

Years & models: 1992-1995 124.034 & 124.036, 1992-1995 W140, and 1993-1995 R129				
The following live data parameters are available from vehicles with M119.97x V8 engines (with LH fuel injection):				
LH-SFI (Fuel Injection)	EA/CC/ISC (E-GAS)	DI (EZL / Digital Ignition)	DM (Diagnostic Module)	BM (Basic Module)
O2 Sensor Voltage (mV)	Engine Speed (RPM)	Engine Speed (RPM)	Engine Speed (RPM)	Circuit 30 F2 (ok)
Self Adaptation CTP Idle - (kg/h)	LF Speed (MPH or KPH)	Engine Coolant Temp (°C or °F)	Absolute Intake Manifold Pressure	Circuit 30 F3 (ok)
Self Adaptation Lower Partial Load	LR Speed (MPH or KPH)	Intake Air Temperature (°C or °F)	Intake Air Temperature (°C or °F)	Circuit 30 F4 (ok)
Self Adaptation Upper Partial Load	Cruise Control Sw. S40 'D' (On/Off)	Barometric Pressure (mbar)	Engine Coolant Temp (°C or °F)	Circuit 30 LH1-SFI Unfused (ok)
O2 Sensor (Lambda) Control (%)	Cruise Control Switch S40 'A' (On/Off)	Manifold Air Pressure Differential (mbar)	Vehicle Speed (MPH or KPH)	Kickdown Switch Voltage
Battery Voltage (V)	Cruise Control Switch S40 'R' (On/Off)	Ignition Angle (°)		Circuit 15 Voltage
Engine Speed (RPM)	Cruise Control Switch S40 'O' (On/Off)	Catalyst Selected		Engine Speed (RPM)
Basic Injection Duration (ms)	C.C. Switch S40 Safety Contact (On/Off)	Reference Resistor		Vehicle Speed (MPH or KPH)
Injection Duration Correction (ms)	Potentiometer M16 / 1R2 (V)	Transmission Overload Protection Switch		Module Box Blower M2/2 (on/off)
Hot Wire Air Mass (kg/h)	Reference Potentiometer M16 / 1R1 (V)	Battery Voltage (V)		A/C Compressor Signal (on/off)
Hot Wire Voltage (V)	CTP (Idle) Switch S29/3 (On/Off)	Knock Control Act.		Electromagnetic Clutch A9K1 (on/off)
Barometric Pressure (mbar)	Idle Speed Safety Switch M16 / 1S2 (On/Off)	Knock Ignition Angle Cylinder 1		Idle Speed Increase (on/off)
Engine Coolant Temp 1 (°C or °F)	Safety Contact Switch M16 / 1S1 (On/Off)	Knock Ignition Angle Cylinder 2		
Engine Coolant Temp 2 (°C or °F)	Safety Fuel Shut-Off (On/Off)	Knock Ignition Angle Cylinder 3		
After Start Enrichment (Y/N)	A/C Compressor (On/Off)	Knock Ignition Angle Cylinder 4		
Deceleration Shutoff (Y/N)	CTP (Idle) Increase (On/Off)	Knock Ignition Angle Cylinder 5		
Air Pump (On/Off)	Stop Lamp Switch N.O. Contact (On/Off)	Knock Ignition Angle Cylinder 6		Basic Module Actuator Tests:
Camshaft timing (On/Off)	Stop Lamp Switch N.C. Contact (On/Off)	Knock Ignition Angle Cylinder 7		Module Box Blower Motor
Intake Air Temperature (°C or °F)	Trans. Range Selector Switch (P,R,N,D,S,L)	Knock Ignition Angle Cylinder 8		
CTP (Idle) Recognition (On/Off)	CAN Transmission from EA/CC/ISC (ok)	Ignition Voltage Cylinder 1		
Throttle Valve Angle (°)	CAN Reception from ASR (ok)	Ignition Voltage Cylinder 2		
WOT (Full Load) Recognition (On/Off)	CAN Reception from LH-SFI (ok)	Ignition Voltage Cylinder 3		
