# 4 - OPERATING INSTRUCTIONS

### Commissioning the unit

## Engine break-in procedure

Your tractor will provide long and dependable service if given proper care during the first 50-hour break-in period. During the first 50 hours of operation:

1. Avoid "lugging" the engine. Operating in too high a gear under heavy load may cause engine lugging, which is indicated when the engine will not respond to a throttle increase.
2. Use the lower gear ratios when pulling heavy loads and avoid continuous operation at constant engine speeds. You will save fuel and minimize engine wear by selecting the correct gear ratio for a particular operation. Operating the tractor in low gear with a light load and high engine speed wastes fuel.
3. Avoid prolonged operation at either high or low engine speeds without a load on the engine.
4. Check the instruments frequently and keep the radiator and oil reservoirs filled to recommended levels. Daily checks include the engine oil level, radiator coolant, and air cleaner.
5. After the first 50 hours of use, be sure to perform the maintenance items listed in the maintenance schedule.

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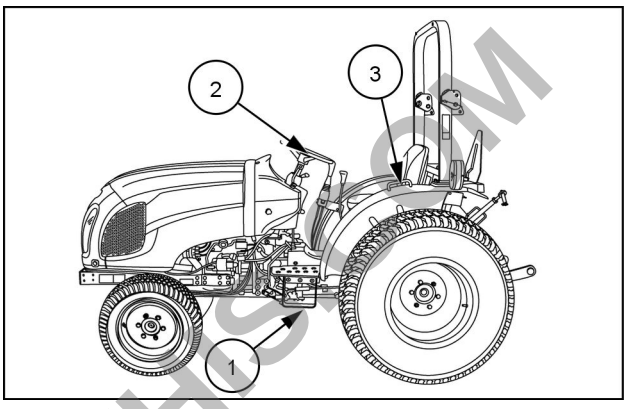
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# 3 - CONTROLS AND INSTRUMENTS

### Access to operator's platform

## Access to operator’s platform

### Roll Over Protective Structure (ROPS) type tractor




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Entering and exiting the tractor:

- Whenever possible, use the left-hand side step **(1)** for entering and exiting the tractor operator’s platform.
- When boarding the tractor, use the step **(1)**, steering wheel **(2)** and grab handle **(3)** on the left fender.

**⚠ WARNING**

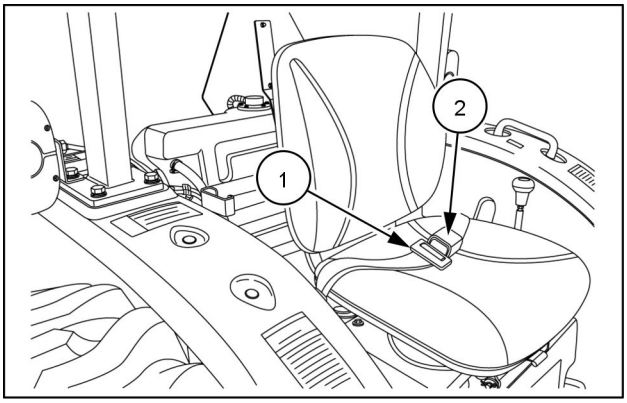
**Fall hazard!**
**Jumping on or off the machine could cause an injury. Always face the machine, use the handrails and steps, and get on or off slowly. Maintain a three-point contact to avoid falling: both hands on the handrails and one foot on the step, or one hand on the handrail and both feet on the steps.**
**Failure to comply could result in death or serious injury.**

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### Operator's seat

## Seat belt

The male end of the seat belt **(1)** is located on right -hand side of the seat. To extend length of seat belt, pull out on male end until correct length is obtained. To latch seat belt, insert male end into the buckle **(2)** located on left-hand side of the seat. Make sure belt is securely buckled and belt length is adjusted correctly for size of operator.




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Use soap and water to clean the seat belt if necessary. Do not use carbon tetrachloride, naphtha, etc., as these substances will weaken the webbing. Additionally, do not bleach or dye the webbing, as these products will also weaken the webbing.

Replace the seat belt if it becomes damaged or worn.

