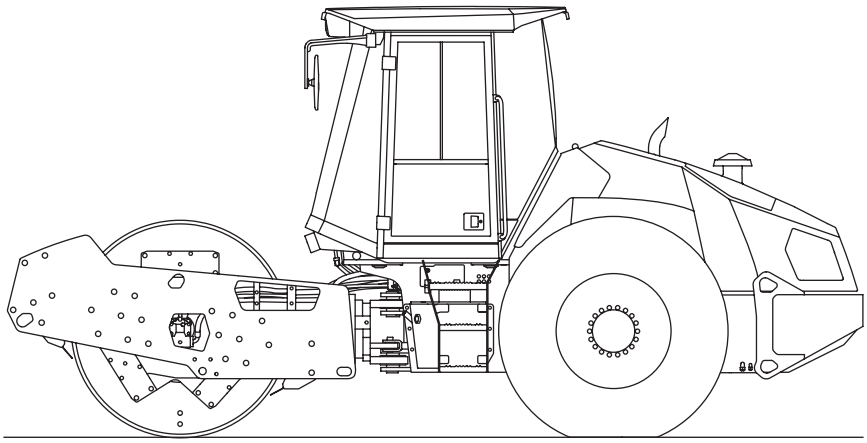
ARS 110

SINGLE DRUM ROLLER
DEUTZ TCD3.6 L4
EU Stage V / U.S. EPA Tier 4f



OPERATING MANUAL

EDITION 10/2021 EN
Product Identification Number 3017996 -

AMMANN

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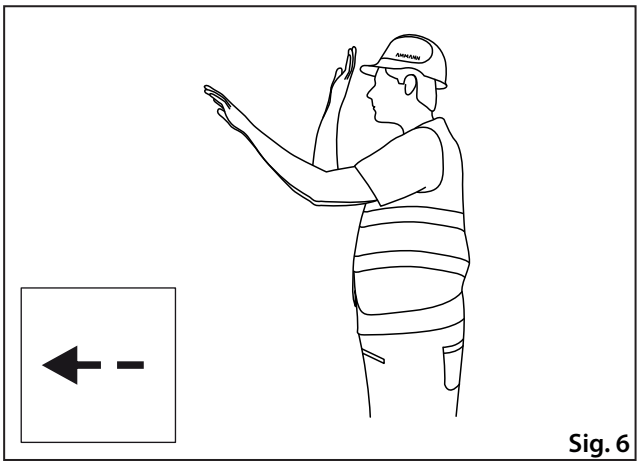
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Air-conditioning (see Chap. 1.4.1)
Preparation for antenna radio and loudspeakers
Radio
Reverse alarm
Warning beacon (see Chap. 1.4.2)
Licence plate holder
Road traffic lighting (including direction lights)
Night operation lighting
ATC inter-axle lock
Additional padfoot segments (recommended with ATC and tractor tyres) (see Chap. 1.4.3)
Blade (see Chap. 1.4.4)
Tyre ballasting with liquid up to -25 °C
Air pre-filter
Padlock latch over the fuel tank
ACEecon
ACE Force (see Chap. 1.4.5)
Telematic preparation
Telematic (see Chap. 1.4.6)
Tachograph preparation
Tachograph (see Chap. 1.4.8)
Tractor tyres
Triangle for slow-moving vehicles
Fire extinguisher (see Chap. 1.4.7)
Set of filters, 500 h
Set of filters, 2000 h
Biodegradable hydraulic oil
Amman tool kit
Special colour design
Certificate of Origin
Additional documentation set
Topcon

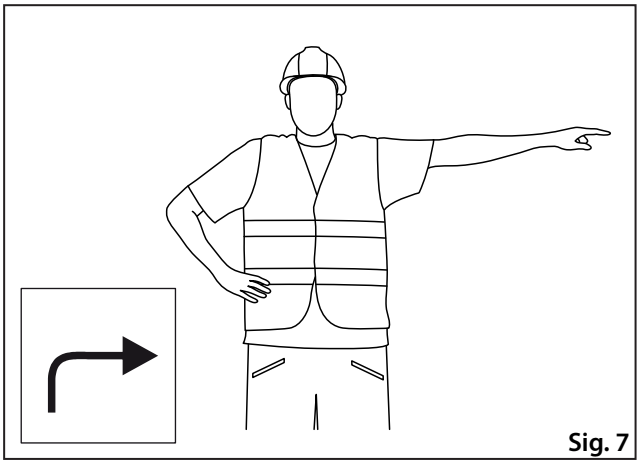
- After finishing the work with the machine, all of the defects, damages to the machine and any repairs made must be recorded in operation book. When drivers take turns, the driver is obliged to report any identified facts to the following driver.
- The driver must use personal protective equipment (PPE) – work clothing, safety shoes, The clothing must not be too loose, impaired, hair must be protected with a suitable cap. During maintenance (lubrication, refilling and replacement of working media) the hands must be protected with suitable gloves.
- The driver must use suitable ear protection when using the machine without cab or with open windows.
- He must keep accessories of the machine as prescribed.
- He must keep the driver's stand, foot rests and walkway surfaces clean.
- Before lifting off the cab and the bonnet, check that there is a sufficient space needed for lifting and that there are no electrical circuits there. Before lowering the cab and the bonnet, he must check that nobody is endangered by this activity.
- If the machine could come into contact with high voltage, the following principles must be observed:
  - try to leave the hazardous zone with the machine;
  - do not leave the driver's stand;
  - warn the others to keep off and not touch the machine.
- He must keep the machine free of oil contaminants and inflammable materials.

