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3 Check the components	Do a visual inspection of the fuel level sensor: ☐ Check all components for visible damage. ☐ Check all relevant connectors of the supply circuit for bad, loose, widened or corroded contacts. For details of location and information on components, see: • B176 - Fuel level sensor, Section 240, Group 115.	**OK:** GO TO 4. **NOT OK:** Repair as needed and carry out an operational check.

LX18600,0000645 -19-23MAR07-5/7

4 Check the circuit	Do a visual inspection of fuel level sensor connector and associated connectors: • Check for signs of damage or dirt. • Check the electrical connections for bad, loose, widened, slid-back or corroded contacts; also check the leads. For details of location and information on components, see "B176 - Fuel Level Sensor" in Section 240, Group 115.	**OK:** GO TO 5. **NOT OK:** Repair as needed and carry out an operational check.

LX18600,0000645 -19-23MAR07-6/7

5 Checks for faults that only occur intermittently	Type of error indicates a loose contact: Check the connectors of the BCU: • For a summary of the layout of leads, see: • "Diagnostic Schematic, SE16 - BCU Control Unit (Basic Functions) with PowrQuad Transmission" in Section 240, Group SE16. • "Diagnostic Schematic, SE16 - BCU Control Unit (Basic Functions) with AutoPowr/IVT Transmission" in Section 240, Group SE16.	**OK:** See "General Information - Electrical System, Troubleshooting Unsolved Problems" in Section 210, Group 10. **NOT OK:** Repair as needed and carry out an operational check.

LX18600,0000645 -19-23MAR07-7/7

BCU 000096.04 — B176 - Fuel Level Sensor, Voltage Too Low

The diagnostic trouble code is generated when the control unit detects a short to ground.

LX18600,0000646 -19-23MAR07-1/7

Diagnosis

Alarm level: Information.

Continued on next page

LX18600,0000646 -19-23MAR07-2/7

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1 Verify Diagnostic Trouble Codes	*NOTE: Delete the diagnostic trouble codes and try to generate the diagnostic trouble code again by switching on the solenoid for PTO speed 2.* *For more information on how to process diagnostic trouble codes, see "Operation and General Information on Diagnostics - Accessing Addresses and Diagnostic Trouble Codes" in Section 245, Group 05.*	**OK:** • Solenoid for PTO speed 2 can be switched on without any difficulty. The diagnostic trouble code cannot be generated again: Diagnosis completed. • The fault cannot be reproduced easily. But the diagnostic trouble code keeps reappearing: GO TO 4. **NOT OK:** If the diagnostic trouble code is generated again: GO TO 2.

LX18600,00006DD -19-30MAY06-3/6

2 Check the fuse	Check fuse F02 PLB/01. For arrangement of fuse box (load center), see: • F01PLB to F02PLB - Fuses (fuse box in engine compartment)	**OK:** GO TO 3. **NOT OK:** Replace the fuse and perform an operational test.

LX18600,00006DD -19-30MAY06-4/6

3 Circuit check	Check lead 0812 between the power module and fuse F02 PLB/01. For a summary of the layout of leads, see "Diagnostic Schematic, SE41 - Power Module PC5" in Section 240, Group SE41.	**OK:** GO TO 4. **NOT OK:** Repair as needed and carry out an operational test.

LX18600,00006DD -19-30MAY06-5/6

4 Checks for faults that only occur intermittently	Type of error indicates a loose contact: • Check the connections, for a summary of the layout of leads, see "Diagnostic Schematic, SE41 - Power Module PC5" in Section 240, Group SE41.	**OK:** • See "General Information - Electrical System, Troubleshooting Unsolved Problems" in Section 210, Group 10. • Check DTAC to find out whether there is any more information on this diagnostic trouble code. **NOT OK:** Repair as needed and carry out an operational test.

LX18600,00006DD -19-30MAY06-6/6

BCU 523812.04 — Y74 - Solenoid for PTO Speed 2 On, Current Too High at Power Module PC5

This diagnostic trouble code is triggered if, when Y74 solenoid for PTO speed 2 is switched on, power module PC5 measures a current of more than 30 amps in lead 7106. This indicates a short to ground in the circuit.

Continued on next page

LX18600,00006DF -19-30MAY06-1/6

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5 Checks for faults that only occur intermittently	Type of error indicates a loose contact: • Check the connectors of the circuit for windshield wiper (M03) (lead 2049). For a summary of the layout of leads, see "Diagnostic Schematic, SE40 - Power Module PC0" in Section 240, Group SE40.	**OK:** • See "General Information - Electrical System, Troubleshooting Unsolved Problems" in Section 210, Group 10. • Check DTAC to find out whether there is any more information on this diagnostic trouble code. **NOT OK:** Repair as needed and carry out an operational check.

LX18600,000062C -19-01DEC06-7/9

6 Reprogramming of power module	Download the current software for reprogramming the power module PC0 from John Deere Intranet (John Deere Custom Performance). Reprogram the power module with the current software file.	**OK:** The control unit can be reprogrammed: GO TO 7. **NOT OK:** If the control unit cannot be reprogrammed, see "Problems During Reprogramming of Control Units" in Section 212, Group 40.

LX18600,000062C -19-01DEC06-8/9

7 Check the control unit	1. Delete diagnostic trouble code. 2. Switch main (key) switch off, wait for at least 5 seconds, then switch it on again. 3. Access the diagnostic trouble codes again.	**OK:** Diagnostic trouble code is no longer displayed: Diagnostics completed. **NOT OK:** If the diagnostic trouble code is displayed again after reprogramming and deleting the code: Replace power module PC0.

LX18600,000062C -19-01DEC06-9/9

BIF 522435.19 — M03 - Windshield Wiper (Set to Fast Wipe), CAN BUS Message Faulty

This diagnostic trouble code is triggered if the output for switching the windshield wiper (M03) is energized by more than one control unit.

LX18600,000062D -19-17FEB06-1/5

Diagnostic Procedure

Alarm level: Information.

Reaction of control unit: Windshield wiper (M03) is not activated. While the diagnostic trouble code is active, the output to the windshield wiper (M03) is de-activated by the power module.

