

151C00	There is an internal fault in component B11/4 (Coolant temperature sensor).
151D00	This function is not yet supported by the control unit.
151E00	Component is not installed.
151F00	The throttle valve is blocked due to ice.
152000	The signal from component M16/6 (Throttle valve actuator) is implausible.
152100	The signal from component M16/6 (Throttle valve actuator) is implausible.
152200	The signal from component Y27/9 (Exhaust gas recirculation positioner) is implausible.
152300	Component 'B6/1 (Camshaft Hall sensor)' has an internal fault.
152500	Control module has an internal error.
152600	Control module has an internal error.
152700	Control module has an internal error.
152800	Control module has an internal error.
152900	Control module has an internal error.
152A00	Component M4/7 (Engine and AC electric suction fan with integrated control) has a malfunction.
152B00	Component M4/7 (Engine and AC electric suction fan with integrated control) has a malfunction.
152C00	Component M4/7 (Engine and AC electric suction fan with integrated control) has a malfunction.
152D00	Component M4/7 (Engine and AC electric suction fan with integrated control) has a malfunction.
153000	The metered quantity of AdBlue is too low.
153100	The signal of component B16/15 (Temperature sensor upstream of SCR catalytic converter) is implausible in comparison to the signal of component B19/9 (Temperature sensor upstream of diesel particulate filter).
153500	Component NOx sensor upstream of SCR catalytic converter reacts too slowly.
153600	Component 'NOx sensor upstream of SCR catalytic converter' has an internal fault.
153700	The limit value of component NOx sensor downstream of SCR catalytic converter is exceeded due to offset drift.
153800	Internal fault in component NOx sensor downstream of SCR catalytic converter:
153B00	The signal from component NOx sensor downstream of SCR catalytic converter is faulty.
153C00	The signal from component NOx sensor downstream of SCR catalytic converter is implausible.
154000	Control module has an internal error.
154100	The charge air system is not leaktight.
154300	This function is not yet supported by the control unit.
154400	This function is not yet supported by the control unit.
154500	This function is not yet supported by the control unit.
154600	This function is not yet supported by the control unit.
154700	The request for fan output is implausible.
154800	Inspect intercooler.

154900	Component 'Y85 (Exhaust gas recirculation cooler bypass switchover valve)' has an internal fault.
154B00	This function is not yet supported by the control unit.
154C00	This function is not yet supported by the control unit.
154D00	This function is not yet supported by the control unit.
154E00	This function is not yet supported by the control unit.
154F00	There is an internal fault in component G3/2 (O2 sensor upstream of KAT).
155000	This function is not yet supported by the control unit.
155100	This function is not yet supported by the control unit.
155200	This function is not yet supported by the control unit.
155300	This function is not yet supported by the control unit.
155400	This function is not yet supported by the control unit.
155500	Control module has an internal error.
155600	This function is not yet supported by the control unit.
155700	Engine start is not possible because the combustion engine is blocked.
155A00	Offset of component NOx sensor upstream of SCR catalytic converter: The calibration value is too high.
155B00	Offset of component NOx sensor upstream of SCR catalytic converter: The calibration value is too low.
155C00	The engine off time is implausible.
155D00	Exhaust gas recirculation positioner --- Temporary fault
155E00	The difference between the measured temperature and the calculated temperature of component B19/9 (Temperature sensor upstream of diesel particulate filter) is too great.
155F00	The positive control deviation of exhaust gas recirculation control is too high.
156000	The negative control deviation of exhaust gas recirculation control is too high.
156100	This function is not yet supported by the control unit.
156200	This function is not yet supported by the control unit.
156300	This function is not yet supported by the control unit.
156400	This function is not yet supported by the control unit.
156500	This function is not yet supported by the control unit.
156600	This function is not yet supported by the control unit.
156700	This function is not yet supported by the control unit.
156800	The signal from component B28/8 (Pressure differential sensor (DPF)) is implausible.
156900	The signal voltage of component B28/16 (DPF differential pressure sensor for OBD) is too high.
156A00	The signal voltage of component B28/16 (DPF differential pressure sensor for OBD) is too low.
156B00	The lower limit value of component B28/16 (DPF differential pressure sensor for OBD) was dropped below/not reached.
156C00	This function is not yet supported by the control unit.
156D00	Component 'B19 (TWC temperature sensor)' has an internal fault.
156E00	Component 'B19 (TWC temperature sensor)' has an internal fault.
156F00	Component 'Y77/1 (Charge pressure positioner)' has an internal fault.

