

Cummins ISC CM554 (1998-2002)

PID	SPN	FMI	Description
SID 254	629	12	ECM internal hardware error.
190	190	2	No engine speed signal detected at pin 17 of the engine harness.
190	190	2	No engine position signal detected at pin 9 of the engine harness.
102	102	3	High voltage detected at the boost pressure sensor signal pin-45 of the engine harness.
102	102	4	Low voltage detected at the boost pressure sensor signal pin 45 of the engine harness.
102	102	0	Intake manifold pressure signal indicates intake manifold pressure has exceeded the maximum limit for the given engine rating
91	91	3	High voltage detected at accelerator position signal pin 30 of the OEM harness.
91	91	4	Low voltage detected at accelerator position signal pin 30 of the OEM harness.
29	29	3	High voltage detected at the remote throttle position signal circuit.
29	29	4	Low voltage detected at the remote throttle position signal circuit.
100	100	3	High voltage detected at oil pressure sensor signal pin 33 of the engine harness.
100	100	4	High voltage detected at oil pressure sensor signal pin 33 of the engine harness.
100	100	4	Low voltage detected on pin 47 of the engine harness
100	100	1	Oil pressure signal indicates oil pressure below the low engine protection limit
100	100	1	Oil pressure signal indicates oil pressure below the low engine protection limit.
110	110	3	High voltage detected at the coolant temperature signal pin 23 of the engine harness.
110	110	4	Low voltage detected at the coolant temperature signal pin 23 of the engine harness.

110	110	0	Coolant temperature signal indicates coolant temperature has exceeded the engine protection limit.
91	91	8	A frequency below a calibrated value has been detected at frequency throttle signal pin 4 of the engine harness.
91	91	8	A frequency above a calibrated value has been detected at the frequency throttle signal pin 4 of the engine harness.
110	110	0	Coolant temperature signal indicates coolant temperature has exceeded the engine protection limit.
110	110	1	Engine Coolant Temperature - Data Valid But Below Normal Operational Range - Least Severe Level. Engine coolant temperature is below normal operating temperature limits
110	110	17	Engine Coolant Temperature - Data Valid But Below Normal Operational Range - Least Severe Level. Engine coolant temperature is below normal operating temperature limits
105	105	3	High voltage detected at intake manifold air temperature signal pin 34 of the engine harness.
105	105	4	Low voltage detected at intake manifold air temperature signal pin 34 of the engine harness.
SID 233	609	2	Error detected in the control synchronization of multiple engines.
50	876	11	Air conditioner clutch driver signal indicates a short to ground when commanded on.
108	108	3	Barometric Pressure Sensor Circuit - Voltage Above Normal or Shorted to High Source. High voltage detected at the barometric pressure sensor signal pin 32 of the engine harness.
108	108	4	Barometric Pressure Sensor Circuit - Voltage Below Normal or Shorted to Low Source. Low voltage detected at the barometric pressure sensor SIGNAL pin 32 of the engine harness
190	190	0	Engine speed signal indicates engine speed has exceeded the overspeed limit.
111	111	1	Coolant level signal at pin 27 and pin 37 of the engine harness indicates coolant level is low.
84	84	2	Vehicle speed signal on pins 8 and 18 of the original equipment manufacturer's (OEM) harness has been lost.

