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| VIN | Model series/model designation | 164.124 |
| Order number | License plate | |

Full list of fault codes and events

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| 100200 | The difference in the air mass measurement is outside the defined limits. |
| 100700 | The upper limit value of component B2/7 (Right hot film mass air flow sensor) has been reached. |
| 100800 | The upper limit value of component B2/6 (Left hot film mass air flow sensor) has been reached. |
| 100900 | The lower limit value of component B2/7 (Right hot film mass air flow sensor) has been reached. |
| 100A00 | The lower limit value of component B2/6 (Left hot film mass air flow sensor) has been reached. |
| 100B00 | The upper limit value of component B2/7 (Right hot film mass air flow sensor) has been reached. |
| 100C00 | The upper limit value of component B2/6 (Left hot film mass air flow sensor) has been reached. |
| 100D00 | The lower limit value of component B2/7 (Right hot film mass air flow sensor) has been reached. |
| 100E00 | The lower limit value of component B2/6 (Left hot film mass air flow sensor) has been reached. |
| 100F00 | The upper limit value of component B2/7 (Right hot film mass air flow sensor) has been reached. |
| 101000 | The upper limit value of component B2/6 (Left hot film mass air flow sensor) has been reached. |
| 101100 | The lower limit value of component B2/7 (Right hot film mass air flow sensor) has been reached. |
| 101200 | The lower limit value of component B2/6 (Left hot film mass air flow sensor) has been reached. |
| 101300 | The upper limit value of component B2/7 (Right hot film mass air flow sensor) has been reached. |

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| 101400 | The upper limit value of component B2/6 (Left hot film mass air flow sensor) has been reached. |
| 101500 | The lower limit value of component B2/7 (Right hot film mass air flow sensor) has been reached. |
| 101600 | The lower limit value of component B2/6 (Left hot film mass air flow sensor) has been reached. |
| 101700 | Component B2/7 (Right hot film mass air flow sensor) has a plausibility error. |
| 101800 | Component B2/6 (Left hot film mass air flow sensor) has a plausibility error. |
| 101900 | Component B2/7 (Right hot film mass air flow sensor) has a plausibility error. |
| 101A00 | Component B2/6 (Left hot film mass air flow sensor) has a plausibility error. |
| 101B00 | The signal voltage of sensor 1 of component B37 (Accelerator pedal sensor) is too high. |
| 101C00 | The signal voltage of sensor 1 of component B37 (Accelerator pedal sensor) is too low. |
| 101D00 | The signal voltage of sensor 2 of component B37 (Accelerator pedal sensor) is too high. |
| 101E00 | The signal voltage of sensor 2 of component B37 (Accelerator pedal sensor) is too low. |
| 101F00 | Component B37 (Accelerator pedal sensor) has a plausibility error. |
| 102000 | The reference voltage of component B37 (Accelerator pedal sensor) is implausible. |
| 102100 | Control module has an internal error. |
| 102900 | The water content of the fuel filter has reached the upper limit value. |
| 102B00 | This function is not yet supported by the control unit. |
| 102C00 | The signal from component B76/1 (Condensation sensor for fuel filter with heating element) is faulty. |
| 102D00 | Control module has an internal error. |
| 102E00 | The signal of circuit 15 is implausible. |
| 102F00 | The signal of circuit 15 is implausible. |
| 103100 | The positive control deviation of exhaust gas recirculation control is too high. |
| 103200 | The negative control deviation of exhaust gas recirculation control is too high. |
| 103300 | The positive control deviation of exhaust gas recirculation control during regeneration is too high. |
| 103400 | The negative control deviation of exhaust gas recirculation control during regeneration is too high. |
| 103500 | Timeout during transition from regeneration to normal operation |
| 103D00 | The dynamic test of component B11/4 (Coolant temperature sensor) was not successful. |
| 103E00 | The signal voltage of component B11/4 (Coolant temperature sensor) is too high. |
| 103F00 | The signal voltage of component B11/4 (Coolant temperature sensor) is too low. |
| 104200 | Internal control module error |
| 104300 | Component S40/3 (Clutch pedal switch) has a plausibility error. |
| 104400 | The signal from component S40/3 (Clutch pedal switch) is faulty. |

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| 104C00 | 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. |
| 104D00 | The difference between the current measurement and the most recent measurement of the exhaust gas temperature from component B19/9 (Temperature sensor upstream of diesel particulate filter) is too great. |
| 104F00 | Component Y85 (Exhaust gas recirculation cooler bypass switchover valve) has Open circuit. |
| 105000 | Component Y85 (Exhaust gas recirculation cooler bypass switchover valve) has Short circuit to positive. |
| 105100 | Component Y85 (Exhaust gas recirculation cooler bypass switchover valve) has Short circuit to ground. |
| 105500 | Component Y27/9 (Left EGR positioner) has Open circuit. |
| 105600 | Component Y27/9 (Left EGR positioner) has Short circuit to positive. |
| 105700 | Component Y27/9 (Left EGR positioner) has Short circuit to ground. |
| 105800 | The requirements of control unit N30/4 (Electronic Stability Program control unit) for increasing the idle speed are not fulfilled. |
| 106100 | The upper limit value for long-term adaptation of the SCR exhaust aftertreatment system was exceeded. |
| 106200 | The lower limit value for long-term adaptation of the SCR exhaust aftertreatment system was dropped below. |
| 106300 | Efficiency of SCR catalytic converter : Effect is insufficient. |
| 106400 | Efficiency of SCR catalytic converter : Effect is insufficient. |
| 106500 | Efficiency of SCR catalytic converter : Effect is insufficient. |
| 106600 | Component NOx sensor downstream of SCR catalytic converter has a plausibility error. |
| 106700 | Engine start is not possible. |
| 106900 | The engine speed is too high. |
| 106A00 | The engine speed is too low. |
| 106B00 | Component R48 (Coolant thermostat heating element) has excess temperature. |
| 106C00 | The efficiency of the catalytic converter (cylinder bank 1) is not sufficient. |
| 106D00 | This function is not available at present. |
| 107A00 | Coolant temperature rises too slowly. |
| 107C00 | Plausibility error between signal of temperature sensor in intake pipe and signal of outside temperature sensor |
| 107E00 | The upper limit value of component B28/8 (Differential pressure sensor (DPF)) has been reached. |
| 107F00 | The upper limit value of component B19 (Catalytic converter temperature sensor) has been exceeded. |
| 108000 | The upper limit value of component B19/9 (Temperature sensor upstream of diesel particulate filter) has been exceeded. |
| 108100 | The lower limit value of component B28/8 (Differential pressure sensor (DPF)) has been reached. |
| 108200 | The lower limit value of component B19 (Catalytic converter temperature sensor) was dropped below/not reached. |

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| 108300 | The lower limit value of component B19/9 (Temperature sensor upstream of diesel particulate filter) was dropped below/not reached. |
| 108400 | The signal voltage of component Atmospheric pressure sensor is too high. |
| 108500 | The signal voltage of component Atmospheric pressure sensor is too low. |
| 108600 | The signal voltage of component B14 (Outside temperature sensor) is too high. |
| 108700 | The signal voltage of component B14 (Outside temperature sensor) is too low. |
| 108800 | The signal from component B6/1 (Camshaft Hall sensor) is faulty. |
| 108900 | No signal from component B6/1 (Camshaft Hall sensor) |
| 108A00 | No signal from component B70 (Crankshaft Hall sensor) |
| 108B00 | The signal from component B70 (Crankshaft Hall sensor) is faulty. |
| 108C00 | The difference between the measured temperature and the calculated temperature of component B19 (Catalytic converter temperature sensor) is too great. |
| 108D00 | The difference between the measured temperature and the calculated temperature of component B19/9 (Temperature sensor upstream of diesel particulate filter) is too great. |
| 108E00 | The difference between the measured exhaust gas temperature from component B19 (Catalytic converter temperature sensor) and from component B19/9 (Temperature sensor upstream of diesel particulate filter) is too great. |
| 108F00 | Component Y94 (Quantity control valve) has excess temperature. |
| 109000 | Component R48 (Coolant thermostat heating element) has excess temperature. |
| 109100 | Component Starter has excess temperature. |
| 109800 | The signal voltage of component B50 (Fuel temperature sensor) is too high. |
| 109900 | The signal voltage of component B50 (Fuel temperature sensor) is too low. |
| 109A00 | Component G2 (generator) has a malfunction. |
| 109C00 | The maximum rail pressure was exceeded. |
| 109D00 | The minimum rail pressure was dropped below/not reached. |
| 109E00 | The minimum rail pressure was dropped below/not reached. |
| 109F00 | The maximum rail pressure was exceeded. |
| 10A000 | The number of combustion misfires at cylinder 6 is too high. |
| 10A100 | The number of combustion misfires at cylinder 1 is too high. |
| 10A200 | The number of combustion misfires at cylinder 4 is too high. |
| 10A300 | The number of combustion misfires at cylinder 2 is too high. |
| 10A400 | The number of combustion misfires at cylinder 5 is too high. |
| 10A500 | The number of combustion misfires at cylinder 3 is too high. |
| 10A600 | The number of combustion misfires at cylinder 6 is too high. |
| 10A800 | The signal of component ' B28/14 (Crankcase ventilation system differential pressure sensor)' is implausible. |
| 10A900 | The signal of component ' B28/14 (Crankcase ventilation system differential pressure sensor)' is implausible. |
| 10AA00 | The signal of component ' B28/14 (Crankcase ventilation system differential pressure sensor)' is implausible. |
| 10AB00 | The signal of component ' B28/14 (Crankcase ventilation system differential pressure sensor)' is implausible. |
| 10AC00 | Component B16/15 (Temperature sensor upstream of SCR catalytic converter) has a plausibility error. |