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# 8 - TROUBLESHOOTING

**Symptom(s)**

## Engine - Troubleshooting

| Problem | Possible Cause | Correction |
|---|---|---|
| **The start motor does not rotate with the key switch in the (START) position.** | Low battery charge | Charge or replace |
| | Loose battery or starter cable terminals | Tighten the terminal |
| | Key switch faulty | Repair or replace switch |
| | Safety start switch not completing circuit | Depress clutch pedal fully |
| | PTO safety switch is not in "OFF" position | Place PTO switch in "OFF" position |
| | Starter motor faulty | Repair or replace starter motor |
| **The start motor rotates but the engine does not start** | Low battery charge | Charge or replace battery |
| | Air in fuel system | Bleed out the air |
| | Fuel filter clogged | Clean or replace the filter |
| **Engine speed is irregular** | Air in fuel system | Bleed the fuel system |
| | Fuel filter clogged | Clean or replace the filter |
| | Injection nozzle clogged | Repair or replace nozzle |
| | Fuel leakage | Repair fuel system |
| **Engine stops suddenly during operation** | Fuel shortage | Add fuel and bleed air from fuel system |
| | Faulty fuel injector | Repair or replace injector |
| | Internal parts of engine seized due to lack of lubrication | Repair engine as needed |
| **Engine stops suddenly during operation** | Fuel shortage | Add fuel and bleed air from fuel system |
| | Faulty fuel injector | Repair or replace injector |
| | Internal parts of engine seized due to lack of lubrication | Repair engine as needed |
| **Engine overheating** | Lack of coolant | Add coolant as needed |
| | Fan belt slipping or belt is broken | Adjust belt tension or replace belt |
| | Dirt attached to the radiator or prescreen | Clean radiator fins or screen as needed |
| **The color of exhaust smoke is white** | Low engine operating temperature | Allow engine to obtain higher operating temperature |
| | Engine burning engine oil | Repair engine as needed |
| | Engine coolant entering engine exhaust | Repair engine as needed |
| **The color of exhaust gas is black.** | Air filter clogged | Clean or replace engine air filter |
| | Excessive fuel supply | Contact authorized dealer |
| | Faulty fuel injector | Contact authorized dealer |
| **Low engine power** | Fuel injector nozzle clogged | Repair injector as needed |
| | Carbon accumulation on valve seat | Repair valve and seats as needed |
| | Incorrect valve gap adjustment | Adjust valve gap to correct amount |
| | Lack of fuel supply | Check fuel system for restriction |
| | Air filter clogged | Clean or replace air filter |
| **Instrument panel engine oil pressure indicator light is "ON" during operation.** | Lack of engine oil | Add engine oil as needed |
| | Low viscosity of engine oil | Replace oil with proper viscosity type |
| | Faulty pressure switch | Replace switch |
| | Faulty engine oil pump | Repair oil pump as needed |
| | Engine oil filter clogged | Replace the filter |
| **Instrument panel battery charging indicator is "ON" during operation.** | Bad electrical connection | Check battery terminals, ground, and repair as needed |

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# 9 - SPECIFICATIONS

## Tire inflation pressures

Tire pressure must be considered when adding weights, implements, or attachments to the tractor or damage to the tractor may occur.

The chart below outlines tire inflation pressures.

| FRONT TIRE INFLATION PRESSURES | | | |
|---|---|---|---|
| **Tire Type** | **Tire Size** | **Recommended air pressure** | **Maximum load capacity at (Minimum inflation pressure)** |
| Agricultural (R1) | 7-14, 4PR, R1 | **41 – 248 kPa** (**6 – 36 psi**) | **160 kg** (**353 lb**) |
| Turf (R3) | 25 x 8.50-14, 10PR, R3 | **34 – 303 kPa** (**5 – 44 psi**) | **848 kg** (**1870 lb**) |
| Industrial (R4) | 25 x 8.50-14, 6PR, R4 | **207 – 345 kPa** (**30 – 50 psi**) | **716 kg** (**1579 lb**) |

| REAR TIRE INFLATION PRESSURES | | | |
|---|---|---|---|
| **Tire Type** | **Tire Size** | **Recommended air pressure** | **Maximum load capacity at (Minimum inflation pressure)** |
| Agricultural (R1) | 11.2-24, 4PR, R1 | **83 – 124 kPa** (**12 – 18 psi**) | **454 kg** (**1001 lb**) |
| Turf (R3) | 41 x 14.00-20, 4PR, R3 | **69 – 172 kPa** (**10 – 25 psi**) | **825 kg** (**1819 lb**) |
| Industrial (R4) | 43 x16-20, 4PR, R4 | **138 kPa** (**20 psi**) | NA |

