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| VIN | WDD1714561A001234 | Model series/model designation | 164.156 |
| Order number | | License plate | |

Fault codes

Control unit: ME97

| Code | Text | Status |
|------|--|---------|
| D600 | The control unit software 'CODE' and 'DATA' do not comply. | CURRENT |
| D601 | Control unit software 'CODE' missing or is corrupt. | CURRENT |
| D606 | Control unit software 'DATA' missing or is corrupt. | CURRENT |
| 0059 | Continuous camshaft adjustment (RIGHT): Incorrect position of the exhaust camshaft (P0014) | CURRENT |
| 0060 | Continuous camshaft adjustment (RIGHT): Incorrect position of the exhaust camshaft (P0015) | CURRENT |
| 0063 | Continuous camshaft adjustment (LEFT): Incorrect position of the exhaust camshaft (P0024) | CURRENT |
| 0064 | Continuous camshaft adjustment (LEFT): Incorrect position of the exhaust camshaft (P0025) | CURRENT |
| 0065 | Component Y49/7 (Right camshaft exhaust solenoid) has a short circuit to positive. (P2091) | CURRENT |
| 0066 | Component Y49/7 (Right camshaft exhaust solenoid) has a short circuit to ground. (P2090) | CURRENT |
| 0067 | Component Y49/7 (Right camshaft exhaust solenoid) has an open circuit in the wiring. (P0013) | CURRENT |
| 0069 | Component Y49/6 (Left camshaft exhaust solenoid) has a short circuit to positive. (P2091) | CURRENT |
| 0070 | Component Y49/6 (Left camshaft exhaust solenoid) has a short circuit to ground. (P2090) | CURRENT |
| 0071 | Component Y49/6 (Left camshaft exhaust solenoid) has an open circuit in the wiring. (P0013) | CURRENT |
| 0073 | Check potentiometer of component B37 (Accelerator pedal sensor). Hall sensor 1 : Short circuit to positive (P2123) | CURRENT |
| 0077 | Check potentiometer of component B37 (Accelerator pedal sensor). Hall sensor 1 : Short circuit to ground or open circuit (P2122) | CURRENT |

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12/2016 (2016-10-06)\AddOns: ([6988] (7160) (7258) (6755) (6933) (7418) (7176) (6765) (7292) (6726) (6832) (7030) (6815) (6961) (6892) (6927) (6642) (6882) (6977) (6604) (7100) (7128) (6819) (7134) (7069) (6785) (7229) (6669) (6658) (7309) (7188) (6728) (6569) (6843) (6826) (6818) (6997) (6896) (7172) (7092) (6931) (7084) (6951) (6835) (6691) (7014) (6622) (6792) (6828) (6768) (6985) (6721) (6745) (7154) (6677) (7143) (6817) (6919) (6780) (6707) (6686) (6863) (7002) (6991) (6700) (6615) (6803) (6880) (6580) (6646) (6576) (6986) (6814) (6670) (7009) (7018) (6781) (6673) (6877) (6864) (6872) (7033) (7256) (7318) (6730) (7104) (6663) (7147) (6798) (6994) (6858) (6898) (6871) (7386) (6704) (7029) (6822) (6850) (6796) (7065) (6802) (6971) (6874) (7072) (7082) (6746) (7239) (6772) (6857) (6949) (7180) (6831) (7086) (6627) (6916) (7206) (6742) (7042) (6964) (6870) (7166) (7138) (7080) (7398) (6848) (6975) (7001) (6760) (6679) (6845) (6732) (6565) (6941) (6902) (6890) (6847) (6842) (6856) (7359) (6578) (7007) (7185) (7158) (7026) (6894) (6980) (6739) (7119) (6684) (6995) (6816) (6809) (6784) (6972) (6633) (6952) (6648) (6943) (6793) (6981) (7135) (7036) (6608) (6907) (7023) (6861) (7113) (7433) (7209) (7324) (6954) (7097) (6705) (6825) (6968) (6885) (6616) (6573) (6759) (6676) (6682) (6887) (6910) (7226) (6914) (6866) (7360) (6886) (7233) (7108) (6953) (5226) (7267) (7121) (7201) (7063) (6599) (7049) (7216) (6649) (7055) (6774) (6724) (7225) (6990) (6833) (6965) (6906) (6800) (7251) (6962) (6958) (7068) (7071) (6900) (7316) (7289) (6788) (6851) (6709) (6948) (6983) (6769) (6714) (7190) (6924) (6889) (6921) (6911) (7012) (7150) (5225) (7164) (7198) (6588) (6903) (6697) (6596) (6839) (7058) (6790) (7109) (6787) (7052) (6868) (7300) (6653) (7248) (6884) (7032) (6735) (7046) (6876) (6630) (6806) (6904) (6659) (7458) (6867) (7008) (6946) (7184) (6879) (6841) (6912) (6570) (7142) (7077) (6801) (6618) (6976) (73131))

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| 0081 | Check potentiometer of component B37 (Accelerator pedal sensor). Hall sensor 2 : Short circuit to positive (P2128) | CURRENT |
| 0085 | Check potentiometer of component B37 (Accelerator pedal sensor). Hall sensor 2 : Short circuit to ground or open circuit (P2127) | CURRENT |
| 0089 | B37 (Accelerator pedal sensor) : Voltage of Hall sensor 1 does not agree with voltage of Hall sensor 2. (P2138) | CURRENT |
| 0093 | B37 (Accelerator pedal sensor) : Power supply (P0651) | CURRENT |
| 0117 | Number of teeth on sensor rotor too high or too low or wiring error (P0336) | CURRENT |
| 0119 | No tooth space on sensor rotor detected or wiring error (P0336) | CURRENT |
| 0120 | Tooth space on sensor rotor temporarily not detected or wiring error (P0336) | CURRENT |
| 0153 | Component Y110 (Three-disk thermostat valve) has a short circuit to positive. (P0599) | CURRENT |
| 0154 | Component Y110 (Three-disk thermostat valve) has a short circuit to ground. (P0598) | CURRENT |
| 0155 | Component Y110 (Three-disk thermostat valve) has an open circuit in the wiring. (P0597) | CURRENT |
| 0160 | M16/6 (Throttle valve actuator) : Actual value potentiometer 1 or 2 has failed. (P2135) | CURRENT |
| 0161 | M16/6 (Throttle valve actuator) : Actual value potentiometer 1 : Short circuit to positive or open circuit (P0123) | CURRENT |
| 0162 | M16/6 (Throttle valve actuator) : Actual value potentiometer 1 : Short circuit to ground (P0122) | CURRENT |
| 0164 | M16/6 (Throttle valve actuator) : There is a comparison error between actual value potentiometers 1 and 2. (P2135) | CURRENT |
| 0165 | M16/6 (Throttle valve actuator) : Actual value potentiometer 2 : Short circuit to positive or open circuit (P0223) | CURRENT |
| 0166 | M16/6 (Throttle valve actuator) : Actual value potentiometer 2 : Short circuit to ground (P0222) | CURRENT |
| 0168 | M16/6 (Throttle valve actuator) : There is a comparison error between actual value potentiometers 2 and 1. (P2135) | CURRENT |
| 0185 | M16/6 (Throttle valve actuator) : Output stage (P2101) | CURRENT |
| 0186 | M16/6 (Throttle valve actuator) : Output stage (P2101) | CURRENT |
| 0187 | M16/6 (Throttle valve actuator) : Output stage (P2101) | CURRENT |
| 0188 | M16/6 (Throttle valve actuator) : Output stage (P2101) | CURRENT |
| 0189 | M16/6 (Throttle valve actuator) : Mechanical fault (P2111) | CURRENT |
| 0190 | M16/6 (Throttle valve actuator) : Mechanical fault (P2112) | CURRENT |
| 0193 | M16/6 (Throttle valve actuator) : Mechanical fault (P0638) | CURRENT |
| 0194 | M16/6 (Throttle valve actuator) : Mechanical fault (P0638) | CURRENT |
| 0200 | M16/6 (Throttle valve actuator) : Position Throttle valve (P2101) | CURRENT |
| 0204 | The safety fuel shutoff is active. (P2176) | CURRENT |
| 0205 | M16/6 (Throttle valve actuator) : Position Throttle valve (P2101) | CURRENT |
| 0206 | M16/6 (Throttle valve actuator) : Position Throttle valve (P2101) | CURRENT |
| 0212 | M16/6 (Throttle valve actuator) : The component was replaced without performing throttle valve adaptation. (P0638) | CURRENT |
| 0216 | M16/6 (Throttle valve actuator) : Throttle valve adaptation is faulty. (P2101) | CURRENT |
| 0217 | M16/6 (Throttle valve actuator) : The throttle valve is jamming or is stiff. (P2176) | CURRENT |
| 0218 | M16/6 (Throttle valve actuator) : The throttle valve is jamming or is stiff. (P2176) | CURRENT |

