VIN	**Model series/model designation**	164.122
Order number	**License plate**	

Full list of fault codes and events

0105 - [1] Check component B5/1 (Charge pressure sensor). The signal voltage is too high.
0105 - [2] Check component B5/1 (Charge pressure sensor). The signal voltage is too low.
0105 - [4] Check component B5/1 (Charge pressure sensor). CAN signal faulty
0105 - [8] Check component B5/1 (Charge pressure sensor). The atmospheric pressure between component B5/1 (Charge pressure sensor) and component N3/9 (CDI control unit) is implausible.
0110 - [1] Check component B17/8 (Charge air temperature sensor). The signal voltage is too high.
0110 - [2] Check component B17/8 (Charge air temperature sensor). The signal voltage is too low.
0110 - [4] Check component B17/8 (Charge air temperature sensor). CAN signal faulty
0115 - [1] Check component B11/4 (Coolant temperature sensor). The signal voltage is too high.
0115 - [2] Check component B11/4 (Coolant temperature sensor). The signal voltage is too low.
0115 - [4] Check component B11/4 (Coolant temperature sensor). CAN signal faulty
0115 - [8] Check component B11/4 (Coolant temperature sensor). The temperature difference between component B11/4 (Coolant temperature sensor) and component B1 (Oil temperature sensor) is implausible.
0180 - [1] Check component B50 (Fuel temperature sensor). The signal voltage is too high.
0180 - [2] Check component B50 (Fuel temperature sensor). The signal voltage is too low.
0190 - [1] Check component B4/6 (Rail pressure sensor). The signal voltage is too high.
0190 - [2] Check component B4/6 (Rail pressure sensor). The signal voltage is too low.
0201 - [1] Check component Y76y1 (Fuel injector cylinder 1). Short circuit to positive
0201 - [2] Check component Y76y1 (Fuel injector cylinder 1). Short circuit to ground
0201 - [4] Check component Y76y1 (Fuel injector cylinder 1). Short circuit to each other

12/2016 (2016-10-06)\AddOns: ([6988) (7160) (7258) (6755) (6933) (7418) (7176) (6765) (7292) (6726) (6832) (7030) (6815) (6961) (6892) (6927) (6642) (6882) (6977) (6604) (7100) (7128) (6819) (7134) (7069) (6785) (7229) (6669) (6658) (7309) (7188) (6728) (6569) (6843) (6826) (6818) (6997) (6896) (7172) (7092) (6931) (7084) (6951) (6835) (6691) (7014) (6622) (6792) (6828) (6768) (6985) (6721) (6745) (7154) (6677) (7143) (6817) (6919) (6780) (6707) (6686) (6863) (7002) (6991) (6700) (6615) (6803) (6880) (6580) (6646) (6576) (6986) (6814) (6670) (7009) (7018) (6781) (6673) (6877) (6864) (6872) (7033) (7256) (7318) (6730) (7104) (6663) (7147) (6798) (6994) (6858) (6898) (6871) (7386) (6704) (7029) (6822) (6850) (6796) (7065) (6802) (6971) (6874) (7072) (7082) (6746) (7239) (6772) (6857) (6949) (7180) (6831) (7086) (6627) (6916) (7206) (6742) (7042) (6964) (6870) (7166) (7138) (7080) (7398) (6848) (6975) (7001) (6760) (6679) (6845) (6732) (6565) (6941) (6902) (6890) (6847) (6842) (6856) (7359) (6578) (7007) (7185) (7158) (7026) (6894) (6980) (6739) (7119) (6684) (6995) (6816) (6809) (6784) (6972) (6633) (6952) (6648) (6943) (6793) (6981) (7135) (7036) (6608) (6907) (7023) (6861) (7113) (7433) (7209) (7324) (6954) (7097) (6705) (6825) (6968) (6885) (6616) (6573) (6759) (6676) (6682) (6887) (6910) (7226) (6914) (6866) (7360) (6886) (7233) (7108) (6953) (5226) (7267) (7121) (7201) (7063) (6599) (7049) (7216) (6649) (7055) (6774) (6724) (7225) (6990) (6833) (6965) (6906) (6800) (7251) (6962) (6958) (7068) (7071) (6900) (7316) (7289) (6788) (6851) (6709) (6948) (6983) (6769) (6714) (7190) (6924) (6889) (6921) (6911) (7012) (7150) (5225) (7164) (7198) (6588) (6903) (6697) (6596) (6839) (7058) (6790) (7109) (6787) (7052) (6868) (7300) (6653) (7248) (6884) (7032) (6735) (7046) (6876) (6630) (6806) (6904) (6659) (7458) (6867) (7008) (6946) (7184) (6879) (6841) (6912) (6570) (7142) (7077) (6801) (6618) (6976) (7313])

0201 - [8] Check component Y76y1 (Fuel injector cylinder 1). General error
0202 - [1] Check component Y76y2 (Fuel injector cylinder 2). Short circuit to positive
0202 - [2] Check component Y76y2 (Fuel injector cylinder 2). Short circuit to ground
0202 - [4] Check component Y76y2 (Fuel injector cylinder 2). Short circuit to each other
0202 - [8] Check component Y76y2 (Fuel injector cylinder 2). General error
0203 - [1] Check component Y76y3 (Fuel injector cylinder 3). Short circuit to positive
0203 - [2] Check component Y76y3 (Fuel injector cylinder 3). Short circuit to ground
0203 - [4] Check component Y76y3 (Fuel injector cylinder 3). Short circuit to each other
0203 - [8] Check component Y76y3 (Fuel injector cylinder 3). General error
0204 - [1] Check component Y76y4 (Fuel injector cylinder 4). Short circuit to positive
0204 - [2] Check component Y76y4 (Fuel injector cylinder 4). Short circuit to ground
0204 - [4] Check component Y76y4 (Fuel injector cylinder 4). Short circuit to each other
0204 - [8] Check component Y76y4 (Fuel injector cylinder 4). General error
0205 - [1] Check component Y76y5 (Fuel injector cylinder 5). Short circuit to positive
0205 - [2] Check component Y76y5 (Fuel injector cylinder 5). Short circuit to ground
0205 - [4] Check component Y76y5 (Fuel injector cylinder 5). Short circuit to each other
0205 - [8] Check component Y76y5 (Fuel injector cylinder 5). General error
0206 - [1] Check component Y76y6 (Fuel injector cylinder 6). Short circuit to positive
0206 - [2] Check component Y76y6 (Fuel injector cylinder 6). Short circuit to ground
0206 - [4] Check component Y76y6 (Fuel injector cylinder 6). Short circuit to each other
0206 - [8] Check component Y76y6 (Fuel injector cylinder 6). General error
0300 - [1] Misfiring detection The number of misfirings is too high.
1105 - [1] N3/9 (CDI control unit) Atmospheric pressure sensor The signal voltage is too high.
1105 - [2] N3/9 (CDI control unit) Atmospheric pressure sensor The signal voltage is too low.
1105 - [8] N3/9 (CDI control unit) Atmospheric pressure sensor The atmospheric pressure between component N3/9 (CDI control unit) and component B5/1 (Charge pressure sensor) is implausible.
1222 - [1] Check component Sensor in component B37 (Accelerator pedal sensor). The signal voltage is too high.
1222 - [2] Check component Sensor in component B37 (Accelerator pedal sensor). The signal voltage is too low.
1222 - [8] Check component Sensor in component B37 (Accelerator pedal sensor). Plausibility Sensor 1/2
1234 - [1] Check component Sensor in component B37 (Accelerator pedal sensor). The signal voltage is too high.
1234 - [2] Check component Sensor in component B37 (Accelerator pedal sensor). The signal voltage is too low.
1234 - [8] Check component Sensor in component B37 (Accelerator pedal sensor). Plausibility Sensor 2/1
1436 - [1] Check component B19/9 (Temperature sensor upstream of diesel particulate filter). The signal voltage is too high.
1436 - [2] Check component B19/9 (Temperature sensor upstream of diesel particulate filter). The signal voltage is too low.

1437 - [1] Check component B19 (TWC temperature sensor). The signal voltage is too high.
1437 - [2] Check component B19 (TWC temperature sensor). The signal voltage is too low.
1480 - [1] Check component N14/3 (Glow time output stage). FAULTY
1520 - [1] Check component S40/4 (CC switch with variable speed limiter). CAN message from control module N73 (EIS [EZS] control unit): IMPLAUSIBLE
1520 - [2] Check component S40/4 (CC switch with variable speed limiter). Two functions were executed simultaneously.
1610 - [1] Check component N10/1 (Front SAM control unit with fuse and relay module). Relay N10/1kR (Circuit 87 relay, engine) switches off too late.
1610 - [2] Check component N10/1 (Front SAM control unit with fuse and relay module). Relay N10/1kR (Circuit 87 relay, engine) switches off too soon.
1611 - [1] Check supply voltage (1) of sensors. Readout too large
1611 - [2] Check supply voltage (1) of sensors. Readout too small
1612 - [4] Test signal at terminal Terminal 15. No signal
1612 - [8] Test signal at terminal Terminal 15. Plausibility error in signal over CAN or hardware line
1617 - [1] Control unit EEPROM error An error occurred during the last write or read operation.
1617 - [2] Control unit EEPROM error An error occurred during the last read operation.
1617 - [4] Control unit EEPROM error An error occurred during the last write operation.
1617 - [8] Control unit EEPROM error The preset values were used.
1630 - [1] Check system 'Immobilizer'. Internal fault N3/9 (CDI control unit)
1630 - [2] Check system 'Immobilizer'. Communication fault between component N3/9 (CDI control unit) and N73 (EIS [EZS] control unit)
1630 - [4] Check system 'Immobilizer'. Expended authentication value
1630 - [8] Check system 'Immobilizer'. Key used is inhibited.
1636 - [1] M4/7 (Engine and AC electric suction fan with integrated control) Short circuit in the signal line
1636 - [2] M4/7 (Engine and AC electric suction fan with integrated control) Short circuit in the signal line
1636 - [4] M4/7 (Engine and AC electric suction fan with integrated control) Discontinuity of signal line
1636 - [8] M4/7 (Engine and AC electric suction fan with integrated control) Thermal overload of control module N3/9 (CDI control unit)
1664 - [1] Check component Heater booster. Short circuit to positive
1664 - [2] Check component Heater booster. Short circuit to ground
1664 - [4] Check component Heater booster. Signal wire OPEN CIRCUIT
1664 - [8] Check component Heater booster. Thermal overload of control module N3/9 (CDI control unit)
1665 - [1] Check component Radiator blind. Short circuit to positive
1665 - [2] Check component Radiator blind. Short circuit to ground
1665 - [4] Check component Radiator blind. Signal wire OPEN CIRCUIT
1665 - [8] Check component Radiator blind. Thermal overload of control module N3/9 (CDI control unit)