Continued on next page

LX18600,000062D -19-17FEB06-2/5

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3 Check transmission oil temperature sensor	• Access addresses EPC005 and EPC036 or template EPC901: Transmission Oil Temperature for PowrQuad Transmission. • Make sure that the information displayed at addresses EPC005 and EPC036 complies with the following: **Specification** EPC005: B60 - Transmission oil temperature sensor, displayed in volts—Voltage range.....from 0.25 to 4.90 volts EPC036: Transmission oil temperature sensor, displayed in °C—Temperature range.....-34°C to +125°C (-29°F to +257°F) Temperature alarm threshold ..... 106°C (223°F)	**OK:** Displayed temperature is plausible: GO TO 4. **NOT OK:** If the temperature shown is not plausible, see “B60 - Transmission Oil Temperature Sensor, Circuit/Harness Test” in Section 240, Group SE26A.

LX25546,00006DB -19-19DEC06-5/13

4 Check, if cooling circuit components are correctly set and assembled	Can wrong adjustments and modifications at low temperature circuit be ruled out? • Check engine coolant level. • Check coolant hoses for kinks, abrasion and dents. • Check the cooling system for leaks, see “Cooling System - Leakage Test”. • For testing the temperature at which the thermostat opens, see “Cooling System - Testing the Temperature at which the Thermostat opens”.	**OK:** GO TO 5. **NOT OK:** Repair as needed and carry out an operational check.

LX25546,00006DB -19-19DEC06-6/13

5 Perform a visual inspection of the transmission system (cooling system)	**Visual check:** ☐ Check and clean side panels, front cover and screens (if equipped). ☐ Check for visual signs of damage at the oil cooling system. ☐ Check the system for oil leaks. ☐ Check the oil hoses and pipes for kinks and dents. ☐ Check the oil level in the transmission (see Operator’s Manual). ☐ Check transmission oil filters. ☐ Faulty viscous fan drive (see “Cooling System - Viscous Fan Drive Test”)? ☐ Check that the oil has the correct viscosity. ☐ Be alert for gurgling noises.	**OK:** No visual damage of cooling system recognizable: GO TO 6. **NOT OK:** Repair as needed and carry out an operational check.

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LX25546,00006DB -19-19DEC06-7/13

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6 Checks for faults that only occur intermittently	Type of error indicates a loose contact: • Check the connectors; for a summary of the layout of leads, see "Diagnostic Schematic, SE10B - Air-Conditioning and Fan ETC/HTC" in Section 240, Group SE10.	**OK:** • See "General Information - Electrical System, Troubleshooting Unsolved Problems" in Section 210, Group 10. • Check DTAC to find out whether there is any more information on this diagnostic trouble code. **NOT OK:** Repair as required and do an operational check; see "Heated Rear Window, Operational Check" in Section 245, Group ETC.

LX12234,00011A5 -19-11APR06-8/8

ETC 523979.07 — S139 - Switch for Heated Rear Window, Fault

This diagnostic trouble code is triggered if the control unit receives the engagement signal of the rear-window heater switch for too long a period of time (S139, lead 2013). This indicates that the switch is jammed or defective, or that there is a problem in the circuit.

LX12234,00011A6 -19-11APR06-1/7

Diagnostics

Alarm level: Information.

Reaction of control unit: Control of the heated rear window is restricted.

LX12234,00011A6 -19-11APR06-2/7

1 Verify the diagnostic trouble codes	*NOTE: Delete the diagnostic trouble codes and do an operational check on faulty component/function, or do a test drive. Thereafter refresh diagnostic trouble codes.* *For more information on how to process diagnostic trouble codes, see "Operation and General Information on Diagnostics - Accessing Addresses and Diagnostic Trouble Codes" in Section 245, Group 05.*	**OK:** Diagnostic trouble code is ACTIVE: GO TO 2. **NOT OK:** The diagnostic trouble code is STORED: • Other active diagnostic trouble codes must be processed first. • If no other active diagnostic trouble codes exist and the code appears repeatedly during operational check: GO TO 2.

Continued on next page

LX12234,00011A6 -19-11APR06-3/7

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1 Verify Diagnostic Trouble Codes	*NOTE: Delete diagnostic trouble codes and carry out an operational check or a test-drive. Thereafter refresh diagnostic trouble codes.* *For more information on how to process diagnostic trouble codes, see "Operation and General Information on Diagnostics - Accessing Addresses and Diagnostic Trouble Codes" in Section 245, Group 05.*	**OK:** Diagnostic trouble code is ACTIVE: GO TO 2. **NOT OK:** The diagnostic trouble code is STORED: • Other active diagnostic trouble codes must be processed first. • If no other active diagnostic trouble codes exist and the code appears repeatedly during operational check: GO TO 2.

LX26156,0000488 -19-16MAY06-3/4

2 Check stepper motor	• Interchange stepper motor A36 (E-SCV 1 valve block) and stepper motor A37 (E-SCV 2). • Recalibrate E-SCV • Delete diagnostic trouble code • Carry out an operational check. *NOTE: This procedure is used to test the valve or stepper motor. During the test, E-SCV functions 1 and 2 are also swapped due to interchanging stepper motors A36 and A37!*	**OK:** Even after a prolonged operational check, diagnostic trouble codes SIC 523887.03 and SIC 523888.03 are not triggered. Diagnosis completed. **NOT OK:** • Diagnostic trouble code **SIC 523887.03** is triggered, replace **stepper motor** of E-SCV 2 valve block. Install the stepper motors at their original location. • Diagnostic trouble code **SIC 523888.03** is triggered, replace **valve block** of E-SCV 1. Install the stepper motors at their original location.

LX26156,0000488 -19-16MAY06-4/4

SIC 523887.04 — A36 - Stepper Motor E-SCV 1, Temperature Too Low

The diagnostic trouble code is generated when a temperature of less than -45 °C (-49 °F) is measured at the stepper motor.

LX26156,0000487 -19-16MAY06-1/4

Diagnostic Procedure

Alarm level: Information.

Reaction of control unit: E-SCV function de-activated or limited.

Continued on next page

LX26156,0000487 -19-16MAY06-2/4

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TCU 000191.00 — Transmission Output Speed Too High

The diagnostic trouble code is generated when the TCU control unit detects that transmission output speed (tractor travel speed) is excessive. It is necessary to reduce speed (travel speed). Excessive speed is indicated, when there is NO weight pushing from behind to account for it: Process the diagnostic trouble codes that have priority.

LX12234,0001093 -19-22MAY06-1/5

Diagnostic Procedure

Alarm level: Caution.

Reaction of control unit: Limited driving function.