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| 10AD00 | There is an internal fault in component B16/15 (Temperature sensor upstream of SCR catalytic converter). |
| 10AE00 | There is an internal fault in component B16/15 (Temperature sensor upstream of SCR catalytic converter). |
| 10AF00 | Component B16/15 (Temperature sensor upstream of SCR catalytic converter) has a plausibility error. |
| 10B000 | There is an internal fault in component B16/15 (Temperature sensor upstream of SCR catalytic converter). |
| 10B100 | There is an internal fault in component B16/15 (Temperature sensor upstream of SCR catalytic converter). |
| 10B200 | Component B19/11 (Temperature sensor upstream of turbocharger) has a plausibility error. |
| 10B300 | Component B19 (TWC temperature sensor) has a plausibility error. |
| 10B400 | Component B19/9 (Temperature sensor upstream of diesel particulate filter) has a plausibility error. |
| 10B500 | Component B16/15 (Temperature sensor upstream of SCR catalytic converter) has a plausibility error. |
| 10B600 | There is an internal fault in component B16/15 (Temperature sensor upstream of SCR catalytic converter). |
| 10B700 | There is an internal fault in component B16/15 (Temperature sensor upstream of SCR catalytic converter). |
| 10B800 | Component Exhaust temperature sensor has a plausibility error. |
| 10B900 | Component B16/15 (Temperature sensor upstream of SCR catalytic converter) has a plausibility error. |
| 10BA00 | There is an internal fault in component B16/15 (Temperature sensor upstream of SCR catalytic converter). |
| 10BE00 | There is an internal fault in component B16/15 (Temperature sensor upstream of SCR catalytic converter). |
| 10BF00 | The control line to component M4/7 (Engine and AC electric suction fan with integrated control) has Open circuit. |
| 10C000 | Component M4/7 (Engine and AC electric suction fan with integrated control) has Excess temperature. |
| 10C100 | The control line to component M4/7 (Engine and AC electric suction fan with integrated control) has Short circuit to positive. |
| 10C200 | The control line to component M4/7 (Engine and AC electric suction fan with integrated control) has Short circuit to ground. |
| 10C300 | Component B5/1 (Charge pressure sensor) has a plausibility error. |
| 10C400 | The signal voltage of component B5/1 (Charge pressure sensor) is too high. |
| 10C500 | The signal voltage of component B5/1 (Charge pressure sensor) is too low. |
| 10C700 | Component B96/2 (Right intake port shutoff end position sensor)' has an internal fault. |
| 10C800 | Component B96/1 (Left intake port shutoff end position sensor)' has an internal fault. |
| 10CA00 | Component B96/2 (Right intake port shutoff end position sensor)' has an internal fault. |

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| 10CB00 | Component 'B96/1 (Left intake port shutoff end position sensor)' has an internal fault. |
| 10CC00 | The difference between the measured temperature and the calculated temperature of component Y85 (Exhaust gas recirculation cooler bypass switchover valve) is too great. |
| 10CD00 | Check component Exhaust gas recirculation cooler. |
| 10CE00 | Control module has an internal error. |
| 10D100 | The control deviation during rail pressure regulation is too high. |
| 10D300 | Adjustment of injector injection quantities Cylinder 1 |
| 10D400 | Adjustment of injector injection quantities Cylinder 4 |
| 10D500 | Adjustment of injector injection quantities Cylinder 2 |
| 10D600 | Adjustment of injector injection quantities Cylinder 5 |
| 10D700 | Adjustment of injector injection quantities Cylinder 3 |
| 10D800 | Adjustment of injector injection quantities Cylinder 6 |
| 10D900 | The coolant temperature is below the coolant thermostat specified temperature. |
| 10DA00 | Component B11/4 (Coolant temperature sensor) has a plausibility error. |
| 10DB00 | The dynamic test of component B11/4 (Coolant temperature sensor) was not successful. |
| 10DC00 | Component Y76/1 (Cylinder 1 fuel injector) has Open circuit. |
| 10DD00 | Component Y76/4 (Fuel injector cylinder 4) has Open circuit. |
| 10DE00 | Component Y76/2 (Cylinder 2 fuel injector) has Open circuit. |
| 10DF00 | Component Y76/5 (Fuel injector cylinder 5) has Open circuit. |
| 10E000 | Component Y76/3 (Cylinder 3 fuel injector) has Open circuit. |
| 10E100 | Component Y76/6 (Fuel injector cylinder 6) has Open circuit. |
| 10E200 | The number of combustion misfires at cylinder 1 is too high. |
| 10E300 | The number of combustion misfires at cylinder 4 is too high. |
| 10E400 | The number of combustion misfires at cylinder 2 is too high. |
| 10E500 | The number of combustion misfires at cylinder 5 is too high. |
| 10E600 | The number of combustion misfires at cylinder 3 is too high. |
| 10E700 | The number of combustion misfires at cylinder 6 is too high. |
| 10E800 | The number of combustion misfires is too high at several cylinders. |
| 10E900 | Control module has an internal error. |
| 10EA00 | Control module has an internal error. |
| 10EB00 | Control module has an internal error. |
| 10EC00 | Control module has an internal error. |
| 10ED00 | Control module has an internal error. |
| 10EE00 | Control module has an internal error. |
| 10EF00 | Component B16/14 (Exhaust gas recirculation temperature sensor) has a plausibility error. |
| 10F100 | The maximum rail pressure was exceeded. |
| 10F200 | Value is below negative deviation. |
| 10F300 | Value is below negative deviation. |
| 10F400 | The maximum rail pressure was exceeded. |
| 10F500 | The maximum rail pressure was exceeded. |