157000	Component 'High-pressure pump' has an internal fault.
157100	Component 'High-pressure pump' has an internal fault.
157200	Component 'High-pressure pump' has an internal fault.
157300	Component 'High-pressure pump' has an internal fault.
157400	Component B28/16 (DPF differential pressure sensor for OBD) has a plausibility error.
157500	Component B28/16 (DPF differential pressure sensor for OBD) has a plausibility error.
157600	Component 'Y27/9 (Left EGR positioner)' has an internal fault.
157700	Component 'Y27/9 (Left EGR positioner)' has an internal fault.
157800	The request for fan output is implausible.
157900	This function is not yet supported by the control unit.
157A00	This function is not yet supported by the control unit.
157B00	This function is not yet supported by the control unit.
157C00	The combustion chamber pressure sensor (cylinder 1) has a short circuit to ground.
157D00	The combustion chamber pressure sensor (cylinder 2) has a malfunction.
157E00	The combustion chamber pressure sensor (cylinder 2) has a malfunction.
157F00	The combustion chamber pressure sensor (cylinder 2) has a short circuit to positive.
158000	The combustion chamber pressure sensor (cylinder 2) has a short circuit to ground.
158100	The combustion chamber pressure sensor (cylinder 3) has a malfunction.
158200	The combustion chamber pressure sensor (cylinder 3) has a malfunction.
158300	The combustion chamber pressure sensor (cylinder 3) has a short circuit to positive.
158400	The combustion chamber pressure sensor (cylinder 3) has a short circuit to ground.
158500	The combustion chamber pressure sensor (cylinder 4) has a malfunction.
158600	The combustion chamber pressure sensor (cylinder 4) has a malfunction.
158700	The combustion chamber pressure sensor (cylinder 4) has a short circuit to positive.
158800	The combustion chamber pressure sensor (cylinder 4) has a short circuit to ground.
158900	The combustion chamber pressure sensor (cylinder 5) has a malfunction.
158A00	The combustion chamber pressure sensor (cylinder 5) has a malfunction.
158B00	The combustion chamber pressure sensor (cylinder 5) has a short circuit to positive.
158C00	The combustion chamber pressure sensor (cylinder 5) has a short circuit to ground.
158D00	The combustion chamber pressure sensor (cylinder 6) has a malfunction.
158E00	The combustion chamber pressure sensor (cylinder 6) has a malfunction.
158F00	The combustion chamber pressure sensor (cylinder 6) has a short circuit to positive.
159000	The combustion chamber pressure sensor (cylinder 6) has a short circuit to ground.
159100	The pressure differential in the diesel particulate filter is too low.
159200	The pressure differential in the diesel particulate filter is too low.
159300	Component 'B60 (Exhaust back pressure sensor)' has an internal fault.
159400	Component 'B60 (Exhaust back pressure sensor)' has an internal fault.
159500	Component B60 (Exhaust back pressure sensor) has a short circuit to positive.
159600	Component B60 (Exhaust back pressure sensor) has a short circuit to ground.

