

1. Check the fault code in control module :
SPN: 3597 FMI 02



3. Conclusion:

SPN: 3597 FMI 02 — Power Supply Lost With Ignition On - Data Erratic, Intermittent, or Incorrect

2. Check the fault code in the table (SPN: 3597 FMI 02)

Cummins Power Generation G-Series Fault Codes PGI Diesel							
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Continuing Fault Code	SPN	FMI	Lamp	Does Fault Cause Shutdown? Or Inhibit the Engine	Parent/ Child	Fault Description	Beginning PGECS Version
743	1176	2	AMBER		P	Turbocharger 1 Compressor Intake Pressure - Data erratic, intermittent or incorrect	3.0.0
755	157	7	AMBER		P	Injector Metering Rail 1 Pressure - Mechanical System Not Responding or Out of Adjustment	3.0.0
778	723	2	AMBER		P	Engine Camshaft Speed / Position Sensor - Data Erratic, Intermittent, or Incorrect	2.0
781	1231	9	AMBER		P	SAE J1939 Data Link 2 Engine Network - Abnormal update rate	1.2.0
782	1231	31	AMBER		P	SAE J1939 Data Link 2 Engine Network - Condition Exits	1.2.1
783	105	10	RED	YES		Intake Manifold 1 Temperature - Abnormal Rate of Change	1.0
1117	627	2	NONE		P, CL, C2	Power Lost With Ignition On - Data Erratic, Intermittent, or Incorrect	1.0
1117	3597	2	NONE		P	Power Supply Lost With Ignition On - Data Erratic, Intermittent, or Incorrect	3.0.0
1135	1231	9	RED	YES	P	SAE J1939 Data Link 2 Engine Network - Abnormal Update Rate	1.2.0
1139	621	7	AMBER		P	Injector Solenoid Driver Cylinder 1 - Mechanical system not responding or out of adjustment	3.0.0
1143	652	7	AMBER		P	Injector Solenoid Driver Cylinder 2 - Mechanical system not responding or out of adjustment	3.0.0
1142	653	7	AMBER		P	Injector Solenoid Driver Cylinder 3 - Mechanical system not responding or out of adjustment	3.0.0
1143	654	7	AMBER		P	Injector Solenoid Driver Cylinder 4 - Mechanical system not responding or out of adjustment	3.0.0

Cummins Power Generation G-Drive Fault Codes PGI Diesel
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Cummins Fault Code	SPN	FMI	Lamp	Does Fault Cause ECM Driven Shutdown? Or limits the engine	Parent/ Child	Fault Description	Beginning PGIECRS Version	Comments
111	629	12	RED	YES	P	Engine Control Module Critical Internal Failure - Bad Intelligent Device or Component	2.0	Mission Disabling fault, This fault would not let Engine to start. Hardware level fault
115	612	2	RED	YES	P, C1, C2	Engine Magnetic Crankshaft Speed/Position lost both of two signals - Data Erratic, Intermittent, or Incorrect.	1.0	Engine Speed > 0 is required for clearing fault
122	102	3	AMBER		P	Intake Manifold 1 Pressure Sensor Circuit - Voltage Above Normal, or Shorted to High Source.	1.0	
123	102	4	AMBER		P	Intake Manifold 1 Pressure Sensor Circuit - Voltage Below Normal, or Shorted to Low Source	1.0	
135	100	3	AMBER		P	Engine Oil Rifle Pressure 1 Sensor Circuit - Voltage Above Normal, or Shorted to High Source	1.0	
141	100	4	AMBER		P	Engine Oil Rifle Pressure 1 Sensor Circuit - Voltage Below Normal, or Shorted to Low Source	1.0	
143	100	18	AMBER		P	Engine Oil Rifle Pressure - Data Valid but Below Normal Operational Range - Moderately Severe Level	1.0	
144	110	3	AMBER		P	Engine Coolant Temperature 1 Sensor Circuit - Voltage Above Normal, or Shorted to High Source. Effect: Possible white smoke	1.0	
145	110	4	AMBER		P	Engine Coolant Temperature 1 Sensor Circuit - Voltage Below Normal, or Shorted to Low Source. Effect: Possible white smoke	1.0	
146	110	16	AMBER		P	Engine Coolant Temperature - Data Valid but Above Normal Operational Range - Moderately Severe Level. Or Coolant Temperature Fueling Error	1.0	
151	110	0	RED	YES	P	Engine Coolant Temperature - Data Valid but Above Normal Operational Range - Most Severe Level	1.0	
153	105	3	AMBER		P	Intake Manifold 1 Temperature Sensor Circuit - Voltage Above Normal, or Shorted to High Source.	1.0	Effect: Possible white smoke
154	105	4	AMBER		P	Intake Manifold 1 Temperature Sensor Circuit - Voltage Below Normal, or Shorted to Low Source.	1.0	Effect: Possible white smoke
155	105	0	RED	YES	P	Intake Manifold 1 Temperature - Data Valid but Above Normal Operational Range - Most Severe Level.	1.0	
156	1131	3	AMBER		P	Intake Manifold 2 Temperature Sensor Circuit - Voltage Above Normal, or Shorted to High Source	1.0	
157	1131	4	AMBER		P	Intake Manifold 2 Temperature Sensor Circuit - Voltage Below Normal, or Shorted to Low Source	1.0	
158	1131	0	RED	YES	P	Intake Manifold 2 Temperature - Data Valid but Above Normal Operational Range - Most Severe Level	1.0	
159	1132	3	AMBER			Intake Manifold 3 Temperature Sensor Circuit - Voltage Above Normal, or Shorted to High Source	1.0	
161	1132	4	AMBER			Intake Manifold 3 Temperature Sensor Circuit - Voltage Below Normal, or Shorted to Low Source	1.0	
162	1132	0	RED	YES		Intake Manifold 3 Temperature - Data Valid but Above Normal Operational Range - Most Severe Level	1.0	

Cummins Power Generation G-Drive Fault Codes PGI Diesel

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Cummins Fault Code	SPN	FMI	Lamp	Does Fault Cause ECM Driven Shutdown? Or limits the engine	Parent/ Child	Fault Description	Beginning PGIECRS Version	Comments
163	1133	3	AMBER			Intake Manifold 4 Temperature Sensor Circuit - Voltage Above Normal, or Shorted to High Source	1.0	
164	1133	4	AMBER			Intake Manifold 4 Temperature Sensor Circuit - Voltage Below Normal, or Shorted to Low Source	1.0	
165	1133	0	RED	YES		Intake Manifold 4 Temperature - Data Valid but Above Normal Operational Range - Most Severe Level	1.0	
187	3510	4	AMBER		P, C1, C2	Sensor Supply 2 Circuit - Voltage Below Normal, or Shorted to Low Source.	1.0	Effect: Loss of some sensor functionality. (camshaft engine position sensor, intake manifold pressure sensor, fuel supply pressure sensor, barometric air pressure sensor, or rail fuel pressure sensor.)
195	111	3	AMBER		P	Coolant Level Sensor 1 Circuit - Voltage Above Normal, or Shorted to High Source.	1.0	
196	111	4	AMBER		P	Coolant Level Sensor 1 Circuit - Voltage Below Normal, or Shorted to Low Source	1.0	
197	111	18	AMBER		P	Coolant Level - Data Valid but Below Normal Operational Range - Moderately Severe Level	1.0	
212	175	3	AMBER		P	Engine Oil Temperature Sensor 1 Circuit - Voltage Above Normal, or Shorted to High Source	1.0	
213	175	4	AMBER		P	Engine Oil Temperature Sensor 1 Circuit - Voltage Below Normal, or Shorted to Low Source	1.0	
214	175	0	RED	YES	P	Engine Oil Temperature - Data Valid but Above Normal Operational Range - Most Severe Level	1.0	Moderately Severe level in Phase 17 of QSM11
221	108	3	AMBER		P	Barometric Pressure Sensor Circuit - Voltage Above Normal, or Shorted to High Source	1.0	Derate in Phase18 Core2 (52.7kPa)
222	108	4	AMBER		P	Barometric Pressure Sensor Circuit - Voltage Below Normal, or Shorted to Low Source	1.0	Derate in Phase18, Core2 (52.7kPa)
223	1265	4	AMBER		P	Engine Oil Burn Valve Solenoid Driver Circuit - Voltage Below Normal, or Shorted to Low Source	1.0	Effect: ECM turns off the burn valve supply voltage
224	1265	3	AMBER		P	Engine Oil Burn Valve Solenoid Driver Circuit - Voltage Above Normal, or Shorted to High Source	1.0	Effect: ECM turns off the burn valve supply voltage
227	3510	3	AMBER		P, C1, C2	Sensor Supply 2 Circuit - Voltage Above Normal, or Shorted to High Source	1.0	Effect: Loss of some sensor functionality (camshaft engine position sensor, intake manifold pressure sensor, fuel supply pressure sensor, barometric air pressure sensor, or rail fuel pressure sensor)
228	109	1	RED	YES	P	Coolant Pressure - Data Valid but Below Normal Operational Range - Most Severe Level	1.0	
231	109	3	AMBER		P	Coolant Pressure Sensor Circuit - Voltage Above Normal, or Shorted to High Source	1.0	
232	109	4	AMBER		P	Coolant Pressure Sensor Circuit - Voltage Below Normal, or Shorted to Low Source	1.0	
234	190	0	RED	YES	P	Engine Crankshaft Speed/Position - Data Valid but Above Normal Operational Range - Most Severe Level	1.0	Effect: Fuel injection disabled until engine speed below overspeed limit

Cummins Power Generation G-Drive Fault Codes PGI Diesel
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Cummins Fault Code	SPN	FMI	Lamp	Does Fault Cause ECM Driven Shutdown? Or limits the engine	Parent/ Child	Fault Description	Beginning PGIECRS Version	Comments
235	111	1	RED	YES	P	Coolant Level - Data Valid but Below Normal Operational Range - Most Severe Level	1.0	
238	3511	4	AMBER		P, C1, C2	Sensor Supply 3 Circuit - Voltage Below Normal, or Shorted to Low Source	1.0	Effect: Loss of some sensor functionality (engine speed sensor) or EPS_Main_Supply_Low_Error
239	3511	3	AMBER		P	Sensor Supply 3 Circuit - Voltage Above Normal, or Shorted to High Source	1.0	Effect: Loss of some sensor functionality (engine speed sensor) or EPS_Main_Supply_High
245	647	4	AMBER		P	Fan Control Circuit - Voltage Below Normal, or Shorted to Low Source	1.0	
248	173	16	AMBER			Exhaust Gas Temperature - Data Valid But Above Normal Operating Range - Moderately Severe Level	1.0	Non-Vee (single stack)
261	174	16	AMBER		P	Engine Fuel Temperature - Data Valid but Above Normal Operational Range - Moderately Severe Level	1.0	
263	174	3	AMBER		P	Engine Fuel Temperature Sensor 1 Circuit - Voltage Above Normal, or Shorted to High Source	1.0	
265	174	4	AMBER		P	Engine Fuel Temperature Sensor 1 Circuit - Voltage Below Normal, or Shorted to Low Source	1.0	
266	174	0	RED	YES	P	Engine Fuel Temperature - Data Valid but Above Normal Operational Range - Most Severe Level	1.0	
271	1347	4	AMBER		P	Fuel Pump Pressurizing Assembly 1 Circuit - Voltage Below Normal, or Shorted to Low Source	1.0	Effect: Engine will run poorly at idle. Engine will have low power. Fuel pressure will be higher than commanded.
272	1347	3	AMBER		P	Fuel Pump Pressurizing Assembly 1 Circuit - Voltage Above Normal, or Shorted to High Source	1.0	Effect: Engine will not run or engine will run poorly.
281	1347	7	AMBER		P	Engine Fuel Pump Pressurizing Assembly 1 - Mechanical System Not Responding or Out of Adjustment	2.0	
285	639	9	AMBER		P	SAE J1939 Multiplexing PGN Timeout Error - Abnormal Update Rate	1.0	Monitoring for PGNs FEF1,8F00,E000
286	639	13	AMBER		P	SAE J1939 Multiplexing Configuration Error - Out of Calibration	1.0	The ECM expected information from a multiplexed device but only received a portion of the necessary information. [Errors on PGN FEF1, 8F00,E000 Received by ECM]
293	441	3	AMBER		P	Auxiliary Temperature Sensor Input 1 Circuit - Voltage above normal, or shorted to high source	2.0	
294	441	4	AMBER		P	Auxiliary Temperature Sensor Input 1 Circuit - Voltage below normal, or shorted to low source	2.0	
295	108	2	AMBER		P	Barometric Pressure - Data Erratic, Intermittent, or Incorrect	2.0	
297	1388	3	AMBER		P	Auxiliary Pressure Sensor Input 2 Circuit - Voltage above normal, or shorted to high source	2.0	
298	1388	4	AMBER		P	Auxiliary Pressure Sensor Input 2 Circuit - Voltage below normal, or shorted to low source	2.0	
322	651	5	AMBER		C2	Injector Solenoid Driver Cylinder 1 Circuit - Current Below Normal, or Open Circuit	1.0	Effect: Engine misfire or possibly run rough