1681 - [1] Airbag signal Engine emergency off signal from airbag control module
1681 - [8] Airbag signal Short circuit to positive
1705 - [4] Check component S40/3 (Clutch pedal switch). CAN signal faulty
1705 - [8] Check component S40/3 (Clutch pedal switch). Plausibility
2006 - [1] Test sensor Fuel low pressure. Voltage is too high.
2006 - [2] Test sensor Fuel low pressure. Voltage is too low.
2008 - [1] B4/6 (Rail pressure sensor) Value is above limit.
2008 - [2] B4/6 (Rail pressure sensor) Value is below limit.
2009 - [1] Check component B76 (Fuel filter water level sensor). FAULTY
2009 - [2] Check component B76 (Fuel filter water level sensor). Water in the fuel filter.
2009 - [4] Check component B76 (Fuel filter water level sensor). Water in the fuel filter.
2011 - [1] Check component Mass air flow sensor. The air mass is too large.
2011 - [2] Check component Mass air flow sensor. The air mass is too small.
2012 - [8] Check component B11/4 (Coolant temperature sensor). The dynamic test was not plausible.
2013 - [1] Check component B14 (Ambient temperature display temperature sensor). The signal voltage is too high.
2013 - [2] Check component B14 (Ambient temperature display temperature sensor). The signal voltage is too low.
2013 - [4] Check component B14 (Ambient temperature display temperature sensor). CAN signal faulty
2014 - [1] Check component B1 (Oil temperature sensor). The signal voltage is too high.
2014 - [2] Check component B1 (Oil temperature sensor). The signal voltage is too low.
2014 - [4] Check component B1 (Oil temperature sensor). Oil temperature is implausible.
2014 - [8] Check component B1 (Oil temperature sensor). Plausibility
2015 - [1] Rail pressure monitoring via volume control valve The rail pressure is too low.
2016 - [1] Rail pressure monitoring via volume control valve The rail pressure is too high.
2016 - [2] Rail pressure monitoring via volume control valve The pressure reduction during deceleration is implausible.
2016 - [4] Rail pressure monitoring via volume control valve Standard deviation in deceleration mode
2016 - [8] Rail pressure monitoring via volume control valve Standard deviation in idle
2017 - [1] Rail pressure monitoring via volume control valve The rail pressure is too low.
2017 - [2] Rail pressure monitoring via volume control valve The rail pressure is too low.
2018 - [1] Rail pressure monitoring via volume control valve The rail pressure is too high.
2019 - [1] Rail pressure monitoring via pressure control valve The rail pressure is too low.
2019 - [2] Rail pressure monitoring via pressure control valve The rail pressure is too low for the engine speed.
2020 - [1] Rail pressure monitoring via pressure control valve The pressure control valve jams in the closed position.
2020 - [4] Rail pressure monitoring via pressure control valve The rail pressure is too high.
2021 - [1] Rail pressure monitoring via pressure control valve The rail pressure is too low.
2023 - [1] Rail pressure monitoring via pressure control valve The maximum pressure has been exceeded.

2024 - [1] Check component B2/7b1 (Intake air temperature sensor). The signal voltage is too high.
2024 - [2] Check component B2/7b1 (Intake air temperature sensor). The signal voltage is too low.
2025 - [1] Check component B28/5 (Pressure sensor downstream of air cleaner). The signal voltage is too high.
2025 - [2] Check component B28/5 (Pressure sensor downstream of air cleaner). The signal voltage is too low.
2025 - [4] Check component B28/5 (Pressure sensor downstream of air cleaner). CAN signal faulty
2025 - [8] Check component B28/5 (Pressure sensor downstream of air cleaner). The atmospheric pressure between component B28/5 (Pressure sensor downstream of air cleaner) and component N3/9 (CDI control unit) is implausible.
2026 - [1] Check component G3/2 (O2 sensor upstream of KAT). Short circuit to positive
2026 - [2] Check component G3/2 (O2 sensor upstream of KAT). Short circuit to ground
2026 - [4] Check component G3/2 (O2 sensor upstream of KAT). Open circuit
2026 - [8] Check component G3/2 (O2 sensor upstream of KAT). Battery severely discharged/ faulty
2027 - [1] Check component G3/1 (O2 sensor downstream TWC). Short circuit to positive
2027 - [2] Check component G3/1 (O2 sensor downstream TWC). Short circuit to ground
2027 - [4] Check component G3/1 (O2 sensor downstream TWC). Battery severely discharged/ faulty
2028 - [1] Pump current (G3/2 (O2 sensor upstream of KAT)) of oxygen sensor Short circuit to positive
2028 - [2] Pump current (G3/2 (O2 sensor upstream of KAT)) of oxygen sensor Short circuit to ground
2028 - [4] Pump current (G3/2 (O2 sensor upstream of KAT)) of oxygen sensor Open circuit
2028 - [8] Pump current (G3/2 (O2 sensor upstream of KAT)) of oxygen sensor Battery severely discharged/ faulty
2029 - [1] Pump current (G3/1 (O2 sensor downstream TWC)) of oxygen sensor Short circuit to positive
2029 - [2] Pump current (G3/1 (O2 sensor downstream TWC)) of oxygen sensor Short circuit to ground
2029 - [4] Pump current (G3/1 (O2 sensor downstream TWC)) of oxygen sensor Battery severely discharged/ faulty
2030 - [1] Check component G3/2 (O2 sensor upstream of KAT). Short circuit to positive
2030 - [2] Check component G3/2 (O2 sensor upstream of KAT). Short circuit to ground
2030 - [4] Check component G3/2 (O2 sensor upstream of KAT). Open circuit
2030 - [8] Check component G3/2 (O2 sensor upstream of KAT). Battery severely discharged/ faulty
2031 - [1] Check component G3/1 (O2 sensor downstream TWC). Short circuit to positive
2031 - [2] Check component G3/1 (O2 sensor downstream TWC). Short circuit to ground
2031 - [4] Check component G3/1 (O2 sensor downstream TWC). Battery severely discharged/ faulty
2032 - [1] Check component G3/2 (O2 sensor upstream of KAT). Voltage is too high.

2032 - [2] Check component G3/2 (O2 sensor upstream of KAT). Voltage is too low.
2032 - [4] Check component G3/2 (O2 sensor upstream of KAT). Voltage is too high.
2033 - [1] Check component G3/1 (O2 sensor downstream TWC). Voltage is too high.
2033 - [2] Check component G3/1 (O2 sensor downstream TWC). Voltage is too low.
2033 - [4] Check component G3/1 (O2 sensor downstream TWC). Voltage is too high.
2034 - [1] Calibration G3/2 (O2 sensor upstream of KAT) Readout too large
2034 - [2] Calibration G3/2 (O2 sensor upstream of KAT) Readout too small
2035 - [1] Calibration G3/1 (O2 sensor downstream TWC) Readout too large
2035 - [2] Calibration G3/1 (O2 sensor downstream TWC) Readout too small
2036 - [1] Check component G3/2 (O2 sensor upstream of KAT). Calibration Readout too large
2036 - [2] Check component G3/2 (O2 sensor upstream of KAT). Calibration Readout too small
2037 - [1] Check component G3/1 (O2 sensor downstream TWC). Calibration Readout too large
2037 - [2] Check component G3/1 (O2 sensor downstream TWC). Calibration Readout too small
2038 - [1] Check component G3/2 (O2 sensor upstream of KAT). Resistance too large
2038 - [2] Check component G3/2 (O2 sensor upstream of KAT). Resistance too small
2039 - [1] Check component G3/1 (O2 sensor downstream TWC). Upper limit of internal resistancies
2039 - [2] Check component G3/1 (O2 sensor downstream TWC). Lower limit of internal resistancies
2040 - [1] Check engine oil level. The engine oil level is too high.
2040 - [4] Check engine oil level. Oil level Invalid value
2040 - [8] Check engine oil level. Oil level Plausibility
2041 - [1] Engine oil quality Poor oil quality
2041 - [4] Engine oil quality Invalid value
2041 - [8] Engine oil quality Plausibility
2042 - [1] Water in engine oil The water content is too high.
2043 - [1] Check component B6/1 (Camshaft Hall sensor). No signal
2043 - [2] Check component B6/1 (Camshaft Hall sensor). Signal faulty
2045 - [1] Check component B70 (Crankshaft Hall sensor). No signal
2045 - [2] Check component B70 (Crankshaft Hall sensor). Signal faulty
2047 - [1] Rail pressure monitoring via volume control valve The rail pressure is too low.
2051 - [1] Rail pressure monitoring via pressure control valve The rail pressure is too low.
2052 - [1] Rail pressure monitoring via pressure control valve The measured pressure is implausible in relation to the power consumption of the pressure regulator valve.
2053 - [1] Exhaust gas temperature monitoring The temperature difference between components B19 (TWC temperature sensor) and B19/9 (Temperature sensor upstream of diesel particulate filter) is too great.
2054 - [1] Engine block temperature sensor Voltage is too high.
2054 - [2] Engine block temperature sensor Voltage is too low.

2057 - [4] Check component G3/2 (O2 sensor upstream of KAT). Short circuit O2 sensor heater / Pump current
2058 - [4] Check component G3/1 (O2 sensor downstream TWC). Short circuit O2 sensor heater / Pump current
2059 - [4] Check component G3/2 (O2 sensor upstream of KAT). Pump current The signal voltage is too high.
2060 - [4] Check component G3/1 (O2 sensor downstream TWC). Pump current The signal voltage is too high.
2061 - [1] Check component B40 (Oil sensor (oil level, temperature and quality)). Signal faulty
2062 - [2] Check component B40 (Oil sensor (oil level, temperature and quality)). Error in pulse monitoring of first cycle
2062 - [4] Check component B40 (Oil sensor (oil level, temperature and quality)). Error in pulse monitoring of synchronization pause
2062 - [8] Check component B40 (Oil sensor (oil level, temperature and quality)). Error in pulse monitoring of on/off ratio
2065 - [1] Test components B2/6 (Left hot film mass air flow sensor) and B2/7 (Right hot film mass air flow sensor). The voltage supply is too high
2065 - [2] Test components B2/6 (Left hot film mass air flow sensor) and B2/7 (Right hot film mass air flow sensor). The voltage supply is too low.
2069 - [8] Monitoring of exhaust gas temperature sensor when engine is cold Plausibility error
2070 - [8] Monitoring of exhaust gas temperature sensor when engine is cold Plausibility error
2071 - [8] Monitoring: Check component G3/2 (O2 sensor upstream of KAT). Plausibility
2072 - [8] Monitoring: Check component G3/1 (O2 sensor downstream TWC). Plausibility
2073 - [2] Monitoring: Check component G3/2 (O2 sensor upstream of KAT). Value is below limit.
2073 - [8] Monitoring: Check component G3/2 (O2 sensor upstream of KAT). Plausibility
2074 - [2] Monitoring: Check component G3/1 (O2 sensor downstream TWC). Value is below limit.
2074 - [8] Monitoring: Check component G3/1 (O2 sensor downstream TWC). Plausibility
2075 - [8] Monitoring: Difference Plausibility
2076 - [2] Check component G3/2 (O2 sensor upstream of KAT). Value is below limit.
2077 - [2] Check component G3/1 (O2 sensor downstream TWC). Value is below limit.
2078 - [1] Check component B28/8 (Pressure differential sensor (DPF)). The signal voltage is too high.
2078 - [2] Check component B28/8 (Pressure differential sensor (DPF)). The signal voltage is too low.
2078 - [8] Check component B28/8 (Pressure differential sensor (DPF)). Plausibility error with ignition ON
2079 - [1] Check component B28/8 (Pressure differential sensor (DPF)). Engine protection active due to excessive signal voltage
2080 - [8] Check component B28/8 (Pressure differential sensor (DPF)). Dynamic plausibility error

