1.200.01. Safety and accident prevention

1 Introductory remarks

Read the operating instructions thoroughly and follow the notes on safe operation before starting up the earth-moving machine.

National safety regulations - e.g. the Accident Prevention Regulations, "Earth-Moving Machinery" (VBG 40) and "Vehicles" (VBG 12) in the Federal Republic of Germany - must also be complied with when operating the earth-moving machine.

In addition to the operating instructions, legal regulations governing road safety and accident prevention measures must also be observed. Such requirements could also apply with respect to the handling of hazardous goods or the wearing of personal safety gear, for example.

Furthermore, safety requirements governing work in particular locations (tunnels, adits, quarries, pontoons, contaminated areas, etc.) must likewise be observed.

2 Intended use

The earth-moving machine with standard bucket equipment is intended solely for work which is suitable for the function of the machine and its work attachments.

Such work involves loosening, taking up, transporting and dumping soil, rock, or other materials as well as loading these materials on trucks, conveyor belts, or other means of transport, when the transport of the material is normally done by positioning the earth-moving machine.

The assembly of special work attachments – such as multi-purpose bucket, side-dump bucket, broom, fork lift attachment, etc. – makes corresponding applications possible.
Any usage above and beyond that specified here – e.g. the transport of persons or the usage of the lift equipment as a work platform – is regarded as improper use. The supplier cannot be held responsible for any damage resulting from improper use. The risk is borne by the user alone.

Strict compliance with the operating and maintenance instructions and the performance of maintenance work, as well as adherence to the maintenance intervals is also part of intended use.

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Power supply

Start Switch Glow Plugs

Fuel pump

-XM30 +3 M8:2 — +3 -XM30:a — RD 16.00 mm² — +3 -XKAB5 3/2 — +7 -XKAB5 3/2

+3 -XM30 M8:1 — +3 -XM30:b — RD 6.00 mm²

+3 -XM15 M8:1 — +3 -XM15:a — BK 6.00 mm²

+5 -X1 External start point — +5 -X1:X — RD 16.00 mm² — BK 50.00 mm²

-K02 +3 Relief Relays terminal 15 Power relay 5350250008
30 / 86 / 87 / 85
+3 -K02:30 — +3 -K02:87 1
+3 -K02:X1 86/2 — +3 -K02:X1 85/2
BK 1.00 mm²

BN 1.00 mm²

+7 -F1 — /209.B8 — +5 -F1:30 — -F1:+UBat1 — -F1:+UBat
Mega terminal 30 80A 5350250004 MEGA fuse — +7 -F01 — +7 -F01.a
Mega Pre-heating 80A 5350250004 MEGA fuse — +7 -F02 — +7 -F02.a
Mega
Midi motor control 30A 5050650482 Midi fuse — +7 -F04:a — +7 -F04:a.3
Fuse distributor terminal 30 5350250022

-XKAB1 B3C/64 — BK 0.75 mm² — -XKAB1 B3D/64 — BK 0.75 mm²

GN 0.75 mm² — BK 0.75 mm²

+3 -A4 3in/52 — -A4-F3 — Illumination Switch 2A 5050650980 — +3 -A4 30ut/52 — BK 1.00 mm²

+3 -Xs11 Ultrasonic Spikce

BK 0.75 mm² — +3 -S9:X8 /30.D5 Schalterbeleuchtung 33 — +3 -S13:X8 /11.D11 Schalterbeleuchtung 32
BK 0.75 mm² — +3 -XOPT2.2 /26.E8 Schalterbeleuchtung 3 — +3 -S11:1 /23.E11 Schalterbeleuchtung 47
BK 0.75 mm² — +3 -S13:X8 /22.D11 Schalterbeleuchtung 27

+3 -A1 6in/52 — +3 -A1-F6 2A 5050650980 Power supply Switch — +3 -A1 60ut/52
BK 1.00 mm² — +3.XOPT1.3 /23.B2 UV Schalter46
BK 0.75 mm² — +3.S13.X2 /22.B12 UV Schalter49

+3 -A2 1in/52 — +3 -A2-F1 7.5A 5050650984 Ignition lock — +3 -A2 1Out/52
RD 1.00 mm² — -S3:X2 1/4
X2 1 — X2 2 — 30 — 30
-S3 +3 — 0 1 2 — Start Switch- KAT 5050655560
15/54 — 15/54 — 58 — 50a — 50a
X1 5 — X1 6 — X1 10 — X1 8 — X1 9
-S3:X1 5/6 — -S3:X1 6/6 — -S3:X1 10/6 — -S3:X1 8/6 — -S3:X1 9/6

+3 -A2 4in/52 — +3 -A2-F4 20A 5050650987 Fuel pump — +3 -A2 4Out/52
BK 2.50 mm²

XM30.1 /11.A1
XM15.2 /11.A1

+3.9 -X2 2/14 — GN 0.75 mm²
+3.9 -X2 4/14 — GN 0.75 mm²
+3 -X2 2/14 — GN 0.75 mm²
+3 -X2 4/14 — GN 0.75 mm²

-XKAB1 A6B/64 — BK 1.00 mm² — GN — +7 -A1:XD2.2 64/91 — XD2.2 64 — +7 -A1 /205.C8 — Engine TCD2.9 — Ignition lock terminal 50

-XKAB1 B7B/64 — GN 1.00 mm² — GN — +7 -A1:XD2.2 23/91 — XD2.2 23 — +7 -A1 /205.D9 — Relay Fuel pump- — Engine TCD2.9

-XKAB1 A8A/64 — BN 0.75 mm² — +3 -A5 K6-86/30 — +3 -A5 K6-30/30
-XKAB1 A8A/64 — BN 0.75 mm² — +3 -A5 K6-85/30 — +3 -A5 K6-87/30
-XKAB1 A1A/64 — WH 2.50 mm² — +3 -A5-K6 — Relay Fuel pump MicroRelay, 12V 5050650992
-XKAB1 A1A/64 — WH 2.50 mm² — +7 -M1:+ 1 — +7 -M1 — Fuel pump Fuel pump — +7 -M1:- 1 — BN 2.50 mm² — +7 — GND 1 /11.I1

+3 -A1 8in/52 — +3 -A1-F6 2A 5050650980 Power supply Switch — +3 -A1 60ut/52
BK 1.00 mm² — +3.XOPT1.3 /23.B2 UV Schalter46
BK 0.75 mm² — +3.S13.X2 /22.B12 UV Schalter49

+3 -A2 1in/52 — +3 -A2-F1 7.5A 5050650984 Ignition lock — +3 -A2 1Out/52
RD 1.00 mm² — -S3:X2 1/4
X2 1 — X2 2 — 30 — 30
-S3 +3 — 0 1 2 — Start Switch- KAT 5050655560
15/54 — 15/54 — 58 — 50a — 50a
X1 5 — X1 6 — X1 10 — X1 8 — X1 9
-S3:X1 5/6 — -S3:X1 6/6 — -S3:X1 10/6 — -S3:X1 8/6 — -S3:X1 9/6

+3 -A2 4in/52 — +3 -A2-F4 20A 5050650987 Fuel pump — +3 -A2 4Out/52
BK 2.50 mm²

XM30.1 /11.A1
XM15.2 /11.A1

+3.9 -X2 2/14 — GN 0.75 mm²
+3.9 -X2 4/14 — GN 0.75 mm²
+3 -X2 2/14 — GN 0.75 mm²
+3 -X2 4/14 — GN 0.75 mm²

-XKAB1 A6B/64 — BK 1.00 mm² — GN — +7 -A1:XD2.2 64/91 — XD2.2 64 — +7 -A1 /205.C8 — Engine TCD2.9 — Ignition lock terminal 50

-XKAB1 B7B/64 — GN 1.00 mm² — GN — +7 -A1:XD2.2 23/91 — XD2.2 23 — +7 -A1 /205.D9 — Relay Fuel pump- — Engine TCD2.9

-XKAB1 A8A/64 — BN 0.75 mm² — +3 -A5 K6-86/30 — +3 -A5 K6-30/30
-XKAB1 A8A/64 — BN 0.75 mm² — +3 -A5 K6-85/30 — +3 -A5 K6-87/30
-XKAB1 A1A/64 — WH 2.50 mm² — +3 -A5-K6 — Relay Fuel pump MicroRelay, 12V 5050650992
-XKAB1 A1A/64 — WH 2.50 mm² — +7 -M1:+ 1 — +7 -M1 — Fuel pump Fuel pump — +7 -M1:- 1 — BN 2.50 mm² — +7 — GND 1 /11.I1

+3 -A1 8in/52 — +3 -A1-F6 2A 5050650980 Power supply Switch — +3 -A1 60ut/52
BK 1.00 mm² — +3.XOPT1.3 /23.B2 UV Schalter46
BK 0.75 mm² — +3.S13.X2 /22.B12 UV Schalter49

+3 -A2 1in/52 — +3 -A2-F1 7.5A 5050650984 Ignition lock — +3 -A2 1Out/52
RD 1.00 mm² — -S3:X2 1/4
X2 1 — X2 2 — 30 — 30
-S3 +3 — 0 1 2 — Start Switch- KAT 5050655560
15/54 — 15/54 — 58 — 50a — 50a
X1 5 — X1 6 — X1 10 — X1 8 — X1 9
-S3:X1 5/6 — -S3:X1 6/6 — -S3:X1 10/6 — -S3:X1 8/6 — -S3:X1 9/6

+3 -A2 4in/52 — +3 -A2-F4 20A 5050650987 Fuel pump — +3 -A2 4Out/52
BK 2.50 mm²

XM30.1 /11.A1
XM15.2 /11.A1

+3.9 -X2 2/14 — GN 0.75 mm²
+3.9 -X2 4/14 — GN 0.75 mm²
+3 -X2 2/14 — GN 0.75 mm²
+3 -X2 4/14 — GN 0.75 mm²

-XKAB1 A6B/64 — BK 1.00 mm² — GN — +7 -A1:XD2.2 64/91 — XD2.2 64 — +7 -A1 /205.C8 — Engine TCD2.9 — Ignition lock terminal 50