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323	655	5	AMBER		P	Injector Solenoid Driver Cylinder 5 Circuit - Current Below Normal, or Open Circuit	1.0	Effect: Engine misfire or possibly run rough
324	653	5	AMBER		C2	Injector Solenoid Driver Cylinder 3 Circuit - Current Below Normal, or Open Circuit	1.0	Effect: Engine misfire or possibly run rough
325	656	5	AMBER		C1	Injector Solenoid Driver Cylinder 6 Circuit - Current Below Normal, or Open Circuit	1.0	Effect: Engine misfire or possibly run rough
331	652	5	AMBER		P	Injector Solenoid Driver Cylinder 2 Circuit - Current Below Normal, or Open Circuit	1.0	Effect: Engine misfire or possibly run rough
332	654	5	AMBER		C1	Injector Solenoid Driver Cylinder 4 Circuit - Current Below Normal, or Open Circuit	1.0	Effect: Engine misfire or possibly run rough
342	630	13	RED	NO	P, C1, C2	Electronic Calibration Code Incompatibility - Out of Calibration	1.0	
343	629	12	AMBER		P	Engine Control Module Warning Internal Hardware Failure - Bad Intelligent Device or Component	2.0	
351	627	12	AMBER		P, C1, C2	Injector Power Supply - Bad Intelligent Device or Component	1.0	Effect: Possible smoke, low power, engine misfire, and/or engine will not start.
351	3597	12	AMBER		P	Injector Power Supply - Bad Intelligent Device or Component	3.0.0	
352	3509	4	AMBER		P, C1, C2	Sensor Supply 1 Circuit - Voltage Below Normal, or Shorted to Low Source	1.0	Effect: Loss of some sensor functionality
356	132	3	AMBER		P	Engine Intake Air Mass Flow Sensor Circuit - Voltage Above Normal, or Shorted to High Source	2.0	
357	132	4	AMBER		P	Engine Intake Air Mass Flow Circuit - Voltage Below Normal, or Shorted to Low Source	2.0	
358	132	2	AMBER		P	Engine Intake Air Mass Flow - Data Erratic, Intermittent or Incorrect	2.0	
386	3509	3	AMBER		P, C1, C2	Sensor Supply 1 Circuit - Voltage Above Normal, or Shorted to High Source	1.0	Effect: Loss of some sensor functionality
415	100	1	RED	YES	P	Engine Oil Rifle Pressure - Data Valid but Below Normal Operational Range - Most Severe Level.	1.0	
418	97	15	MAINTENANCE		P	Water in Fuel Indicator - Data Valid but Above Normal Operational Range - Least Severe Level	1.0	Effect: Possible white smoke, loss of power, or hard starting. N/A for HHP
421	175	16	AMBER		P	Engine Oil Temperature - Data Valid but Above Normal Operational Range - Moderately Severe Level	1.0	Most severe level on Phase 17 QSM11
426	639	2	NONE		P	SAE J1939 Datalink - Data Erratic, Intermittent, or Incorrect	1.0	Applies to propriatary PGNs FF69, FF73, and FF7E. Applies to SAE PGNs F01E and FD93.
428	97	3	AMBER		P	Water in Fuel Indicator Sensor Circuit - Voltage above normal, or shorted to high source	2.0	
429	97	4	AMBER		P	Water in Fuel Indicator Sensor Circuit - Voltage below normal, or shorted to low source	2.0	
435	100	2	AMBER		P	Engine Oil Rifle Pressure - Data Erratic, Intermittent, or Incorrect	2.0	

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436	105	2	AMBER		P	Intake Manifold 1 Temperature - Data erratic, intermittent or incorrect	2.0	
441	168	18	AMBER		P, C1, C2	Battery 1 Voltage - Data Valid but Below Normal Operational Range - Moderately Severe Level	1.0	Effect: Engine can stop running or be difficult to start.
442	168	16	AMBER		P, C1, C2	Battery 1 Voltage - Data Valid but Above Normal Operational Range - Moderately Severe Level	1.0	Effect: Possible electrical damage to all electrical components.
449	157	0	RED	YES	P	Injector Metering Rail 1 Pressure - Data Valid but Above Normal Operational Range - Most Severe Level	1.0	ECM detects fuel rail pressure exceeded high-pressure relief valve. Effect: Fuel injection Noise. (Excessive fuel supply pressure detected at fuel pressure sensor, cm570) Engine Speed > 0 is required for clearing fault
451	157	3	AMBER		P	Injector Metering Rail 1 Pressure Sensor Circuit - Voltage Above Normal, or Shorted to High Source	1.0	
452	157	4	AMBER		P	Injector Metering Rail 1 Pressure Sensor Circuit - Voltage Below Normal, or Shorted to Low Source	1.0	
479	1318	2	AMBER			Exhaust Gas Temperature Bank Imbalance - Data erratic, intermittent or incorrect	1.0	Same SPN/FMI as FC 3732
483	1349	3	AMBER		P	Injector Metering Rail 2 Pressure Sensor Circuit - Voltage Above Normal or Shorted to High Source	3.0.0	
484	1349	4	AMBER		P	Injector Metering Rail 2 Pressure Sensor Circuit - Voltage Below Normal or Shorted to Low Source	3.0.0	
488	105	16	AMBER		P	Intake Manifold 1 Temperature - Data Valid but Above Normal Operational Range - Moderately Severe Level	1.0	
515	3514	3	AMBER			Sensor Supply 6 Circuit - Voltage above normal, or shorted to high source	1.2.0	
516	3514	4	AMBER			Sensor Supply 6 Circuit - Voltage below normal, or shorted to low source	1.2.0	
546	94	3	AMBER		P	Fuel Delivery Pressure Sensor Circuit - Voltage Above Normal, or Shorted to High Source	1.0	
547	94	4	AMBER		P	Fuel Delivery Pressure Sensor Circuit - Voltage Below Normal, or Shorted to Low Source	1.0	
553	157	16	AMBER			Injector Metering Rail Pressure 1 - Data Valid But Above Normal Operating Range - Moderately Severe Level	1.2.0	
555	101	16	AMBER			Crankcase Pressure - Data Valid But Above Normal Operating Range - Moderately Severe Level	1.2.0	
556	101	0	RED	YES	P	Crankcase Pressure - Data Valid but Above Normal Operational Range - Most Severe Level	1.0	
559	157	18	AMBER		P	Injector Metering Rail 1 Pressure - Data Valid but Below Normal Operational Range - Moderately Severe Level	1.0	replaces FC 2215 for accumulator pressure
581	1381	3	AMBER		P	Fuel Supply Pump Intake Pressure Sensor Circuit - Voltage Above Normal or Shorted to High Source	1.2.0	

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Cummins Fault Code	SPN	FMI	Lamp	Does Fault Cause ECM Driven Shutdown? Or limits the engine	Parent/ Child	Fault Description	Beginning PGIECRS Version	Comments
582	1381	4	AMBER		P	Fuel Supply Pump Intake Pressure Sensor Circuit - Voltage Below Normal or Shorted to Low Source	1.2.0	
595	103	16	AMBER		P	Turbocharger 1 Speed - Data Valid But Above Normal Operating Range - Moderately Severe Level	2.0	
621	1323	17	MAINTENANCE		C1, C2	Exhaust Gas Temperature Deviation Low for Cylinder 1 - Data Valid But Below Normal Operating Range - Least Severe Level	1.0	
622	1325	17	MAINTENANCE		C1, C2	Exhaust Gas Temperature Deviation Low for Cylinder 3 - Data Valid But Below Normal Operating Range - Least Severe Level	1.0	
623	1327	17	MAINTENANCE		C1, C2	Exhaust Gas Temperature Deviation Low for Cylinder 5 - Data Valid But Below Normal Operating Range - Least Severe Level	1.0	
624	1329	17	MAINTENANCE		C1, C2	Exhaust Gas Temperature Deviation Low for Cylinder 7 - Data Valid But Below Normal Operating Range - Least Severe Level	1.0	
625	1331	17	MAINTENANCE		C1, C2	Exhaust Gas Temperature Deviation Low for Cylinder 9 - Data Valid But Below Normal Operating Range - Least Severe Level	1.0	
626	1333	17	MAINTENANCE		C1, C2	Exhaust Gas Temperature Deviation Low for Cylinder 11 - Data Valid But Below Normal Operating Range - Least Severe Level	1.0	
627	1335	17	MAINTENANCE		C1, C2	Exhaust Gas Temperature Deviation Low for Cylinder 13 - Data Valid But Below Normal Operating Range - Least Severe Level	1.0	
628	1337	17	MAINTENANCE		C1, C2	Exhaust Gas Temperature Deviation Low for Cylinder 15 - Data Valid But Below Normal Operating Range - Least Severe Level	1.0	
631	1324	17	MAINTENANCE		C2, C3	Exhaust Gas Temperature Deviation Low for Cylinder 2 - Data Valid But Below Normal Operating Range - Least Severe Level	1.0	
632	1326	17	MAINTENANCE		C2, C3	Exhaust Gas Temperature Deviation Low for Cylinder 4 - Data Valid But Below Normal Operating Range - Least Severe Level	1.0	
633	1328	17	MAINTENANCE		C2, C3	Exhaust Gas Temperature Deviation Low for Cylinder 6 - Data Valid But Below Normal Operating Range - Least Severe Level	1.0	
634	1330	17	MAINTENANCE		C2, C3	Exhaust Gas Temperature Deviation Low for Cylinder 8 - Data Valid But Below Normal Operating Range - Least Severe Level	1.0	
635	1332	17	MAINTENANCE		C2, C3	Exhaust Gas Temperature Deviation Low for Cylinder 10 - Data Valid But Below Normal Operating Range - Least Severe Level	1.0	

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636	1334	17	MAINTENANCE		C2, C3	Exhaust Gas Temperature Deviation Low for Cylinder 12 - Data Valid But Below Normal Operating Range - Least Severe Level	1.0	
637	1336	17	MAINTENANCE		C2, C3	Exhaust Gas Temperature Deviation Low for Cylinder 14 - Data Valid But Below Normal Operating Range - Least Severe Level	1.0	
638	1338	17	MAINTENANCE		C2, C3	Exhaust Gas Temperature Deviation Low for Cylinder 16 - Data Valid But Below Normal Operating Range - Least Severe Level	1.0	
641	1137	0	RED	YES	C1, C2	Exhaust Gas Temperature Cylinder 1 (A1) - Data valid but above normal operational range - Most Severe Level	1.0	
642	1139	0	RED	YES	C1, C2	Exhaust Gas Temperature Cylinder 3 (A2) - Data valid but above normal operational range - Most Severe Level	1.0	
643	1141	0	RED	YES	C1, C2	Exhaust Gas Temperature Cylinder 5 (A3) - Data valid but above normal operational range - Most Severe Level	1.0	
644	1143	0	RED	YES	C1, C2	Exhaust Gas Temperature Cylinder 7 (A4) - Data valid but above normal operational range - Most Severe Level	1.0	
645	1145	0	RED	YES	C1, C2	Exhaust Gas Temperature Cylinder 9 (A5) - Data valid but above normal operational range - Most Severe Level	1.0	
646	1147	0	RED	YES	C1, C2	Exhaust Gas Temperature Cylinder 11 (A6) - Data valid but above normal operational range - Most Severe Level	1.0	
647	1149	0	RED	YES	C1, C2	Exhaust Gas Temperature Cylinder 13 (A7) - Data valid but above normal operational range - Most Severe Level	1.0	
648	1151	0	RED	YES	C1, C2	Exhaust Gas Temperature Cylinder 15 (A8) - Data valid but above normal operational range - Most Severe Level	1.0	
652	1138	0	RED	YES	C2, C3	Exhaust Gas Temperature Cylinder 2 (B1) - Data valid but above normal operational range - Most Severe Level	1.0	
653	1140	0	RED	YES	C2, C3	Exhaust Gas Temperature Cylinder 4 (B2) - Data valid but above normal operational range - Most Severe Level	1.0	
654	1142	0	RED	YES	C2, C3	Exhaust Gas Temperature Cylinder 6 (B3) - Data valid but above normal operational range - Most Severe Level	1.0	
655	1144	0	RED	YES	C2, C3	Exhaust Gas Temperature Cylinder 8 (B4) - Data valid but above normal operational range - Most Severe Level	1.0	
656	1146	0	RED	YES	C2, C3	Exhaust Gas Temperature Cylinder 10 (B5) - Data valid but above normal operational range - Most Severe Level	1.0	
657	1148	0	RED	YES	C2, C3	Exhaust Gas Temperature Cylinder 12 (B6) - Data valid but above normal operational range - Most Severe Level	1.0	
658	1150	0	RED	YES	C2, C3	Exhaust Gas Temperature Cylinder 14 (B7) - Data valid but above normal operational range - Most Severe Level	1.0	
671	1137	4	MAINTENANCE		C1, C2	Exhaust Gas Temperature Sensor Circuit Cylinder 1 - Voltage Below Normal, or Shorted to Low Source	1.0	
672	1139	4	MAINTENANCE		C1, C2	Exhaust Gas Temperature Sensor Circuit Cylinder 3 - Voltage Below Normal, or Shorted to Low Source	1.0	
673	1141	4	MAINTENANCE		C1, C2	Exhaust Gas Temperature Sensor Circuit Cylinder 5 - Voltage Below Normal, or Shorted to Low Source	1.0	

