J1939 STANDARD INFORMATION

No.	Name	PGN	Sender	Recevier	Priority	Rate	Byte	Bit	J1939	SPN	500 US04 J08E	500 EUR05 J08E	500 EUR05 J07E	700 US04 E13C OLD TURB 0	700 US04 E13C NEW TURB 0	700 EUR05 E13C
											250K	500K	500K	250K	250K	250K
1	EEC1	0CF00400	Engine	All	3	20 ms	1	0-3	Engine Torque Mode	899	○	○	○	○	○	○
								4-7	-							
							2	0-7	Driver Demand Engine-Percent Torque	512	○	○	○	○	○	○
							3	0-7	Actual Engine-Percent Torque	513	○	○	○	○	○	○
							4	0-7	Engine Speed	190	○	○	○	○	○	○
							5	0-7								
							6	0-7	Source Address of Controlling Device for Engine Control	1483	○	○	○	○	○	○
							7	0-3	-							
								4-7	-							
							8	0-7	Engine Demand - Percent Torque	2432		○	○			
2	EEC2	0CF00300	Engine	All	3	50 ms	1	0-1	Accelerator Pedal 1 Low Idle Switch	558	○	○	○	○	○	○
								2-3	Accelerator Pedal Kickdown Switch	559	○	○	○	○	○	○
								4-5	Road Speed Limit Status	1437	○	○	○	○	○	○
								6-7	-							
							2	0-7	Accelerator Pedal Position 1	91	○	○	○	○	○	○
							3	0-7	Percent Load At Current Speed	92	○	○	○	○	○	○
							4	0-7	Remote Accelerator Pedal Postion	974		○	○			
							5	0-7	-							
							6	0-7	-							
							7	0-7	-							
							8	0-7	-							
3	EEC3	18FEDF00	Engine	All	6	250 ms	1	0-7	Norminal Friction - Pecent Torque	514	○	○	○	○	○	○
							2	0-7	-							
							3	0-7								
							4	0-7	-							
							5	0-7	Estimated Engine Parasitic Losses - Percent Torque			○	○			
							6	0-7	Aftertreatment 1 Exhaust Gas Mass Flow	3236		○	○			
							7	0-7								
							8	0-1	Aftertreatment 1 Intake Dew Point	3237						
								2-3	Aftertreatment 1 Exhaust Dew Point	3238						
								4-5	-							
								6-7	-							
4	CCVS	18FEF100	Engine	ALL	6	100 ms	1	0-1	-							
								2-3	Parking Brake Switch	70		○	○			(○)
								4-5	Cruise Control Pause Switch	1633	○	○	○	○	○	○
								6-7	-							
							2	0-7	Wheel-Based Vehicle Speed	84	○	○	○	○	○	○
							3	0-7								
							4	0-1	Cruise Control Active	595	○	○	○	○	○	○
								2-3	Cruise Control EnableSwitch	596	○	○	○	○	○	○
								4-5	Brake Switch	597	○	○	○	○	○	○
								6-7	Clutch Switch	598	○	○	○	○	○	○
							5	0-1	Cruise Control Set Switch	599	○	○	○	○	○	○
								2-3	Cruise Control Coast Switch	600	○	○	○	○	○	○
								4-5	Cruise Control Resume Switch	601	○	○	○	○	○	○
								6-7	Cruise Control Accelerate Switch	602	○	○	○	○	○	○
							6	0-7	Cruise Control Set Speed	86	○	○	○	○	○	○
							7	0-4	PTO State(00000, or00001)	976		○	○		○	○
								5-7	Cruise Control Status	527	○	○	○	○	○	○
							8	0-1	-							
								2-3	-							
								4-5	-							
								6-7	-							
5	ERC1	18F00029	Engine	All	6	100 ms	1	0-3	Retarder Torque Mode	900	○	○	○	○	○	○
								4-5	Retarder Enable - Brake Assist Switch		○	○	○	○	○	○
								6-7	-							
							2	0-7	Actual Retarder-Percent Torque	520	○	○	○	○	○	○
							3	0-7	Intended Retarder Percent Torque	1085						
							4	0-1	-							
								2-3	-							
								4-7	-							
							5	0-7	Source Address of Controlling Device for Retarder Control	1480						
							6	0-7	-							
							7	0-7	-							
							8	0-7	Actual Maximum Available Retarder -Pecent Torque	1717	○	○	○	○	○	○
6	EC	18FEE300	Engine	All	6	1000 ms	1	0-7	Engine Speed At Idle, Point 1	188		○	○		○	○