Slow backward drive – away from me



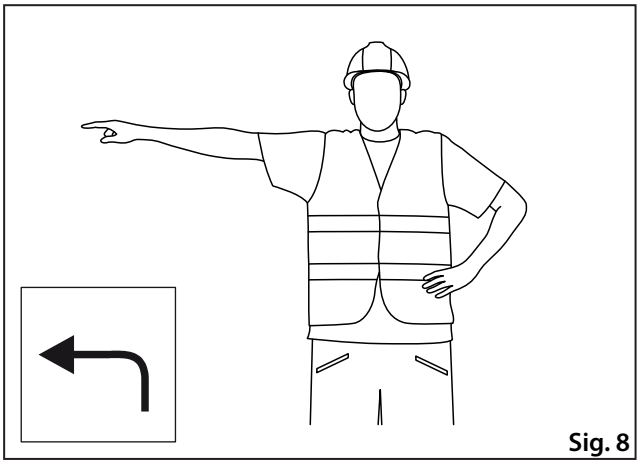
Sig. 6

Drive to the right



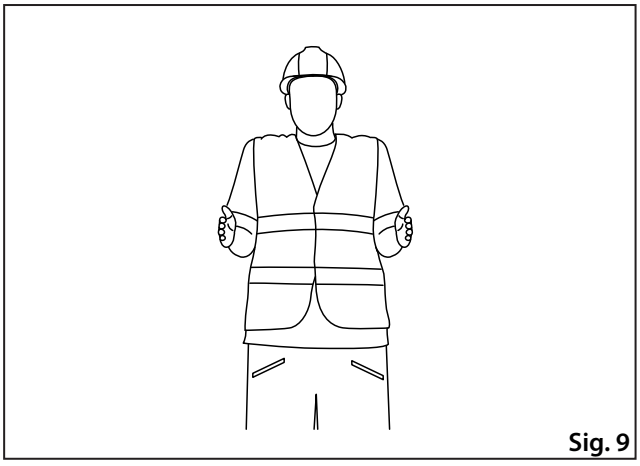
Sig. 7

Drive to the left



Sig. 8

Short distance travel



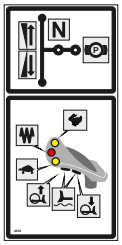
Sig. 9

Steering wheel (1)

Lever A – Column tilting forward/backward

Display (2)

Multifunction instrument to display parameters of the engine and machine functions.



4036bz

Travel control (3)

The travel control is used for braking the machine and setting the direction and speed of travel.

Travel control positions:

P Parking brake – parking brake of the machine enabled.

N neutral – the machine is not braked, the function avoiding the downhill driving is enabled, the engine idle speed is set.

0 zero position – the machine is not braked, the function avoiding the downhill driving is disabled, the engine working speed is set.

F Forward travel

R Reverse travel

The machine braking is indicated by lighting up the brake indicator lamp on the display (2).

The travel speed corresponds to the combination of the speed gear selected by the buttons (7) and (8) and moving the travel control (3) from the zero position.



AMN402

Blade button – down (4)

Use the button to adjust the blade to the working position.



AMN403

Blade button – up (5)

Use the button to adjust the blade to the transport position.



AMN404

Blade floating position button (4, 5)

Press the buttons (4) and (5) at the same time to enable the floating position of the blade.



2612

Vibration button (6)

Press the button to turn on/off the function.

The function is displayed on the display (2).

You cannot start the vibration while driving at the transport speed (4th speed gear – HX, 5th speed gear – D).



When it is vibrated on the spot, the vibration will be switched off after 30 seconds automatically. For restarting the vibration, it is necessary to drive the machine by 8 metres.



AMN467

Speed gear increase button (7)

Press the button to engage the upper speed gear.



AMN468

Speed gear decrease button (8)

Press the button to engage the lower speed gear.



Do not exceed the 30-minute time limit while driving at the transport speed (speed gear 5). Risk of overheating of machine parts!

The speed gear 0 is adjusted as starting after 15 minutes after the switch box is turned off.



AMN452

Air-conditioning switch (24)

It is used for turning on/off the air-conditioning system.


2441

Air-conditioning fan speed switch (optional equipment) (25)

Air flow control.

0 – OFF

1 – minimum

2 – medium

3 – maximum

Heating temperature control (26)

It is used for adjusting the air temperature.


AMN469

Heater fan speed switch (27)

Air flow control.

0 – OFF

1 – minimum

2 – medium

3 – maximum

Air-conditioning outlets (28)

The adjustment and angle of the flaps allows you to change the quantity and direction of the air flow.

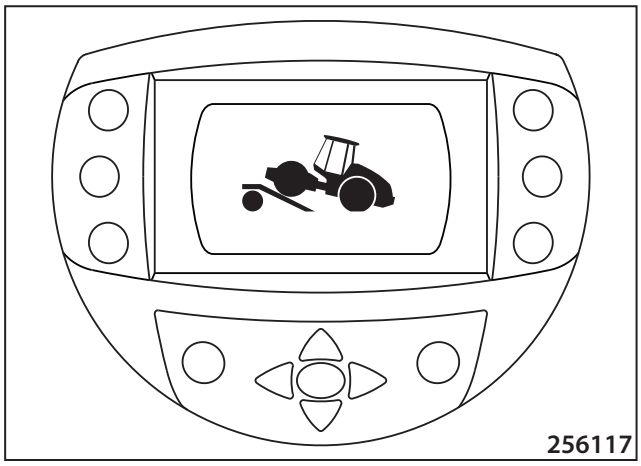

592305

Cab lighting (29)

Loading mode (speed gear 0)

The differential lock and the working (vibration) functions of the machine are locked in the speed gear 0.

The loading mode icon will appear in the middle of the display.



Machine without ATC

When loading the machine, the drum slip control function is automatically active in the loading mode.

Machine with ATC

When loading the machine, the differential ATC lock is automatically active in the loading mode.



Differential lock button

It is used for turning on the differential lock.

The differential lock prevents the drum from slipping when crossing a difficult terrain.

Speed gear 0

The differential lock button is enabled automatically in the speed gear 0.

Speed gear 1–3

The differential lock can be enabled manually only in the speed gear 1–3.

Speed gear 4 and 5

The differential lock button cannot be enabled in the speed gear 4 and 5.



Turn the differential lock off after the difficult ground has been overcome!


AMN76

Coolant temperature indicator


2635

Hydraulic oil temperature indicator

It shows the current hydraulic oil temperature.



Stop the machine and check the oil level, or look for a defect!


AMN113

Engine lubrication pressure

It shows the engine lubrication pressure in kPa.


2777

Current battery voltage indicator


595425

Current fuel consumption indicator


AMN77

Motor speed indicator


AMN75

Engine load indicator

It shows the current engine load in %.


AMN73

Counter of worked engine hours


AMN66

Screen switching

Press the button to view the following screen for 15 seconds.

To set the following screen as the home screen, hold the button for 5 seconds.


AMN105

Display backlight

The display backlight intensity can be adjusted using the buttons.



AMN406

Ash clogging indicator

It shows the ash clogging level.



AMN407

Sooting indicator

It shows the sooting level.

Start-up procedure using leads from an external power supply:



The starting supply voltage from the external power supply must be 24 V.

Always follow the undermentioned operation sequence.

1. Connect one end of the (+) pole of the cable to the (+) pole of the discharged battery.
2. Connect the second end of the (+) pole of the cable to the (+) pole.
3. Connect one end of the (–) pole of the cable to the (–) pole of the external battery.
4. Connect the second end of the (–) pole of the cable to the part that is attached to the engine (or to the engine block).

When the engine has been started, disconnect cables in reverse order.



