If the resistance is less than a few ohms, there is a short from the wire to ground. Check the wire for damage between the 1M clutch solenoid and the transmission controller.
   If the harness is okay check the 1M clutch solenoid.
4. Disconnect the 1M clutch solenoid connector (C030).
   Measure the resistance between pin 1 and pin 2 of the solenoid.
   The resistance should be around 10 ohms.
   If the resistance is dramatically higher than specified, the 1M clutch solenoid coil is failed open. Replace the 1M clutch solenoid.
   If the resistance is as specified above, check to see if the coil is internally shorted to solenoid case.
5. If no problem is found in above test, check both male and female pins in the cavity 6 of connector C028 and cavity 6 of connector C026.
   Check for loose, bent, or any damaged pins.

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# FAULT CODE TRANS 128
# 2F Clutch is not calibrated

**Cause:**

**Possible failure mode:**

1. The transmission controller calibration was exited during calibration.
2. A new transmission controller was installed and not calibrated.
3. Failed memory in controller.

**Solution:**
The transmission controller runs a self test at start up. If it detects that the pedal, valve or load defaults have not been calibrated or it detects a internal memory failure, this fault code will be recorded.

1. Perform transmission calibration ‘TRANS SETUP’ through the instrumentation controller.
2. Clear the fault codes. Turn the key switch to the OFF then ON position. It the same fault code appears again, replace the transmission controller.

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# FAULT CODE ARM 1039
# Invalid Configuration PTO ON/OFF Control Switch Failure

**Cause:**
PTO controller is set to present (YES) in the instrumentation controller and armrest controller has no PTO switch attached.

**Possible failure modes:**

PTO controller set to present (YES) in the instrumentation controller.

**Solution:**

A PTO controller is not a valid option for this tractor. Verify the correct instrumentation controller software and controller configuration.

1. Perform controller configuration in the instrumentation controller. If the PTO controller appears as a controller option, go to Step 2. If the PTO does not appear as a controller option, complete the controller configuration. Clear the fault code. Cycle the key switch to OFF, then back to the ON position. If the fault code appears again, replace the armrest controller.
2. Check for the correct software in the instrumentation controller. Using the service tool PROGRAMMING window, click on the SET UP CONTROLLERS FOR DOWNLOADING button and follow the instructions. Select Inst Tractor Monitor in the controller selection table and click on the View Controller Information button. Find and record the software ID. Close the window and click on the Browse button to see a listing of the software available for this instrumentation hardware. If the software version from your instrumentation controller matches the one of the software versions in the list, you have the correct software. Go to Step 3.If it does not match, install the latest version in the list. After installing the software, perform all instrumentation setup (operation setup and controller configuration) in the instrumentation controller and Model Selection and Fuel Tank Size Selection from the service tool CONFIGURATION window.
3. Clear the fault code. Cycle the key switch to OFF and back to ON. If the fault code is recorded again, replace the armrest controller.

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4. Use a multimeter to check the resistance on both can bus terminators. The resistance from pin A to B should be 120 ohms.
5. Split the Data Bus by disconnecting connector C334. Turn the key switch to OFF, then to ON.
   A. If none of the controllers come back on line, the problem is inside the cab. Check the Data bus wiring in the cab for open circuits or shorts to ground. The Data bus can be split once again at connector C214 inside the cab to determine which portion of the cab wiring has the problem. If the problem cannot be found in the wiring, disconnect each controller one at a time to determine if one of the controllers has failed.
   B. If all of the controllers except the engine controller come back online, the problem is the Data Bus external to the cab. Check the Data bus wiring outside of the cab for open circuits or shorts to ground. The Data bus can be split once again at connector C060 to determine which portion of the exterior Data bus wiring has the problem. If the problem cannot be found in the wiring, disconnect the engine controller to determine if it has failed.

**NOTE:** *Always inspect connector ends for damaged, bent or dislocated pins when troubleshooting the Data Bus. One intermittent connection can cause the entire bus to stop communications.*

**NOTE:** *See schematic sections 41 and 42 of the poster schematic.*

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# FAULT CODE INST 11021
# Deceleration Potentiometer Out of Range Low

**Cause:**
Signal from deceleration potentiometer below 0.25 volts for 5 seconds.

**Possible failure mode:**
1. Deceleration potentiometer out of adjustment.
2. Potentiometer failed.
3. Damage in the wiring to potentiometer.