84	84	10	Invalid or inappropriate vehicle speed signal detected on pins 8 and 18 of the OEM harness indicating an intermittent connection or possible tampering.
121	513	4	Error detected in engine brake relay enable circuit at pin 42 of the engine harness
121	513	4	Error detected in engine brake relay enable circuit at pin 42 of the engine harness.
SID 533	641	4	Error detected in fan clutch relay enable circuit at pin 41 of the engine harness.
174	174	3	High voltage detected at the fuel temperature signal pin 35 of the engine harness
174	174	4	Low voltage detected at the fuel temperature signal pin 35 of the engine harness
94	94	2	Indicates that the sensor is significantly offset or biased with respect to actual pressure at ambient conditions
SID 151	134 7	5	Low or no current detected at the front pumping valve pin 21 of the engine harness.
SID 151	134 7	6	High current detected at the front pumping valve pin 21 of the engine harness
SID 152	134 8	5	Low or no current detected at the rear pumping valve pin 15 of the engine harness
SID 152	134 8	6	High current detected at the rear pumping valve pin 15 of the engine harness.
SID 151	134 7	7	Front Pumping Element. The electronic control module (ECM) has detected a malfunction in the front pumping element.
SID 18	633	5	High current detected on injection control valve stator return pin 7.
SID 18	633	7	Engine ECM has detected a malfunction in the injection control valve
73	73	11	Error detected in lift pump circuit at pins 11 and 22 of the engine harness.
SID 18	633	6	Low or no current detected on injection control valve stator return pin 7.
SID 151	134 7	7	Engine ECM has detected a failure in the front pumping element
SID 152	134 8	7	Engine ECM has detected a failure in the rear pumping element

190	190	3	High voltage detected at main engine speed sensor voltage supply pin 8 of the engine harness
190	190	4	Low voltage detected at main engine speed sensor voltage supply pin 8 of the engine harness
SID 231	639	9	The ECM expected information from a multiplexed device but did not receive it soon enough, or did not receive it at all.
SID 231	639	13	The ECM expected information from a multiplexed device but only received a portion of the necessary information.
223	138 7	14	OEM pressure signal at pin 48 of the OEM harness indicates pressure outside the engine protection limit
223	108 4	3	High voltage detected at the original equipment manufacturer's (OEM) pressure sensor signal
223	108 4	4	Low voltage detected at the original equipment manufacturer's (OEM) pressure sensor signal.
251	251	2	Real-Time Clock Power Interrupt - Data Erratic, Intermittent, or Incorrect. Real-time clock lost power.
SID 152	134 8	7	The electronic control module (ECM) has detected a malfunction in the rear pumping element.
SID 233	107 7	12	Engine ECM has detected an overpumping malfunction in the Cummins accumulator pump system (CAPS) pump.
191	191	0	The auxiliary speed or auxiliary pressure indicates the frequency is above a calibrated threshold value.
SID 232	620	4	Low voltage detected at engine position sensor +5- volts direct current (VDC) supply, pin 10 of the engine harness.
SID 237	626	2	Error detected in the cold-start air relay 1 enable circuit at pin 41 of the original equipment manufacturer (OEM) harness
SID 237	626	2	Error detected in the cold-start air relay 2 enable circuit at pin 31 of the OEM harness.
SID 232	620	3	High voltage detected at remote accelerator position sensor supply pin 10 of the original equipment manufacturer (OEM) harness.
91	91	3	High voltage detected at accelerator position sensor supply pin 29 of the original equipment manufacturer's (OEM) harness
100	100	1	Oil pressure signal indicates oil pressure below the very low engine protection limit.