***NOTE:*** *Do not under inflate or overinflate tires. Do not exceed maximum inflation pressure listed.*

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### Maintenance planning

## Maintenance chart

| Maintenance action | Check | Change fluid | Replace | Tighten | Bleed | Test | Drain fluid | Cleaning | Adjust | Grease | Page no. |
|---|---|---|---|---|---|---|---|---|---|---|---|
| Every 10 hours or daily | | | | | | | | | | | |
| Engine oil level - Check | x | | | | | | | | | | **7-12** |
| Engine cooling system - Check | x | | | | | | | | | | **7-14** |
| After first 50 hours | | | | | | | | | | | |
| Engine oil and oil filter - Change | | x | | | | | | | | | **7-15** |
| Hydraulic oil filter - Replace | | | x | | | | | | | | **7-17** |
| Hydrostatic transmission oil filter - Replace | | | x | | | | | | | | **7-18** |
| Roll Over Protective Structure (ROPS) - Check | x | | | | | | | | | | **7-19** |
| Wheels - Bolts and Nuts - Tighten | | | | x | | | | | | | **7-20** |
| Fuel water seperator filter - Replace | | | | | x | | | | | | **7-21** |
| Every 50 hours | | | | | | | | | | | |
| Grease fittings - Lubricate | | | | | | | | | | x | **7-22** |
| Transmission fluid level - Check | x | | | | | | | | | | **7-24** |
| Clutch pedal free play - Adjust | | | | | | | | | x | | **7-25** |
| Brake pedal free play - Adjust | | | | | | | | | x | | **7-26** |
| Hydrostatic Transmission (HST) neutral position - Check and Adjust | | | | | | | | | x | | **7-27** |
| Tire inflation pressure - Check | x | | | | | | | | | | **7-30** |
| Front axle and differential oil level - Check | x | | | | | | | | | | **7-32** |
| Air cleaner - Clean - Primary element | | | | | | | | x | | | **7-33** |
| Every 100 hours | | | | | | | | | | | |
| Fuel filter - Drain | | | | | | | x | | | | **7-34** |
| Every 300 hours | | | | | | | | | | | |
| Engine oil and oil filter - Change | | x | | | | | | | | | **7-34** |
| Oil filter - Replace | | | x | | | | | | | | **7-35** |
| Hydrostatic Transmission (HST) oil filter - Replace - HST system | | | x | | | | | | | | **7-36** |
| Wheel bolts and nuts - Check | | | | x | | | | | | | **7-37** |
| Air cleaner primary element - Replace | | | x | | | | | | | | **7-38** |
| Every 500 hours | | | | | | | | | | | |
| Fuel filter water separator - Replace | | | x | | | | | | | | **7-39** |
| Every 600 hours | | | | | | | | | | | |
| Front axle and differential fluid - Change | | x | | | | | | | | | **7-41** |
| Transmission fluid - Change | | x | | | | | | | | | **7-43** |
| Every 1000 hours | | | | | | | | | | | |
| Air cleaner inner element - Replace | | | x | | | | | | | | **7-44** |
| Every 1500 hours | | | | | | | | | | | |
| Engine coolant - Draining and flushing | | | | | | | x | | | | **7-44** |
| General maintenance | | | | | | | | | | | |
| Fuel water separator filter - Bleed | | | | | x | | | | | | **7-45** |
| Hydrostatic transmission (HST) neutral adjustment - Check | | | | | | | | | x | | **7-48** |
| Roll Over Protective Structure (ROPS) - Replace - Possible damage | | | x | | | | | | | | **7-50** |
| Battery | | | | | | x | | | | | **7-51** |
| Alternator | x | | | | | | | | | | **7-52** |