							2	0-7								
							3	0-7	Percent Torque At Idel, Point1	539		○	○		○	○
							4	0-7	Egine Speed At Point 2	528		○	○		○	○
							5	0-7								
							6	0-7	Percent Torque At Point 2	540		○	○		○	○
							7	0-7	Egine Speed At Point 3	529		○	○		○	○
							8	0-7								
							9	0-7	Percent Torque At Point 3	541		○	○		○	○
							10	0-7	Egine Speed At Point 4	530		○	○		○	○
							11	0-7								
							12	0-7	Percent Torque At Point 4	542		○	○		○	○
							13	0-7	Egine Speed At Point 5	531		○	○		○	○
							14	0-7								
							15	0-7	Percent Torque At Point 5	543		○	○		○	○
							16	0-7	Engine Speed At High Idle, Point 6	532	○	○	○	○	○	○
							17	0-7								
							18	0-7	-							
							19	0-7								
							20	0-7	Reference Engine Torque	544	○	○	○	○	○	○
							21	0-7								
							22	0-7	Maximum Momentary Engine Override Speed, Point 7	533	○	○	○	○	○	○
							23	0-7								
							24	0-7	Maximum Momentary Override Time Limit	534	○	○	○	○	○	○
							25	0-7	Requested Speed Control Range Lower Limit	535	○	○	○	○	○	○
							26	0-7	Requested Speed Control Range Upper Limit	536	○	○	○	○	○	○
							27	0-7	-							
							28	0-7	-							
							29	0-7	-							
							30	0-7								
							31	0-7	Engine Moment of Inertia	1794		○	○			○
							32	0-7								
							33	0-7	Default Engine Torque Limit	1846						
							34	0-7								
7	RC	0xFEE1	Engine	All	6	2000 ms	1	0-3	Retarder Type	901	○	○	○	○	○	○
								4-7	Retarder Location	902	○	○	○	○	○	○
							2	0-7	Retarder Control Method	557	○	○	○	○	○	○
							3	0-7	-							
							4	0-7								
							5	0-7	-							
							6	0-7	-							
							7	0-7								
							8	0-7	-							
							9	0-7	-							
							10	0-7								
							11	0-7	-							
							12	0-7	-							
							13	0-7								
							14	0-7	-							
							15	0-7	-							
							16	0-7								
							17	0-7	Reference Retarder Torque	556	○	○	○	○	○	○
							18	0-7								
							19	0-7	-							
8	ET	18FEEE00	Engine	ALL	6	1000 ms	1	0-7	Engine Coolant Temperature	110	○	○	○	○	○	○
							2	0-7	-							
							3	0-7	-							
							4	0-7								
							5	0-7	-							
							6	0-7								
							7	0-7	-							
							8	0-7	-							
9	LFC	18FEE900	Engine	All	6	300 ms	1	0-7								
							2	0-7	Trip Fuel	182	○	○	○		○	○
							3	0-7								
							4	0-7								
							5	0-7	Total Fuel Used	250	○	○	○		○	○
							6	0-7								
							7	0-7								
							8	0-7								
10	EH	18FEE500	Engine	All	6	300 ms	1	0-7								
							2	0-7	Total Engine Hours	247	○	○	○		○	○
							3	0-7								
							4	0-7								
							5	0-7	-							
							6	0-7								
							7	0-7								
							8	0-7								
11	IO	18FEDC00	Engine	All	6	300 ms	1	0-7								
							2	0-7	Total Idle Fuel Used	236	○	○	○		○	○
							3	0-7								
							4	0-7								
							5	0-7	Total Idle Hours	235	○	○	○		○	○
							6	0-7								
							7	0-7								
							8	0-7								
12	LFI	18FEB300	Engine	All	6	300 ms	1	0-7								
							2	0-7	Total Engine PTO Fuel Used	1028	○	○	○		○	○
							3	0-7								
							4	0-7								
							5	0-7	-							
							6	0-7								
							7	0-7								
							8	0-7								
							1	0-7	-							
							2	0-7								