LX12234,0001093 -19-22MAY06-2/5

1 Verify Diagnostic Trouble Codes	*NOTE: Delete the diagnostic trouble codes and do an operational check on faulty component/function, or do a test drive. Thereafter refresh diagnostic trouble codes.* *For more information on how to process diagnostic trouble codes, see "Operation and General Information on Diagnostics - Accessing Addresses and Diagnostic Trouble Codes" in Section 245, Group 05.*	**OK:** Diagnostic trouble code is ACTIVE: GO TO 2. **NOT OK:** The diagnostic trouble code is STORED: • Other active diagnostic trouble codes must be processed first. • If no other active diagnostic trouble codes exist and the code appears repeatedly during operational check: GO TO 2.

LX12234,0001093 -19-22MAY06-3/5

2 Priority diagnostic trouble codes must be processed first	☐ Check whether there are TCU diagnostic trouble codes that may be related to a problem with the sensor for transmission output speed (B63). Diagnostic trouble codes TCU 000191.02, TCU 000191.03, TCU 000191.04, TCU 000191.08 and TCU 000191.11 must be processed first.	**OK:** No priority diagnostic trouble codes present: GO TO 3. **NOT OK:** Priority diagnostic trouble codes must be processed first.

LX12234,0001093 -19-22MAY06-4/5

3 Checks for faults that only occur intermittently	See "General Information - Electrical System, Troubleshooting Unsolved Problems" in Section 210, Group 10.	**OK:** Check DTAC to find out whether there is any more information on this diagnostic trouble code. **NOT OK:** Repair as needed and carry out an operational check.

LX12234,0001093 -19-22MAY06-5/5

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4 Checks for faults that only occur intermittently	Type of error indicates a loose contact: • Check the plug connections. For a summary of the layout of leads, see "Diagnostic Schematics, SE20B and SE20C - Front-Wheel Drive Axle with TLS and TSC Cab Suspension" in Section 240, Group SE20. • For back-up, see also additional references for circuit checks: "Test procedure in the event of occasional malfunctions in the TSC circuits (TSC beep mode)" in Section 240, Group SE20.	**OK:** • See "General Information - Electrical System, Troubleshooting Unsolved Problems" in Section 210, Group 10. • Check DTAC to find out whether there is any more information on this diagnostic trouble code. **NOT OK:** Repair as required and do an operational check; see "5-volt Power Supply for Cab Suspension Sensor" in Section 245, Group TSC.

LX25546,000069F -19-23JAN07-6/6

TSC 001881.19 — Incorrect CAN BUS Message, Draft Sensor from BCU

This diagnostic trouble code is triggered if the BCU transmits the following sensor status signals on the CAN BUS:

- *Sensor not available (due to incorrect configuration of draft sensor).*
- *Sensor signal faulty (circuit problem at draft sensor).*

LX25546,0000920 -19-01MAR07-1/6

Diagnosis

Alarm level: Information.

LX25546,0000920 -19-01MAR07-2/6

1 Verify the diagnostic trouble codes	*NOTE: Delete the diagnostic trouble codes and carry out an operational check or a test-drive. Thereafter refresh diagnostic trouble codes.* *For more information on how to process diagnostic trouble codes, see "Operation and General Information on Diagnostics - Accessing Addresses and Diagnostic Trouble Codes" in Section 245, Group 05.*	**OK:** Diagnostic trouble code is ACTIVE: GO TO 2. **NOT OK:** The diagnostic trouble code is STORED: • Other active diagnostic trouble codes must be processed first. • If no other active diagnostic trouble codes exist and the code appears repeatedly during operational check: GO TO 2.

Continued on next page

LX25546,0000920 -19-01MAR07-3/6

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6 Checks for faults that only occur intermittently	Type of error indicates a loose contact on the sensor unit for speed control lever (speed band switch) (S108):	
	• Check the connections; for a summary of the layout of leads, see ”Diagnostic Schematic, SE27 - UIC Control Unit (Transmission Control with AutoPowr/IVT transmission)” in Section 240, Group SE27.	**OK:** • See ”General Information - Electrical System, Troubleshooting Unsolved Problems” in Section 210, Group 10. • Check DTAC to find out whether there is any more information on this diagnostic trouble code.
	• For further information, see also additional references for circuit test ”Test procedure in the event of occasional malfunctions in the UIC circuits (UIC beep mode)” in Section 240, Group SE27.	**NOT OK:** Repair as required and do an operational check; see ”S108 - Sensor Unit for Speed Control Lever (Speed Band Switch), Operational Check” in Section 245, Group UIC.

LX12234,000120D -19-18MAY06-9/9

UIC 524014.31 — S80 - Reverse Drive Lever, Faulty Signal from Park Lock Switch

The diagnostic trouble code is generated when the signal received from the park lock switch does not correspond to the position of the reverse drive lever. The control unit receives the signal from an activated park lock switch (corner park or center park) together with a signal of the switches for tractor movement and direction of travel.

LX12234,000120E -19-19MAY06-1/7

Diagnostics

Alarm level: Caution.

Reaction of control unit: With diagnostic trouble code active, the tractor cannot be moved. After the fault has been corrected, the tractor can be driven by moving the reverse drive lever via the corner park position.

LX12234,000120E -19-19MAY06-2/7

1 Verify the diagnostic trouble codes	*NOTE: Delete the diagnostic trouble codes and do an operational check on faulty component/function, or do a test drive. Thereafter refresh diagnostic trouble codes.* *For more information on how to process diagnostic trouble codes, see ”Operation and General Information on Diagnostics - Accessing Addresses and Diagnostic Trouble Codes” in Section 245, Group 05.*	**OK:** Diagnostic trouble code is ACTIVE: GO TO 2. **NOT OK:** The diagnostic trouble code is STORED: • Other active diagnostic trouble codes must be processed first. • If no other active diagnostic trouble codes exist and the code appears repeatedly during operational check: GO TO 2.

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LX12234,000120E -19-19MAY06-3/7

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4 Configuring and calibrating the selective control valves (E-SCVs)	*NOTE: Interactive calibration possible with Service ADVISOR.* Perform a system check: 1. Delete diagnostic trouble codes. 2. Configure the control unit; see Address SIC040 in Section 245, Group SIC. For detailed information on interactive calibration using Service ADVISOR, see: SIC - Interactive assignation of identifying names (E-ICV/E-SCV) in SIC address 40. 3. Calibrate the control unit; see address “SIC020 - Calibration of Selective Control Valves (E-SCV and E-ICV)” in Section 245, Group SIC. 4. After calibration has been completed, access the diagnostic trouble codes once again. Process any existing diagnostic trouble codes that are related to this problem. **SIC diagnostic trouble codes must be processed first.** 5. Check whether the problem has been solved.	**OK:** Problem solved: Diagnostics completed. **NOT OK:** If problem persists: GO TO 5.