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| Refer-ence | Dashboard Fault Code | Fault Code | Warning Lamp | | Title |
|---|---|---|---|---|---|
| | | | Amber | Red | |
| 105 | s675 F03<br>s675 F05<br>s675 F06<br>s675 F31 | P2687 | Solid on | | Fuel heater driver fault |
| 106 | s174 F02 | P0181 | | Solid on | Fuel temp sensor gradient fault |
| 107 | s174 F03 | P0183 | | Solid on | Fuel temp sensor high fault |
| 108 | s174 F03 | P0182 | | Solid on | Fuel temp sensor low fault |
| 109 | s676 F05 | P0380 | Solid on | | Glow Plug (GP) relay open circuit fault |
| 110 | s676 F04 | P0383 | Solid on | | Glow Plug (GP) relay short circuit to ground fault |
| 111 | s676 F03 | P0384 | Solid on | | GP relay short circuit to source fault |
| 112 | s1076 F31 | P0254 | | Solid on | Inlet Metering Valve (IMV) current trim drift fault |
| 113 | s157 F11<br>s1076 F03<br>s1076 F04<br>s1076 F16<br>s1076 F18 | P0002 | | Solid on or **1 Hz** | Inlet Metering Valve (IMV) control fault |
| 114 | s1076 F03 | P0004 | | Solid on or **1 Hz** | Inlet Metering Valve (IMV) control feedback high fault |
| 115 | s1076 F04 | P0003 | | Solid on or **1 Hz** | Inlet Metering Valve (IMV) control feedback low fault |
| 116 | s1076 F05 | P0001 | | Solid on or **1 Hz** | Inlet Metering Valve (IMV) driver signal open circuit fault |
| 117 | s172 F02 | P0074 | | Solid on | Inlet Air Temp sensor signal gradient fault |
| 118 | s172 F03 | P0073 | | Solid on | Inlet Air Temp sensor signal high fault |
| 119 | s172 F04 | P0072 | | Solid on | Inlet Air Temp sensor signal low fault |
| 120 | s5202 F31 | U0140 | Solid on | | Controller Area Network (CAN) message Time-out fault |
| 121 | s106 F03<br>s106 F04 | P0106 | | Solid on | Intake Manifold Absolute Pressure sensor signal drift fault |
| 122 | s106 F03 | P0108 | | Solid on | Intake Manifold Absolute Pressure sensor signal high fault |
| 123 | s106 F04 | P0107 | | Solid on | Intake Manifold Absolute Pressure sensor signal low fault |
| 124 | s0651 F31 | P029B | Solid on | | Injector 1 Minimum Drive Pulse (MDP) value low fault |
| 125 | s653 F31 | P02A3 | Solid on | | Injector 2 Minimum Drive Pulse (MDP) value low fault |
| 126 | s654 F31 | P02A7 | Solid on | | Injector 3 Minimum Drive Pulse (MDP)value low fault |
| 127 | s652 F31 | P029F | Solid on | | Injector 4 Minimum Drive Pulse (MDP) value low fault |
| 128 | s654 F31 | P1311 | | Solid on | no Minimum Drive Pulse (MDP) updates occur fault 1 |
| 129 | s654 F31 | P1303 | | Solid on | no Minimum Drive Pulse (MDP) updates occur fault 2 |
| 130 | s651 F31 | P029A | Solid on | | Injector drift fault detection on Injector 1 |
| 131 | s653 F31 | P02A2 | Solid on | | Injector drift fault detection on Injector 2 |
| 132 | s654 F31 | P02A6 | Solid on | | Injector drift fault detection on Injector 3 |
| 133 | s652 F31 | P029E | Solid on | | Injector drift fault detection on Injector 4 |

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# Diesel Particulate Filter (DPF) regeneration

**⚠ CAUTION**

**Burn hazard!**
**During the Diesel Particulate Filter (DPF) regeneration process the exhaust stack and fixed hood area becomes extremely hot. Allow area to cool before servicing or working near the exhaust system components.**
**Failure to comply could result in minor or moderate injury.**

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**⚠ WARNING**

**Fire hazard!**
**During the Diesel Particulate Filter (DPF) forced regeneration process the exhaust stack and fixed hood area becomes extremely hot. Park the machine outside and away from combustible or highly flammable material.**
**Failure to comply could result in death or serious injury.**

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## Definitions of system components and operations

The following terms will define the system components and operational modes.

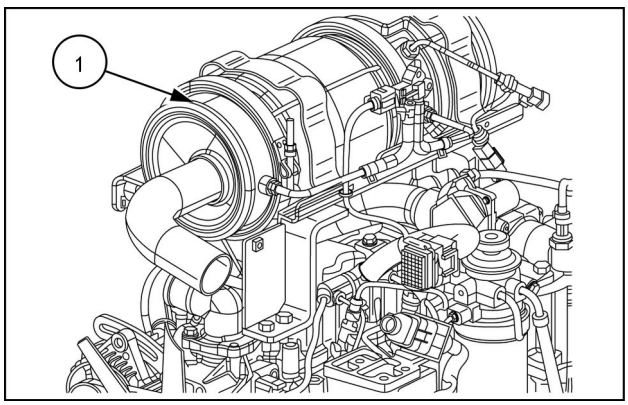
- Diesel Oxidation Catalyst (DOC) - Is a catalytic converter that reduces emission element such as hydrocarbons, carbon monoxide, and unburned fuel.
- Diesel Particulate Filter (DPF) - Is a filter that captures soot from the engine exhaust.
- (DPF) switch - Switch located on the left-hand side of the dash. This switch stops or blocks the regeneration process or to exit the inhibited regeneration mode. The switch can also initiate a forced regeneration.
- Regeneration - This is the process of burning/cleaning the soot that accumulates in the (DPF).
- Inhibited Regeneration - The regeneration process is disabled by the use of the (DPF) switch
- Forced Regeneration - The regeneration process is initiated by the use of the (DPF) switch

## Diesel Oxidation Catalyst (DOC) and Diesel Particulate Filter (DPF)

The Diesel Oxidation Catalyst (DOC) and the Diesel Particulate Filter (DPF) function are to reduce engine exhaust hydrocarbons, carbon monoxide, and other toxic gases. This system converts exhaust emissions to harmless carbon dioxide and water. The (DPF) also traps Particular Matter (PM)

To meet Tier 4B (final) emission regulations, your tractor is equipped with a Diesel Oxidation Catalyst and a Diesel Particulate Filter **(1)**. These components are located under the engine hood of the tractor.

