

A dumb question on 300E

I know that this is going to sound dumb for those who know but I have to ask. I have a 1990 300e, I want to find out if this is already an OBD1. The reason is I wanted to buy a fault code scanner for an OBD1. I also was able to get the ff:

Mercedes Code Retrieval

Accessing Diagnostic Trouble Codes

With Impulse Counter

- With ignition switch On and shift lever in P/N position, connect impulse counter.
- Depress Start button for at least two seconds but no more than four seconds, read codes.
- Read codes until first code displayed appears again.
- Codes will appear in ascending order.

With On-Off Ratio Readout

- On models equipped with on board diagnostics, depress non-locking switch to convert control unit to read on-off readout ratio codes.
- On all models, install on-off readout ratio tester to diagnostic socket.
- Allow engine to idle and oil temperature to reach 140-176°F (60-80°C).
- Read and record on-off readout ratio codes.

With Scan Tool

A hand-held tester can be connected to the underhood data link connector (DLC) X11/4 located at module box, or a generic scan tool can be connected to the generic connector X11/22 located in the tower edge of the instrument panel. To access diagnostic trouble codes, follow the tool manufacturer's instructions.

Clearing Diagnostic Trouble Codes

With Impulse Counter

- o Complete required repairs resulting from recorded codes.
- o With impulse code displayed, wait two seconds then depress Start button for at least six seconds.
- o Each code must be erased individually.
- o If no number is displayed, then diagnostic trouble codes are erased from memory.
- o If code higher than one appears, codes are still stored in memory.

With Scan Tool

To clear DTC's, follow the scan tool manufacturer's instructions.

Diagnostic Codes

Mercedes

90-93 190E & 300 series (2.3L)

- 1 No system malfunction.
- 2 Throttle valve switch.
- 3 Coolant temp sensor.
- 4 Airflow sensor position indicator.
- 5 Oxygen sensor.
- 6 Not used.
- 7 Td signal.
- 8 Altitude correction capsule.

- 9 Electro-hydraulic actuator (EHA).
- 10 Throttle valve switch and/or Idle speed contact.
- 11 Not used.
- 12 EGR temp sensor.

91 & later 300 series (2.8L and 3.2L)

- 1 No faults.
- 2 Oxygen sensor inoperative.
- 3 Lambda control inoperative.
- 4 Air injection inoperative.
- 5 EGR inoperative.
- 6 Idle speed control inoperative.
- 7 Ignition system failure.
- 8 Coolant temp sensor-open or short circuit.
- 9 Intake air temp sensor-open or short circuit.
- 10 Voltage at Air Mass sensor too high or low.
- 11 TN (RPM) signal defective.
- 12 Oxygen sensor heater open or short circuit.
- 13 Cam position sensor signal from-EZL/AKR ign. control unit defective.
- 14 Intake manifold pressure at start too low.
- 15 Full throttle Info defective.
- 16 Idle speed info defective.
- 17 CAN Data exchange-Malfunction between control units.
- 18 Adjustable camshaft timing solenoid-open or short circuit.
- 19 Fuel injectors-open or short circuit or Emission control system adaptation at limit.
- 20 Speed signal missing.
- 21 Purge switchover valve-open or shorted.
- 22 cam position sensor signal defective.
- 23 Intake manifold pressure w/ engine running too low.
- 24 Starter ring gear segments defective.
- 25 Knock sensors.
- 26 Upshift delay switch over valve-open or shorted.
- 27 Coolant temp sensor deviation between sensor circuits 1 & 2.
- 28 Coolant temp Sensor.

91-93 190E and 300 series (2.6L and 3.0L)

- 1 No faults in system.
- 2 Throttle valve switch(full throttle contact).
- 3 Coolant temp sensor.
- 4 Airflow sensor potentiometer.
- 5 Oxygen sensor.
- 7 TNA (RPM) signal.
- 8 Altitude pressure signal from EZL Ignition control unit.
- 9 Current to Electro-hydraulic actuator.
- 10 Throttle valve switch(idle contact).
- 11 Air injection system.
- 12 Absolute pressure valves from ELZ ignition control unit.