LX26156,000055F -19-06MAR08-6/9

5 Checking the SIC components	Check any components that are related to this problem: See “SIC - Operational Check on SIC Components” in Section 245, Group SIC.	**OK:** If operational checks do not reveal a problem: GO TO 7. **NOT OK:** Repair as needed and carry out an operational check.

LX26156,000055F -19-06MAR08-7/9

6 Checking the PFC hydraulic system	To check the PFC hydraulic system, see: “Check for PFC Hydraulic System”	**OK:** GO TO 7 **NOT OK:** Repair as needed and carry out an operational check.

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LX26156,000055F -19-06MAR08-8/9

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❷ **Check leads and connecting points**	**Check the leads and plug connections between rear window wiper shut-off switch (S20) and windshield/rear window switch (S128):** For a summary of the layout of leads, see “Diagnostic Schematic, SE02 - BIF Control Unit (Basic Informator)” in Section 240, Group SE02. **Checks:** ☐ Check positive lead 0142 ☐ Check signal lead 2067 ☐ Check the electrical connections at all the plugs for bad, loose, widened, slid-back or corroded contacts. **Plug connections:** ☐ X734F - Plug for Windshield Wiper/Rear Window Switch ☐ X773F - Connecting Point between Harnesses W21 and W92 ☐ X773M - Connecting Point between Harnesses W92 and W21 ☐ X780F - Connecting Point between Harnesses W21 and W22 (PowrQuad Transmission) ☐ X780M - Connecting Point between Harnesses W22 and W21 (PowrQuad Transmission) ☐ X780F - Connecting Point between Harnesses W21 and W22 (AutoPowr/IVT Transmission) ☐ X780M - Connecting Point between Harnesses W22 and W21 (AutoPowr/IVT Transmission) ☐ X735F-1 - Connecting Point between Harnesses W22 and W28 (PowrQuad Transmission) ☐ X735M-1 - Connecting Point between Harnesses W28 and W22 (PowrQuad Transmission) ☐ X735F-1 - Connecting Point between Harnesses W22 and W28 (AutoPowr/IVT Transmission) ☐ X735M-1 - Connecting Point between Harnesses W28 and W22 (AutoPowr/IVT Transmission) ☐ F02 to F05 - Fuses (Fuse Box in Cab) with PowrQuad Transmission ☐ F04 to F07 - Fuses (Fuse Box in Cab) with PowrQuad Transmission ☐ F02 to F05 - Fuses (Fuse Box in Cab) with AutoPowr/IVT Transmission ☐ F04 to F07 - Fuses (Fuse Box in Cab) with AutoPowr/IVT Transmission *NOTE: For assistance with the circuit test, see the worksheet for circuit diagnostics in “General Information - Electrical System, Worksheet for Circuit/Harness Test” in Section 210, Group 10.*	**OK:** If there are diagnostic trouble codes that indicate a problem with the circuit: • Check the leads and connecting points for bad, widened, slid-back or corroded (**loose**) contacts. • Check DTAC to find additional information available on this diagnostic trouble code. • See “General Information - Electrical System, Troubleshooting Unsolved Problems” in Section 210, Group 10. **NOT OK:** Repair as required and do an operational check; see “S20 - Rear Window Wiper Shut-Off Switch, Operational Check” in Section 245, Group BIF.

LX18600,0000782 -19-20NOV07-4/4

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❷ **Check the component**	For component check, see “S40 - Operator Presence Switch” in Section 240, Group 115.	**OK:** If there are diagnostic trouble codes that indicate a problem with the circuit: Check the leads and connecting points for bad, widened, slid-back or corroded (**loose**) contacts: GO TO 3. **NOT OK:** Repair as required and do an operational check; see “S40 - Operator Presence Switch, Operational Check” in Section 245, Group BCU.

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LX18600,0000761 -19-27NOV07-4/5

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2 Check the circuit at the control unit connector	• Ignition OFF.	
	• Reconnect the plug of the component. • Disconnect the plug of TCU control unit (X875F). - For details of location and information on components, see “X875F - Plug of TCU Control Unit” in Section 240, Group 105.	
	• Check the connections for bad, loose, widened, slid-back or corroded contacts.	**OK:** If there are diagnostic trouble codes that indicate a problem with the circuit: Check the leads and connecting points for bad, widened, slid-back or corroded (**loose**) contacts: GO TO 3.
	• Use a JT05791A multimeter to check the resistance at plug X875F between pin 5 (lead 6059) and pin 67 (lead 6064): **C4 - Clutch 4 Solenoid Valve—Specification** Coil:—Resistance.....28 +/-2 ohms at 20°C (68°F)	**NOT OK:** GO TO 3.

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LX12234,000124A -19-10DEC07-4/5

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1 Check positive lead of rear ISOBUS socket (A90)	• Disconnect X760F-1 - plug of rear ISOBUS socket.	
	• Ignition ON.	
	• Check the connections for bad, loose, widened, slid-back or corroded contacts.	**OK:** If there are diagnostic trouble codes that indicate a problem with the circuit: Check the leads and connecting points for bad, widened, slid-back or corroded (loose) contacts. GO TO 2.
	• Use a JT05791A multimeter to check the voltage at the plug between pin 3 (positive, 12 volts) and pin 1 (ground): **Positive lead of rear ISOBUS socket (A90)—Specification** A90 - Rear ISOBUS Socket—Voltage..... between 11.8 and 13.2 volts	**NOT OK:** Check fuse PLB F01/05, for details of location and information on components, see “F01PLB to F02PLB - Fuses (Fuse Box in Engine Compartment)” in Section 240, Group 115. GO TO 3.