It is very important to read this operator's manual and understand the safe operation of your tractor. If you have any questions in the operation of this emission system please contact your NEW HOLLAND dealer




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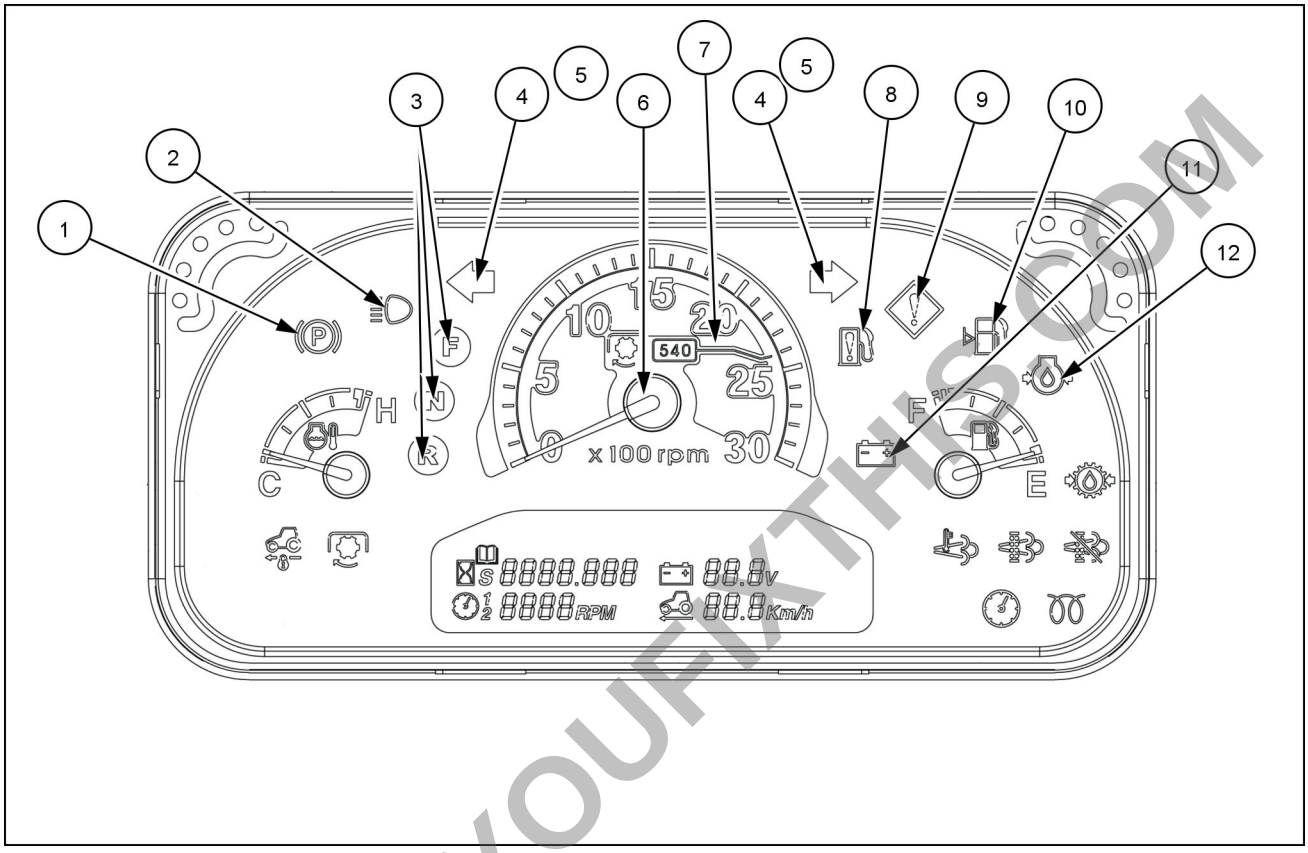