(○) : ZFASTRONIC ONLY

14	VH	18FEE700	Engine	All	6	300 ms	3	0-7									
							4	0-7									
							5	0-7	Total Power Takeoff Hours	248	○	○	○		○	○
							6	0-7									
							7	0-7									
							8	0-7									
15	VDHR	18FEC100	Engine	All	6	300 ms	1	0-7									
							2	0-7	High Resolution Total Vehicle Distance	917	○	○	○		○	○
							3	0-7									
							4	0-7									
							5	0-7									
							6	0-7	High Resolution Trip Distance	918	○	○	○		○	○
							7	0-7									
							8	0-7									
16	LFE	18FEF200	Engine	All	6	100 ms	1	0-7	Engine Fuel Rate	183		○	○			○
							2	0-7									
							3	0-7	Engine Instantaneous Fuel Economy	184		○	○			○
							4	0-7									
							5	0-7	Engine Average Fuel Economy	185		○	○			○
							6	0-7									
							7	0-7									
							8	0-7									

HINO PROPER INFORMATION

No.	Name	PGN	Sender	Recevier	Priority	Rate	Byte	Bit	J1939	SPN	UNIT	LSB	LSB	OFFSET	MIN	MAX	
1	DISPEG1	1CFF7100	Engine	All	7	100ms	1	0-3	-								
								4-5	-								
								6-7	-								
							2	0-7	Fuel consumption	30000	cc/min	0.03	0.03	0	0	1966	
							3	0-7									
							4	0-2	-								
								3-7	-								
							5	0-7	-								
							6	0-1	-								
								2-3	Idle shutdown status		flag	1	1	0	0	1	"01"= Idle shutdown stanby, "00"= off
								4-5	PTO Switch		flag	1	1	0	0	1	"01"=PTO switch =on, "00"= off
								6-7	-								
							7	0-3									
								4-5									
								6-7									
							8	0-7	-								
2	DDE	1CFF7700	Engine	ALL	7	100ms	1	0-7	-								
							2	0-7	DTC CODE		(2BYTE)	1	1	0	0	16384	
							3	0-7									
							4	0-7	-								
							5	0-7	-								
							6	0-7	-								
							7	0-3	-								
								4-7	CONTROL FLAG (0001:failure ,0010:return)			1	1	0	0	15	
							8	0-7	-								
											unit	LSB	LSB	OFFSET	MIN	MAX	

ISO 15765

No.	Name	PGN	Sender	Recevier	Priority	Rate	Byte	Bit			500 US04 J08E	500 EURO5 J08E	500 EURO5 J07E	700 US04 E13C OLD TURB 0	700 US04 E13C NEW TURB 0	700 EURO5 E13C
33	OBD(1)	0x7DF	Tool	Engine	7	On Request	1-8	0-7	ISO 15765/ 11 bit CAN ID		○	○	○	○	○	○
34	OBD(2)	0x7E0	Tool	Engine	7	On Request	1-8	0-7								
35	OBD(3)	0x7E8	Engine	Tool	7	On Request	1-8	0-7								