-XKAB1 B7B/64 — GN 1.00 mm² — GN — +7 -A1:XD2.2 23/91 — XD2.2 23 — +7 -A1 /205.D9 — Relay Fuel pump- — Engine TCD2.9

-XKAB1 A8A/64 — BN 0.75 mm² — +3 -A5 K6-86/30 — +3 -A5 K6-30/30
-XKAB1 A8A/64 — BN 0.75 mm² — +3 -A5 K6-85/30 — +3 -A5 K6-87/30
-XKAB1 A1A/64 — WH 2.50 mm² — +3 -A5-K6 — Relay Fuel pump MicroRelay, 12V 5050650992
-XKAB1 A1A/64 — WH 2.50 mm² — +7 -M1:+ 1 — +7 -M1 — Fuel pump Fuel pump — +7 -M1:- 1 — BN 2.50 mm² — +7 — GND 1 /11.I1

+3 -P1:X1 /2/26 — BU 1.00 mm² — X1 12 — D+ — Battery charge indicator lamp — -P1 /206.E5 — input binaryhigh/low — 5755661004 Combination Instrument

+7 -A1:XD2.2 1/91 — RD 2.50 mm² — XD2.2 1 — +7 -A1 /205.B9 — Engine TCD2.9 — Power supply
+7 -A1:XD2.2 3/91 — RD 2.50 mm² — XD2.2 3 — +7 -A1 /205.C9 — Engine TCD2.9 — Power supply
+7 -A1:XD2.2 5/91 — XD2.2 5 — +7 -A1 /205.C9 — Engine TCD2.9 — Power supply

+3 -A10:X1A 14/26 — X1A 14 — WUI — System power on (SPO) — +3 -A10 /204.H8 — Input wake-up
+7 -A1:XD2.2 67/91 — BK 1.00 mm² — XD2.2 67 — +7 -A1 /205.C8 — Engine TCD2.9 — Ignition lock terminal 15

+3 -A10:X1B 15/34 — X1B 15 — UN_16 — Cut out consumer load — +3 -A10 /204.D5 — input analog binary high/low

+3 -A10:X1B 11/34 — X1B 11 — UN_13 — Start terminal 50 — +3 -A10 /204.D5 — input analog binary high/low

+7 -A1:XD2.2 2/91 — XD2.2 2 — +7 -A1 /205.B9 — GND KL.31 — Engine TCD2.9
+7 -A1:XD2.2 4/91 — XD2.2 4 — +7 -A1 /205.C9 — GND KL.31 — Engine TCD2.9
+7 -A1:XD2.2 6/91 — XD2.2 6 — +7 -A1 /205.C9 — GND KL.31 — Engine TCD2.9

+7 -A1:XD2.1 95/105 — XD2.1 95 — +7 -A1 /205.E6 — Starter Relay — Engine TCD2.9
+7 -X17 2/62 — BN 1.00 mm² — +10 -X17 2/62 — BN 0.75 mm² — +10 -K04:X3 1/2
+10 -K04:X2 — +10 -K04 — 50a — 85 — 30 — 50 — Start Relay, 12V — +10 -K04:X1 — +10 -K04:X3 2/2

+7 -A1:XD2.1 94/105 — XD2.1 94 — +7 -A1 /205.E6 — Starter Relay — Engine TCD2.9
+7 -X17 3/62 — +10 -X17 3/62 — WH 0.75 mm²

+7 -A1:XD2.1 58/105 — XD2.1 58 — +7 -A1 /205.H4 — Monitoring Pre-heat relay — Engine TCD2.9
WH — +7 -A1:XD2.1 58/105 — WH 0.75 mm² — +7 -R1:X 1/2 — +5 -R1 — TCD 2.9L Glow Plugs

+7 -A1:XD2.1 88/105 — XD2.1 88 — +7 -A1 /205.E6 — Pre-heat relay — Engine TCD2.9
+7 -A1:XD2.1 63/105 — XD2.1 63 — +7 -A1 /205.C6 — Pre-heat relay — Engine TCD2.9
+7 -A1:XD2.2 74/91 — XD2.2 74 — +7 -A1 /205.D8 — Relay Fuel pump+ — Engine TCD2.9
GN 1.00 mm² — +7 -K03:X1 2/2 — BN 1.00 mm²
RD 10.00 mm² — +7 -K03:X5 — +7 -K03 — +7 -K03:X3b — +7 -K03:X3a — Preheating Relay Power relay 5050247860 — +7 -K03:X1 1/2

BK 6.00 mm² — BK 6.00 mm²

-XKAB1 B4C/64 — BU 1.00 mm² — +5 -C1:+ 1 — +5 -C1 — 12V — Battery 12V 100Ah — 1 — +5 -C1:- — +5
BK 70.00 mm² — +5 -S1:X1 1 — 1 — 5522655660 Battery disconnector +5 -S1 — 2 — 1 — +5 -S1:X2 — BK 70.00 mm² — +5 — M10:10 — -XGND4

-G1:XD — +5 -M1-G1:XB 1 — D+ — G — B+ — W — +10 -G1 — B- Generator — 31 — Ground strap 50mm² 5653246956 — +5 -W12
+10 -M1:X50a 1 — 50a — +5 -M1:X30:2 — +5 -M1:X30:1 1 — 30 — +10 -M1 Starter — 31
BK 25.00 mm²

BN 2.50 mm² — +7 — 3 — -XGND4:a
BN 2.50 mm² — +7 — 4 — -XGND4:a
BN 2.50 mm² — +7 — 8 — -XGND4:a

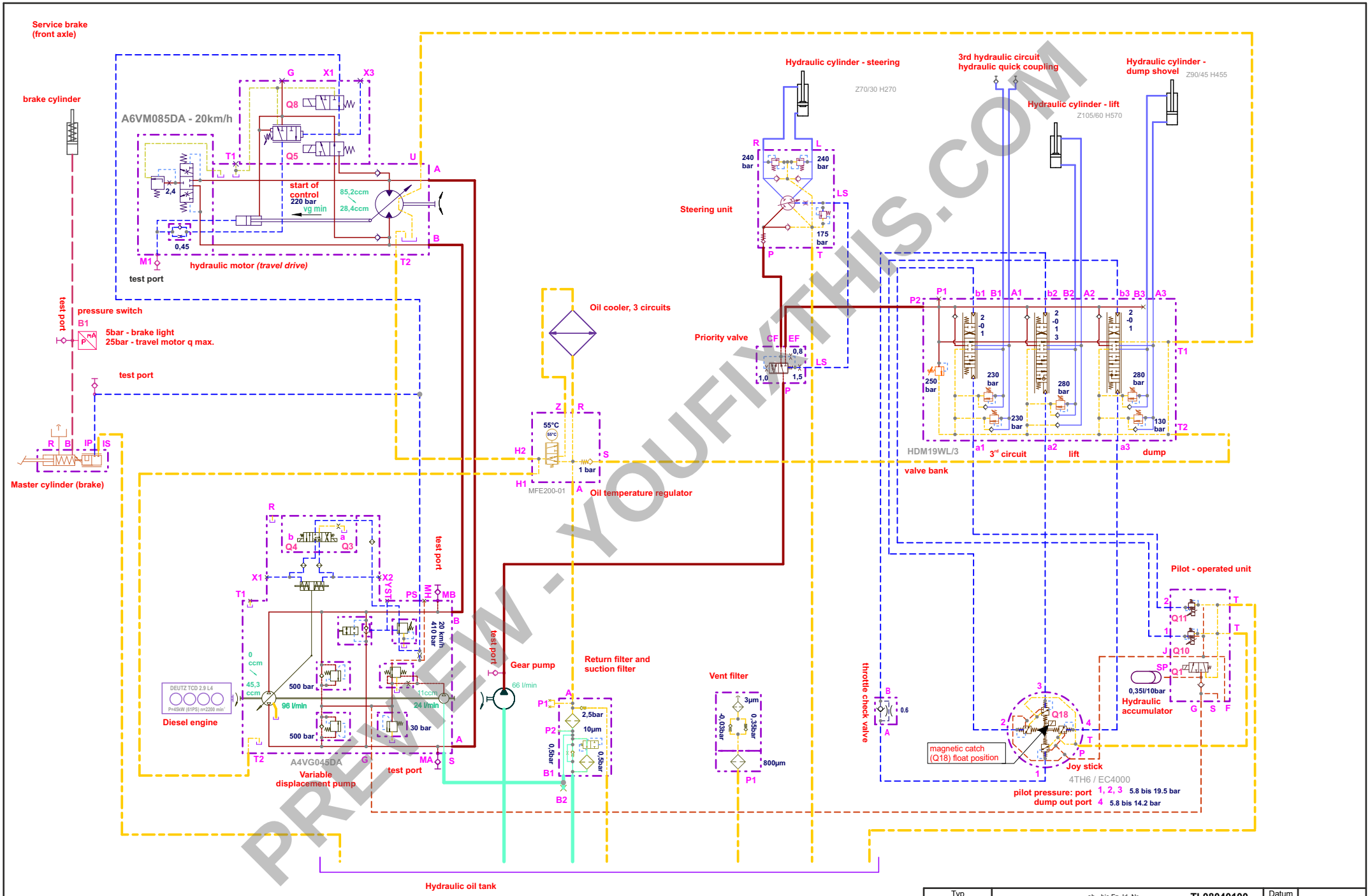
+3 -XGND1:a — 1 — M8:1 — +3 — -XGND1

BN 16.00 mm² — +7 -XKAB5 4/2 — +3 -XKAB5 4/2 — BN 16.00 mm²
+7 -XGND4:d — 1 — +7 — M10:10 — -XGND4
+3 -XGND1:x — 1 — M8:2 — +3 -XGND1

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e								Date	Name	YANMAR Compact Germany GmbH	Description: Schematic circuit diagram
d											Assignment
c								Designed	05.10.2016 Lenkner		Location
b								Checked	20.10.2016 Lenkner	Type TL80 CRT	Origin Project / Drawing number 6436041510
a								Approved		M.-Nr.: 100-	Sheet 10 / No. 66 Sh.
Rev. Index	Revision		Revision No.	Name	Date						

