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Coding Information

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Title: VT275 Diagnostic Trouble Code Index (DTC)

Applies To: 2004 - 2006 VT275 Engine Diagnostic Trouble Codes

DTC	PID	SID	FMI	SEC. 7 PAGE NO.	CIRCUIT	CONDITION DESCRIPTION
*Indicates amber ENGINE lamp on when a Diagnostic Trouble Code (DTC) is set.** Indicates red ENGINE lamp on if the Engine Warning Protection System (EWPS) is enabled and a DTC is set.† See Circuit Diagram Manual and Engine Diagnostics Manual for more information						
111					ECM	No errors detected - flash code only
112†	168	0	3		ECM PWR	Electrical system voltage B+ out of range high
113†	168	0	4		ECM PWR	Electrical system voltage B+ out of range low
114*	110	0	4		ECT	Engine Coolant Temperature signal out of range low
115*	110	0	3		ECT	Engine Coolant Temperature signal out of range high

121*	102	0	3		MAP	Intake Manifold Absolute Pressure signal out of range high
122*	102	0	4		MAP	Intake Manifold Absolute Pressure signal out of range low
123*	102	0	2		MAP	Intake Manifold Absolute Pressure signal in range fault
124*	164	0			ICP	Injection Control Pressure signal out of range low
125*	164	0	3		ICP	Injection Control Pressure signal out of range high
131*†	91	0	4		APS/IVS	APS signal out of range low
132*†	91	0	3		APS/IVS	APS signal out of range high
133*†	91	0	2		APS/IVS	APS signal in range DTC
134*†	91	0	7		APS/IVS	APS signal and IVS disagree
135*†	0	230	11		APS/IVS	Idle Validation Switch circuit fault
143	0	21	2		CMP	Incorrect CMP signal signature
145	0	21	12		CMP	CMP signal inactive
146	0	64	12		CKP	CKP signal inactive
147	0	64	2		CKP	Incorrect CKP signal signature
148 *	149	0	5		MAF	Mass Air Flow signal frequency out of range low
149 *	149	0	8		MAF	Mass Air Flow signal frequency out of range high

151*†	108	0	4		BAP	Barometric Absolute Pressure signal out of range high
152*†	108	0	4		BAP	Barometric Absolute Pressure signal out of range low
154*	171	0	4		IAT	Air inlet temperature signal out of range low
155*	171	0	3		IAT	Air inlet temperature signal out of range high
161*	105	0	4		MAT	Manifold Air Temperature Signal out of range low
162*	105	0	3		MAT	Manifold Air Temperature Signal out of range high
163*	27	0	4		EGR	Exhaust Gas Recirculation Valve Position Signal out of range low
221†	0	244	2		SCCS	Cruise-PTO control switch circuit fault
222†	0	247	2		BRAKE	Brake switch circuit fault
225	100	0	0		EOP	EOP sensor signal in range fault
231†	0	250	2		ATA	ATA data communication link error
237†	0	78	11		FPC	Fuel Pump Control OCC self test failed
238†	45	0	11		IAH	Inlet Air Heater Control (V6) OCC self test failed
239†	143	0	11		BCS	BCS OCC self test failed

241†	0	42	11		IPR	Injection Pressure Regulator OCC self test failed
251†	0	38	11		GPC	Glow Plug Control OCC self test failed
252†	0	36	11		GPC	Glow Plug Lamp OCC self test failed
311*	175	0	4		EOT	Engine Oil Temperature signal out of range low
312*	175	0	3		EOT	Engine Oil Temperature signal out of range high
313	100	0	1		EOP**	Engine Oil Pressure below warning level
314	190	0	0		EWPS**	Engine Oil Pressure below critical level
315*	190	0	0		EWPS	Engine speed above warning level
316	110	0	1		EWPS	Engine Coolant Temperature unable to reach commanded set point
321	110	0	0		EWPS**	Engine Coolant Temperature above warning level
322	110	0	7		EWPS**	Engine Coolant Temperature above critical level
323	111	0	13		EWPS**	Engine Coolant Level below warning/critical level
324	71	0	14		IST**	Idle Shutdown Timer enabled engine shutdown

325	110	0	14		EWPS	Power reduced, matched to cooling system performance
331*	164	0	0		ICP sys	Injection Control Pressure above system working range
332*	164	0	13		ICP	Injection Control Pressure above spec. with engine not running
333*	164	0	10		ICP sys	Injection Control Pressure above/below desired level
334	164	0	7		ICP sys	ICP unable to achieve setpoint in time (poor performance)
335	164	0	1		ICP sys	ICP unable to build pressure during cranking
343 *	0	34	0		AMS	Excessive exhaust back pressure
346	27	0	2		AMS	Faults detected during EGR portion of the AMS Test
365*	27	0	10		EGR	EGR Valve Position above/below desired level
368*	0	146	7		EGR	EGR drive module/ECM2 communication fault
373 †	45	0	12		IAH	Inlet Air Heater relay circuit fault
374 †	0	78	12		FPC	Fuel pump relay circuit fault
375 †	0	38	12		GPC	Glow plug relay circuit fault
421-426	0	1-6	5		INJ	High side to low side open (cylinder

						number indicated)
431-436	0	1-6	4		INJ	High side shorted to low side (cylinder number indicated)
451-456	0	1-6	6		INJ	High side short to ground or V _{BAT} (cylinder number indicated)
523†	0	233	4		IDM	IDM V _{IGN} voltage low
525*	0	254	6		IDM	IDM fault
533†	0	221	3		IDM	IDM relay voltage high
534†	0	221	4		IDM	IDM relay voltage low
543*	0	155	7		ECM/IDM	ECM/IDM communications fault
551	0	22	12		ECM/IDM	IDM/CMPO signal inactive
552	0	22	2		ECM/IDM	IDM incorrect CMPO signal signature
553	0	22	11		ECM/IDM	IDM CKPO signal inactive
554	0	22	8		ECM/IDM	IDM incorrect CKPO signal signature
613*	0	252	1		ECM	ECM/IDM software not compatible
614*	0	252	13		ECM	EFRC/ECM configuration mismatch
621*	0	253	1		ECM	Engine using mfg. default rating
622*	0	253	0		ECM	Engine using field default rating
623*	0	253	13		ECM	Invalid Engine Family Rating Code (EFRC)

624	0	240	14		ECM	Field default active
626†	0	254	8		ECM PWR	Unexpected reset fault
631	0	240	2		ECM	Read Only Memory (ROM) self test fault
632	0	254	12		ECM	Random Access Memory (RAM) - CPU self test fault
655	0	240	13		ECM	Programmable parameter list level incompatible
661	0	240	11		ECM	RAM programmable parameter list corrupt
664	0	253	14		ECM	Calibration level incompatible
665	0	252	14		ECM	Programmable parameter memory content corrupt

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