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| 10F600 | Quantity correction for idle speed control for cylinder not within permissible tolerance |
| 10F700 | The number of combustion misfires at cylinder 1 is too high. |
| 10F800 | The number of combustion misfires at cylinder 4 is too high. |
| 10F900 | The number of combustion misfires at cylinder 2 is too high. |
| 10FA00 | The number of combustion misfires at cylinder 5 is too high. |
| 10FB00 | The number of combustion misfires at cylinder 3 is too high. |
| 10FC00 | This function is not available at present. |
| 10FD00 | This function is not available at present. |
| 10FE00 | This function is not available at present. |
| 10FF00 | A fault was detected during regeneration of the diesel particulate filter. |
| 110000 | A fault was detected during regeneration of the diesel particulate filter. |
| 110100 | Control module has an internal error. |
| 110200 | There is an internal control unit fault in the digital/digital converter. |
| 110300 | There is an internal control unit fault in the digital/digital converter. |
| 110600 | The number of injections is limited because the fill level is too high. |
| 110700 | The number of injections is limited because the injection quantity is too low. |
| 110800 | The number of injections is limited because the software is incorrect. |
| 110F00 | Control module has an internal error. |
| 111000 | The supply voltage of component NOx sensor downstream of SCR catalytic converter is too low (undervoltage). |
| 111200 | The supply voltage of component NOx sensor upstream of SCR catalytic converter is too low (undervoltage). |
| 111300 | Control module has an internal error. |
| 111400 | Efficiency Diesel particulate filter |
| 111500 | The regeneration frequency of the diesel or gasoline particulate filter is not OK. |
| 111600 | Regeneration of the diesel particulate filter was aborted. |
| 111700 | Excessive nitrogen oxide emission due to low quality AdBlue |
| 111800 | The upper limit value of component NOx sensor downstream of SCR catalytic converter has been exceeded. |
| 111900 | Component NOx sensor downstream of SCR catalytic converter has a plausibility error. |
| 111A00 | Component NOx sensor upstream of SCR catalytic converter has a plausibility error. |
| 111B00 | Component NOx sensor upstream of SCR catalytic converter has a plausibility error. |
| 113200 | Component G3/1 (Oxygen sensor downstream of catalytic converter) reacts too slowly. |
| 113600 | The output for the heater of oxygen sensor 2 (cylinder bank 1) has an electrical fault or open circuit. |
| 113A00 | Oxygen sensor 2 (cylinder bank 1) has a short circuit to positive. |
| 113E00 | Oxygen sensor 2 (cylinder bank 1) has a short circuit to ground. |
| 114600 | The signal of oxygen sensor 2 (cylinder bank 1) does not change. |
| 114A00 | G3/1 (Oxygen sensor downstream of catalytic converter) The calibration value is too high. |

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| 114E00 | G3/1 (Oxygen sensor downstream of catalytic converter) | The calibration value is too low. |
| 115200 | G3/1 (Oxygen sensor downstream of catalytic converter) | The signal from component is implausible. |
| 115600 | G3/1 (Oxygen sensor downstream of catalytic converter) | The signal from component is implausible. |
| 116200 | G3/1 (Oxygen sensor downstream of catalytic converter) | The calibration value is too high. |
| 116600 | G3/1 (Oxygen sensor downstream of catalytic converter) | The calibration value is too low. |
| 116A00 | | An internal component of the oxygen sensor has insufficient supply voltage. |
| 116E00 | G3/1 (Oxygen sensor downstream of catalytic converter) | Component has an internal fault. |
| 117200 | | The pump current connection of oxygen sensor 1 (cylinder bank 2) has an electrical fault or open circuit. |
| 117600 | | The oxygen sensor heater has overtemperature. |
| 117A00 | G3/1 (Oxygen sensor downstream of catalytic converter) | The temperature at component is too low. |
| 118000 | Relay F58kD (Engine circuit 87 relay) of component F58 (Engine compartment fuse and relay box) | switches off too early. |
| 118100 | Relay F58kD (Engine circuit 87 relay) of component F58 (Engine compartment fuse and relay box) | switches off too late. |
| 118200 | Y94 (Quantity control valve) | has Open circuit. |
| 118300 | Y94 (Quantity control valve) | has Short circuit to positive. |
| 118400 | Y94 (Quantity control valve) | has Short circuit to ground. |
| 118500 | Y94 (Quantity control valve) | There is an internal fault in component. |
| 118600 | Y94 (Quantity control valve) | There is an internal fault in component. |
| 118700 | B28/8 (Differential pressure sensor (DPF)) | The signal from component is implausible. |
| 118800 | Atmospheric pressure sensor | The signal from component is implausible. |
| 118900 | B60 (Exhaust back pressure sensor) | Component has a plausibility error. |
| 118A00 | | Plausibility error due to defective exhaust gas pressure lines between diesel particulate filter and differential pressure sensor |
| 118B00 | B28/5 (Pressure sensor downstream of air filter) | Component has a plausibility error. |
| 118C00 | B60 (Exhaust back pressure sensor) | Component has a plausibility error. |
| 118D00 | B28/8 (Differential pressure sensor (DPF)) | Component has a plausibility error. |
| 119100 | B19/9 (Temperature sensor upstream of diesel particulate filter) | Component has a plausibility error. |
| 119400 | | The oil level of the combustion engine is implausible. |
| 119A00 | B1 (Oil temperature sensor) | The upper limit value of component has been reached. |
| 119B00 | B1 (Oil temperature sensor) | Component has a plausibility error. |
| 119F00 | | The positive control deviation during boost pressure control is too high. |
| 11A000 | | The negative control deviation during boost pressure control is too high. |
| 11A100 | Y74 (Pressure control valve) | Component has Open circuit. |
| 11A200 | Y74 (Pressure control valve) | Component has Short circuit to positive. |

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| 11A300 | Component Y74 (Pressure control valve) has Short circuit to ground. |
| 11A400 | The lower limit value of component Y74 (Pressure control valve) was dropped below/not reached. |
| 11A500 | The upper limit value of component Y74 (Pressure control valve) has been exceeded. |
| 11A700 | The fill level of the diesel particulate filter is too high. |
| 11A800 | The pressure differential in the diesel particulate filter is too high. |
| 11AA00 | The ash content of the diesel particulate filter is implausible. |
| 11AB00 | Regeneration of the diesel particulate filter is permanently active. |
| 11AC00 | The air mass in the diesel particulate filter is too high. |
| 11AD00 | The air mass in the diesel particulate filter is too low. |
| 11B100 | Component M3 (Fuel pump) has Open circuit. |
| 11B200 | Component M3 (Fuel pump) has Short circuit to positive. |
| 11B300 | Component M3 (Fuel pump) has Short circuit to ground. |
| 11B400 | The control unit reports a plausibility error during quantity correction. |
| 11B500 | Component Y74 (Pressure control valve) has a plausibility error. |
| 11B600 | The minimum rail pressure was dropped below/not reached. |
| 11B700 | The maximum rail pressure was exceeded. |
| 11B800 | The control deviation during rail pressure regulation via the quantity control valve is too high. |
| 11B900 | The control deviation during rail pressure regulation via the quantity control valve is too high. |
| 11BA00 | The control deviation during rail pressure regulation via the quantity control valve is too high. |
| 11BB00 | The rail pressure is too low during regulation via the quantity control valve. |
| 11BC00 | The rail pressure is too high during regulation via the quantity control valve. |
| 11BD00 | The control deviation during rail pressure regulation via the pressure regulator valve is too high. |
| 11BE00 | The control deviation during rail pressure regulation via the pressure regulator valve is too high. |
| 11BF00 | The control deviation during rail pressure regulation via the pressure regulator valve (in closed state) is too high. |
| 11C000 | The rail pressure is too low during regulation via the pressure regulator valve. |
| 11C100 | The rail pressure is too high during regulation via the pressure regulator valve. |
| 11C300 | The upper limit value of component B4/6 (Rail pressure sensor) has been exceeded. |
| 11C400 | The lower limit value of component B4/6 (Rail pressure sensor) was dropped below/not reached. |
| 11C500 | The signal voltage of component B4/6 (Rail pressure sensor) is too high. |
| 11C600 | The signal voltage of component B4/6 (Rail pressure sensor) is too low. |
| 11D000 | The signal voltage of component B28/5 (Pressure sensor downstream of air filter) is too high. |
| 11D100 | The signal voltage of component B28/8 (Differential pressure sensor (DPF)) is too high. |
| 11D300 | The signal voltage of component B60 (Exhaust back pressure sensor) is too high. |