If two batteries are used in the machine, connect the cable pole to the (+) pole of the discharged battery that is not connected to the (–) pole of the second battery.

Do not connect the (–) pole of the cable to the (–) pole of the discharged battery of the machine being started! During the starting, heavy sparking may occur and gases of the charged battery may explode.

Uninsulated parts of clamps of the jump leads must not touch each other!

The jump lead connected to the (+) pole of the batteries must not come into contact with electrically conductive parts of the machine – danger of a short circuit!

Do not lean over the batteries – possibility of electrolyte burns!

Avoid the presence of ignition sources – open flame, cigarettes, etc.

Do not check the presence of voltage in the wire by sparking against the machine frame.

2.7.5 Panic response

- The immediate stop of the machine using the travel control (3) applies to all of the travel modes of the machine. When the travel control (3) is changed to the opposite position through (0) within 1 second, the machine will stop – the parking brake will be enabled, the engine will keep running, i.e. panic response. The machine can start moving again after the travel control (3) is changed to the brake position (P) and the travel direction (F/R) is selected.
- When the machine vibration is on, the vibration will stop also when the manual vibration mode is selected.



The manufacturer does not recommend that the panic response is used to stop the machine normally. Enable the panic response only in emergency when the machine must be stopped immediately.

2.7.6 Machine parking

- Park the machine on a flat and solid surface where there is no potential natural hazard (landslides, flooding, etc.).
- Change the travel control (3) to the brake position (P).
- After stopping the engine, turn off the battery disconnector before leaving the machine.
- Clean the machine (scrapers and drums).
- Check the whole machine and repair defects that occurred during operation.
- Lock the covers and cab of the machine.



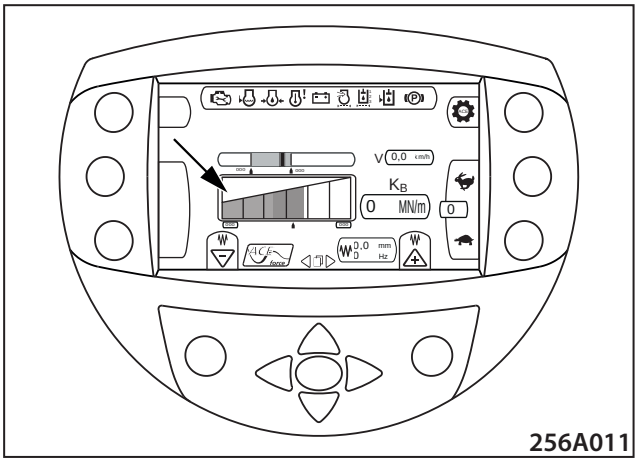
Do not stop the hot engine instantly but let it idle for 3 minutes. The engine and the turbocharger will cool down slowly and evenly!

2.7.7.9 Recognition of compaction value achievement and the status against the target

Methods of the recognition of an increase in compaction and the achievement of the maximum degree of compaction:

- Evaluation of compaction by means of absolute Kb value (MN/m)
- Evaluation of compaction by means of a drum jump

2.7.7.10 Evaluation of compaction by means of Kb value



256A011

The value kB defines the instantaneous stiffness of the material under the compacting element, i.e. a drum.

This parameter is measured continuously by means of assessing the compaction energy transferred into the material.

If the value of the Kb value does not increase in three consequent travels in the same compacted track, the material is compacted to the maximum level of compaction with the given machine.

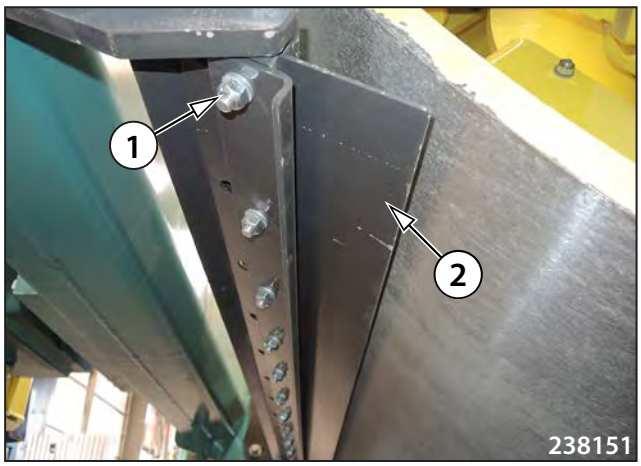
Note:

If the achieved degree of compaction is not sufficient (as compared to laboratory tests), in order to achieve a higher degree of compaction, it is necessary to use a machine of a higher weight category or to check the compactibility of a higher compaction output.

2.7.11 Scraper adjustment

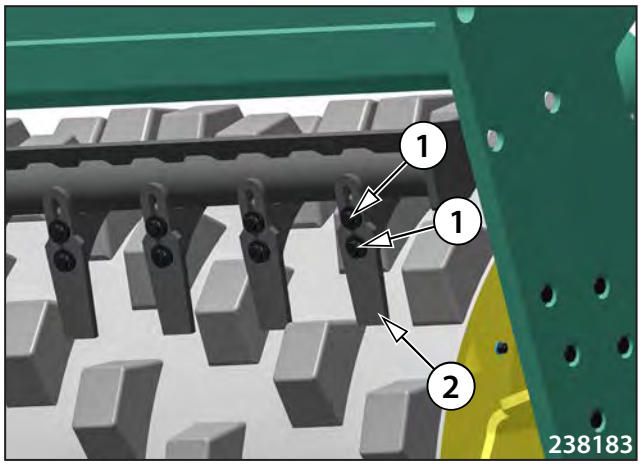
Scrapers for smooth drum

- Loosen the nuts (1) and move the scraper (2) to the drum at the distance of 20 mm (0.78 in) between the scraper and the drum.



Scrapers for pad-foot drum

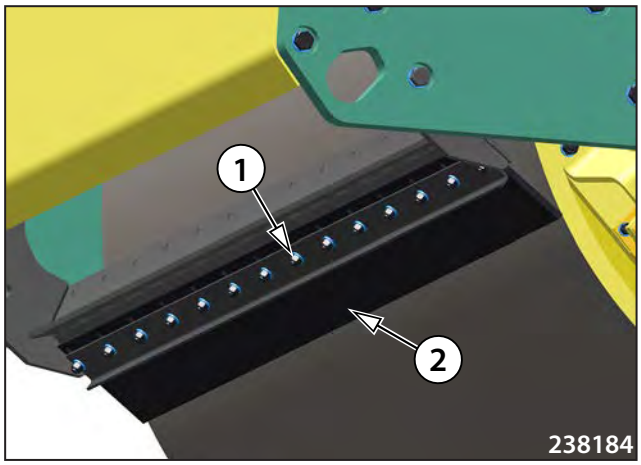
- Loosen the screws (1) and move the individual scrapers (2) to the drum at the distance of 35 mm (1.37 in).