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### Forward controls

## Instrument panel




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1. Park Brake Indicator Light - Illuminates if the park brake is engaged with the key switch rotated from the "OFF" position.
2. High beam indicator - Turning on the high beam of the headlamp, this indicator will be ON simultaneously.
3. Forward-reverse indicator (optional)
4. Flasher Turn Lights - Operate when the multifunction switch lever is moved upwards for right turns the right arrow will flash and moved downwards for left turns the left arrow will flash. The key switch has to be in the "ON" or "START" positions.
5. Flasher Warning Lights - Operate when the operator places the multifunction switch in the hazard or road lights position, regardless of the key switch position. Use the flasher warning lights, road lights when traveling on public roads, day or night.
6. Tachometer - Registers engine Revolutions Per Minute (RPM). The gauge is marked in increments of 100 and will return to zero when the engine is not running.
7. PTO Speed Indicator - Determined by the position of the needle on the tachometer. The tachometer is marked to indicate **540 RPM** of PTO. If the needle registers above the **540 RPM** mark, this indicates a dangerous over speed condition, reduce the engine (RPM) immediately.
8. Fuel Filter Warning Indictor Light - Illuminates when there is water in the fuel filter. When this indicator illuminates the engine will shut off automatically. Service of the fuel filter will be required.
9. Engine Warning Indicator Light - Will illuminate when there is a fault detected in the engine control system. This indicator light will be illuminate, either continuously or blinking, depending on engine fault. See **3-9** for a detailed explanation of engine warning indictor light operation.
10. Low fuel level warning indicator - When the fuel in the fuel tank is under minimum level, this indicator shall be ON.

    ***NOTICE:*** *If this indicator turns on, fill the fuel tank immediately with fuel.*



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| Problem | Possible Cause | Correction |
|---|---|---|
| | Faulty alternator | Repair or replace alternator as needed |
| | Faulty battery | Replace battery |
| | Incorrect fan belt tension or belt broken | Adjust belt tension or replace belt |
| **Diesel Particulate Filter (DPF) not functioning properly** | Excessive soot build up in (DPF) | Start regeneration of (DPF) system |
| | Engine Control Unit (ECU) not functioning properly | Contact authorized dealer for electronic diagnosis |
| **Engine will only run for approximately thirty seconds** | Excessive soot load in Diesel Particulate Filter (DPF) | Contact authorized dealer |

## Hydraulic Lift System - Troubleshooting

| Problem | Possible Cause | Correction |
|---|---|---|
| **The three-point linkage will not raise** | Lack of transmission / hydraulic oil | Add oil as needed |
| | Air in the hydraulic suction pipe | Tighten the hydraulic filter and check all hydraulic suction connections |
| | Hydraulic filter clogged | Replace hydraulic filter |
| | Faulty hydraulic pump | Check pump for proper flow replace pump if needed |
| | Faulty control valve | Check hydraulic control valve and linkage for proper operation repair as needed |
| | Faulty hydraulic lift cylinder | Repair lift cylinder as needed |
| | Faulty hydraulic relief valve | Check hydraulic system for correct pressure setting, repair as needed |
| **Oil leakage** | Connecting part loosened | Tighten |
| | Oil seal damaged | Replace |
| | Pipe cracked | Replace |
| **The three-point linkage does not move down when control handle is moved to down position.** | Down speed control valve locked in closed position | Turn the knob counterclockwise, to open valve |
| | Control valve failure | Repair or replace valve |
| | Hydraulic lift cylinder damaged | Repair cylinder as needed |
| | Lift shaft moving parts damaged | Repair or replace lift shaft parts as needed |

## Steering - Troubleshooting

| Problem | Possible Cause | Correction |
|---|---|---|
| **Hydraulic steering system does not work** | Faulty power steering pump | Replace pump if needed |
| | Steering unit damaged or worn | Repair or replace unit as needed |
| | Steering cylinder piston seal damaged or worn | Repair cylinder as needed |
| | External oil leakage of oil tubes or hoses | Repair or replace tubes or hoses as needed |
| **Excessive steering wheel effort** | Steering unit: Spline and column spline does not align | Check mounted condition of steering unit and column |
| | Steering unit: Spool and sleeve damaged by foreign material | Replace steering unit |
| | Steering unit: Excessive tightening torque of end cap bolt | Apply proper torque of end cap hardware |
| | Pump: Low flow | Increase engine RPM, to increase pump flow |
| | Faulty power steering pump | Check pump , repair or replace if needed |
| | Power steering relief valve: pressure setting low | Check power steering relief valve pressure adjust to proper pressure setting |