159700	The signal from component B19/11 (Temperature sensor upstream of turbocharger) is implausible.
159800	The signal from component B19/11 (Temperature sensor upstream of turbocharger) is implausible. ( Sensor drift )
159900	The signal from component B19/11 (Temperature sensor upstream of turbocharger) is implausible. The signal change rate is below the permissible limit value.
159A00	Component B19/11 (Temperature sensor upstream of turbocharger) has a short circuit to positive.
159B00	Component B19/11 (Temperature sensor upstream of turbocharger) has a short circuit to ground.
159C00	Component 'B5/1 (Charge pressure sensor)' has an internal fault.
159D00	Component B5/1 (Charge pressure sensor) has a short circuit to positive.
159E00	Component B5/1 (Charge pressure sensor) has a short circuit to ground.
159F00	Fault in CAN communication with control unit N3/9 (CDI control unit).
15A000	Control module has an internal error.
15A100	Control module has an internal error.
15A200	Control module has an internal error.
15A300	Control module has an internal error.
15A400	Control module has an internal error.
15A700	Component 'Y77/1 (Charge pressure positioner)' has an internal fault.
15A800	Component 'Y77/1 (Charge pressure positioner)' has an internal fault.
15AB00	Component 'M16/6 (Throttle valve actuator)' has an internal fault.
15AC00	Component 'M16/6 (Throttle valve actuator)' has an internal fault.
15AD00	Component 'M16/6 (Throttle valve actuator)' has an internal fault.
15AE00	This function is not yet supported by the control unit.
15AF00	Component 'M16/6 (Throttle valve actuator)' has an internal fault.
15B000	Component 'M16/6 (Throttle valve actuator)' has an internal fault.
15B100	The signal from component M16/6 (Throttle valve actuator) is implausible.
15B200	Component 'M16/6 (Throttle valve actuator)' has an internal fault.
15B300	Component 'M16/6 (Throttle valve actuator)' has an internal fault.
15CF00	Component M16/6 (Throttle valve actuator) has a plausibility error.
15D000	Component M16/6 (Throttle valve actuator) has a plausibility error.
15D100	This function is not yet supported by the control unit.
15D200	This function is not yet supported by the control unit.
15D300	This function is not yet supported by the control unit.
15D400	This function is not yet supported by the control unit.
15D500	This function is not yet supported by the control unit.
15D600	This function is not yet supported by the control unit.
15D700	This function is not yet supported by the control unit.
15D800	This function is not yet supported by the control unit.
15D900	This function is not yet supported by the control unit.
15DA00	This function is not yet supported by the control unit.
15DB00	This function is not yet supported by the control unit.

15DC00	This function is not yet supported by the control unit.
15DD00	This function is not yet supported by the control unit.
15DE00	This function is not yet supported by the control unit.
15DF00	This function is not yet supported by the control unit.
15E000	This function is not yet supported by the control unit.
15E300	Component B16/14 (Exhaust gas recirculation temperature sensor) has a plausibility error.
15E600	The status of component 'Engine hood' is implausible.
15E700	Control module has an internal error.
15E900	This function is not yet supported by the control unit.
15EA00	The fill level of the AdBlue tank is too low or there is a fault in the AdBlue system.
15EB00	The fill level of the AdBlue tank is too low or there is a fault in the AdBlue system. Stored fault codes exist ?
15EC00	The fill level of the AdBlue tank is too low or there is a fault in the AdBlue system.
15ED00	The fill level of the AdBlue tank is too low.
15EE00	The fill level of the AdBlue tank is too low.
15EF00	The fill level of the AdBlue tank is too low.
15F000	Component M55 (Inlet port shutoff motor) has excess temperature.
15F100	Component 'M55 (Inlet port shutoff motor)' has an internal fault.
15F200	Component is not installed.
15F700	The value of component B19/11 (Temperature sensor upstream of turbocharger) is implausible. Temperature change too fast
15F800	The learned values for component B19/11 (Temperature sensor upstream of turbocharger) are outside the permissible range.
15FC00	The learned values for component B28/8 (Pressure differential sensor (DPF)) are outside the permissible range.
15FD00	The lower limit value of component B28/8 (Pressure differential sensor (DPF)) was dropped below/not reached.
15FE00	The signal voltage of component B28/8 (Pressure differential sensor (DPF)) is too high.
15FF00	The lower limit value of component B28/8 (Pressure differential sensor (DPF)) was dropped below/not reached.
161A00	The difference between the current measurement and the most recent measurement of the exhaust gas temperature from component B19 (Catalytic converter temperature sensor) is too great.
161B00	The learned values for component B19 (TWC temperature sensor) are outside the permissible range.
161F00	The temperature rise at component 'B16/15 (Temperature sensor upstream of SCR catalytic converter)' is too great.
162000	The learned values for component B16/15 (Temperature sensor upstream of SCR catalytic converter) are outside the permissible range.
162400	Component 'B76 (Fuel filter water level sensor)' has an internal fault.
162500	The water content of the fuel filter has reached the upper limit value.
162600	Component Y27/9 (Exhaust gas recirculation positioner) has a plausibility error.