If a small gap is adjusted between the scraper and the drum, the scraper can get in contact with the drum when the machine turns.

Contact scrapers

- Loosen the screws (1) and move the scraper (2) to the drum.



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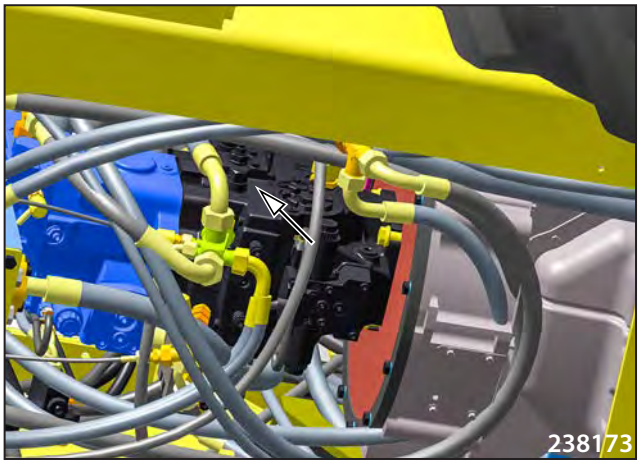
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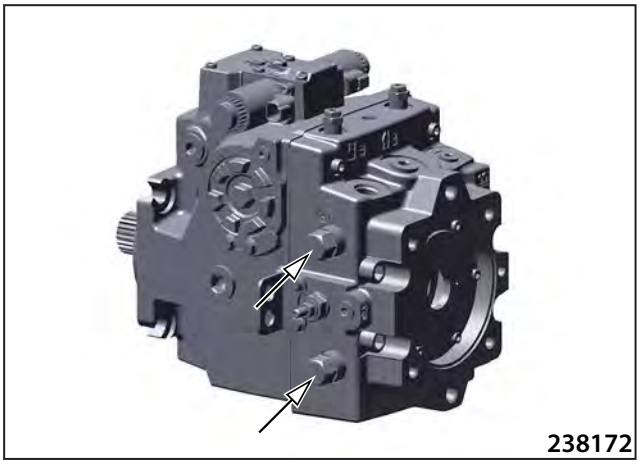
Short-circuiting the travel pump:

- Disconnect the battery using the disconnector.



- Short-circuit the hydraulic circuit of the travel by releasing the multiple function valves of the travel pump by 3 revolutions counter-clockwise.





Release of the brakes:

Before releasing the brake, secure the machine with wooden scotch blocks against movement!

- Place a pan under the machine to catch leaking fluids.

Stop the oil soaking into the ground.



3.1 Safety and other measures during maintenance of the machine

3.1.1 Safety during machine maintenance

Carry out lubrication, maintenance and adjustment as follows:

- By professionally trained personnel;
- According to safety instructions given in the operating manual;
- In intervals given in the lubrication chart after hours worked;
- On the machine standing on a flat and solid surface and secured against movement (with scotch blocks), always with the engine off, the key removed from the ignition box and the wiring disconnected;
- When the tag **Machine repair** is attached on the steering wheel (the tag is delivered with the machine accessories);
- At cold machine parts;
- After the machine, lubrication points and maintenance places have been cleaned;
- Using suitable, undamaged tools;
- By replacing parts with new original parts according to the spare parts catalogue;
- By providing sufficient lighting of the entire machine during poor visibility and at night;
- By reinstalling all removed covers and safety elements after the work is completed;
- By retightening screw connections to the specified tightening torque and checking the connections for leakage;
- After the operating fluids are heated – beware of burns – use only recommended media.



After the adjustment or maintenance is completed, check all safety devices for proper operation!

3.1.2 Fire protection when operating fluids are changed

- Considering the fire danger, the flammable liquids used on the machine are divided into the following hazard classes:

  II hazard class – diesel fuel

  IV. hazard class – mineral oils, lubricating greases
- The oil change point must be where it cannot interfere in explosion or fire hazard areas.
- It must be identified by “No smoking” and “No open fire” plates and signs.
- The handling area must be dimensioned so that it can catch a volume of the flammable liquid equal to the capacity of the biggest vessel, transport container.
- It must be equipped with portable fire extinguishers.
- For handling oils and diesel fuel, use vessels such as metal barrels, jerrycans and sheet-metal cans.
- The transport containers must be properly closed during storage.
- The containers must be provided with one hole, always stored with the hole up and secured so that their content cannot flow out and drip off.
- Vessels must be marked with non-removable writings showing the contents and flammability classes.

Maintenance as required	
3.6.43	Fuel system venting
3.6.44	SCR catalyst regeneration (Selective Catalytic Reduction)
3.6.45	DPF regeneration (Diesel Particulate Filter)
3.6.46	Cooler cleaning
3.6.47	Machine cleaning
3.6.48	Scraper adjustment
3.6.49	Drum coolant
3.6.50	Charging of the battery
3.6.51	Checking the screw connections for tightening

*** First after 100 hours**

**** First after 500 hours**

3.6.6 Checking the fan for condition

- Check the fan visually. Replace the fan if damaged (e.g. missing parts of materials, cracks, shape changes, etc.).



3.6.7 Checking the dust valve of the air filter

- Clean the exit slit and squeeze to remove any dust trapped.

Note

Any dust trapped in the dust valve is automatically emptied during operation of the machine.



Do not work with the machine if the dust valve is damaged.

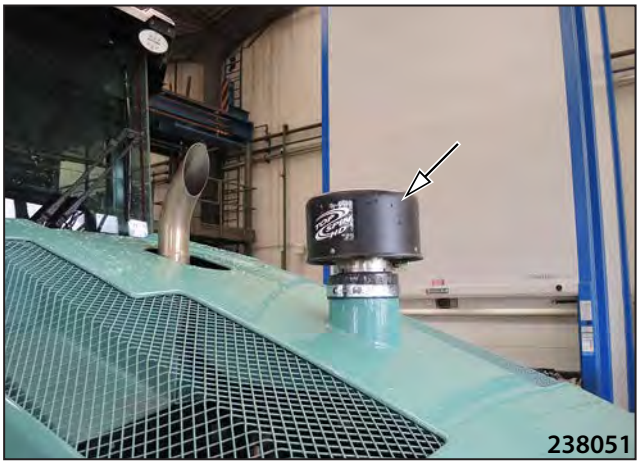
If the dust valve of the air filter is damaged, replace it with a new valve of the same type!

