

Initial quick test log

Model series	C (204) / 204.077
MB workshop	---
Vehicle identification number	WDDGF77XX9F241962
Steering variant	Left-hand drive vehicle
Main odometer reading	53360.9mi
Software-Version	12.0.7.1
Data-Version	07/2013, (2013-06-07)
Battery voltage	11.8V

Installed add-on versions: 2924, 2870, 2875, 2882, 2896, 2913, 2930, 2893, 2902, 2904, 2916, 2923, 2920, 2934, 2935, 2942, 2947, 2951, 2963, 2970, 2971, 2911, 2909, 2959, 2962, 2926, 2973, 2939, 2946, 2952, 2957, 2955, 2965, 2968, 2974, 2972, 2977, 2756, 2763, 2813, 2812, 2823, 2765, 2764, 2780, 2810, 2845, 2905, 2918, 2931, 2879, 2880, 2881, 2898

CGW [ZGW] - Central gateway (CGW [ZGW])				- ✓
MB object number for hardware	204 545 11 01	MB object number for software	204 442 30 00	
Diagnosis identifier	028010	Hardware version	07/24 01	
Software version	07/47 10	Boot software version	07/47 10	
Hardware supplier	Bosch	Control unit variant	Aenderungsjahr_08	
VIN currently stored in control unit 'Central gateway': WDDGF77XX9F241962				

ESP® - Electronic stability program (N30/4)				- i
MB object number for hardware	037 545 63 32	Diagnosis identifier	5/8	
Supplier ID	34	Supplier	Teves	
MB object number for software (code)	204 442 23 53	Manufacturer-specific serial number	944	
Event	Text			Status
5173	The signal from component 'N49 (Steering angle sensor)' is faulty.			S
	Name	First occurrence	Last occurrence	
	Power supply	13.79V	13.71V	
	Vehicle speed	27.34mph	22.37mph	
	Fault frequency	---	2.00	
	Driving cycles since last fault entry	---	255.00	
	Value of main odometer reading	50296.27mi	50296.27mi	
6108	No CAN message was received from control unit 'Combustion engine'.			S
	Name	First occurrence	Last occurrence	
	Power supply	12.08V	12.01V	
	Vehicle speed	0.00mph	0.00mph	
	Fault frequency	---	3.00	
	Driving cycles since last fault entry	---	255.00	
	Value of main odometer reading	50296.27mi	50435.46mi	
6264	One or more signals sent from control unit 'Combustion engine' via the CAN bus is implausible.			S
	Name	First occurrence	Last occurrence	
	Power supply	13.08V	13.71V	
	Vehicle speed	12.43mph	25.48mph	
	Fault frequency	---	2.00	
	Driving cycles since last fault entry	---	8.00	
	Value of main odometer reading	50872.90mi	53288.79mi	

S=STORED

FSCU04 - Left fuel pump (N118/3)				- ✓
MB object number for hardware	036 545 45 32	Diagnosis identifier	1/5	
Hardware version	06/42	Software version	07/08 00	
Production date	---	Supplier ID	121	
Supplier	Siemens VDO	Control unit variant	D_6_0105	
MB object number for software (boot)	000 000 00 00	MB object number for software (code)	000 442 06 71	

FSCU04 - Right fuel pump (N118/4) - ✓ -

MB object number for hardware	036 545 45 32	Diagnosis identifier	1/5
Hardware version	06/42	Software version	07/08 00
Production date	---	Supplier ID	121
Supplier	Siemens VDO	Control unit variant	D_6_0105
MB object number for software (boot)	000 000 00 00	MB object number for software (code)	000 442 06 71

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

MB object number for hardware	003 446 12 40	Diagnosis identifier	15/26
Supplier ID	3	Supplier	Bosch
Control unit variant	M156_VC13S50	MB object number for software (code)	010 448 13 40
MB object number for software (data)	006 447 98 40	Data status	8k13S50AE000C
Multiplexer serial number	00 92 40 43		