162700	Component Y27/9 (Exhaust gas recirculation positioner) is stiff or blocked.
162800	This function is not yet supported by the control unit.
162900	This function is not yet supported by the control unit.
162A00	Component Y27/9 (Exhaust gas recirculation positioner) is stiff or blocked.
162B00	Component Y27/9 (Exhaust gas recirculation positioner) is stiff or blocked.
162C00	Component Y27/9 (Exhaust gas recirculation positioner) has a short circuit to ground.
162D00	Component Y27/9 (Exhaust gas recirculation positioner) has a short circuit to ground.
163300	Component 'Y27/9 (Left EGR positioner)' has an internal fault.
163500	There is an internal fault in component G3/2 (O2 sensor upstream of KAT).
163600	There is an internal fault in component G3/2 (O2 sensor upstream of KAT).
163700	Component 'G2 (generator)' has an internal fault.
163800	Component G2 (generator) has excess temperature.
163900	Component G2 (generator) has a short circuit to positive.
163A00	Component G2 (generator) has a short circuit to ground.
163B00	Component 'Y77/1 (Charge pressure positioner)' has an internal fault.
163C00	Abortion of engine start
164000	Component 'M3 (Fuel pump)' has an internal fault. ( Emergency running mode )
164100	Component 'M3 (Fuel pump)' has an internal fault.
164200	Component M3 (Fuel pump) has an open circuit in the wiring.
164300	Component M3 (Fuel pump) has a short circuit.
164400	Component 'M3 (Fuel pump)' has an internal fault.
164500	The signal from component B4/6 (Rail pressure sensor) is implausible.
164600	The voltage supply for component B4/6 (Rail pressure sensor) is not OK.
164700	Component B4/6 (Rail pressure sensor) has a short circuit to positive.
164800	Component B4/6 (Rail pressure sensor) has a short circuit to ground.
164900	The signal from component B50 (Fuel temperature sensor) is implausible.
167000	The input for differential pressure sensor 1 in the diesel particulate filter has a malfunction. There is an implausible signal.
168F00	Component N118/5 (AdBlue® control unit) has excess temperature.
169000	Component N118/5 (AdBlue® control unit) has excess temperature.
169100	Component 'B16/14 (Exhaust gas recirculation temperature sensor)' has an internal fault.
16A600	Excessive nitrogen oxide emission Within the last 400 days
16B200	Component B76/1 (Condensation sensor for fuel filter with heating element) has an open circuit.
16B300	The signal from component B76/1 (Condensation sensor for fuel filter with heating element) is implausible.
16B400	Component B76/1 (Condensation sensor for fuel filter with heating element) has a short circuit.
16B500	Component B76/1 (Condensation sensor for fuel filter with heating element) has an open circuit.

