

| Error Codes | Error String | Description |
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| 101 | CRANK A | crank signal was not detected by the ECU1. |
| 102 | FUEL | The fuel sensor is open-circuit |
| 103 | EN TMP | The engine temperature sensor is open-circuited. |
| 104 | HYD TMP | The hydraulic temperature sensor is open-circuited. |
| 105 | SET PT | The throttle set potentiometer is open-circuited. |
| 106 | SENS PT | The throttle sense potentiometer is open-circuited. |
| 107 | OIL SW | The oil pressure switch is reporting oil pressure is present when the engine is not running. |
| 108 | FLYWHEEL | The flywheel sensor is reporting an engine speed even though the engine is not running. |
| 109 | ALT | The alternator is reporting a voltage even when the engine is not running. |
| 110 | THR SOL | The throttle solenoid is open-circuited. This can only be detected when the engine is not running. |
| 111 | BOOM SP | The boom lower speed regulation output is open-circuited. |
| 113 | MAX FLW | The max flow solenoid is open-circuited. For JS200W machines, this error can only be detected when the engine is not running due to the fact that this is a proportional valve on these machines. |
| 115 | BOOM | The boom priority solenoid is open-circuited. |
| 116 | FL PMP | The refuel pump output is open-circuited. |
| 117 | HORN | The horn output is open-circuited. |
| 118 | HYD PMP | The hydraulic pump is open-circuited. Because this is a proportional valve, this error can only be detected when the engine is not running. |
| 119 | SLW LCK | The slow lock solenoid is open-circuited. |
| 120 | HYD FAN | The hydraulic fan output is open-circuited. This can only be detected when the engine is not running. |
| 121 | SLW BRK | The slow brake solenoid is open-circuited. |
| 122 | SLW ST | The slow shut off solenoid is open-circuited. |
| 127 | TL CHNG | The travel change solenoid is open-circuited. |
| 128 | WASHER | The washer motor is open-circuited. |
| 129 | DOZER | The dozer solenoid is open-circuited. |
| 130 | GRB CW | The grab/rotate clockwise solenoid is open-circuited. |
| 131 | GRB CCW | The grab/rotate counter-clockwise solenoid is open-circuited. |
| 132 | LW FLOW | The low flow solenoid is open-circuited. |
| 133 | ISOL | The hydraulic isolator solenoid is open-circuited. |
| 135 | 2 STAGE | The 2nd stage relief solenoid is open-circuited. |
| 136 | QK HTCH | The quick hitch solenoid is open-circuited. |
| 138 | HAMMER | The hammer solenoid is open-circuited. |
| 139 | CUSHION | The hard/soft cushion solenoid is open-circuited. |
| 142 | ENG SD | The engine shutdown output is open-circuited. |
| 143 | GLW PLG | The glow plugs output is open-circuited. |
| 156 | TL FLW3 | The travel flow 3 solenoid is open-circuited. |
| 157 | TL FLW2 | The travel flow 2 solenoid is open-circuited. |
| 158 | GR CHNG | The M2 or gear change solenoid is open-circuited. |
| 159 | BRKE LT | The brake light output is open-circuited. |
| 160 | AXLE LK | The axle lock solenoid is open-circuited. |
| 161 | STAB UP | The stabilizer up (Rear Right on Auto0s) solenoid is open-circuited. |
| 162 | STAB DN | The stabilizer down (Front Left / Front Dozer on Auto0s) solenoid is open-circuited. |
| 163 | STAB LH | The stabilizer left (Rear Left / Rear Dozer on Auto0s) solenoid is open-circuited. |
| 164 | STAB RH | The stabilizer right (Front Right on Auto0s) solenoid is open-circuited. |

165 CRUISE The cruise control solenoid is open-circuited.
 166 DIG ISL The dig end isolation solenoid is open-circuited.
 167 PRK BK The M1 or park brake solenoid is open-circuited.
 168 DRV ISL The drive isolate solenoid is open-circuited.
 202 FUEL The fuel level sensor is short-circuited.
 203 EN TMP The engine temperature sensor is short-circuited.
 204 HYD TMP The hydraulic temperature sensor is short-circuited.
 205 SET PT The throttle set potentiometer is short-circuited.
 206 SENS PT The throttle sense potentiometer is short-circuited.
 210 THR SOL The throttle solenoid is short-circuited. This can only be detected when the engine is not running.
 211 BOOM SP The boom lower speed regulation output is short-circuited.
 212 INT LT The interior light is short-circuited.
 213 MAX FLW The max flow solenoid is short-circuited. For JS200W machines, this error can only be detected when the engine is not running due to the fact that this is a proportional valve on these machines.