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674	1143	4	MAINTENANCE		C1, C2	Exhaust Gas Temperature Sensor Circuit Cylinder 7 - Voltage Below Normal, or Shorted to Low Source	1.0	
675	1145	4	MAINTENANCE		C1, C2	Exhaust Gas Temperature Sensor Circuit Cylinder 9 - Voltage Below Normal, or Shorted to Low Source	1.0	
676	1147	4	MAINTENANCE		C1, C2	Exhaust Gas Temperature Sensor Circuit Cylinder 11 - Voltage Below Normal, or Shorted to Low Source	1.0	
677	1149	4	MAINTENANCE		C1, C2	Exhaust Gas Temperature Sensor Circuit Cylinder 13 - Voltage Below Normal, or Shorted to Low Source	1.0	
678	1151	4	MAINTENANCE		C1, C2	Exhaust Gas Temperature Sensor Circuit Cylinder 15 - Voltage Below Normal, or Shorted to Low Source	1.0	
687	103	18	AMBER		P	Turbocharger 1 Speed - Data Valid But Below Normal Operating Range - Moderately Severe Level	3.0.0	
689	190	2	AMBER		P, C1, C2	Engine Crankshaft Speed/Position - Data Erratic, Intermittent, or Incorrect	1.0	Effect: Engine can run rough. Possibly poor starting. Runs using backup speed sensor. Engine power reduced.
697	1136	3	AMBER		P	Engine ECU Temperature Sensor Circuit - Voltage Above Normal, or Shorted to High Source	2.0	
698	1136	4	AMBER		P	Engine ECU Temperature Sensor Circuit - Voltage Below Normal, or Shorted to Low Source	2.0	
699	1136	2	AMBER		P, C1, C2, C3	Engine ECU Temperature - Data Erratic, Intermittent, or Incorrect	1.2.0	
721	1138	4	MAINTENANCE		C2, C3	Exhaust Gas Temperature Sensor Circuit Cylinder 2 - Voltage Below Normal, or Shorted to Low Source	1.0	
722	1140	4	MAINTENANCE		C2, C3	Exhaust Gas Temperature Sensor Circuit Cylinder 4 - Voltage Below Normal, or Shorted to Low Source	1.0	
723	1142	4	MAINTENANCE		C2, C3	Exhaust Gas Temperature Sensor Circuit Cylinder 6 - Voltage Below Normal, or Shorted to Low Source	1.0	
724	1144	4	MAINTENANCE		C2, C3	Exhaust Gas Temperature Sensor Circuit Cylinder 8 - Voltage Below Normal, or Shorted to Low Source	1.0	
725	1146	4	MAINTENANCE		C2, C3	Exhaust Gas Temperature Sensor Circuit Cylinder 10 - Voltage Below Normal, or Shorted to Low Source	1.0	
726	1148	4	MAINTENANCE		C2, C3	Exhaust Gas Temperature Sensor Circuit Cylinder 12 - Voltage Below Normal, or Shorted to Low Source	1.0	
727	1150	4	MAINTENANCE		C2, C3	Exhaust Gas Temperature Sensor Circuit Cylinder 14 - Voltage Below Normal, or Shorted to Low Source	1.0	
728	1152	4	MAINTENANCE		C2, C3	Exhaust Gas Temperature Sensor Circuit Cylinder 16 - Voltage Below Normal, or Shorted to Low Source	1.0	
731	723	7	AMBER		P, C1, C2	Engine Speed/Position Camshaft and Crankshaft Misalignment - Mechanical system not responding or out of adjustment	1.0	Effects: Possible smoke, hard start, and rough idle.
741	1176	3	AMBER		P	Turbocharger 1 Compressor Intake Pressure Circuit - Voltage above normal, or shorted to high source	3.0.0	
742	1176	4	AMBER		P	Turbocharger 1 Compressor Intake Pressure Circuit - Voltage below normal, or shorted to low source	3.0.0	

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Cummins Fault Code	SPN	FMI	Lamp	Does Fault Cause ECM Driven Shutdown? Or limits the engine	Parent/ Child	Fault Description	Beginning PGIECRS Version	Comments
743	1176	2	AMBER		P	Turbocharger 1 Compressor Intake Pressure - Data erratic, intermittent or incorrect	3.0.0	
755	157	7	AMBER		P	Injector Metering Rail 1 Pressure - Mechanical System Not Responding or Out of Adjustment	3.0.0	
778	723	2	AMBER		P	Engine Camshaft Speed / Position Sensor - Data Erratic, Intermittent, or Incorrect	2.0	
781	1231	9	AMBER		P	SAE J1939 Data Link 2 Engine Network - Abnormal update rate	1.2.0	
782	1231	31	AMBER		P	SAE J1939 Data Link 2 Engine Network - Condition Exists	1.1.2 1.2.1	PCC triggers shutdown with cooldown where applicable else shutdown
783	105	10	RED	YES		Intake Manifold 1 Temperature - Abnormal Rate of Change	1.0	
1117	627	2	NONE		P, C1, C2	Power Lost With Ignition On - Data Erratic, Intermittent, or Incorrect.	1.0	ECM fell below 6.2V momentarily of ECM not allowed to power down correctly (retain battery voltage for 30 sec after key-off) Effect: Fault information, trip information, and maintenance monitor data can be inaccurate. replaces FC 434
1117	3597	2	NONE		P	Power Supply Lost With Ignition On - Data Erratic, Intermittent, or Incorrect	3.0.0	
1135	1231	9	RED	YES	P	SAE J1939 Data Link 2 Engine Network - Abnormal Update Rate	1.2.0	Datalink Keep-Alive
1139	651	7	AMBER		P	Injector Solenoid Driver Cylinder 1 - Mechanical system not responding or out of adjustment	3.0.0	
1141	652	7	AMBER		P	Injector Solenoid Driver Cylinder 2 - Mechanical system not responding or out of adjustment	3.0.0	
1142	653	7	AMBER		P	Injector Solenoid Driver Cylinder 3 - Mechanical system not responding or out of adjustment	3.0.0	
1143	654	7	AMBER		P	Injector Solenoid Driver Cylinder 4 - Mechanical system not responding or out of adjustment	3.0.0	
1144	655	7	AMBER		P	Injector Solenoid Driver Cylinder 5 - Mechanical system not responding or out of adjustment	3.0.0	
1145	656	7	AMBER		P	Injector Solenoid Driver Cylinder 6 - Mechanical system not responding or out of adjustment	3.0.0	
1256	1563	2	AMBER		P,C1,C2	Control Module Identification Input State Error - Data Erratic, Intermittent, or Incorrect	1.0	
1257	1563	2	RED	YES	P,C1,C2	Control Module Identification Input State Error - Data Erratic, Intermittent, or Incorrect	1.0	
1357	1380	18	AMBER		P	Engine Oil Level Remote Reservoir - Data Valid but Below Normal Operational Range - Moderately Severe Level	1.0	Effect: Possible damage to engine if unresolved
1362	99	16	AMBER		C1	Engine Oil Filter Differential Pressure - Data Valid but Above Normal Operational Range - Moderately Severe Level	1.0	

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1367	1208	3	MAINTENANCE			Pre-Oil Filter Pressure Sensor Circuit - Voltage Above Normal, or Shorted to High Source	1.0	
1368	1208	4	MAINTENANCE			Pre-Oil Filter Pressure Sensor Circuit - Voltage Below Normal, or Shorted to Low Source	1.0	
1369	441	3	MAINTENANCE			Auxiliary Temperature Sensor Input 1 Circuit - Voltage Above Normal, or Shorted to High Source	1.0	
1373	626	11	MAINTENANCE			Start Enable Device 1 Circuit (Ether Injection) - Root Cause Not Known	1.0	
1376	723	2	MAINTENANCE		P, C1, C2	Engine Camshaft Speed / Position Sensor - Data Erratic, Intermittent, or Incorrect	1.0	
1377	3549	3	MAINTENANCE		C1	Post-Oil Filter Pressure Sensor Circuit - Voltage Above Normal, or Shorted to High Source	1.0	
1378	3549	4	MAINTENANCE		C1	Post-Oil Filter Pressure Sensor Circuit - Voltage Below Normal, or Shorted to Low Source	1.0	
1379	1381	17	MAINTENANCE		P	Fuel Supply Pump Intake Pressure - Data Valid But Below Normal Operating Range - Least Severe Level	1.2.0	
1383	102	3	MAINTENANCE			Intake Manifold 1 Pressure Sensor Circuit - Voltage Above Normal, or Shorted to High Source	1.0	
1384	102	4	MAINTENANCE			Intake Manifold 1 Pressure Sensor Circuit - Voltage Below Normal, or Shorted to Low Source	1.0	
1385	1128	3	MAINTENANCE			Intake Manifold 2 Pressure Sensor Circuit - Voltage Above Normal, or Shorted to High Source	1.0	
1386	1128	4	MAINTENANCE			Intake Manifold 2 Pressure Sensor Circuit - Voltage Below Normal, or Shorted to Low Source	1.0	
1389	1381	15	MAINTENANCE		P	Fuel Supply Pump Intake Pressure - Data Valid But Above Normal Operating Range - Least Severe Level	1.2.0	
1411	4182	3	AMBER		P	Generator Output Frequency Adjust Potentiometer Circuit - Voltage Above Normal, or Shorted to High Source	1.0	
1412	4183	3	AMBER		P	Droop Adjust Potentiometer Circuit - Voltage Above Normal, or Shorted to High Source	1.0	
1418	4184	3	AMBER		P	Gain Adjust Potentiometer Circuit - Voltage Above Normal, or Shorted to High Source	1.0	
1427	4185	31	AMBER		P	Overspeed Shutdown Relay Driver Diagnostic Has Detected an Error - Condition Exists	1.0	Becomes active when lamp is physically removed or becomes open circuit
1428	4186	31	AMBER		P	Low Oil Pressure (LOP) Shutdown Relay Driver Diagnostic Has Detected an Error - Condition Exists	1.0	Becomes active when lamp is physically removed or becomes open circuit
1429	4187	31	AMBER		C1	High Engine Temperature (HET) Shutdown Relay Driver Diagnostic has detected an error - Condition Exists	1.0	
1431	4188	31	AMBER		C1	Pre-Low Oil Pressure Warning Relay Driver Diagnostic has detected an error - Condition Exists	1.0	
1432	4223	31	AMBER		C1	Pre-High Engine Temperature Warning Relay Driver Diagnostic has detected an error - Condition Exists	1.0	
1517	1484	31	RED	YES	P	At Least One Module Has A Most Severe Fault - Condition Exists	1.0	Not supported for PGI 1.2+

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1518	1484	31	AMBER		P	At Least One Module Has A Moderately Severe Fault - Condition Exists	1.0	Not supported for PGI 1.2+
1519	1484	31	MAINTENANCE		P	At Least One Module Has A Least Severe Fault - Condition Exists	1.0	Not supported for PGI 1.2+
1521	1139	3	MAINTENANCE		C1, C2	Exhaust Gas Temperature Sensor Circuit Cylinder 3 - Voltage Above Normal, or Shorted to High Source	1.0	
1522	1141	3	MAINTENANCE		C1, C2	Exhaust Gas Temperature Sensor Circuit Cylinder 5 - Voltage Above Normal, or Shorted to High Source	1.0	
1523	1143	3	MAINTENANCE		C1, C2	Exhaust Gas Temperature Sensor Circuit Cylinder 7 - Voltage Above Normal, or Shorted to High Source	1.0	
1524	1145	3	MAINTENANCE		C1, C2	Exhaust Gas Temperature Sensor Circuit Cylinder 9 - Voltage Above Normal, or Shorted to High Source	1.0	
1525	1147	3	MAINTENANCE		C1, C2	Exhaust Gas Temperature Sensor Circuit Cylinder 11 - Voltage Above Normal, or Shorted to High Source	1.0	
1526	1149	3	MAINTENANCE		C1, C2	Exhaust Gas Temperature Sensor Circuit Cylinder 13 - Voltage Above Normal, or Shorted to High Source	1.0	
1527	1151	3	MAINTENANCE		C1, C2	Exhaust Gas Temperature Sensor Circuit Cylinder 15 - Voltage Above Normal, or Shorted to High Source	1.0	
1529	1138	3	MAINTENANCE		C2, C3	Exhaust Gas Temperature Sensor Circuit Cylinder 2 - Voltage Above Normal, or Shorted to High Source	1.0	
1531	1142	3	MAINTENANCE		C2, C3	Exhaust Gas Temperature Sensor Circuit Cylinder 6 - Voltage Above Normal, or Shorted to High Source	1.0	
1532	1144	3	MAINTENANCE		C2, C3	Exhaust Gas Temperature Sensor Circuit Cylinder 8 - Voltage Above Normal, or Shorted to High Source	1.0	
1533	1146	3	MAINTENANCE		C2, C3	Exhaust Gas Temperature Sensor Circuit Cylinder 10 - Voltage Above Normal, or Shorted to High Source	1.0	
1534	1148	3	MAINTENANCE		C2, C3	Exhaust Gas Temperature Sensor Circuit Cylinder 12 - Voltage Above Normal, or Shorted to High Source	1.0	
1535	1150	3	MAINTENANCE		C2, C3	Exhaust Gas Temperature Sensor Circuit Cylinder 14 - Voltage Above Normal, or Shorted to High Source	1.0	
1536	1152	3	MAINTENANCE		C2, C3	Exhaust Gas Temperature Sensor Circuit Cylinder 16 - Voltage Above Normal, or Shorted to High Source	1.0	
1548	657	5	AMBER		C1	Injector Solenoid Driver Cylinder 7 Circuit - Current Below Normal, or Open Circuit	1.0	
1549	658	5	AMBER		P	Injector Solenoid Driver Cylinder 8 Circuit - Current Below Normal, or Open Circuit	1.0	
1551	660	5	AMBER		P	Injector Solenoid Driver Cylinder 10 Circuit - Current Below Normal, or Open Circuit	1.0	
1552	661	5	AMBER		P	Injector Solenoid Driver Cylinder 11 Circuit - Current Below Normal, or Open Circuit	1.0	
1553	662	5	AMBER		C1	Injector Solenoid Driver Cylinder 12 Circuit - Current Below Normal, or Open Circuit	1.0	
1554	663	5	AMBER		C2	Injector Solenoid Driver Cylinder 13 Circuit - Current Below Normal, or Open Circuit	1.0	