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| 0224 | M16/6 (Throttle valve actuator) : Perform throttle valve adaptation. (P2176) | CURRENT |
| 0228 | M16/6 (Throttle valve actuator) : Throttle valve jamming (iced up) (P0638) | CURRENT |
| 0230 | Due to a possible leak in the intake air system, an implausible signal was received from oxygen sensor 1 (cylinder bank 1). | CURRENT |
| 0234 | Due to a possible leak in the intake air system, an implausible signal was received from oxygen sensor 1 (cylinder bank 2). | CURRENT |
| 0237 | The request for fan output is implausible. | CURRENT |
| 0271 | Continuous camshaft adjustment (RIGHT): Incorrect position of the intake camshaft (P0011) | CURRENT |
| 0272 | Continuous camshaft adjustment (RIGHT): Incorrect position of the intake camshaft (P0012) | CURRENT |
| 0275 | Continuous camshaft adjustment (LEFT): Incorrect position of the intake camshaft (P0021) | CURRENT |
| 0276 | Continuous camshaft adjustment (LEFT): Incorrect position of the intake camshaft (P0022) | CURRENT |
| 0277 | Component Y49/5 (Right camshaft intake solenoid) has a short circuit to positive. (P2089) | CURRENT |
| 0278 | Component Y49/5 (Right camshaft intake solenoid) has a short circuit to ground. (P2088) | CURRENT |
| 0279 | Component Y49/5 (Right camshaft intake solenoid) has an open circuit in the wiring. (P0010) | CURRENT |
| 0281 | Component Y49/4 (Left camshaft intake solenoid) has a short circuit to positive. (P2093) | CURRENT |
| 0282 | Component Y49/4 (Left camshaft intake solenoid) has a short circuit to ground. (P2092) | CURRENT |
| 0283 | Component Y49/4 (Left camshaft intake solenoid) has an open circuit in the wiring. (P0020) | CURRENT |
| 0301 | The injection valve output stage of cylinder 1 detects a short circuit to positive. (P0262) | CURRENT |
| 0302 | The injection valve output stage of cylinder 1 detects a short circuit to ground. (P0261) | CURRENT |
| 0303 | The injection valve output stage of cylinder 1 detects a line discontinuity. (P0201) | CURRENT |
| 0305 | The injection valve output stage of cylinder 4 detects a short circuit to positive. (P0271) | CURRENT |
| 0306 | The injection valve output stage of cylinder 4 detects a short circuit to ground. (P0270) | CURRENT |
| 0307 | The injection valve output stage of cylinder 4 detects a line discontinuity. (P0204) | CURRENT |
| 0309 | The injection valve output stage of cylinder 3 detects a short circuit to positive. (P0268) | CURRENT |
| 0310 | The injection valve output stage of cylinder 3 detects a short circuit to ground. (P0267) | CURRENT |
| 0311 | The injection valve output stage of cylinder 3 detects a line discontinuity. (P0203) | CURRENT |
| 0313 | The injection valve output stage of cylinder 6 detects a short circuit to positive. (P0277) | CURRENT |
| 0314 | The injection valve output stage of cylinder 6 detects a short circuit to ground. (P0276) | CURRENT |
| 0315 | The injection valve output stage of cylinder 6 detects a line discontinuity. (P0206) | CURRENT |
| 0317 | The injection valve output stage of cylinder 2 detects a short circuit to positive. (P0265) | CURRENT |

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| 0318 | The injection valve output stage of cylinder 2 detects a short circuit to ground. (P0264) | CURRENT |
| 0319 | The injection valve output stage of cylinder 2 detects a line discontinuity. (P0202) | CURRENT |
| 0321 | The injection valve output stage of cylinder 5 detects a short circuit to positive. (P0274) | CURRENT |
| 0322 | The injection valve output stage of cylinder 5 detects a short circuit to ground. (P0273) | CURRENT |
| 0323 | The injection valve output stage of cylinder 5 detects a line discontinuity. (P0205) | CURRENT |
| 0337 | Self-adaptation of mixture formation for enrichment at partial load for the right cylinder bank is above the permissible limit. (P0171) | CURRENT |
| 0338 | Self-adaptation of mixture formation for enleanment at partial load for the right cylinder bank is below the permissible limit. (P0172) | CURRENT |
| 0339 | This fault can be ignored and erased. | CURRENT |
| 0340 | This fault can be ignored and erased. | CURRENT |
| 0341 | Self-adaptation of mixture formation for enrichment at partial load for the left cylinder bank is above the permissible limit. (P0174) | CURRENT |
| 0342 | Self-adaptation of mixture formation for enleanment at partial load for the left cylinder bank is below the permissible limit. (P0175) | CURRENT |
| 0343 | This fault can be ignored and erased. | CURRENT |
| 0344 | This fault can be ignored and erased. | CURRENT |
| 0353 | B4 (Fuel level sensor) (P0460) | CURRENT |
| 0354 | B4 (Fuel level sensor) (P0460) | CURRENT |
| 0355 | B4 (Fuel level sensor) (P0460) | CURRENT |
| 0356 | B4 (Fuel level sensor) (P0460) | CURRENT |
| 0365 | Operational fault of component G2 (generator) (P0620) | CURRENT |
| 0405 | Component Y16/2 (Heating system shutoff valve) has a short circuit to positive. (P0115) | CURRENT |
| 0406 | Component Y16/2 (Heating system shutoff valve) has a short circuit to ground. (P0115) | CURRENT |
| 0407 | Component Y16/2 (Heating system shutoff valve) has an open circuit in the wiring. (P0115) | CURRENT |
| 0420 | Heating of component G3/6 (Right O2 sensor, after TWC [KAT]) : Heating capacity is too low. (P0141) | CURRENT |
| 0424 | Heating of component G3/5 (Left O2 sensor, after TWC [KAT]) : Heating capacity is too low. (P0038) | CURRENT |
| 0425 | Heating of component G3/6 (Right O2 sensor, after TWC [KAT]) : Short circuit to positive (P0141) | CURRENT |
| 0426 | Heating of component G3/6 (Right O2 sensor, after TWC [KAT]) : Short circuit to ground (P0037) | CURRENT |
| 0427 | Heating of component G3/6 (Right O2 sensor, after TWC [KAT]) : Open circuit (P0036) | CURRENT |
| 0429 | Heating of component G3/5 (Left O2 sensor, after TWC [KAT]) : Short circuit to positive (P0058) | CURRENT |
| 0430 | Heating of component G3/5 (Left O2 sensor, after TWC [KAT]) : Short circuit to ground (P0057) | CURRENT |
| 0431 | Heating of component G3/5 (Left O2 sensor, after TWC [KAT]) : Open circuit (P0056) | CURRENT |