2081 - [1] Check component B28/8 (Pressure differential sensor (DPF)). The signal voltage is too high.
2081 - [2] Check component B28/8 (Pressure differential sensor (DPF)). The signal voltage is too low.
2081 - [8] Check component B28/8 (Pressure differential sensor (DPF)). Plausibility error
2082 - [8] Check component B28/8 (Pressure differential sensor (DPF)). Plausibility error due to defective hose lines
2083 - [8] Check component B28/8 (Pressure differential sensor (DPF)). Plausibility error due to blocked component B28/8 (Pressure differential sensor (DPF))
2084 - [1] Diesel particulate filter Flow monitoring of air mass The air mass is too large.
2084 - [2] Diesel particulate filter Flow monitoring of air mass The air mass is too small.
2085 - [1] Diesel particulate filter Continuous regeneration is active.
2086 - [1] Check component B19/9 (Temperature sensor upstream of diesel particulate filter). The temperature upstream of the particulate filter is too high.
2086 - [2] Check component B19/9 (Temperature sensor upstream of diesel particulate filter). The temperature upstream of the particulate filter is too low.
2086 - [8] Check component B19/9 (Temperature sensor upstream of diesel particulate filter). Monitoring of exhaust gas temperature sensor when engine is cold Plausibility error
2087 - [1] Check component Air filter. Air cleaner dirty
2087 - [8] Check component Air filter. The air cleaner is clogged.
2089 - [1] Check exhaust back pressure. Exhaust backpressure is too high.
2089 - [2] Check exhaust back pressure. The signal voltage is too low.
2089 - [8] Check exhaust back pressure. Plausibility
2094 - [1] Check component B2/6b1 (Intake air temperature sensor). Value is above limit.
2094 - [2] Check component B2/6b1 (Intake air temperature sensor). Value is below limit.
2095 - [1] Check component B2/7b1 (Intake air temperature sensor). Value is above limit.
2095 - [2] Check component B2/7b1 (Intake air temperature sensor). Value is below limit.
2096 - [1] Check component B2/6 (Left hot film mass air flow sensor). (Raw value) Offset drift Duty cycle Readout too large
2096 - [2] Check component B2/6 (Left hot film mass air flow sensor). (Raw value) Offset drift Duty cycle Readout too small
2097 - [1] Check component B2/7 (Right hot film mass air flow sensor). (Raw value) Offset drift Duty cycle Readout too large
2097 - [2] Check component B2/7 (Right hot film mass air flow sensor). (Raw value) Offset drift Duty cycle Readout too small
2098 - [1] Check component B2/6b1 (Intake air temperature sensor). Value is above limit.
2098 - [2] Check component B2/6b1 (Intake air temperature sensor). Value is below limit.
2099 - [1] Check component B2/7b1 (Intake air temperature sensor). Value is above limit.
2099 - [2] Check component B2/7b1 (Intake air temperature sensor). Value is below limit.
2100 - [1] Check component M3 (Fuel pump). Short circuit to positive
2100 - [2] Check component M3 (Fuel pump). Short circuit to ground
2100 - [4] Check component M3 (Fuel pump). Signal wire OPEN CIRCUIT
2100 - [8] Check component M3 (Fuel pump). Thermal overload of control module N3/9 (CDI control unit)

2104 - [1] Check system 'Starter actuation'. Short circuit to positive
2113 - [1] Misfiring detection Cylinder 1 The number of misfirings is too high.
2114 - [1] Misfiring detection Cylinder 2 The number of misfirings is too high.
2115 - [1] Misfiring detection Cylinder 3 The number of misfirings is too high.
2116 - [1] Misfiring detection Cylinder 4 The number of misfirings is too high.
2117 - [1] Misfiring detection Cylinder 5 The number of misfirings is too high.
2118 - [1] Misfiring detection Cylinder 6 The number of misfirings is too high.
2122 - [1] Engine shutoff paths Control unit N3/9 (CDI control unit) detects a defective control loop.
2122 - [2] Engine shutoff paths Control unit N3/9 (CDI control unit) detects a defective control loop.
2122 - [4] Engine shutoff paths Voltage monitoring / Overvoltage
2122 - [8] Engine shutoff paths Voltage monitoring / Overvoltage
2123 - [1] Check injector bank 1. Short circuit to positive
2123 - [2] Check injector bank 1. Short circuit to ground
2123 - [4] Check injector bank 1. Short circuit of injection valve bank selector switch
2123 - [8] Check injector bank 1. General error
2124 - [1] Check injector bank 2. Short circuit to positive
2124 - [2] Check injector bank 2. Short circuit to ground
2124 - [4] Check injector bank 2. Short circuit of injection valve bank selector switch
2124 - [8] Check injector bank 2. General error
2133 - [1] Glow plug Cylinder 1 FAULTY
2133 - [2] Glow plug Cylinder 1 Short circuit to ground
2133 - [4] Glow plug Cylinder 1 Open circuit
2133 - [8] Glow plug Cylinder 1 Excess temperature
2134 - [1] Glow plug Cylinder 2 FAULTY
2134 - [2] Glow plug Cylinder 2 Short circuit to ground
2134 - [4] Glow plug Cylinder 2 Open circuit
2134 - [8] Glow plug Cylinder 2 Excess temperature
2135 - [1] Glow plug Cylinder 3 FAULTY
2135 - [2] Glow plug Cylinder 3 Short circuit to ground
2135 - [4] Glow plug Cylinder 3 Open circuit
2135 - [8] Glow plug Cylinder 3 Excess temperature
2136 - [1] Glow plug Cylinder 4 FAULTY
2136 - [2] Glow plug Cylinder 4 Short circuit to ground
2136 - [4] Glow plug Cylinder 4 Open circuit
2136 - [8] Glow plug Cylinder 4 Excess temperature
2137 - [1] Glow plug Cylinder 5 FAULTY
2137 - [2] Glow plug Cylinder 5 Short circuit to ground
2137 - [4] Glow plug Cylinder 5 Open circuit
2137 - [8] Glow plug Cylinder 5 Excess temperature
2138 - [1] Glow plug Cylinder 6 FAULTY

2138 - [2] Glow plug Cylinder 6 Short circuit to ground
2138 - [4] Glow plug Cylinder 6 Open circuit
2138 - [8] Glow plug Cylinder 6 Excess temperature
2139 - [1] Check injector bank 1. High-resistance short circuit of entire injection valve bank
2139 - [4] Check injector bank 1. Signal line is interrupted.
2140 - [1] Check injector bank 2. High-resistance short circuit of entire injection valve bank
2140 - [4] Check injector bank 2. Signal line is interrupted.
2141 - [4] Check component Y76y1 (Fuel injector cylinder 1). Signal line is interrupted.
2142 - [4] Check component Y76y2 (Fuel injector cylinder 2). Signal line is interrupted.
2143 - [4] Check component Y76y3 (Fuel injector cylinder 3). Signal line is interrupted.
2144 - [4] Check component Y76y4 (Fuel injector cylinder 4). Signal line is interrupted.
2145 - [4] Check component Y76y5 (Fuel injector cylinder 5). Signal line is interrupted.
2146 - [4] Check component Y76y6 (Fuel injector cylinder 6). Signal line is interrupted.
2149 - [1] Check component Y94 (Quantity control valve). Value is above limit.
2149 - [2] Check component Y94 (Quantity control valve). Value is below limit.
2149 - [4] Check component Y94 (Quantity control valve). Signal faulty
2151 - [1] Y74 (Pressure control valve) Analogue-digital converter Value is above limit.
2151 - [2] Y74 (Pressure control valve) Analogue-digital converter Value is below limit.
2151 - [4] Y74 (Pressure control valve) Analogue-digital converter Signal faulty
2152 - [2] Check system 'Starter control'. Short circuit to ground
2153 - [4] Check system 'Starter control'. Signal line is interrupted.
2153 - [8] Check system 'Starter control'. Thermal overload of control module N3/9 (CDI control unit)
2194 - [8] Check system 'Inlet port shutoff'. Intake air flap is sticking.
2195 - [1] Heating Check component G3/2 (O2 sensor upstream of KAT). Short circuit to positive
2195 - [2] Heating Check component G3/2 (O2 sensor upstream of KAT). Short circuit to ground
2195 - [4] Heating Check component G3/2 (O2 sensor upstream of KAT). Signal line is interrupted.
2195 - [8] Heating Check component G3/2 (O2 sensor upstream of KAT). Thermal overload of control module N3/9 (CDI control unit)
2196 - [1] Heating Check component G3/1 (O2 sensor downstream TWC). Short circuit to positive
2196 - [2] Heating Check component G3/1 (O2 sensor downstream TWC). Short circuit to ground
2196 - [4] Heating Check component G3/1 (O2 sensor downstream TWC). Signal line is interrupted.
2196 - [8] Heating Check component G3/1 (O2 sensor downstream TWC). Thermal overload of control module N3/9 (CDI control unit)
2197 - [4] Check component Y94 (Quantity control valve). Signal line is interrupted.
2197 - [8] Check component Y94 (Quantity control valve). Thermal overload of control module N3/9 (CDI control unit)
2198 - [1] Check component Y94 (Quantity control valve). Short circuit to positive

2199 - [2] Check component Y94 (Quantity control valve). Short circuit to ground
2245 - [1] Check component G2 (generator). Short circuit to positive
2245 - [4] Check component G2 (generator). Communication fault
2246 - [1] Test signal line (circuit 61). Short circuit to positive
2246 - [2] Test signal line (circuit 61). Short circuit to ground
2246 - [4] Test signal line (circuit 61). Signal line is interrupted.
2246 - [8] Test signal line (circuit 61). Thermal overload of control module N3/9 (CDI control unit)
2247 - [1] Bidirectional bus driver interface Short circuit to positive
2247 - [2] Bidirectional bus driver interface Short circuit to ground
2247 - [8] Bidirectional bus driver interface Thermal overload of control module N3/9 (CDI control unit)
2248 - [4] Check component G2 (generator). Electrical fault
2249 - [4] Check component G2 (generator). Mechanical fault
2250 - [4] Check component G2 (generator). Generator CLOSED COLD HOT
2257 - [1] Check component N14/3 (Glow time output stage). Relay is faulty.
2257 - [2] Check component N14/3 (Glow time output stage). Voltage is too low.
2257 - [4] Check component N14/3 (Glow time output stage). FAULTY
2257 - [8] Check component N14/3 (Glow time output stage). Current CLOSED MAJOR
2263 - [1] LIN message from component 'Generator' faulty Faulty message or timeout
2264 - [1] LIN message from component 'Generator' faulty Faulty message or timeout
2265 - [1] LIN message from component 'Thermostat' faulty Faulty message or timeout
2266 - [1] LIN- Diagnosis Diagnostic fault
2267 - [1] LIN message from component 'N14/3 (Glow time output stage)' faulty Faulty message or timeout
2268 - [1] Error on transmitting a LIN message
2270 - [1] N14/3 (Glow time output stage) , At least one of the glow plugs is constantly actuated.
2270 - [2] N14/3 (Glow time output stage) , NONE Supply voltage
2270 - [4] N14/3 (Glow time output stage) , At least one of the glow plugs is not actuated.
2270 - [8] N14/3 (Glow time output stage) , Excess temperature
2271 - [1] Check alternator load signal. Short circuit to positive
2271 - [2] Check alternator load signal. Short circuit to ground
2271 - [4] Check alternator load signal. Signal line is interrupted.
2271 - [8] Check alternator load signal. Thermal overload of control module N3/9 (CDI control unit)
2272 - [1] Reverse gear activates the rpm limitation. Plausibility
2306 - [1] Sensor supply voltage 2 The signal voltage is too high.
2306 - [2] Sensor supply voltage 2 The signal voltage is too low.
2319 - [1] Analogue-digital converter Reference voltage Value is above limit.
2319 - [2] Analogue-digital converter Reference voltage Value is below limit.
2319 - [4] Analogue-digital converter Test pulse error
2319 - [8] Analogue-digital converter Consequential fault

