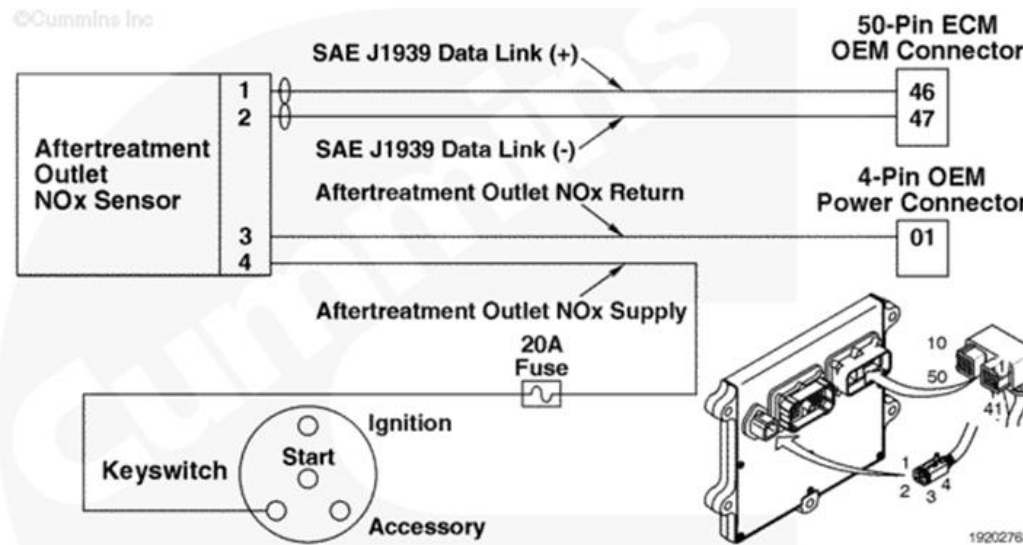


Aftertreatment Fault Code
2014/03/28

FC2771

Possible causes of this fault code include:

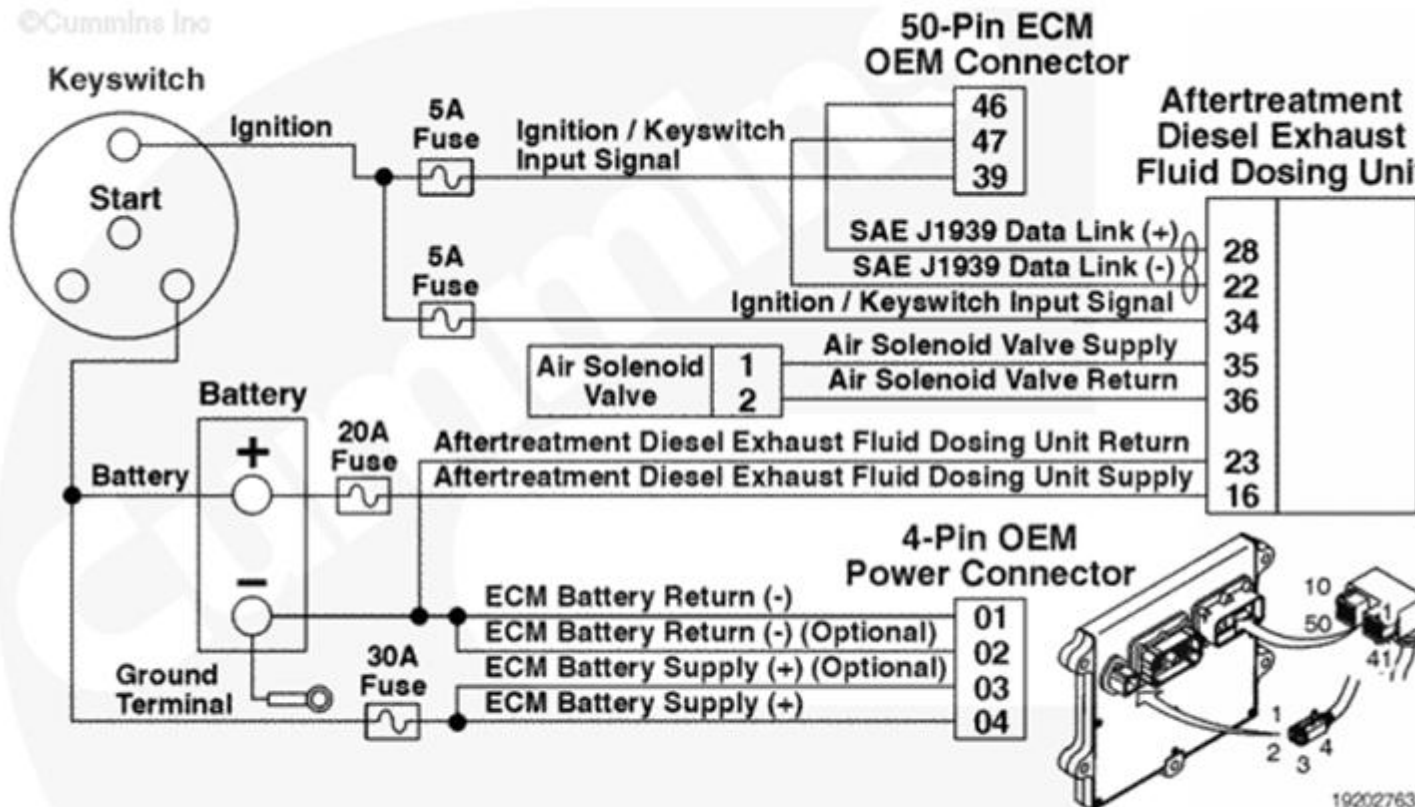
- The aftertreatment outlet NOx sensor is not receiving power from the battery supply circuit in the OEM harness. This could be caused by an open circuit in the power supply wire, blown NOx sensor fuse, or low voltage supplied by the battery.
- Open return circuit on the Aftertreatment Outlet NOx Sensor battery return.
- Open or short circuit on the J1939 data link circuit between the engine ECM and aftertreatment outlet NOx sensor.
- Intermittent communications between the aftertreatment outlet NOx sensor and the primary engine ECM on the J1939 data link.