Dust valve
Order number: 1-952454

- Check and clean the pre-filter bowl.

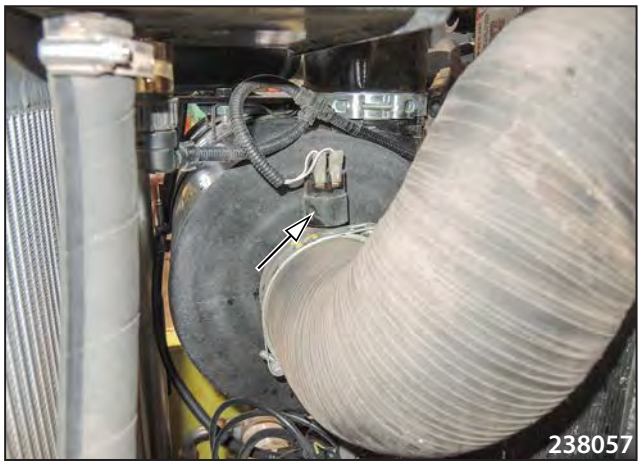
Note:

The pre-filter is mounted on special order.



- If the indicator lamp does not light up, check the vacuum switch, contacts and supply cables.

Sensor
Order number: 4-5358520063



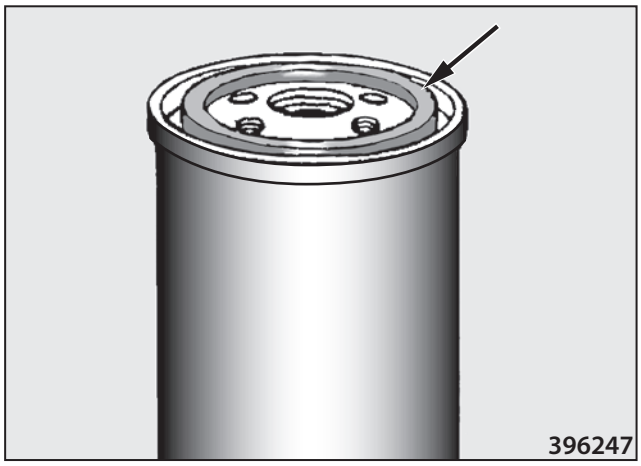
3.6.21 Fuel filter replacement



Fuel filter

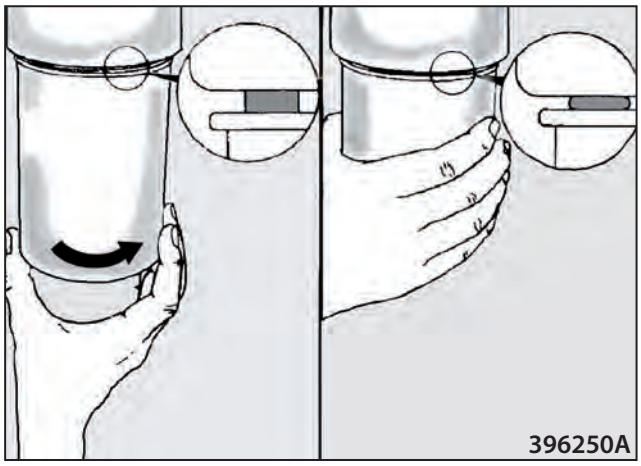
- Clean the fuel filter head.
- Remove the filter.

- Lubricate the seal ring of the new filter with oil.



Fuel filter
Order number: 1238008

- Retighten the filter by 3/4 revolution after the filter is in position.
- Tightening torque 10–12 Nm (7.4–8.9 lb ft).



Fuel pre-filter

- Disconnect the connector of the water separator sensor.



Every 1,000 hours of operation

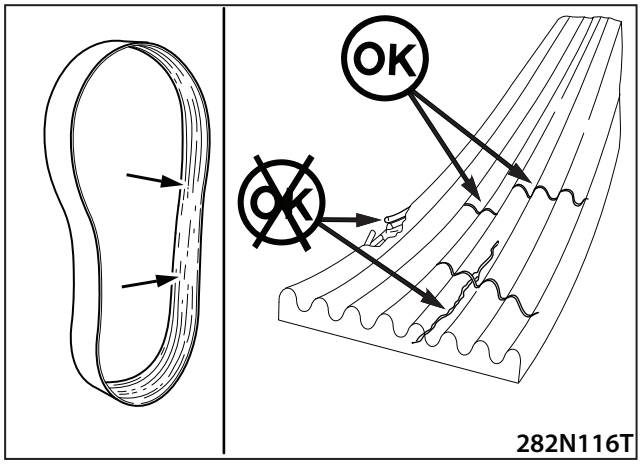
3.6.29 Checking the engine belt

Checking the engine belt for wear:

- Visually inspect the belt.

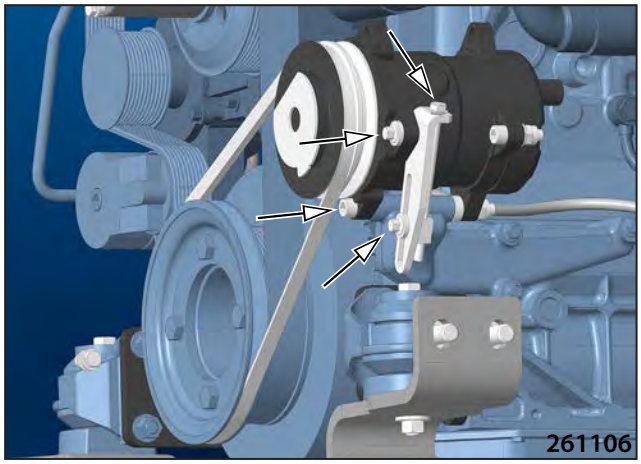


- Cracks perpendicular to the belt width are not considered to be a fault. If longitudinal cracks appear on the belt, or the belt edges are ragged, or some material parts are pulled off, then the belt must be replaced.



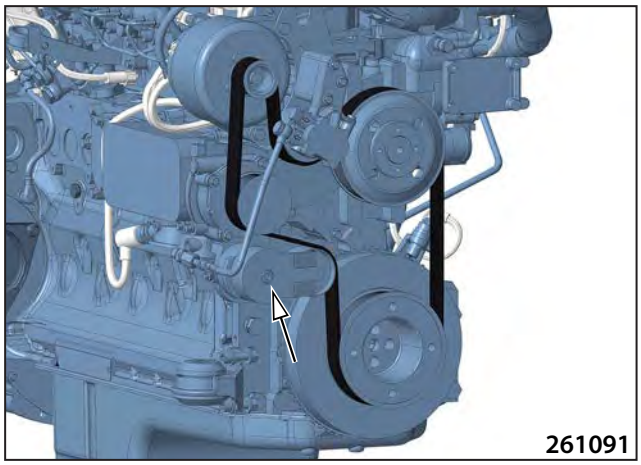
Replacing the air-conditioning belt:

- Loosen the screws and move the compressor.
- Take out the air-conditioning belt.