100	100	1	Oil pressure signal indicates oil pressure below the very low engine protection limit.
97	97	0	Water-in-fuel signal indicates the water in the fuel filter needs to be drained.
111	111	2	Voltage detected simultaneously on both the coolant level high and low signal pins 27 and 37 of the engine harness or no voltage detected on either pin.
97	97	4	Low voltage detected at WIF signal pin 40 of the original equipment manufacturer (OEM) harness.
91	91	2	Idle validation signals on pins 25 and 26 of the OEM harness indicate no voltage simultaneously detected on both pins or no voltage detected on either pin.
91	91	13	No voltage detected at pin 26 of the original equipment manufacturer's (OEM) harness indicates the accelerator is at the idle position when the accelerator position signal at pin 30 of the OEM harness indicates the accelerator is not at the idle position or idle validation signal at pin 26 of the OEM harness indicates the accelerator is not at the idle position when the accelerator position signal pin 30 of the OEM harness indicates the accelerator is at the idle position.
SID 102		2	Boost pressure signal indicates boost pressure is high when other engine parameters (i.e., speed and load) indicate boost pressure can be low, or boost pressure is low when other engine parameters indicate it can be high.
SID 251	627	2	Supply voltage to the electronic control module (ECM) fell below (+) 6.2 VDC for a fraction of a second, or the electronic control module (ECM) was not allowed to power down correctly (retain unswitched battery voltage for 30 seconds after key turned off).
168	168	1	Voltage detected at electronic control module (ECM) power supply pins 38, 39, 40, and 50 of the engine harness indicates ECM supply voltage fell below (+) 6 VDC.
168	168	0	Voltage detected at electronic control module (ECM) power supply pins 38, 39, 40, and 50 of the engine harness indicates ECM supply voltage is above the maximum system voltage level.
SID 232	620	1	Low voltage detected at accelerator position sensor supply pin 29 of the OEM harness
SID 232	620	1	Low voltage detected at remote accelerator position sensor supply pin 10 of the OEM harness.
94	94	0	Fuel pressure signal indicates that fuel pressure has exceeded the maximum limit for the given engine rating.

94	94	3	High voltage detected at fuel pressure sensor signal pin 46 of the engine harness.
94	94	4	High voltage detected at fuel pressure sensor signal pin 46 of the engine harness.
94	94	10	Fuel Pressure Sensor Circuit. Fuel pressure sensor stuck in range while engine is operating or fuel pressure sensor reading erratic in range.
105	105	0	Intake manifold air temperature signal indicates the intake manifold air temperature is approaching the engine protection limit.
191	191	0	The auxiliary speed or auxiliary pressure indicates the frequency is below a calibrated threshold value
SID 18	107 6	13	The electronic control module (ECM) detected a failure in the injection control valve identifier circuit.
SID 114	137 7	2	Error detected in the multiple unit synchronization control switch input, pins 24 and 38 of the OEM harness.
91	91	3	High voltage detected at the auxiliary +5- VDC sensor supply voltage pin 49 of the engine harness.
91	91	4	Low voltage detected at the auxiliary +5- VDC sensor supply voltage pin 49 of the engine harness.
113		2	Error detected on the highspeed governor droop selection switch.
154	702	3	A problem was detected with the dual output-driver A circuit
93	93	2	Error detected on the torque curve selection switch.
SID 51	703	3	Error detected in the dualoutput driver B circuit.
18	633	11	Open circuit detected at the transient suppressor in the injection control valve circuit in the engine harness.
SID 230	558	4	Accelerator Pedal or Lever Idle Validation Circuit- Voltage Below Normal or Shorted to Low Source. No voltage detected simultaneously on both the idle validation and off-idle and on-idle switches.
SID 230	558	4	Accelerator Pedal or Lever Idle Validation Circuit - Voltage Below Normal or Shorted to Low Source. No voltage detected simultaneously on both the idle validation off-idle and on-idle circuits.
SID 230	558	4	Accelerator Pedal or Lever Idle Validation Circuit - Voltage Below Normal or Shorted to Low Source. No voltage detected simultaneously on both the idle validation off-idle and on-idle circuits.

SID 9	923	11	Error detected in the output device driver (transmission shift modulation signal) signal pin 21 on the original equipment manufacturer's (OEM) harness
SID 51	703	11	OEM input signal indicates OEM value has exceeded the engine protection limit.
223	138 7	11	OEM pressure signal at pin 48 of the OEM harness indicates pressure outside the engine protection limit.
SID 51	703	14	OEM switch signal at pin 16 of the engine harness indicates engine protection condition.
	184 5	4	Transmission ECU to ECM Communication Lost - Abnormal Update Rate. No communication or an invalid data transfer rate has been detected between the ECM and the transmission ECU.