2321 - [8] N3/9 (CDI control unit) Plausibility Watchdog: program run fault
2322 - [1] Redundant shutoff monitoring Torque request from drive software not plausible
2323 - [8] N3/9 (CDI control unit) Internal communication error / Plausibility error (SPI)
2324 - [1] Module Injector monitor module: Internal reset, time loss or undervoltage
2324 - [2] Component Injector monitor module: unfused voltage supply or initialization error
2324 - [4] Control unit Injector monitor module Test mode
2324 - [8] Control unit Injector monitor module Communication fault Checksum error
2325 - [1] Control unit N3/9 (CDI control unit) Injector monitor module Internal fault
2325 - [2] Control unit N3/9 (CDI control unit) Injector monitor module Program fault
2325 - [4] Control unit N3/9 (CDI control unit) Injector monitor module CY33X: YSEL Test FAULTY
2325 - [8] Control unit N3/9 (CDI control unit) Injector monitor module Module Injector monitor module: Timeout error for at least 1 cylinder
2327 - [8] Plausibility B37 (Accelerator pedal sensor) / Brake The signal from component B37 (Accelerator pedal sensor) is implausible.
2329 - [1] N3/9 (CDI control unit) Fault Communication with module CJ940 (SPI)
2332 - [1] Sensor supply voltage 3 The signal voltage is too high.
2332 - [2] Sensor supply voltage 3 The signal voltage is too low.
2333 - [4] Vehicle speed for cruise control Wheel speed INVALID
2334 - [1] Control unit N99 (DC/DC converter control module) Value is above limit.
2334 - [2] Control unit N99 (DC/DC converter control module) Value is below limit.
2334 - [4] Control unit N99 (DC/DC converter control module) Status 'DC_STARTED' not exited.
2334 - [8] Control unit N99 (DC/DC converter control module) Status 'DC_LOW' not exited.
2335 - [4] N3/9 (CDI control unit) Injector switch Short circuit
2338 - [1] Cruise control monitoring The acceleration allowed via the cruise control has been exceeded.
2338 - [2] Cruise control monitoring The deceleration allowed via the cruise control has been exceeded.
2339 - [1] Check variant coding. EEPROM: checksum error
2339 - [2] Check variant coding. Checksum data faulty
2339 - [4] Check variant coding. Invalid data record selection
2339 - [8] Check variant coding. Invalid coding
2340 - [8] N3/9 (CDI control unit) Quantity correction Plausibility
2342 - [4] N3/9 (CDI control unit) Runtime manager Interrupts are no longer taken into account (timeout).
2342 - [8] N3/9 (CDI control unit) Runtime manager Internal timers deviate from one another.
2343 - [1] Redundant shutoff monitoring Rpm calculation in deceleration mode
2344 - [8] Kickdown recognition Plausibility
2347 - [1] Control unit EEPROM error MT has been coded as AT.
2347 - [2] Control unit EEPROM error AT has been coded as MT.
2347 - [4] Control unit EEPROM error Fault when writing the EEPROM
2347 - [8] Control unit EEPROM error No CAN reception during coding

2350 - [1] N3/9 (CDI control unit) The voltage supply is too high (CJ940)
2351 - [2] N3/9 (CDI control unit) Supply voltage Readout too small (CJ940)
2352 - [1] Quantity Fuel injection Limited number of injections due to excessively high volumetric efficiency
2352 - [2] Quantity Fuel injection Limited number of injections due to excessively low injection quantity
2352 - [4] Quantity Fuel injection Limited number of injections due to incorrect software
2352 - [8] Quantity Fuel injection Limited number of injections due to the internal temperature of the control unit
2353 - [8] N3/9 (CDI control unit) Chip for oxygen sensor Plausibility
2354 - [8] N3/9 (CDI control unit) Chip for oxygen sensor Plausibility
2355 - [1] Check system 'Exhaust gas recirculation control'. The air mass is too small.
2355 - [2] Check system 'Exhaust gas recirculation control'. The air mass is too large.
2356 - [8] N3/9 (CDI control unit) Recovery error
2357 - [8] N3/9 (CDI control unit) Recovery error
2358 - [8] N3/9 (CDI control unit) Recovery error
2359 - [1] Check system 'Charge pressure control'. Too low boost pressure
2359 - [2] Check system 'Charge pressure control'. Charge pressure is too high.
2360 - [4] N3/9 (CDI control unit) Fault CY37X
2361 - [1] N3/9 (CDI control unit) Interior temperature sensor Voltage is too high.
2361 - [2] N3/9 (CDI control unit) Interior temperature sensor Voltage is too low.
2363 - [4] N3/9 (CDI control unit) The RAM module of the CY370 control module is faulty.
2364 - [1] N3/9 (CDI control unit) Programming Control unit memory is defective.
2364 - [2] N3/9 (CDI control unit) Programming Code or data faulty.
2364 - [4] N3/9 (CDI control unit) Programming Compatibility error between code and data
2364 - [8] N3/9 (CDI control unit) Programming General error
2365 - [1] N99 (DC/DC converter control module) Voltage is too high.
2365 - [2] N99 (DC/DC converter control module) Voltage is too low.
2366 - [2] N3/9 (CDI control unit) Chip for oxygen sensor G3/2 (O2 sensor upstream of KAT) Supply voltage TOO LOW
2367 - [2] N3/9 (CDI control unit) Chip for oxygen sensor G3/1 (O2 sensor downstream TWC) Supply voltage TOO LOW
2368 - [1] Adjustment of injector injection quantities Cylinder 1
2368 - [2] Adjustment of injector injection quantities Cylinder 2
2368 - [4] Adjustment of injector injection quantities Cylinder 3
2369 - [1] Adjustment of injector injection quantities Cylinder 4
2369 - [2] Adjustment of injector injection quantities Cylinder 5
2369 - [4] Adjustment of injector injection quantities Cylinder 6
2370 - [4] N3/9 (CDI control unit) Injector switch Short circuit
2371 - [1] Control Throttle valve position Throttle valve position: IMPLAUSIBLE as too large
2371 - [2] Control Throttle valve position Throttle valve position: IMPLAUSIBLE as too low
2372 - [1] Control Throttle valve position The throttle valve is jamming or is stiff.
2373 - [4] Injectors output stage Short circuit

2374 - [1] Injectors output stage Voltage is too high.
2374 - [2] Injectors output stage Voltage is too low.
2375 - [1] Injectors output stage Voltage is too high.
2375 - [2] Injectors output stage Voltage is too low.
2376 - [1] Check component N3/9 (CDI control unit). Actuation M16/6 (Throttle valve actuator) Voltage is too low.
2376 - [2] Check component N3/9 (CDI control unit). Actuation M16/6 (Throttle valve actuator) Maximum current limit
2376 - [4] Check component N3/9 (CDI control unit). Actuation M16/6 (Throttle valve actuator) Maximum current limit Excess temperature in engine control module
2376 - [8] Check component N3/9 (CDI control unit). Actuation M16/6 (Throttle valve actuator) Excess temperature
2379 - [8] N3/9 (CDI control unit) Parameter write fault Main injection
2380 - [8] N3/9 (CDI control unit) Parameter write fault Fuel injection
2381 - [8] N3/9 (CDI control unit) Parameter write fault Preinjection 2
2382 - [8] N3/9 (CDI control unit) Parameter write fault Preinjection 3
2383 - [8] N3/9 (CDI control unit) Parameter write fault Postinjection 1
2384 - [8] N3/9 (CDI control unit) Postinjection 2
2386 - [8] N3/9 (CDI control unit) Exception: Fault
2387 - [1] Control unit N3/9 (CDI control unit) Injector classification Y76y1 (Fuel injector cylinder 1)
2387 - [2] Control unit N3/9 (CDI control unit) Injector classification Y76y2 (Fuel injector cylinder 2)
2387 - [4] Control unit N3/9 (CDI control unit) Injector classification Y76y3 (Fuel injector cylinder 3)
2387 - [8] Control unit N3/9 (CDI control unit) Injector classification Y76y4 (Fuel injector cylinder 4)
2388 - [1] Control unit N3/9 (CDI control unit) Injector classification Y76y5 (Fuel injector cylinder 5)
2388 - [2] Control unit N3/9 (CDI control unit) Injector classification Y76y6 (Fuel injector cylinder 6)
2388 - [4] Control unit N3/9 (CDI control unit) Injector classification Y76y7 (Fuel injector cylinder 7)
2388 - [8] Control unit N3/9 (CDI control unit) Injector classification Y76y8 (Fuel injector cylinder 8)
2389 - [1] Control Throttle valve position Throttle valve position: IMPLAUSIBLE as too large
2389 - [2] Control Throttle valve position Throttle valve position: IMPLAUSIBLE as too low
2390 - [1] Number of defective injectors The maximum permissible number of defective injectors was exceeded.
2500 - [4] Check component Y74 (Pressure control valve). Signal line is interrupted.
2500 - [8] Check component Y74 (Pressure control valve). Thermal overload of control module N3/9 (CDI control unit)
2501 - [1] Check component Y74 (Pressure control valve). Short circuit to positive
2502 - [2] Check component Y74 (Pressure control valve). Short circuit to ground

2503 - [1] Injector cylinder 1 SHORT CIRCUIT
2503 - [2] Injector cylinder 1 Short circuit Cylinder Selector switch
2503 - [4] Injector cylinder 1 Short circuit to positive
2503 - [8] Injector cylinder 1 Short circuit to ground
2504 - [1] Injector cylinder 2 SHORT CIRCUIT
2504 - [2] Injector cylinder 2 Short circuit Cylinder Selector switch
2504 - [4] Injector cylinder 2 Short circuit to positive
2504 - [8] Injector cylinder 2 Short circuit to ground
2505 - [1] Injector cylinder 3 SHORT CIRCUIT
2505 - [2] Injector cylinder 3 Short circuit Cylinder Selector switch
2505 - [4] Injector cylinder 3 Short circuit to positive
2505 - [8] Injector cylinder 3 Short circuit to ground
2506 - [1] Injector cylinder 4 SHORT CIRCUIT
2506 - [2] Injector cylinder 4 Short circuit Cylinder Selector switch
2506 - [4] Injector cylinder 4 Short circuit to positive
2506 - [8] Injector cylinder 4 Short circuit to ground
2507 - [1] Injector cylinder 5 SHORT CIRCUIT
2507 - [2] Injector cylinder 5 Short circuit Cylinder Selector switch
2507 - [4] Injector cylinder 5 Short circuit to positive
2507 - [8] Injector cylinder 5 Short circuit to ground
2508 - [1] Injector cylinder 6 SHORT CIRCUIT
2508 - [2] Injector cylinder 6 Short circuit Cylinder Selector switch
2508 - [4] Injector cylinder 6 Short circuit to positive
2508 - [8] Injector cylinder 6 Short circuit to ground
2509 - [1] Check component Heater booster. Generator load signal is implausible.
2509 - [2] Check component Heater booster. Positioner signals fault.
2510 - [1] Check component Y77/1 (Boost pressure regulator). Positioner signals fault.
2510 - [2] Check component Y77/1 (Boost pressure regulator). Positioner signals fault Y.
2511 - [1] Check component Y27/9 (Left EGR positioner). Positioner signals fault.
2511 - [2] Check component Y27/9 (Left EGR positioner). Positioner signals fault Y.
2512 - [1] Check component M16/6 (Throttle valve actuator). Positioner signals fault.
2512 - [2] Check component M16/6 (Throttle valve actuator). Positioner signals fault Y.
2513 - [1] Check component M55 (Inlet port shutoff motor). Positioner signals fault.
2513 - [2] Check component M55 (Inlet port shutoff motor). Positioner signals fault Y.
2514 - [1] Check component R39/1 (Vent line heater element). Short circuit to positive
2514 - [2] Check component R39/1 (Vent line heater element). Short circuit to ground
2514 - [4] Check component R39/1 (Vent line heater element). Signal line is interrupted.
2514 - [8] Check component R39/1 (Vent line heater element). Excess temperature in engine control module
2518 - [1] Check component M4/7 (Engine and AC electric suction fan with integrated control). Positioner signals fault.