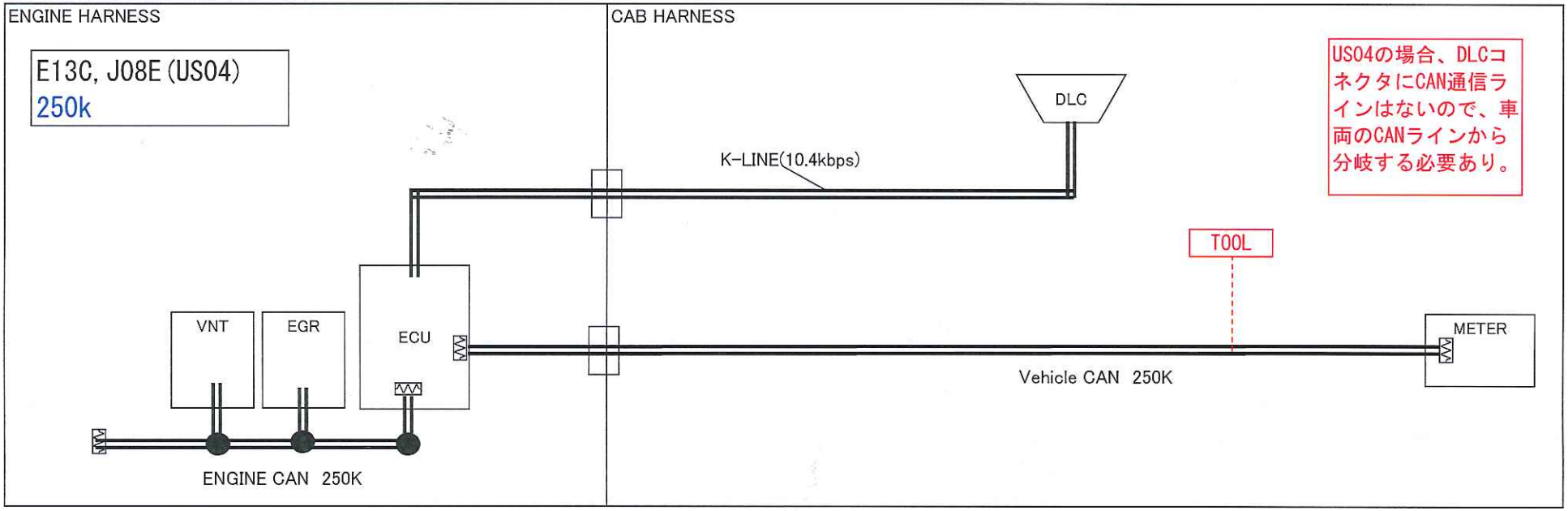
ISO 15765 Support Information

MODE	FUNCTION
1	Requst Current Powertrain Diagnostic Data
2	Request Powertrain Freeze Frame Data
3	Request Emission-Related Diagnostic Information
4	Clear/Reset Emission-Related Diagnostic Information
7	Request On-Board Monitoring Test Results for Continuously Monitored Systems
9	Request Vehicle Information

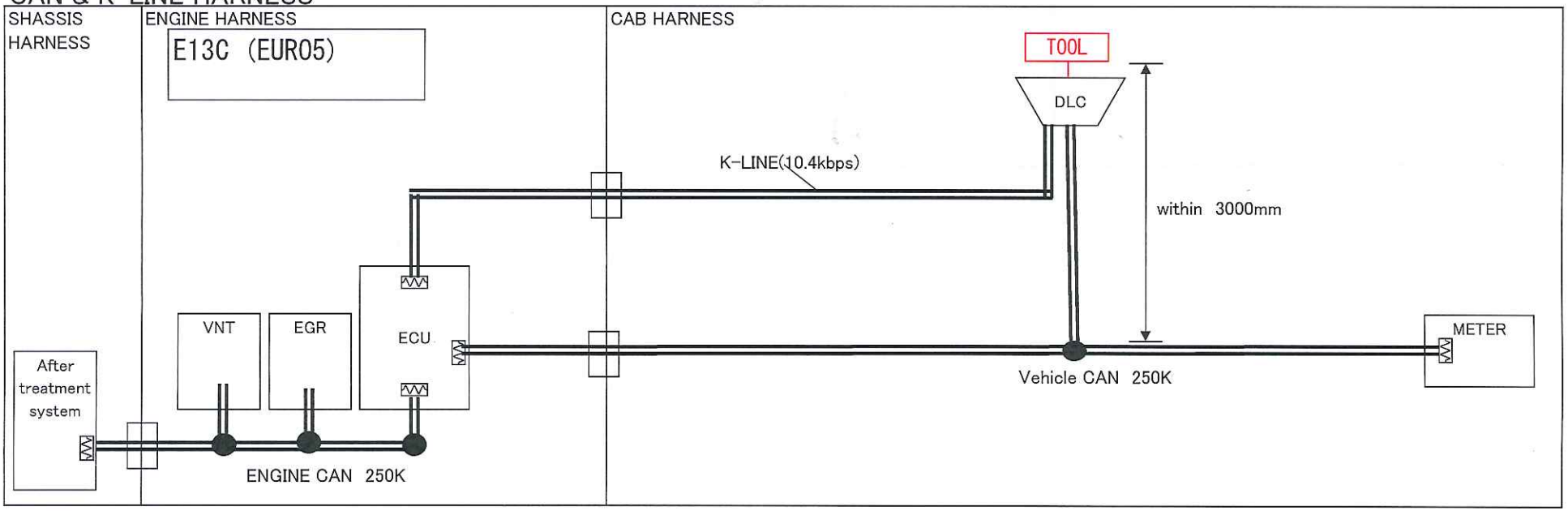
K-LINE (ISO14230)