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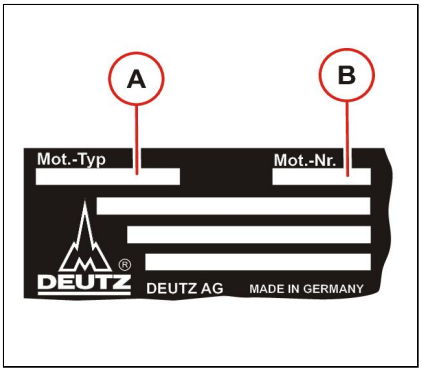


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suction lines
pressure lines
return lines
hydraulic lines
pressure control line
control lines
drain lines
brake lines
system boundary

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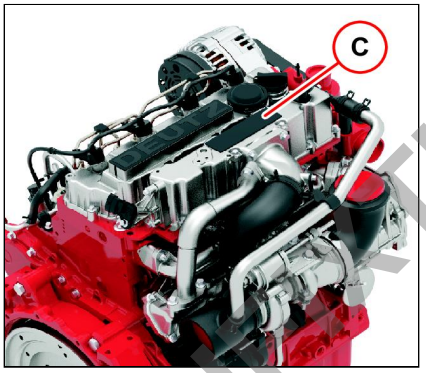
Typ Model Type Tipo	ab - bis Fz. Id. Nr from - to S/n à partier de - jusqu'au n/s desde - hasta n/s	TL08040100 > TL0804XXXX	Datum Edition Date Fecha 02/26/2018
Benennung Description Dénomination Denominación	Hydraulikschaltplan - Standard Hydraulic circuit diagram - Standard Schéma hydraulique - Standard Esquema hidráulico - Estándar		Blatt Page Feuille Página 04.24.01



Rating plate

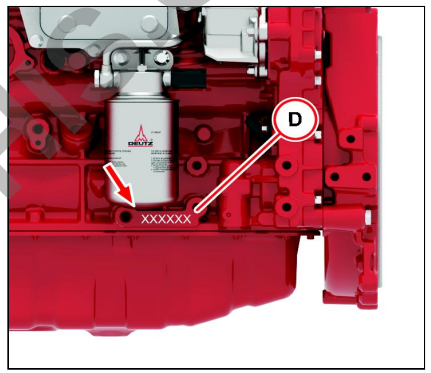
The type (A), engine number (B) and performance data are attached to the rating plate.

The engine type and number must be stated when purchasing spare parts.



Position of the rating plate

The rating plate (C) is fixed to the cylinder head cover or the crankcase.



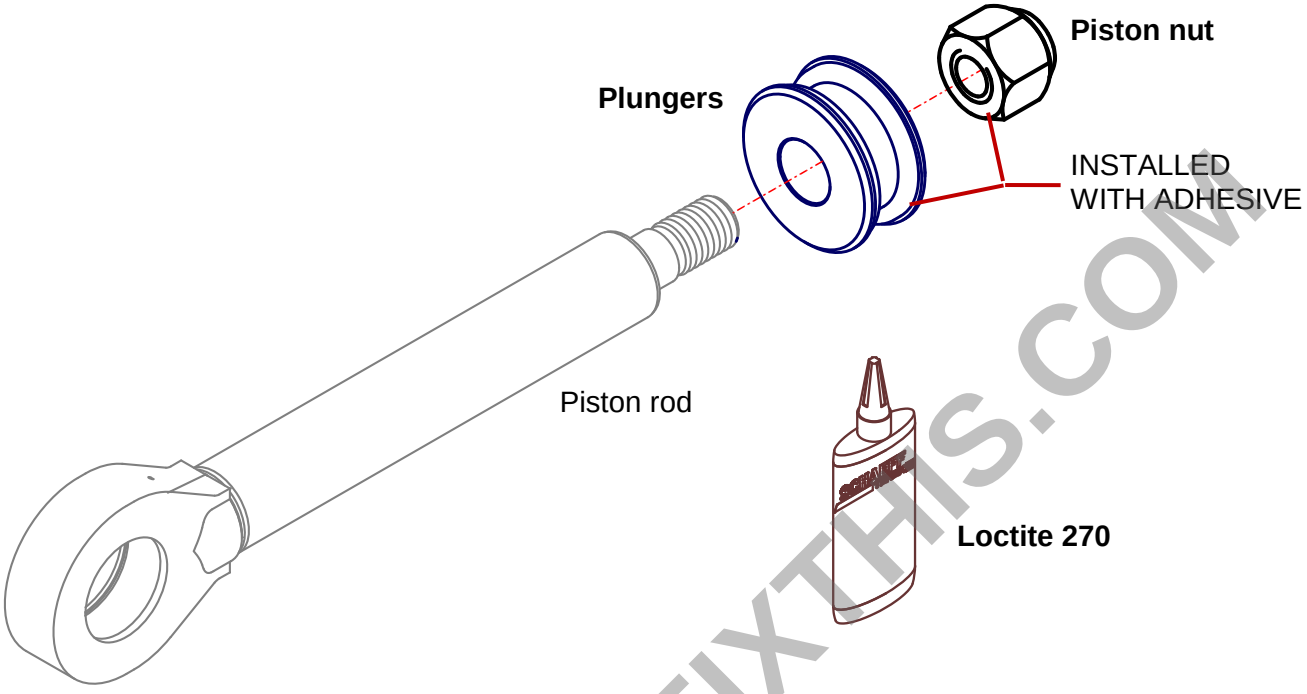
Engine number

The engine number (D) is attached to the crankcase (arrow) and onto the rating plate.

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1.500.01 Tightening torques for pistons or piston nuts



Piston nut/piston thread	Tightening torque Nm	Type of mounting
M 18x2	200	**Piston nut**
M 22x2	410	**Piston nut**
M 24x2	450	**Piston nut**
M 27x2	810	**Piston nut**
M 27x2	530	**Plungers**
M 30x2	1050	**Piston nut**
M 33x2	1100	**Piston nut**
M 35x1.5	730	**Plungers**
M 36x2	1075	**Plungers**
M 36x3	1550	**Piston nut**
M 39x3	1700	**Piston nut**
M 40x1.5	730	**Plungers**
M 42x2	1400	**Plungers**
M 42x3	1750	**Piston nut**
M 48x3	2050	**Piston nut**
M 50x2	1300	**Plungers**
M 56x2	1600	**Plungers**
M 60x2	1800	**Plungers**
M 64x2	2000	**Plungers**
M 70x3	2700	**Plungers**
M 80x2	2900	**Plungers**
M 90x2	3200	**Plungers**
M 100x3	3500	**Plungers**

