

VIN	Model series/model designation	164.124
Order number	License plate	

Full list of fault codes and events

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.

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.

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.

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.

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.

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.

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.

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.

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.

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

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.

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.

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.

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.

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.

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.

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.

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.

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.

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.

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'.

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.

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

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

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

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

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

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

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

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

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

Event 124A00 One or more signals sent from control unit A80 (Intelligent servo module for DIRECT SELECT) via the CAN bus is implausible.
Event 125100 CAN signal 'Ambient temperature' from control unit N22/7 (Comfort AAC pushbutton control module) is implausible.
Event 125400 CAN signal 'Ambient temperature' from control unit N22/7 (Comfort AAC pushbutton control module) is implausible.
Event 125900 The idle speed increase was approved (active request).
Event 125B00 The idle speed increase was approved (passive request).
Event 129B00 No LIN message was received from component N14/3 (Glow output stage).
Event 129C00 Transmission control (fault 1)
Event 129D00 Transmission control (fault 10)
Event 129E00 Transmission control (fault 11)
Event 129F00 Transmission control (fault 12)
Event 12A000 Transmission control (fault 13)
Event 12A100 Transmission control (fault 14)
Event 12A200 Transmission control (fault 15)
Event 12A300 Transmission control (fault 16)
Event 12A400 Transmission control (fault 17)
Event 12A500 Transmission control (fault 18)
Event 12A600 Transmission control (fault 19)
Event 12A700 Transmission control (fault 2)
Event 12A800 Transmission control (fault 20)
Event 12A900 Transmission control (fault 21)
Event 12AA00 Transmission control (fault 22)
Event 12AB00 Transmission control (fault 23)
Event 12AC00 Transmission control (fault 24)
Event 12AD00 Transmission control (fault 25)
Event 12AE00 Transmission control (fault 26)
Event 12AF00 Transmission control (fault 27)
Event 12B000 Transmission control (fault 28)
Event 12B100 Transmission control (fault 29)
Event 12B200 Transmission control (fault 3)
Event 12B300 Transmission control (fault 30)
Event 12B400 Transmission control (fault 31)
Event 12B500 Transmission control (fault 32)
Event 12B600 Transmission control (fault 4)
Event 12B700 Transmission control (fault 5)
Event 12B800 Transmission control (fault 6)
Event 12B900 Transmission control (fault 7)
Event 12BA00 Transmission control (fault 8)
Event 12BB00 Transmission control (fault 9)
Event 12BF00 This function is not yet supported by the control unit.

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

Event 164A00 One or more messages sent from control unit N129 (Starter generator squib) via the CAN bus is implausible.

Event 164B00 One or more messages sent from control unit N129 (Starter generator squib) via the CAN bus is implausible.

Event 164C00 One or more signals sent from control unit N15/7 (Transfer case control module) via the CAN bus is implausible.

Event 164D00 No CAN message was received from control unit N15/7 (Transfer case control module).

Event 16F600 Ignore fault.

Event 16F700 Ignore fault.

Event 16F800 Ignore fault.

Event 16F900 Ignore fault.

Event 170000 Ignore fault.

Event 170100 Ignore fault.

Event 170200 Ignore fault.

Event 170300 Ignore fault.

Event 171A00 No CAN message was received from control unit N62 (PTS control unit).

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

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