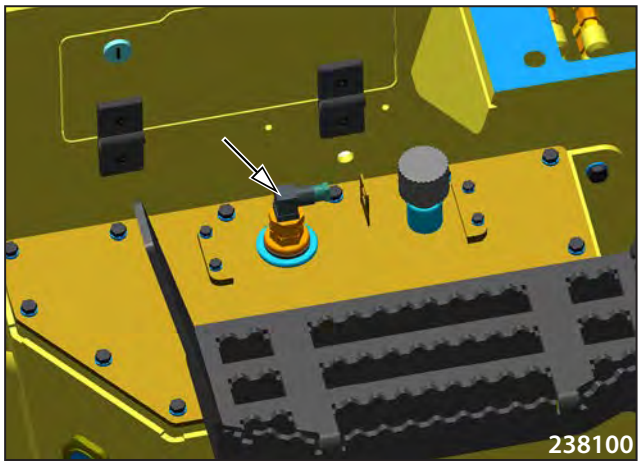
Replacing the engine belt:

- Lift off the tension pulley of the belt using a square lever.
- Take out the engine belt.
- Insert the new belt.

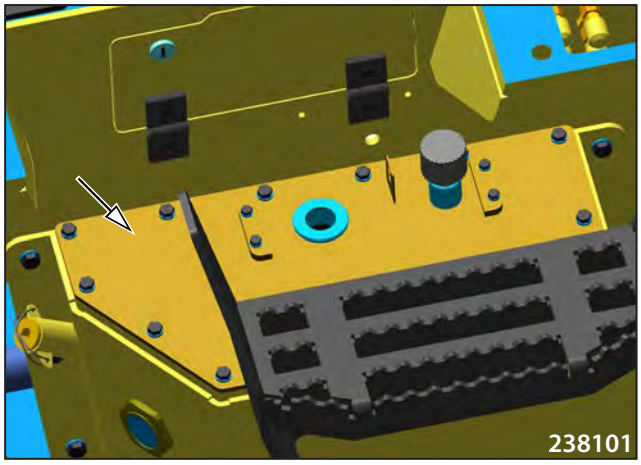


Change and tension the belt when the engine is not running!

- Remove the connector of the level gauge.

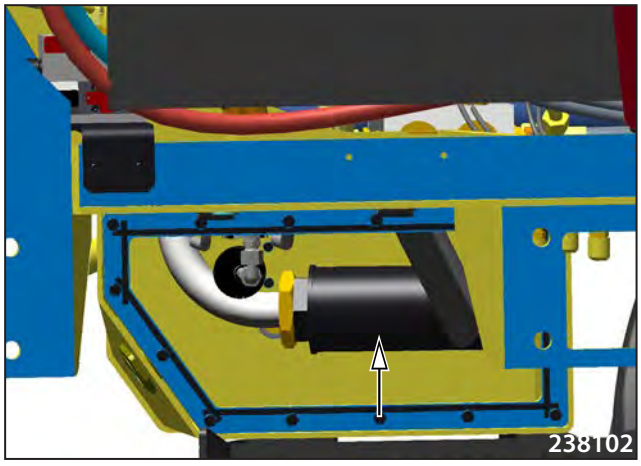


- Remove the cap.



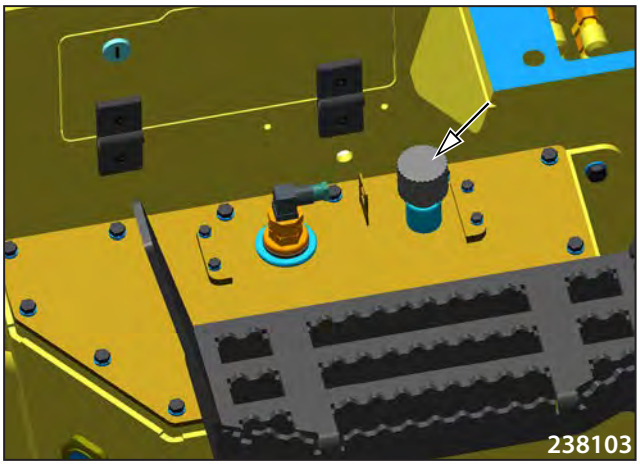
- Remove the suction basket.
- Clean the suction basket.
- Remount the suction basket.
- Inspect the interior of the tank.
- If the bottom is dirty, clean and rinse the tank carefully with the new oil.
- Mount the lid back.
- Use the new sealing tape.

Sealing strip
Order number: 4-5422250006



- Remount the connector of the level gauge.

- Remove the ventilation filter. Mount a new ventilation filter.
- Mount the cover back.



3.6.44 Regeneration of clogged SCR (Selective Catalytic Reduction) catalyst

- Regeneration is a special engine mode, during which the machine cannot be used.
- Regeneration is made through dissolution of DEF (AdBlue) crystals in the SCR catalyst.
- The regeneration is fully controlled by the engine control unit and it is recommended to wait until the regeneration process is completed.

	Conditions for start of regeneration	**Indication lamp of SCR catalyst clogging**  AMN118	**Engine failure indicator lamp**  AMN47	**Sound signal**	**Machine reactions**
Normal operation	No need for regeneration	Off	no	no	No
Crystallisation detection	Machine at standstill and regeneration button	Flashing slowly 0.5 Hz	no	no	No
Crystallisation detection warning	Machine at standstill and regeneration button	Flashing slowly 0.5 Hz	lighting	Yes	Engine output reduced by 25 %
Crystallisation detection OFF	Machine idle and service tools required	Flashing rapidly 3 Hz	Flashing	Yes	Output reduced to 50 % + max. engine speed reduced to 1300 rpm.

Regeneration conditions:

- Park the machine at a safe area.
- The travel control level in the brake position
- Coolant temperature >70 °C
- Sufficient fuel volume – about 20 l (5.3 gal US)
- Sufficient volume of DEF (AdBlue) (Diesel exhaust fluid) – about 1 l (0.26 gal US).



The defects are usually caused by incorrect operation of the machine. Therefore in case of any defect read carefully instructions given in the operation and maintenance manual for your machine and engine. If you cannot identify a cause of the defect, contact the service department of the authorised dealer or the manufacturer.