**Solution:**

1. Use the Service Tool to check the deceleration potentiometer function range. Depress the deceleration pedal and the Service Tool will display the pre-set percent value (the factory default value is 40%). Release the pedal and the Service Tool should display 100%.
   If the values displayed are not in range follow the instructions in Installation Instruction 87698280 to adjust the potentiometer. If the values are in range, the problem is intermittent and could be the potentiometer or a short in the wires. Proceed to Step 2.
2. Remove connector 164 from the deceleration potentiometer. Install the positive lead of a voltmeter to terminal D of the connector and the negative lead to a clean chassis ground. With the key switch ON the volt meter should display 4.8 to 5 volts.
   If the volt meter displays less than 4.8 volts there is a damaged wire between the instrument controller and the potentiometer connector. Proceed to Step 3. If the volt meter displays 4.8 to 5 volts proceed to Step 4.
3. Remove the 3 wire connector 7F from cab harness connector 7K under the foot rest access panel. Install the positive lead on terminal 2 of connector 7K. The volt meter should display 4.8 to 5 volts. If the voltage is 4.8 to 5 volts, the wire between connector 7F and the potentiometer is damaged.
   If the voltage is less than 4.8 volts, the wire between connector 7K and the instrument controller is damaged.
4. Use an ohm meter to test the resistance between connector 164 terminal E and a clean chassis ground. If the ohm meter displays 0 ohms, proceed to Step 5. If the resistance is more than 0 ohms, remove the three wire connector 7F from 7K under the foot rest access panel. Test the resistance between connector 7K terminal 3 of the cab harness and a clean chassis ground. If the ohm meter displays 0 ohms the wire between connector 7F terminal 3 and the potentiometer is damaged. If the resistance is more than 0 ohms, the wire between connector 7K terminal 3 and connector 62 terminal 10 is damaged.
5. Use the ohm meter to test the resistance between connector 164 terminal C and connector 7F terminal 1. If the resistance is more than 0 ohms, the wire is damaged. If the resistance is 0 ohms, test the resistance between connector 7K terminal 1 and instrument controller connector 61 terminal 25. If the resistance is more than 0 ohms, the wire is damaged. If the resistance is 0 ohms replace the deceleration potentiometer.

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# FAULT CODE INST 12071
# Communication Lost With Transmission Controller

**Cause:**
Communication is lost between the instrumentation controller and the transmission controller.

**Possible failure mode:**

1. Instrumentation controller configuration incorrect.
2. Transmission controller problem (power, ground, software).
3. Tractor Data Bus (TDB) problem.
4. Controller failure.

**Solution:**
Make sure both the transmission controller, instrumentation controller and Tractor Data Bus are functioning properly.

**NOTE:** *If only the transmission controller is offline, start at Step 1 below. If all or many controllers are offline on the instrumentation controller but show as online through the service tool or on the instrumentation controller, start at Step 2 below. if all controllers are offline on the instrumentation controller and the service tool, start at Step 3 below.*

1. Check the function of the transmission controller.
   A. Make sure connectors C027 and C028 to the transmission controller are correctly installed and fully seated.
   B. Inspect the data bus wires (C028 cavities 1and 12) and power and ground wires (C027 cavities 4 and 8). Gently pull on the wires to ensure that the terminals are fully seated and the wires are not broken.
   C. Turn the key switch to the ON position. Check the LED lamp on the transmission controller.

**NOTE:** *The LED lamp for the transmission controller is located on the controller end facing forward.*

1) LED lamp on constantly.
   a. No software installed in the controller. Using the service tool, install the correct software. Perform the TRANS SET MENU in the instrumentation controller.
   b. After completing a. above, if the LED is still on constantly, the transmission controller has failed. Replace the controller.

2) LED lamp flashing - controller is powered and functioning. Go to Step 2 below.

3) LED lamp off - No power or ground to controller.
   a. Check fuse #39. Verify battery power at fuse #39.
   b. Disconnect connector C027. Verify approximately 12 volts power at cavity 4. Verify continuity to clean ground at cavity 8.
   c. If controller has power and ground and LED is still off, the transmission controller has failed. Replace the controller.

   D. With the key switch in the ON position and connector C028 disconnected, measure the voltage between the Tractor Data Bus high and low wires and clean ground. TDB high (cavity 1) should measure 2.5 to 2.8 volts. TDB low (cavity 12) should measure 2.2 to 2.5 volts. If either of the voltages are not at the specified values, locate and disconnect splice #4. Inspect the connector for pushed back or damaged terminals and damaged wiring. Check the TDB high (cavity 2) and TDB low (cavity 3) of the input connector to splice #4 per test above. If both voltages are zero, go to Step 3 below. If the voltages are low or high, go to Step 4 below.

**NOTE:** *If the transmission controller is the only controller offline, check the Tractor Data Bus wiring from splice #4 to connector C028 for damaged wires before testing the entire data bus. Gently pull on the TDB high and low wires in cavities 1 and 12 to ensure that the terminals are fully seated and wires are not broken.*

2. Check the function of the instrumentation controller.
   A. If there is no display and no back light on the tractor instrumentation controller, there is probably no power to the controller. Check fuses #9 and 37. Make sure the connector (C062) to the instrumentation controller is fully plugged in. Check connector C062 for 12 volts at cavity 2 and 3 for continuity to clean ground at cavity 4.

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