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1555	664	5	AMBER		C1	Injector Solenoid Driver Cylinder 14 Circuit - Current Below Normal, or Open Circuit	1.0	
1556	665	5	AMBER		C2	Injector Solenoid Driver Cylinder 15 Circuit - Current Below Normal, or Open Circuit	1.0	
1557	666	5	AMBER		P	Injector Solenoid Driver Cylinder 16 Circuit - Current Below Normal, or Open Circuit	1.0	
1596	441	4	MAINTENANCE			Auxiliary Temperature Sensor Input 1 Circuit - Voltage Below Normal, or Shorted to Low Source	1.0	
1597	629	12	MAINTENANCE		P, C1, C2	Engine Control Module Critical Internal Failure - Bad Intelligent Device or Component	1.0	
1618	1137	3	MAINTENANCE		C1, C2	Exhaust Gas Temperature Sensor Circuit Cylinder 1 - Voltage Above Normal, or Shorted to High Source	1.0	
1619	1140	3	MAINTENANCE		C2, C3	Exhaust Gas Temperature Sensor Circuit Cylinder 4 - Voltage Above Normal, or Shorted to High Source	1.0	
1622	659	5	AMBER		C1	Injector Solenoid Driver Cylinder 9 Circuit - Current Below Normal, or Open Circuit	1.0	
1654	1323	31	AMBER		P	Engine Misfire Cylinder 1 - Condition Exists	3.0.0	
1655	1324	31	AMBER		P	Engine Misfire Cylinder 2 - Condition Exists	3.0.0	
1656	1325	31	AMBER		P	Engine Misfire Cylinder 3 - Condition Exists	3.0.0	
1657	1326	31	AMBER		P	Engine Misfire Cylinder 4 - Condition Exists	3.0.0	
1658	1327	31	AMBER		P	Engine Misfire Cylinder 5 - Condition Exists	3.0.0	
1659	1328	31	AMBER		P	Engine Misfire Cylinder 6 - Condition Exists	3.0.0	
1664	4796	31	AMBER		P	Aftertreatment 1 Diesel Oxidation Catalyst Missing - Condition Exists	2.0	
1668	1761	4	AMBER		P	Aftertreatment 1 Diesel Exhaust Fluid Tank Level Sensor Circuit - Voltage below normal, or shorted to low source	3.0.0	
1669	1761	3	AMBER		P	Aftertreatment 1 Diesel Exhaust Fluid Tank Level Sensor Circuit - Voltage above normal, or shorted to high source	3.0.0	
1673	1761	1	AMBER		P	Aftertreatment 1 Diesel Exhaust Fluid Tank Level - Data Valid But Below Normal Operating Range - Most Severe Level	3.0.0	
1677	3031	4	AMBER		P	Aftertreatment 1 Diesel Exhaust Fluid Tank Temperature Sensor - Voltage Below Normal or Shorted to Low Source	3.0.0	
1678	3031	3	AMBER		P	Aftertreatment 1 Diesel Exhaust Fluid Tank Temperature Sensor - Voltage above normal, or shorted to high source	3.0.0	
1679	3031	2	AMBER		P	Aftertreatment 1 Diesel Exhaust Fluid Tank Temperature - Data erratic, intermittent or incorrect	3.0.0	
1682	3362	31	AMBER		P	Aftertreatment 1 Diesel Exhaust Fluid Dosing Unit Input Lines - Condition Exists	3.0.0	
1683	3363	3	AMBER		P	Aftertreatment 1 Diesel Exhaust Fluid Tank Heater - Voltage above normal, or shorted to high source	3.0.0	
1684	3363	4	AMBER		P	Aftertreatment 1 Diesel Exhaust Fluid Tank Heater - Voltage below normal, or shorted to low source	3.0.0	
1685	3364	4	AMBER		P	Aftertreatment Diesel Exhaust Fluid Quality Sensor Circuit - Voltage below normal, or shorted to low source	3.0.0	

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Cummins Fault Code	SPN	FMI	Lamp	Does Fault Cause ECM Driven Shutdown? Or limits the engine	Parent/ Child	Fault Description	Beginning PGIECRS Version	Comments
1686	3364	3	AMBER		P	Aftertreatment Diesel Exhaust Fluid Quality Sensor Circuit - Voltage above normal, or shorted to high source	3.0.0	
1691	5298	18	AMBER		P	Aftertreatment 1 Diesel Oxidation Catalyst Conversion Efficiency - Data Valid But Below Normal Operating Range - Moderately Severe Level	2.0	
1694	3226	2	AMBER		P	Aftertreatment 1 Outlet NOx Sensor - Data erratic, intermittent or incorrect	3.0.0	
1695	3513	3	AMBER		P	Sensor Supply 5 - Voltage Above Normal or Shorted to High Source	2.0	
1696	3513	4	AMBER		P	Sensor Supply 5 - Voltage Below Normal or Shorted to Low Source	2.0	
1712	3363	18	AMBER		P	Aftertreatment 1 Diesel Exhaust Fluid Tank Heater - Data Valid But Below Normal Operating Range - Moderately Severe Level	3.0.0	
1713	3363	16	AMBER		P	Aftertreatment 1 Diesel Exhaust Fluid Tank Heater - Data Valid But Above Normal Operating Range - Moderately Severe Level	3.0.0	
1714	3364	13	AMBER		P	Aftertreatment Diesel Exhaust Fluid Quality - Out of Calibration	3.0.0	
1715	3364	11	AMBER		P	Aftertreatment Diesel Exhaust Fluid Quality - Root Cause Not Known	3.0.0	
1774	3589	3	AMBER			Engine Oil Priming Pump Control Circuit - Voltage above normal, or shorted to high source	1.0	
1775	3589	4	AMBER			Engine Oil Priming Pump Control Circuit - Voltage Below Normal or Shorted to Low Source	1.2.0	
1843	101	3	AMBER		P	Crankcase Pressure Circuit - Voltage Above Normal or Shorted to High Source	1.0	
1844	101	4	AMBER		P	Crankcase Pressure Circuit - Voltage Below Normal or Shorted to Low Source	1.0	
1845	97	3	MAINTENANCE		P	Water in Fuel Indicator Sensor Circuit - Voltage Above Normal, or Shorted to High Source	1.0	
1846	97	4	MAINTENANCE		P	Water in Fuel Indicator Sensor Circuit - Voltage Below Normal, or Shorted to Low Source	1.0	
1847	110	14	RED		P	Engine Coolant Temperature - Special Instructions	1.0	Indicates above engine protection warning limit. Gives external controller the opportunity to perform a shutdown with cooldown. PCC triggers shutdown with cooldown where applicable else shutdown
1852	97	16	AMBER		P, C2	Water in Fuel Indicator - Data Valid but Above Normal Operational Range - Moderately Severe Level Effect	1.0	Possible white smoke, loss of power, or hard starting. PGI 1.2 will send this fault code from Child 2 for WIF 2

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1866	411	2	AMBER		P	Exhaust Gas Recirculation Differential Pressure - Data Erratic, Intermittent, or Incorrect	2.0	
1867	412	2	AMBER		P	Exhaust Gas Recirculation Temperature - Data Erratic, Intermittent, or Incorrect	3.0.0	
1879	3251	3	AMBER		P	Aftertreatment Diesel Particulate Filter Differential Pressure Sensor Circuit - Voltage above normal, or shorted to high source	2.0	
1881	3251	4	AMBER		P	Aftertreatment Diesel Particulate Filter Differential Pressure Sensor Circuit - Voltage below normal, or shorted to low source	2.0	
1883	3251	2	AMBER		P	Aftertreatment Diesel Particulate Filter Differential Pressure Sensor - Data Erratic, Intermittent, or Incorrect	2.0	
1885	3216	4	AMBER		P	Aftertreatment 1 Intake NOx Sensor Circuit - Voltage below normal, or shorted to low source	3.0.0	
1887	3226	4	AMBER		P	Aftertreatment 1 Outlet NOx Sensor Circuit - Voltage below normal, or shorted to low source	3.0.0	
1891	1378	31	AMBER		P	Engine Oil Change Interval - Condition Exists	1.0	
1896	2791	13	AMBER		P	EGR Valve Controller - Out of Calibration	2.0	
1898	641	13	AMBER		P	VGT Actuator Controller - Out of Calibration	2.0	
1911	157	0	AMBER			Injector Metering Rail 1 Pressure - Data Valid but Above Normal Operational Range - Most Severe Level	1.0	Mechanical high-pressure relief valve has tripped
1921	3251	16	AMBER		P	Aftertreatment Diesel Particulate Filter Differential Pressure - Data Valid But Above Normal Operating Range - Moderately Severe Level	2.0	
1922	3251	0	RED	YES	P	Aftertreatment Diesel Particulate Filter Differential Pressure - Data valid but above normal operational range - Most Severe Level	2.0	
1938	3597	18	AMBER		P	ECU Power Output Supply Voltage 1 - Data Valid But Below Normal Operating Range - Moderately Severe Level	2.0	
1942	101	2	AMBER		P	Crankcase Pressure - Data erratic, intermittent or incorrect	2.0	
1961	2791	15	AMBER		P	EGR Valve Control Circuit Over Temperature - Data Valid But Above Normal Operating Range - Least Severe Level	2.0	
1962	641	15	AMBER		P	VGT Actuator Driver Over Temperature (Calculated) - Data Valid But Above Normal Operating Range - Least Severe Level	2.0	
1974	101	15	MAINTENANCE		P	Crankcase Pressure - Data Valid But Above Normal Operating Range - Least Severe Level	3.0.0	
1978	3938	3	AMBER		P	Generator Speed/ Load Governing Bias Circuit - Voltage Above Normal, or Shorted to High Source	1.0	
1979	3938	4	AMBER		P	Generator Speed/ Load Governing Bias Circuit - Voltage Below Normal, or Shorted to Low Source	1.0	
1984	1131	16	AMBER			Intake Manifold 2 Temperature - Data Valid but Above Normal Operational Range - Moderately Severe Level	1.0	

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1985	1132	16	AMBER			Intake Manifold 3 Temperature - Data Valid but Above Normal Operational Range - Moderately Severe Level	1.0	
1986	1133	16	AMBER			Intake Manifold 4 Temperature - Data Valid but Above Normal Operational Range - Moderately Severe Level	1.0	
1992	190	16	RED	YES	P	Engine Crankshaft Speed/Position - Data Valid but Above Normal Operational Range - Moderately Severe Level	1.0	Power Generation Operational Limit, 15% above rated.
1993	4795	31	AMBER		P	Aftertreatment Diesel Particulate Filter Missing - Condition Exists	2.0	
2121	1137	16	AMBER		C1, C2	Exhaust Gas Temperature Cylinder 1 - Data Valid but Above Normal Operational Range - Moderately Severe Level	1.0	
2122	1139	16	AMBER		C1, C2	Exhaust Gas Temperature Cylinder 3 - Data Valid but Above Normal Operational Range - Moderately Severe Level	1.0	
2123	1141	16	AMBER		C1, C2	Exhaust Gas Temperature Cylinder 5 - Data Valid but Above Normal Operational Range - Moderately Severe Level	1.0	
2124	1143	16	AMBER		C1, C2	Exhaust Gas Temperature Cylinder 7 - Data Valid but Above Normal Operational Range - Moderately Severe Level	1.0	
2125	1145	16	AMBER		C1, C2	Exhaust Gas Temperature Cylinder 9 - Data Valid but Above Normal Operational Range - Moderately Severe Level	1.0	
2126	1147	16	AMBER		C1, C2	Exhaust Gas Temperature Cylinder 11 - Data Valid but Above Normal Operational Range - Moderately Severe Level	1.0	
2127	1149	16	AMBER		C1, C2	Exhaust Gas Temperature Cylinder 13 - Data Valid but Above Normal Operational Range - Moderately Severe Level	1.0	
2128	1151	16	AMBER		C1, C2	Exhaust Gas Temperature Cylinder 15 - Data Valid but Above Normal Operational Range - Moderately Severe Level	1.0	
2131	1138	16	AMBER		C2, C3	Exhaust Gas Temperature Cylinder 2 - Data Valid but Above Normal Operational Range - Moderately Severe Level	1.0	
2132	1140	16	AMBER		C2, C3	Exhaust Gas Temperature Cylinder 4 - Data Valid but Above Normal Operational Range - Moderately Severe Level	1.0	
2133	1142	16	AMBER		C2, C3	Exhaust Gas Temperature Cylinder 6 - Data Valid but Above Normal Operational Range - Moderately Severe Level	1.0	
2134	1144	16	AMBER		C2, C3	Exhaust Gas Temperature Cylinder 8 - Data Valid but Above Normal Operational Range - Moderately Severe Level	1.0	