LX26156,0000507 -19-16JAN07-3/7

2 Check positive lead (supply voltage of control units on the ISOBUS)	• Disconnect X760F-1 - plug of rear ISOBUS socket.	
	• Ignition ON.	
	• Check the connections for bad, loose, widened, slid-back or corroded contacts.	**OK:** If there are diagnostic trouble codes that indicate a problem with the circuit: Check the leads and connecting points for bad, widened, slid-back or corroded (loose) contacts, GO TO 4.
	• Use a JT05791A multimeter to check the voltage at the plug between pin 4 (positive, 12 volts) and pin 2 (ground): **Positive lead (supply voltage of control units on the ISOBUS)—Specification** Supply voltage of control units on the ISOBUS—Voltage..... between 11.8 and 13.2 volts	**NOT OK:** Check fuse PLB F01/01, for details of location and information on components, see “F01PLB to F02PLB - Fuses (Fuse Box in Engine Compartment)” in Section 240, Group 115. GO TO 3.

Continued on next page

LX26156,0000507 -19-16JAN07-4/7

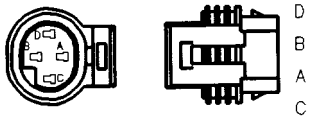
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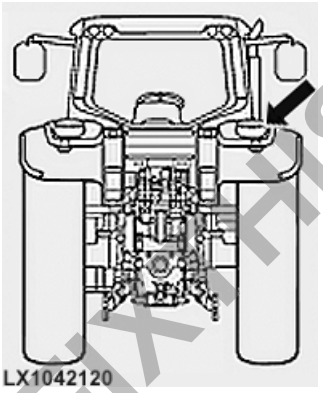
X106F - Plug of Right Tail, Brake and Turn Signal Lights or Connecting Point Between Harnesses W21 and W16

Component information	
Number of pins:	4
Spare part number:	57M7349
Manufacturer / repair information:	METRI PACK For repair information, see Section 40, Group 05 of the relevant repair manual.
Connection point:	Components E14; H33; H43, see Component Information - Electrical Parts/Components, Summary of References X106M
Wiring harness:	W21, see Component Information - Wiring Harnesses, Summary of References
Circuit:	SE06, see SE06 - Lighting - Summary of References SE16, see SE16 - BCU Control Unit (Basic Functions) - Summary of References

Plug layout		
Pin no.	**Lead no.**	**Wire color**
A	1096A	blue
B	1018AB	gray
C	1006AD	light blue
D	0310AG	black



LX1017903



LX1042120

LX1017903 —UN—10OCT97

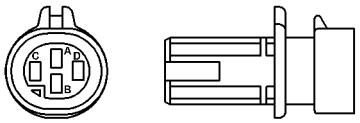
LX1042120 —UN—20MAR07

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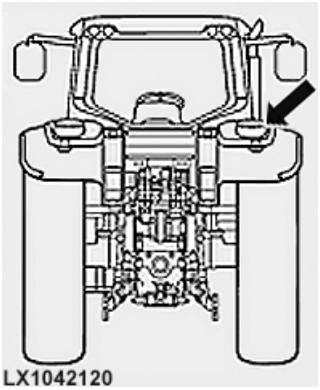
X106M - Connecting Point between Harnesses W16 and W21

Component information	
Number of pins:	4
Spare part number:	L112161
Manufacturer / repair information:	METRI PACK For repair information, see Section 40, Group 05 of the relevant repair manual.
Connection point:	X106F
Wiring harness:	W16, see Component Information - Wiring Harnesses, Summary of References
Circuit:	SE06, see SE06 - Lighting - Summary of References SE16, see SE16 - BCU Control Unit (Basic Functions) - Summary of References

Plug layout		
Pin no.	**Lead no.**	**Wire color**
A	126X	blue
B	128XB	gray
C	106X	light blue
D	310XB	black



LX1042119



LX1042120

LX1042119 —UN—19APR07

LX1042120 —UN—20MAR07

LX25599,000136C -19-22OCT08-1/1

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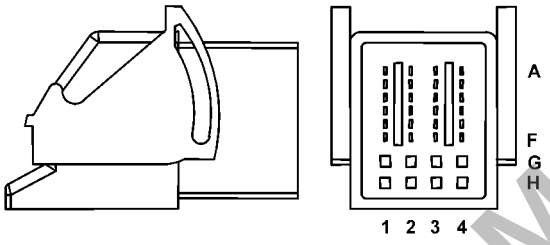
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X708F-1 - Plug of ECU Control Unit (Level 14) (6-Cylinder Engine)

See Serial Number Break 2008.

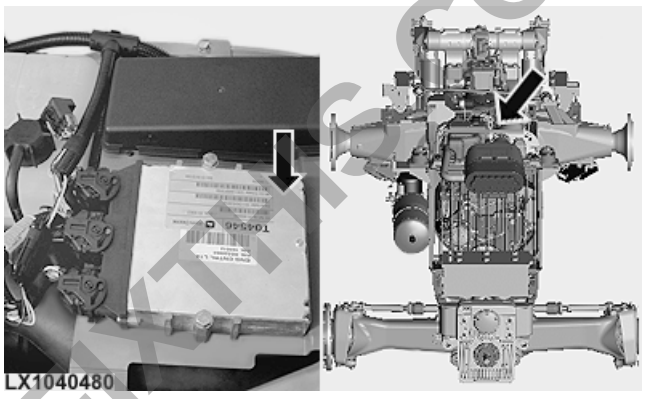
Component information	
Number of pins:	32
Spare part number:	57M8519
Manufacturer / repair information:	CINCH For repair information, see Section 40, Group 05 of the relevant repair manual.
Connection point:	Component A71, see Component Information - Electrical Parts/Components, Summary of References
Wiring harness:	W52, see Component Information - Wiring Harnesses, Summary of References
Circuit:	SE23A, see SE23A - Level 14 ECU Control Unit (Electronic Engine Control) for 4-Valve Engine with HPCR - Summary of References

Plug layout up to Serial Number Break 2008		
Pin no.	**Lead no.**	**Wire color**
1A1	5497A	purple
1A2	-	-
1A3	-	-
1A4	5413A	orange
1B1	5494A	yellow
1B2	-	-
1B3	5417A	purple
1B4	5435A	dark green
1C1	5499A	white
1C2	-	-
1C3	-	-
1C4	-	-
1D1	5495A	dark green
1D2	-	-
1D3	5410A	black
1D4	-	-
1E1	5493A	orange
1E2	-	-
1E3	-	-
1E4	-	-
1F1	5498A	gray
1F2	-	-
1F3	-	-
1F4	5429A	white
1G1	5491A	brown
1G2	5496A	light blue
1G3	5421A	brown
1G4	5423A	orange
1H1	5424A	yellow
1H2	5419A	white
1H3	5449AA	white
1H4	5449AB	white