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# General specification

| | Model Workmaster 35 Hydrostatic/Mechanical | Model Workmaster 40 Hydrostatic/Mechanical |
|---|---|---|
| **Engine** | | |
| Type | Diesel | Diesel |
| Model | L3C19 - T5 | L3C19 - T4 |
| Emission level (tier) | Tier 4B (final) | Tier 4B (final) |
| Aspiration | Turbo | Turbo |
| Engine gross horsepower | **26 kW** (**35 Hp**) | **29.8 kW** (**40.0 Hp**) |
| Cylinders | 3 | 3 |
| Bore | **88 mm** (**3 in**) x | **88 mm** (**3 in**) x |
| Stroke | **103 mm** (**4 in**) | **103 mm** (**4 in**) |
| Displacement | **1.879 L** (**114.6 in³**) | **1.879 L** (**114.6 in³**) |
| Compression ratio | 17.0:1 | 17.0:1 |
| Firing order | 1–3–2 | 1–3–2 |
| Low idle speed | **950 RPM** | **950 RPM** |
| High Idle | **2800 RPM** | **2800 RPM** |
| Rated | **2600 RPM** | **2600 RPM** |
| | | |
| Block type: | | |
| | Cast iron | Cast iron |
| Lubrication: | | |
| | Pressure Feed w/ trochoid Pump | Pressure Feed w/ trochoid Pump |
| | | |
| **Cooling system** | | |
| Type | Pressurized liquid with recirculating bypass | Pressurized liquid with recirculating bypass |
| Water pump: | | |
| Type | Centrifugal | Centrifugal |
| Drive | V-Belt | V-Belt |
| Belt deflection | **10 – 13 mm** (**0.4 – 0.5 in**) when **10 kg** (**22 lb**) pressure is applied midway between belt pulleys | **10 – 13 mm** (**0.4 – 0.5 in**) when **10 kg** (**22 lb**) pressure is applied midway between belt pulleys |
| Fan diameter | **380 mm** (**15.0 in**) | **380 mm** (**15.0 in**) |
| Thermostat: | | |
| Start to open | **82 °C** (**179.6 °F**) | **82 °C** (**179.6 °F**) |
| Fully Open | **95 °C** (**203 °F**) | **95 °C** (**203 °F**) |
| Radiator cap | **90 kPa** (**12.8 psi**) | **90 kPa** (**12.8 psi**) |
| | | |
| **Electrical system** | | |
| Alternator | **12 V**, Heavy duty, **70 A** | **12 V**, Heavy duty, **70 A** |
| Battery | **12 V**, w/ negative ground, 80 AH / 660 cca BCI Group 34 | **12 V**, w/ negative ground, 80 AH / 660 cca BCI Group 34 |
| Starting motor | Solenoid pre-engaged reduction | Solenoid pre-engaged reduction |
| | | |
| Cold - start aid | Glow plug | Glow plug |
| **Fuel system** | | |
| Fuel type | Diesel | Diesel |
| Type of fuel to use if above **-7 °C** (**19 °F**) | No. 2-Diesel, Cetane rating: minimum 40 | No. 2-Diesel, Cetane rating: minimum 40 |
| Type of fuel to use if below **-7 °C** (**19 °F**) | No. 1-Diesel, Cetane rating: minimum 40 | No. 1-Diesel, Cetane rating: minimum 40 |
| Sulphur content (Maximum) : | No. 1-Diesel | **0.3%** |
| Sulphur content (Maximum) : | No. 2-Diesel | **0.3%** |

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**After first 50 hours**

# Engine oil and oil filter - Change

**⚠ CAUTION**

**Burn hazard!**
**Do not handle any service fluid (engine coolant, engine oil, hydraulic oil, etc.) at temperatures that exceed 49 °C (120 °F). Allow fluids to cool before proceeding.**
**Failure to comply could result in minor or moderate injury.**

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**⚠ WARNING**

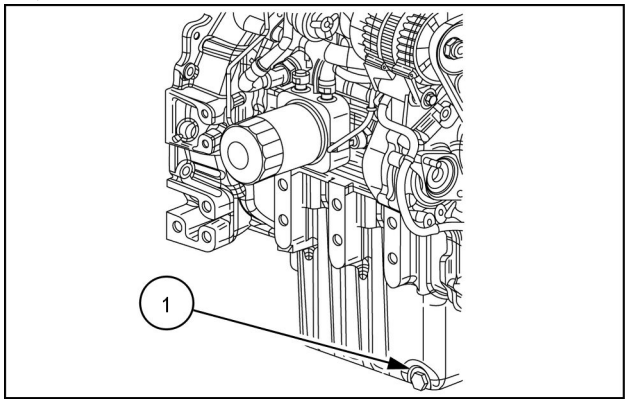
**Jack stands can slip or fall over. Dropping, tipping, or slipping of machine or its components is possible.**
**DO NOT work under a vehicle supported by jack stands only. Park machine on a level surface. Block wheels. Support machine with safety stands.**
**Failure to comply could result in death or serious injury.**