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2135	1146	16	AMBER		C2, C3	Exhaust Gas Temperature Cylinder 10 - Data Valid but Above Normal Operational Range - Moderately Severe Level	1.0	
2136	1148	16	AMBER		C2, C3	Exhaust Gas Temperature Cylinder 12 - Data Valid but Above Normal Operational Range - Moderately Severe Level	1.0	
2137	1150	16	AMBER		C2, C3	Exhaust Gas Temperature Cylinder 14 - Data Valid but Above Normal Operational Range - Moderately Severe Level	1.0	
2138	1152	16	AMBER		C2, C3	Exhaust Gas Temperature Cylinder 16 - Data Valid but Above Normal Operational Range - Moderately Severe Level	1.0	
2144	1152	0	RED	YES	C2, C3	Exhaust Gas Temperature Cylinder 16 (B8) - Data valid but above normal operational range - Most Severe Level	1.0	
2157	1131	10	RED	YES		Intake Manifold 2 Temperature - Abnormal Rate of Change	1.0	
2158	1132	10	RED	YES		Intake Manifold 3 Temperature - Abnormal Rate of Change	1.0	
2159	1133	10	RED	YES		Intake Manifold 4 Temperature - Abnormal Rate of Change	1.0	
2185	3512	3	AMBER		P, C1, C2	Sensor Supply 4 Circuit - Voltage Above Normal, or Shorted to High Source	1.0	Effect: Loss of some sensor functionality [CM850:pin 22 50-pin OEM]
2186	3512	4	AMBER		P, C1, C2	Sensor Supply 4 Circuit - Voltage Below Normal, or Shorted to Low Source	1.0	Effect: Loss of some sensor functionality [CM850:pin22 50-pin OEM]
2198	641	11	AMBER		P	VGT Actuator Driver Circuit - Root Cause Not Known	2.0	
2215	94	18	AMBER		P	Fuel Pump Delivery Pressure - Data Valid but Below Normal Operational Range - Moderately Severe Level	1.0	
2216	94	16	AMBER		P	Fuel Pump Delivery Pressure - Data Valid But Above Normal Operating Range - Moderately Severe Level	1.1.2	
2261	94	15	MAINTENANCE		P	Fuel Pump Delivery Pressure - Data Valid but Above Normal Operational Range - Least Severe Level	1.0	Effect: Low Power. To be used for fuel supply pressure feature
2262	94	17	MAINTENANCE		P	Fuel Pump Delivery Pressure - Data Valid but Below Normal Operational Range - Least Severe Level	1.0	Effect: Low Power. To be used for fuel supply pressure feature
2265	1075	3	AMBER		P	Electric Lift Pump for Engine Fuel Supply Circuit - Voltage Above Normal, or Shorted to High Source	1.0	
2266	1075	4	AMBER		P	Electric Lift Pump for Engine Fuel Supply Circuit - Voltage Below Normal, or Shorted to Low Source	1.0	
2272	27	4	AMBER		P	EGR Valve Position Circuit - Voltage below normal, or shorted to low source	2.0	
2273	411	3	AMBER		P	Exhaust Gas Recirculation Differential Pressure Sensor Circuit - Voltage Above Normal or Shorted to High Source	2.0	
2274	411	4	AMBER		P	Exhaust Gas Recirculation Differential Pressure Sensor Circuit - Voltage Below Normal or Shorted to Low Source	2.0	
2288	103	15	NONE		P	Turbocharger 1 Speed - Data Valid But Above Normal Operating Range - Least Severe Level	2.0	
2311	633	31	AMBER		P	Electronic Fuel Injection Control Valve Circuit - Condition Exists	1.0	

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Cummins Fault Code	SPN	FMI	Lamp	Does Fault Cause ECM Driven Shutdown? Or limits the engine	Parent/ Child	Fault Description	Beginning PGIECRS Version	Comments
2321	190	2	NONE		P	Engine Crankshaft Speed/Position - Data Erratic, Intermittent, or Incorrect	2.0	
2322	723	2	NONE		P	Engine Camshaft Speed / Position Sensor - Data Erratic, Intermittent, or Incorrect	2.0	
2343	95	15	MAINTENANCE			Fuel Filter Differential Pressure - Data Valid But Above Normal Operating Range - Least Severe Level	1.2.0	
2346	2789	15	NONE		P	Turbocharger Turbine Intake Temperature - Data Valid But Above Normal Operating Range - Least Severe Level	3.0.0	
2349	2791	5	AMBER		P	EGR Valve Control Circuit - Current below normal or open circuit	2.0	
2353	2791	6	AMBER		P	EGR Valve Control Circuit - Current above normal or grounded circuit	2.0	
2357	2791	7	AMBER		P	EGR Valve Control Circuit - Mechanical System Not Responding or Out of Adjustment	2.0	
2372	95	16	AMBER		P	Fuel Filter Differential Pressure - Data Valid But Above Normal Operating Range - Moderately Severe Level	2.0	
2373	1209	3	AMBER		P	Exhaust Gas Pressure Sensor 1 Circuit - Voltage Above Normal or Shorted to High Source	2.0	
2374	1209	4	AMBER		P	Exhaust Gas Pressure Sensor 1 Circuit - Voltage Below Normal or Shorted to Low Source	2.0	
2375	412	3	AMBER		P	Exhaust Gas Recirculation Temperature Sensor Circuit - Voltage above normal, or shorted to high source	2.0	
2376	412	4	AMBER		P	Exhaust Gas Recirculation Temperature Sensor Circuit - Voltage below normal, or shorted to low source	2.0	
2377	647	3	AMBER			Fan Control Circuit - Voltage above normal, or shorted to high source	1.0	
2387	641	7	AMBER		P	VGT Actuator Driver Circuit (Motor) - Mechanical system not responding or out of adjustment	2.0	
2412	1639	2	AMBER		P	Fan Speed - Data Erratic, Intermittent, or Incorrect	3.0.0	
2442	651	13	AMBER			Injector Solenoid Driver Cylinder 1 - Out of Calibration	1.2.0	
2443	652	13	AMBER			Injector Solenoid Driver Cylinder 2 - Out of Calibration	1.2.0	
2444	653	13	AMBER			Injector Solenoid Driver Cylinder 3 - Out of Calibration	1.2.0	
2445	654	13	AMBER			Injector Solenoid Driver Cylinder 4 - Out of Calibration	1.2.0	
2446	655	13	AMBER			Injector Solenoid Driver Cylinder 5 - Out of Calibration	1.2.0	
2447	656	13	AMBER			Injector Solenoid Driver Cylinder 6 - Out of Calibration	1.2.0	
2448	111	17	MAINTENANCE		P	Coolant Level - Data Valid But Below Normal Operating Range - Least Severe Level	3.0.0	
2449	641	13	RED	YES	P	VGT Actuator Controller - Out of Calibration	2.0	
2544	1136	0	RED	YES	P, C1, C2, C3	Engine ECU Temperature - Data Valid But Above Normal Operating Range - Most Severe Level	1.2.1	
2554	1209	2	AMBER		P	Exhaust Gas Pressure 1 - Data Erratic, Intermittent, or Incorrect	2.0	
2555	729	3	AMBER		P	Engine Intake Air Heater 1 Circuit - Voltage Above Normal or Shorted to High Source	2.0	

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2556	729	4	AMBER		P	Engine Intake Air Heater 1 Circuit - Voltage Below Normal or Shorted to Low Source	2.0	
2557	697	3	AMBER		P	Auxiliary PWM Driver 1 Circuit - Voltage above normal, or shorted to high source	3.0.0	
2558	697	4	AMBER		P	Auxiliary PWM Driver 1 Circuit - Voltage below normal, or shorted to low source	3.0.0	
2571	2630	3	AMBER		P	Engine Charge Air Cooler Outlet Temperature - Voltage Above Normal or Shorted to High Source	3.0.0	
2572	2630	4	AMBER		P	Engine Charge Air Cooler Outlet Temperature - Voltage Below Normal or Shorted to Low Source	3.0.0	
2619	701	31	AMBER			Auxiliary Input 1 Active - Condition Exists	1.0	
2634	641	12	RED	YES	P	VGT Actuator Controller - Bad intelligent device or component	2.0	
2635	641	31	RED	YES	P	VGT Actuator Driver Circuit - Condition Exists	2.0	
2636	641	9	RED	YES	P	VGT Actuator Driver Circuit - Abnormal update rate	2.0	
2637	5018	11	NONE		P	Aftertreatment 1 Diesel Oxidation Catalyst Face Plugged - Root Cause Not Known	2.0	
2639	5018	15	NONE		P	Aftertreatment Diesel Particulate Filter Differential Pressure - Data Valid But Above Normal Operating Range - Least Severe Level	2.0	
2639	3251	15	NONE		P	Aftertreatment Diesel Particulate Filter Differential Pressure - Data Valid But Above Normal Operating Range - Least Severe Level	2.0	
2646	110	31	AMBER		P	Engine Coolant Temperature - Condition Exists	2.0	
2651	2433	3	MAINTENANCE			Engine Exhaust Gas Temperature - Right Manifold Sensor Circuit - Voltage Above Normal, or Shorted to High Source	1.0	
2652	2433	4	MAINTENANCE			Engine Exhaust Gas Temperature - Right Manifold Sensor Circuit - Voltage Below Normal, or Shorted to Low Source	1.0	
2653	2433	16	AMBER			Engine Exhaust Gas Temperature - Right Manifold - Data Valid But Above Normal Operating Range - Moderately Severe Level	1.0	
2654	2433	0	RED	YES		Engine Exhaust Gas Temperature - Right Manifold - Data valid but above normal operational range - Most Severe Level	1.0	
2655	2434	3	MAINTENANCE			Engine Exhaust Gas Temperature - Left Manifold Sensor Circuit - Voltage Above Normal, or Shorted to High Source	1.0	
2656	2434	4	MAINTENANCE			Engine Exhaust Gas Temperature - Left Manifold Sensor Circuit - Voltage Below Normal, or Shorted to Low Source	1.0	
2657	2434	16	AMBER			Engine Exhaust Gas Temperature - Left Manifold - Data Valid But Above Normal Operating Range - Moderately Severe Level	1.0	
2658	2434	0	RED	YES		Engine Exhaust Gas Temperature - Left Manifold - Data valid but above normal operational range - Most Severe Level	1.0	
2659	110	31	NONE		P	Engine Coolant Temperature - Condition Exists	3.0.0	

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2661	629	31	RED	YES		At Least One Unacknowledged Most Severe Fault - Condition Exists	1.0	
2662	629	31	AMBER			At Least One Unacknowledged Moderately Severe Fault - Condition Exists	1.0	
2727	1231	9	MAINTENANCE			CEN J1939 Datalink Engine Network- Abnormal Update Rate	1.0	
2735	173	3	MAINTENANCE			Exhaust Gas Temperature Sensor 1 Circuit - Voltage above normal, or shorted to high source	1.0	Non-Vee (single stack)
2736	173	4	MAINTENANCE			Exhaust Gas Temperature Sensor 1 Circuit - Voltage below normal, or shorted to low source	1.0	Non-Vee (single stack)
2737	173	0	RED	YES		Exhaust Gas Temperature - Data valid but above normal operational range - Most Severe Level	1.0	Non-Vee (single stack)
2753	412	0	RED	YES	P	Exhaust Gas Recirculation Temperature - Data Valid But Above Normal Operating Range - Most Severe Level	2.0	
2754	81	16	AMBER		P	Engine Diesel Particulate Filter Intake Pressure - Data Valid But Above Normal Operating Range - Moderately Severe Level	2.0	
2771	3226	9	AMBER		P	Aftertreatment 1 Outlet NOx Sensor - Abnormal update rate	3.0.0	
2777	3703	31	MAINTENANCE		P	Particulate Trap Active Regeneration Inhibited Due to Inhibit Switch - Condition Exists	2.0	
2961	412	15	NONE		P	Exhaust Gas Recirculation Temperature - Data Valid But Above Normal Operating Range - Least Severe Level	2.0	
2962	412	16	AMBER		P	Exhaust Gas Recirculation Temperature - Data Valid But Above Normal Operating Range - Moderately Severe Level	2.0	
2964	105	15	NONE		P	Intake Manifold 1 Temperature - Data Valid But Above Normal Operating Range - Least Severe Level	3.0.0	
2973	102	2	AMBER		P	Intake Manifold 1 Pressure - Data Erratic, Intermittent, or Incorrect	2.0	
2976	3361	2	AMBER		P	Aftertreatment 1 Diesel Exhaust Fluid Dosing Unit Temperature - Data erratic, intermittent or incorrect	3.0.0	
2998	1632	14	AMBER		P	Engine Torque Limit Feature - Special Instructions	3.0.0	
3133	3610	3	AMBER		P	Aftertreatment Diesel Particulate Filter Outlet Pressure Sensor Circuit - Voltage above normal, or shorted to high source	2.0	
3134	3610	4	AMBER		P	Aftertreatment Diesel Particulate Filter Outlet Pressure Sensor Circuit - Voltage below normal, or shorted to low source	2.0	
3135	3610	2	AMBER		P	Aftertreatment Diesel Particulate Filter Outlet Pressure - Data erratic, intermittent or incorrect	2.0	
3142	4360	3	AMBER		P	Aftertreatment 1 SCR Intake Temperature Sensor Circuit - Voltage above normal, or shorted to high source	3.0.0	
3143	4360	4	AMBER		P	Aftertreatment 1 SCR Intake Temperature Sensor Circuit - Voltage below normal, or shorted to low source	3.0.0	

