



Automated Manual Transmission (AMT) - Power Take Off (PTO) Active Fault Codes P106E18 (PSID 20 FMI 5) Or P106F18 (PSID 21 FMI 5) PTO Engagement Valve Current Below Threshold



> Internal Content

When either of the active faults P106E18 (PSID 20 FMI 5) or P106F18 (PSID 21 FMI 5) are found check the wiring at the PTO solenoids mounted on the back of the transmission. Pull on the wires where they go into the connectors. Replace the harness if a broken wire is found. Repairing the harness with heavier gauge wire does not help.

[Click](#) here for information on where the wires are breaking.

Due to the intermittent nature of this fault Guided Diagnostics (GD) may lead you to replacing the Transmission Electronic Control Unit (TECU). Do not replace the TECU without checking this first. It is very unlikely that the TECU is the root cause of this fault.

Tags

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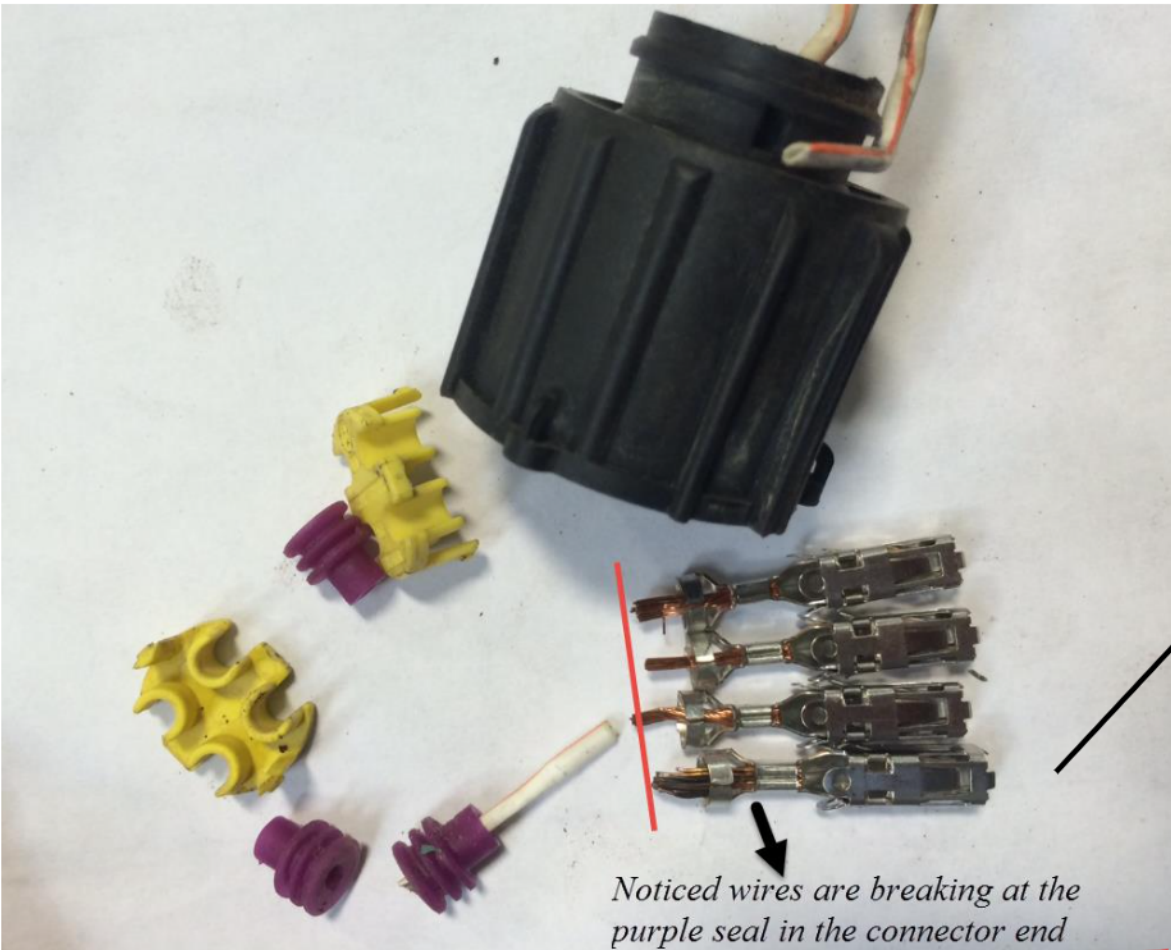
AMT Harness broken PTO wires

Findings

The four harnesses that we reviewed in further details are.

Red numbers on the claim pictures: #11,9,6,&7

The connector/crimping shown in the pictures shows the wires are cut in the same location. Possible vibration in the wiring (design of the connectors??)



Noticed wires are breaking at the purple seal in the connector end

The four parts reviewed:

One had been repaired by the dealer with a heavier gauge wire and broken in the same location as the production wires