 214 BEACON The beacon output is short-circuited.
 215 BOOM PR The boom priority solenoid is short-circuited.
 216 FL PMP The refuel pump solenoid is short-circuited.
 217 HORN The horn output is short-circuited.
 218 HYD PMP The hydraulic pump is short-circuited. Because this is a proportional valve, this error can only be detected when the engine is not running.

 219 SLW LCK The slow lock solenoid is short-circuited.
 220 HYD FAN The hydraulic fan solenoid is short-circuited. The fault can only be detected when the engine is not running.
 221 SLW BRK The slow brake solenoid is short-circuited.
 222 SLW ST The slow shut off solenoid is short-circuited.
 223 LW WIPR The lower wiper motor is short-circuited.
 224 WIPER The wiper motor is short-circuited.
 225 LH CAB LT The boom work light is short-circuited.
 226 RH CAB LT The toolbox work light is short-circuited.
 227 TL CHNG The travel change solenoid is short-circuited.
 228 WASHER The washer motor is short-circuited.
 229 DOZER The dozer solenoid is short-circuited.
 230 GRB CW The grab/rotate clockwise solenoid is short-circuited.
 231 GRB CCW The grab/rotate counter-clockwise solenoid is short-circuited.
 232 LW FLOW The low flow solenoid is short-circuited.
 233 ISOL The isolator solenoid is short-circuited.
 234 EMG STP The emergency stop solenoid is short-circuited.
 235 2 STAGE The 2nd stage relief solenoid is short-circuited.
 236 QK HTCH The quick hitch solenoid is short-circuited.
 237 TL ALRM The travel alarm output is short-circuited.
 238 HAMMER The hammer solenoid is short-circuited.
 239 CUSHION The hard/soft cushion solenoid is short-circuited.
 240 BOOM LT The boom work light is short-circuited.
 241 TLBX LT The toolbox work light is short-circuited.
 242 ENG SD The engine shutdown solenoid is short-circuited.
 243 GLW PLG The glow plugs are short-circuited.
 244 CNT LT The counter-weight work light is short-circuited.
 245 LH IND The LH turn indicator is short-circuited.
 246 LH SIDE The LH sidelight is short-circuited.
 247 LH FOG The LH fog light is short-circuited.
 248 LH MAIN The LH main beam is short-circuited.
 249 LH DIP The LH dip beam is short-circuited.
 250 RH IND The RH turn indicator is short-circuited.
 251 RH SIDE The RH sidelight is short-circuited.

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| 252 | RH FOG | The RH fog light is short-circuited |
| 253 | RH MAIN | The RH main beam is short-circuited. |
| 254 | RH DIP | The RH dip beam is short-circuited. |
| 255 | HZD LED | The hazard LED is short-circuited. |
| 256 | TL FLW3 | The travel flow 3 solenoid is short-circuited. |
| 257 | TL FLW2 | The travel flow 2 solenoid is short-circuited. |
| 258 | GR CHNG | The M2 or gear change solenoid is short-circuited. |
| 259 | BRKE LT | The brake light output is short-circuited. |
| 260 | AXLE LK | The axle lock solenoid is short-circuited. |
| 261 | STAB UP | The stabilizer up solenoid is short-circuited. |
| 262 | STAB DN | The stabilizer down solenoid is short-circuited. |
| 263 | STAB LH | The stabilizer left solenoid is short-circuited. |
| 264 | STAB RH | The stabilizer right solenoid is short-circuited. |
| 265 | CRUISE | The cruise control solenoid is short-circuited. |
| 266 | DIG ISL | The dig end isolate solenoid is short-circuited. |
| 267 | PRK BK | The M1 or park brake solenoid is short-circuited. |
| 268 | DRV ISL | The drive isolate solenoid is short-circuited. |
| 300 | EC1 CAN | The ECU1 module is no longer communicating on the CAN bus. |
| 301 | ECW CAN | The ECUW module is no longer communicating on the CAN bus. |
| 302 | THRT CAL | The difference between the minimum and maximum calibration points for the throttle dial pot is less than 100 A/D points. |
| 303 | THRT CAL | The difference between the minimum and maximum calibration points for the throttle sense pot is less than 100 A/D points. This error does not exist on machines fitted with an EEC. |
| 304 | THRT CAL | The throttle dial pot is greater than 10% but the engine is still running at the idle position. This condition must exist for at least 15 seconds before it is reported. This error does not exist on machines fitted with an EEC. |
| 305 | THRT CAL | The error term of the PID algorithm is greater than 20 A/D points for more than 20 consecutive seconds. |