

ME - Motor electronics ME97 AMG for combustion engine M156 (N3/10) F

MB object number for hardware	000 901 17 00	Diagnosis identifier	15/34
Supplier ID	3	Supplier	Bosch
Control unit variant	M156_VC17531	MB object number for software (code)	001 902 00 01
MB object number for software (data)	000 903 24 00	Data status	8k17531AE00D
Multiplexer serial number	00 92 37 46		

0829 Combustion misfiring has been detected. CURRENT and STORED v F

Control unit-specific environmental data

Name	First occurrence	Last occurrence
Engine load	19.53%	17.58%
Engine torque	0.00	0.00
Self-adjustment in idle speed range, right cylinder bank	1.08%	1.08%
Self-adjustment in idle speed range, left cylinder bank	0.52%	0.52%
Position of exhaust camshaft of right cylinder bank	26.00°KW	-15.00°KW
Position of exhaust camshaft of left cylinder bank	0.00°KW	-15.00°KW
Lambda value of right cylinder bank	0.92	0.98
Lambda value of left cylinder bank	1.16	1.00
Tank pressure differential	0.04bar	0.04bar
Travel distance since fault memory erased	4034.00km	4035.00km
Actual gear	2.00	0.00
Operating time	15180.00min	15198.00min

Supplemental information on time of occurrence

Name	First occurrence	Last occurrence
Frequency counter	—	0.00
Main odometer reading	5124.00km	132109.50km
Number of ignition cycles since the last occurrence of the fault	—	2.00

0830 Combustion misfiring of cylinder 1 has been detected. CURRENT and STORED v F

Control unit-specific environmental data

Name	First occurrence	Last occurrence
Engine load	19.53%	27.73%
Engine torque	0.00	9.31
Self-adjustment in idle speed range, right cylinder bank	1.08%	1.08%
Self-adjustment in idle speed range, left cylinder bank	0.52%	0.52%
Position of exhaust camshaft of right cylinder bank	26.00°KW	-15.00°KW
Position of exhaust camshaft of left cylinder bank	0.00°KW	-15.00°KW
Lambda value of right cylinder bank	0.92	0.98
Lambda value of left cylinder bank	1.16	1.00
Tank pressure differential	0.04bar	0.04bar
Travel distance since fault memory erased	4034.00km	4035.00km
Actual gear	2.00	0.00
Operating time	15180.00min	15198.00min

Supplemental information on time of occurrence

Name	First occurrence	Last occurrence
Frequency counter	—	0.00
Main odometer reading	5124.00km	132126.00km
Number of ignition cycles since the last occurrence of the fault	—	2.00

0841 Combustion misfiring of cylinder 4 has been detected. CURRENT and STORED v F

Control unit-specific environmental data

Control unit-specific environmental data

Name	First occurrence	Last occurrence
Engine load	19.53%	24.22%
Engine torque	0.00	9.31
Self-adjustment in idle speed range, right cylinder bank	1.08%	1.08%
Self-adjustment in idle speed range, left cylinder bank	0.52%	0.52%
Position of exhaust camshaft of right cylinder bank	26.00°KW	-15.00°KW
Position of exhaust camshaft of left cylinder bank	0.00°KW	-15.00°KW
Lambda value of right cylinder bank	0.92	0.98
Lambda value of left cylinder bank	1.16	1.00
Tank pressure differential	0.04bar	0.04bar
Travel distance since fault memory erased	4034.00km	4035.00km
Actual gear	2.00	0.00
Operating time	15180.00min	15198.00min

Supplemental information on time of occurrence

Name	First occurrence	Last occurrence
Frequency counter	---	0.00
Main odometer reading	5124.00km	132120.00km
Number of ignition cycles since the last occurrence of the fault	---	2.00