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| 0433 | Heating of component G3/4 (Right O2 sensor, before TWC [KAT]) : Short circuit to positive / Resistance of sensor heater too low (P0135) | | CURRENT |
| 0435 | The electronic analysis system for the O2 sensor in the engine control unit is defective. (P0607) | | CURRENT |
| 0436 | Heating of component G3/4 (Right O2 sensor, before TWC [KAT]) : Heating capacity is too low. (P0135) | | CURRENT |
| 0437 | Heating of component G3/3 (Left O2 sensor, before TWC [KAT]) : Short circuit to positive / Resistance of sensor heater too low (P0155) | | CURRENT |
| 0438 | This fault can be ignored and erased. | | CURRENT |
| 0439 | The electronic analysis system for the O2 sensor in the engine control unit is defective. (P0607) | | CURRENT |
| 0440 | Heating of component G3/3 (Left O2 sensor, before TWC [KAT]) : Heating capacity is too low. (P0155) | | CURRENT |
| 0441 | Heating of component G3/4 (Right O2 sensor, before TWC [KAT]) : Short circuit to positive (P0032) | | CURRENT |
| 0442 | Heating of component G3/4 (Right O2 sensor, before TWC [KAT]) : Short circuit to ground (P0031) | | CURRENT |
| 0443 | Heating of component G3/4 (Right O2 sensor, before TWC [KAT]) : Open circuit (P0030) | | CURRENT |
| 0445 | Heating of component G3/3 (Left O2 sensor, before TWC [KAT]) : Short circuit to positive (P0052) | | CURRENT |
| 0446 | Heating of component G3/3 (Left O2 sensor, before TWC [KAT]) : Short circuit to ground (P0051) | | CURRENT |
| 0447 | Heating of component G3/3 (Left O2 sensor, before TWC [KAT]) : Open circuit (P0050) | | CURRENT |
| 0449 | The electronic analysis system for the O2 sensor in the engine control unit is defective. (P064D) | | CURRENT |
| 0450 | The electronic analysis system for the O2 sensor in the engine control unit is defective. (P064D) | | CURRENT |
| 0451 | The electronic analysis system for the O2 sensor in the engine control unit is defective. (P064D) | | CURRENT |
| 0452 | The electronic analysis system for the O2 sensor in the engine control unit is defective. (P064D) | | CURRENT |
| 0453 | The electronic analysis system for the O2 sensor in the engine control unit is defective. (P064E) | | CURRENT |
| 0454 | The electronic analysis system for the O2 sensor in the engine control unit is defective. (P064E) | | CURRENT |
| 0455 | The electronic analysis system for the O2 sensor in the engine control unit is defective. (P064E) | | CURRENT |
| 0456 | The electronic analysis system for the O2 sensor in the engine control unit is defective. (P064E) | | CURRENT |
| 0477 | This fault can be ignored and erased. | | CURRENT |
| 0478 | This fault can be ignored and erased. | | CURRENT |
| 0479 | This fault can be ignored and erased. | | CURRENT |
| 0485 | Power output limited because of excessively high temperature of coolant | | CURRENT |
| 0489 | Relay 'Fuel pump' | | CURRENT |
| 0490 | Relay 'Fuel pump' | | CURRENT |
| 0491 | Relay 'Fuel pump' | | CURRENT |
| 0493 | The knock control has a malfunction. (P0324) | | CURRENT |
| 0494 | The knock control has a malfunction. (P0324) | | CURRENT |
| 0496 | The knock control has a malfunction. (P0324) | | CURRENT |

Fuel Pump Relay

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|------|---|---------|
| 0500 | The knock control has a malfunction. (P0324) | CURRENT |
| 0501 | Component A16/1 (knock sensor 1, right) has a short circuit to positive. (P0328) | CURRENT |
| 0502 | Component A16/1 (knock sensor 1, right) has a short circuit to ground. (P0327) | CURRENT |
| 0504 | Component A16/1 (knock sensor 1, right) has an electrical fault. (P0325) | CURRENT |
| 0505 | Component A16/2 (knock sensor 2, left) has a short circuit to positive. (P0333) | CURRENT |
| 0506 | Component A16/2 (knock sensor 2, left) has a short circuit to ground. (P0332) | CURRENT |
| 0508 | Component A16/2 (knock sensor 2, left) has an electrical fault. (P0330) | CURRENT |
| 0509 | G3/6 (Right O2 sensor, after TWC [KAT]) : Aging (P2270) | CURRENT |
| 0510 | G3/6 (Right O2 sensor, after TWC [KAT]) : Aging (P2271) | CURRENT |
| 0511 | G3/6 (Right O2 sensor, after TWC [KAT]) : Aging (P0139) | CURRENT |
| 0513 | G3/5 (Left O2 sensor, after TWC [KAT]) : Aging (P2272) | CURRENT |
| 0514 | G3/5 (Left O2 sensor, after TWC [KAT]) : Aging (P2273) | CURRENT |
| 0515 | G3/5 (Left O2 sensor, after TWC [KAT]) : Aging (P0159) | CURRENT |
| 0521 | Diagnosis of tumble flap 'Intake manifold' : Short circuit to ground of sensor lines / Tumble flap shafts stick in the actuated position. (P2004) | CURRENT |
| 0522 | Diagnosis of tumble flap 'Intake manifold' : Open circuit of sensor lines / Tumble flap shafts stick in the nonactuated position. (P2006) | CURRENT |
| 0524 | Diagnosis of tumble flap 'Intake manifold' : Short or open circuit in sensor lines / Mechanical fault of one actuating lever / Sensor faulty, replace sensor. (P2005) | CURRENT |
| 0537 | B2/5 (Hot film mass air flow sensor) | CURRENT |
| 0549 | G3/6 (Right O2 sensor, after TWC [KAT]) : Short circuit to positive / Resistance of sensor heater too low (P0138) | CURRENT |
| 0550 | G3/6 (Right O2 sensor, after TWC [KAT]) : Short circuit to ground (P0136) | CURRENT |
| 0551 | G3/6 (Right O2 sensor, after TWC [KAT]) : Discontinuity of signal line (P0140) | CURRENT |
| 0552 | G3/6 (Right O2 sensor, after TWC [KAT]) : Short circuit between signal line and line to sensor heater (P0136) | CURRENT |
| 0553 | G3/5 (Left O2 sensor, after TWC [KAT]) : Short circuit to positive / Resistance of sensor heater too low (P0158) | CURRENT |
| 0554 | G3/5 (Left O2 sensor, after TWC [KAT]) : Short circuit to ground (P0156) | CURRENT |
| 0555 | G3/5 (Left O2 sensor, after TWC [KAT]) : Discontinuity of signal line (P0160) | CURRENT |
| 0556 | G3/5 (Left O2 sensor, after TWC [KAT]) : Short circuit between signal line and line to sensor heater (P0156) | CURRENT |
| 0559 | G3/4 (Right O2 sensor, before TWC [KAT]) : Open circuit (P2626) | CURRENT |
| 0563 | G3/3 (Left O2 sensor, before TWC [KAT]) : Open circuit (P2629) | CURRENT |
| 0565 | G3/4 (Right O2 sensor, before TWC [KAT]) : Voltage is too high. (P2237) | CURRENT |
| 0567 | G3/4 (Right O2 sensor, before TWC [KAT]) : Open circuit (P2237) | CURRENT |
| 0568 | G3/4 (Right O2 sensor, before TWC [KAT]) : Signal voltage is implausible. (P2237) | CURRENT |