LX1032237

LX1032237 —UN—04APR03



LX1040480

LX1040480 —UN—03APR07

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Continued on next page

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F04— F04 - Fuses (with PowrQuad Transmission)
F05— F05 - Fuses (with PowrQuad Transmission)
F06— K06 - Relays (with PowrQuad Transmission)
F07— K07 - Relays (with PowrQuad Transmission)
F08— F08 - Fuses (PowrQuad Transmission)
K01— K01 - Relays (with PowrQuad Transmission)
K02— K02 - Relays / Diodes (PowrQuad Transmission)
K03— K03 - Relays (PowrQuad Transmission)
K08— K08 - Relays / Diodes (PowrQuad Transmission)
X34F— X34F - Plug of R.h. Switch for Hitch Remote Control
X35F— X35F - Plug of L.h. Switch for Hitch Remote Control
X37F— X37F - Front Loader Plug
X37F-3—X37F-3 - Plug for Accessories
X44F— X44F - Plug of Rear Window Washer Pump
X106F—X106F - Plug of Right Tail, Brake and Turn Signal Lights
X107F—X107F - Plug of Left Tail, Brake and Turn Signal Lights
X113F-1—X113F-1 - Plug of License Plate Light or Rear-Facing Worklight on Left Fender
X113F-2—X113F-2 - Plug of License Plate Light or Worklight on R.h. Fender, or Connecting Point between Harnesses W21 and W99
X122F—X122F - Plug of Differential Lock Switch
X171F-1—X171F-1 - Connecting Point, Rear Fender Worklights
X171F-2—X171F-2 - Connecting Point, License Plate Light
X171M-1—X171M-1 - Connecting Point for License Plate Light or for Worklight on R.h. Fender
X171M-2—X171M-2 - Connecting Point, License Plate Light or Worklight on L.H. Fender
X174F—X174F - Plug of Switch for Left Remote Control of Rear PTO
X230F—X230F - Operator Presence Switch Connector
X235F—X235F - Handbrake Monitor Switch Connector
X239F—X239F - Connecting Point between Harnesses W21 and W05
X239F-1—X239F-1 - Connecting Point between Harnesses W21 and W04 or W05 (ECE)
X239F-2—X239F-2 - Connecting Point between Harnesses W21 and W04 or W05 or W06 (ECE)
X285F—X285F - Plug of Windshield Washer Pump
X371F—X371F - Plug of Accelerator Pedal Potentiometer
X422F—X422F - Connecting Point between Harnesses W21 and W71
X423F—X423F - Connecting Point between Harnesses W21 and W74
X430M—X430M - Connecting Point between Harnesses W63 and W21
X473M—X473M - Connecting Point between Harnesses W21 and W01
X482M—X482M - Connecting Point between Harnesses W21 and W62
X488F—X488F - Plug of Seat with Compressor and Heater
X500M—X500M - Connecting Point between Harnesses W21 and W61
X535F—X535F - Connecting Point between Harnesses W21 and W43
X543F-1—X543F-1 - Connecting Point between Harnesses W21 and W41
X571M—X571M - Service Socket (CAN BUS)
X591M-2—X591M - CAN BUS Adapter Plug (ISOBUS)
X591F-1—X591F - CAN BUS Adapter Plug (ISOBUS)
X600F—X600F - Plug of Refrigerant Pressure Sensor
X602F-1—X602F-1 - Connecting Point between Harnesses W21 and W97
X623F—X623F - Plug of Switch for Right Remote Control of Rear PTO
X636F—X636F - Connecting Point between Harnesses W42 and W71 or W50
X641F—X641F - Connecting Point between Harnesses W21 and W45
X656F—X656F - Plug for VTI and UIM Control Units (without Panorama Door)
X689F—X689F - Plug for Power Supply to External Display
X739F—X739F - Plug of Electrical Cooling Compartment
X740F-1—X740F-1 - Plug of BCU Control Unit
X740F-2—X740F-2 - Plug of BCU Control Unit
X740F-3—X740F-3 - Plug of BCU Control Unit
X761F—X761F - Connecting Point between Harnesses W21 and W25
X777F—X777F - Plug of Terminating Resistor (A83) (Power Train CAN BUS)
X780F—X780F - Connecting Point between Harnesses W21 and W22
X781F—X781F - Connecting Point between Harnesses W21 and W23
X782M—X782M - Connecting Point between Harnesses W21 and W51
X791F-1—X791F-1 - Plug for Radio Power Supply (BAT) with Battery Cut-Off Switch
X791F-2—X791F-2 - Plug for Radio Power Supply (BAT) without Battery Cut-Off Switch
X791M—X791M - Plug for Radio Power Supply (BAT)
X798F-1—X798F-1 - Plug for Back-Up Alarm
X801F—X801F - Connecting Point between Harnesses W21 and W03
X815F-1—X815F-1 - Plug of Power Module (HF) PC6
X815F-2—X815F-2 - Plug of Power Module (HF) PC6
X815F-3—X815F-3 - Plug of Power Module (HF) PC6
X817F—X817F - Connecting Point between Harnesses W21 and W90
X818F—X818F - Connecting Point between Harnesses W21 and W90
X820F-1—X820F-1 - Plug for Light Selector (SAE)
X820F-2—X820F-2 - Plug for Light Selector (ECE)
X820M—X820M - Plug for Light Selector
X855F—X855F - Connecting Point between Harnesses W21 and W24
X872F-2—X872F-2 - Plug of EPC Control Unit
X872F-3—X872F-3 - Plug of EPC Control Unit
X874F—X874F- Plug of TEC Control Unit
X877F-2—X877F-2 - Plug of TSC Control Unit
X880F—X880F - Connecting Point between Harnesses W21 and W29
X898F—X898F - Plug Not Used
X905F—X905F - Connecting Point between Harnesses W21 and W47
X906F—X906F - Connecting Point for Displayed Speed on GSD Display
X906M—X906M - Connecting Point for Displayed Speed on GSD Display
X930F—X930F - Connecting Point between Harnesses W21 and W43
X959M—X959M - CAN BUS Adapter Plug (ISOBUS)
X959F—X960F - Plug Not Used
XGND1A—XGND1A - Ground Point
XGND5A—XGND5A - Ground Point
XGND43A—XGND43A - Ground Point
XGND47A—XGND47A - Ground Point
XGND48A—XGND48A - Ground Point
XGND49A—XGND49A - Ground Point
XGND50A—XGND50A - Ground Point
XGND52A—XGND52A - Ground Point
XGND65A—XGND65A - Ground Point