2518 - [2] Check component M4/7 (Engine and AC electric suction fan with integrated control). Positioner signals fault Y.
2519 - [1] Check component M45 (Engine coolant circulation pump). Short circuit to positive
2519 - [2] Check component M45 (Engine coolant circulation pump). Short circuit to ground
2519 - [4] Check component M45 (Engine coolant circulation pump). Signal line is interrupted.
2519 - [8] Check component M45 (Engine coolant circulation pump). Thermal overload of control module N3/9 (CDI control unit)
2520 - [1] Check component R48/1 (Thermostat). Short circuit to positive
2520 - [2] Check component R48/1 (Thermostat). Short circuit to ground
2520 - [4] Check component R48/1 (Thermostat). Signal line is interrupted.
2520 - [8] Check component R48/1 (Thermostat). Thermal overload of control module N3/9 (CDI control unit)
2521 - [8] Check system 'Starter control'. Start attempt without starter actuation
2523 - [1] Check component M4/2 (Coolant fan motor). Positioner signals fault.
2523 - [2] Check component M4/2 (Coolant fan motor). Positioner signals fault Y.
2524 - [1] Check component R48/1 (Thermostat). Positioner signals fault.
2524 - [2] Check component R48/1 (Thermostat). Positioner signals fault Y.
2525 - [1] Check component Y76 (Injectors). Positioner signals fault.
2525 - [2] Check component Y76 (Injectors). Positioner signals fault Y.
2526 - [1] Test signal cable to component Y77/1 (Charge pressure positioner). Short circuit to positive
2526 - [2] Test signal cable to component Y77/1 (Charge pressure positioner). Short circuit to ground
2526 - [4] Test signal cable to component Y77/1 (Charge pressure positioner). Signal line is interrupted.
2526 - [8] Test signal cable to component Y77/1 (Charge pressure positioner). Thermal overload of control module N3/9 (CDI control unit)
2527 - [1] Check component Y27/9 (Left EGR positioner). Short circuit to positive
2527 - [2] Check component Y27/9 (Left EGR positioner). Short circuit to ground
2527 - [4] Check component Y27/9 (Left EGR positioner). Signal line is interrupted.
2527 - [8] Check component Y27/9 (Left EGR positioner). Thermal overload of control module N3/9 (CDI control unit)
2528 - [1] Check component Exhaust flap. Short circuit to positive
2528 - [2] Check component Exhaust flap. Short circuit to ground
2528 - [4] Check component Exhaust flap. Signal line is interrupted.
2528 - [8] Check component Exhaust flap. Thermal overload of control module N3/9 (CDI control unit)
2529 - [1] Check component M16/6 (Throttle valve actuator). Short circuit to positive
2529 - [2] Check component M16/6 (Throttle valve actuator). Short circuit to ground
2529 - [4] Check component M16/6 (Throttle valve actuator). Signal line is interrupted.
2529 - [8] Check component M16/6 (Throttle valve actuator). Thermal overload of control module N3/9 (CDI control unit)
2530 - [1] Check component M55 (Inlet port shutoff motor). Short circuit to positive

2530 - [2] Check component M55 (Inlet port shutoff motor). Short circuit to ground
2530 - [4] Check component M55 (Inlet port shutoff motor). Signal line is interrupted.
2530 - [8] Check component M55 (Inlet port shutoff motor). Thermal overload of control module N3/9 (CDI control unit)
2531 - [1] Zero quantity calibration for the injector of cylinder 1 Upper range limit for measuring point 0
2531 - [2] Zero quantity calibration for the injector of cylinder 1 Lower range limit for measuring point 0
2531 - [4] Zero quantity calibration for the injector of cylinder 1 Upper range limit for measuring point 1
2531 - [8] Zero quantity calibration for the injector of cylinder 1 Lower range limit for measuring point 1
2532 - [1] Zero quantity calibration for the injector of cylinder 2 Upper range limit for measuring point 0
2532 - [2] Zero quantity calibration for the injector of cylinder 2 Lower range limit for measuring point 0
2532 - [4] Zero quantity calibration for the injector of cylinder 2 Upper range limit for measuring point 1
2532 - [8] Zero quantity calibration for the injector of cylinder 2 Lower range limit for measuring point 1
2533 - [1] Zero quantity calibration for the injector of cylinder 3 Upper range limit for measuring point 0
2533 - [2] Zero quantity calibration for the injector of cylinder 3 Lower range limit for measuring point 0
2533 - [4] Zero quantity calibration for the injector of cylinder 3 Upper range limit for measuring point 1
2533 - [8] Zero quantity calibration for the injector of cylinder 3 Lower range limit for measuring point 1
2534 - [1] Zero quantity calibration for the injector of cylinder 4 Upper range limit for measuring point 0
2534 - [2] Zero quantity calibration for the injector of cylinder 4 Lower range limit for measuring point 0
2534 - [4] Zero quantity calibration for the injector of cylinder 4 Upper range limit for measuring point 1
2534 - [8] Zero quantity calibration for the injector of cylinder 4 Lower range limit for measuring point 1
2535 - [1] Zero quantity calibration for the injector of cylinder 5 Upper range limit for measuring point 0
2535 - [2] Zero quantity calibration for the injector of cylinder 5 Lower range limit for measuring point 0
2535 - [4] Zero quantity calibration for the injector of cylinder 5 Upper range limit for measuring point 1
2535 - [8] Zero quantity calibration for the injector of cylinder 5 Lower range limit for measuring point 1
2536 - [1] Zero quantity calibration for the injector of cylinder 6 Upper range limit for measuring point 0

2536 - [2] Zero quantity calibration for the injector of cylinder 6 Lower range limit for measuring point 0
2536 - [4] Zero quantity calibration for the injector of cylinder 6 Upper range limit for measuring point 1
2536 - [8] Zero quantity calibration for the injector of cylinder 6 Lower range limit for measuring point 1
2537 - [1] Check component N14/3 (Glow time output stage). Short circuit to positive
2537 - [2] Check component N14/3 (Glow time output stage). Short circuit to ground
2537 - [8] Check component N14/3 (Glow time output stage). Diagnosis Fault
2538 - [2] Check component N14/3 (Glow time output stage). Glow time control FAULTY
2538 - [4] Check component N14/3 (Glow time output stage). Communication fault
2538 - [8] Check component N14/3 (Glow time output stage). Excess temperature in engine control module
2543 - [4] Test of wiring Injector Short circuit
2544 - [4] Check component M16/6 (Throttle valve actuator). Short circuit / Excess temperature
2545 - [1] Check component M16/6 (Throttle valve actuator). Open circuit in wiring / Short circuit to positive
2545 - [2] Check component M16/6 (Throttle valve actuator). Open circuit in wiring / Short circuit to ground
2546 - [8] Check component M16/6 (Throttle valve actuator). The throttle valve is jamming or is stiff.
2547 - [1] Check component M16/6 (Throttle valve actuator). Long-term signal drift
2548 - [1] Check component M16/6 (Throttle valve actuator). Short-term signal drift
2549 - [1] Injector monitoring Value is above limit.
2549 - [2] Injector monitoring Value is below limit.
2549 - [4] Injector monitoring Analogue-digital converter FAULTY
2550 - [1] Monitoring: Injector Voltage Value is above limit.
2550 - [2] Monitoring: Injector Voltage Value is below limit.
2550 - [4] Monitoring: Injector Voltage Analogue-digital converter FAULTY
2551 - [1] Check component M16/6 (Throttle valve actuator). Short circuit to positive
2551 - [2] Check component M16/6 (Throttle valve actuator). Short circuit to ground
2551 - [4] Check component M16/6 (Throttle valve actuator). In the case of short circuit: Overload
2552 - [1] Check component M16/6 (Throttle valve actuator). Short circuit to positive
2552 - [2] Check component M16/6 (Throttle valve actuator). Short circuit to ground
2552 - [4] Check component M16/6 (Throttle valve actuator). Signal line is interrupted.
2553 - [8] Monitoring of mean quantity adaptation Plausibility
2574 - [1] Zero quantity calibration for the injector of cylinder 1 The maximum actuation period of the injector was exceeded.
2574 - [2] Zero quantity calibration for the injector of cylinder 1 The minimum actuation period of the injector was not attained.
2575 - [1] Zero quantity calibration for the injector of cylinder 2 The maximum actuation period of the injector was exceeded.

2575 - [2] Zero quantity calibration for the injector of cylinder 2 The minimum actuation period of the injector was not attained.
2576 - [1] Zero quantity calibration for the injector of cylinder 3 The maximum actuation period of the injector was exceeded.
2576 - [2] Zero quantity calibration for the injector of cylinder 3 The minimum actuation period of the injector was not attained.
2577 - [1] Zero quantity calibration for the injector of cylinder 4 The maximum actuation period of the injector was exceeded.
2577 - [2] Zero quantity calibration for the injector of cylinder 4 The minimum actuation period of the injector was not attained.
2578 - [1] Zero quantity calibration for the injector of cylinder 5 The maximum actuation period of the injector was exceeded.
2578 - [2] Zero quantity calibration for the injector of cylinder 5 The minimum actuation period of the injector was not attained.
2579 - [1] Zero quantity calibration for the injector of cylinder 6 The maximum actuation period of the injector was exceeded.
2579 - [2] Zero quantity calibration for the injector of cylinder 6 The minimum actuation period of the injector was not attained.
2580 - [1] Injector monitoring Cylinder 1 Energy balance range limit exceeded.
2580 - [2] Injector monitoring Cylinder 1 Energy balance range limit not reached.
2580 - [4] Injector monitoring Cylinder 1 Energy values are not plausible.
2580 - [8] Injector monitoring Cylinder 1 Difference between charge and discharge energy is too great or too small
2581 - [1] Injector monitoring Cylinder 2 Energy balance range limit exceeded.
2581 - [2] Injector monitoring Cylinder 2 Energy balance range limit not reached.
2581 - [4] Injector monitoring Cylinder 2 Energy values are not plausible.
2581 - [8] Injector monitoring Cylinder 2 Difference between charge and discharge energy is too great or too small
2582 - [1] Injector monitoring Cylinder 3 Energy balance range limit exceeded.
2582 - [2] Injector monitoring Cylinder 3 Energy balance range limit not reached.
2582 - [4] Injector monitoring Cylinder 3 Energy values are not plausible.
2582 - [8] Injector monitoring Cylinder 3 Difference between charge and discharge energy is too great or too small
2583 - [1] Injector monitoring Cylinder 4 Energy balance range limit exceeded.
2583 - [2] Injector monitoring Cylinder 4 Energy balance range limit not reached.
2583 - [4] Injector monitoring Cylinder 4 Energy values are not plausible.
2583 - [8] Injector monitoring Cylinder 4 Difference between charge and discharge energy is too great or too small
2584 - [1] Injector monitoring Cylinder 5 Energy balance range limit exceeded.
2584 - [2] Injector monitoring Cylinder 5 Energy balance range limit not reached.
2584 - [4] Injector monitoring Cylinder 5 Energy values are not plausible.
2584 - [8] Injector monitoring Cylinder 5 Difference between charge and discharge energy is too great or too small
2585 - [1] Injector monitoring Cylinder 6 Energy balance range limit exceeded.

