

# CLAAS

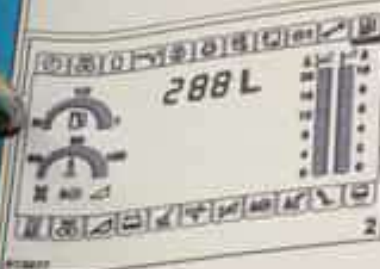
Concise operating instructions  
JAGUAR 900 - 830



**Fuel consumption display**  
**Setting the fuel consumption display**  
Select "Fuel consumption display" symbol (B11).

The display shows the fuel consumption in litres/h or the daily consumption.  
Using the (+) key or the (-) key, the display can be changed over.

For consumption in litres/h see figure 1.  
For daily consumption see figure 2.



**Resetting the fuel consumption display**  
Select "Fuel consumption display" symbol (B11).

The display shows the fuel consumption in litres/h or the daily consumption.  
Select daily consumption.

Reset daily consumption to "0".  
The daily and the average consumption are reset to "0".

### CIS Fault code table

Code	Module	Meaning of fault codes	Code	Module	Meaning of fault codes
E-1	CAB	Low engine oil pressure	E-20	EFA	new EFA module => Learning of ground speed control lever potentiometer is absolutely necessary
E-2	CAB	Low engine oil level	E-25	ESR	Fault in feeder hydrostatic pump power supply
E-3	CAB	Water pump defective	E-27	EFA	Output of trailer brake PWM valve defective
E-4	CAB	High cooling water temperature	E-30	ESR	Quick-stop valve is permanently energised
E-5	CAB	Ground drive hydraulic temperature too high	E-32	CAB	CAN bridge module defective
E-6	CAB	Parking brake applied	E-33	ESR	ESR module defective
E-8	EFA	Faulty ground drive potentiometer supply voltage, cooling water temperature sensor defective	E-34	CAC	Contour module defective
E-11	CAB	Low ground drive hydraulics pressure or oil level	E-36	GGG	GGG module defective
E-12	CAB	Charge air temperature too high	E-37	EFA	EFA module defective
E-13	ESR	Metal detector defective	E-38	KSR	Discharge controller module defective
E-14	ESR	Metal detector interruption	E-39	ATP	Autopilot module defective
E-15	CAB	Engine speed sensor defective	E-40	EFA	Solenoid valve hydrostatic pump forward defective
E-16	ESR	Self-propelled mower adaptor box still connected	E-41	EFA	Hydraulic motor solenoid valve defective
E-17	ESR	Feeder speed sensor interruption	E-42	EFA	Solenoid valve of 3rd magnet defective
E-18	ESR	Feeder speed sensor short-circuit	E-43	EFA	Solenoid valve hydrostatic pump reverse defective
E-19	EFA	Ground drive hydrostatic motor is not as configured	E-44	CAB	Engine communication failed



Code	Module	Meaning of fault codes	Code	Module	Meaning of fault codes
E-45	GGG	Sharpening stone not in parking position	E-82	CAB	Cracker roller gap will not adjust
E-46	EFA	Ground speed control lever potentiometer defective	E-83	GGG	No friction resistance (gearbox or spindle defective)
E-47	EFA	Tolerance of ground speed control lever potentiometer exceeded	E-84	CAB	Ground speed control lever potentiometer out of allowed tolerance
E-48	ESR	Metal detected in the feeder	E-85	CAC	Pitching dampening impossible with this front attachment's lifting position
E-49	ESR	Standstill of feeder slip clutch	E-88	CAB	Ground speed sensor defective
E-50	ESR	No self-propelled mower (SFM) adapter box identified	E-89	ATP	No signal from overrider switch
E-51	CAB	Coolant level too low	E-89	ATP	Overrider switch short-circuit
E-52	ESR	No feeder speed detection	E-95	CAB	Gear change not possible
E-53	ESR	Short-circuit of external reversing push button	E-96	CAB	Fuel level < 10%
E-54	EFA	Termination of learning due to time-out or incorrect start condition	E-97	CAB	Central lubrication empty, overpressure
E-55	CAB	No signal from road speed selector	E-98	CAB	Air filter cartridge clogged
E-56	ESR	Speed sensor L/H mower unit signals standstill	E-99	CAB	Engine power derate active
E-57	ESR	Speed sensor central mower unit signals standstill	E-100	CAB	No signal from ground speed control lever potentiometer
E-58	ESR	Speed sensor R/H mower unit signals standstill	E-101	CAB	Low battery voltage < 10 V
E-59	ESR	Gear switch failed	E-102	CAB	Excessive battery voltage > 16 V
E-60	CAB	Gear change did not take place	E-103	EFA	No gear engaged
E-62	CIS	CAB module failed	E-104	EFA	No valid cab position
E-63	CIS	ESR module failed	E-105	ATP	No signal from laser scanner
E-64	CIS	CAC module failed	E-106	CAC	No signal from contour pressure sensor
E-65	CIS	FEM module failed	E-107	CAC	No signal from Accumulator pressure sensor
E-66	CIS	GGG module failed	E-108	CAC	No signal from right contour touch sensor
E-68	CIS	KSR module failed	E-109	CAC	No signal from left contour touch sensor
E-69	CIS	ATP module failed	E-110	CAC	No signal from front attachment height sensor
E-70	CAB	10 hour service interval overdue	E-111	ATP	No signal from rear wheel position sensor
E-71	CAB	50 hour service interval overdue	E-112	ATP	No signal from right Autopilot touch arm sensor
E-72	CAB	100 hour service interval overdue	E-113	ATP	No signal from left Autopilot touch arm sensor
E-73	CAB	500 hour service interval overdue	E-114	KSR	No signal from discharge chute sensor
E-74	ESR	Speed sensor front attachment defective	E-115	KSR	No signal from flap sensor
E-75	EFA	Brake pressure switch maintenance exceeded	E-117	KSR	No signal from range sensor
E-76	EFA	Learning of hydraulic motor current failed	E-118	CAB	4-wheel drive still active despite road travel > 20 km/h
E-77	EFA	Tolerance range of ground speed control lever neutral switch exceeded	E-119	KSR	No signal from discharge chute position sensor
E-78	ESR	Walterscheid clutch has responded	E-123	GGG	Safety circuit activated
E-79	GGG	Sharpening stone worn, readjust	E-124	GGG	Operating error GGG, wrong engine speed or main drive not active
E-80	GGG	Shear bar at stop position, readjust the knives	E-125	KSR	Storage of end stops faulty
E-81	EFA	EFA module does not identify any engine speed	E-126	CAC	No lifting reaction