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| 11D400 | The signal voltage of the internal temperature sensor of the control unit is too high. |
| 11D500 | The signal voltage of component B19 (TWC temperature sensor) is too high. |
| 11D700 | The upper limit value of component B19/9 (Temperature sensor upstream of diesel particulate filter) has been exceeded. |
| 11D900 | The lower limit value of component B28/5 (Pressure sensor downstream of air filter) was dropped below/not reached. |
| 11DA00 | The lower limit value of component B28/8 (Differential pressure sensor (DPF)) was dropped below/not reached. |
| 11DC00 | The lower limit value of component B60 (Exhaust back pressure sensor) was dropped below/not reached. |
| 11DD00 | The signal voltage of the internal temperature sensor of the control unit is too low. |
| 11DE00 | The signal voltage of component B19 (TWC temperature sensor) is too low. |
| 11E000 | The lower limit value of component B19/9 (Temperature sensor upstream of diesel particulate filter) was dropped below/not reached. |
| 11E600 | An internal control unit reset was performed. |
| 11E700 | An internal control unit reset was performed. |
| 11E900 | Start attempt without starter actuation |
| 11EA00 | Starter control has open circuit. |
| 11EB00 | Starter control has short circuit to positive. |
| 11EC00 | Starter control has short circuit to ground. |
| 11EF00 | The upper limit value of component B2/7b1 (Right intake air temperature sensor) has been exceeded. |
| 11F000 | The upper limit value of component B2/6b1 (Left intake air temperature sensor) has been exceeded. |
| 11F100 | The lower limit value of component B2/7b1 (Right intake air temperature sensor) was dropped below/not reached. |
| 11F200 | The lower limit value of component B2/6b1 (Left intake air temperature sensor) was dropped below/not reached. |
| 11F300 | The signal voltage of component B2/7b1 (Right intake air temperature sensor) is too high. |
| 11F400 | The signal voltage of component B2/6b1 (Left intake air temperature sensor) is too high. |
| 11F500 | The signal voltage of component B2/7b1 (Right intake air temperature sensor) is too low. |
| 11F600 | The signal voltage of component B2/6b1 (Left intake air temperature sensor) is too low. |
| 11F700 | The upper limit value of component B2/6b1 (Left intake air temperature sensor) has been exceeded. |
| 11F800 | The upper limit value of component B2/7b1 (Right intake air temperature sensor) has been exceeded. |
| 11F900 | The upper limit value of component B2/6b1 (Left intake air temperature sensor) has been exceeded. |
| 11FA00 | The upper limit value of component B2/7b1 (Right intake air temperature sensor) has been exceeded. |
| 11FB00 | The signal voltage of component B17/8 (Charge air temperature sensor) is too high. |

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| 11FC00 | The signal voltage of component B17/8 (Charge air temperature sensor) is too low. |
| 120300 | The limit value of component M16/6 (Throttle valve actuator) is exceeded due to offset drift. |
| 120400 | Component M16/6 (Throttle valve actuator) has Open circuit. |
| 120600 | Component M16/6 (Throttle valve actuator) has Short circuit to positive. |
| 120700 | Component M16/6 (Throttle valve actuator) has Short circuit to ground. |
| 120800 | The signal voltage of component M16/6 (Throttle valve actuator) is too high. |
| 120900 | The signal voltage of component M16/6 (Throttle valve actuator) is too low. |
| 120A00 | The limit value of component M16/6 (Throttle valve actuator) is exceeded due to offset drift. |
| 120B00 | Component Y77/1 (Charge pressure positioner) has Open circuit. |
| 120C00 | Component Y77/1 (Charge pressure positioner) has Short circuit to positive. |
| 120D00 | Component Y77/1 (Charge pressure positioner) has Short circuit to ground. |
| 120E00 | The signal voltage of component Y77/1 (Boost pressure regulator) is too high. |
| 120F00 | The signal voltage of component Y77/1 (Boost pressure regulator) is too low. |
| 121000 | The plausibility check for the torque request from control unit A89 (DISTRONIC electric controller unit) was not performed. |
| 121100 | The plausibility check for the torque request from control unit N30/4 (Electronic Stability Program control unit) was not performed. |
| 121200 | The plausibility check for the torque request from control unit Transmission control was not performed. |
| 121300 | Component M55 (Intake port shutoff actuator motor) has Open circuit. |
| 121400 | Component M55 (Intake port shutoff actuator motor) has Short circuit to positive. |
| 121500 | Component M55 (Intake port shutoff actuator motor) has Short circuit to ground. |
| 122300 | The minimum rail pressure was dropped below/not reached. |
| 122400 | The upper limit value for injector voltage has been exceeded. |
| 122500 | The lower limit value for injector voltage has been dropped below. |
| 122C00 | Component Y76/1 (Cylinder 1 fuel injector) is faulty. |
| 122D00 | Component Y76/4 (Fuel injector cylinder 4) is faulty. |
| 122E00 | Component Y76/2 (Cylinder 2 fuel injector) is faulty. |
| 122F00 | Component Y76/5 (Fuel injector cylinder 5) is faulty. |
| 123000 | Component Y76/3 (Cylinder 3 fuel injector) is faulty. |
| 123100 | Component Y76/6 (Fuel injector cylinder 6) is faulty. |
| 123900 | Charge pressure is too low. |
| 123A00 | The negative control deviation during boost pressure control is too high. |
| 123B00 | A fault was detected during regeneration of the diesel particulate filter. |
| 123C00 | A fault occurred during signal transmission from control unit N3/9 (CDI control unit) to control unit N73 (Electronic ignition lock control unit). |
| 123D00 | There is an internal fault in system 'Immobilizer'. |
| 123E00 | The value for authentication in system 'Immobilizer' is invalid. |
| 123F00 | A locked key was detected by system 'Immobilizer'. |
| 124600 | The supply voltage to the sensors is outside the valid range. |
| 124700 | The supply voltage to the sensors is outside the valid range. |

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| 124800 | The supply voltage to the sensors is outside the valid range. |
| 124F00 | Component Y27/9 (Left EGR positioner) is faulty. |
| 125000 | Component Y27/9 (Left EGR positioner) is faulty. |
| 125C00 | The positive control deviation during boost pressure control is too high. |
| 125E00 | The negative control deviation during boost pressure control is too high. |
| 126000 | Component is not installed. |
| 126100 | The output of radiator shutter 1 has a short circuit to positive. |
| 126200 | The output of radiator shutter 1 has a short circuit to ground. |
| 126300 | The output of radiator shutter 1 has a malfunction. |
| 126400 | The output of radiator shutter 1 has a malfunction. |
| 126500 | The output of radiator shutter 1 has an electrical fault. |
| 126600 | The output of radiator shutter 1 has a short circuit to positive. |
| 126700 | The output of radiator shutter 1 has a short circuit to ground. |
| 126800 | Component Y77/1 (Charge pressure positioner) is faulty. |
| 126900 | Component Y77/1 (Charge pressure positioner) is faulty. |
| 126A00 | Component M55 (Intake port shutoff actuator motor) is faulty. |
| 126B00 | Component M55 (Intake port shutoff actuator motor) is faulty. |
| 126C00 | The number of injections is limited due to the engine running time. |
| 126D00 | The values for injector injection quantity adjustment (cylinder 1) are faulty. |
| 126E00 | The values for injector injection quantity adjustment (cylinder 4) are faulty. |
| 126F00 | The values for injector injection quantity adjustment (cylinder 2) are faulty. |
| 127000 | The values for injector injection quantity adjustment (cylinder 5) are faulty. |
| 127100 | The values for injector injection quantity adjustment (cylinder 3) are faulty. |
| 127200 | The values for injector injection quantity adjustment (cylinder 6) are faulty. |
| 127900 | The switch for selecting the injector bank in the control unit has a short circuit (injector bank 1). |
| 127A00 | The switch for selecting the injector bank in the control unit has a short circuit (injector bank 2). |
| 128D00 | The engine speed is too high. |
| 129200 | The soot content of the diesel particulate filter is implausible. |
| 129300 | The soot content of the diesel particulate filter is implausible. |
| 129400 | The soot content of the diesel particulate filter is implausible. |
| 129600 | Component B28/8 (Differential pressure sensor (DPF)) reports a fault due to swapped connections. |
| 129700 | The diesel particulate filter is defective. |
| 129A00 | The position of the camshaft is implausible compared with the position of the crankshaft. |
| 12BC00 | Component B28/8 (Differential pressure sensor (DPF)) has a plausibility error. |
| 12BD00 | The control deviation during rail pressure regulation via the quantity control valve is too high. Rail pressure deviation due to air forming in the system when the fuel tank is run empty |