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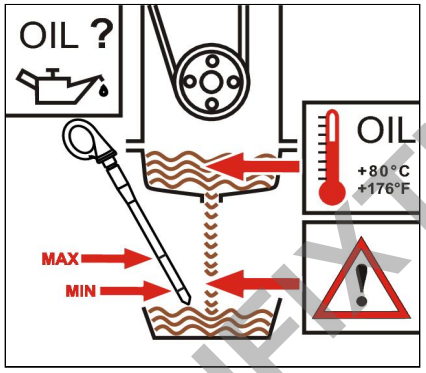
DTC Code (Hex)	DTC Type	SPN-Value	Failure type	Function/Module	Number	Description
622A01	C (communication)	207361	FMI=2—DATA ERRATIC, INTERMITTENT OR INCORRECT	HMI	1	No communication to the HMI (Display or dashboard)
732A01	C (communication)	207361	FMI=19—RECEIVED NETWORK DATA IN ERROR	HMI	1	IO-failure on HMI (Display or dashboard)
623201	C (communication)	209409	FMI=2—DATA ERRATIC, INTERMITTENT OR INCORRECT	Keypad	1	No communication to the keypad
733201	C (communication)	209409	FMI=19—RECEIVED NETWORK DATA IN ERROR	Keypad	1	IO-failure on keypad
621D01	C (communication)	204033	FMI=2—DATA ERRATIC, INTERMITTENT OR INCORRECT	ECU	1	No communication to the ECU (engine control unit)
731D01	C (communication)	204033	FMI=19—RECEIVED NETWORK DATA IN ERROR	ECU	1	IO-failure on the ECU (engine control unit)
620201	C (communication)	197121	FMI=2—DATA ERRATIC, INTERMITTENT OR INCORRECT	ACU	1	No communication to the ACU (Air condition and climate control unit)
730201	C (communication)	197121	FMI=19—RECEIVED NETWORK DATA IN ERROR	ACU	1	IO-failure on the ACU (Air condition and climate control unit)
625801	C (communication)	219137	FMI=2—DATA ERRATIC, INTERMITTENT OR INCORRECT	TCU	1	No communication to the TCU (transmission control unit)
735801	C (communication)	219137	FMI=19—RECEIVED NETWORK DATA IN ERROR	TCU	1	IO-failure on the TCU (transmission control unit)
622B01	C (communication)	207617	FMI=2—DATA ERRATIC, INTERMITTENT OR INCORRECT	HPCU	1	No communication to the HPCU (Hydraulic pump control unit)
732B01	C (communication)	207617	FMI=19—RECEIVED NETWORK DATA IN ERROR	HPCU	1	IO-failure on the HPCU (Hydraulic pump control unit)
443A01	P (Power supply)	145921	FMI=4—VOLTAGE BELOW NORMAL, OR SHORTED TO LOW SOURCE	MCU	1	VBATF1 below normal
443A02	P (Power supply)	145922	FMI=4—VOLTAGE BELOW NORMAL, OR SHORTED TO LOW SOURCE	MCU	2	VBATF2 below normal
443A03	P (Power supply)	145923	FMI=4—VOLTAGE BELOW NORMAL, OR SHORTED TO LOW SOURCE	MCU	3	VBATF3 below normal
443A04	P (Power supply)	145924	FMI=4—VOLTAGE BELOW NORMAL, OR SHORTED TO LOW SOURCE	MCU	4	VBATF4 below normal
443A05	P (Power supply)	145925	FMI=4—VOLTAGE BELOW NORMAL, OR SHORTED TO LOW SOURCE	MCU	5	VBATD1 below normal
443A06	P (Power supply)	145926	FMI=4—VOLTAGE BELOW NORMAL, OR SHORTED TO LOW SOURCE	MCU	6	VBATD2 below normal
443A07	P (Power supply)	145927	FMI=4—VOLTAGE BELOW NORMAL, OR SHORTED TO LOW SOURCE	MCU	7	VBATD3 below normal
443A08	P (Power supply)	145928	FMI=4—VOLTAGE BELOW NORMAL, OR SHORTED TO LOW SOURCE	MCU	8	VBATD4 below normal
443A09	P (Power supply)	145929	FMI=4—VOLTAGE BELOW NORMAL, OR SHORTED TO LOW SOURCE	MCU	9	VBATD5 below normal
443A0A	P (Power supply)	145930	FMI=4—VOLTAGE BELOW NORMAL, OR SHORTED TO LOW SOURCE	MCU	10	VBATD6 below normal
443A0B	P (Power supply)	145931	FMI=4—VOLTAGE BELOW NORMAL, OR SHORTED TO LOW SOURCE	MCU	11	VBATD7 below normal
443A0C	P (Power supply)	145932	FMI=4—VOLTAGE BELOW NORMAL, OR SHORTED TO LOW SOURCE	MCU	12	RTC-Battery-voltage below normal range
203A01	I (Input)	80385	FMI=0—DATA VALID BUT ABOVE NORMAL OPERATIONAL RANGE - MOST SEVERE LEVEL	MCU	1	UN01
213A01	I (Input)	80385	FMI=1—DATA VALID BUT BELOW NORMAL OPERATIONAL RANGE - MOST SEVERE LEVEL	MCU	1	UN01
223A01	I (Input)	80385	FMI=2—DATA ERRATIC, INTERMITTENT OR INCORRECT	MCU	1	UN01
233A01	I (Input)	80385	FMI=3—VOLTAGE ABOVE NORMAL, OR SHORTED TO HIGH SOURCE	MCU	1	UN01
243A01	I (Input)	80385	FMI=4—VOLTAGE BELOW NORMAL, OR SHORTED TO LOW SOURCE	MCU	1	UN01
203A02	I (Input)	80386	FMI=0—DATA VALID BUT ABOVE NORMAL OPERATIONAL RANGE - MOST SEVERE LEVEL	MCU	2	UN02
213A02	I (Input)	80386	FMI=1—DATA VALID BUT BELOW NORMAL OPERATIONAL RANGE - MOST SEVERE LEVEL	MCU	2	UN02
223A02	I (Input)	80386	FMI=2—DATA ERRATIC, INTERMITTENT OR INCORRECT	MCU	2	UN02
233A02	I (Input)	80386	FMI=3—VOLTAGE ABOVE NORMAL, OR SHORTED TO HIGH SOURCE	MCU	2	UN02
243A02	I (Input)	80386	FMI=4—VOLTAGE BELOW NORMAL, OR SHORTED TO LOW SOURCE	MCU	2	UN02
203A03	I (Input)	80387	FMI=0—DATA VALID BUT ABOVE NORMAL OPERATIONAL RANGE - MOST SEVERE LEVEL	MCU	3	UN03
213A03	I (Input)	80387	FMI=1—DATA VALID BUT BELOW NORMAL OPERATIONAL RANGE - MOST SEVERE LEVEL	MCU	3	UN03
223A03	I (Input)	80387	FMI=2—DATA ERRATIC, INTERMITTENT OR INCORRECT	MCU	3	UN03
233A03	I (Input)	80387	FMI=3—VOLTAGE ABOVE NORMAL, OR SHORTED TO HIGH SOURCE	MCU	3	UN03
243A03	I (Input)	80387	FMI=4—VOLTAGE BELOW NORMAL, OR SHORTED TO LOW SOURCE	MCU	3	UN03
203A04	I (Input)	80388	FMI=0—DATA VALID BUT ABOVE NORMAL OPERATIONAL RANGE - MOST SEVERE LEVEL	MCU	4	UN04
213A04	I (Input)	80388	FMI=1—DATA VALID BUT BELOW NORMAL OPERATIONAL RANGE - MOST SEVERE LEVEL	MCU	4	UN04
223A04	I (Input)	80388	FMI=2—DATA ERRATIC, INTERMITTENT OR INCORRECT	MCU	4	UN04

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Regulations for working on the lubricating oil system

Do not work on the running engine!
Smoking and naked lights are prohibited!
Be careful with hot lubricating oil. Danger of scalding!

Ensure the highest degree of cleanliness when working on the lubricating oil system. Carefully clean the area around the components concerned. Blow wet parts dry with compressed air.
Observe safety regulations and national regulations when working with lube oils! Dispose of leaking lube oil and filter elements according to regulations. Do not allow used lube oil to seep into the ground. Do a trial run after all work. Pay attention to leakage and lube oil pressure and then check the engine lube oil level.



Checking the lubricating oil level.

Lack of lube oil or overfilling lead to engine damage.
The lubricating oil level may only be checked when the engine is horizontal and switched off.
Only check lubricating oil level whilst warm, 5 minutes after shutting down.

Be careful with hot lubricating oil. Danger of scalding!
Do not pull out the dipstick while the engine is running. Danger of injury!

- Pull out the lubricating oil dipstick and wipe off with a lint-free, clean cloth.
- Insert the lubricating oil dipstick as far as it goes.
- Remove the lubricating oil dipstick and read the lubricating oil level.
- The lubricating oil level must always be between MIN- and MAX-1 markings! If necessary, fill up to MAX-marking.

Changing the lubricating oil

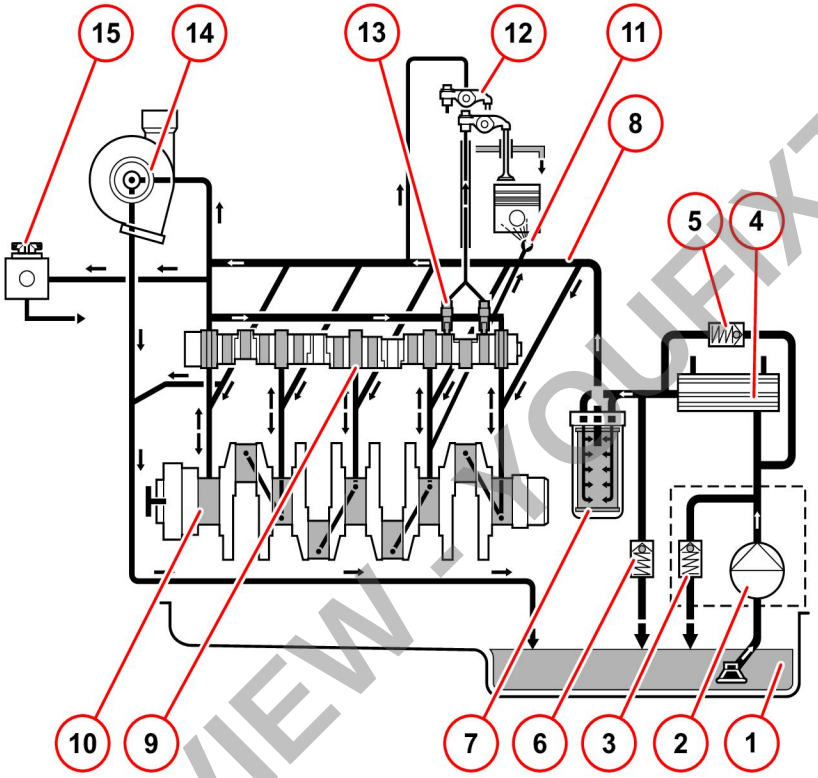
550 operating hours after the last standstill regeneration, the control unit automatically requests a new standstill regeneration to reset the soot load of the diesel particulate filter or to refresh the SCR system. The counter is then reset automatically.
It is therefore recommended to have a standstill regeneration done by an authorised DEUTZ partner each time before changing the lubricating oil. This avoids any premature fuel ingress into the lubricating oil.

- Run the engine warm (lubricating oil temperature > 80 °C).
- Position the engine or vehicle / device so as to be level.
- Shut down engine
- Position a collecting vessel under the lubricating oil drain plug .
- Unscrew the lubricating oil drain plug, drain the lubricating oil.
  - In the case of agricultural technology engines with a separate oil pan, both oil drain plugs must be unscrewed.
- Turn in and tighten lubricating oil drain plug fitted with new sealing ring.