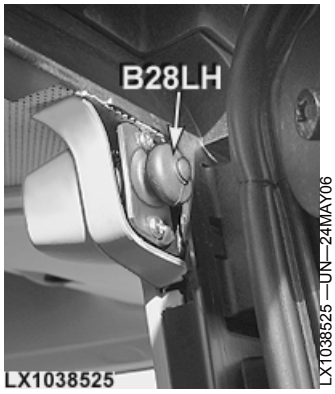
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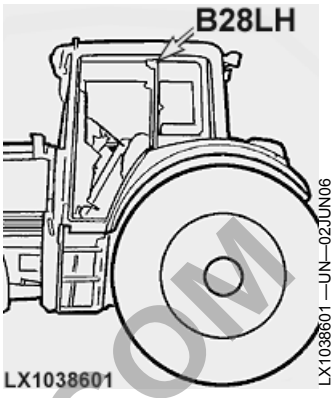
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B28-LH - Dome Light Switch, Left Door

Component information	
Type:	Switch
Location:	L.h. B-post of cab (without panorama door) L.h. C-post of cab (with panorama door)
Connector:	X786F-3 - Plug of Left Switch for Dome Light, Section 240, Group 105. X786F-4 - Plug of Left Switch for Dome Light, Section 240, Group 105.
Wiring harness:	W23, see Component Information - Wiring Harnesses - Summary of References in Section 240, Group 110.
Circuit:	SE09 - Radio, Dome Light, Console Light and Access Step Light - Summary of References in Section 240, Group SE09
Specifications:	Voltage: 24 volts max. Current: 2 amps max. Power: 2 x 21 watts max. For more information, see: • Component test
Components:	Compact component
Task:	Switches dome light on and off



LX1038525 —UN—24MAY06



LX1038601 —UN—02JUN06

B28-LH - Dome Light Switch (L.h. Side, without Panorama Door)



LX1047545 —UN—05NOV08

B28-LH - Dome Light Switch (L.h. Side, with Panorama Door)

OULXH60,00000C2 -19-20FEB09-1/3

Component test

OULXH60,00000C2 -19-20FEB09-2/3

Check the dome light switch (l.h. side) (B28-LH)	Perform a visual inspection of dome light switch (left door) (B28-LH) and its respective connectors: ☐ Check for signs of damage or dirt. ☐ Check the electrical connections for bad, loose, widened, slid-back or corroded contacts; also check the leads. ☐ Check for continuity between pins at the switch. **B28-LH - Dome Light Switch, Left Door—Specification** Switch not actuated:—Continuity..... Pin connection closed Switch actuated:—Continuity.....Pin connection open	**OK:** Test completed. **NOT OK:** Replace the component and perform an operational check.

OULXH60,00000C2 -19-20FEB09-3/3

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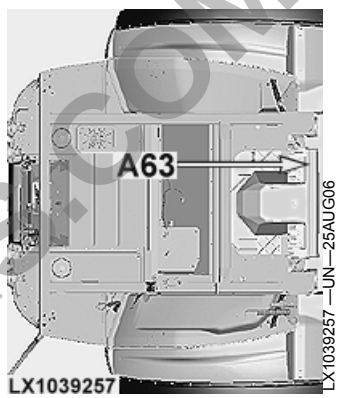
A62 - CAN BUS Terminating Resistor, Vehicle CAN BUS	Perform a visual inspection of the CAN BUS terminating resistor (vehicle CAN BUS) (A62) and of the connectors associated with it: ☐ Check for signs of damage or dirt. ☐ Check the electrical connections for bad, loose, widened, slid-back or corroded contacts; also check the leads.	**OK:** Test completed. **NOT OK:** Replace the component and carry out an operational check.

OULXH60,000009E -19-08APR09-3/3

A63 - CAN BUS Terminating Resistor, E-SCV/E-ICV CAN BUS

Component information	
Type:	CAN BUS terminating resistor
Location:	Under the fuse box, on r.h. side (seen in direction of travel)
Connector:	X619F - Plug of Terminating Resistor (A63) (SCV CAN BUS) in Section 240, Group 105.
Wiring harness:	W74, see Component Information - Wiring Harnesses - Summary of References in Section 240, Group 110.
Circuit:	SE21 - SIC Control Unit (Selective Control Valves) - Summary of References in Section 240, Group SE21.
Specifications:	- For more information, see: • Component check
Components:	Compact component
Task:	Prevents interference while data is being transferred on the CAN BUS lines.





OULXH60,000009F -19-08APR09-1/3

Component check

OULXH60,000009F -19-08APR09-2/3

A63 - CAN BUS Terminating Resistor, E-SCV/E-ICV CAN BUS	Perform a visual inspection of the CAN BUS terminating resistor (E-SCV/E-ICV CAN BUS) (A63) and of the connectors associated with it: ☐ Check for signs of damage or dirt. ☐ Check the electrical connections for bad, loose, widened, slid-back or corroded contacts; also check the leads.	**OK:** Test completed. **NOT OK:** Replace the component and carry out an operational check.

OULXH60,000009F -19-08APR09-3/3

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VTI: ISOBUS VT Test (GreenStar Display)

NOTE: The interactive test can be performed only via Service ADVISOR.

VTI: ISOBUS VT Test (GreenStar Display)	
Description:	This test allows the communication between ISOBUS implements and GreenStar displays (2100 and 2600) to be checked. Once the test has started, Service ADVISOR behaves like an implement connected to the ISOBUS. The diagnostic software transmits the register message for the display on the ISOBUS. A new graphic is loaded onto the GreenStar display. Service ADVISOR appears as implement graphic on the screen.
Preparations:	*NOTE: For this test, Service ADVISOR may be connected either at the diagnostic socket in the cab or, via adapter cable DS10022, directly to the ISOBUS socket.*
Procedure:	Select interactive test on Service ADVISOR and follow the diagnostic software instructions.
Result:	The test is successfully completed when Service ADVISOR appears as implement graphic on the GreenStar display. A test report on all control units connected to the ISOBUS can also be displayed. The following software components of the GreenStar display (VTI) appear as unknown control units on the ISOBUS: • Control unit with source address 42. • Control unit with source address 43. • Control unit with source address 128. • Control unit with source address 210. • Control unit with source address 252.