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| 12BE00 | The control deviation during rail pressure regulation via the quantity control valve is too high. Rail pressure deviation due to air forming in the system when the fuel tank is run empty |
| 12C000 | The temperature of component 'B19/19 (Temperature sensor upstream of diesel particulate filter)' is outside the valid range. |
| 12C100 | The temperature of component 'B19/19 (Temperature sensor upstream of diesel particulate filter)' is outside the valid range. |
| 12C300 | The difference between the measured temperature and the calculated temperature of component B19 (Catalytic converter temperature sensor) is too great. |
| 12C400 | The difference between the measured temperature and the calculated temperature of component B19/9 (Temperature sensor upstream of diesel particulate filter) is too great. |
| 12C500 | The temperature of component 'B19/19 (Temperature sensor upstream of diesel particulate filter)' is outside the valid range. |
| 12CA00 | The energy consumption of the fuel injector of cylinder 1 has exceeded the upper limit value. |
| 12CB00 | The energy consumption of the fuel injector of cylinder 4 has exceeded the upper limit value. |
| 12CC00 | The energy consumption of the fuel injector of cylinder 2 has exceeded the upper limit value. |
| 12CD00 | The energy consumption of the fuel injector of cylinder 5 has exceeded the upper limit value. |
| 12CE00 | The energy consumption of the fuel injector of cylinder 3 has exceeded the upper limit value. |
| 12CF00 | The energy consumption of the fuel injector of cylinder 6 has exceeded the upper limit value. |
| 12D000 | The energy consumption of the fuel injector of cylinder 1 has dropped below the lower limit value. |
| 12D100 | The energy consumption of the fuel injector of cylinder 4 has dropped below the lower limit value. |
| 12D200 | The energy consumption of the fuel injector of cylinder 2 has dropped below the lower limit value. |
| 12D300 | The energy consumption of the fuel injector of cylinder 5 has dropped below the lower limit value. |
| 12D400 | The energy consumption of the fuel injector of cylinder 3 has dropped below the lower limit value. |
| 12D500 | The energy consumption of the fuel injector of cylinder 6 has dropped below the lower limit value. |
| 12D600 | The energy consumption of the fuel injector of cylinder 1 is implausible. |
| 12D700 | The energy consumption of the fuel injector of cylinder 4 is implausible. |
| 12D800 | The energy consumption of the fuel injector of cylinder 2 is implausible. |
| 12D900 | The energy consumption of the fuel injector of cylinder 5 is implausible. |
| 12DA00 | The energy consumption of the fuel injector of cylinder 3 is implausible. |
| 12DB00 | The energy consumption of the fuel injector of cylinder 6 is implausible. |
| 12E200 | Control module has an internal error. |
| 12E300 | Control module has an internal error. |

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| 12E500 | Injector bank 1 has a short circuit. |
| 12E600 | Injector bank 2 has a short circuit. |
| 12ED00 | The fuel injector of cylinder 1 has a short circuit. |
| 12EE00 | The fuel injector of cylinder 4 has a short circuit. |
| 12EF00 | The fuel injector of cylinder 2 has a short circuit. |
| 12F000 | The fuel injector of cylinder 5 has a short circuit. |
| 12F100 | The fuel injector of cylinder 3 has a short circuit. |
| 12F200 | The fuel injector of cylinder 6 has a short circuit. |
| 12F300 | The fuel injector of cylinder 1 has a short circuit between positive and ground. |
| 12F400 | The fuel injector of cylinder 4 has a short circuit between positive and ground. |
| 12F500 | The fuel injector of cylinder 2 has a short circuit between positive and ground. |
| 12F600 | The fuel injector of cylinder 5 has a short circuit between positive and ground. |
| 12F700 | The fuel injector of cylinder 3 has a short circuit between positive and ground. |
| 12F800 | The fuel injector of cylinder 6 has a short circuit between positive and ground. |
| 12FB00 | Oxygen sensor 1 (cylinder bank 1) has a short circuit to positive. |
| 12FF00 | Oxygen sensor 1 (cylinder bank 1) has a short circuit to ground. |
| 130200 | Control module has an internal error. |
| 130300 | Control module has an internal error. |
| 130400 | Control module has an internal error. |
| 130500 | Control module has an internal error. |
| 130600 | Control module has an internal error. |
| 130800 | Control module has an internal error. |
| 130900 | Control module has an internal error. |
| 130A00 | Control module has an internal error. |
| 130B00 | Control module has an internal error. |
| 130C00 | Control module has an internal error. |
| 130D00 | Control module has an internal error. |
| 130E00 | Control module has an internal error. |
| 130F00 | The learned value of the pressure regulator valve has exceeded the upper limit value. |
| 131000 | The learned value of the pressure regulator valve has dropped below the lower limit value. |
| 131100 | The control deviation during rail pressure regulation is too high. |
| 131200 | The control deviation during rail pressure regulation via the quantity control valve is too high. |
| 131300 | The control deviation during rail pressure regulation is too high. |
| 131400 | The control deviation during rail pressure regulation via the pressure regulator valve is too high. |
| 131500 | The maximum rail pressure was exceeded. |
| 131700 | Fault when reading the EEPROM |
| 131A00 | Component B19/11 (Temperature sensor upstream of turbocharger) has a plausibility error. |

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| 131C00 | The upper limit value of component B19/11 (Temperature sensor upstream of turbocharger) has been exceeded. |
| 131D00 | The lower limit value of component B19/11 (Temperature sensor upstream of turbocharger) was dropped below/not reached. |
| 131E00 | Rail pressure deviation due to air forming in the system when the fuel tank is run empty |
| 131F00 | Component Y74 (Pressure control valve) has a plausibility error. Rail pressure deviation due to air forming in the system when the fuel tank is run empty |
| 132000 | The minimum rail pressure was dropped below/not reached. Rail pressure deviation due to air forming in the system when the fuel tank is run empty |
| 132300 | The rail pressure is too low during regulation via the quantity control valve. Rail pressure deviation due to air forming in the system when the fuel tank is run empty |
| 132400 | The control deviation during rail pressure regulation is too high. Rail pressure deviation due to air forming in the system when the fuel tank is run empty |
| 132500 | The control deviation during rail pressure regulation via the pressure regulator valve is too high. Rail pressure deviation due to air forming in the system when the fuel tank is run empty |
| 132600 | The minimum rail pressure was dropped below/not reached. Rail pressure deviation due to air forming in the system when the fuel tank is run empty |
| 132700 | The signal voltage of component 17B03 : Temperature sensor, exhaust gas downstream of SCR catalytic converter is too high. |
| 132800 | The signal voltage of component B16/15 (Temperature sensor upstream of SCR catalytic converter) is too high. |
| 132C00 | The lower limit value of component B16/15 (Temperature sensor upstream of SCR catalytic converter) was dropped below/not reached. |
| 132D00 | The signal voltage of component 17B03 : Temperature sensor, exhaust gas downstream of SCR catalytic converter is too high. |
| 132E00 | The signal voltage of component B16/15 (Temperature sensor upstream of SCR catalytic converter) is too low. |
| 133000 | The upper limit value of component NOx sensor downstream of SCR catalytic converter has been reached. |
| 133100 | The lower limit value of component NOx sensor downstream of SCR catalytic converter was dropped below/not reached. |
| 133200 | Component NOx sensor downstream of SCR catalytic converter has a plausibility error. |
| 134100 | Component NOx sensor downstream of SCR catalytic converter has a plausibility error. |
| 134400 | Component NOx sensor downstream of SCR catalytic converter has Open circuit. |
| 134500 | Component NOx sensor downstream of SCR catalytic converter has a short circuit. |
| 134600 | Component NOx sensor upstream of SCR catalytic converter has Open circuit. |
| 134700 | Component NOx sensor upstream of SCR catalytic converter has a short circuit. |
| 134800 | No CAN message received from component NOx sensor downstream of SCR catalytic converter. |
| 134900 | No CAN message received from component NOx sensor upstream of SCR catalytic converter. |
| 134A00 | Component NOx sensor upstream of SCR catalytic converter has a plausibility error. |