  Tightening torque:

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Lubricating oil system

(example)

1 Lubricating oil pan
2 Lubricating oil pump
3 Pressure control valve
4 Lubricating oil cooler
5 Bypass valve
6 Pressure control valve
7 Lubricating oil filter
8 Main lube oil channel
9 Camshaft bearing
10 Crankshaft bearings
11 Piston cooling nozzle
12 Rocker arm
13 Hydraulic tappets
14 Exhaust gas turbocharger
15 Hydraulic pump
Optional

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Faults and corrective measures

Faults	Causes	Measures
Engine does not start up or starts up with difficulty	Not disconnected (if possible)	Check coupling
	Fuel tank empty	Tanks
	Fuel suction pipe blocked	Check
	Starting limit temperature not reached	Check
	Cold starting device	Check/replace
	Wrong SAE viscosity class of the engine lubricating oil	Change lubricating oil
	Fuel quality does not comply with operating manual	Change the fuel
	Battery defective or not charged	Check battery
	Cable connections to the starter loose or oxidised	Check cable connections
	Starter defective or pinion doesn't mesh	Check starter
	Air filter soiled/turbocharger defective	Check/replace
	Air in fuel system	Vent the fuel system
	Compression pressure too low	Checking the compression pressure
	Exhaust gas backpressure too high	Check
	High pressure pipe leaking	Check/replace
	High-pressure pump defective	Check/replace
Engines starts up, but runs irregularly or misfires	Exhaust gas backpressure too high	Check
	Compression pressure too low	Checking the compression pressure
	Cold starting device	Check/replace
	Air in fuel system	Vent
	Fuel filter contaminated	Clean
	Fuel quality does not comply with operating manual	Change the fuel
	Injector defective	Change
	High pressure pipe leaking	Check/replace
	Engine cable harness defective	Check/replace

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02.24.35 Technical data

ENGINE Tier 4

Engine type	Unit	Description
Manufacturer:		Deutz
Type:		TCD 2.9 L4
Operation		4-stroke diesel engine
Displacement		Turbocharger with charge-air cooling
Cooling type		Water cooling
Number of cylinders		4
Cylinder arrangement		In line
Bore / stroke	Mm	92 / 110
Total displacement	cm^3	2925
Combustion		Direct injection
Injection system		Common rail
Exhaust gas recirculation		Cooled externally
Exhaust gas after-treatment	interim	Diesel oxidation catalyst
Exhaust gas after-treatment	Final	Diesel particle filter
Valves per cylinder		2
Firing sequence of the engine *Direction of rotation viewed on flywheel*		1-3-4-2
Engine power to ISO 3046	kW/HP	45 / 61
Speed (nominal speed)	Rpm	2200
High idle:	Rpm	2350^{+50} (Working hydraulics switched off)
Low idle:	rpm	950^{+50}
Engine oil pressure: Low idle (warm)	bar	1.3
Engine oil pressure: High idle (warm)	bar	2.3
Spec. fuel consumption at full load:	g/kWh	215
Valve lash control no longer necessary		Hydraulic tappet
V-belt tension V-belt AVX 13 (width: 13 mm)	N	Pre-load / re-load $650^{\pm 50}$ / $400^{\pm 50}$
V-ribbed belt tension		Automatically tensioning spring-loaded idler pulley

For further data: see the engine operating instructions

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05.24.41 Travel hydraulics – setting instructions

Note
Always observe the generally applicable accident prevention regulations when performing all measurement and adjustment work.
See Chapter 1 – Safety and accident prevention

Note
For a better understanding of the description, refer to the following chapters:
05.24.21 Rexroth A4VG065DA1 displacement pump and
05.24.31 Displacement motor – Rexroth A6VMDA3 series 71.

1. Measuring and adjusting the supply pressure

- ***60 bar*** – connect manometer to high-pressure measuring point M_A or M_B of the travel pump.

Caution: Do not switch on direction of travel!

- Read off the measured value from the manometer. ***Set point:*** *See Chapter 2. Technical data*

Note
If the set point has not been reached:
Unscrew blind fittings for supply pressure valve 02 and correct the pressure by attaching or removing adjusting shims.

	Dimension	Spare part number	Adjusting
Shims	10 x 16 x 0.3	1.309.412.107	approx.0.9 bar
Shims	10 x 16 x 0.5	1.309.412.217	approx. 1.5 bar
Shims	10 x 16 x 1.0	1.309.412.117	approx. 3.0 bar

2. Measuring and adjusting the travel pump neutral position

- ***60 bar*** – connect manometer to high-pressure measuring point M_A or M_B of the travel pump

Caution: Do not switch on direction of travel!

- Engine; apply full throttle.
- Observe the manometer. **Both measured values for the supply pressure must be the same**.

Note
If the two measured values are different, the neutral position can be corrected using the adjusting screw 06 on the travel pump.

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Assignment of the DEUTZ maintenance and service schedules to the maintenance intervals

Routine maintenance work plan D/TD/TCD 2.9 L4			
Stage	**Activity**	**To be performed by:**	**Maintenance interval every ..... operating hours (oh)**
E10	Initial commissioning	Authorised qualified personnel	When commissioning new or overhauled engines
E20	Daily inspection	Operator	1x daily or every 10 oh in continuous operation
E30	Maintenance	Qualified personnel	500 [1) 2) 3) 4)]
E40	Extended maintenance I		1,000 [1) 2) 3) 4)]
E50	Extended maintenance II	Authorised qualified personnel	3,000 [4)]
E70	Major overhaul		5,000 [4) 5)]
1)	The lubricating oil load may be high depending on the application. The lubricating oil change interval must be halved. 54		
2)	Specification for lubricating oil change interval, based on lubricating oil quality DQC III.		
3)	For engines with a < 6.5 litre lube oil change volume with filter, the lubricating oil change interval must be shortened as follows: D 2.9 L4 750 h [2)] TD / TCD 2.9 L4 350 h [2)]		
4)	The display of the operating hours should be ensured by the device manufacturer. The engine operating hours are recorded by the control unit. Enquiry via the CAN bus and display in a display or creation/display via electromechanical counter.		
5)	The best time for a general overhaul depends to a great extent on the load, application and ambient conditions and the care and maintenance of the engine during the operating time. Your DEUTZ partner will advise you on determining the best time for a general overhaul.		

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09.24.11 Keypad operation



1 Function button with symbol for function
2 LED (status indicator)
3 Number block (number input - *e.g. for immobilizer PIN code*)
4 ENTER (Confirm program - *Save*)
5 Point (Clear number input - *Clear entered numbers*)

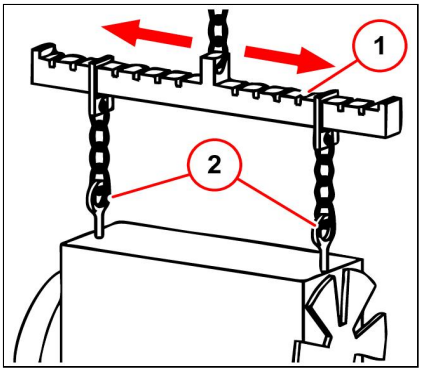
	Working floodlight front		Working floodlight, rear (optional)		Rotating beacon (optional)
	Front wiper		Front windshield washer		Transmission control (optional)
	Rear wiper		Rear windshield washer		Heater fan
	Activation working hydraulics		Additional control circuit 1		Float position continuous operation

The machine is operated primarily via the keypad.
Depending on the function, the corresponding button must be operated once or several times.
The functions which are initiated using the keypad are also shown in parallel on the menu "Machine functions" of the TFT display

(Description: see also the operating instructions).

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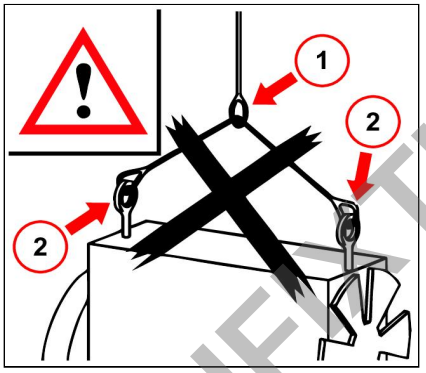
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Suspension equipment

The transport devices mounted on this engine are adapted to the engine weight. If the engine is transported with add-on components, the transport devices must be designed accordingly.

- Only use the correct suspension equipment for engine transportation.
- The suspension device (1) must be adjustable for the engine's centre of gravity.
- Following transport/before commissioning the engine: Remove the transport equipment (2).



Mortal danger!
The engine may tip or crash down if suspended incorrectly.

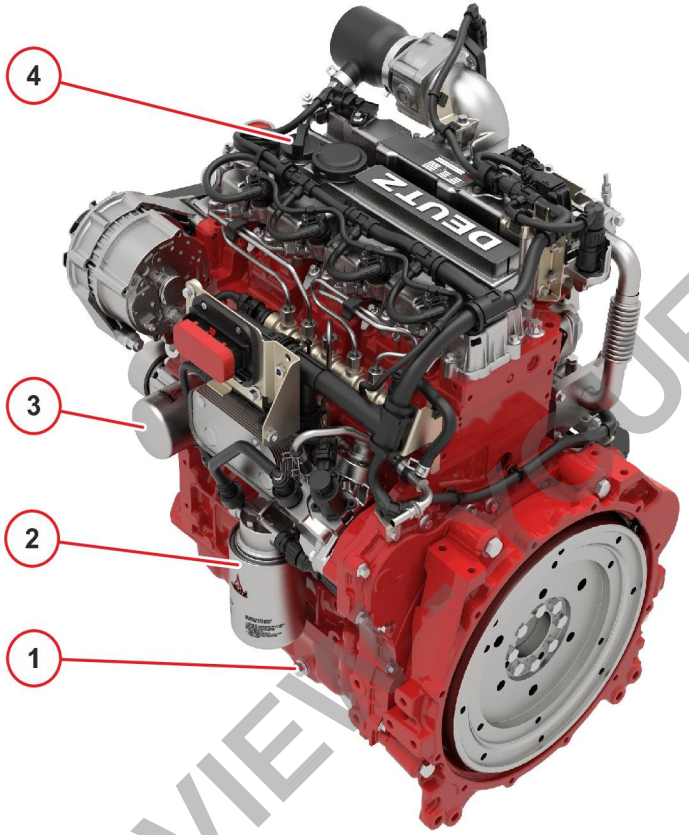
- The fastening attachment cannot be fixed securely above the centre of gravity (1).
- The fastening attachment can slip, the engine swings backwards and forwards (1).
- Too short a fastening attachment causes bending torques in the transport device (2) and can damage it.