Fault	Text	Status																																																																																																																																																			
2313	The torque calculation of the control unit has a malfunction.	S																																																																																																																																																			
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Left</td><td>0.0kg/h</td><td>0.0kg/h</td></tr> <tr><td>Air mass flow rate</td><td>46.9kg/h</td><td>46.9kg/h</td></tr> <tr><td>Ambient pressure</td><td>14.5psi</td><td>14.5psi</td></tr> <tr><td>Intake manifold pressure</td><td>5.9psi</td><td>5.9psi</td></tr> <tr><td>Fuel level</td><td>39%</td><td>39.22%</td></tr> <tr><td>Tank pressure differential</td><td>-0.01psi</td><td>-0.01psi</td></tr> <tr><td>Specified value of fuel low pressure circuit</td><td>6636.9psi</td><td>6636.9psi</td></tr> <tr><td>Fuel pressure</td><td>6683.3psi</td><td>6683.3psi</td></tr> <tr><td>Relative fuel mass, right cylinder bank</td><td>22.73%</td><td>22.73%</td></tr> <tr><td>Relative fuel mass, left cylinder bank</td><td>24.14%</td><td>24.14%</td></tr> <tr><td>Position of throttle valve actuator (specified value)</td><td>10.0°</td><td>10.0°</td></tr> <tr><td>Position of throttle valve</td><td>2.75%</td><td>2.75%</td></tr> <tr><td>Position 1 of throttle valve actuator</td><td>15%</td><td>15%</td></tr> <tr><td>Position 2 of throttle valve actuator</td><td>15%</td><td>15%</td></tr> <tr><td>Ignition angle</td><td>-6.0°</td><td>-6.0°</td></tr> <tr><td>Accelerator pedal sensor (raw value)</td><td>13.7%</td><td>13.7%</td></tr> <tr><td>Accelerator pedal sensor 2 (raw value)</td><td>13.7%</td><td>23.00°F</td></tr> <tr><td>Specified engine torque</td><td>3.424kNm</td><td>4.067kNm</td></tr> <tr><td>Engine torque</td><td>1.44</td><td>1.44</td></tr> <tr><td>Engine load</td><td>8%</td><td>8%</td></tr> <tr><td>Secondary air injection</td><td>4</td><td>4</td></tr> <tr><td>Position of "Purging" switchover valve</td><td>0%</td><td>0%</td></tr> <tr><td>Self-adjustment in idle speed range, right cylinder bank</td><td>2%</td><td>2%</td></tr> <tr><td>Self-adjustment in idle speed range, left cylinder bank</td><td>2%</td><td>2%</td></tr> <tr><td>Self-adjustment in partial-load range, right cylinder bank</td><td>0.94</td><td>0.94</td></tr> <tr><td>Self-adjustment in partial-load range, left cylinder bank</td><td>0.98</td><td>0.98</td></tr> <tr><td>Specified lambda value</td><td>1.0000</td><td>1.0000</td></tr> <tr><td>Lambda value of right cylinder bank</td><td>1.6719</td><td>1.6719</td></tr> <tr><td>Lambda value of left cylinder bank</td><td>1.1094</td><td>1.1094</td></tr> <tr><td>Voltage of right oxygen sensor upstream of TWC [KAT]</td><td>87.0mV</td><td>87.0mV</td></tr> <tr><td>Voltage of left oxygen sensor upstream of TWC [KAT]</td><td>129.0mV</td><td>129.0mV</td></tr> <tr><td>Voltage of right oxygen sensor downstream of TWC [KAT]</td><td>1992.0mV</td><td>1992.0mV</td></tr> <tr><td>Voltage of left oxygen sensor downstream of TWC [KAT]</td><td>1602.0mV</td><td>1602.0mV</td></tr> <tr><td>Exhaust temperature upstream of right catalytic converter</td><td>-458.5°F</td><td>-458.5°F</td></tr> </tbody> </table>	Name	First occurrence	Last occurrence	Operating time	82530min	82530min	Time since engine start	1423s	1423s	Actual gear	5	5	Main odometer reading	53287.6mi	53287.6mi	Battery voltage	13.5V	13.5V	Engine speed	1188rpm	1188rpm	Engine oil temperature	218.3°F	218.3°F	Coolant temperature	208.4°F	208.4°F	Vehicle speed	27mph	27mph	Outside temperature	66.2°F	66.2°F	Intake air temperature	96.8°F	96.8°F	Air mass (absolute)	27%	27%	Relative air mass	35%	35%	Air mass - Right	0.0kg/h	0.0kg/h	Air mass - Left	0.0kg/h	0.0kg/h	Air mass flow rate	46.9kg/h	46.9kg/h	Ambient pressure	14.5psi	14.5psi	Intake manifold pressure	5.9psi	5.9psi	Fuel level	39%	39.22%	Tank pressure differential	-0.01psi	-0.01psi	Specified value of fuel low pressure circuit	6636.9psi	6636.9psi	Fuel pressure	6683.3psi	6683.3psi	Relative fuel mass, right cylinder bank	22.73%	22.73%	Relative fuel mass, left cylinder bank	24.14%	24.14%	Position of throttle valve actuator (specified value)	10.0°	10.0°	Position of throttle valve	2.75%	2.75%	Position 1 of throttle valve actuator	15%	15%	Position 2 of throttle valve actuator	15%	15%	Ignition angle	-6.0°	-6.0°	Accelerator pedal sensor (raw value)	13.7%	13.7%	Accelerator pedal sensor 2 (raw value)	13.7%	23.00°F	Specified engine torque	3.424kNm	4.067kNm	Engine torque	1.44	1.44	Engine load	8%	8%	Secondary air injection	4	4	Position of "Purging" switchover valve	0%	0%	Self-adjustment in idle speed range, right cylinder bank	2%	2%	Self-adjustment in idle speed range, left cylinder bank	2%	2%	Self-adjustment in partial-load range, right cylinder bank	0.94	0.94	Self-adjustment in partial-load range, left cylinder bank	0.98	0.98	Specified lambda value	1.0000	1.0000	Lambda value of right cylinder bank	1.6719	1.6719	Lambda value of left cylinder bank	1.1094	1.1094	Voltage of right oxygen sensor upstream of TWC [KAT]	87.0mV	87.0mV	Voltage of left oxygen sensor upstream of TWC [KAT]	129.0mV	129.0mV	Voltage of right oxygen sensor downstream of TWC [KAT]	1992.0mV	1992.0mV	Voltage of left oxygen sensor downstream of TWC [KAT]	1602.0mV	1602.0mV	Exhaust temperature upstream of right catalytic converter	-458.5°F	-458.5°F	
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Exhaust temperature upstream of right catalytic converter	-458.5°F	-458.5°F																																																																																																																																																			