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| 0569 | G3/3 (Left O2 sensor, before TWC [KAT]) : Voltage is too high. (P2240) | CURRENT |
| 0571 | G3/3 (Left O2 sensor, before TWC [KAT]) : Open circuit (P2240) | CURRENT |
| 0572 | G3/3 (Left O2 sensor, before TWC [KAT]) : Signal voltage is implausible. (P2240) | CURRENT |
| 0573 | G3/4 (Right O2 sensor, before TWC [KAT]) : Voltage is too high. (P0130) | CURRENT |
| 0574 | G3/4 (Right O2 sensor, before TWC [KAT]) : Voltage is too low. (P0130) | CURRENT |
| 0577 | G3/3 (Left O2 sensor, before TWC [KAT]) : Voltage is too high. (P0150) | CURRENT |
| 0578 | G3/3 (Left O2 sensor, before TWC [KAT]) : Voltage is too low. (P0150) | CURRENT |
| 0583 | G3/4 (Right O2 sensor, before TWC [KAT]) : Open circuit (P2243) | CURRENT |
| 0587 | G3/3 (Left O2 sensor, before TWC [KAT]) : Open circuit (P2247) | CURRENT |
| 0591 | G3/4 (Right O2 sensor, before TWC [KAT]) : Open circuit (P2251) | CURRENT |
| 0595 | G3/3 (Left O2 sensor, before TWC [KAT]) : Open circuit (P2254) | CURRENT |
| 0600 | O2 sensors upstream TWC : Plug connections of the O2 sensors are wrongly connected. (P0040) | CURRENT |
| 0620 | Check intake tract for unmetered air. (P2279) | CURRENT |
| 0629 | Misfiring (P0300) | CURRENT |
| 0630 | Misfiring (P0300) | CURRENT |
| 0632 | Misfiring (P0300) | CURRENT |
| 0633 | Misfiring of cylinder 1 : Damages TWC (P0301) | CURRENT |
| 0634 | Misfiring of cylinder 1 : Worsening of exhaust emission values (P0301) | CURRENT |
| 0636 | Misfiring of cylinder 1 : Worsening of exhaust emission values after engine start (P0301) | CURRENT |
| 0637 | Misfiring of cylinder 4 : Damages TWC (P0304) | CURRENT |
| 0638 | Misfiring of cylinder 4 : Worsening of exhaust emission values (P0304) | CURRENT |
| 0640 | Misfiring of cylinder 4 : Worsening of exhaust emission values after engine start (P0304) | CURRENT |
| 0641 | Misfiring of cylinder 3 : Damages TWC (P0303) | CURRENT |
| 0642 | Misfiring of cylinder 3 : Worsening of exhaust emission values (P0303) | CURRENT |
| 0644 | Misfiring of cylinder 3 : Worsening of exhaust emission values after engine start (P0303) | CURRENT |
| 0645 | Misfiring of cylinder 6 : Damages TWC (P0306) | CURRENT |
| 0646 | Misfiring of cylinder 6 : Worsening of exhaust emission values (P0306) | CURRENT |
| 0648 | Misfiring of cylinder 6 : Worsening of exhaust emission values after engine start (P0306) | CURRENT |
| 0649 | Misfiring of cylinder 2 : Damages TWC (P0302) | CURRENT |
| 0650 | Misfiring of cylinder 2 : Worsening of exhaust emission values (P0302) | CURRENT |
| 0652 | Misfiring of cylinder 2 : Worsening of exhaust emission values after engine start (P0302) | CURRENT |
| 0653 | Misfiring of cylinder 5 : Damages TWC (P0305) | CURRENT |
| 0654 | Misfiring of cylinder 5 : Worsening of exhaust emission values (P0305) | CURRENT |

Suction Fan

B6/4-7

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| 0656 | Misfiring of cylinder 5 : Worsening of exhaust emission values after engine start (P0305) | CURRENT |
| 0688 | This fault can be ignored and erased. | CURRENT |
| 0693 | M4/7 (Engine and AC electric suction fan with integrated control) : Output stage | CURRENT |
| 0694 | M4/7 (Engine and AC electric suction fan with integrated control) : Output stage | CURRENT |
| 0695 | M4/7 (Engine and AC electric suction fan with integrated control) : Output stage | CURRENT |
| 0703 | B70 (Crankshaft Hall sensor) : Check wiring of signal line and voltage. (P0335) | CURRENT |
| 0704 | B70 (Crankshaft Hall sensor) : Check wiring of signal line and voltage. (P0339) | CURRENT |
| 0732 | Continuous camshaft adjustment (RIGHT) : Incorrect position of the exhaust camshaft (P0014) | CURRENT |
| 0736 | Continuous camshaft adjustment (LEFT) : Incorrect position of the exhaust camshaft (P0024) | CURRENT |
| 0740 | Continuous camshaft adjustment (RIGHT) : Incorrect position of the intake camshaft (P0010) | CURRENT |
| 0744 | Continuous camshaft adjustment (LEFT) : Incorrect position of the intake camshaft (P0020) | CURRENT |
| 0745 | Self-adaptation of mixture formation for enrichment at idle for the right cylinder bank is above the permissible limit. (P0171) | CURRENT |
| 0746 | Self-adaptation of mixture formation for enleanment at idle for the right cylinder bank is below the permissible limit. (P0172) | CURRENT |
| 0747 | This fault can be ignored and erased. | CURRENT |
| 0748 | This fault can be ignored and erased. | CURRENT |
| 0749 | Self-adaptation of mixture formation for enrichment at idle for the left cylinder bank is above the permissible limit. (P0174) | CURRENT |
| 0750 | Self-adaptation of mixture formation for enleanment at idle for the left cylinder bank is below the permissible limit. (P0175) | CURRENT |
| 0751 | This fault can be ignored and erased. | CURRENT |
| 0752 | This fault can be ignored and erased. | CURRENT |
| 0753 | B6/5 (Right intake camshaft Hall sensor) : Short circuit to positive or open circuit (P0343) | CURRENT |
| 0754 | B6/5 (Right intake camshaft Hall sensor) : Short circuit to ground (P0342) | CURRENT |
| 0755 | B6/5 (Right intake camshaft Hall sensor) : The alternation frequency of the signal value is implausible. (P0341) | CURRENT |
| 0756 | B6/5 (Right intake camshaft Hall sensor) : The time of the signal value change is implausible. (P0341) | CURRENT |
| 0757 | B6/4 (Left intake camshaft Hall sensor) : Short circuit to positive or open circuit (P0348) | CURRENT |
| 0758 | B6/4 (Left intake camshaft Hall sensor) : Short circuit to ground (P0347) | CURRENT |
| 0759 | B6/4 (Left intake camshaft Hall sensor) : The alternation frequency of the signal value is implausible. (P0346) | CURRENT |
| 0760 | B6/4 (Left intake camshaft Hall sensor) : The time of the signal value change is implausible. (P0346) | CURRENT |
| 0761 | B6/7 (Right exhaust camshaft Hall sensor) : Short circuit to positive or open circuit (P0368) | CURRENT |
| 0762 | B6/7 (Right exhaust camshaft Hall sensor) : Short circuit to ground (P0367) | CURRENT |