2585 - [2] Injector monitoring Cylinder 6 Energy balance range limit not reached.
2585 - [4] Injector monitoring Cylinder 6 Energy values are not plausible.
2585 - [8] Injector monitoring Cylinder 6 Difference between charge and discharge energy is too great or too small
2588 - [1] Check component Y10/1 (Power steering pump pressure regulator valve). Short circuit to positive
2588 - [2] Check component Y10/1 (Power steering pump pressure regulator valve). Short circuit to ground
2588 - [4] Check component Y10/1 (Power steering pump pressure regulator valve). Signal line is interrupted.
2588 - [8] Check component Y10/1 (Power steering pump pressure regulator valve). Thermal overload of control module N3/9 (CDI control unit)
2589 - [1] Power steering pump Analogue-digital converter Value is above limit.
2589 - [2] Power steering pump Analogue-digital converter Value is below limit.
2600 - [1] Mass air flow sensor Sensor Left The air mass is too large.
2600 - [2] Mass air flow sensor Sensor Left The air mass is too small.
2601 - [1] Mass air flow sensor Sensor Right The air mass is too large.
2601 - [2] Mass air flow sensor Sensor Right The air mass is too small.
2602 - [1] Check component B2/6 (Left hot film mass air flow sensor). The air mass is too large.
2602 - [2] Check component B2/6 (Left hot film mass air flow sensor). The air mass is too small.
2602 - [4] Check component B2/6 (Left hot film mass air flow sensor). Short circuit or open circuit
2603 - [1] Check component B2/7 (Right hot film mass air flow sensor). The air mass is too large.
2603 - [2] Check component B2/7 (Right hot film mass air flow sensor). The air mass is too small.
2603 - [4] Check component B2/7 (Right hot film mass air flow sensor). Short circuit or open circuit
2604 - [1] Check component B2/6 (Left hot film mass air flow sensor). On/off ratio of reference signal is too large.
2604 - [2] Check component B2/6 (Left hot film mass air flow sensor). On/off ratio of reference signal is too small.
2604 - [4] Check component B2/6 (Left hot film mass air flow sensor). On/off ratio: FAULTY
2605 - [1] Check component B2/7 (Right hot film mass air flow sensor). On/off ratio of reference signal is too large.
2605 - [2] Check component B2/7 (Right hot film mass air flow sensor). On/off ratio of reference signal is too small.
2605 - [4] Check component B2/7 (Right hot film mass air flow sensor). On/off ratio: FAULTY
2606 - [1] Test components B6/1 (Camshaft Hall sensor) and L5 (Crankshaft position sensor). Offset of the crankshaft and camshaft signal
2607 - [1] Check component B19 (TWC temperature sensor). Excessive variation between actual and specified temperatures

2608 - [1] Check component B19/9 (Temperature sensor upstream of diesel particulate filter). Excessive variation between actual and specified temperatures
2609 - [1] Check component B19/9 (Temperature sensor upstream of diesel particulate filter). Signal implausible
2610 - [4] Monitoring: NOx regeneration Catalytic converter is thermally damaged.
2611 - [1] Monitoring: NOx regeneration Lambda value is too high.
2612 - [2] Monitoring: NOx regeneration Lambda value is too low.
2613 - [1] Monitoring: SOx level Lambda value is too high.
2614 - [1] Monitoring of sulfur monoxide content in catalytic converter The sulfur content of the catalytic converter is too high.
2615 - [1] Monitoring of sulfur monoxide content in catalytic converter The sulfur content of the catalytic converter is too high.
2616 - [1] Check component B60 (Exhaust back pressure sensor). Control variation - The exhaust back pressure is too low.
2616 - [2] Check component B60 (Exhaust back pressure sensor). Control variation - Exhaust backpressure is too high.
2617 - [1] Check system 'Exhaust gas recirculation'. The air mass is too small.
2617 - [2] Check system 'Exhaust gas recirculation'. The air mass is too large.
2618 - [1] Lambda control during particulate filter regeneration Upper range limit of oxygen sensor upstream of catalytic converter
2618 - [2] Lambda control during particulate filter regeneration Lower range limit of oxygen sensor upstream of catalytic converter
2619 - [1] Exhaust gas temperature control during particulate filter regeneration Temperature deviation too high
2619 - [2] Exhaust gas temperature control during particulate filter regeneration Temperature deviation too low
2620 - [1] Boost pressure control during particulate filter regeneration Charge pressure is too low.
2620 - [2] Boost pressure control during particulate filter regeneration Charge pressure is too high.
2621 - [1] Ash content of diesel particulate filter Range exceeded
2621 - [2] Ash content of diesel particulate filter Value is above limit.
2621 - [8] Ash content of diesel particulate filter Plausibility
2622 - [2] Check component B19 (TWC temperature sensor). The temperature sensor is loose.
2625 - [8] Monitoring: Fuel temperature Sensor Plausibility
2626 - [1] Diesel particulate filter The soot content of the particulate filter is too high for regeneration.
2626 - [8] Diesel particulate filter FULL
2627 - [4] Mass air flow sensor The mass air flow sensor is faulty.
2628 - [8] Mass air flow sensor Plausibility
2629 - [8] Intake air temperature Sensors Plausibility
2630 - [1] Mass air flow sensor Left Sensitivity drift Air mass ratio for calculated quantity (top)

2630 - [2] Mass air flow sensor Left Sensitivity drift Air mass ratio for calculated quantity (bottom)
2631 - [1] Mass air flow sensor Right Sensitivity drift Air mass ratio for calculated quantity (top)
2631 - [2] Mass air flow sensor Right Sensitivity drift Air mass ratio for calculated quantity (bottom)
2632 - [8] Check system 'Charge pressure control'. The pressure difference between components B60 (Exhaust back pressure sensor) and B28/8 (Pressure differential sensor (DPF)) upstream and downstream of the turbocharger is implausible.
2634 - [1] Rail pressure monitoring via volume control valve Rail pressure deviation due to air forming in the system when the fuel tank is run empty
2635 - [1] Rail pressure monitoring via volume control valve Rail pressure deviation too high compared with fuel flow rate
2636 - [1] Rail pressure monitoring via volume control valve Rail pressure too low due to air forming in the system when the fuel tank is run empty
2637 - [1] Rail pressure monitoring via pressure control valve Rail pressure deviation due to air forming in the system when the fuel tank is run empty
2638 - [1] Rail pressure monitoring via pressure control valve Rail pressure deviation due to air forming in the system when the fuel tank is run empty
2639 - [1] Rail pressure monitoring via pressure control valve Rail pressure too low due to air forming in the system when the fuel tank is run empty
2640 - [1] Rail pressure monitoring via pressure control valve The measured pressure is implausible in relation to the power consumption of the pressure regulator valve. Air forming in the system when the fuel tank is run empty
2641 - [8] Check component B60 (Exhaust back pressure sensor). Plausibility
2642 - [1] Alternator load increase during particulate filter regeneration Glow: ON
2644 - [1] Check component B2/6 (Left hot film mass air flow sensor). Value is above limit.
2645 - [1] Check component B2/7 (Right hot film mass air flow sensor). Value is above limit.
2646 - [1] Check component B2/6 (Left hot film mass air flow sensor). Value is above limit.
2647 - [1] Check component B2/7 (Right hot film mass air flow sensor). Value is above limit.
2648 - [8] Check component B19 (TWC temperature sensor). Plausibility
2649 - [8] Check component B19/9 (Temperature sensor upstream of diesel particulate filter). Plausibility
2650 - [1] Check component B2/6b1 (Intake air temperature sensor). Left Voltage is too high.
2650 - [2] Check component B2/6b1 (Intake air temperature sensor). Left Voltage is too low.
2651 - [1] Check component B2/7b1 (Intake air temperature sensor). Right Voltage is too high.
2651 - [2] Check component B2/7b1 (Intake air temperature sensor). Right Voltage is too low.
2652 - [1] Check component B2/6 (Left hot film mass air flow sensor). The air mass is too large.
2652 - [2] Check component B2/6 (Left hot film mass air flow sensor). The air mass is too small.
2653 - [1] Check component B2/7 (Right hot film mass air flow sensor). The air mass is too large.

2653 - [2] Check component B2/7 (Right hot film mass air flow sensor). The air mass is too small.
2663 - [8] Check component B11/4 (Coolant temperature sensor). The dynamic test was not plausible.
2664 - [8] Monitoring: G3/2 (O2 sensor upstream of KAT) Signal implausible
2665 - [8] Monitoring: G3/1 (O2 sensor downstream TWC) Signal implausible
2666 - [1] Check component G3/2 (O2 sensor upstream of TWC). Full load Fault Value is above limit.
2666 - [2] Check component G3/2 (O2 sensor upstream of TWC). Full load Fault Value is below limit.
2667 - [1] Check component G3/1 (O2 sensor downstream TWC). Full load Fault Value is above limit.
2667 - [2] Check component G3/1 (O2 sensor downstream TWC). Full load Fault Value is below limit.
2668 - [1] Check component G3/2 (O2 sensor upstream of TWC). Thrust Fault Value is above limit.
2668 - [2] Check component G3/2 (O2 sensor upstream of TWC). Thrust Fault Value is below limit.
2669 - [1] Check component G3/1 (O2 sensor downstream TWC). Overload Fault Value is above limit.
2669 - [2] Check component G3/1 (O2 sensor downstream TWC). Overload Fault Value is below limit.
2670 - [8] Plausibility B17 (Intake air temperature sensor) B 4 outside air temperature sensor
2672 - [8] Plausibility B17 (Intake air temperature sensor)
2673 - [8] Plausibility B11/4 (Coolant temperature sensor)
2674 - [8] Monitoring: G3/2 (O2 sensor upstream of KAT) / G3/1 (O2 sensor downstream TWC) Plausibility
2675 - [8] Monitoring: G3/2 (O2 sensor upstream of KAT) Signal IMPLAUSIBLE UP
2676 - [8] Monitoring: G3/1 (O2 sensor downstream TWC) Signal IMPLAUSIBLE UP
2677 - [2] Monitoring: G3/2 (O2 sensor upstream of KAT) Signal too low
2677 - [8] Monitoring: G3/2 (O2 sensor upstream of KAT) Signal 'G3/2 (O2 sensor upstream of KAT)' is implausible.
2678 - [2] Monitoring: G3/1 (O2 sensor downstream TWC) Signal too low
2678 - [8] Monitoring: G3/1 (O2 sensor downstream TWC) Signal IMPLAUSIBLE MINOR
2679 - [4] Check component B76 (Fuel filter water level sensor). FAULTY
2818 - [1] LIN message from component 'Heater booster' Timeout
2819 - [1] LIN message from component 'Water pump' Timeout
2820 - [1] LIN message from component 'Radiator blind' Timeout
2822 - [8] Engine off time IMPLAUSIBLE
2825 - [1] Check component N14/3 (Glow time output stage). EEPROM: checksum error
2900 - [1] Actuation of component M4/7 (Engine and AC electric suction fan with integrated control) Control unit SBC requests reduced fan output when there is undervoltage in the system.
2906 - [1] Monitoring of mean quantity adaptation Y76y1 (Fuel injector cylinder 1) Value is above limit.