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D 2.9 L4

Industrial engine

View from left (example)

1 Lubricating oil drain plug
2 Fuel filter
3 Lube oil spare filter
4 Lube oil filling

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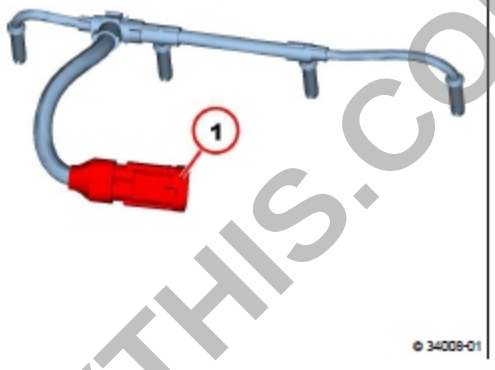
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Faults	Causes	Measures
Engine emits blue smoke	Lubricating oil level too high	Check lubricating oil level, if necessary drain
	Engine is tilted too far	Check engine mounting / reduce inclination
	Crankcase ventilation defective	Check/replace
	Wrong SAE viscosity class of the engine lubricating oil	Change lubricating oil
	Valve shaft seals defective	Check/replace
	Piston rings worn	Check/replace
	Exhaust gas turbocharger defective	Check/replace
Engine emits white smoke	Fuel quality does not comply with operating manual	Change the fuel
	Cold starting device defective	Check/replace
	Injector defective	Change
	Condensation	Warm up the engine so that the water residues evaporate.
	Coolant in the exhaust gas	Check
Engine emits black smoke	Diesel particle filter defective	Please contact your DEUTZ partner
	Charge air pipe leaking	Check/replace
	Injection system defective	Please contact your DEUTZ partner
	Charge air pressure sensor defective	Check/replace
Abnormal noises	Leaks in suction intake pipes and exhaust pipes cause whistling noises	Eliminate leak Replace gasket if necessary
Fault in SCR system	AdBlue® tank empty/display full	Check tank sensor
	SCR not working	Check plug connections and lines at the supply pump and injector Check plugs and cables of supply pump and sensors
	SCR not working (cold)	Lines frozen, clean lines, check heating AdBlue® tank frozen, check heating
Frequent standstill regenerations	Air filter soiled/turbocharger defective	Check/replace
	Charge air pipe leaking	Check charge air line
	Injector defective	Change

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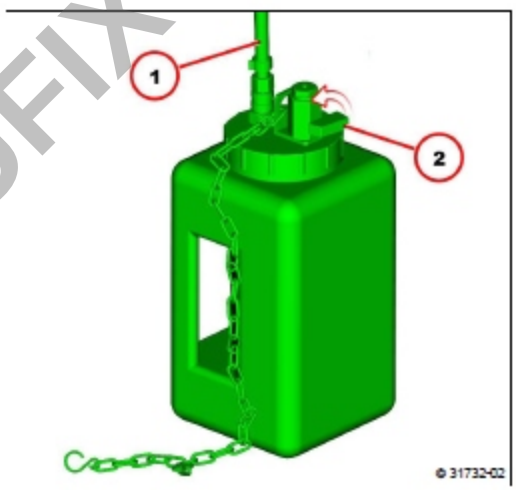
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- Unlock and pull off cable plug (1).
  – from cable harness of glow plugs



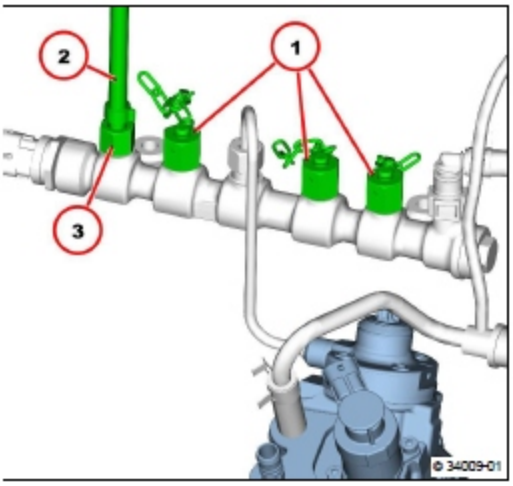
- Mount hose pipe (1) on collecting vessel.
- Open breather valve (2) in the direction of the arrow.
- Position collecting vessel securely.

ATTENTION
Secure collecting vessel against overturning, heat and damage.



- Screw on caps (1).
  – Tighten caps (1).
- Mount hose line (2).
  – Tighten union nut (3).

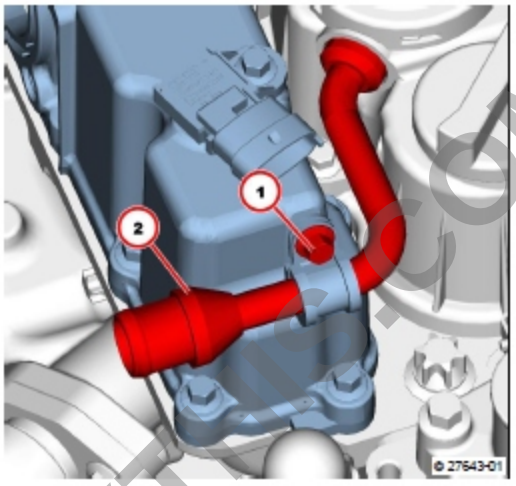
ATTENTION
Do not damage sealing cone



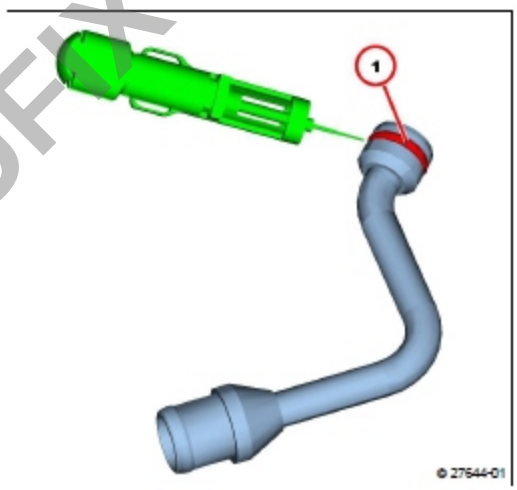
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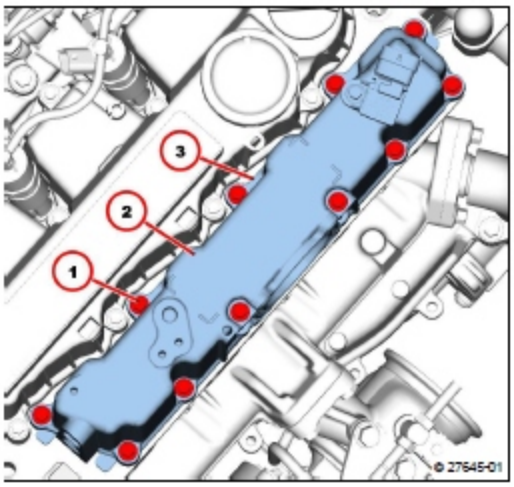
- Unscrew screws (1).
- Remove line (2).



- Remove O-ring (1) with disassembly tool.



- Unscrew screws (1).
- Remove charge air pipe (2).
- Remove gasket (3).



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Removing and installing the temperature sensor (Charge air)

Conventional tools
Special tools:
– Disassembly tool 02992127

– Safety information / User information

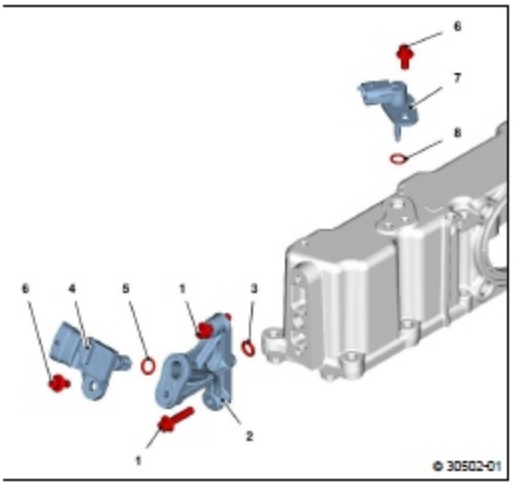
ATTENTION
Ensure the utmost cleanliness when performing all work.
Remove any paint residue and dirt particles before disassembly.
Carefully clean the area around the components concerned. Blow wet parts dry with compressed air.
Observe safety regulations and national regulations when working with fuels.
Close all connections immediately after opening with new, clean locking plugs/caps.
Do not remove locking plugs/caps until immediately before assembling.

Collect escaping operating media in suitable vessels and dispose of them according to regulations.

For the tightening procedure according to torque using a torque wrench, a maximum variation of the tightening torque of +/- 10% is permissible.

Removing the temperature sensor

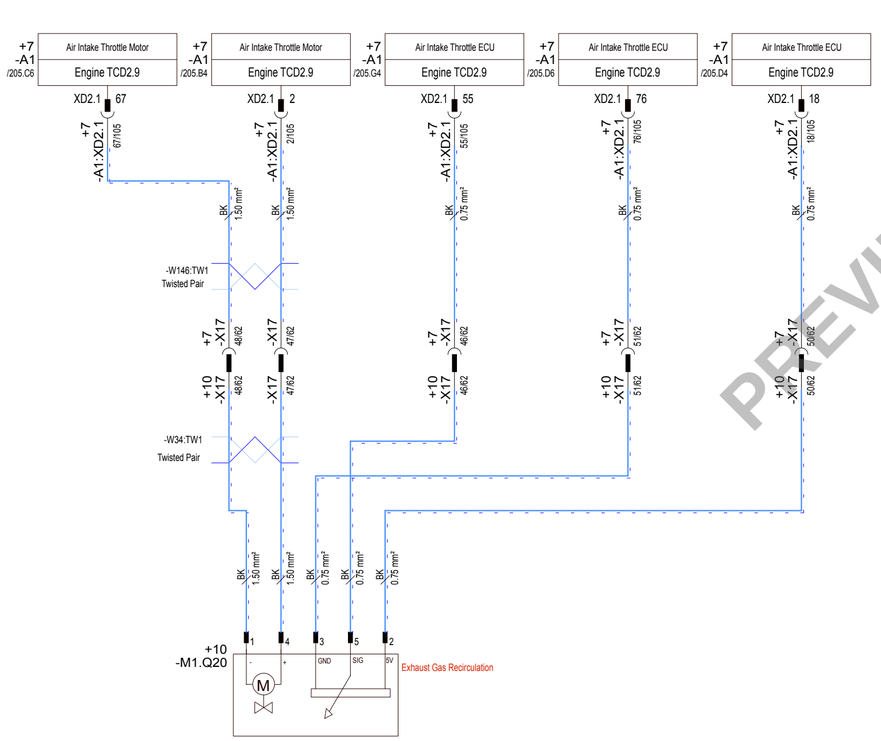
1 Hexagon head screw
8.5 Nm
2 Adapter
3 O-ring
4 Pressure sensor / temperature sensor
5 O-ring
6 Hexagon head screw
7 Temperature sensor
8 O-ring