FC1711

Possible causes of this fault code include:

- Loss of battery voltage to the aftertreatment diesel exhaust fluid dosing unit (34 #) ,
- Shorted or open J1939 data link wiring between the aftertreatment diesel exhaust
- fluid dosing unit and the primary engine ECM(22#,28#)



ISM11 CM876 SN - Aftertreatment Diesel Exhaust Fluid Dosing Unit Circuit

FC3548

Possible causes of this fault code:

- Make sure the air supplier line is good connected



FC3575

Possible causes of this fault code:

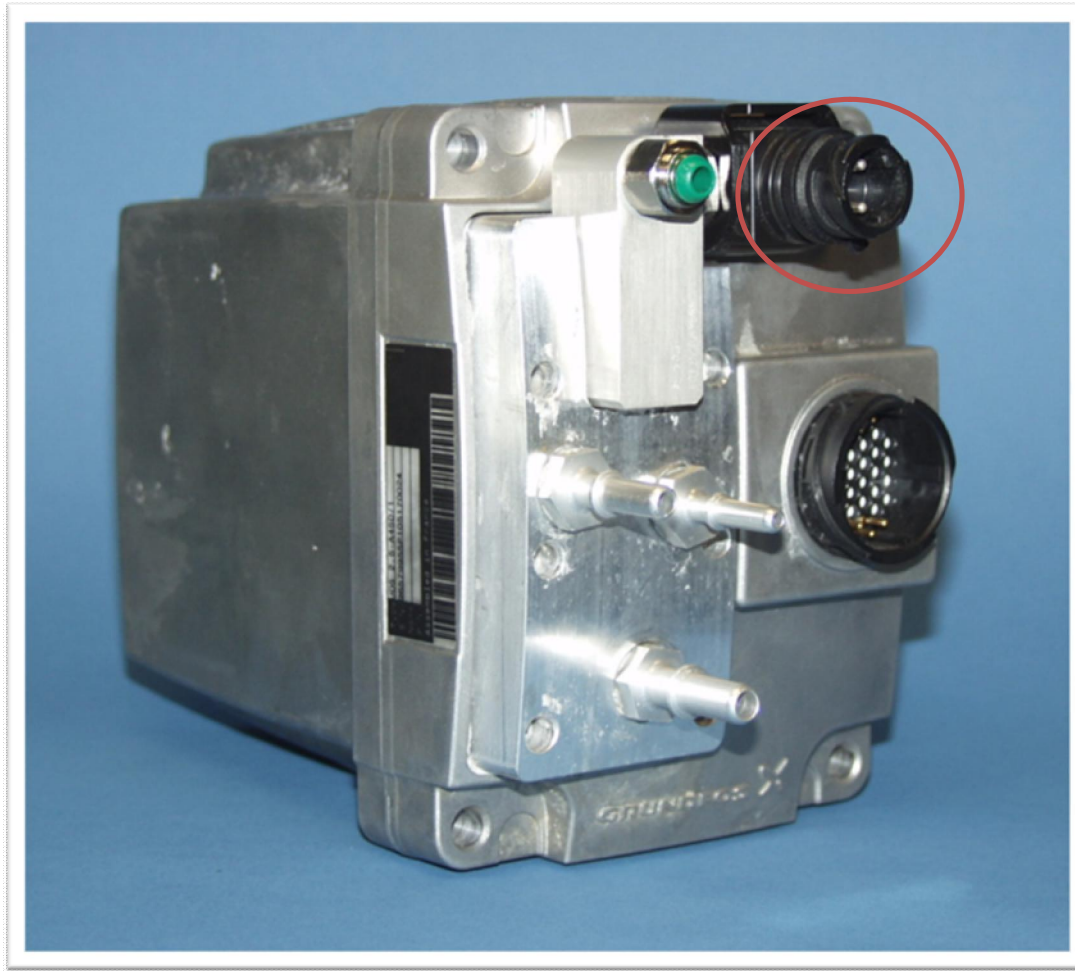
- If The return line of dosing pump is being deformation, then the 3575 will be active.