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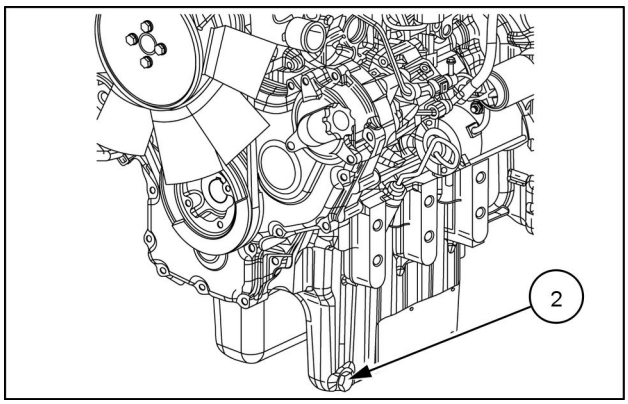
***NOTE:*** *Change the engine oil and filter after the first 50 hours of operation, then every 300 hours thereafter.*

To change the engine oil, do the following:

1. Place a suitable container beneath the drain opening to catch the used oil. With the tractor engine off but at normal operating temperature, remove the two drain plugs, **(1)** and **(2)**, located on both sides of the engine oil pan. Install the plugs after draining the oil.




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| Refer-ence | Dashboard Fault Code | Fault Code | Warning Lamp | | Title |
|---|---|---|---|---|---|
| | | | Amber | Red | |
| 21 | s653 F31 | P0267 | | Solid on | Injector 2 resistance low fault |
| 22 | s654 F31 | P0270 | | Solid on | Injector 3 resistance low fault |
| 23 | s652 F31 | P0264 | | Solid on | Injector 4 resistance low fault |
| 24 | s630 F11 | P0602 | | **2 Hz** | Injector code fault |
| 25 | s110 F02 | P0116 | | Solid on | Coolant sensor plausibility fault |
| 26 | s110 F02 | P0119 | | Solid on | Coolant sensor gradient fault |
| 27 | s110 F03 | P0118 | | Solid on | Coolant sensor high fault |
| 28 | s110 F04 | P0117 | | Solid on | Coolant sensor low fault |
| 29 | s110 F04 | P0115 | | Solid on | Coolant sensor fault (global) |
| 30 | s3253 F07 | P224A | Solid on | | Differential Pressure (DP) sensor leak detected |
| 31 | s3253 F11 | P1453 | Solid on | | Differential Pressure (DP) sensor tube Clamped |
| 32 | s3253 F11 | P1452 | Solid on | | Differential Pressure (DP) sensor tube inverted |
| 33 | s3253 F02 | P2453 | Solid on | | Differential Pressure (DP) sensor plausibility fault |
| 34 | s3253 F03 | P2455 | Solid on | | Differential Pressure (DP) sensor high fault |
| 35 | s3253 F04 | P2454 | Solid on | | Differential Pressure (DP) sensor low fault |
| 36 | s173 F31 | P242A | Solid on | | Diesel Particulate Filter (DPF) In temp sensor fault |
| 37 | s173 F03 | P242D | Solid on | | Diesel Particulate Filter (DPF) In temp sensor high fault |
| 38 | s173 F04 | P242C | Solid on | | Diesel Particulate Filter (DPF) In temp sensor low fault |
| 39 | s173 F02 | P242E | Solid on | | Diesel Particulate Filter (DPF) In temp sensor noise fault |
| 40 | s173 F02 | P242B | Solid on | | Diesel Particulate Filter (DPF) In temp sensor plausibility fault |
| 41 | s81 F00 | P2458 | Solid on or **2 Hz** | | Diesel Particulate Filter (DPF) overload fault |
| 42 | s81 F07 | P2463 | | Solid on or **2 Hz** | Diesel Particulate Filter (DPF) plugged fault |
| 43 | s81 F11 | P242F | **1 Hz** | | Diesel Particulate Filter (DPF) regeneration error |
| 44 | s1485 F07 s1485 F11 | P0685 | Solid on or **2 Hz** | | Main relay fault |
| 45 | s27 F10 s27 F31 | P0C18 | | Solid on or **1 Hz** | Exhaust Gas Recirculation (EGR) position learning fault |
| 46 | s27 F08 | P0404 | | Solid on or **1 Hz** | Exhaust Gas Recirculation (EGR) position control fault |
| 47 | s27 F02 | P0402 | | Solid on | Exhaust Gas Recirculation (EGR) airflow error too high |
| 48 | s27 F02 | P0401 | | Solid on | Exhaust Gas Recirculation (EGR) airflow error too low |
| 49 | s27 F03 | P0406 | | Solid on | Exhaust Gas Recirculation (EGR) position sensor high fault |
| 50 | s27 F04 | P0405 | | Solid on | Exhaust Gas Recirculation (EGR) position sensor low fault |
| 51 | s27 F02 | P046D | | Solid on | Exhaust Gas Recirculation (EGR) position sensor noise fault |

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