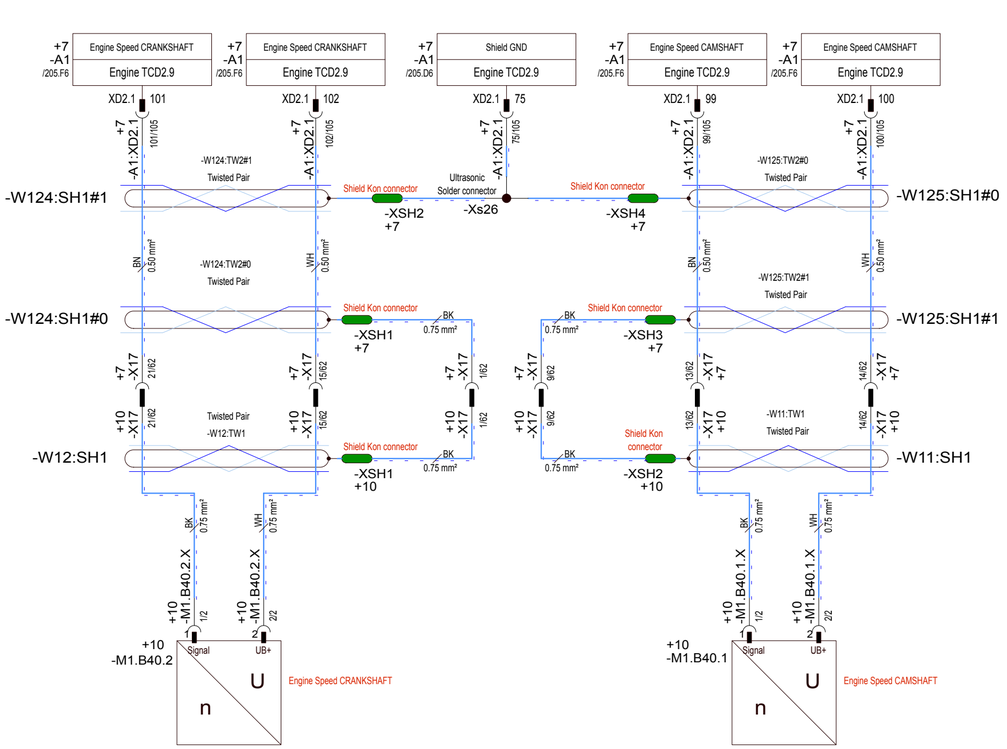
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Exhaust Gas Recirculation



Rotational speed sensor



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Rev. Index	Revision	Revision No.	Name	Date		Date	Name
e					Designed	05.10.2016	Lenkner
d					Checked	20.10.2016	Lenkner
c					Approved		
b							
a							

YANMAR Compact Germany GmbH

Description: Schematic circuit diagram

Type TL80 CRT

M.-Nr.: 100-

Origin Project

Drawing number 6436041514

Assignment

Location

Sheet 14

No. 66 Sh.

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CAN 1

Diagnostic plug

CAN ID

Power supply Immobilizer, Telematics

/16.A12 XM30.12

/16.A12 XM15.12

XM30:c +3

XM30.28 /18.A1

XM15.31 /18.A1

+7 -A1 /205.G5 Diagnostic CAN L Engine EMR4_3.6 XK 53

+7 -A1 /205.I5 Diagnostic CAN H Engine EMR4_3.6 XK 75

+7 -A1:XK 53/94 GY 1.00 mm²

+7 -A1:XK 75/94 PK 1.00 mm²

Twisted Pair -W117:TW1

+7 -RC4 1 2

+7 RC4:X 1/2 2/2

PK 1.00 mm²

GY 1.00 mm²

120 Ohm Resistor Connector

5350555729

CAN1

-Xs22 Ultrasonic Solder connector

Twisted Pair -W41:TW1

-Xs23 Ultrasonic Solder connector

GY 1.00 mm²

PK 1.00 mm²

Twisted Pair -W4:TW1

B8B/64 -XKAB1

B8C/64 -XKAB1

GY 1.00 mm²

PK 1.00 mm²

Twisted Pair -W287:TW1

+3 -RC5 1 2

-RC5:X 1/2 2/2

PK 1.00 mm²

GY 1.00 mm²

120 Ohm Resistor Connector

5350555729

CAN 1

-Xs4 Ultrasonic Solder connector

-Xs3 Ultrasonic Solder connector

Twisted Pair -W1:TW1

Twisted Pair -W373:TW1

GY 1.00 mm²

PK 1.00 mm²

+3 -X1 G/12 H/12

Diagnostic plug Diesel engine

Combination Instrument 5755661004

-P1 /206.E5 CAN terminating resistor CAN T1 B X1 09

+3 -P1:X1 09/26 WH 1.00 mm²

+3 -P1:X1 25/26

X1 25 /206.H5 -P1 CAN T1 A CAN terminating resistor

5755661004 Combination Instrument

Combination Instrument 5755661004

-P1 /206.E5 Cab down CAN-Diagnostic CAN H X1 10

+3 -P1:X1 10/26 YE 1.00 mm²

Combination Instrument 5755661004

-P1 /206.E5 Instrument cluster CAN-Diagnostic CAN L1 X1 11

+3 -P1:X1 11/26 GN 1.00 mm²

+3 -A10 /204.H5 MCU CAN-Diagnostic CAN1_LO X1B 25

+3 -A10:X1B 25/34 GN 1.00 mm²

+3 -A10 /204.H5 MCU CAN-Diagnostic CAN1_HI X1B 34

+3 -A10:X1B 34/34 YE 1.00 mm²

+3 -A10 /204.I5 Definition CAN BUS knot ID CAN_ID_1 X3A 09

+3 -A10:X3A 09/26 BN 1.00 mm²

+3 -A10 /204.I5 Definition CAN BUS knot ID CAN_ID_2 X3A 15

+3 -A10:X3A 15/26 BN 1.00 mm²

Twisted Pair -W300:TW1

Twisted Pair -W301:TW1

Ultrasonic Solder connector -Xs14

-Xs13 Ultrasonic Solder connector

Twisted Pair -W319:TW1

Twisted Pair -W302:TW1

GN 1.00 mm²

YE 1.00 mm²

+3 -X7 5/8 6/8

Connector plug Telematics

+3 -X9 F/9 G/9

Diagnostic plug control unit

MCU CAN SAE-J1939 interface

+3 -A10 /204.H5 CAN1_LO X1B 17

+3 -A10:X1B 17/34 WH 1.00 mm²

+3 -A10:X1B 16/34

X1B 16 /204.H5 -A10 +3 CAN1_120 CAN terminating resistor

+3 -A1 20/In52

+3 -A1-F20 1 2 5A 5050650983 Immobilizer

+3 -A1 20/Out52

+3 -A2 17/In52

+3 -A2-F17 1 2 5A 5050650983 Immobilizer

+3 -A2 17/Out52

+3 -A1 9/In52

+3 -A1-F9 1 2 10A 5050650985 Telematics system

+3 -A1 9/Out52

+3 -A2 5/In52

+3 -A2-F5 1 2 15A 5050650986 Telematics system

+3 -A2 5/Out52

BK 0.75 mm²

RD 0.75 mm²

BK 1.50 mm²

RD 1.50 mm²

+3 -X2 14/14

+3 -X2 11/14

15 30 Immobilizer

+3 -X2 13/14

-X7 2/8

-X7 1/8

15 30 Connector plug Telematics

31

-X7 3/8

31

BN 1.00 mm²

BN 1.00 mm²

BN 0.75 mm²

BN 1.50 mm²

+3 -XGND2:a 4

+3 -XGND2:a 5

+3 5

+3 1

M8:1

+3 -XGND2

-XGND2:b

-XGND2:b

+3-XGND1:M8:2 /16.I12 GND.14

GND.32 /18.I1 +7-XGND4:M10:1

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e							Date	Name	YANMAR Compact Germany GmbH	Description: Schematic circuit diagram	Assignment
d											
c						Designed	05.10.2016	Lenkner			Location
b						Checked	20.10.2016	Lenkner	Type TL80-100	Origin Project	Sheet 17
a						Approved			M.-Nr.: 100-	Drawing number 6436041017	No. 66 Sh.
Rev. Index	Revision	Revision No.	Name	Date							

