

ENGINE 113, 156, 272, 629, 642 in MODEL 164.1

with CODE (219) Distronic (DTR)

with CODE (491) USA version

up to Model Year 8

ENGINE 273, 629, 642 in MODEL 164.8  
with CODE (219) Distronic (DTR)  
with CODE (491) USA version  
up to Model Year 8

ENGINE 113, 156, 272, 642 in MODEL 251  
with CODE (219) Distronic (DTR)  
with CODE (491) USA version  
up to Model Year 8

#### Location

S40 CC [TPM] switch

The CC [TPM] switch is located at the top left of the steering column.



P30.20-2124-81

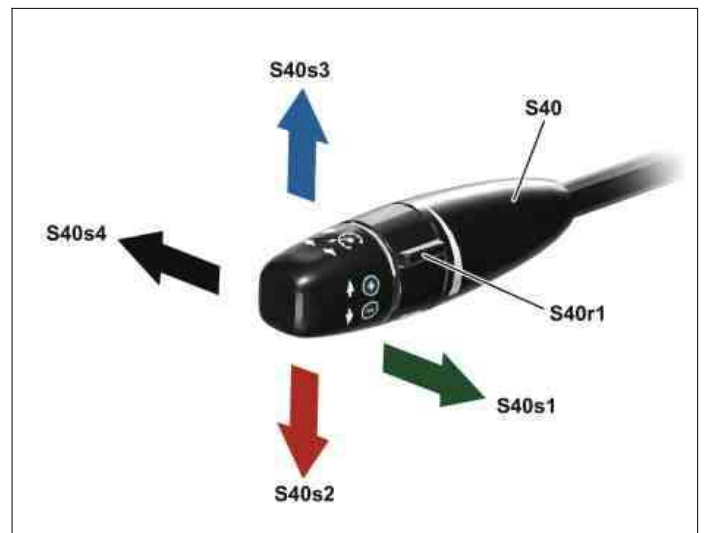
#### Task

The CC [TPM] switch has the following tasks:

- Activate/deactivate the function DISTRONIC PLUS
- Increase or decrease setting/nominal speed in 1 mph or in 10 mph steps (two settings) for DISTRONIC and Downhill Speed Regulation
- Set target proximity for DISTRONIC

#### Design

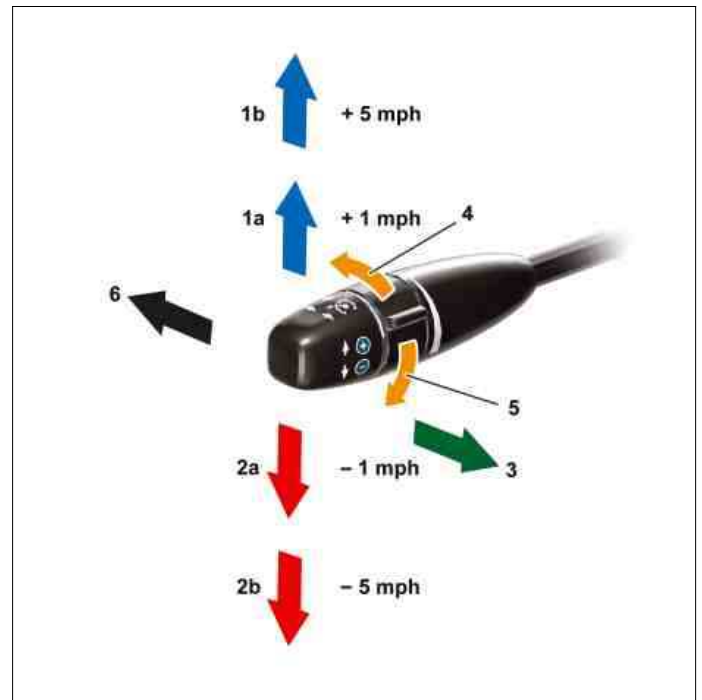
S40 CC [TPM] switch  
S40r1 DTR distance potentiometer  
S40s1 Resume from memory  
S40s2 Decelerate and set  
S40s3 Accelerate and set  
S40s4 Off



P30.20-2106-81

## Function

- 1a Accelerate and set in 1 mph/h increments
- 1b Accelerate and set in 10 mph/h increments
- 2a Decelerate and set in 1 mph/h increments
- 2b Decelerate and set in 10 mph/h increments
- 3 Switch on DISTRONIC (with stored target speed)
- 4 Increase target proximity for DISTRONIC
- 5 Reduce target proximity for DISTRONIC
- 6 Switch off DISTRONIC



P30.20-2108-82

When the CC [TPM] switch is operated, two switching contacts are always activated simultaneously. The actual input takes place by closing the switching contacts (storing the target speed). The safety contact (S40s5) must close simultaneously so that the entry is accepted.

The DISTRONIC distance potentiometer allows the driver to adjust the target distance to the preceding vehicle to suit his/her own personal taste.

The setting range of the target distance is divided into six increments and is approx. 1.0 s to 2.0 s depending on vehicle speed.

Within this setting range the legally prescribed minimum distance is always guaranteed.

The CC [TPM] switch signals are read in by the steering column module (N80) and transmitted via the drive CAN to the ESP control unit (N47-5) for evaluation.