2906 - [2] Monitoring of mean quantity adaptation Y76y1 (Fuel injector cylinder 1) Value is below limit.
2907 - [1] Monitoring of mean quantity adaptation Y76y2 (Fuel injector cylinder 2) Value is above limit.
2907 - [2] Monitoring of mean quantity adaptation Y76y2 (Fuel injector cylinder 2) Value is below limit.
2908 - [1] Monitoring of mean quantity adaptation Y76y3 (Fuel injector cylinder 3) Value is above limit.
2908 - [2] Monitoring of mean quantity adaptation Y76y3 (Fuel injector cylinder 3) Value is below limit.
2909 - [1] Monitoring of mean quantity adaptation Y76y4 (Fuel injector cylinder 4) Value is above limit.
2909 - [2] Monitoring of mean quantity adaptation Y76y4 (Fuel injector cylinder 4) Value is below limit.
2910 - [1] Monitoring of mean quantity adaptation Y76y5 (Fuel injector cylinder 5) Value is above limit.
2910 - [2] Monitoring of mean quantity adaptation Y76y5 (Fuel injector cylinder 5) Value is below limit.
2911 - [1] Monitoring of mean quantity adaptation Y76y6 (Fuel injector cylinder 6) Value is above limit.
2911 - [2] Monitoring of mean quantity adaptation Y76y6 (Fuel injector cylinder 6) Value is below limit.
2927 - [1] Check component M13/7 (Transmission oil cooler circulation pump). Short circuit to positive
2927 - [2] Check component M13/7 (Transmission oil cooler circulation pump). Short circuit to ground
2927 - [4] Check component M13/7 (Transmission oil cooler circulation pump). Signal wire OPEN CIRCUIT
2927 - [8] Check component M13/7 (Transmission oil cooler circulation pump). Thermal overload of control module N3/9 (CDI control unit)
2934 - [1] Irregular running of cylinder 1 Readout too large
2935 - [1] Irregular running of cylinder 2 Readout too large
2936 - [1] Irregular running of cylinder 3 Readout too large
2937 - [1] Irregular running of cylinder 4 Readout too large
2938 - [1] Irregular running of cylinder 5 Readout too large
2939 - [1] Irregular running of cylinder 6 Readout too large
2941 - [1] Check component M16/6 (Throttle valve actuator). Plausibility
2954 - [1] Charge or discharge time of injector from cylinder 1: Charge time too long
2954 - [2] Charge or discharge time of injector from cylinder 1: Charge time too short
2954 - [4] Charge or discharge time of injector from cylinder 1: Discharge time too long
2954 - [8] Charge or discharge time of injector from cylinder 1: Discharge time too short
2955 - [1] Charge or discharge time of injector from cylinder 2: Charge time too long
2955 - [2] Charge or discharge time of injector from cylinder 2: Charge time too short
2955 - [4] Charge or discharge time of injector from cylinder 2: Discharge time too long
2955 - [8] Charge or discharge time of injector from cylinder 2: Discharge time too short

2956 - [1] Charge or discharge time of injector from cylinder 3: Charge time too long
2956 - [2] Charge or discharge time of injector from cylinder 3: Charge time too short
2956 - [4] Charge or discharge time of injector from cylinder 3: Discharge time too long
2956 - [8] Charge or discharge time of injector from cylinder 3: Discharge time too short
2957 - [1] Charge or discharge time of injector from cylinder 4: Charge time too long
2957 - [2] Charge or discharge time of injector from cylinder 4: Charge time too short
2957 - [4] Charge or discharge time of injector from cylinder 4: Discharge time too long
2957 - [8] Charge or discharge time of injector from cylinder 4: Discharge time too short
2958 - [1] Charge or discharge time of injector from cylinder 5: Charge time too long
2958 - [2] Charge or discharge time of injector from cylinder 5: Charge time too short
2958 - [4] Charge or discharge time of injector from cylinder 5: Discharge time too long
2958 - [8] Charge or discharge time of injector from cylinder 5: Discharge time too short
2959 - [1] Charge or discharge time of injector from cylinder 6: Charge time too long
2959 - [2] Charge or discharge time of injector from cylinder 6: Charge time too short
2959 - [4] Charge or discharge time of injector from cylinder 6: Discharge time too long
2959 - [8] Charge or discharge time of injector from cylinder 6: Discharge time too short
2962 - [1] Voltage control of injector of cylinder 1: Value is above limit.
2962 - [2] Voltage control of injector of cylinder 1: Value is below limit.
2963 - [1] Voltage control of injector of cylinder 2: Value is above limit.
2963 - [2] Voltage control of injector of cylinder 2: Value is below limit.
2964 - [1] Voltage control of injector of cylinder 3: Value is above limit.
2964 - [2] Voltage control of injector of cylinder 3: Value is below limit.
2965 - [1] Voltage control of injector of cylinder 4: Value is above limit.
2965 - [2] Voltage control of injector of cylinder 4: Value is below limit.
2966 - [1] Voltage control of injector of cylinder 5: Value is above limit.
2966 - [2] Voltage control of injector of cylinder 5: Value is below limit.
2967 - [1] Voltage control of injector of cylinder 6: Value is above limit.
2967 - [2] Voltage control of injector of cylinder 6: Value is below limit.
2968 - [1] Voltage control of injector of cylinder 7: Value is above limit.
2968 - [2] Voltage control of injector of cylinder 7: Value is below limit.
2969 - [1] Voltage control of injector of cylinder 8: Value is above limit.
2969 - [2] Voltage control of injector of cylinder 8: Value is below limit.
2970 - [1] Voltage of injector of cylinder 1 outside OBD limits: Value is above limit.
2970 - [2] Voltage of injector of cylinder 1 outside OBD limits: Value is below limit.
2971 - [1] Voltage of injector of cylinder 2 outside OBD limits: Value is above limit.
2971 - [2] Voltage of injector of cylinder 2 outside OBD limits: Value is below limit.
2972 - [1] Voltage of injector of cylinder 3 outside OBD limits: Value is above limit.
2972 - [2] Voltage of injector of cylinder 3 outside OBD limits: Value is below limit.
2973 - [1] Voltage of injector of cylinder 4 outside OBD limits: Value is above limit.
2973 - [2] Voltage of injector of cylinder 4 outside OBD limits: Value is below limit.
2974 - [1] Voltage of injector of cylinder 5 outside OBD limits: Value is above limit.
2974 - [2] Voltage of injector of cylinder 5 outside OBD limits: Value is below limit.

2975 - [1] Voltage of injector of cylinder 6 outside OBD limits: Value is above limit.
2975 - [2] Voltage of injector of cylinder 6 outside OBD limits: Value is below limit.
2976 - [1] Voltage of injector of cylinder 7 outside OBD limits: Value is above limit.
2976 - [2] Voltage of injector of cylinder 7 outside OBD limits: Value is below limit.
2977 - [1] Voltage of injector of cylinder 8 outside OBD limits: Value is above limit.
2977 - [2] Voltage of injector of cylinder 8 outside OBD limits: Value is below limit.
2979 - [1] Y74 (Pressure control valve) Upper range limit for adaptation values
2979 - [2] Y74 (Pressure control valve) Lower range limit for adaptation values
3050 - [1] Check component G3/2 (O2 sensor upstream of TWC). Part load Fault Value is above limit.
3050 - [2] Check component G3/2 (O2 sensor upstream of TWC). Part load Fault Value is below limit.
3051 - [1] Check component G3/1 (O2 sensor downstream of TWC). Part load Fault Value is above limit.
3051 - [2] Check component G3/1 (O2 sensor downstream of TWC). Part load Fault Value is below limit.
3052 - [1] Check component B2/6b1 (Intake air temperature sensor). The signal voltage is too high.
3052 - [2] Check component B2/6b1 (Intake air temperature sensor). The signal voltage is too low.
3052 - [4] Check component B2/6b1 (Intake air temperature sensor). Signal fault
3053 - [1] Check component B2/7b1 (Intake air temperature sensor). The signal voltage is too high.
3053 - [2] Check component B2/7b1 (Intake air temperature sensor). The signal voltage is too low.
3053 - [4] Check component B2/7b1 (Intake air temperature sensor). Signal fault
3080 - [8] Check component B1 (Oil temperature sensor). Actual value above specified value.
3087 - [1] Temperature sensors upstream and downstream of the NOx storage catalyst Error at both temperature sensors
3096 - [1] Starter actuation Short circuit to positive
3096 - [2] Starter actuation Short circuit to ground
3096 - [4] Starter actuation Signal line is interrupted.
3096 - [8] Starter actuation Excess temperature in engine control module
3116 - [1] Check component Mass air flow sensor. Left Offset drift
3117 - [1] Check component Mass air flow sensor. Right Offset drift
3118 - [8] Exhaust-gas temperature Plausibility
3119 - [1] Check component B19 (TWC temperature sensor). Specified value exceeded
3119 - [2] Check component B19 (TWC temperature sensor). Specified value below range
3119 - [8] Check component B19 (TWC temperature sensor). Plausibility
3120 - [1] Check component B19/9 (Temperature sensor upstream of diesel particulate filter). Specified value exceeded
3120 - [2] Check component B19/9 (Temperature sensor upstream of diesel particulate filter). Specified value below range

3120 - [8] Check component B19/9 (Temperature sensor upstream of diesel particulate filter). Plausibility
3121 - [1] Check component G19/8 (Temperature sensor downstream of TWC [KAT]). Specified value exceeded
3121 - [2] Check component G19/8 (Temperature sensor downstream of TWC [KAT]). Specified value below range
3121 - [8] Check component G19/8 (Temperature sensor downstream of TWC [KAT]). Plausibility
3129 - [1] Zero quantity calibration IMPLAUSIBLE
Event 0500 - [4] Test vehicle speed signal. Vehicle speed signal missing.
Event 0600 - [1] CAN controller: CAN bus OFF
Event 1615 - [1] Test voltage supply. Readout too large
Event 1615 - [2] Test voltage supply. Readout too small
Event 2201 - [1] No CAN message was received from control unit N73 (EIS [EZS] control unit).
Event 2203 - [1] CAN signal 'Quantity intervention' from control unit N47-5 (ESP control unit) is implausible.
Event 2203 - [2] CAN signal 'Quantity intervention' from control unit N47-5 (ESP control unit) is implausible.
Event 2203 - [4] CAN signal 'Quantity intervention' from control unit N47-5 (ESP control unit) is implausible.
Event 2203 - [8] CAN signal 'Quantity intervention' from control unit N47-5 (ESP control unit) is implausible.
Event 2204 - [1] CAN signal 'Quantity intervention' from control unit N15/3 (ETC [EGS] control unit) is implausible.
Event 2204 - [2] CAN signal 'Quantity intervention' from control unit N15/3 (ETC [EGS] control unit) is implausible.
Event 2204 - [4] CAN signal 'Quantity intervention' from control unit N15/3 (ETC [EGS] control unit) is implausible.
Event 2204 - [8] CAN signal 'Quantity intervention' from control unit N15/3 (ETC [EGS] control unit) is implausible.
Event 2208 - [1] CAN signal 'Brake signal' from control unit N10/8 (Rear SAM control unit) is implausible.
Event 2208 - [2] CAN signal 'Brake signal' from control unit N10/8 (Rear SAM control unit) is implausible.
Event 2209 - [1] No CAN message was received from control unit N47-5 (ESP control unit).
Event 2210 - [1] No CAN message was received from control unit A80 (Intelligent servo module for DIRECT SELECT).
Event 2211 - [1] No CAN message was received from control unit ETC.
Event 2213 - [1] No CAN message was received from control unit N80 (Steering column module).
Event 2214 - [1] CAN signal faulty
Event 2215 - [1] One or more signals sent from control unit A89 (DTR controller unit) via the CAN bus is implausible.