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3144	4360	2	AMBER		P	Aftertreatment 1 SCR Intake Temperature Sensor - Data erratic, intermittent or incorrect	3.0.0	
3146	4363	3	AMBER		P	Aftertreatment 1 SCR Outlet Temperature Sensor Circuit - Voltage above normal, or shorted to high source	3.0.0	
3147	4363	4	AMBER		P	Aftertreatment 1 SCR Outlet Temperature Sensor Circuit - Voltage below normal, or shorted to low source	3.0.0	
3148	4363	2	AMBER		P	Aftertreatment 1 SCR Outlet Temperature Sensor - Data erratic, intermittent or incorrect	3.0.0	
3151	4794	31	AMBER		P	Aftertreatment 1 SCR Catalyst System Missing - Condition Exists	3.0.0	
3165	4363	0	RED	YES	P	Aftertreatment 1 SCR Outlet Temperature - Data Valid But Above Normal Operating Range - Most Severe Level	3.0.0	Engine Speed > 0 and Key cycle is required for clearing fault, limited number of restarts
3173	4791	18	AMBER		P	Aftertreatment 1 Warm Up Diesel Oxidation Catalyst Efficiency - Data Valid But Below Normal Operating Range - Moderately Severe Level	3.0.0	
3228	3216	2	AMBER		P	Aftertreatment 1 Intake NOx Sensor - Data erratic, intermittent or incorrect	3.0.0	
3229	4360	0	RED	YES	P	Aftertreatment 1 SCR Intake Temperature - Data valid but above normal operational range - Most Severe Level	3.0.0	Engine Speed > 0 and Key cycle is required for clearing fault
3231	4360	16	RED	YES	P	Aftertreatment 1 SCR Intake Temperature - Data Valid But Above Normal Operating Range - Moderately Severe Level	3.0.0	Engine Speed > 0 is required for clearing fault
3232	3216	9	AMBER		P	Aftertreatment 1 Intake NOx Sensor - Abnormal update rate	3.0.0	
3235	4363	16	RED	YES	P	Aftertreatment 1 SCR Outlet Temperature - Data Valid But Above Normal Operating Range - Moderately Severe Level	3.0.0	Engine Speed > 0 is required for clearing fault
3237	4340	3	AMBER		P	Aftertreatment 1 Diesel Exhaust Fluid Line Heater 1 Circuit - Voltage above normal, or shorted to high source	3.0.0	
3238	4340	4	AMBER		P	Aftertreatment 1 Diesel Exhaust Fluid Line Heater 1 Circuit - Voltage below normal, or shorted to low source	3.0.0	
3239	4342	3	AMBER		P	Aftertreatment 1 Diesel Exhaust Fluid Line Heater 2 Circuit - Voltage above normal, or shorted to high source	3.0.0	
3241	4342	4	AMBER		P	Aftertreatment 1 Diesel Exhaust Fluid Line Heater 2 Circuit - Voltage below normal, or shorted to low source	3.0.0	
3242	3363	7	AMBER		P	Aftertreatment 1 Diesel Exhaust Fluid Tank Heater - Mechanical system not responding or out of adjustment	3.0.0	
3245	3936	7	AMBER		P	Aftertreatment Diesel Particulate Filter System - Mechanical system not responding or out of adjustment	2.0	
3251	4765	16	RED	YES	P	Aftertreatment 1 Diesel Oxidation Catalyst Intake Temperature - Data Valid But Above Normal Operating Range - Moderately Severe Level	3.0.0	Engine Speed > 0 is required for clearing fault
3253	3242	16	RED	YES	P	Aftertreatment Diesel Particulate Filter Intake Temperature - Data Valid But Above Normal Operating Range - Moderately Severe Level	2.0	Engine Speed > 0 is required for clearing fault

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Cummins Fault Code	SPN	FMI	Lamp	Does Fault Cause ECM Driven Shutdown? Or limits the engine	Parent/ Child	Fault Description	Beginning PGIECRS Version	Comments
3254	3242	15	AMBER		P	Aftertreatment Diesel Particulate Filter Intake Temperature - Data Valid But Above Normal Operating Range - Least Severe Level	2.0	
3255	3246	16	RED	YES	P	Aftertreatment Diesel Particulate Filter Outlet Temperature - Data Valid But Above Normal Operating Range - Moderately Severe Level	2.0	Engine Speed > 0 and Key cycle is required for clearing fault
3256	3246	15	AMBER		P	Aftertreatment Diesel Particulate Filter Outlet Temperature - Data Valid But Above Normal Operating Range - Least Severe Level	2.0	
3258	4340	5	AMBER		P	Aftertreatment 1 Diesel Exhaust Fluid Line Heater 1 Circuit - Current Below Normal or Open Circuit	3.0.0	
3261	4342	5	AMBER		P	Aftertreatment 1 Diesel Exhaust Fluid Line Heater 2 Circuit - Current Below Normal or Open Circuit	3.0.0	
3311	3242	0	RED	YES	P	Aftertreatment 1 Diesel Particulate Filter Intake Temperature - Data Valid But Above Normal Operating Range - Most Severe Level	2.0	Engine Speed > 0 is required for clearing fault
3312	3246	0	RED	YES	P	Aftertreatment 1 Diesel Particulate Filter Outlet Temperature - Data Valid But Above Normal Operating Range - Most Severe Level	2.0	Engine Speed > 0 is required for clearing fault
3313	4765	4	AMBER		P	Aftertreatment Diesel Oxidation Catalyst Intake Temperature Sensor Circuit - Voltage below normal, or shorted to low source	2.0	
3314	4765	3	AMBER		P	Aftertreatment 1 Diesel Oxidation Catalyst Intake Temperature Sensor Circuit - Voltage Above Normal or Shorted to High Source	2.0	
3315	4765	2	AMBER		P	Aftertreatment 1 Diesel Oxidation Catalyst Intake Temperature - Data Erratic, Intermittent, or Incorrect	2.0	
3316	3242	4	AMBER		P	Aftertreatment Diesel Particulate Filter Intake Temperature Sensor Circuit - Voltage below normal, or shorted to low source	2.0	
3317	3242	3	AMBER		P	Aftertreatment Diesel Particulate Filter Intake Temperature Sensor Circuit - Voltage above normal, or shorted to high source	2.0	
3318	3242	2	AMBER		P	Aftertreatment Diesel Particulate Filter Intake Temperature - Data erratic, intermittent or incorrect	2.0	
3319	3246	3	AMBER		P	Aftertreatment Diesel Particulate Filter Outlet Temperature Sensor Circuit - Voltage above normal, or shorted to high source	2.0	
3321	3246	4	AMBER		P	Aftertreatment Diesel Particulate Filter Outlet Temperature Sensor Circuit - Voltage below normal, or shorted to low source	2.0	
3322	3246	2	AMBER		P	Aftertreatment Diesel Particulate Filter Outlet Temperature - Data erratic, intermittent or incorrect	2.0	
3325	4765	13	AMBER		P	Aftertreatment Diesel Oxidation Catalyst Intake Temperature Swapped - Out of Calibration	2.0	

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3329	1231	2	NONE		P	J1939 Network #2 - Data erratic, intermittent or incorrect	1.2.0	
3331	1235	2	NONE		P	J1939 Network #3 - Data erratic, intermittent or incorrect	1.2.0	
3341	107	16	AMBER		P	Engine Air Filter Differential Pressure - Data Valid But Above Normal Operating Range - Moderately Severe Level	3.0.0	
3379	1136	16	AMBER	NO	P	Engine ECU Temperature - Data Valid But Above Normal Operating Range - Moderately Severe Level	1.2.0	
3396	3750	31	AMBER		P	Diesel Particulate Filter 1 Conditions Not Met for Active Regeneration - Condition Exists	3.0.0	
3419	5125	3	AMBER		P	Sensor Supply 7 Circuit - Voltage above normal, or shorted to high source	2.0.0	
3421	5125	4	AMBER		P	Sensor Supply 7 Circuit - Voltage below normal, or shorted to low source	2.0.0	
3422	4344	3	AMBER		P	Aftertreatment Diesel Exhaust Fluid Line Heater 3 Circuit - Voltage above normal, or shorted to high source	3.0.0	
3423	4344	4	AMBER		P	Aftertreatment Diesel Exhaust Fluid Line Heater 3 Circuit - Voltage below normal, or shorted to low source	3.0.0	
3425	4344	5	AMBER		P	Aftertreatment Diesel Exhaust Fluid Line Heater 3 Circuit - Current below normal or open circuit	3.0.0	
3497	1761	17	MAINTENANCE		P	Aftertreatment 1 Diesel Exhaust Fluid Tank Level - Data Valid But Below Normal Operating Range - Least Severe Level	3.0.0	
3498	1761	18	MAINTENANCE		P	Aftertreatment 1 Diesel Exhaust Fluid Tank Level - Data Valid But Below Normal Operating Range - Moderately Severe Level	3.0.0	
3539	51	3	AMBER		P	Engine Intake Throttle Actuator Position Sensor Circuit - Voltage above normal, or shorted to high source	3.0.0	
3541	51	4	AMBER		P	Engine Intake Throttle Actuator Position Sensor Circuit - Voltage below normal, or shorted to low source	3.0.0	
3542	51	2	AMBER		P	Engine Intake Throttle Actuator Position Sensor - Data erratic, intermittent or incorrect	3.0.0	
3543	4094	31	AMBER		P	NOx limits exceeded due to Insufficient Reagent Quality - Condition Exists	3.0.0	
3545	3226	10	AMBER		P	Aftertreatment 1 Outlet NOx Sensor - Abnormal rate of change	3.0.0	
3547	4096	31	AMBER		P	Aftertreatment Diesel Exhaust Fluid Tank Empty - Condition Exists	3.0.0	
3555	1081	9	AMBER		P	Engine Wait to Start Lamp - Abnormal update rate	3.0.0	
3558	3361	3	AMBER		P	Aftertreatment 1 Diesel Exhaust Fluid Dosing Unit - Voltage above normal, or shorted to high source	3.0.0	
3559	3361	4	AMBER		P	Aftertreatment 1 Diesel Exhaust Fluid Dosing Unit - Voltage below normal, or shorted to low source	3.0.0	
3562	5491	3	AMBER		P	Aftertreatment Diesel Exhaust Fluid Line Heater Relay - Voltage above normal, or shorted to high source	3.0.0	

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3563	5491	4	AMBER		P	Aftertreatment Diesel Exhaust Fluid Line Heater Relay - Voltage below normal, or shorted to low source	3.0.0	
3567	5394	5	AMBER		P	Aftertreatment Diesel Exhaust Fluid Dosing Valve - Current below normal or open circuit	3.0.0	
3568	5394	7	AMBER		P	Aftertreatment Diesel Exhaust Fluid Dosing Valve - Mechanical system not responding or out of adjustment	3.0.0	
3571	4334	3	AMBER		P	Aftertreatment 1 Diesel Exhaust Fluid Pressure Sensor - Voltage above normal, or shorted to high source	3.0.0	
3572	4334	4	AMBER		P	Aftertreatment 1 Diesel Exhaust Fluid Pressure Sensor - Voltage below normal, or shorted to low source	3.0.0	
3574	4334	18	AMBER		P	Aftertreatment 1 Diesel Exhaust Fluid Pressure Sensor - Data Valid But Below Normal Operating Range - Moderately Severe Level	3.0.0	
3575	4334	16	AMBER		P	Aftertreatment 1 Diesel Exhaust Fluid Pressure Sensor - Data Valid But Above Normal Operating Range - Moderately Severe Level	3.0.0	
3577	4376	3	AMBER		P	Aftertreatment Diesel Exhaust Fluid Return Valve - Voltage above normal, or shorted to high source	3.0.0	
3578	4376	4	AMBER		P	Aftertreatment Diesel Exhaust Fluid Return Valve - Voltage below normal, or shorted to low source	3.0.0	
3582	4364	18	AMBER		P	Aftertreatment SCR Catalyst Conversion Efficiency - Data Valid But Below Normal Operating Range - Moderately Severe Level	3.0.0	
3583	5031	10	AMBER		P	Aftertreatment 1 Outlet NOx Sensor Heater - Abnormal rate of change	3.0.0	
3596	4334	2	AMBER		P	Aftertreatment 1 Diesel Exhaust Fluid Pressure Sensor - Data erratic, intermittent or incorrect	3.0.0	
3614	111	19	AMBER		P	Coolant Level Sensor - Received Network Data in Error	3.0.0	
3633	5484	3	AMBER		P	Engine Fan Clutch 2 Control Circuit - Voltage above normal, or shorted to high source	3.0.0	
3634	5484	4	AMBER		P	Engine Fan Clutch 2 Control Circuit - Voltage below normal, or shorted to low source	3.0.0	
3649	5024	10	AMBER		P	Aftertreatment 1 Intake NOx Sensor Heater - Abnormal rate of change	3.0.0	
3681	3228	2	AMBER		P	Aftertreatment 1 Outlet NOx Sensor Power Supply - Data erratic, intermittent or incorrect	3.0.0	
3682	3218	2	AMBER		P	Aftertreatment 1 Intake NOx Sensor Power Supply - Data erratic, intermittent or incorrect	3.0.0	
3694	4184	4	AMBER		P	Gain Adjust Potentiometer Circuit - Voltage below normal, or shorted to low source	1.1	
3695	4182	4	AMBER		P	Generator Output Frequency Adjust Potentiometer Circuit - Voltage below normal, or shorted to low source	1.1	
3696	4183	4	AMBER		P	Droop Adjust Potentiometer Circuit - Voltage below normal, or shorted to low source	1.1	