0654: Combustion misfiring of cylinder 2 has been detected. CURRENT and STORED

Control unit-specific environmental data

Name	First occurrence	Last occurrence
Engine load	19.53%	24.22%
Engine torque	0.00	9.31
Self-adjustment in idle speed range, right cylinder bank	1.08%	1.08%
Self-adjustment in idle speed range, left cylinder bank	0.52%	0.52%
Position of exhaust camshaft of right cylinder bank	26.00°KW	-15.00°KW
Position of exhaust camshaft of left cylinder bank	0.00°KW	-15.00°KW
Lambda value of right cylinder bank	0.92	0.98
Lambda value of left cylinder bank	1.16	1.00
Tank pressure differential	0.04bar	0.04bar
Travel distance since fault memory erased	4034.00km	4035.00km
Actual gear	2.00	0.00
Operating time	15180.00min	15198.00min

Supplemental information on time of occurrence

Name	First occurrence	Last occurrence
Frequency counter	---	0.00
Main odometer reading	5124.00km	132120.00km
Number of ignition cycles since the last occurrence of the fault	---	2.00

0653: Combustion misfiring of cylinder 3 has been detected. CURRENT and STORED

Control unit-specific environmental data

Name	First occurrence	Last occurrence
Engine load	19.53%	10.16%
Engine torque	0.00	0.00
Self-adjustment in idle speed range, right cylinder bank	1.08%	1.08%
Self-adjustment in idle speed range, left cylinder bank	0.52%	0.52%
Position of exhaust camshaft of right cylinder bank	26.00°KW	-15.00°KW

Unit	Value	Target
Position of exhaust camshaft of left cylinder bank	0.00°KW	-14.00°KW
Lambda value of right cylinder bank	0.92	0.90
Lambda value of left cylinder bank	1.16	1.00
Tank pressure differential	0.04bar	0.04bar
Travel distance since fault memory erased	4034.00km	4035.00km
Actual gear	2.00	0.00
Operating time	15180.00min	15198.00min

Supplemental information on time of occurrence

Name	First occurrence	Last occurrence
Frequency counter	---	0.00
Main odometer reading	5124.00km	132102.00km
Number of ignition cycles since the last occurrence of the fault	---	2.00

1200 The position of the exhaust camshaft (cylinder bank 1) is implausible relative to the position of the crankshaft. CURRENT and STORED

Control unit-specific environmental data

Name	First occurrence	Last occurrence
Engine load	10.34%	14.45%
Engine torque	0.00	0.00
Self-adjustment in idle speed range, right cylinder bank	1.08%	1.08%
Self-adjustment in idle speed range, left cylinder bank	0.52%	0.52%
Position of exhaust camshaft of right cylinder bank	26.00°KW	-15.00°KW
Position of exhaust camshaft of left cylinder bank	-15.00°KW	-14.00°KW
Lambda value of right cylinder bank	0.98	0.98
Lambda value of left cylinder bank	1.38	1.00
Tank pressure differential	0.04bar	0.04bar
Travel distance since fault memory erased	4034.00km	4035.00km
Actual gear	2.00	0.00
Operating time	15180.00min	15198.00min

Supplemental information on time of occurrence

Name	First occurrence	Last occurrence
Frequency counter	---	0.00
Main odometer reading	5124.00km	132102.00km
Number of ignition cycles since the last occurrence of the fault	---	1.00

STH - Stationary heater (A6n1)

The following fault has occurred:
 MCODE: eCOM_BUS_ERROR (0aaa14)
 VendorCode: ComCoordinator: 02142:TIMEOUTP2CAN; Timeout P2 on CAN-Bus. Timeout from the end of data sent from tester to the beginning of the response data from ECU [2142]

Check components 'G3/3 (Left oxygen sensor upstream of catalytic converter)' and 'G3/4 (Right oxygen sensor upstream of catalytic converter)' via actual value.

Test prerequisites

- Coolant temperature > 80°C °C
- Start combustion engine and allow to idle for 3min.

Status of associated actual values

Name	Actual value	Specified value
Coolant temperature	83.0 °C	[80.0 .. 120.0]
Engine speed	853 1/min	[500 .. 1000]
Lambda control upstream of left catalytic converter	1.25	[0.75 .. 1.25]
Lambda control upstream of right catalytic converter	1.00	[0.75 .. 1.25]

Specified value

- The lambda value swings in the range from 0.75 to 1.25 after a waiting time of 2min at idle.

Question

Are the actual values OK?