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| 0763 | B6/7 (Right exhaust camshaft Hall sensor) : The alternation frequency of the signal value is implausible. (P0366) | | CURRENT |
| 0764 | B6/7 (Right exhaust camshaft Hall sensor) : The time of the signal value change is implausible. (P0366) | | CURRENT |
| 0765 | B6/6 (Left exhaust camshaft Hall sensor) : Short circuit to positive or open circuit (P0393) | | CURRENT |
| 0766 | B6/6 (Left exhaust camshaft Hall sensor) : Short circuit to ground (P0392) | | CURRENT |
| 0767 | B6/6 (Left exhaust camshaft Hall sensor) : The alternation frequency of the signal value is implausible. (P0391) | | CURRENT |
| 0768 | B6/6 (Left exhaust camshaft Hall sensor) : The time of the signal value change is implausible. (P0391) | | CURRENT |
| 0771 | The camshaft Hall sensors were not detected. (B6/4 (Left intake camshaft Hall sensor) B6/5 (Right intake camshaft Hall sensor) B6/6 (Left exhaust camshaft Hall sensor) B6/7 (Right exhaust camshaft Hall sensor)) (P0340) | | CURRENT |
| 0773 | The signal of the oxygen sensor upstream of the catalytic converter of the right cylinder bank is shifted towards 'Lean'. (P2A00) | | CURRENT |
| 0774 | The signal of the oxygen sensor upstream of the catalytic converter of the right cylinder bank is shifted towards 'Rich'. (P2A00) | | CURRENT |
| 0775 | The signal of the oxygen sensor upstream of the catalytic converter of the right cylinder bank is shifted towards 'Lean'. (P2195) | | CURRENT |
| 0776 | The signal of the oxygen sensor upstream of the catalytic converter of the right cylinder bank is shifted towards 'Rich'. (P2196) | | CURRENT |
| 0777 | The signal of the oxygen sensor upstream of the catalytic converter of the left cylinder bank is shifted towards 'Lean'. (P2A03) | | CURRENT |
| 0778 | The signal of the oxygen sensor upstream of the catalytic converter of the left cylinder bank is shifted towards 'Rich'. (P2A03) | | CURRENT |
| 0779 | The signal of the oxygen sensor upstream of the catalytic converter of the left cylinder bank is shifted towards 'Lean'. (P2197) | | CURRENT |
| 0780 | The signal of the oxygen sensor upstream of the catalytic converter of the left cylinder bank is shifted towards 'Rich'. (P2198) | | CURRENT |
| 0789 | This fault can be ignored and erased. | | CURRENT |
| 0790 | This fault can be ignored and erased. | | CURRENT |
| 0793 | This fault can be ignored and erased. | | CURRENT |
| 0794 | This fault can be ignored and erased. | | CURRENT |
| 0810 | Malfunction of secondary air injection at right bank of cylinders (function chain) (P0410) | | CURRENT |
| 0814 | Malfunction of secondary air injection at left bank of cylinders (function chain) (P0410) | | CURRENT |
| 0817 | The secondary air valve (cylinder bank 1) is jammed open. (P2440) | | CURRENT |
| 0821 | The secondary air valve (cylinder bank 2) is jammed open. (P2442) | | CURRENT |
| 0849 | Y58/1 (Purge control valve) : Short circuit to positive / Switchover valve permanently closed (P0459) | | CURRENT |

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| 0850 | Y58/1 (Purge control valve) : Short circuit to ground / Switchover valve permanently open (P0458) | CURRENT |
| 0851 | Y58/1 (Purge control valve) : Open circuit / Switchover valve permanently closed (P0444) | CURRENT |
| 0856 | Component Y110 (Three-disk thermostat valve) jams in opened position. : Coolant temperature rises too slowly. (P0128) | CURRENT |
| 0857 | B11/4 (Coolant temperature sensor) : Short circuit to ground (P0118) | CURRENT |
| 0858 | B11/4 (Coolant temperature sensor) : Short circuit to positive / Open circuit (P0117) | CURRENT |
| 0859 | B11/4 (Coolant temperature sensor) (P0117) | CURRENT |
| 0860 | B11/4 (Coolant temperature sensor) : Shunt fault / Sensor characteristic curve (P0116) | CURRENT |
| 0865 | Voltage supply of component Motor electronics / Battery voltage too high (P0563) | CURRENT |
| 0866 | Voltage supply of component Motor electronics / Battery voltage too low (P0562) | CURRENT |
| 0868 | Voltage supply of component Motor electronics / Battery voltage too low for ADC (P0607) | CURRENT |
| 0872 | The torque calculation of the control unit has a malfunction. (P061B) | CURRENT |
| 0876 | The input signal of the engine speed has a malfunction. (P0726) | CURRENT |
| 0889 | Control module has an internal error. (P0607) | CURRENT |
| 0890 | Control module has an internal error. (P0607) | CURRENT |
| 0891 | Control module has an internal error. (P0607) | CURRENT |
| 0893 | Control module has an internal error. (P0607) | CURRENT |
| 0894 | Control module has an internal error. (P0607) | CURRENT |
| 0895 | Control module has an internal error. (P0607) | CURRENT |
| 0897 | Control module has an internal error. (P0607) | CURRENT |
| 0898 | Control module has an internal error. (P0607) | CURRENT |
| 0900 | Control module has an internal error. (P0607) | CURRENT |
| 0904 | The values from the position sensors of the accelerator pedal are implausible in relation to each other. (P2138) | CURRENT |
| 0908 | G3/4 (Right O2 sensor, before TWC [KAT]) : Signal implausible (P2414) | CURRENT |
| 0912 | G3/3 (Left O2 sensor, before TWC [KAT]) : Signal implausible (P2415) | CURRENT |
| 0916 | Control module has an internal error. (P0604) | CURRENT |
| 0920 | Control module has an internal error. (P0605) | CURRENT |
| 0922 | Control module has an internal error. (P0606) | CURRENT |
| 0923 | Control module has an internal error. (P0606) | CURRENT |
| 0924 | Control module has an internal error. (P0606) | CURRENT |
| 0940 | S9/1 (Stop lamp switch) | CURRENT |
| 0942 | The efficiency of the right catalytic converter is insufficient. (function chain) (P0422) | CURRENT |
| 0946 | The efficiency of the left catalytic converter is insufficient. (function chain) (P0422) | CURRENT |
| 0954 | Mechanical defect or component Y58/4 (Activated charcoal canister shut-off valve) permanently closed (P2422) | CURRENT |
| 0957 | Component Y58/4 (Activated charcoal canister shut-off valve) has a short circuit to positive. (P0447) | CURRENT |
| 0958 | Component Y58/4 (Activated charcoal canister shut-off valve) has a short circuit to ground. (P0448) | CURRENT |