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3697	630	12	RED	YES	P	Engine Control Module Calibration Memory - Bad Intelligent Device or Component	3.0.0	Mission Disabling fault, This fault will prevent Engine from starting. Hardware level fault
3714	1569	31	AMBER		P	Engine Protection Torque Derate - Condition Exists	3.0.0	
3717	3226	13	AMBER		P	Aftertreatment 1 Outlet NOx Sensor - Out of Calibration	3.0.0	
3718	3216	13	AMBER		P	Aftertreatment 1 Intake NOx - Out of Calibration	3.0.0	
3724	168	17	AMBER		P	Battery 1 Voltage - Data Valid But Below Normal Operating Range - Least Severe Level	2.0	
3725	3216	10	AMBER		P	Aftertreatment 1 Intake NOx Sensor - Abnormal rate of change	3.0.0	
3727	5571	7	NONE			High Pressure Common Rail Fuel Pressure Relief Valve - Mechanical system not responding or out of adjustment	1.2.0	
3732	1318	2	RED	YES		Exhaust Gas Temperature Bank Imbalance - Data erratic, intermittent or incorrect	1.0	Same SPN/FMI as FC 479
3741	5571	0	AMBER			High Pressure Common Rail Fuel Pressure Relief Valve - Data valid but above normal operational range - Most Severe Level	1.2.0	
3748	3216	20	AMBER		P	Aftertreatment 1 Intake NOx Sensor - Data Not Rational - Drifted High	3.0.0	
3749	3226	20	AMBER		P	Aftertreatment 1 Outlet NOx Sensor - Data not Rational - Drifted High	3.0.0	
3751	4792	7	NONE		P	Aftertreatment SCR Catalyst System - Mechanical system not responding or out of adjustment	3.0.0	
3753	3713	31	NONE		P	Diesel Particulate Filter Active Regeneration Inhibited Due to System Timeout - Condition Exists	3.0.0	
3755	5394	2	NONE		P	Aftertreatment Diesel Exhaust Fluid Dosing Valve - Data erratic, intermittent or incorrect	3.0.0	
3867	3364	18	AMBER		P	Aftertreatment Diesel Exhaust Fluid Quality - Data Valid But Below Normal Operating Range - Moderately Severe Level	3.0.0	
3868	3364	9	AMBER		P	Aftertreatment Diesel Exhaust Fluid Quality - Abnormal update rate	3.0.0	
3876	3364	7	AMBER		P	Aftertreatment Diesel Exhaust Fluid Quality Sensor - Mechanical system not responding or out of adjustment	3.0.0	
3877	3364	12	AMBER		P	Aftertreatment Diesel Exhaust Fluid Quality Sensor - Bad intelligent device or component	3.0.0	
3878	3364	2	AMBER		P	Aftertreatment Diesel Exhaust Fluid Quality - Data erratic, intermittent or incorrect	3.0.0	
3918	5421	13	AMBER		P	Engine Turbocharger 1 Wastegate Actuator 1 - Out of Calibration	2.0	
3919	5372	15	AMBER		P	Engine Turbocharger Wastegate Actuator Temperature - Data Valid But Above Normal Operating Range - Least Severe Level	2.0	
3921	5421	7	AMBER		P	Engine Turbocharger 1 Wastegate Actuator 1 - Mechanical system not responding or out of adjustment	2.0	

Cummins Power Generation G-Drive Fault Codes PGI Diesel
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Cummins Fault Code	SPN	FMI	Lamp	Does Fault Cause ECM Driven Shutdown? Or limits the engine	Parent/ Child	Fault Description	Beginning PGIECRS Version	Comments
3922	5421	5	AMBER		P	Engine Turbocharger 1 Wastegate Actuator 1 - Current below normal or open circuit	2.0	
3923	5421	6	AMBER		P	Engine Turbocharger 1 Wastegate Actuator 1 - Current above normal or grounded circuit	2.0	
3931	1110	31	RED	YES	P	EGR Operator Inducement Shutdown - Condition Exists	2.0	PGI 2.0 only. Was replaced with SPN/FMI 1109/0. Engine Speed > 0 is required for clearing fault, limited number of restarts
3931	1109	0	RED	YES	P	Engine Protection System Approaching Shutdown - Data Valid But Above Normal Operating Range - Most Severe Level	2.0	SCR or EGR inducement fault. Replaced SPN/FMI 1110/31 in PGI 2.0+ Engine Speed > 0 is required for clearing fault, limited number of restarts
4135	1109	16	AMBER		P	Engine Protection System Approaching Shutdown - Data Valid But Above Normal Operating Range - Moderately Severe Level	2.0	Inducement shutdown is approaching. Least severe SCR or EGR Inducement
4151	5742	9	AMBER		P	Aftertreatment Diesel Particulate Filter Temperature Sensor Module - Abnormal Update Rate	3.0.0	
4152	5743	9	AMBER		P	Aftertreatment Selective Catalytic Reduction Temperature Sensor Module - Abnormal update rate	3.0.0	
4155	5746	3	AMBER		P	Aftertreatment 1 Diesel Exhaust Fluid Dosing Unit Heater Relay - Voltage Above Normal, or Shorted to high source	3.0.0	
4156	5746	4	AMBER		P	Aftertreatment 1 Diesel Exhaust Fluid Dosing Unit Heater Relay - Voltage below normal, or shorted to low source	3.0.0	
4157	4376	7	AMBER		P	Aftertreatment Diesel Exhaust Fluid Return Valve - Mechanical system not responding or out of adjustment	3.0.0	
4158	5742	12	AMBER		P	Aftertreatment Diesel Particulate Filter Temperature Sensor Module - Bad intelligent device or component	3.0.0	
4159	5743	12	AMBER		P	Aftertreatment Selective Catalytic Reduction Temperature Sensor Module - Bad intelligent device or component	3.0.0	
4161	5742	3	AMBER		P	Aftertreatment Diesel Particulate Filter Temperature Sensor Module - Voltage Above Normal, or Shorted to high source	3.0.0	
4162	5742	4	AMBER		P	Aftertreatment Diesel Particulate Filter Temperature Sensor Module - Voltage below normal, or shorted to low source	3.0.0	
4163	5742	16	AMBER		P	Aftertreatment Diesel Particulate Filter Temperature Sensor Module- Data Valid But Above Normal Operating Range - Moderately Severe Level	3.0.0	
4164	5743	3	AMBER		P	Aftertreatment Selective Catalytic Reduction Temperature Sensor Module - Voltage Above Normal, or Shorted to high source	3.0.0	

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Cummins Fault Code	SPN	FMI	Lamp	Does Fault Cause ECM Driven Shutdown? Or limits the engine	Parent/ Child	Fault Description	Beginning PGIECRS Version	Comments
4165	5743	4	AMBER		P	Aftertreatment Selective Catalytic Reduction Temperature Sensor Module - Voltage below normal, or Shorted to low source	3.0.0	
4166	5743	16	AMBER		P	Aftertreatment Selective Catalytic Reduction Temperature Sensor Module - Data Valid But Above Normal Operating Range - Moderately Severe Level	3.0.0	
4168	5745	3	AMBER		P	Aftertreatment 1 Diesel Exhaust Fluid Dosing Unit Heater - Voltage Above Normal, or Shorted to High Source	3.0.0	
4169	5745	4	AMBER		P	Aftertreatment 1 Diesel Exhaust Fluid Dosing Unit Heater - Voltage below normal, or shorted to low source	3.0.0	
4171	5745	18	AMBER		P	Aftertreatment 1 Diesel Exhaust Fluid Dosing Unit Heater - Data Valid But Below Normal Operating Range - Moderately Severe Level	3.0.0	
4241	3364	19	AMBER		P	Aftertreatment Diesel Exhaust Fluid Quality - Received Network Data In Error	3.0.0	
4243	3515	10	AMBER		P	Aftertreatment 1 Diesel Exhaust Fluid Temperature 2 - Abnormal Rate of Change	3.0.0	
4244	4337	2	AMBER		P	Aftertreatment 1 Diesel Exhaust Fluid Dosing Temperature - Data erratic, intermittent or incorrect	3.0.0	
4245	5798	2	AMBER		P	Aftertreatment 1 Diesel Exhaust Fluid Dosing Unit Heater Temperature - Data erratic, intermittent or incorrect	3.0.0	
4249	4337	10	AMBER		P	Aftertreatment 1 Diesel Exhaust Fluid Dosing Temperature - Abnormal Rate of Change	3.0.0	
4251	5798	10	AMBER		P	Aftertreatment 1 Diesel Exhaust Fluid Dosing Unit Heater Temperature - Abnormal Rate of Change	3.0.0	
4261	5743	11	AMBER		P	Aftertreatment Selective Catalytic Reduction Temperature Sensor Module - Root Cause Not Known	3.0.0	
4262	5571	3	AMBER		P	High Pressure Common Rail Fuel Pressure Relief Valve - Voltage Above Normal, or Shorted to High Source	3.0.0	
4263	5571	4	AMBER		P	High Pressure Common Rail Fuel Pressure Relief Valve - Voltage below normal, or shorted to low source	3.0.0	
4265	5571	11	AMBER		P	High Pressure Common Rail Fuel Pressure Relief Valve - Root Cause Not Known	3.0.0	
4277	3364	10	AMBER		P	Aftertreatment Diesel Exhaust Fluid Quality - Abnormal Rate of Change	3.0.0	
4517	237	13	AMBER		P	Vehicle Identification Number - Out of Calibration	3.0.0	
4533	4766	3	AMBER		P	Aftertreatment 1 Diesel Oxidation Catalyst Outlet Gas Temperature - Voltage Above Normal, or Shorted to High Source	3.0.0	
4534	4766	4	AMBER		P	Aftertreatment 1 Diesel Oxidation Catalyst Outlet Gas Temperature - Voltage Below Normal, or Shorted to Low Source	3.0.0	
4572	3031	9	AMBER		P	Aftertreatment 1 Diesel Exhaust Fluid Tank Temperature - Abnormal Update Rate	3.0.0	

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Cummins Fault Code	SPN	FMI	Lamp	Does Fault Cause ECM Driven Shutdown? Or limits the engine	Parent/ Child	Fault Description	Beginning PGIECRS Version	Comments
4585	4792	14	RED		P	Aftertreatment 1 SCR Catalyst System - Special Instructions	3.0.0	Delegated Assembly fault, will eventually cause other errors and inducement if continue to run with these faults active
4615	94	0	AMBER		P	Engine Fuel Delivery Pressure - Data Valid but Above Normal Operational Range - Most Severe Level	1.2.0	
4642	97	0	RED	YES	P	Water In Fuel Indicator – Data Valid but Above Normal Operational Range – Most Severe Level	1.2.0	
4643	657	13	AMBER			Injector Solenoid Driver Cylinder 7 - Out of Calibration	1.2.0	
4644	658	13	AMBER			Injector Solenoid Driver Cylinder 8 - Out of Calibration	1.2.0	
4645	659	13	AMBER			Injector Solenoid Driver Cylinder 9 - Out of Calibration	1.2.0	
4646	660	13	AMBER			Injector Solenoid Driver Cylinder 10 - Out of Calibration	1.2.0	
4647	661	13	AMBER			Injector Solenoid Driver Cylinder 11 - Out of Calibration	1.2.0	
4648	662	13	AMBER			Injector Solenoid Driver Cylinder 12 - Out of Calibration	1.2.0	
4649	663	13	AMBER			Injector Solenoid Driver Cylinder 13 - Out of Calibration	1.2.0	
4651	664	13	AMBER			Injector Solenoid Driver Cylinder 14 - Out of Calibration	1.2.0	
4652	665	13	AMBER			Injector Solenoid Driver Cylinder 15 - Out of Calibration	1.2.0	
4653	666	13	AMBER			Injector Solenoid Driver Cylinder 16 - Out of Calibration	1.2.0	
4658	4331	18	AMBER		P	Aftertreatment SCR Actual Dosing Reagent Quantity - Data Valid But Below Normal Operating Range - Moderately Severe Level	3.0.0	
4679	1761	5	AMBER			Aftertreatment 1 Diesel Exhaust Fluid Tank Level Sensor Circuit - Current below normal or open circuit	3.0.0	
4696	6302	3	AMBER			Crankcase Pressure 2 Sensor Circuit – Voltage Above Normal or Shorted to High Source	1.2.0	
4697	6302	4	AMBER			Crankcase Pressure 2 Sensor Circuit – Voltage Below Normal, or Shorted to Low Source	1.2.0	
4698	6302	15	MAINTENANCE			Crankcase Pressure 2 – Data Valid but Above Normal Operating Range – Least Severe Level	1.2.0	
4699	6302	16	AMBER			Crankcase Pressure 2 – Data Valid but Above Normal Operating Range – Moderately Severe Level	1.2.0	
4711	6302	17	MAINTENANCE			Crankcase Pressure 2 – Data Valid but Below Normal Operating Range – Least Severe Level	1.2.0	
4731	3031	13	AMBER		P	Aftertreatment 1 Diesel Exhaust Fluid Tank Temperature Sensor - Out of Calibration	3.0.0	
4732	1761	13	AMBER		P	Aftertreatment 1 Diesel Exhaust Fluid Tank Level Sensor - Out of Calibration	3.0.0	
4737	3031	11	AMBER		P	Aftertreatment 1 Diesel Exhaust Fluid Tank Temperature - Root Cause Not Known	3.0.0	
4739	1761	11	AMBER		P	Aftertreatment 1 Diesel Exhaust Fluid Tank Level Sensor - Root Cause Not Known	3.0.0	
4741	3364	5	AMBER		P	Aftertreatment Diesel Exhaust Fluid Quality Sensor Circuit - Current below normal or open circuit	3.0.0	
4742	3364	6	AMBER		P	Aftertreatment Diesel Exhaust Fluid Quality Sensor Circuit - Current above normal or grounded circuit	3.0.0	