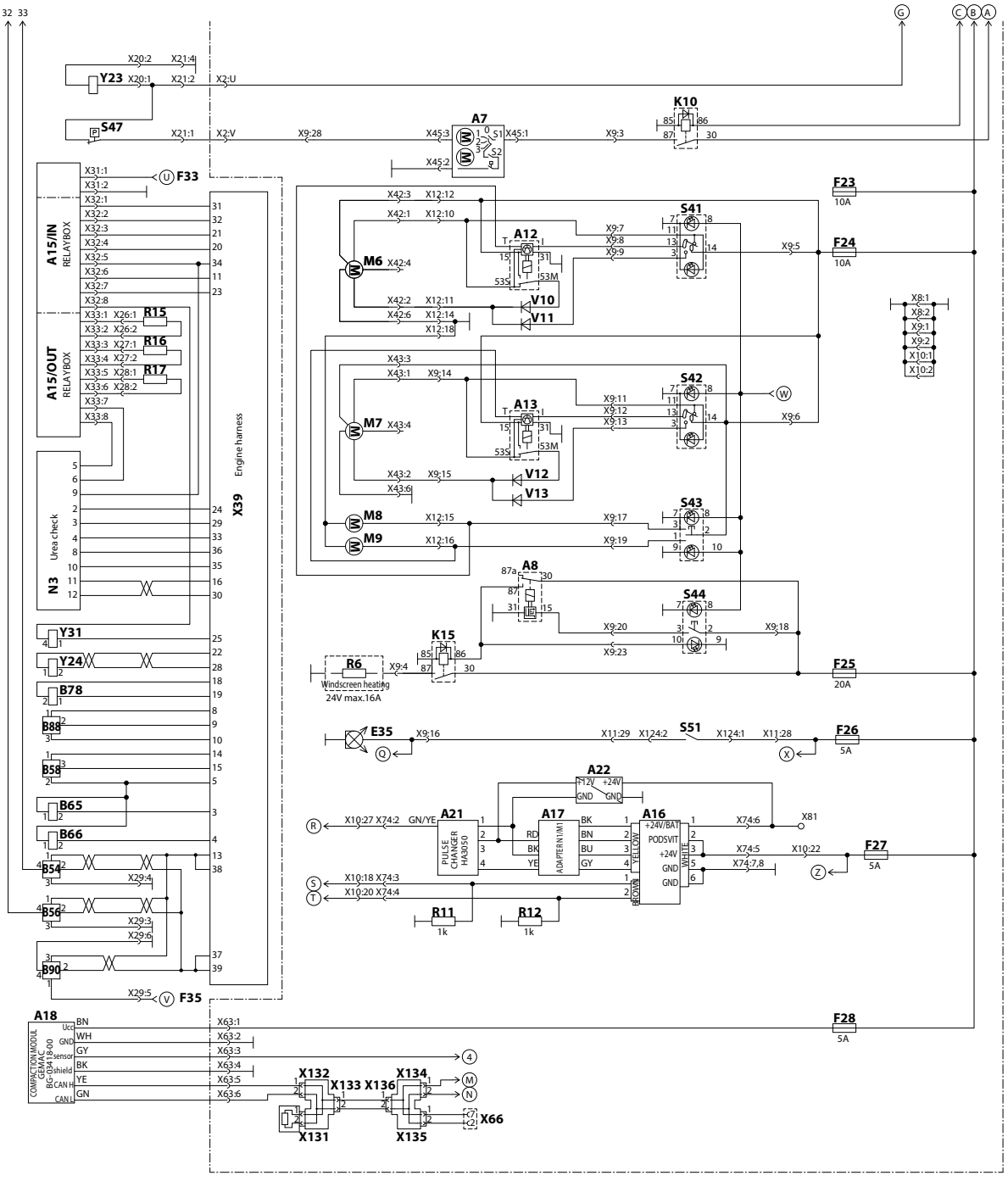


The troubleshooting in hydraulic and electric systems requires knowledge of hydraulic and electrical systems; therefore contact the service department of an authorised dealer or the manufacturer for troubleshooting.

Error codes	SPN	FMI	Error description
133	523938	9	Timeout error (BAM to packet) for CAN-receive-frame AT1IGCVol1.
134	523939	9	Broadcast announce message of the calibration message of the upstream catalytic NOx sensor has failed.
135	523940	9	Timeout error (PCK2PCK) for CAN-Receive-Frame AT1IGCVol1.
136	3234	2	DLC error of CAN-Receive-Frame AT1O1.
137	3234	9	Timeout error of CAN-Receive-Frame AT1OG1. NOX sensor (SCR-system downstream cat; DPF-system downstream cat).
138	3234	2	DLC error of CAN-Receive-Frame AT1O1Vol.
139	3234	9	Timeout error of CAN-Receive-Frame AT1OG1Vol.
140	523941	9	Timeout error (BAM to packet) for CAN-Receive-Frame AT1OGCVol2.
141	523942	9	Calibration message 1 of the after catalyst Nox sensor has failed.
142	523943	9	Timeout error (PCK2PCK) for CAN-Receive-Frame AT1OGCVol2.
153	523992	9	Not used.
155	0	0	Not used.
164	523211	9	Timeout error of CAN-Receive-Frame EBC1.
167	523704	12	Timeout error of CAN-Transmit-Frame EEC3.
168	523935	12	Timeout error of CAN-Transmit-Frame EEC3VOL1. Engine send messages.
169	523936	12	Timeout error of CAN-Transmit-Frame EEC3VOL2. Engine send messages.
171	523212	9	Timeout error of CAN-Receive-Frame ComEngPrt. Engine Protection.
172	523741	14	Engine shut off request through CAN.
174	523213	12	Timeout error of CAN-Transmit-Frame ERC1.
178	523706	12	Timeout error of CAN-Transmit-Frame FlEco.
179	523240	9	Timeout CAN-message FunModCtl. Function Mode Control.
193	523937	9	Timeout DFC for NOxSensGlbReqTx.
196	3227	2	DFC SAE J1939 error.
198	523216	9	Timeout error of CAN-Receive-Frame PrHtEnCmd. Pre-heat command, engine command.
202	523793	9	Timeout error of CAN-Receive-Frame UAA10. AGS sensor service message.
203	523794	9	Timeout error of CAN-Receive-Frame UAA11. AGS sensor data.
212	523803	9	Timeout error of CAN-Receive-Message RxEngPres. Status Burner Air Pump.
273	3219	2	DFC SAE J1939 error.
281	523766	9	Timeout error of CAN-Receive-Frame Active TSC1AE.
282	523767	9	Timeout error of CAN-Receive-Frame Passive TSC1AE.
283	523768	9	Timeout error of CAN-Receive-Frame Active TSC1AR.
284	523769	9	Timeout error of CAN-Receive-Frame Passive TSC1AR.
291	523776	9	Timeout error of CAN-Receive-Frame TSC1TE - active.
292	523777	9	Passive timeout error of CAN-Receive-Frame TSC1TE. Setpoint.
293	523778	9	Timeout error of CAN-Receive-Frame TSC1TR.