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| 134B00 | The upper limit value of component NOx sensor upstream of SCR catalytic converter has been exceeded. |
| 134C00 | The lower limit value of component NOx sensor upstream of SCR catalytic converter was dropped below/not reached. |
| 134D00 | The upper limit value of component NOx sensor upstream of SCR catalytic converter has been exceeded. |
| 134E00 | The lower limit value of component NOx sensor upstream of SCR catalytic converter was dropped below/not reached. |
| 134F00 | Component NOx sensor upstream of SCR catalytic converter has a plausibility error. |
| 135000 | Component NOx sensor upstream of SCR catalytic converter has a plausibility error. |
| 135100 | Signal of component NOx sensor upstream of SCR catalytic converter is not within the valid range. |
| 135200 | Signal of component NOx sensor upstream of SCR catalytic converter is not within the valid range. |
| 135300 | Component NOx sensor upstream of SCR catalytic converter has an open circuit in the wiring. |
| 135400 | Short circuit in component NOx sensor upstream of SCR catalytic converter |
| 135600 | The upper limit value of component B16/15 (Temperature sensor upstream of SCR catalytic converter) has been exceeded. |
| 135900 | The signal voltage of component 17B03 : Temperature sensor, exhaust gas downstream of SCR catalytic converter is too high. |
| 135A00 | There is an internal fault in component NOx sensor upstream of SCR catalytic converter. |
| 13A800 | The exhaust gas temperature is too low. |
| 13A900 | The exhaust-gas temperature is too high. |
| 13AA00 | The supply voltage of control unit N3/9 (CDI control unit) is too high (overvoltage). |
| 13AB00 | The supply voltage of control unit N3/9 (CDI control unit) is too low (undervoltage). |
| 13AC00 | The output stage of the heater for the crankcase ventilation system has a short circuit to positive. |
| 13AD00 | The output stage of the heater for the crankcase ventilation system has a short circuit to ground. |
| 13AE00 | The heater for the crankcase ventilation system has a fault at the output stage. |
| 13AF00 | The soot content of the diesel particulate filter is too high. |
| 13B000 | There is an internal control unit fault in the analog/digital converter. |
| 13B100 | There is an internal control unit fault in the analog/digital converter. |
| 13B200 | There is an internal control unit fault in the analog/digital converter. |
| 13B300 | There is an internal control unit fault in the analog/digital converter. |
| 13B400 | There is an internal control unit fault in the ROM memory. |
| 13B500 | There is an internal control unit fault in the ROM memory. |
| 13B600 | There is an internal control unit fault in the ROM memory. |
| 13B700 | Manual regeneration must be deactivated. |
| 13B800 | Soiling limit of air cleaner is reached. |

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| 13B900 | The control deviation during rail pressure regulation via the quantity control valve is too high. Rail pressure deviation due to air forming in the system when the fuel tank is run empty |
| 13BA00 | Maximum actuation duration for zero quantity calibration for injector of cylinder 1 exceeded |
| 13BB00 | Maximum actuation duration for zero quantity calibration for injector of cylinder 4 exceeded |
| 13BC00 | Maximum actuation duration for zero quantity calibration for injector of cylinder 2 exceeded |
| 13BD00 | Maximum actuation duration for zero quantity calibration for injector of cylinder 5 exceeded |
| 13BE00 | Maximum actuation duration for zero quantity calibration for injector of cylinder 3 exceeded |
| 13BF00 | Maximum actuation duration for zero quantity calibration for injector of cylinder 6 exceeded |
| 13C000 | Minimum actuation duration for zero quantity calibration for injector of cylinder 1 not reached |
| 13C100 | Minimum actuation duration for zero quantity calibration for injector of cylinder 4 not reached |
| 13C200 | Minimum actuation duration for zero quantity calibration for injector of cylinder 2 not reached |
| 13C300 | Minimum actuation duration for zero quantity calibration for injector of cylinder 5 not reached |
| 13C400 | Minimum actuation duration for zero quantity calibration for injector of cylinder 3 not reached |
| 13C500 | Minimum actuation duration for zero quantity calibration for injector of cylinder 6 not reached |
| 13C600 | Component N14/3 (Glow output stage) has excess temperature. |
| 13C700 | Component N14/3 (Glow output stage) has a malfunction. |
| 13C800 | The supply voltage of component N14/3 (Glow output stage) is too low (undervoltage). |
| 13C900 | There is an internal fault in component N14/3 (Glow output stage). |
| 13CA00 | Component R9/1 (Cylinder 1 glow plug) has Open circuit. |
| 13CB00 | Component R9/2 (Cylinder 2 glow plug) has Open circuit. |
| 13CC00 | Component R9/3 (Cylinder 3 glow plug) has Open circuit. |
| 13CD00 | Component R9/4 (Cylinder 4 glow plug) has Open circuit. |
| 13CE00 | Component R9/5 (Glow plug cylinder 5) has Open circuit. |
| 13CF00 | Component R9/6 (Cylinder 6 glow plug) has Open circuit. |
| 13D000 | The output for the glow plug (cylinder 7) has an electrical fault or an open circuit. |
| 13D100 | The output for the glow plug (cylinder 8) has an electrical fault or an open circuit. |
| 13D200 | The resistance of the glow plug at cylinder R9/1 (Cylinder 1 glow plug) is outside the permissible range. |
| 13D300 | The resistance of the glow plug at cylinder R9/2 (Cylinder 2 glow plug) is outside the permissible range. |

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| 13D400 | The resistance of the glow plug at cylinder R9/3 (Cylinder 3 glow plug) is outside the permissible range. |
| 13D500 | The resistance of the glow plug at cylinder R9/4 (Cylinder 4 glow plug) is outside the permissible range. |
| 13D600 | The resistance of the glow plug at cylinder R9/5 (Glow plug cylinder 5) is outside the permissible range. |
| 13D700 | The resistance of the glow plug at cylinder R9/6 (Cylinder 6 glow plug) is outside the permissible range. |
| 13D800 | The output for the glow plug (cylinder 7) has an electrical fault or an open circuit. |
| 13D900 | The output for the glow plug (cylinder 8) has an electrical fault or an open circuit. |
| 13DA00 | Component R9/1 (Cylinder 1 glow plug) has Short circuit to ground. |
| 13DB00 | Component R9/2 (Cylinder 2 glow plug) has Short circuit to ground. |
| 13DC00 | Component R9/3 (Cylinder 3 glow plug) has Short circuit to ground. |
| 13DD00 | Component R9/4 (Cylinder 4 glow plug) has Short circuit to ground. |
| 13DE00 | Component R9/5 (Glow plug cylinder 5) has Short circuit to ground. |
| 13DF00 | Component R9/6 (Cylinder 6 glow plug) has Short circuit to ground. |
| 13E000 | The output for the glow plug (cylinder 7) has an electrical fault or an open circuit. |
| 13E100 | The output for the glow plug (cylinder 8) has an electrical fault or an open circuit. |
| 13E200 | The lower limit value of component B28/8 (Differential pressure sensor (DPF)) was dropped below/not reached. |
| 13E300 | The energy consumption of the fuel injector of cylinder 7 is implausible. |
| 13E400 | The energy consumption of the fuel injector of cylinder 8 is implausible. |
| 13E700 | The OBD limit value for the injector voltage of cylinder 1 has been exceeded. |
| 13E800 | The OBD limit value for the injector voltage of cylinder 4 has been exceeded. |
| 13E900 | The OBD limit value for the injector voltage of cylinder 2 has been exceeded. |
| 13EA00 | The OBD limit value for the injector voltage of cylinder 5 has been exceeded. |
| 13EB00 | The OBD limit value for the injector voltage of cylinder 3 has been exceeded. |
| 13EC00 | The OBD limit value for the injector voltage of cylinder 6 has been exceeded. |
| 13ED00 | The energy consumption of the fuel injector of cylinder 7 has exceeded the upper limit value. |
| 13EE00 | The energy consumption of the fuel injector of cylinder 8 has exceeded the upper limit value. |
| 13EF00 | The energy consumption of the fuel injector of cylinder 7 has dropped below the lower limit value. |
| 13F000 | The energy consumption of the fuel injector of cylinder 8 has dropped below the lower limit value. |
| 13F100 | Continuous control deviation during discharge time of fuel injector of cylinder 1 |
| 13F200 | Continuous control deviation during discharge time of fuel injector of cylinder 4 |
| 13F300 | Continuous control deviation during discharge time of fuel injector of cylinder 2 |
| 13F400 | Continuous control deviation during discharge time of fuel injector of cylinder 5 |
| 13F500 | Continuous control deviation during discharge time of fuel injector of cylinder 3 |
| 13F600 | Continuous control deviation during discharge time of fuel injector of cylinder 6 |
| 13F700 | The OBD limit value for the injector voltage of cylinder 1 has been exceeded. |
| 13F800 | The OBD limit value for the injector voltage of cylinder 4 has been exceeded. |