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| 0959 | Component Y58/4 (Activated charcoal canister shut-off valve) has an open circuit in the wiring. (P0446) | CURRENT |
| 0969 | Tank pressure sensor diagnosis : Short circuit to positive (P0453) | CURRENT |
| 0970 | Tank pressure sensor diagnosis : Short circuit to ground (P0452) | CURRENT |
| 0976 | Control module has an internal error. (P0607) | CURRENT |
| 0981 | Ignition coil primary current of cylinder 1 is too high. (P0351) | CURRENT |
| 0982 | Ignition coil primary current of cylinder 1 is too low. (P0351) | CURRENT |
| 0983 | Signal fault of ignition coil diagnosis of cylinder 1 (P0351) | CURRENT |
| 0984 | Ignition coil primary current of cylinder 1 alternates between too high and too low. (P0351) | CURRENT |
| 0985 | Ignition coil primary current of cylinder 4 is too high. (P0354) | CURRENT |
| 0986 | Ignition coil primary current of cylinder 4 is too low. (P0354) | CURRENT |
| 0987 | Signal fault of ignition coil diagnosis of cylinder 4 (P0354) | CURRENT |
| 0988 | Ignition coil primary current of cylinder 4 alternates between too high and too low. (P0354) | CURRENT |
| 0989 | Ignition coil primary current of cylinder 3 is too high. (P0353) | CURRENT |
| 0990 | Ignition coil primary current of cylinder 3 is too low. (P0353) | CURRENT |
| 0991 | Signal fault of ignition coil diagnosis of cylinder 3 (P0353) | CURRENT |
| 0992 | Ignition coil primary current of cylinder 3 alternates between too high and too low. (P0353) | CURRENT |
| 0993 | Ignition coil primary current of cylinder 6 is too high. (P0356) | CURRENT |
| 0994 | Ignition coil primary current of cylinder 6 is too low. (P0356) | CURRENT |
| 0995 | Signal fault of ignition coil diagnosis of cylinder 6 (P0356) | CURRENT |
| 0996 | Ignition coil primary current of cylinder 6 alternates between too high and too low. (P0356) | CURRENT |
| 0997 | Ignition coil primary current of cylinder 2 is too high. (P0352) | CURRENT |
| 0998 | Ignition coil primary current of cylinder 2 is too low. (P0352) | CURRENT |
| 0999 | Signal fault of ignition coil diagnosis of cylinder 2 (P0352) | CURRENT |
| 1000 | Ignition coil primary current of cylinder 2 alternates between too high and too low. (P0352) | CURRENT |
| 1001 | Ignition coil primary current of cylinder 5 is too high. (P0355) | CURRENT |
| 1002 | Ignition coil primary current of cylinder 5 is too low. (P0355) | CURRENT |
| 1003 | Signal fault of ignition coil diagnosis of cylinder 5 (P0355) | CURRENT |
| 1004 | Ignition coil primary current of cylinder 5 alternates between too high and too low. (P0355) | CURRENT |
| 1013 | The control line to the ignition coil of cylinder 1 has a short circuit to positive. (P2301) | CURRENT |
| 1014 | The control line to the ignition coil of cylinder 1 has a short circuit to ground. (P2300) | CURRENT |
| 1015 | The control line to the ignition coil of cylinder 1 has an open circuit. (P0351) | CURRENT |
| 1016 | The output stage to ignition coil of cylinder 1 detects an electrical fault. (P0351) | CURRENT |
| 1017 | The control line to the ignition coil of cylinder 4 has a short circuit to positive. (P2310) | CURRENT |
| 1018 | The control line to the ignition coil of cylinder 4 has a short circuit to ground. (P2309) | CURRENT |
| 1019 | The control line to the ignition coil of cylinder 4 has an open circuit. (P0354) | CURRENT |
| 1020 | The output stage to ignition coil of cylinder 4 detects an electrical fault. (P0354) | CURRENT |

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| 1021 | The control line to the ignition coil of cylinder 3 has a short circuit to positive. (P2307) | CURRENT |
| 1022 | The control line to the ignition coil of cylinder 3 has a short circuit to ground. (P2306) | CURRENT |
| 1023 | The control line to the ignition coil of cylinder 3 has an open circuit. (P0353) | CURRENT |
| 1024 | The output stage to ignition coil of cylinder 3 detects an electrical fault. (P0353) | CURRENT |
| 1025 | The control line to the ignition coil of cylinder 6 has a short circuit to positive. (P2316) | CURRENT |
| 1026 | The control line to the ignition coil of cylinder 6 has a short circuit to ground. (P2315) | CURRENT |
| 1027 | The control line to the ignition coil of cylinder 6 has an open circuit. (P0356) | CURRENT |
| 1028 | The output stage to ignition coil of cylinder 6 detects an electrical fault. (P0356) | CURRENT |
| 1029 | The control line to the ignition coil of cylinder 2 has a short circuit to positive. (P2304) | CURRENT |
| 1030 | The control line to the ignition coil of cylinder 2 has a short circuit to ground. (P2303) | CURRENT |
| 1031 | The control line to the ignition coil of cylinder 2 has an open circuit. (P0352) | CURRENT |
| 1032 | The output stage to ignition coil of cylinder 2 detects an electrical fault. (P0352) | CURRENT |
| 1033 | The control line to the ignition coil of cylinder 5 has a short circuit to positive. (P2313) | CURRENT |
| 1034 | The control line to the ignition coil of cylinder 5 has a short circuit to ground. (P2312) | CURRENT |
| 1035 | The control line to the ignition coil of cylinder 5 has an open circuit. (P0355) | CURRENT |
| 1036 | The output stage to ignition coil of cylinder 5 detects an electrical fault. (P0355) | CURRENT |
| 1045 | Lambda control, before TWC right : Lambda control is at lean stop. (P0172) | CURRENT |
| 1046 | Lambda control, before TWC right : Lambda control is at rich stop. (P0171) | CURRENT |
| 1047 | Lambda control, before TWC right : Control implausible (P0170) | CURRENT |
| 1048 | Lambda control, before TWC right (P0170) | CURRENT |
| 1049 | Lambda control, before TWC left : Lambda control is at rich stop. (P0175) | CURRENT |
| 1050 | Lambda control, before TWC left : Lambda control is at lean stop. (P0174) | CURRENT |
| 1051 | Lambda control, before TWC left : Control implausible (P0173) | CURRENT |
| 1052 | Lambda control, before TWC left (P0173) | CURRENT |
| 1053 | This fault can be ignored and erased. | CURRENT |
| 1057 | This fault can be ignored and erased. | CURRENT |
| 1061 | The load limit is active. | CURRENT |
| 1065 | Relay for air pump : Short circuit to positive (P2258) | CURRENT |
| 1066 | Relay for air pump : Short circuit to ground (P2257) | CURRENT |
| 1067 | Relay for air pump : Open circuit (P0418) | CURRENT |
| 1069 | Y32 (Air pump switchover valve) : Short circuit to positive (P0413) | CURRENT |
| 1070 | Y32 (Air pump switchover valve) : Short circuit to ground (P0414) | CURRENT |

