

RITCHIE BROS. Diagnostic Report Auctioneers®

2019 Freightliner Cascadia

Test Information

| | |
|----------------------|-----------------------------------|
| Engine | Detroit Diesel DD15 (14.8) |
| Engine Serial | DTDSC*472N16*472910S0625178 |
| VIN | 1FUJHHDR6KLKL9633 |
| Driveline | Class 8 6x4 |
| Body | Truck-Tractor MDHD: Conventional |
| Test Time | March 25, 2026, 8:33 a.m. |
| File Length | 20.23 s |
| Test Time | Nov. 14, 2025, 9:44 a.m. |
| File Length | 44.23 s |

Usage

| Label | Value | Units |
|--|----------|-------|
| Engine Odometer | 599,666 | mi |
| Engine Total Hours of Operation | 12,689.4 | h |
| Aftertreatment 1 Diesel Particulate Filter Soot Load Percent | 54 | % |

Engine On/Off

Engine running

Check Engine Light

- MIL - Emissions malfunction
- ▼ Amber Warning Lamp - Warning, but OK to drive
- Red Stop Lamp - Stop vehicle

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 | Engine Coolant Level 1 | Low-most severe | 26 |
| Active | Brakes - System Controller | Manufacturer Assignable SPN | Condition Exists | 1 |
| Active | Body Controller | Manufacturer Assignable SPN | Voltage Above Normal | 10 |
| Active | Body Controller | Manufacturer Assignable SPN | Current Below Normal | 1 |
| Active | Exhaust Emission Controller | Aftertreatment 1 Diesel Exhaust Fluid Pump 1 Motor Speed | Low-most severe | 1 |
| Active | Exhaust Emission Controller | ECU Power Output Supply Voltage #1 | Voltage Below Normal | 4 |
| Active | Exhaust Emission Controller | Aftertreatment 1 Outlet Soot | Out of Calibration | 1 |
| Previous | Engine #1 | Engine Coolant Level 1 | Low-most severe | 6 |
| Previous | Engine #1 | Manufacturer Assignable SPN | Failure | 7 |
| Previous | Engine #2 | Key Switch Battery Potential | Erratic, Intermittent, or Incorrect | 3 |
| Previous | Engine #2 | Manufacturer Assignable SPN | Condition Exists | 1 |
| Previous | Engine #2 | Key Switch Battery Potential | Erratic, Intermittent, or Incorrect | 5 |
| Previous | Engine #2 | Engine Cylinder 4 Misfire Rate | Condition Exists | 9 |
| Previous | Engine #2 | Battery Potential / Power Input | Low-most severe | 5 |
| Previous | Engine #2 | Engine Cylinder 6 Misfire Rate | Condition Exists | 7 |
| Previous | Engine #2 | Engine Misfire for Multiple Cylinders | Condition Exists | 2 |
| Previous | Engine #2 | Engine Cylinder 4 Misfire Rate | Condition Exists | 9 |
| Previous | Engine #2 | Battery Potential / Power Input | Low-most severe | 3 |
| Previous | Engine #2 | Engine Cylinder 6 Misfire Rate | Condition Exists | 7 |
| Previous | Engine #2 | Engine Misfire for Multiple Cylinders | Condition Exists | 2 |
| Previous | Engine #2 | Manufacturer Assignable SPN | Condition Exists | 1 |
| Previous | Engine #2 | Manufacturer Assignable SPN | Condition Exists | 1 |
| Previous | Engine #2 | Manufacturer Assignable SPN | Condition Exists | 1 |
| Previous | Exhaust Emission Controller | Aftertreatment 1 Outlet Soot | Out of Calibration | 1 |
| Previous | Exhaust Emission Controller | Aftertreatment 1 Diesel Exhaust Fluid Pump 1 Motor Speed | High-most severe | 1 |
| Previous | Exhaust Emission Controller | Battery Potential / Power Input | Low-most severe | 2 |
| Previous | Exhaust Emission Controller | ECU Power Output Supply Voltage #1 | Voltage Below Normal | 4 |
| Previous | Exhaust Emission Controller | Aftertreatment 1 Diesel Exhaust Fluid Pump 1 Motor Speed | High-most severe | 1 |
| Previous | Exhaust Emission Controller | Battery Potential / Power Input | Low-most severe | 2 |
| Emissions Pending | Engine #2 | Total ECU Run Time | Low-least severe | 1 |
| Emissions Pending | Exhaust Emission Controller | Aftertreatment 1 Diesel Exhaust Fluid Pump 1 Motor Speed | Low-most severe | 1 |
| Emissions Active | Exhaust Emission Controller | Aftertreatment 1 Diesel Exhaust Fluid Pump 1 Motor Speed | Low-most severe | 1 |
| Emissions Active | Exhaust Emission Controller | Aftertreatment 1 Outlet Soot | Out of Calibration | 1 |
| Emissions Active | Exhaust Emission Controller | ECU Power Output Supply Voltage #1 | Voltage Below Normal | 4 |
| Emissions Previous | Engine #2 | Engine Misfire for Multiple Cylinders | Condition Exists | 2 |
| Emissions Previous | Engine #2 | Engine Cylinder 6 Misfire Rate | Condition Exists | 7 |
| Emissions Previous | Engine #2 | Engine Cylinder 4 Misfire Rate | Condition Exists | 9 |
| Emissions Previous | Engine #2 | Engine Cylinder 6 Misfire Rate | Condition Exists | 7 |
| Emissions Previous | Engine #2 | Engine Cylinder 4 Misfire Rate | Condition Exists | 9 |
| Emissions Previous | Engine #2 | Engine Misfire for Multiple Cylinders | Condition Exists | 2 |
| Emissions Previous | Exhaust Emission Controller | Aftertreatment 1 Diesel Exhaust Fluid Pump 1 Motor Speed | High-most severe | 1 |
| Emissions Previous | Exhaust Emission Controller | ECU Power Output Supply Voltage #1 | Voltage Below Normal | 4 |
| Emissions Previous | Exhaust Emission Controller | Aftertreatment 1 Diesel Exhaust Fluid Pump 1 Motor Speed | High-most severe | 1 |
| Emissions Previous | Exhaust Emission Controller | Aftertreatment 1 Outlet Soot | Out of Calibration | 1 |
| Permanent | Exhaust Emission Controller | Aftertreatment 1 Outlet Soot | Out of Calibration | 1 |
| Permanent | Exhaust Emission Controller | ECU Power Output Supply Voltage #1 | Voltage Below Normal | 4 |
| Permanent | Exhaust Emission Controller | Aftertreatment 1 Diesel Exhaust Fluid Pump 1 Motor Speed | Low-most severe | 1 |