16B600	Component B76/1 (Condensation sensor for fuel filter with heating element) has a short circuit.
16CC00	The fill level of the AdBlue tank is too low.
16CD00	The fill level of the AdBlue tank is too low. Frequency counter 'Possible engine starts' is active.
16CE00	The test of the AdBlue system has not yet been carried out. Frequency counter 'Possible engine starts' is active.
16CF00	The test of the AdBlue system has not yet been carried out. Frequency counter 'Possible engine starts' is active.
16D000	The fill level of the AdBlue tank is too low.
16D100	The fill level of the AdBlue tank is too low. The remaining driving distance is limited.
16D200	Starting the engine is not possible due to a low AdBlue fill level.
16D300	The test of the AdBlue system has not yet been carried out. The remaining driving distance is limited.
16D400	The test of the AdBlue system has not yet been carried out. The remaining driving distance is limited.
16D500	The test of the AdBlue system has not yet been carried out. Engine start is not possible.
16D900	The positive control deviation during boost pressure control is too high.
16DA00	The positive control deviation during boost pressure control is too high. ( Partial load operation )
16DB00	The negative control deviation during boost pressure control is too high.
16DC00	The negative control deviation during boost pressure control is too high. ( Partial load operation )
16E100	Development data ( DFC_PCRGovDvtMaxCol )
16E200	Development data ( DFC_PCRGovDvtMinCol )
16E400	Component 'B28/8 (Pressure differential sensor (DPF))' has an internal fault.
16E600	The signal from component B50 (Fuel temperature sensor) is implausible.
16FA00	The ash content of the diesel particulate filter is too high.
170400	Plausibility error due to defective exhaust gas pressure lines between diesel particulate filter and differential pressure sensor
170600	Component is not installed.
170700	Component is not installed.
170800	Component is not installed.
170900	Component is not installed.
171500	The fuel filter is heavily soiled.
171600	The fuel filter is contaminated.
171B00	The signal from component B16/15 (Temperature sensor upstream of SCR catalytic converter) is implausible.
171C00	No LIN message was received from component Radiator blind.
172000	Component is not installed.
17E600	The fill level of the AdBlue tank is too high.
186A00	The AdBlue quality is insufficient.

18BF00 The signal of component 'NOx sensor downstream of SCR catalytic converter' is implausible.
Event 100000 One or more signals sent from control unit N22/7 (Comfort AAC pushbutton control module) via the CAN bus is implausible.
Event 100100 CAN signal 'Torque request' from control unit N22/7 (Comfort AAC pushbutton control module) is implausible.
Event 102200 No CAN message was received from control unit N118/5 (AdBlue® control unit).
Event 102300 CAN signal 'Torque request' from control unit A89 (DTR controller unit) is implausible.
Event 102400 One or more signals sent from control unit A89 (DTR controller unit) via the CAN bus is implausible.
Event 102A00 One or more signals sent from control unit N2/7 (Restraint systems control unit) via the CAN bus is implausible.
Event 103000 One or more signals sent from control unit N118/5 (AdBlue® control unit) via the CAN bus is implausible.
Event 103600 One or more messages sent from control unit N47-5 (ESP control unit) via the CAN bus is implausible.
Event 103700 CAN signal 'Stop lamp' from control unit N47-5 (ESP control unit) is implausible.
Event 103A00 CAN controller: CAN bus OFF
Event 103B00 CAN controller: CAN bus OFF
Event 103C00 CAN controller: CAN bus OFF
Event 104000 No CAN message was received from control unit N93 (Central gateway control unit).
Event 105400 The request for fan output is implausible.
Event 105900 One or more signals sent from control unit N47-5 (ESP control unit) via the CAN bus is implausible.
Event 105A00 One or more signals sent from control unit N73 (EIS [EZS] control unit) via the CAN bus is implausible.
Event 105B00 No CAN message was received from control unit N73 (EIS [EZS] control unit).
Event 105C00 CAN signal 'Torque request' from control unit N47-5 (ESP control unit) is implausible.
Event 105D00 One or more signals sent from control unit N47-5 (ESP control unit) via the CAN bus is implausible.
Event 105E00 One or more signals sent from control unit A1 (Instrument cluster) via the CAN bus is implausible.
Event 105F00 One or more signals sent from control unit A1 (Instrument cluster) via the CAN bus is implausible.
Event 106000 One or more signals sent from control unit A1 (Instrument cluster) via the CAN bus is implausible.
Event 106800 One or more signals sent from control unit N118/5 (AdBlue® control unit) via the CAN bus is implausible.
Event 107B00 One or more signals sent from control unit A1 (Instrument cluster) via the CAN bus is implausible.



