DiNLOG® LED Panel Troubleshooting Guide

This document helps you with troubleshooting the most common status indications reported by the DiNLOG® system. By using the DiNLOG® Advanced Panel or set-up tool for PC you can read the error code, and cross reference with this guide. If you are unsuccesful in diagnosing the problem, please feel free to contact Dinex for further assistance.

System OK (Indicated by Green Continuous Light on LED Panel)

Warning Alarms (Indicated by Yellow Continuous Light on LED Panel)

Log Code	Description/ Log Type	Unit [1]	Technology	Comment	Action
1	BP high warning/ 2 (alarm)	1= Active 0 = Inactive	DiSiC® cat.	BP Checked every 10 sec. If it exceeds "Back pressure warning limit" (See DiNLOG® Setup Tool) a counter adds 1 occurence. Ten counters are saved. One for every one of the latest 10 hours. Every hour the oldest counter is deleted and a new one is added. When the total number of occurences in the last ten hours exceed 30 this alarm is activated and logged. When occurences goes below 30 as old counters are deleted, the alarm is deactivated.	Consider changing driving pattern. A long ride at high speed or with high load makes the exhaust gas temperature increase, and helps the filter to regenerate. If alarm continues to occur, have the filter cleaned as soon as possible.
20	Add low/ 2 (alarm) + Continuous	1= Active 0 = Inactive	FBC	FBC additive tank is running low, i.e. no current through running level sensor.	Refill the additive tank with Satacen – Make sure the additive tank contains enough Satacen for your future need. Standard usage is 1 ltr. of additive for each 2.500 ltr. of diesel consumed by the engine.

Service Alarms (Indicated by Red Slow Flashing Light and Buzzing from LED Panel)

Log Code	Description/ Log Type	Unit [1]	Technology	Comment	Action
2	BP high critical/ 2 (alarm)	1= Active 0 = Inactive	DiSiC® cat.	BP Checked every 10 sec. If it exceeds "Back pressure critical limit" (See DiNLOG® Setup Tool) a counter adds 1 occurence. Ten counters are saved. One for every one of the latest 10 hours. Every hour the oldest counter is deleted and a new one is added. When the total number of occurences in the last ten hours exceed 10 this alarm is activated and logged. When the alarm is acknowledged by LED panel the total number of occurences are reduced to 9. The alarm is in effect deactivated (and this is logged aswell) but will be activated again if pressure is still high and a new occurence is detected.	Change driving pattern immediately – refer to solution for Log Code 1. If alarm continues to occur, have the filter cleaned as soon as possible.
3	Check bp hose/ 2 (alarm)	1= Active 0 = Inactive	DiSiC® cat.	Broken back pressure hose. If the backpressure is below 1 kPa a counter counts down (only counts down if ignition is on). If the backpressure is measured above 1 kPa the counter is reset. The counter is reset to a time of 14400 sec (4 hours). (Measures BP every 1 sec.)	Check the back pressure hose for correct installation, cracks or defects, and replace if necessary.

Log Code	Description/ Log Type	Unit [1]	Technology	Comment	Action
4	Check temp sens/ 2 (alarm)	1= Active 0 = Inactive	DiSiC® cat.	Broken temperature sensor or bad installation. Error occurs when logger temperature (Note: Without active AR this is the thermocouple sensor. With AR it is RTD named TempUpstream) is outside specified range (here defined as 50-1000 °C) for a period of time (with ignition ON). Values below 50 °C is only registered as errors if backpressure exceeds 1 kPa (to avoid error when ignition is on but engine isn't running) and alarm occurs after a period of 10 minutes. Values above 1000 °C cause an error after just 1 minute.	Check the temperature sensor for any defects, or faulty installation.
21	Add empty/ 2 (alarm)	1= Active 0 = Inactive	FBC	FBC additive tank is considered empty as pump has been active for the maximum allowed time after detecting additive low. The maximum allowed time (batch dosing) to run after add low is calculated from reserve tank size, additive per pumpstroke, and pump frequency. For continuous it is calculated from the value additive per sec. (Avoid emptying tank completely to prevent air getting into the system).	Refill the additive tank with Satacen immediately. When the additive tank has been completely empty, Satacen should also be added directly into the diesel tank, calculated on the effective diesel-to-additive ratio.
22	Calibrate FBC/ 2 (alarm)	1= Active 0 = Inactive	FBC	FBC batch dosing: Tank size calibration error. FBC Continuous: Parameters resulted in unsupported Pump frequency.	Refer to installation guidelines concerning FBC batch dosing, to ensure correct calibration of the additive tank.
53	Current protect/ 1 (OBD error)	1= Active	DiSiC® cat.	OBD alarm. Activated when ECU detects that the current of one or more outputs exceed the allowed max. This causes ECU to disable its outputs. Alarm will disappear when ECU has detected no current problem for a full second.	Check recent electrical installations to make sure that the maximum power output is not exceeded. This error can also be caused by short circuit and defect cables or sensors.
54	Log init failed/ 1 (OBD error)	0 = Active	DiSiC® cat.	ECU unable to log. This alarm will not disappear. It will be active untill ECU power is removed. Will normally appear at once after power is added to ECU. (ECU expected defective)	Reset ECU by removing main power, and connect again. If the problem is not solved, the ECU should be replaced.
55	RTC init failed/ 1 (OBD error)	0 = Active	DiSiC® cat.	Real Time Clock HW Error. Unable to initialize. This alarm will not disappear. It will be active untill ECU power is removed. Will normally appear at once after power is added to ECU. (ECU expected defective)	Reset ECU by removing main power, and connect again. If the problem is not solved, the ECU should be replaced.
57	SP disconnected/ 1 (OBD error)	0 = Active	DiSiC® cat.	LED Panel is disconnected.	Check the installation, and verify if the LED Panel is connected properly to the DiNLOG®.
63	ECU temp. high/ 1 (OBD error)	°C	DiSiC® cat.	Active when ECU temperature above 125 °C (In some cases this error can indicate a different problem. If the backpressure exceeds the BP Sensing specifications for maximum pressure the BP sensor can effect other measurements to measure a higher value than they should. As the "ECU TMP HIGH" occurs relatively fast, this will most often be the alarm seen if this situation occurs.) When the error occurs it automatically disables all outputs as the ECU outputs can contribute to internal heating of the ECU. These are reenabled when error disappears.	Mount the ECU differently. Preferably in a position which is less exposed to heat, or a place that is better ventilated.

Notes: [1] Defines what unit the code event is logged as. Mostly 1/0 for event Active/Inactive, or °C for logging a specific temperature.