EGR (On/Off)	CAN Reception from DI (ok)	Ignition Voltage Cylinder 4		
Fuel Pump (On/Off)		Ignition Voltage Cylinder 5		LH Injection Actuator Tests:
Canister Purge Duty Cycle (%)		Ignition Voltage Cylinder 6		Secondday Air Injection
Vehicle Speed (MPH or KPH)		Ignition Voltage Cylinder 7		EGR
Cylinder Shut-Off 1 (Y/N)		Ignition Voltage Cylinder 8		Adjustable Camshaft Timing 1
Cylinder Shut-Off 2 (Y/N)		Combustion Time Cylinder 1		Adjustable Camshaft Timing 2
Cylinder Shut-Off 3 (Y/N)		Combustion Time Cylinder 2		Injector #1
Cylinder Shut-Off 4 (Y/N)		Combustion Time Cylinder 3		Injector #2
Cylinder Shut-Off 5 (Y/N)		Combustion Time Cylinder 4		Injector #3
Cylinder Shut-Off 6 (Y/N)		Combustion Time Cylinder 5		Injector #4
Cylinder Shut-Off 7 (Y/N)		Combustion Time Cylinder 6		Injector #5
Cylinder Shut-Off 8 (Y/N)		Combustion Time Cylinder 7		Injector #6
LH-SFI Reference Resistor		Combustion Time Cylinder 8		Injector #7
Circuit 50 (On/Off)		CAN Transmission from DI (ok)		Injector #8
Safety Fuel Shut-Off (On/Off)		CAN Reception from LH-SFI (ok)		Purging
CAN Reception from DI (ok)		CAN Reception from ASR (ok)		Upshift Delay
CAN Reception from EA/CC/ISC (ok)		CAN Reception from EA/CC/ISC (ok)		Burnoff Control
CAN Transmission from LH-SFI (ok)				

Years & models:		
1993-1995 124.028, .032, .052, .066, .092 with 2.8L or 3.2L engine (all have HFM-SFI injection)		
1994-1996 R129 with 3.2L engine and HFM-SFI injection		
1992-1996 W140 with 3.2L engine and HFM-SFI injection		
1994-1996 W202 with 2.8L engine and HFM-SFI injection		
1996 W210 with 3.2L engine and HFM-SFI injection		
The following live data parameters are available from vehicles with M104.9xx inline 6-cylinder engines (with HFM fuel injection):		
HFM-SFI (Fuel Injection)	DM (Diagnostic Module)	EA/CC/ISC (E-GAS)
O2 Sensor 1 Voltage (mV)	Engine Speed (RPM)	No communication
O2 Sensor (Lambda) Control (%)	Absolute Intake Manifold Pressure	
Self Adaptation Factor Lower Partial Load	Intake Air Temperature (°C or °F)	
Self Adaptation Factor Upper Partial Load	Engine Coolant Temp (°C or °F)	
Air Mass (kg/h)	Vehicle Speed (MPH or KPH)	
After Start Enrichment (On/Off)		
Engine Coolant Temp (°C or °F)		
Air Pump (On/Off)		
Engine Speed (RPM)		
Nominal Engine Speed (RPM)		
Intake Manifold Switchover Valve (on/off)		
Throttle Valve Angle (°)		
CTP (Idle) Contact (On/Off)		
WOT (Full Load) Contact (On/Off)		
Deceleration Shutoff (On/Off)		
Intake Air Temperature (°C or °F)		HFM Actuator Tests:
Injection Duration (ms)		Camshaft
Camshaft Solenoid (On/Off)		EGR
Self-Adaptation Idle Speed Air (kg/h)		Air Pump
Ignition Angle (°)		Injector Cylinder #1
AC Compressor (On/Off)		Injector Cylinder #2
Reference Resistor		Injector Cylinder #3
Starter Signal Circuit 50 (On/Off)		Injector Cylinder #4
Selector Lever Position (P, R, N, D, S, L)		Injector Cylinder #5
Vehicle Speed (MPH or KPH)		Injector Cylinder #6
Warm-Up		Purging