Event 109B00 Control unit N3/9 (CDI control unit) has received no LIN message from component G2 (generator).
Event 10BB00 One or more signals sent from control unit N22/7 (Comfort AAC pushbutton control module) via the CAN bus is implausible.
Event 10BC00 No CAN message was received from control unit N22/7 (Comfort AAC pushbutton control module).
Event 10BD00 No CAN message was received from control unit A1 (Instrument cluster).
Event 10F000 One or more signals sent from control unit N118/5 (AdBlue® control unit) via the CAN bus is implausible.
Event 11AE00 One or more signals sent from control unit Vehicle power supply control module via the CAN bus is implausible.
Event 11C800 One or more signals sent from control unit N47-5 (ESP control unit) via the CAN bus is implausible.
Event 11C900 No CAN message was received from control unit N47-5 (ESP control unit).
Event 11CB00 One or more signals sent from control unit N80 (Steering column module) via the CAN bus is implausible.
Event 11CC00 No CAN message was received from control unit N80 (Steering column module).
Event 11CE00 One or more signals sent from control unit N51 (AIRmatic control unit) via the CAN bus is implausible.
Event 11CF00 No CAN message was received from control unit N51 (AIRmatic control unit).
Event 11E500 An internal control unit reset was performed.
Event 11EE00 The signal of circuit 50 (CAN) is implausible.
Event 11FD00 One or more signals sent from control unit N15/3 (ETC [EGS] control unit) via the CAN bus is implausible.
Event 11FE00 CAN signal 'Torque request' from control unit N15/3 (ETC [EGS] control unit) is implausible.
Event 11FF00 One or more signals sent from control unit N15/3 (Electronic transmission control control unit) via the CAN bus is implausible.
Event 121800 CAN signal 'Wheel speed' from control unit N47-5 (ESP control unit) is implausible.
Event 121900 CAN signal 'Wheel speed' from control unit N47-5 (ESP control unit) is implausible.
Event 121A00 No CAN message was received from control unit A80 (Intelligent servo module for DIRECT SELECT).
Event 121B00 One or more signals sent from control unit A1 (Instrument cluster) via the CAN bus is implausible.
Event 121E00 The engine off time has an implausible value.
Event 121F00 Control module has an internal error.
Event 122000 CAN signal 'Ambient temperature' from control unit N22/7 (Automatic air conditioning control and operating unit) is implausible.
Event 122100 No CAN message from control unit A13 (Electric parking brake control unit).
Event 122200 Communication with the electric parking brake has a malfunction.
Event 124900 No CAN message was received from control unit N15/3 (ETC [EGS] control unit).

Event 124A00 One or more signals sent from control unit A80 (Intelligent servo module for DIRECT SELECT) via the CAN bus is implausible.

Event 125100 CAN signal 'Ambient temperature' from control unit N22/7 (Comfort AAC pushbutton control module) is implausible.

Event 125400 CAN signal 'Ambient temperature' from control unit N22/7 (Comfort AAC pushbutton control module) is implausible.

Event 125900 The idle speed increase was approved (active request).

Event 125B00 The idle speed increase was approved (passive request).

Event 129B00 No LIN message was received from component N14/3 (Glow output stage).

Event 129C00 Transmission control (fault 1)

Event 129D00 Transmission control (fault 10)

Event 129E00 Transmission control (fault 11)

Event 129F00 Transmission control (fault 12)

Event 12A000 Transmission control (fault 13)

Event 12A100 Transmission control (fault 14)

Event 12A200 Transmission control (fault 15)

Event 12A300 Transmission control (fault 16)

Event 12A400 Transmission control (fault 17)

Event 12A500 Transmission control (fault 18)

Event 12A600 Transmission control (fault 19)

Event 12A700 Transmission control (fault 2)

Event 12A800 Transmission control (fault 20)

Event 12A900 Transmission control (fault 21)

Event 12AA00 Transmission control (fault 22)

Event 12AB00 Transmission control (fault 23)

Event 12AC00 Transmission control (fault 24)

Event 12AD00 Transmission control (fault 25)

Event 12AE00 Transmission control (fault 26)

Event 12AF00 Transmission control (fault 27)

Event 12B000 Transmission control (fault 28)

Event 12B100 Transmission control (fault 29)

Event 12B200 Transmission control (fault 3)

Event 12B300 Transmission control (fault 30)

Event 12B400 Transmission control (fault 31)

Event 12B500 Transmission control (fault 32)

Event 12B600 Transmission control (fault 4)

Event 12B700 Transmission control (fault 5)

Event 12B800 Transmission control (fault 6)

Event 12B900 Transmission control (fault 7)

Event 12BA00 Transmission control (fault 8)

Event 12BB00 Transmission control (fault 9)

Event 12BF00 This function is not yet supported by the control unit.