FC1698

Possible causes of this fault code:

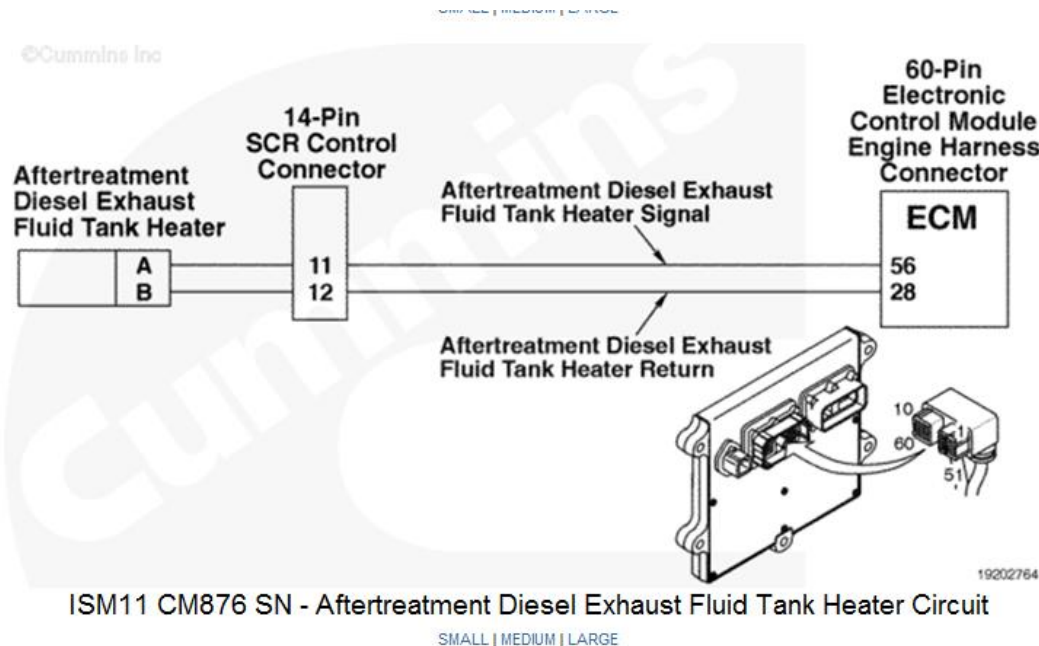
- Check the air solenoid valve pin, make sure the wiring harness is normal



FC1683

Possible causes of this fault code include:

- Diesel exhaust fluid tank heater relay signal wire not connected to the relay
- Diesel exhaust fluid tank heater relay return wire not connected to the relay
- Malfunctioning diesel exhaust fluid tank heater relay
- Open circuit in the diesel exhaust fluid tank heater relay signal wire
- Open circuit in the diesel exhaust fluid tank heater relay return wire
- Diesel exhaust fluid tank heater signal wire shorted to a voltage source.



FC1673

Possible causes of this fault code:

No urea in urea tank



FC3163

Possible causes of this fault code:

- The most likely cause of this fault code is that the SCR intake and outlet temperature sensor connectors are swapped at the engine harness. The catalyst temperature sensors must be reading ambient temperature and the engine must be off for a period of eight hours before this diagnostic will run.