Error codes	SPN	FMI	Error description
1011	523960	0	Physical range check high for EGR cooler downstream temperature.
1012	523960	1	Physical range check low for EGR cooler downstream temperature.
1014	51	6	Actuator error EGR-Valve (2.9;3.6) or Throttle-Valve (4.1;6.1;7.8). Signal range check high.
1015	520521	5	Actuator error EGR-Valve (2.9;3.6) or Throttle-Valve (4.1;6.1;7.8); signal range check low.
1016	51	7	Actuator position for EGR-Valve (2.9;3.6) or Throttle-Valve (4.1;6.1;7.8) not plausible.
1022	51	6	Actuator error EGR-Valve (2.9;3.6) or Throttle-Valve (4.1;6.1;7.8); signal range check high
1023	51	5	Actuator error EGR-Valve (2.9;3.6) or Throttle-Valve (4.1;6.1;7.8); signal range check low
1024	51	3	Position sensor error of actuator EGR-Valve (2.9;3.6) or Throttle-Valve (4.1;6.1;7.8). Signal range check high.
1025	51	4	Position sensor error actuator EGR-Valve (2.9;3.6) or Throttle-Valve (4.1;6.1;7.8). Signal range check low.
1026	4769	2	Temperature downstream DOC, plausibility error
1029	4766	0	Temperature downstream DOC, temperature above upper shutoff threshold
1030	4766	0	Temperature downstream DOC, temperature above upper warning threshold
1034	4769	3	Sensor error exhaust gas temperature downstream (DOC); signal range check high
1035	4769	4	Sensor error exhaust gas temperature downstream (DOC); signal range check low
1036	4768	2	Temperature upstream DOC, plausibility error
1039	4765	0	Temperature upstream DOC, temperature above upper shutoff threshold
1040	4765	0	Temperature upstream DOC, temperature above upper warning threshold
1044	4768	3	Electrical error exhaust gas temperature upstream (DOC); signal range check high
1045	4768	4	Electrical error exhaust gas temperature upstream (DOC); signal range check low
1047	3248	4	Sensor error particle filter downstream temperature; signal range check low
1067	1180	3	Sensor error exhaust gas temperature upstream turbine; signal range check high
1069	4360	0	Exhaust temperature upstream SCR-Cat, temperature above upper physical threshold
1070	4360	1	Sensed exhaust temperature before SCR-Cat is < physical low limit
1071	4361	2	Signal error for CAN message Detailinformationen fehlen! Signal error for CAN message No detail informationen!
1072	4361	3	Sensor error DEF catalyst exhaust gas temperature upstream; signal range check high
1073	4361	4	Sensor error DEF catalyst exhaust gas temperature upstream; signal range check low
1074	1761	14	DEF tank level; warning threshold exceeded
1075	3361	6	DEF dosing valve; power at the end of injection too high
1077	3361	3	DEF dosing valve; short circuit to battery on low side
1078	3361	3	DEF dosing valve; short circuit to battery or open load on high side
1079	3361	4	Urea dosing valve; short circuit to ground or open load on low side
1080	3361	4	DEF dosing valve; short circuit on high side
1081	4345	5	SCR heater relay DEF returnline sekondary side; open load
1082	4366	5	SCR main relay (secondary side): open load

Error codes	SPN	FMI	Error description
1859	524175	0	SCR-CAT, Nox emissions above maximum threshold
1860	524074	2	NOx-Sensor after SCR-Cat: Nox-Sensor dew point problem or plausibility problem
1861	524076	2	NOx-Sensor before SCR-Cat: Nox-Sensor dew point problem or plausibility problem
1863	524177	7	SCR System, DEF suction line blocked
1864	524178	7	SCR System, DEF pressure out of range
1865	4360	2	Exhaust temperature sensor upstream SCR, plausibility error
1866	4334	2	DEF supply module pressure, plausibility error
1867	524067	2	Supply module heater temperature, plausibility error
1868	524067	2	Supply module temperature, plausibility error
1869	1761	2	DEF tank level, plausibility error
1870	3031	2	Urea tank temperature outside of plausible thresholds
1874	524152	2	Urea Quality Sensor; Timeout CAN message
1875	524153	2	Urea tank level & urea tank temperature via CAN bus, timeout of CAN message
1880	1761	14	DEF tank, DEF level below third warning threshold
1881	4768	2	exhaust gas temperature sensors up- and downstream DOC are physically swapped
1882	524025	14	The standstill-regeneration mode time exceeds the long-limit. Vehicle was too long or too often in standstill mode. Make oil change and reset counter.
1883	524025	14	The standstill-regeneration mode time exceeds the short-limit. Vehicle was too long or too often within a short time in standstill mode. Make oil change and reset counter.
1884	524184	9	
1889	524189	9	Master / Slave Can disturbed.
1891	524190	14	1 Inducement level 1 activ
1892	524191	14	2 Inducement level 2 activ
1893	524193	8	The standstill-regeneration mode time exceeds the long limit threshold. Vehicle was too long or too often in standstill mode. Change oil and reset counter.
1894	524194	8	The standstill-regeneration mode time exceeds the short-limit. Vehicle was too long or too often within a short time in standstill mode. Change oil and reset counter.
1895	3519	12	DEF tank temperature, temperature too high
1896	3520	3	DEF quality sensor, short circuit to battery or open load
1897	3520	4	DEF quality sensor, short circuit to ground
1898	3519	3	DEF quality sensor, internal temperature sensor short circuit to battery or open load
1899	3519	4	DEF quality sensor, internal temperature sensor short circuit to ground
1900	524195	14	Standstill request due to crystalisation ignored too long
1901	524196	13	Variant handling, address error
1902	524196	2	Variant handling, Synchronisation error
1904	3520	2	DEF quality sensor, Significantly diluted DEF or another liquid than DEF in the tank.
1905	3520	8	DEF quality sensor, DEF quality cannot be measured within a certain time frame.


A15/IN RELAYBOX
A15/OUT RELAYBOX
N3 Urea check
Engine harness
X39
Windscreen heating
24V max.16A
PULSE CHANGER HA30/50
ADAPTER N1/M1
PODSVIT
COMPACT DIN MODUL GEMAC BG-SMK 600
CAN H
CAN L
Ucc
GND
sensor
shield

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