MODE	FUNCTION
11	
12	
13	ReadDiagnosticInformation
14	ClearDiagnosticInformation

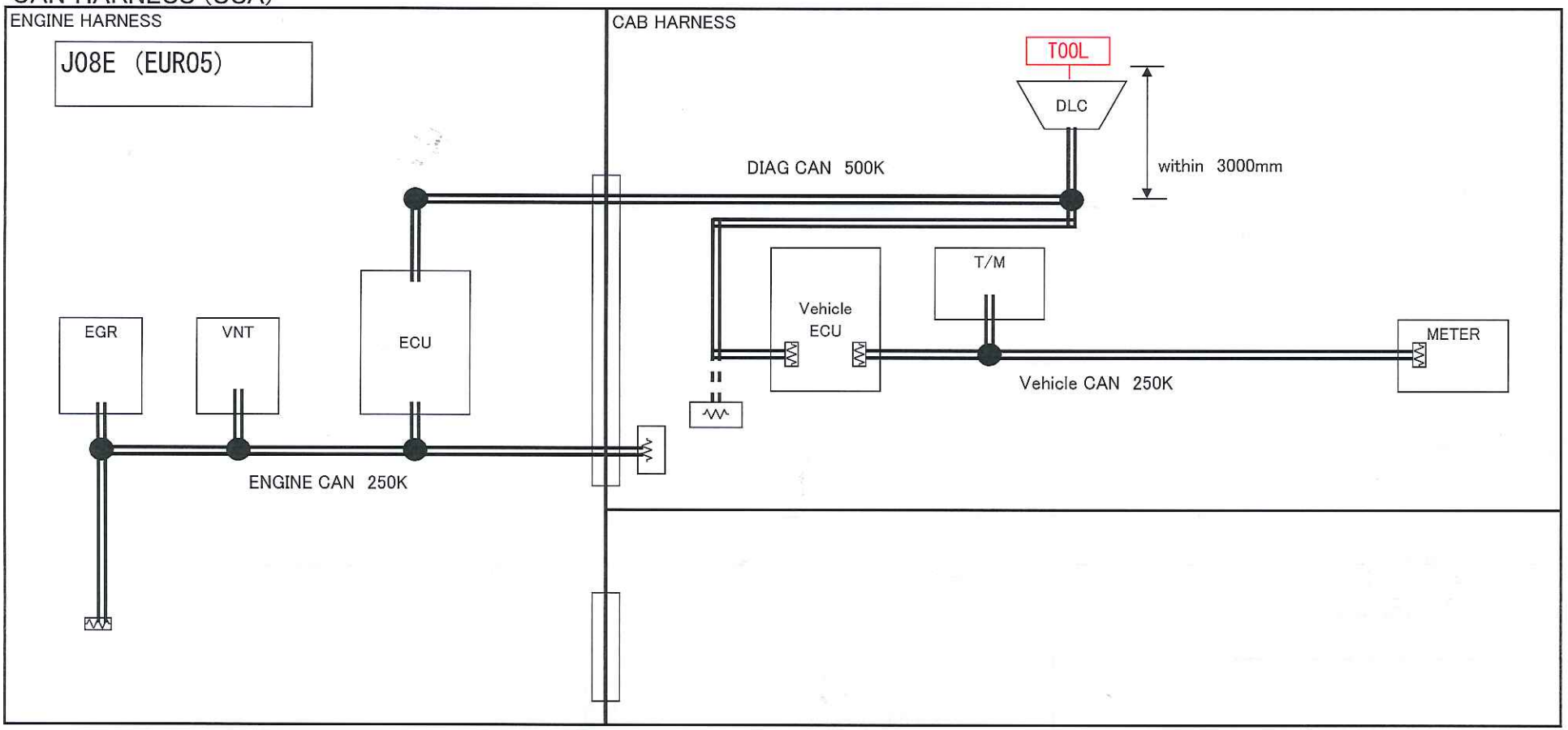
CAN & K-LINE HARNESS



