


FAILURE CODE [A1U0N3]

Action level	Failure code	Failure	Hydrocarbon Desorb Request 1 (Engine controller system)
L01	A1U0N3		
Details of failure	Unburned fuel remains in KDPF because engine has been running at low idle speed or low load for a long time.		
Action of controller	Requests an operator to perform manual stationary regeneration (fuel drying). Or informs manual stationary regeneration (fuel drying) is in progress.		
Phenomenon on machine	Same phenomenon as automatic regeneration occurs. (When the machine is in a safe condition, machine controls the engine speed to stay up around 1000 rpm.)		
Related information	<div><div> KDPF and KDOC become hot (Min. 500 °C). Be careful not to get burned.</div><div><ul style="list-style-type: none">• Temperature detected by KDOC inlet temperature sensor can be checked with monitoring function. (Code: 47300 (°C))• Temperature detected by KDOC outlet temperature sensor can be checked with monitoring function. (Code: 47400 (°C))• Temperature detected by KDPF outlet temperature sensor can be checked with monitoring function. (Code: 47200 (°C))• KDOC inlet temperature, KDOC outlet temperature, and KDPF outlet temperature when at low idle speed (KDPF regeneration is not executed) are approximately 100 to 250 °C, and difference between these temperatures is approximately 10 °C. (KDOC inlet temperature > KDOC outlet temperature > KDPF outlet temperature)• When manual stationary regeneration is performed due to the guidance of monitor displaying failure code [A1U0N3] or [A1U0N4], fuel dosing is disabled. Accordingly, each temperature of KDOC inlet, KDOC outlet, and KDPF outlet reaches to approximately 250 to 400 °C.• When manual stationary regeneration except above is in progress, KDOC inlet temperature is approximately 250 to 400 °C, and KDOC outlet temperature and KDPF outlet temperature are 450 to 600 °C.• If there is a significant difference between KDOC inlet temperature and KDOC outlet temperature when KDPF is completely cooled or engine is running at engine low idle speed (without regenerating KDPF), replace KDOC inlet temperature sensor or KDOC outlet temperature sensor, whichever is suspected to be defective, judging from KDPF outlet temperature.• The KDOC inlet temperature sensor, the KDOC outlet temperature sensor, and the KDPF outlet temperature sensor are integrated into one sensor controller which provides CAN communication with the engine controller.• After repairing, check if the failure code is cleared by the following procedure. Procedure: Turn starting switch to ON position.</div></div>		

No.	Cause	Procedure, measuring location, criteria and remarks
1	Manual stationary regeneration performed (to dry KDPF)	Follow the instruction on the monitor to perform manual stationary regeneration.
		If this failure code is cleared after this, repair work is complete.
2	Defective wiring harness connector	1. See descriptions of wiring harness and connectors in "Electrical equipment" in "CHECKS BEFORE TROUBLESHOOTING" of "RELATED INFORMATION ON TROUBLESHOOTING", and check it. 2. Turn starting switch to ON position.
		If this failure code is cleared, wiring harness connector is defective. NOTICE If this failure code is displayed, perform the following checks:

No.	Cause	Procedure, measuring location, criteria and remarks
3	Defective KDOC inlet temperature sensor	If failure code [CA3313], [CA3314] or [CA3315] is displayed, perform troubleshooting for [CA3313], [CA3314] or [CA3315].
4	Defective KDOC inlet temperature sensor	After temperature is cooled down sufficiently, run engine at low idle speed and check if temperature differences between the KDOC inlet temperature and the KDOC outlet temperature, or KDPF outlet temperature is not large. If it is large difference, try to change KDOC inlet temperature sensor.
5	Defective VGT	If the KDOC inlet temperature is approximately 250 °C or below during manual stationary regeneration and if the VGT solenoid current remains approximately 1000 mA even when several hours have passed and the manual stationary regeneration does not complete, the VGT is defective.
6	Defective engine controller	Turn starting switch to ON position. If this failure code is still displayed and no failure is found by preceding checks, engine controller is defective. (In case of an internal defect, troubleshooting is impossible as an assembly. Replace whole assembly.)