Code	Module	Meaning of fault codes	Code	Module	Meaning of fault codes
E-126	CAC	No lowering reaction	E-180	EFA	No valid ground speed control lever values obtained
E-126	CAC	No reaction R/H pivoting	E-182	CAC	Upper end stop not learnt
E-126	CAC	No reaction L/H pivoting	E-183	CAC	Lower end stop not learnt
E-130	ATP	No signal from right Autopilot solenoid valve	E-185	ATP	Touch sensors out of permitted neutral position
E-131	ATP	No signal from left Autopilot solenoid valve	E-186	ATP	Rear wheel angle not within allowed tolerance for straight-ahead travel
E-132	GGG	No pulses from right shear bar motor	E-187	CAB	Switch-over to overdrive impossible
E-133	GGG	No pulses from left shear bar motor	E-188	ATP	No sensor system connected
E-134	GGG	Earth line to left or right knock sensor defective	E-189	KSR	Not all end stops were hit
E-149	CAB	Air conditioner defective	E-190	KSR	Difference between left/right set values too small
E-150	GGG	Limit switch of sharpening stone not actuated	E-191	KSR	Upper discharge chute position out of learned limit stop
E-151	ESR	Reversing limit switch still activated	E-192	GGG	Wrong CAN signals, start cancelled
E-154	ESR	Metal detector not deleted	E-193	EFA	Short-circuit of hydrostatic pump speed sensor
E-155	ATP	Seat contact switch not closed	E-194	EFA	Short-circuit of hydrostatic motor speed sensor
E-155	ESR	Seat contact switch not closed	E-195	EFA	Short-circuit of high-pressure forward pressure sensor
E-156	ESR	Feeder stopped by seat switch	E-196	EFA	Short-circuit of high-pressure reverse pressure sensor
E-157	ESR	Feeder shut-down due to overheating or module short-circuit	E-197	EFA	Brake switch still active
E-161	EFA	No ground speed control lever neutral signal	E-198	FEM	No signal from throughput potentiometer
E-162	KDS	No flow meter signal, empty water tank	E-199	EFA	Travel release switch not identified
E-163	KDS	Fault in ULV dosing	E-200	ESR	No speed sensors on mower units identified
E-164	GGG	Note: GGS readjustment is absolutely necessary!	E-201	ESR	Left mower unit speed sensor not connected
E-166	GGG	Knocking noises do not stop	E-202	ESR	Centre mower unit speed sensor not connected
E-167	ESR	Feeder shut-down due to excessive temperature or excessive current ESR module	E-203	ESR	Right mower unit speed sensor not connected
E-168	CAB	False signal road speed selector	E-204	ESR	Attachment still running
E-170	KSR	Discharge chute does not rotate	E-205	ESR	Pressure sensor of hydr. feeder defective
E-171	KSR	Difference of discharge chute position end stop too small	E-206	ESR	No front attachment speed identified
E-172	CAC	Difference of right touch sensor end stop too small	E-211	CAB	CAB output pin 2 shut down due to excessive temperature
E-173	CAC	Difference of left touch sensor end stop too small	E-212	CAB	CAB output pin 3 shut down due to excessive temperature
E-174	CAC	Difference of front attachment height end stop too small	E-213	CAB	CAB output pin 15 shut down due to excessive temperature
E-175	KSR	Difference of discharge chute height end stop too small	E-214	CAB	CAB output pin 16 shut down due to excessive temperature
E-176	KSR	Difference of flap end stop too small	E-215	CAB	CAB output pin 29 shut down due to excessive temperature
E-179	EFA	Servo gearshift input/output defective	E-216	CAB	CAB output pin 30 shut down due to excessive temperature