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| 13F900 | The OBD limit value for the injector voltage of cylinder 2 has been exceeded. |
| 13FA00 | The OBD limit value for the injector voltage of cylinder 5 has been exceeded. |
| 13FB00 | The OBD limit value for the injector voltage of cylinder 3 has been exceeded. |
| 13FC00 | The OBD limit value for the injector voltage of cylinder 6 has been exceeded. |
| 13FD00 | The fuel injector of cylinder 1 has a short circuit. |
| 13FE00 | The fuel injector of cylinder 4 has a short circuit. |
| 13FF00 | The fuel injector of cylinder 2 has a short circuit. |
| 140000 | The fuel injector of cylinder 5 has a short circuit. |
| 140100 | The fuel injector of cylinder 3 has a short circuit. |
| 140200 | The fuel injector of cylinder 6 has a short circuit. |
| 140500 | Component is not installed. |
| 140900 | Component is not installed. |
| 140D00 | Component is not installed. |
| 141100 | Component is not installed. |
| 141600 | Exhaust gas recirculation was shut off due to the malfunction of one of the hot film mass air flow sensors. |
| 141800 | Control module has an internal error. |
| 141900 | Control module has an internal error. |
| 141A00 | Control module has an internal error. |
| 141B00 | Control module has an internal error. |
| 141C00 | Control module has an internal error. |
| 141D00 | Control module has an internal error. |
| 141E00 | Control module has an internal error. |
| 141F00 | Control module has an internal error. |
| 142000 | Control module has an internal error. |
| 142100 | Control module has an internal error. |
| 142200 | Control module has an internal error. |
| 142400 | Component is not installed. |
| 142800 | Component is not installed. |
| 142B00 | The ash content of the diesel particulate filter is too high. |
| 142C00 | The ash content of the diesel particulate filter has exceeded the warning threshold. |
| 142E00 | Internal error: data record faulty |
| 142F00 | Internal error: data record faulty |
| 143100 | Control module has an internal error. |
| 143200 | A frontal impact was detected. |
| 143300 | The check signal from control unit Airbag is implausible. |
| 143400 | A shortcut was detected at pin 1 of circuit 87. |
| 143500 | The voltage supply of circuit 87 has overvoltage. |
| 143600 | The voltage supply of circuit 87 has undervoltage. |
| 143700 | A shortcut was detected at pin 2 of circuit 87. |
| 143800 | The voltage supply of circuit 87 has overvoltage. |
| 143900 | The voltage supply of circuit 87 has undervoltage. |

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| 143A00 | Component A1e16 (Preglow indicator lamp) is defective. |
| 143C00 | The supply voltage of the component B19 (TWC temperature sensor) is implausible. |
| 143D00 | The supply voltage of the component B19 (TWC temperature sensor) is implausible. |
| 143E00 | The supply voltage of the component B19 (TWC temperature sensor) is implausible. |
| 143F00 | Component B19/9 (Temperature sensor upstream of diesel particulate filter) has an open circuit. |
| 144000 | Component B19/9 (Temperature sensor upstream of diesel particulate filter) has an open circuit. |
| 144100 | Component B19/9 (Temperature sensor upstream of diesel particulate filter) has an open circuit. |
| 144200 | Component B19/11 (Temperature sensor upstream of turbocharger) has an open circuit. |
| 144300 | Component B19/11 (Temperature sensor upstream of turbocharger) has an open circuit. |
| 144400 | Component B19/11 (Temperature sensor upstream of turbocharger) has an open circuit. |
| 144500 | Component B19/11 (Temperature sensor upstream of turbocharger) has a plausibility error. |
| 144600 | Component B19/11 (Temperature sensor upstream of turbocharger) has a plausibility error. |
| 144700 | Component M16/6 (Throttle valve actuator) has a plausibility error. |
| 144800 | Control module has an internal error. |
| 144900 | Control module has an internal error. |
| 144A00 | Control module has an internal error. |
| 144B00 | Control module has an internal error. |
| 144C00 | Control module has an internal error. |
| 144D00 | Control module has an internal error. |
| 144E00 | Control module has an internal error. |
| 144F00 | Control module has an internal error. |
| 145000 | Control module has an internal error. |
| 145100 | The control unit is overheated. |
| 145200 | Component is not installed. |
| 145300 | There is an internal control unit fault in the digital/digital converter. |
| 145400 | There is an internal control unit fault in the digital/digital converter. |
| 145700 | One of the exhaust gas temperature sensors has overtemperature. |
| 145A00 | Component is not installed. |
| 145B00 | Signal 'PremAir sensor' on CAN bus is not present or is faulty. |
| 145D00 | Component M16/6 (Throttle valve actuator) has a plausibility error. |
| 145E00 | The positive control deviation during throttle valve control is too high. |
| 145F00 | The negative control deviation during throttle valve control is too high. |
| 146100 | Control deviation is too large. |
| 146200 | Control deviation is too large. |
| 146300 | Component R48 (Two-disk thermostat heating element) has an open circuit. |

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| 146400 | Component R48 (Two-disk thermostat heating element) has a short circuit to positive. |
| 146500 | Component R48 (Two-disk thermostat heating element) has a short circuit to ground. |
| 146600 | Component M13/7 (Transmission oil cooler circulation pump) has an open circuit. |
| 146700 | Component M13/7 (Transmission oil cooler circulation pump) has excess temperature. |
| 146800 | Component M13/7 (Transmission oil cooler circulation pump) has a short circuit to positive. |
| 146900 | Component M13/7 (Transmission oil cooler circulation pump) has a short circuit to ground. |
| 146A00 | Component is not installed. |
| 146B00 | Component is not installed. |
| 146C00 | Component is not installed. |
| 146D00 | Plausibility error between signals of components NOx sensor upstream of SCR catalytic converter and NOx sensor downstream of SCR catalytic converter |
| 147300 | The lower limit value of component NOx sensor downstream of SCR catalytic converter was dropped below/not reached. |
| 147400 | The upper limit value of component NOx sensor downstream of SCR catalytic converter has been exceeded. |
| 147500 | The lower limit value of component NOx sensor downstream of SCR catalytic converter was dropped below/not reached. |
| 147600 | Component NOx sensor downstream of SCR catalytic converter has a short circuit. |
| 147700 | Component NOx sensor downstream of SCR catalytic converter has a short circuit. |
| 147800 | The ash content of the diesel particulate filter is too high. |
| 147900 | The pressure differential in the diesel particulate filter is too high. |
| 147B00 | Component B16/14 (Exhaust gas recirculation temperature sensor) has a short circuit to positive. |
| 147C00 | Component B16/14 (Exhaust gas recirculation temperature sensor) has a short circuit to ground. |
| 147E00 | This function is not available at present. |
| 147F00 | This function is not available at present. |
| 148000 | The upper limit value of component NOx sensor downstream of SCR catalytic converter has been reached. |
| 148100 | The lower limit value of component NOx sensor downstream of SCR catalytic converter was dropped below/not reached. |
| 148200 | Component NOx sensor downstream of SCR catalytic converter has a plausibility error. |
| 148300 | The number of permissible start attempts has been exceeded. |
| 148800 | There is an internal fault in component NOx sensor downstream of SCR catalytic converter. |
| 148A00 | The number of times regeneration of the diesel particulate filter was performed is too high. |
| 148B00 | The negative control deviation of exhaust gas recirculation control is too high. |
| 148C00 | Component Y27/9 (Left EGR positioner)' has an internal fault. |
| 148D00 | Component 'Y27/9 (Left EGR positioner)' has an internal fault. |