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| 1071 | Y32 (Air pump switchover valve) : Open circuit (P0412) | CURRENT |
| 1073 | Y22/6 (variable intake manifold switchover valve) : Short circuit to positive (P2010) | CURRENT |
| 1074 | Y22/6 (variable intake manifold switchover valve) : Short circuit to ground (P2009) | CURRENT |
| 1075 | Y22/6 (variable intake manifold switchover valve) : Open circuit (P2008) | CURRENT |
| 1077 | Mechanical defect or component Y58/1 (Purge control valve) is permanently open (P2421) | CURRENT |
| 1078 | Mechanical defect or component Y58/1 (Purge control valve) is permanently open (P2421) | CURRENT |
| 1081 | Purge control system has slight leak / Leak in hose connection or shutoff valve of activated charcoal canister (P0442) | CURRENT |
| 1085 | Major leak in purge system / Hose in system not connected or filler cap open (P0455) | CURRENT |
| 1089 | Purge control system has a slight leak (minor leak) (P0456) | CURRENT |
| 1097 | Mechanical defect or component Y58/4 (Activated charcoal canister shut-off valve) is permanently open (P0446) | CURRENT |
| 1098 | Mechanical defect or component Y58/4 (Activated charcoal canister shut-off valve) is permanently open (P0446) | CURRENT |
| 1101 | B14 (Ambient temperature display temperature sensor) : Short circuit to positive | CURRENT |
| 1102 | B14 (Ambient temperature display temperature sensor) : Short circuit to ground | CURRENT |
| 1103 | B14 (Ambient temperature display temperature sensor) : Open circuit in wiring | CURRENT |
| 1104 | B14 (Ambient temperature display temperature sensor) : Plausibility error | CURRENT |
| 1105 | The voltage at relay 'Circuit 87' is too high. (P2505) | CURRENT |
| 1106 | The voltage at relay 'Circuit 87' is too low. (P2505) | CURRENT |
| 1108 | The voltage at relay 'Circuit 87' is too low. (P2505) | CURRENT |
| 1117 | Control module has an internal error. (P0606) | CURRENT |
| 1118 | Control module has an internal error. (P0606) | CURRENT |
| 1119 | Control module has an internal error. (P0606) | CURRENT |
| 1185 | Y22/9 (Intake manifold tumble flap switchover valve) : Short circuit to positive (P2010) | CURRENT |
| 1186 | Y22/9 (Intake manifold tumble flap switchover valve) : Short circuit to ground (P2009) | CURRENT |
| 1187 | Y22/9 (Intake manifold tumble flap switchover valve) : Open circuit (P2008) | CURRENT |
| 1197 | Constant adjustment of exhaust camshaft of right cylinder bank in direction 'Advanced' (P0017) | CURRENT |
| 1198 | Constant adjustment of exhaust camshaft of right cylinder bank in direction 'Retarded' (P0017) | CURRENT |
| 1199 | Constant adjustment of exhaust camshaft of right cylinder bank in direction 'Advanced' (P0017) | CURRENT |
| 1200 | Constant adjustment of exhaust camshaft of right cylinder bank in direction 'Retarded' (P0017) | CURRENT |
| 1201 | Constant adjustment of exhaust camshaft of left cylinder bank in direction 'Advanced' (P0019) | CURRENT |
| 1202 | Constant adjustment of exhaust camshaft of left cylinder bank in direction 'Retarded' (P0019) | CURRENT |
| 1203 | Constant adjustment of exhaust camshaft of left cylinder bank in direction 'Advanced' (P0019) | CURRENT |

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| 1204 | Constant adjustment of exhaust camshaft of left cylinder bank in direction 'Retarded' (P0019) | CURRENT |
| 1205 | Constant adjustment of intake camshaft of right cylinder bank in direction 'Advanced' (P0016) | CURRENT |
| 1206 | Constant adjustment of intake camshaft of right cylinder bank in direction 'Retarded' (P0016) | CURRENT |
| 1207 | Constant adjustment of intake camshaft of right cylinder bank in direction 'Advanced' (P0016) | CURRENT |
| 1208 | Constant adjustment of intake camshaft of right cylinder bank in direction 'Retarded' (P0016) | CURRENT |
| 1209 | Constant adjustment of intake camshaft of left cylinder bank in direction 'Advanced' (P0018) | CURRENT |
| 1210 | Constant adjustment of intake camshaft of left cylinder bank in direction 'Retarded' (P0018) | CURRENT |
| 1211 | Constant adjustment of intake camshaft of left cylinder bank in direction 'Advanced' (P0018) | CURRENT |
| 1212 | Constant adjustment of intake camshaft of left cylinder bank in direction 'Retarded' (P0018) | CURRENT |
| 1301 | B4/3 (Fuel tank pressure sensor) : Short circuit to positive (P0451) | CURRENT |
| 1302 | B4/3 (Fuel tank pressure sensor) : Short circuit to ground (P0451) | CURRENT |
| 1303 | B4/3 (Fuel tank pressure sensor) : Open circuit (P0451) | CURRENT |
| 1304 | B4/3 (Fuel tank pressure sensor) : Signal implausible (P0451) | CURRENT |
| 1305 | Component Y10/1 (Power steering pump pressure regulator valve) has a short circuit to positive. | CURRENT |
| 1306 | Component Y10/1 (Power steering pump pressure regulator valve) has a short circuit to ground. | CURRENT |
| 1307 | Component Y10/1 (Power steering pump pressure regulator valve) has an open circuit in the wiring. | CURRENT |
| 1313 | Throttle valve jamming (iced up) (P2072) | CURRENT |
| 1314 | Throttle valve jamming (iced up) (P2072) | CURRENT |
| 1315 | Throttle valve jamming (iced up) (P2072) | CURRENT |
| 1316 | Throttle valve jamming (iced up) (P2072) | CURRENT |
| 1337 | Alternator serial interface | CURRENT |
| 1345 | B2/5 (Hot film mass air flow sensor) : Loose contact with low frequency (P0104) | CURRENT |
| 1346 | B2/5 (Hot film mass air flow sensor) : Loose contact with high frequency (P0104) | CURRENT |
| 1347 | B2/5 (Hot film mass air flow sensor) : Open circuit / Short circuit to ground or to positive (P0102) | CURRENT |
| 1349 | The measured air mass is implausible compared to the position of the throttle valve. (P0068) | CURRENT |
| 1350 | The measured air mass is implausible compared to the position of the throttle valve. (P0101) | CURRENT |
| 1351 | The measured air mass is implausible compared to the position of the throttle valve. (P0101) | CURRENT |
| 1352 | The measured air mass is implausible compared to the position of the throttle valve. (P0101) | CURRENT |
| 1360 | O2 sensors downstream TWC : Plug connections of the O2 sensors are wrongly connected. (P0041) | CURRENT |
| 1361 | Sensor 'Ambient pressure' in control module Motor electronics (P2229) | CURRENT |

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| 1362 | Sensor 'Ambient pressure' in control module Motor electronics (P2228) | CURRENT |
| 1365 | Sensor 'Ambient pressure' in control module Motor electronics : Implausible value (P2227) | CURRENT |
| 1366 | Sensor 'Ambient pressure' in control module Motor electronics : Implausible value (P2227) | CURRENT |
| 1367 | Control module has an internal error. | CURRENT |
| 1368 | Sensor 'Ambient pressure' in control module Motor electronics : Implausible value (P2227) | CURRENT |
| 1389 | Air injection diagnosis | CURRENT |
| 1390 | Air injection diagnosis | CURRENT |
| 1392 | Air injection diagnosis | CURRENT |
| 1425 | Wheel speed signal is implausible. | CURRENT |
| 1461 | B11/4 (Coolant temperature sensor) : Coolant temperature is too high. (P0116) | CURRENT |
| 1462 | B11/4 (Coolant temperature sensor) : Coolant temperature is too low. (P0116) | CURRENT |
| 1463 | The engine temperature from the engine control module is implausible. Signal voltage is implausible. (P0116) | CURRENT |
| 1464 | The engine temperature from the engine control module is implausible. Shunt fault / Sensor characteristic curve (P0116) | CURRENT |
| 1599 | Plausibility error between signal of temperature sensor in intake pipe and signal of outside temperature sensor (P0071) | CURRENT |
| 1600 | Plausibility error between signal of temperature sensor in intake pipe and signal of outside temperature sensor (P0071) | CURRENT |
| 1857 | Ratio of HFM signal to intake manifold pressure is too high. | CURRENT |
| 1858 | Ratio of HFM signal to intake manifold pressure is too low. | CURRENT |
| 1861 | This fault can be ignored and erased. | CURRENT |
| 1909 | B28 (Pressure sensor) : Short circuit to positive or open circuit (P0108) | CURRENT |
| 1910 | B28 (Pressure sensor) : Short circuit to ground (P0107) | CURRENT |
| 1913 | B28 (Pressure sensor) : Implausible value (P0106) | CURRENT |
| 1914 | B28 (Pressure sensor) : Implausible value (P0106) | CURRENT |
| 1915 | B28 (Pressure sensor) : Implausible value (P0106) | CURRENT |
| 1916 | B28 (Pressure sensor) : Implausible value (P0106) | CURRENT |
| 1921 | SBC : Undervoltage supply | CURRENT |
| 2013 | CAN bus OFF : Short circuit Engine CAN bus | CURRENT |
| 2017 | CAN bus OFF : Short circuit Powertrain-Bus | CURRENT |
| 2021 | CAN bus OFF : Short circuit Engine CAN bus | CURRENT |
| 2025 | Component B2/5b1 (Intake air temperature sensor) has a short circuit to ground. (P0112) | CURRENT |
| 2026 | Component B2/5b1 (Intake air temperature sensor) has a short circuit to positive or an open circuit. (P0113) | CURRENT |
| 2029 | The value of component B2/5b1 (Intake air temperature sensor) is implausible. (P0111) | CURRENT |
| 2030 | The value of component B2/5b1 (Intake air temperature sensor) is implausible. (P0111) | CURRENT |
| 2032 | The value of component B2/5b1 (Intake air temperature sensor) does not change. (P0111) | CURRENT |
| 2037 | Fault during the mixture adaptation (multiplicative or additive) bank 1 | CURRENT |
| 2041 | Fault during the mixture adaptation (multiplicative or additive) bank 2 | CURRENT |

