



Diagnostic Report

2011 Peterbilt 367

Test Information

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|----------------------|--|
| Engine | Caterpillar C12/C13 (0.0) |
| Engine Serial | CTRPL*EMY2007 CAT C13*LEE22523*117287D |
| VIN | 1XPTDU0X4BD117287 |
| Driveline | Class 8 6x4 |
| Body | Truck-Tractor |
| Test Time | Sept. 3, 2025, 12:51 p.m. |
| File Length | 33.734 s |


Usage

| Label | Value | Units |
|-------------------------------------|----------|-------|
| Engine Odometer | 755,628 | mi |
| Odometer (Cab Controller - Primary) | 758,006 | mi |
| Engine Total Hours of Operation | 16,257.8 | h |

Engine On/Off

Engine running

Check Engine Light

 Amber Warning Lamp - Warning, but OK to drive

Emissions Deleted/Tampered

No

Faults

| <u>DM</u> | <u>Controller Name</u> | <u>SPN Name</u> | <u>FMI Name</u> | <u>Count</u> |
|--------------------|--------------------------|---|----------------------|--------------|
| Active | Engine #1 | Aftertreatment 1 Diesel Particulate Filter Ash Load Percent | High-least severe | 126 |
| Active | Engine #1 | Aftertreatment 1 Ignition | Current Below Normal | 126 |
| Active | Cab Controller - Primary | Drive Axle Temperature | Voltage Above Normal | 126 |
| Active | Cab Controller - Primary | Forward Rear Drive Axle Temperature | Voltage Above Normal | 126 |
| Active | Cab Controller - Primary | Transmission Oil Temperature 1 | Voltage Above Normal | 126 |
| Active | Cab Controller - Primary | Ambient Air Temperature | Voltage Above Normal | 126 |
| Previous | Engine #1 | Unknown | Special Instruction | 103 |
| Previous | Engine #1 | Diesel Particulate Filter Active Regeneration Inhibited Due to Inhibit Switch | Condition Exists | 1 |
| Previous | Engine #1 | Engine Intake Valve Actuation System Oil Pressure | Voltage Below Normal | 4 |
| Previous | Engine #1 | Aftertreatment 1 Ignition | Current Below Normal | 126 |
| Previous | Engine #1 | Engine Intake Valve Actuation System Oil Pressure Control Valve | Current Above Normal | 1 |
| Previous | Engine #1 | Engine Coolant Level 1 | Low-least severe | 31 |
| Previous | Engine #1 | Engine Retarder Selection | Abnormal Update Rate | 2 |
| Previous | Engine #1 | Brake Switch | Abnormal Update Rate | 2 |
| Previous | Engine #1 | Cruise Control Accelerate Switch | Abnormal Update Rate | 2 |
| Previous | Engine #1 | Cruise Control Resume Switch | Abnormal Update Rate | 2 |
| Previous | Engine #1 | Cruise Control Coast (Decelerate) Switch | Abnormal Update Rate | 2 |
| Previous | Engine #1 | Cruise Control Set Switch | Abnormal Update Rate | 2 |
| Previous | Engine #1 | Cruise Control Enable Switch | Abnormal Update Rate | 2 |
| Emissions Pending | Engine #1 | Aftertreatment 1 Ignition | Current Below Normal | 126 |
| Emissions Pending | Engine #1 | Aftertreatment 1 Diesel Particulate Filter Ash Load Percent | High-least severe | 126 |
| Emissions Active | Engine #1 | Aftertreatment 1 Diesel Particulate Filter Ash Load Percent | High-least severe | 126 |
| Emissions Active | Engine #1 | Aftertreatment 1 Ignition | Current Below Normal | 126 |
| Emissions Previous | Engine #1 | Engine Intake Valve Actuation System Oil Pressure | Voltage Below Normal | 4 |
| Emissions Previous | Engine #1 | Aftertreatment 1 Ignition | Current Below Normal | 126 |
| Emissions Previous | Engine #1 | Engine Intake Valve Actuation System Oil Pressure Control Valve | Current Above Normal | 1 |
| All Pending | Engine #1 | Aftertreatment 1 Diesel Particulate Filter Ash Load Percent | High-least severe | 126 |
| All Pending | Engine #1 | Aftertreatment 1 Ignition | Current Below Normal | 126 |