AD07.61-P-4000-91L	ME-SFI control unit, ME-SFI fault code description	Engine 112.912 /916 /946 /953	AD

		ME-SFI control unit, fault in function monitoring
1	Fault code (USA Display on generic scan tool)	P203B First fault occurring in function monitoring (P0221) P203C Second fault in function monitoring with highest priority (P0221)
2	Fault storage Activation of the engine diagnosis indicator lamp (EURO3/4) or CHECK ENGINE (MIL) malfunction indicator lamp USA	After expiry of test duration and fault Following two successive driving cycles with faults
3	Checking frequency	Continuous
4	Checked signal or status	Functions in ME-SFI control unit
5	i	Replace the ME-SFI control unit in the event of a fault. If faults are also stored for the hot film MAF sensor, first check the hot film MAF sensor. The following faults are detected: - Fault in engine torque monitoring - Fault in injection sequence monitoring at cylinder shutoff - Fault in locking time monitoring for cylinder shutoff - Fault in air mass monitoring - Fault in cruise control switch/variable cruise control switch monitoring - Fault in stop lamp switch monitoring - Fault in ETC monitoring - Fault in Distronic monitoring - Fault in ESP monitoring - Fault in pedal value sensor signal monitoring - Fault in throttle valve actual value potentiometer monitoring - Fault in speed signal monitoring - Fault in ignition angle monitoring - Fault in electronic accelerator pedal false reaction monitoring - Fault in A/D converter for pedal value sensor signal monitoring.
6		Function monitoring protects the electronic accelerator pedal in order to prevent any false reactions such as sudden acceleration. The limp-home mode function is activated in the event of a fault Function monitoring in the ME-SFI control unit works in parallel with and independently of the actual function computers. A fault is stored if deviations

		between function monitoring and function computers become too large. A fault is stored for Distronic, ESP, ETC, stop lamp switch and selector lever module only where no faults are detected at the associated components and CAN signals.