Fault	Text	Status	
		First occurrence	Last occurrence
	Exhaust temperature upstream of left catalytic converter	-383.2°F	-383.2°F
	Lambda control upstream of right catalytic converter	1.0	1.0
	Lambda control upstream of left catalytic converter	1.0	1.0
	Status of lambda control upstream of right catalytic converter	4	4
	Status of lambda control upstream of left catalytic converter	4	4
	Position of exhaust camshaft of right cylinder bank	-16.0°	-16.0°
	Position of exhaust camshaft of left cylinder bank	-15.0°	-15.0°
	Position of intake camshaft of right cylinder bank	28.0°	28.0°
	Position of intake camshaft of left cylinder bank	27.0°	27.0°
	Travel distance since fault memory erased	2151.8mi	2151.8mi
	Driving distance since activation of engine diagnosis indicator lamp	0.0mi	0.0mi
	Warming-up phase of internal combustion engine since fault memory was erased	63	63
	Development data (ENV_EA_Differenzdruck_Kraftstoffdruck_Umgebung_ISO)	27.38psi	27.38psi
	Frequency counter	---	0.00
	Main odometer reading	53287.55mi	53287.55mi
	Number of ignition cycles since the last occurrence of the fault	---	1.00

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TPM - Tire pressure monitor (N88) - ✓

MB object number for hardware	002 540 63 45	Diagnosis identifier	0/2
Hardware version	05/07	Software version	07/02 00
Supplier ID	107	Supplier	Schrader
Control unit variant	Variant_0002		

ESM [EWM] - Electronic selector module (N15/5) - ✓

MB object number for hardware	204 545 08 32	MB object number for software	204 442 00 38
Diagnosis identifier	000007	Hardware version	06/49 00
Software version	06/49 00	Boot software version	06/09 00
Supplier hardware ID	61	Supplier software ID	61
Control unit variant	Diag_000007		

VGS - Fully integrated transmission control (Y3/8n4) - ✓

MB object number for hardware	033 545 73 32	Hardware version	09/04
Software version	08/08	Production date	36/06/08
Supplier ID	8	Supplier	Siemens
Control unit variant	VGS2_0101	MB object number for software (code)	008 448 73 10
Manufacturer-specific serial number	02 14 35 16	EHS part number	2202701906
Program status	ya7d		

EZS - Electronic ignition lock (N73) - ✓

MB object number for hardware	204 545 13 08	Diagnosis identifier	00000F
Hardware version	07/32 00	Software version	07/12 00
Hardware supplier	Marquardt	Control unit variant	W204_000F
Manufacturer-specific serial number	00 16 43 58 81 70 61 66		

XALWA-L - Left xenon headlamp (E1n1) - ✓

MB object number for hardware	204 820 75 26	Diagnosis identifier	1/5
Hardware version	06/02	Software version	06/13 00
Supplier ID	81	Supplier	Automotive Lighting
Control unit variant	BR204_0105	MB object number for software (boot)	000 000 00 00
MB object number for software (code)	204 442 03 03	Serial number	0807222082

XALWA-R - Right xenon headlamp (E2n1) - ✓

MB object number for hardware	204 820 75 26	Diagnosis identifier	1/5
Hardware version	06/02	Software version	06/13 00
Supplier ID	81	Supplier	Automotive Lighting
Control unit variant	BR204_0105	MB object number for software (boot)	000 000 00 00
MB object number for software (code)	204 442 03 03	Serial number	0807180669