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Cummins Fault Code	SPN	FMI	Lamp	Does Fault Cause ECM Driven Shutdown? Or limits the engine	Parent/ Child	Fault Description	Beginning PGIECRS Version	Comments
4743	3515	5	AMBER		P	Aftertreatment 1 Diesel Exhaust Fluid Temperature 2 Sensor Circuit - Current below normal or open circuit	3.0.0	
4744	3515	6	AMBER		P	Aftertreatment 1 Diesel Exhaust Fluid Temperature 2 Sensor Circuit - Current above normal or grounded circuit	3.0.0	
4745	3515	11	AMBER		P	Aftertreatment 1 Diesel Exhaust Fluid Temperature 2 - Root Cause Not Known	3.0.0	
4768	3521	11	AMBER		P	Aftertreatment 1 Diesel Exhaust Fluid Property - Root Cause Not Known	3.0.0	
4769	1761	10	AMBER		P	Aftertreatment 1 Diesel Exhaust Fluid Tank Level Sensor - Abnormal Rate of Change	3.0.0	
4789	1639	0	AMBER		P	Fan Speed - Data Valid but Above Normal Operational Range - Most Severe Level	3.0.0	
4791	1639	1	AMBER		P	Fan Speed - Data Valid but Below Normal Operational Range - Most Severe Level	3.0.0	
4841	6653	16	AMBER		P	Cold Start Injector Metering Rail 1 Pressure - Data Valid But Above Normal Operating Range - Moderately Severe Level	3.0.0	
4842	3364	15	NONE		P	Aftertreatment Diesel Exhaust Fluid Quality - Data Valid But Above Normal Operating Range - Least Severe Level	3.0.0	
4867	5571	31	AMBER		P	High Pressure Common Rail Fuel Pressure Relief Valve - Condition Exists	3.0.0	
4883	3551	7	AMBER			Engine Oil Priming State – Mechanical System Not Responding or Out of Adjustment	1.2.0	
4884	3589	14	AMBER			Engine Oil Priming Pump Control – Special Instructions	1.2.0	
4885	6323	7	RED	YES		Engine Fuel Supply Pump - Mechanical System Not Responding or Out of Adjustment	1.2.0	
4886	6323	18	AMBER			Engine Fuel Supply Pump Supply Voltage - Data Valid But Below Normal Operating Range - Moderately Severe Level	1.2.0	
4887	6323	1	RED	YES		Engine Fuel Supply Pump Supply Voltage - Data Valid but Below Normal Operational Range - Most Severe Level	1.2.0	
4888	6698	16	AMBER	YES		Engine Fuel Supply Pump Temperature - Data Valid But Above Normal Operating Range - Moderately Severe Level	1.2.0	
4889	6698	0	RED	YES		Engine Fuel Supply Pump Temperature - Data Valid but Above Normal Operational Range - Most Severe Level	1.2.0	
4891	6323	11	AMBER			Engine Fuel Supply Pump - Root Cause Not Known	1.2.0	
4892	6323	9	AMBER			Engine Fuel Supply Pump - Abnormal Update Rate	1.2.0	
4893	1382	16	AMBER			Engine Fuel Filter (suction side) Differential Pressure - Data Valid But Above Normal Operating Range - Moderately Severe Level	1.2.0	
4894	6233	13	AMBER			Engine Fuel Supply Pump - Out of Calibration	1.2.0	
4927	5380	12	AMBER			Engine Fuel Valve 1 - Bad Intelligent Device or Component	1.2.0	

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Cummins Fault Code	SPN	FMI	Lamp	Does Fault Cause ECM Driven Shutdown? Or limits the engine	Parent/ Child	Fault Description	Beginning PGIECRS Version	Comments
4928	520743	2	AMBER			Engine Fuel Valve 1 Power Supply - Data erratic, intermittent or incorrect	1.2.0	
4929	520743	3	AMBER			Engine Fuel Valve 1 Power Supply - Voltage Above Normal, or Shorted to High Source	1.2.0	
4931	520743	4	AMBER			Engine Fuel Valve 1 Power Supply - Voltage Below Normal, or Shorted to Low Source	1.2.0	
4932	5785	15	NONE			Engine Fuel Valve 1 Temperature - Data Valid But Above Normal Operating Range - Least Severe Level	1.2.0	
4933	1442	19	NONE			Engine Fuel Valve 1 Position - Received Network Data In Error	1.2.0	
4934	5380	3	AMBER			Engine Fuel Valve 1 - Voltage Above Normal, or Shorted to High Source	1.2.0	
4935	5380	4	AMBER			Engine Fuel Valve 1 - Voltage Below Normal, or Shorted to Low Source	1.2.0	
4936	7026	11	AMBER			Engine Fuel Valve 1 - Root Cause Not Known	1.2.0	
4937	7026	13	AMBER			Engine Fuel Valve 1 - Out of Calibration	1.2.0	
4946	4209	31	NONE		P	Engine Crank Without Prelube – Condition Exists	1.2.0	
4951	6655	3	AMBER		P	Maintain ECU Power Lamp - Voltage Above Normal or Shorted to High Source	3.0.0	
4952	6655	4	AMBER		P	Maintain ECU Power Lamp - Voltage Below Normal or Shorted to Low Source	3.0.0	
4956	6713	13	RED	YES	P	Variable Geometry Turbocharger Actuator Software - Out of Calibration	3.0.0	
4957	6713	31	RED	YES	P	Variable Geometry Turbocharger Actuator Software - Condition Exists	3.0.0	
4958	7026	2	AMBER			Engine Diesel Fuel Metering Valve - Data erratic, intermittent or incorrect	1.2.0	
4959	7026	31	NONE			Engine Diesel Fuel Metering Valve - Condition Exists	1.2.0	
4961	7026	9	NONE			Engine Diesel Fuel Metering Valve - Abnormal Update Rate	1.2.0	
5148	520766	31	AMBER			Allow Start Override Active – Condition Exists	1.2.0	
5177	6713	9	AMBER		P	VGT Actuator Driver Circuit - Abnormal update rate	3.0.0	
5178	6302	2	AMBER		P	Crankcase Pressure 2 – Data Erratic, Intermittent, or Incorrect	1.2.0	
5386	4766	2	AMBER		P	Aftertreatment 1 Diesel Oxidation Catalyst Outlet Gas Temperature - Data Erratic, Intermittent or Incorrect	3.0.0	
5387	4766	0	RED	YES	P	Aftertreatment 1 Diesel Oxidation Catalyst Outlet Gas Temperature - Data Valid But Above Normal Operational Range - Most Severe Level	3.0.0	Engine Speed > 0 is required for clearing fault
5388	4766	16	RED	YES	P	Aftertreatment 1 Diesel Oxidation Catalyst Outlet Gas Temperature - Data Valid But Above Normal Operating Range - Moderately Severe Level	3.0.0	Engine Speed > 0 is required for clearing fault
5389	4766	15	AMBER		P	Aftertreatment 1 Diesel Oxidation Catalyst Outlet Gas Temperature - Data Valid But Above Normal Operating Range - Least Severe Level	3.0.0	

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Cummins Fault Code	SPN	FMI	Lamp	Does Fault Cause ECM Driven Shutdown? Or limits the engine	Parent/ Child	Fault Description	Beginning PGIECRS Version	Comments
5391	6882	9	AMBER		P	Aftertreatment Diesel Oxidation Catalyst Temperature Sensor Module - Abnormal Update Rate	3.0.0	
5392	6882	12	AMBER		P	Aftertreatment Diesel Oxidation Catalyst Temperature Sensor Module - Bad Intelligent Device or Component	3.0.0	
5393	6882	3	AMBER		P	Aftertreatment Diesel Oxidation Catalyst Temperature Sensor Module - Voltage Above Normal, or Shorted to High Source	3.0.0	
5394	6882	4	AMBER		P	Aftertreatment Diesel Oxidation Catalyst Temperature Sensor Module - Voltage Below Normal, or Shorted to Low Source	3.0.0	
5395	6882	11	AMBER		P	Aftertreatment Diesel Oxidation Catalyst Temperature Sensor Module - Root Cause Not Known	3.0.0	
5396	6882	16	AMBER		P	Aftertreatment Diesel Oxidation Catalyst Temperature Sensor Module - Data Valid But Above Normal Operating Range - Moderately Severe Level	3.0.0	
5576	107	15	MAINTENANCE		P	Engine Air Filter Differential Pressure - Data Valid But Above Normal Operating Range - Least Severe Level	3.0.0	
5585	5571	15	AMBER		P	Fuel Filter Differential Pressure - Data Valid But Above Normal Operating Range - Moderately Severe Level	3.0.0	
5617	5018	14	RED		P	Aftertreatment 1 Diesel Oxidation Catalyst System - Special Instructions	3.0.0	Delegated Assembly fault, will eventually cause other errors and inducement if continue to run with these faults active
5631	6928	31	NONE		P	SCR System Cleaning Inhibited Due to System Timeout - Condition Exists	3.0.0	
5632	6918	31	MAINTENANCE		P	SCR System Cleaning Inhibited Due to Inhibit Switch - Condition Exists	3.0.0	
5862	7029	3	AMBER	NO	P	Engine Diesel Fuel Metering Valve Position Sensor Circuit - Voltage Above Normal or Shorted to High Source	1.2.0	
5863	7029	4	AMBER	NO	P	Engine Diesel Fuel Metering Valve Position Sensor Circuit - Voltage Below Normal or Shorted to High Source	1.2.0	
5875	1484	0	RED	NO	P	Other ECUs Have Reported Diagnostic Trouble Codes Affecting Operation - Data Valid But Above Normal Operating Range - Most Severe Level	1.2.0	
5876	1484	16	AMBER	NO	P	Other ECUs Have Reported Diagnostic Trouble Codes Affecting Operation - Data Valid But Above Normal Operating Range - Moderately Severe Level	1.2.0	
5877	1484	15	MAINTENANCE	NO	P	Other ECUs Have Reported Diagnostic Trouble Codes Affecting Operation - Data Valid But Above Normal Operating Range - Least Severe Level	1.2.0	
5879	3464	3	AMBER	NO	P	Electronic Throttle Control Actuator Driver Circuit - Voltage Above Normal or Shorted to High Source	2.1.1	
5881	3464	4	AMBER	NO	P	Electronic Throttle Control Actuator Driver Circuit - Voltage Below Normal or Shorted to Low Source	2.1.1	
5882	3464	7	AMBER	NO	P	Electronic Throttle Control Actuator - Mechanical System Not Responding or Out of Adjustment	2.1.1	

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5949	1231	14	RED	YES	P	SAE J1939 Data Link 2 Engine Network - Special Instructions	1.1.2 1.2.1	
6251	1318	16	AMBER		P	Exhaust Gas Temperature Bank Imbalance - Data Valid But Above Normal Operating Range - Moderately Severe Level	1.1.2	
6252	1318	0	RED	YES	P	Exhaust Gas Temperature Bank Imbalance - Data Valid But Above Normal Operating Range - Most Severe Level	1.1.2	
6719	94	0	RED	NO	P	Engine Fuel Delivery Pressure - Data Valid But Above Normal Operating Range - Most Severe Level	1.1.2	Engine Speed > 0 and Key Cycle is required for clearing fault
9258	524286	31	AMBER		P	Engine Protection System Approaching Shutdown - Data Valid But Above Normal Operating Range - Moderately Severe Level	2.0	Replaced by fault code 4135. Both should be programmed on generator set controller for QSB7 and QSL9 Tier 4i

Revision	PGI Version	Notes	User
0	All	Initial Creation	Everett McKeeman
1	2.0	Addition of PGI 2.0 fault codes	Dipti Bapat
2	3.0	Addition of PGI 3.0 fault codes	Dipti Bapat
3	1.2	Addition of PGI 1.2 fault codes	Michael Tammen
4	All	Addition of fault code 2544. Addition of SPN FMI information for 3379, 5862, 5863, 5875, 5876, 5877. Removal of fault codes 583, 691, 692, 2474, 2765, 2866, 2867, 3622, 3925, 3969, 3971, 3972, 3973, 3974, 3975, 3976, 3977, 3978, 3979, 3981, 4481, 4482, 4437, 4941, 4942, 4943, 4944, 4945, 5119, 5121, 5122, 5366, and 5367. Updates to description and SPN of fault codes 4958, 4959, 4961. Correct SPN information for 4936 and 4937 from 5380 to 7026.	Michael Tammen
5	All	Addition of PGI Version 1.1.2 for FC 782 and FC 5949. Addition of comment that PCC drives a shutdown with cooldown for FC 782 and 1847. Changing ECM Shutdown from Yes to No for FC 342 to match the ECM action Adding Fault Codes 2216, 6251, 6252 and 6719 for PGI 1.1.2 Updating Fault Code description and comments for 115, 153, 154, 187, 214, 221, 222, 223, 224, 227, 234, 238, 239, 271, 272, 285, 322, 323, 324, 325, 331, 332, 351, 386, 418, 421, 441, 442, 449, 479, 689, 731, 1117, 1135, 1357, 1427, 1428, 1664, 1847, 1852, 1911, 1992, 2185, 2186, 2261, 2262, 3732, 4135, 9258 Correction of PGNs that trigger fault code 426 in the comments. Add comments that engine speed must be greater than zero to clear FCs 3931, 6719 Updates for 3931. SPN/FMI 1110/31 was only used for first few software revisions of PGI 2.0. SPN/FMI 1109/0 was then used for all software following, which includes PGI 2.0, 2.1, and 3.0. Correcting Fault description for 4533, 4534, 5386, 5387, 5388, 5389, 5391, 5392, 5393, 5394, 5395, 5396 to move from DPF to DOC. Addition of module for fault codes 621, 622, 623, 624, 625, 626, 627, 628, 631, 632, 633, 634, 635, 636, 637, 638, 671, 672, 673, 674, 675, 676, 677, 678, 721, 722, 723, 724, 725, 726, 727, 728, 1521, 1522, 1523, 1524, 1525, 1526, 1527, 1529, 1531, 1532, 1533, 1534, 1535, 1536, 1618, 1619, 2121, 2122, 2123, 2124, 2125, 2126, 2127, 2128, 2131, 2132, 2133, 2134, 2135, 2136, 2137, 2138	Michael Tammen