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## DIAGNOSIS MANUAL COMMON RAIL SYSTEM

**V3800-CR-TE4,  
V3800-CR-TIE4  
(FOR TRACTOR)**

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**Kubota**

## 5. DIAGNOSTIC PROCEDURE BY DTC

### [1] DTC LIST

<b>Name</b>		<b>NE-G phase shift</b>
<b>ISO 14229 P-Code</b>		<b>P0016</b>
<b>J1939-73</b>	<b>SPN</b>	636
	<b>FMI</b>	7
<b>DTC Name</b>		NE-G phase shift
<b>Management Unit for Detected Part</b>		NEGUM
<b>Detection item</b>		<ul style="list-style-type: none"> <li>• Large phase shift between NE (crankshaft position sensor) pulse and G (camshaft position sensor) pulse</li> </ul>
<b>DTC Set Preconditions</b>		<ul style="list-style-type: none"> <li>• Engine is operating above low idle speed</li> <li>• Battery voltage is normal</li> <li>• Sensor supply voltage VCC# is normal</li> <li>• NE signal is normal</li> <li>• G signal is normal</li> <li>• Coolant temperature is 10 °C (50 °F) or higher</li> </ul>
<b>DTC set parameter</b>		(Approximate) <ul style="list-style-type: none"> <li>• Phase difference between NE pulse and G pulse is within <math>\pm 0.26</math> rad (<math>\pm 15^\circ</math>)</li> </ul>
<b>Time to action or number of error detection</b>		<ul style="list-style-type: none"> <li>• 10 times or more</li> </ul>
<b>System Action</b>		<ul style="list-style-type: none"> <li>• None</li> </ul>
<b>Behaviour During Malfunction</b>		(Invalid G signal) <ul style="list-style-type: none"> <li>• Engine hesitates at start-up</li> </ul>
<b>Engine Warning Light</b>		<ul style="list-style-type: none"> <li>• ON</li> </ul>
<b>Recovery from error</b>		<ul style="list-style-type: none"> <li>• Diagnostic counter =zero</li> </ul>

9Y1200192CRS0607US0

Name		No communication with EGR	CAN1 Bus off
ISO 14229 P-Code		U0076	U0077
J1939-73	SPN	523578	523604
	FMI	2	2
DTC Name		No communication with EGR	CAN1 Bus off
Management Unit for Detected Part		CANOPENEGR	CANB1
Detection item		<ul style="list-style-type: none"> <li>No communication with EGR</li> </ul>	<ul style="list-style-type: none"> <li>CAN1 +B / GND short circuit or high traffic error</li> </ul>
DTC Set Preconditions		<ul style="list-style-type: none"> <li>Battery voltage is normal</li> <li>Starter Switch signal (ECU: B-54 terminal) is not activated</li> </ul>	<ul style="list-style-type: none"> <li>Battery voltage is normal</li> <li>Key switch is ON</li> </ul>
DTC set parameter		<ul style="list-style-type: none"> <li>Interruption of CAN</li> </ul>	<ul style="list-style-type: none"> <li>CAN1 Bus off</li> </ul>
Time to action or number of error detection		<ul style="list-style-type: none"> <li>1.3 sec. or more</li> </ul>	<ul style="list-style-type: none"> <li>2 sec. or more</li> </ul>
System Action		<ul style="list-style-type: none"> <li>Output limitation: Approximately 75 % of normal condition</li> <li>EGR stop</li> </ul>	<ul style="list-style-type: none"> <li>Output limitation: Approximately 75 % of normal condition</li> <li>EGR stop</li> </ul>
Behaviour During Malfunction		<ul style="list-style-type: none"> <li>Insufficient output</li> <li>Worsening exhaust gas performance</li> </ul>	<ul style="list-style-type: none"> <li>Insufficient output</li> <li>Transmitted data is invalid</li> </ul>
Engine Warning Light		<ul style="list-style-type: none"> <li>ON</li> </ul>	<ul style="list-style-type: none"> <li>ON</li> </ul>
Recovery from error		<ul style="list-style-type: none"> <li>Key switch turn OFF</li> </ul>	<ul style="list-style-type: none"> <li>Key switch turn OFF</li> </ul>

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## (7) Intake Air Volume: Low (DTC P0101 / 132-1)

### Behaviour during malfunction:

- Insufficient output

### Detection item:

- Engine inlet air mass flow rate lacking (Disconnect turbo blower intake hose)

### DTC set preconditions:

- Engine is operating [1000 min<sup>-1</sup> (rpm) or higher]
- Coolant temperature is 15 °C (59 °F) or higher (Coolant temperature sensor is normal)
- MAF sensor is normal
- EGR valve is normal
- Intake throttle valve is normal
- Battery voltage is normal

### DTC set parameter:

- Engine Inlet Air Mass Flow Rate: less than half of target value

### Engine warning light:

- ON

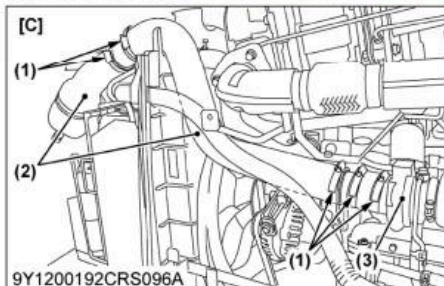
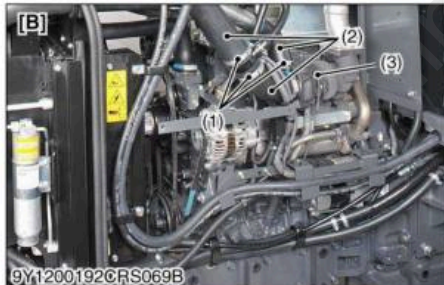
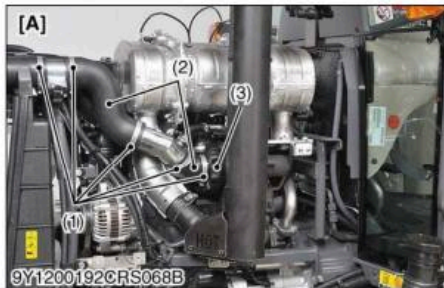
### System action:

- Output limitation: Approximately 50 % of normal condition
- Speed limitation (Accelerator limitation: 50 %)
- EGR stop

### Recovery from error:

- Key switch turn OFF

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### 1. Check the Air Intake System

1. Check in accordance with "6.[1] AIR INTAKE SYSTEM INSPECTION PROCEDURE". (Refer to page 1-S300)

#### ■ NOTE

- Check if the suction hose of the turbo blower does not come off. If the hose comes off, install it.
- Check the clogging condition of the air cleaner. If it is very dirty, replace the new one.

OK	Go to "2. DTC Judgment".
NG	Repair in accordance with "6.[1] AIR INTAKE SYSTEM INSPECTION PROCEDURE". (Refer to page 1-S300)

- (1) Hose Clamp  
 (2) Hose  
 (3) Turbocharger

- [A] M60 Series  
 [B] M-GX Series  
 [C] M5 Utility Narrow Series and M5-AUS Series.

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# Full Version Available

Kubota V3800-CR-TE4 Engine Diagnosis Manual

This is a short preview. The complete manual contains all chapters, wiring diagrams, torque specifications and full service procedures.

**VIEW THE FULL MANUAL**

<https://machinecatalogic.com/kubota-v3800-cr-te4-engine-diagnosis-manual/>