LX12234,00013AC -19-02JUL08-1/1

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A92— EPC Control Unit
A82— Forward-Neutral-Reverse lever (FNR)
B07— Transmission oil filter pressure switch
B31— Transmission oil pressure switch
B60— Transmission oil temperature sensor
B65— Clutch pedal potentiometer
B79— Foot throttle potentiometer
B96— Hand throttle potentiometer
B104— Transmission speed sensor
B105— Enable pressure sensor
B111— Hydraulic oil filter sensor
B172— Transmission speed sensor
K07/04—Plug for "come home" mode
S72— Clutch pedal switch
S114— Park lock switch
S125— Gear selector switch
S158— Switch for gear selector, Auto Mode and clutch
Y33— Forward Solenoid Valve
Y36— Reverse solenoid valve
Y38— Proportional solenoid valve for transmission enable
Y39— Gear selector solenoid valve K2
Y40— Gear selector solenoid valve K1

NOTE: Supply and communication leads are not listed in the legend.

General information:

General information	
Function:	The EPC is the controller for PowrQuad PLUS and AutoQuad transmissions.
Location:	Outside the cab behind the fuse box (load center)
Description:	The electrically actuated PowrQuad module is the basis for the PowrQuad PLUS and AutoQuad PLUS transmissions. The only differences between the transmissions are the ways in which they are shifted. The transmission is driven by the engine. From the transmission, power is transferred to the differential and final drives and also to the front-wheel drive clutch. The through-drive shafts in the transmission transmit power to the hydraulic pump and PTO. **Several different electronic control units are responsible for controlling the transmission system:** • ECU Control Unit • BCU Control Unit • EPC Control Unit The control units monitor, co-ordinate and control all the necessary functions. The required data is recalled and logically linked. Actual and desired values are compared and if necessary corrected via signals from or to the relevant control units. The relevant commands and signals are passed on from the shift controls (reverse drive lever, range-shift lever with gear selector switches) to the EPC. The EPC is also in communication with the PowrQuad module. All the data required to control the transmission is passed to the transmission via this control unit. In the opposite direction, the transmission supplies all sorts of information such as transmission speed, system pressure, oil temperature etc. to the EPC. Data needed to control the transmission is also sent to the CAN BUS by the ECU.

CAN BUS information:

CAN BUS information	
CAN BUS connection to:	Power train CAN BUS

Diagnostic program information:

Diagnostic program information	
Input addresses	See: EPC - Calibration and Input Addresses.
Diagnostic addresses (DIA) and output addresses (ROM)	See: EPC - Summary of Addresses.
Templates in Service ADVISOR:	• EPC800: EPC input addresses • EPC810: EPC diagnostic addresses • EPC820: EPC identification addresses • EPC900: Transmission oil filter status for PowrQuad transmission • EPC901: Transmission oil temperature for PowrQuad transmission
Interactive calibration:	Interactive calibration possible with Service ADVISOR
Interactive test:	EPC fine-tuning

CAN data points that can be received:

From the BCU:

Brake switch (status)

Front PTO speed setting

Front PTO speed setting (Eco)

Rear PTO speed setting

Rear PTO speed setting (Eco)

Continued on next page

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1 Check pressure	*NOTE: During the pressure test, the following pressures are measured one after the other:* • *Standard pressure* • *Maximum pressure* • *Minimum pressure* • *Standard pressure* *The solenoid valve for pressure increase (Y69) is responsible for achieving maximum pressure. If there is a problem at the solenoid valve for pressure build-up (Y69), pressure testing is aborted and a diagnostic trouble code is triggered.* • Start the engine. • Set engine speed to 1200 rpm. • Access address TSC023 and start the pressure test; see Address TSC023 - Calibration address, pressure test in Section 245. • Make sure that the information displayed at the address during the pressure test complies with the following: **Specification** TSC023: B167 - TLS pressure sensor, display in kPa—Standard pressure.....9000 kPa (90 bar; 1305 psi) TSC023: B167 - TLS pressure sensor, display in kPa—Maximum pressure.....more than 18500 kPa (185 bar; 2683 psi) TSC023: B167 - TLS pressure sensor, display in kPa—Minimum pressure..... less than 500 kPa (5 bar; 72 psi) *NOTE: Pressure test is aborted if:* • *A travel speed higher than 0.5 km/h is detected.* • *No engine speed is detected.* • *A fault is detected at TLS pressure sensor (B167).* • *A fault is detected at solenoid valve (Y68) for pressure reduction or solenoid valve (Y69) for pressure increase.* • *CAN BUS messages for travel speed or engine speed are missing or incorrect.*	**OK:** Diagnostics completed. **NOT OK:** • Process the diagnostic trouble codes that relate to a problem in the relevant circuit. • If there are no diagnostic trouble codes, see Y69 - Solenoid Valve for Pressure Increase (TLS), Circuit/Harness Test in Section 240.

LX18004,0000161 -19-23JAN07-13/15

5-volt power supply for TLS sensors

LX18004,0000161 -19-23JAN07-14/15

1 Check the 5-volt power supply	• Ignition ON. • Access address TSC010. • Make sure that the information displayed at address TSC010 complies with the following: **Specification** TSC010: 5-volt power supply for TLS sensors—Power supply..... between 4.65 and 5.25 volts	**OK:** Diagnostics completed. **NOT OK:** • Process the diagnostic trouble codes that relate to a problem in the relevant circuit. • If there are no diagnostic trouble codes, see 5-volt Power Supply for TLS Sensors, Circuit/Harness Test in Section 240.

LX18004,0000161 -19-23JAN07-15/15

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PowrQuad Transmission - PowrQuad Module, Gear-to-Gear Modulation with Summary of Engaged Elements

NOTE: This chart shows which solenoid valves are supplied with power for each gear.

	K1 solenoid valve (Y40)	K2 solenoid valve (Y39)
First gear	•	•
Second gear		•
Third gear		
Fourth gear	•	

NOTE: This chart shows which elements are engaged for each gear.

	B1	B2	B3	C4	Forward clutch	Reverse brake
1st forward	•				•	
2nd forward		•			•	
3rd forward			•		•	
4th forward				•	•	
1st reverse	•					•
2nd reverse		•				•
3rd reverse			•			•
4th reverse				•		•

NOTE: The hydraulic schematic shows the positions of the solenoid valves in 3rd gear and with the engine shut off.

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LX25601,0000764 -19-21APR08-1/2

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