Event 134300 No CAN message was received from control unit N118/5 (AdBlue® control unit).
Event 143B00 CAN signal 'Fuel level' from control unit A1 (Instrument cluster) is implausible.
Event 145800 No CAN message was received from control unit N118 (Fuel pump control module).
Event 145900 No CAN message was received from control unit N82 (Battery control module).
Event 145C00 Control unit N47-5 (ESP control unit) requests reduced fan output due to undervoltage.
Event 146000 One or more signals sent from control unit N118/5 (AdBlue® control unit) via the CAN bus is implausible.
Event 147200 The upper limit value of component NOx sensor downstream of SCR catalytic converter has been exceeded.
Event 147A00 One or more signals sent from control unit N118/5 (AdBlue® control unit) via the CAN bus is implausible.
Event 152400 The start enable signal was withdrawn due to a timeout.
Event 153900 Efficiency of SCR catalytic converter
Event 153A00 Efficiency of SCR catalytic converter
Event 154200 No CAN message was received from control unit N73 (EIS [EZS] control unit).
Event 154A00 No CAN message 'Maximum AdBlue metering amount' from control module N118/5 (AdBlue® control unit) or message is faulty.
Event 15A500 Fault detection on monitoring of vehicle speed
Event 15A600 No CAN message was received from control unit N2/7 (Restraint systems control unit).
Event 15A900 One or more messages sent from control unit N129 (Starter generator squib) via the CAN bus is implausible.
Event 15AA00 No CAN message was received from control unit N129 (Starter generator squib).
Event 15B600 One or more signals sent from control unit N118/5 (AdBlue® control unit) via the CAN bus is implausible.
Event 15B700 One or more signals sent from control unit N118/5 (AdBlue® control unit) via the CAN bus is implausible.
Event 15B800 One or more signals sent from control unit N118/5 (AdBlue® control unit) via the CAN bus is implausible.
Event 15B900 One or more signals sent from control unit N118/5 (AdBlue® control unit) via the CAN bus is implausible.
Event 15E100 CAN controller: CAN bus OFF
Event 15E200 One or more signals sent from control unit N93 (Central gateway control unit) via the CAN bus is implausible.
Event 163400 No CAN message was received from control unit N118/5 (AdBlue® control unit).
Event 163D00 No CAN message was received from control unit N10 (SAM control unit).
Event 163E00 One or more signals sent from control unit A80 (Intelligent servo module for DIRECT SELECT) via the CAN bus is implausible.
Event 163F00 No CAN message was received from control unit A80 (Intelligent servo module for DIRECT SELECT).

Event 164A00 One or more messages sent from control unit N129 (Starter generator squib) via the CAN bus is implausible.
Event 164B00 One or more messages sent from control unit N129 (Starter generator squib) via the CAN bus is implausible.
Event 164C00 One or more signals sent from control unit N15/7 (Transfer case control module) via the CAN bus is implausible.
Event 164D00 No CAN message was received from control unit N15/7 (Transfer case control module).
Event 16F600 Ignore fault.
Event 16F700 Ignore fault.
Event 16F800 Ignore fault.
Event 16F900 Ignore fault.
Event 170000 Ignore fault.
Event 170100 Ignore fault.
Event 170200 Ignore fault.
Event 170300 Ignore fault.
Event 171A00 No CAN message was received from control unit N62 (PTS control unit).

**Filename:** C:\Program Files\Mercedes-Benz\DAS\bin\..\trees\pkw\motordie\CDI6BIN5EU6\menues\MNFCLIST.S

**Cell co-ordinate:** 3 , 3