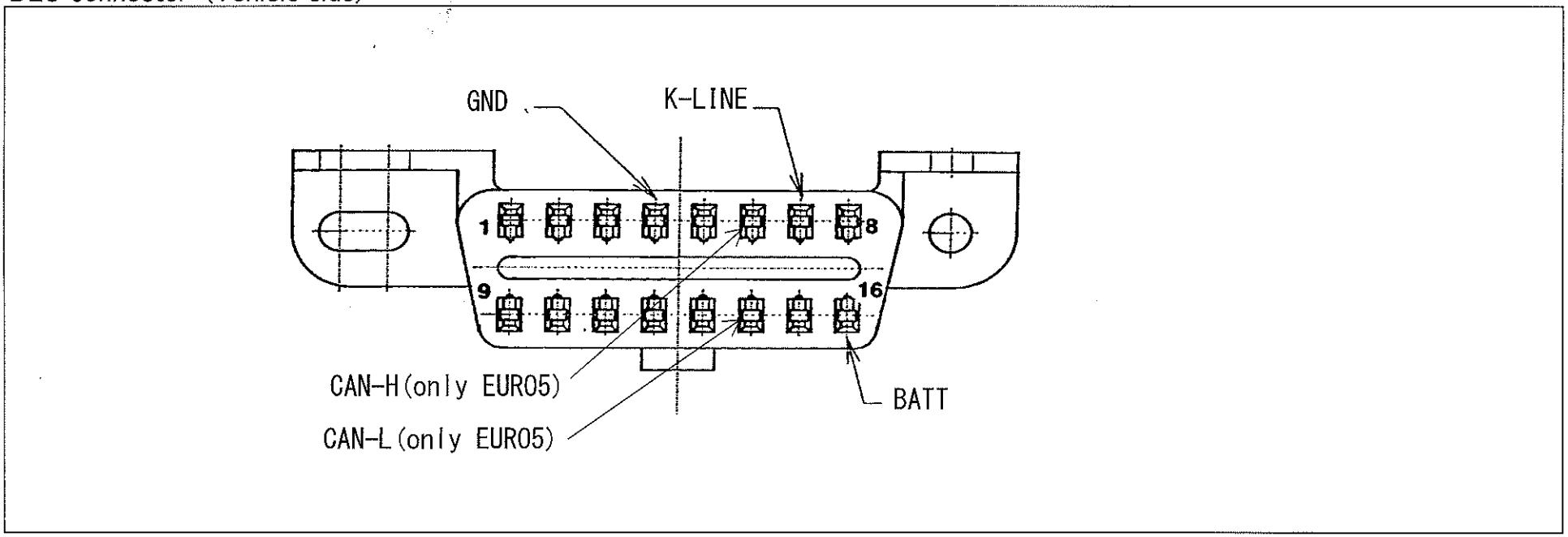
CAN & K-LINE HARNESS



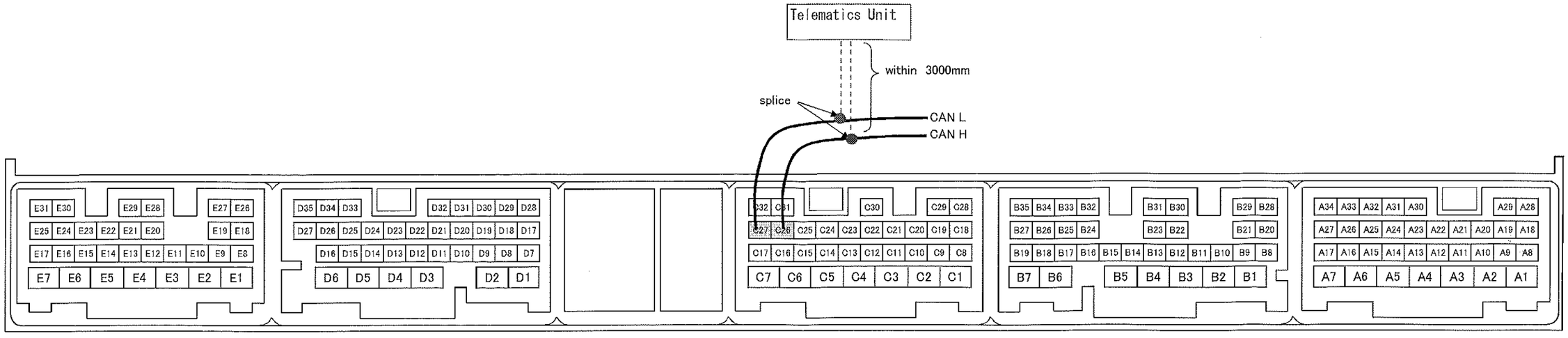
CAN HARNESS (USA)

