

rb RITCHIE BROS. Diagnostic Report
Auctioneers®

2014 Freightliner Cascadia

Test Information

| | |
|--------------------|-----------------------------------|
| Engine | Detroit Diesel DD15 STD (14.8) |
| VIN | 1FUJGLD68ELFL0802 |
| Driveline | Class 8 6x4 |
| Body | Truck-Tractor MDHD: Conventional |
| Test Time | Jan. 29, 2026, 3:55 p.m. |
| File Length | 74.6075 s |
| Test Time | June 1, 2020, 12:17 p.m. |
| File Length | unknown |
| Test Time | May 27, 2020, 2:36 p.m. |
| File Length | unknown |

Usage

| Label | Value | Units |
|--|-----------|-------|
| Engine Odometer | 816,117 | mi |
| Odometer (Instrument Cluster #1) | 816,118 | mi |
| Engine Total Hours of Operation | 26,972.65 | h |
| Aftertreatment 1 Diesel Particulate Filter Soot Load Percent | 250 | % |

Engine On/Off

Engine running

Check Engine Light

▼ Amber Warning Lamp - Warning, but OK to drive

Emissions Deleted/Tampered

Yes

Faults

| <u>DM</u> | <u>Controller Name</u> | <u>SPN Name</u> | <u>FMI Name</u> | <u>Count</u> |
|--------------------|---------------------------------------|--|-------------------------------------|--------------|
| Active | Brakes - System Controller | Relay Diagonal 1 | Voltage Below Normal | 1 |
| Previous | Engine #1 | Engine Coolant Level 1 | Low-most severe | 16 |
| Previous | Engine #1 | Ambient Air Temperature | Erratic, Intermittent, or Incorrect | 127 |
| Previous | Engine #2 | Barometric Pressure | Voltage Above Normal | 9 |
| Previous | Engine #2 | Engine Speed | High-most severe | 3 |
| Previous | Engine #2 | Proprietary Network #1 | Abnormal Update Rate | 2 |
| Previous | Engine #2 | Battery Potential / Power Input | High-most severe | 22 |
| Previous | Engine #2 | Engine Starter Motor Relay | Erratic, Intermittent, or Incorrect | 1 |
| Previous | Engine #2 | J1939 Network #2 | Abnormal Update Rate | 3 |
| Previous | Engine #2 | Engine Fuel Injection Control Pressure | Voltage Below Normal | 1 |
| Previous | Engine #2 | Engine Throttle Actuator 1 Control Command | High-moderate severity | 14 |
| Previous | Brakes - System Controller | Power Supply (Obsolete) | Voltage Above Normal | 18 |
| Previous | Passenger-Operator Climate Control #1 | Key Switch Battery Potential | Voltage Above Normal | 18 |
| Previous | Passenger-Operator Climate Control #1 | J1939 Network #1. Primary Vehicle Network | Erratic, Intermittent, or Incorrect | 2 |
| Previous | Passenger-Operator Climate Control #1 | HVAC Duct Temperature | Voltage Below Normal | 3 |
| Previous | Passenger-Operator Climate Control #2 | Manufacturer Assignable SPN | Not Responding Properly | 3 |
| Previous | Passenger-Operator Climate Control #2 | Key Switch Battery Potential | Voltage Above Normal | 16 |
| Previous | Exhaust Emission Controller | Aftertreatment 1 Exhaust Dew Point | Erratic, Intermittent, or Incorrect | 1 |
| Emissions Active | Engine #2 | J1939 Network #2 | Abnormal Update Rate | 3 |
| Emissions Previous | Engine #2 | Engine Throttle Actuator 1 Control Command | High-moderate severity | 14 |
| Emissions Previous | Engine #2 | Engine Fuel Injection Control Pressure | Voltage Below Normal | 1 |
| Emissions Previous | Engine #2 | Proprietary Network #1 | Abnormal Update Rate | 2 |
| Emissions Previous | Engine #2 | Barometric Pressure | Voltage Above Normal | 9 |
| Emissions Previous | Exhaust Emission Controller | Aftertreatment 1 Exhaust Dew Point | Erratic, Intermittent, or Incorrect | 1 |
| Permanent | Engine #2 | J1939 Network #2 | Abnormal Update Rate | 3 |