Event 2216 - [1] One or more signals sent from control unit A89 (DTR controller unit) via the CAN bus is implausible.
Event 2217 - [1] Transmission control ETC FAULT 0
Event 2218 - [1] Transmission control ETC FAULT 1
Event 2219 - [1] Transmission control ETC FAULT 2
Event 2220 - [1] Transmission control ETC FAULT 3
Event 2221 - [1] Transmission control ETC FAULT 4
Event 2222 - [1] Transmission control ETC FAULT 5
Event 2223 - [1] Transmission control ETC FAULT 6
Event 2224 - [1] Transmission control ETC FAULT 7
Event 2225 - [1] Transmission control ETC FAULT 8
Event 2226 - [1] Transmission control ETC FAULT 9
Event 2227 - [1] Transmission control ETC FAULT 10
Event 2228 - [1] Transmission control ETC FAULT 11
Event 2229 - [1] Transmission control ETC FAULT 12
Event 2230 - [1] Transmission control ETC FAULT 13
Event 2231 - [1] Transmission control ETC FAULT 14
Event 2232 - [1] Transmission control ETC FAULT 15
Event 2233 - [1] Engine emergency off signal from control unit N15/3 (ETC [EGS] control unit) Switch off engine.
Event 2234 - [1] External quantity control by ESP Quantity control is physically implausible.
Event 2235 - [1] External quantity control by ETC Quantity control is physically implausible.
Event 2236 - [1] One or more signals sent from control unit A89 (DTR controller unit) via the CAN bus is implausible.
Event 2236 - [2] One or more signals sent from control unit A89 (DTR controller unit) via the CAN bus is implausible.
Event 2236 - [4] One or more signals sent from control unit A89 (DTR controller unit) via the CAN bus is implausible.
Event 2236 - [8] One or more signals sent from control unit A89 (DTR controller unit) via the CAN bus is implausible.
Event 2237 - [1] Check component A7/3 (Traction system hydraulic unit). Active Requirement of idle speed increase
Event 2237 - [2] Check component A7/3 (Traction system hydraulic unit). Passive request for idle speed increase
Event 2238 - [1] One or more signals sent from control unit N2/7 (Restraint systems control unit) via the CAN bus is implausible.
Event 2239 - [1] One or more of the signals transmitted by control unit N47-5 (ESP control unit) or N47-5 (ESP and BAS control module) via the CAN bus are implausible.
Event 2239 - [2] One or more of the signals transmitted by control unit N47-5 (ESP control unit) or N47-5 (ESP and BAS control module) via the CAN bus are implausible.
Event 2240 - [1] One or more signals sent from control unit N49 (Steering angle sensor) via the CAN bus is implausible.
Event 2240 - [2] One or more signals sent from control unit N49 (Steering angle sensor) via the CAN bus is implausible.

Event 2240 - [4] One or more signals sent from control unit N49 (Steering angle sensor) via the CAN bus is implausible.
Event 2240 - [8] One or more signals sent from control unit N49 (Steering angle sensor) via the CAN bus is implausible.
Event 2241 - [1] No CAN message was received from control unit N47-5 (ESP control unit) or N47-5 (ESP and BAS control module).
Event 2242 - [1] One or more of the signals transmitted by control unit N47-5 (ESP control unit) or N47-5 (ESP and BAS control module) via the CAN bus are implausible.
Event 2242 - [2] One or more of the signals transmitted by control unit N47-5 (ESP control unit) or N47-5 (ESP and BAS control module) via the CAN bus are implausible.
Event 2243 - [1] No CAN message was received from control unit N93 (Central gateway control unit) or N73 (EIS [EZS] control unit).
Event 2244 - [1] No CAN message was received from control unit A1 (Instrument cluster).
Event 2252 - [1] One or more of the signals transmitted by control unit N47-5 (ESP control unit) or N47-5 (ESP and BAS control module) via the CAN bus are implausible. Plausibility
Event 2253 - [1] One or more signals sent from control unit N49 (Steering angle sensor) via the CAN bus is implausible.
Event 2253 - [4] One or more signals sent from control unit N49 (Steering angle sensor) via the CAN bus is implausible.
Event 2254 - [1] No CAN message was received from control unit N93 (Central gateway control unit).
Event 2255 - [1] One or more of the signals transmitted by control unit N47-5 (ESP control unit) or N47-5 (ESP and BAS control module) via the CAN bus are implausible.
Event 2258 - [1] One or more signals sent from control unit N15/3 (ETC [EGS] control unit) via the CAN bus is implausible.
Event 2258 - [2] One or more signals sent from control unit N15/3 (ETC [EGS] control unit) via the CAN bus is implausible.
Event 2259 - [1] CAN signal 'Quantity intervention' from control unit N22 (AAC [KLA] control and operating unit) is implausible.
Event 2259 - [2] CAN signal 'Quantity intervention' from control unit N22 (AAC [KLA] control and operating unit) is implausible.
Event 2259 - [4] CAN signal 'Quantity intervention' from control unit N22 (AAC [KLA] control and operating unit) is implausible.
Event 2260 - [1] One or more signals sent from control unit N15/3 (ETC [EGS] control unit) via the CAN bus is implausible.
Event 2261 - [4] One or more signals sent from control unit N15/3 (ETC [EGS] control unit) via the CAN bus is implausible.
Event 2269 - [4] CAN signal 'Outside air temperature' from control unit A1 (Instrument cluster) is implausible.
Event 2273 - [1] One or more signals sent from control unit N82 (Battery control module) via the CAN bus is implausible.
Event 2273 - [4] One or more signals sent from control unit N82 (Battery control module) via the CAN bus is implausible.
Event 2274 - [1] One or more of the signals transmitted by control unit N47-5 (ESP control unit) or N47-5 (ESP and BAS control module) via the CAN bus are implausible.

Event 2275 - [1] One or more of the signals transmitted by control unit N47-5 (ESP control unit) or N47-5 (ESP and BAS control module) via the CAN bus are implausible.
Event 2276 - [1] One or more of the signals transmitted by control unit N47-5 (ESP control unit) or N47-5 (ESP and BAS control module) via the CAN bus are implausible.
Event 2276 - [2] One or more of the signals transmitted by control unit N47-5 (ESP control unit) or N47-5 (ESP and BAS control module) via the CAN bus are implausible.
Event 2277 - [1] One or more of the signals transmitted by control unit N47-5 (ESP control unit) or N47-5 (ESP and BAS control module) via the CAN bus are implausible.
Event 2277 - [2] One or more of the signals transmitted by control unit N47-5 (ESP control unit) or N47-5 (ESP and BAS control module) via the CAN bus are implausible.
Event 2278 - [1] No CAN message was received from control unit N93 (Central gateway control unit).
Event 2279 - [1] CAN controller: CAN bus OFF
Event 2280 - [1] CAN signal faulty Timeout
Event 2281 - [1] No CAN message was received from control unit N73 (EIS [EZS] control unit).
Event 2282 - [1] No CAN message was received from control unit A13 (Electric parking brake control unit).
Event 2283 - [1] No CAN message was received from control unit N62 (PTS control unit).
Event 2284 - [1] No CAN message was received from control unit A80 (Intelligent servo module for DIRECT SELECT).
Event 2285 - [1] No CAN message was received from control unit N2/7 (Restraint systems control unit).
Event 2286 - [1] No CAN message was received from control unit N82 (Battery control module).
Event 2287 - [1] CAN controller: CAN bus OFF
Event 2288 - [1] No CAN message was received from control unit CPC Common Powertrain Controller.
Event 2289 - [1] No CAN message was received from control unit N47-5 (ESP control unit) or N47-5 (ESP and BAS control module).
Event 2290 - [1] No CAN message was received from control unit N80 (Steering column module).
Event 2291 - [1] No CAN message was received from control unit G2 (generator).
Event 2292 - [1] No CAN message was received from control unit N51 (AIRmatic with ADS control module) or N51 (AIRmatic control unit).
Event 2293 - [1] No CAN message was received from control unit N15/3 (ETC [EGS] control unit).
Event 2294 - [1] Transmission control ETC FAULT 16
Event 2295 - [1] Transmission control ETC FAULT 17
Event 2296 - [1] Transmission control ETC Short circuit to ground
Event 2297 - [1] Transmission control ETC Short circuit to positive
Event 2298 - [1] Transmission control ETC FAULT 20
Event 2299 - [1] Transmission control ETC Positive speed gradient too large
Event 2800 - [1] Transmission control ETC Rpm signal IMPLAUSIBLE
Event 2801 - [1] Transmission control ETC NO SIGNALS

Event 2802 - [1] Transmission control ETC NO SIGNALS
Event 2803 - [1] Transmission control ETC Engine overspeed
Event 2804 - [1] Transmission control ETC Engine overspeed
Event 2805 - [1] Transmission control ETC Positive speed gradient too large
Event 2806 - [1] Transmission control ETC Y3/8s1 (Selection range sensor (VGS)) IMPLAUSIBLE
Event 2807 - [1] Transmission control ETC Overvoltage
Event 2808 - [1] Transmission control ETC Undervoltage
Event 2809 - [1] Transmission control ETC FAULT 31
Event 2817 - [8] One or more signals sent from control unit A1 (Instrument cluster) via the CAN bus is implausible.
Event 2823 - [1] No CAN message was received from control unit A1 (Instrument cluster).
Event 2845 - [4] One or more signals sent from control unit N15/3 (ETC [EGS] control unit) via the CAN bus is implausible.
Event 3090 - [1] Test connection terminal Circuit 87. The signal voltage is too high.
Event 3090 - [2] Test connection terminal Circuit 87. The signal voltage is too low.

Filename: C:\Program Files\Mercedes-Benz\DAS\bin\..\trees\pkw\motordie\CDI4\menues\MNFCLIST.S

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