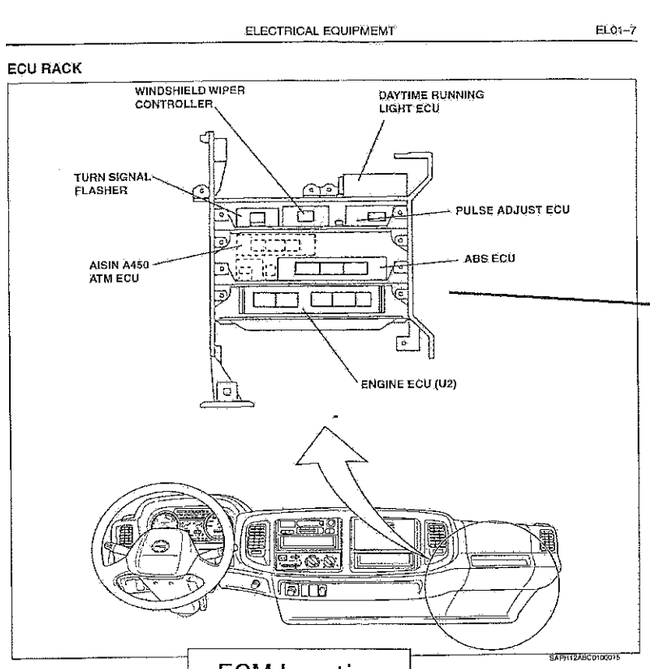


DLC connector (Vehicle side)

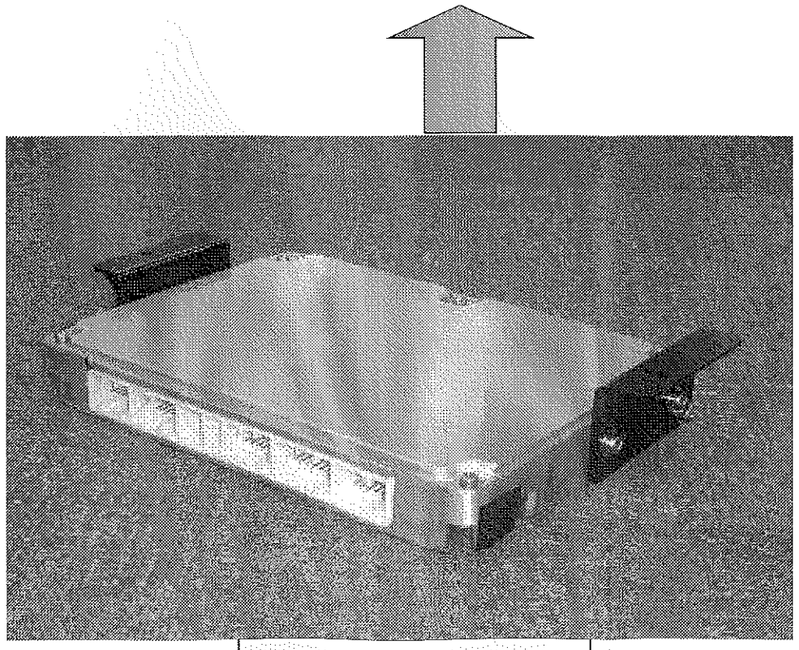


J1939 CIRCUIT ECM Terminal No. for US04





ECM Location



ECM Configuration