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| 2045 | Physical fill level fault: upper limit exceeded | CURRENT |
| 2046 | Physical fill level fault: upper limit exceeded (tank 2) | CURRENT |
| 2048 | Physical fill level fault: signal implausible | CURRENT |
| 2053 | This fault can be ignored and erased. | CURRENT |
| 2054 | This fault can be ignored and erased. | CURRENT |
| 2056 | This fault can be ignored and erased. | CURRENT |
| 2060 | This fault can be ignored and erased. | CURRENT |
| 2064 | This fault can be ignored and erased. | CURRENT |
| 2065 | Component B11/4 (Coolant temperature sensor) has a short circuit to ground. | CURRENT |
| 2066 | Component B11/4 (Coolant temperature sensor) has a short circuit to positive or an open circuit. (P0118) | CURRENT |
| 2069 | Component B14 (Ambient temperature display temperature sensor) has a short circuit to positive. (P0073) | CURRENT |
| 2070 | Component B14 (Ambient temperature display temperature sensor) has a short circuit to ground. (P0072) | CURRENT |
| 2071 | B14 (Ambient temperature display temperature sensor) : No CAN message. (U0155) | CURRENT |
| 2089 | The mixture in the right cylinder bank is too lean in the partial load range. | CURRENT |
| 2090 | The mixture in the right cylinder bank is too rich in the partial load range. | CURRENT |
| 2091 | The mixture in the right cylinder bank is too lean when idling. | CURRENT |
| 2092 | The mixture in the right cylinder bank is too rich when idling. | CURRENT |
| 2093 | The mixture in the left cylinder bank is too lean in the partial load range. | CURRENT |
| 2094 | The mixture in the left cylinder bank is too rich in the partial load range. | CURRENT |
| 2095 | The mixture in the left cylinder bank is too lean when idling. | CURRENT |
| 2096 | The mixture in the left cylinder bank is too rich when idling. | CURRENT |
| 2141 | This fault can be ignored and erased. | CURRENT |
| 2145 | This fault can be ignored and erased. | CURRENT |
| 2149 | This fault can be ignored and erased. | CURRENT |
| 2157 | Component B4/7 (Fuel pressure sensor) has an electrical fault. (P2539) | CURRENT |
| 2161 | This fault can be ignored and erased. | CURRENT |
| 2165 | The idle speed is too high during catalytic converter warm-up. | CURRENT |
| 2166 | The idle speed is too low during catalytic converter warm-up. | CURRENT |
| 2167 | This fault can be ignored and erased. | CURRENT |
| 2168 | This fault can be ignored and erased. | CURRENT |
| 2169 | Component B4/7 (Fuel pressure sensor) has a short circuit to positive. (P2542) | CURRENT |
| 2173 | Component B4/7 (Fuel pressure sensor) has a short circuit to ground. (P2541) | CURRENT |
| 2177 | The power supply at the input of the control unit 'combustion engine' has a sporadic malfunction. | CURRENT |
| 2181 | The air mass measured by hot film MAF sensor is too low. / The cycle duration of the HFM signal is too long. (P0101) | CURRENT |
| 2182 | The air mass measured by the hot film MAF sensor is too high. / The cycle duration of the HFM signal is too short. (P0101) | CURRENT |
| 2185 | The idle speed with warm engine is above the permissible range limit. (P1999) | CURRENT |

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| 2186 | The idle speed with warm engine is below the permissible range limit. (P1999) | CURRENT |
| 2189 | The idle speed is too high during catalytic converter warm-up. (P0507) | CURRENT |
| 2190 | The idle speed is too low during catalytic converter warm-up. (P0506) | CURRENT |
| 2193 | Open circuit in right oxygen sensor upstream of TWC [KAT] (lambda control was switched off). (P2A00) | CURRENT |
| 2197 | Open circuit in left oxygen sensor upstream of TWC [KAT] (lambda control was switched off). (P2A03) | CURRENT |
| 2225 | The left fuel level sensor has a short circuit to positive. | CURRENT |
| 2226 | The left fuel level sensor has a short circuit to ground. | CURRENT |
| 2227 | This fault can be ignored and erased. | CURRENT |
| 2228 | The left fuel level sensor has an electrical fault. | CURRENT |
| 2229 | The left fuel level sensor has an electrical fault. | CURRENT |
| 2230 | This fault can be ignored and erased. | CURRENT |
| 2232 | This fault can be ignored and erased. | CURRENT |
| 2233 | This fault can be ignored and erased. | CURRENT |
| 2234 | The coolant temperature is implausible relative to the intake air temperature. | CURRENT |
| 2237 | Coolant temperature sensor 1 has a malfunction. | CURRENT |
| 2269 | This fault can be ignored and erased. | CURRENT |
| 2270 | This fault can be ignored and erased. | CURRENT |
| 2281 | The input for the digital crash signal has a short circuit to positive. | CURRENT |
| 2285 | The CAN signal from circuit 15 does not match the signal via the hardware line. (Signal via CAN = 0) | CURRENT |
| 2289 | The CAN signal from circuit 15 does not match the signal via the hardware line. (Signal via hardware line = 0) | CURRENT |
| 2297 | This fault can be ignored and erased. | CURRENT |
| 2301 | This fault can be ignored and erased. | CURRENT |
| 2305 | G3/6 (Right O2 sensor, after TWC [KAT]) : Time between rich and lean switching too long. | CURRENT |
| 2307 | G3/6 (Right O2 sensor, after TWC [KAT]) : Time between rich and lean switching too long. | CURRENT |
| 2309 | G3/5 (Left O2 sensor, after TWC [KAT]) : Time between rich and lean switching too long. | CURRENT |
| 2311 | G3/5 (Left O2 sensor, after TWC [KAT]) : Time between rich and lean switching too long. | CURRENT |
| 2313 | Torque control has a malfunction. | CURRENT |

Filename: C:\Program
Files\Mercedes-Benz\DAS\bin\..\trees\pkw\motorott\me97\sgscreen\fcscreen.s

Cell co-ordinate: 1 , 13