

- MODEL** 164, 166, 169, 172, 197, 203, 204, 207, 209, 210, 211, 212, 215, 216, 218, 219, **220**, 221, 222, 230, 231, 240, 245 (except 245.286), 251
with CODE 475 (Tire pressure monitor (Schrader))
- MODEL** 164, 169, 203, 209, 210, 211, 215, 216, 219, 220, 221, 230, 231, 240, 245 (except 245.286), 251
with CODE 475 (Tire pressure monitor (Siemens))
- MODEL** 164, 169, 203, 209, 210, 211, 215, 216, 219, **220**, 221, 230, 240, 245 (except 245.286), 251
with CODE 475 (Tire pressure monitor (Beru))
- MODEL** 199
- MODEL** 204
with CODE 470 (Tire pressure monitor (Schrader))
- MODEL** 205
with CODE 475 (Tyre pressure monitoring system)
- MODEL** 463
with CODE 475 (Tire pressure monitor (Schrader))

Use

The following information can be read out of the tire pressure sensors using the MB tester 2000E (1):

- System manufacturer (SIEMENS, BERU, SCHRADER)
- Transmission frequency (DCX)
- Identification number (IDENT NUMBER)
- Tire pressure (PRESSURE)
- Air temperature in tire (TEMPERATURE)
- Function of acceleration sensor (ACCEL), SIEMENS only
- Tire pressure sensor status (MODE), SIEMENS and SCHRADER only
- Battery status signal (BAT)

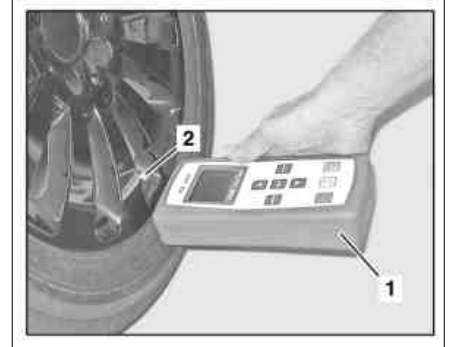
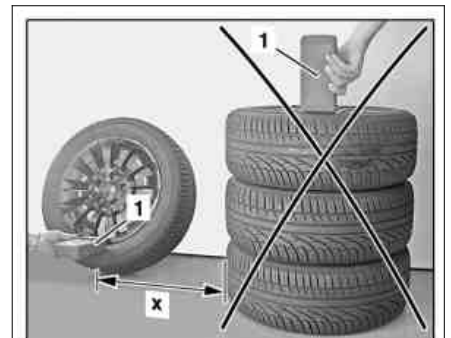


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Test prerequisites

Observe the following in order to prevent errors when reading out and evaluating the data:

- Do not use the MB tester 2000E (1) at locations with high UHF radiation (e.g. in tire storerooms/warehouses, on vehicles parked close to other vehicles, stacked wheels). Minimum distance (x) to other tire pressure sensors: 2.0 meters.
- Position the MB tester 2000E (1) precisely: The upper face must be placed against the tire at the same level as the valve (2). Do not move from this position until the data is displayed.
- **New tire pressure sensors cannot be read out because they do not send signals until a tire pressure above 3.2 bar has been applied.**
- Siemens tire pressure sensors must have the letters "DC", otherwise they will not be detected (NON DC-PART).
- Whether or not the battery status signal (BAT) is transmitted can only be checked reliably if the air temperature inside the tire is above +10 °C. **i** The battery condition and remaining time **cannot** be tested using the MB tester 2000E (1). This data must be read out from the tire pressure monitor control unit using the diagnostic system.



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Data evaluation

- DCX:
 - 315 -> Transmission frequency in MHz
 - 433 -> Transmission frequency in MHz
- IDENT NUMBER:
 - Identification number for coding the tire pressure sensor in the tire pressure monitoring system control unit
- PRESSURE:
 - Tire pressure
- TEMPERATURE:
 - Air temperature in the tire
- ACCEL:

- FAIL -> Acceleration sensor defective; replace tire pressure sensor
- MODE:
 - PARK or LRN LF -> Tire pressure sensor OK
 - OFF or TEST -> Tire pressure sensor defective; replace tire pressure sensor
- BAT:
 - PASS -> Battery status signal available; OK
 - LOW -> No battery status signal available; check tire pressure sensor using diagnostic system and replace if necessary

Notes

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- PASS -> Acceleration sensor OK

To ensure that every tire pressure sensor can be detected, the option AUT must be selected under SETTINGS - TPMS IDENT in the MENU.

- If no or implausible data is output, repeat the measurement; move to a different location if necessary.
- The read-out procedure can be speeded up by reducing the tire pressure by 0.3 bar.
- **Do not replace tire pressure sensors on the basis of the data from the tester MB 2000E (1); always carry out an analysis using the diagnostic system.**