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| 148E00 | Component 'Y27/9 (Left EGR positioner)' has an internal fault. |
| 148F00 | Component 'Y27/9 (Left EGR positioner)' has an internal fault. |
| 149000 | Component 'Y27/9 (Left EGR positioner)' has an internal fault. |
| 149100 | Component 'Y27/9 (Left EGR positioner)' has an internal fault. |
| 149200 | Component 'Y27/9 (Left EGR positioner)' has an internal fault. |
| 149300 | Component 'Y27/9 (Left EGR positioner)' has an internal fault. |
| 149400 | Component 'Y27/9 (Left EGR positioner)' has an internal fault. |
| 149500 | Component 'Y27/9 (Left EGR positioner)' has an internal fault. |
| 149600 | Control module has an internal error. |
| 149700 | Component 'Y27/9 (Left EGR positioner)' has an internal fault. |
| 149800 | Component 'Y27/9 (Left EGR positioner)' has an internal fault. |
| 149900 | Component 'Y27/9 (Left EGR positioner)' has an internal fault. |
| 149A00 | Component 'Y27/9 (Left EGR positioner)' has an internal fault. |
| 149C00 | Component NOx sensor upstream of SCR catalytic converter is not operational. |
| 149D00 | Component NOx sensor downstream of SCR catalytic converter is not operational. |
| 14A000 | Component 'Y27/9 (Left EGR positioner)' has an internal fault. |
| 14A100 | Component 'Y27/9 (Left EGR positioner)' has an internal fault. |
| 14A300 | Component B17/8 (Charge air temperature sensor) has a plausibility error. |
| 14A600 | The positive control deviation of exhaust gas recirculation control is too high. |
| 14A700 | The negative control deviation of exhaust gas recirculation control is too high. |
| 14A900 | The upper limit value of component B60 (Exhaust back pressure sensor) has been exceeded. |
| 14AA00 | The lower limit value of component B60 (Exhaust back pressure sensor) was dropped below/not reached. |
| 14AB00 | Component B19/11 (Temperature sensor upstream of turbocharger) has a plausibility error. |
| 14AC00 | There is an internal fault in component B19/11 (Temperature sensor upstream of turbocharger). |
| 14AD00 | This function is not available at present. |
| 14AE00 | Component B19/11 (Temperature sensor upstream of turbocharger) is defective. |
| 14AF00 | Component B5/1 (Charge pressure sensor) has a plausibility error. |
| 14B000 | The relative boost pressure exceeds the upper limit value. |
| 14B100 | Component Hot film mass air flow sensor has a plausibility error. |
| 14B200 | Component Hot film mass air flow sensor has a plausibility error. |
| 14B300 | Component Y27/9 (Exhaust gas recirculation positioner) is stiff or blocked. |
| 14B400 | The control deviation of component Y27/9 (Left EGR positioner) is too high. |
| 14B500 | Component NOx sensor upstream of SCR catalytic converter has a plausibility error. |
| 14B600 | The control deviation of component Y27/9 (Left EGR positioner) is too high. |
| 14B700 | Component Y27/9 (Exhaust gas recirculation positioner) is stiff or blocked. |
| 14B800 | The control deviation of component Y27/9 (Left EGR positioner) is too high. |
| 14CF00 | The positive control deviation of exhaust gas recirculation control is too high. |
| 14D000 | Component G3/2 (O2 sensor upstream of KAT) has an open circuit. |
| 14D100 | This function is not yet supported by the control unit. |

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| 14D200 | This function is not yet supported by the control unit. |
| 14D300 | This function is not yet supported by the control unit. |
| 14D400 | This function is not yet supported by the control unit. |
| 14D500 | Water in engine oil |
| 14D600 | The signal line of oxygen sensor 1 (cylinder bank 1) and the electric heater circuit have a short circuit to each other. |
| 14D700 | The battery voltage is too high. |
| 14D800 | Battery voltage is too low. |
| 14D900 | The reference voltage connection of oxygen sensor 1 (cylinder bank 1) has an electrical fault or open circuit. |
| 14DA00 | Component is not installed. |
| 14DB00 | The pump current connection of oxygen sensor 1 (cylinder bank 1) has an electrical fault or open circuit. |
| 14DC00 | Component is not installed. |
| 14DD00 | The signal return line connection of oxygen sensor 1 (cylinder bank 1) has an electrical fault or open circuit. |
| 14DE00 | Component is not installed. |
| 14DF00 | The output for the heater of oxygen sensor 1 (cylinder bank 1) has a short circuit to positive. |
| 14E000 | The output for the heater of oxygen sensor 1 (cylinder bank 1) has a short circuit to ground. |
| 14E100 | The heater for oxygen sensor 1 (cylinder bank 1) has an electrical fault. |
| 14E200 | Component is not installed. |
| 14E300 | The output for the heater of oxygen sensor 1 (cylinder bank 1) has an electrical fault or open circuit. |
| 14E400 | Oxygen sensor 1 (cylinder bank 1) has a malfunction. |
| 14E500 | Oxygen sensor 1 (cylinder bank 1) has a malfunction. |
| 14E600 | The processor of the oxygen sensor (cylinder bank 1) in the control unit has a malfunction. |
| 14E700 | Oxygen sensor 1 (cylinder bank 1) has a short circuit to positive. |
| 14E800 | Oxygen sensor 1 (cylinder bank 1) has a short circuit to ground. |
| 14E900 | The heater for oxygen sensor 1 (cylinder bank 1) has an electrical fault. |
| 14EA00 | The heater for oxygen sensor 1 (cylinder bank 1) has an electrical fault. |
| 14EB00 | Rich/lean switchover of oxygen sensor 1 (cylinder bank 1) too slow. |
| 14EC00 | This function is not yet supported by the control unit. |
| 14ED00 | Component is not installed. |
| 14EE00 | The processor of the oxygen sensor (cylinder bank 1) in the control unit has a malfunction. |
| 14EF00 | The processor of the oxygen sensor (cylinder bank 1) in the control unit has a malfunction. |
| 14F000 | The signal from oxygen sensor 1 (cylinder bank 1) is shifted towards 'Lean'. |
| 14F100 | The signal from oxygen sensor 1 (cylinder bank 1) is shifted towards 'Lean'. |
| 14F200 | The signal from oxygen sensor 1 (cylinder bank 1) is shifted towards 'Lean'. |
| 14F300 | The signal from oxygen sensor 1 (cylinder bank 1) is shifted towards 'Rich'. |

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| 14F400 | The signal from oxygen sensor 1 (cylinder bank 1) is shifted towards 'Rich'. |
| 14F500 | The signal from oxygen sensor 1 (cylinder bank 1) is shifted towards 'Rich'. |
| 14F600 | Oxygen sensor 1 (cylinder bank 1) has a malfunction. |
| 14F700 | Component is not installed. |
| 14F800 | This function is not yet supported by the control unit. |
| 14F900 | Component is not installed. |
| 14FA00 | The processor of the oxygen sensor (cylinder bank 1) in the control unit has a malfunction. |
| 14FB00 | The processor of the oxygen sensor (cylinder bank 1) in the control unit has a malfunction. |
| 14FC00 | Oxygen sensor 1 (cylinder bank 1) has a malfunction. |
| 14FD00 | Component is not installed. |
| 14FE00 | Oxygen sensor 1 (cylinder bank 1) has a malfunction. |
| 14FF00 | Component is not installed. |
| 150000 | Oxygen sensor 1 (cylinder bank 1) has an electrical fault. |
| 150100 | The upper limit value of component HFM-SFI has been exceeded. |
| 150200 | The upper limit value of component HFM-SFI has been exceeded. |
| 150300 | The upper limit value of component HFM-SFI has been exceeded. |
| 150400 | The processor of the oxygen sensor (cylinder bank 1) in the control unit has a malfunction. |
| 150500 | This function is not available at present. |
| 150800 | The upper limit value of component NOx sensor downstream of SCR catalytic converter has been exceeded. |
| 150900 | The lower limit value of component NOx sensor downstream of SCR catalytic converter was dropped below/not reached. |
| 150A00 | The upper limit value of component NOx sensor downstream of SCR catalytic converter has been exceeded. |
| 150B00 | The lower limit value of component NOx sensor downstream of SCR catalytic converter was dropped below/not reached. |
| 150C00 | There is an internal fault in component B19 (TWC temperature sensor). |
| 150D00 | Component B19 (TWC temperature sensor) has a short circuit to positive. |
| 150E00 | Component B19 (TWC temperature sensor) has a short circuit to ground. |
| 150F00 | This function is not available at present. |
| 151000 | This function is not available at present. |
| 151100 | This function is not available at present. |
| 151200 | This function is not available at present. |
| 151300 | This function is not available at present. |
| 151400 | This function is not available at present. |
| 151500 | Component Y85 (Exhaust gas recirculation cooler bypass switchover valve) has excess temperature. |
| 151600 | This function is not yet supported by the control unit. |
| 151700 | This function is not yet supported by the control unit. |
| 151800 | This function is not yet supported by the control unit. |

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| 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. |

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| 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. |

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| 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. |

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| 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. |

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| 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. |

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| 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. |

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| 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. |

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| 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. |

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| 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). |

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| 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. |

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| 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

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