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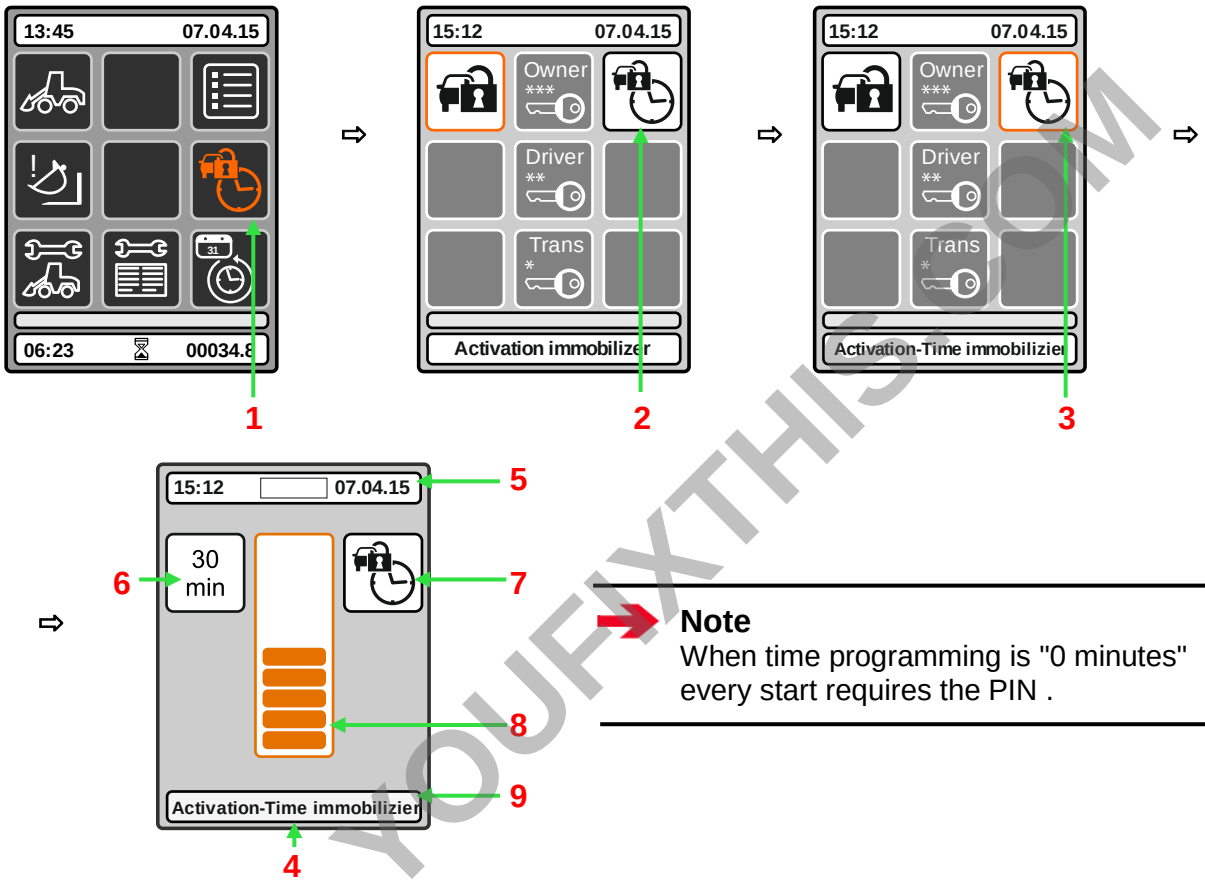
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Immobilizer time programming:

For setting the time from which the immobilizer becomes active after the ignition is switched on.

Setting instructions: "Immobilizer time programming".



Note
When time programming is "0 minutes" every start requires the PIN .

1 Select "immobilizer" menu and confirm with **OK**.

- The screen switches to the submenu and to the "immobilizer activation" icon.

2 Cursor on "immobilizer time programming" function.

3 Select "immobilizer time programming" function and confirm with **OK**.

- The screen switches to the following display mode: "Immobilizer activation time".

4 Display mode: is activated.

The following is displayed:

5 Time, logo, date.
6 Display of "immobilizer activation time" icon in minutes (min).
7 Display of "immobilizer" icon active.
8 Display of the selected interval as a bar graph.

- The bar diagram indicates the activation time of 0–60 minutes in 6 min increments.
- Using the up ▲ and down ▼ arrow buttons, the "activation time" can be adjusted/set between 1 and 60 minutes (in 6 min. increments). The numbers are adjusted according to the selected activation time.

  The selected activation time is confirmed by pressing **OK**.

10 Name of the selected settings.

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DTC Code (Hex)	DTC Type	SPN-Value	Failure type	Function/Module	Number	Description
023A36	O (Output)	14902	FMI=2—DATA ERRATIC, INTERMITTENT OR INCORRECT	MCU	54	HSD_DIG4_20
033A36	O (Output)	14902	FMI=3—VOLTAGE ABOVE NORMAL, OR SHORTED TO HIGH SOURCE	MCU	54	HSD_DIG4_20
043A36	O (Output)	14902	FMI=4—VOLTAGE BELOW NORMAL, OR SHORTED TO LOW SOURCE	MCU	54	HSD_DIG4_20
053A36	O (Output)	14902	FMI=5—CURRENT BELOW NORMAL OR OPEN CIRCUIT	MCU	54	HSD_DIG4_20
063A36	O (Output)	14902	FMI=6—CURRENT ABOVE NORMAL OR GROUNDED CIRCUIT	MCU	54	HSD_DIG4_20
		#NV				
023A37	O (Output)	14903	FMI=2—DATA ERRATIC, INTERMITTENT OR INCORRECT	MCU	55	LSD_DIG_01
033A37	O (Output)	14903	FMI=3—VOLTAGE ABOVE NORMAL, OR SHORTED TO HIGH SOURCE	MCU	55	LSD_DIG_01
043A37	O (Output)	14903	FMI=4—VOLTAGE BELOW NORMAL, OR SHORTED TO LOW SOURCE	MCU	55	LSD_DIG_01
053A37	O (Output)	14903	FMI=5—CURRENT BELOW NORMAL OR OPEN CIRCUIT	MCU	55	LSD_DIG_01
		#NV				
023A38	O (Output)	14904	FMI=2—DATA ERRATIC, INTERMITTENT OR INCORRECT	MCU	56	LSD_DIG_02
033A38	O (Output)	14904	FMI=3—VOLTAGE ABOVE NORMAL, OR SHORTED TO HIGH SOURCE	MCU	56	LSD_DIG_02
043A38	O (Output)	14904	FMI=4—VOLTAGE BELOW NORMAL, OR SHORTED TO LOW SOURCE	MCU	56	LSD_DIG_02
053A38	O (Output)	14904	FMI=5—CURRENT BELOW NORMAL OR OPEN CIRCUIT	MCU	56	LSD_DIG_02
		#NV				
023A39	O (Output)	14905	FMI=2—DATA ERRATIC, INTERMITTENT OR INCORRECT	MCU	57	LSD_DIG_03
033A39	O (Output)	14905	FMI=3—VOLTAGE ABOVE NORMAL, OR SHORTED TO HIGH SOURCE	MCU	57	LSD_DIG_03
043A39	O (Output)	14905	FMI=4—VOLTAGE BELOW NORMAL, OR SHORTED TO LOW SOURCE	MCU	57	LSD_DIG_03
053A39	O (Output)	14905	FMI=5—CURRENT BELOW NORMAL OR OPEN CIRCUIT	MCU	57	LSD_DIG_03
		#NV				
023A3A	O (Output)	14906	FMI=2—DATA ERRATIC, INTERMITTENT OR INCORRECT	MCU	58	LSD_DIG_04
033A3A	O (Output)	14906	FMI=3—VOLTAGE ABOVE NORMAL, OR SHORTED TO HIGH SOURCE	MCU	58	LSD_DIG_04
043A3A	O (Output)	14906	FMI=4—VOLTAGE BELOW NORMAL, OR SHORTED TO LOW SOURCE	MCU	58	LSD_DIG_04
053A3A	O (Output)	14906	FMI=5—CURRENT BELOW NORMAL OR OPEN CIRCUIT	MCU	58	LSD_DIG_04
		#NV				
023A3B	O (Output)	14907	FMI=2—DATA ERRATIC, INTERMITTENT OR INCORRECT	MCU	59	LSD_DIG_05
033A3B	O (Output)	14907	FMI=3—VOLTAGE ABOVE NORMAL, OR SHORTED TO HIGH SOURCE	MCU	59	LSD_DIG_05
043A3B	O (Output)	14907	FMI=4—VOLTAGE BELOW NORMAL, OR SHORTED TO LOW SOURCE	MCU	59	LSD_DIG_05
053A3B	O (Output)	14907	FMI=5—CURRENT BELOW NORMAL OR OPEN CIRCUIT	MCU	59	LSD_DIG_05
		#NV				
023A3C	O (Output)	14908	FMI=2—DATA ERRATIC, INTERMITTENT OR INCORRECT	MCU	60	LSD_DIG_06
033A3C	O (Output)	14908	FMI=3—VOLTAGE ABOVE NORMAL, OR SHORTED TO HIGH SOURCE	MCU	60	LSD_DIG_06
043A3C	O (Output)	14908	FMI=4—VOLTAGE BELOW NORMAL, OR SHORTED TO LOW SOURCE	MCU	60	LSD_DIG_06
053A3C	O (Output)	14908	FMI=5—CURRENT BELOW NORMAL OR OPEN CIRCUIT	MCU	60	LSD_DIG_06
		#NV				
023A3D	O (Output)	14909	FMI=2—DATA ERRATIC, INTERMITTENT OR INCORRECT	MCU	61	LSD_DIG_07
033A3D	O (Output)	14909	FMI=3—VOLTAGE ABOVE NORMAL, OR SHORTED TO HIGH SOURCE	MCU	61	LSD_DIG_07
043A3D	O (Output)	14909	FMI=4—VOLTAGE BELOW NORMAL, OR SHORTED TO LOW SOURCE	MCU	61	LSD_DIG_07
053A3D	O (Output)	14909	FMI=5—CURRENT BELOW NORMAL OR OPEN CIRCUIT	MCU	61	LSD_DIG_07
		#NV				
023A3E	O (Output)	14910	FMI=2—DATA ERRATIC, INTERMITTENT OR INCORRECT	MCU	62	LSD_DIG_08
033A3E	O (Output)	14910	FMI=3—VOLTAGE ABOVE NORMAL, OR SHORTED TO HIGH SOURCE	MCU	62	LSD_DIG_08
043A3E	O (Output)	14910	FMI=4—VOLTAGE BELOW NORMAL, OR SHORTED TO LOW SOURCE	MCU	62	LSD_DIG_08
053A3E	O (Output)	14910	FMI=5—CURRENT BELOW NORMAL OR OPEN CIRCUIT	MCU	62	LSD_DIG_08
		#NV				
023A3F	O (Output)	14911	FMI=2—DATA ERRATIC, INTERMITTENT OR INCORRECT	MCU	63	5VREF_OUT
033A3F	O (Output)	14911	FMI=3—VOLTAGE ABOVE NORMAL, OR SHORTED TO HIGH SOURCE	MCU	63	5VREF_OUT
043A3F	O (Output)	14911	FMI=4—VOLTAGE BELOW NORMAL, OR SHORTED TO LOW SOURCE	MCU	63	5VREF_OUT

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