

<b>VIN</b>	WDBSK79F85F095901	<b>Model series/model designation</b>	230.479
<b>Order number</b>		<b>License plate</b>	

Code	Text	Status
P20E1	Charge air coolant circuit : Charge air temperature is too high.	Current and stored

Name	Current values (first/last)	Unit
Fault code (decimal)	225	
Fault Type	Signal implausible	
'Check engine' indicator lamp	OFF	
Fault frequency	18	
Status of Lambda control for right cylinder bank	Not active ( Inertia fuel shutoff , Full load )   Not active ( Inertia fuel shutoff , Full load )	
Status of Lambda control for left cylinder bank	Not active ( Inertia fuel shutoff , Full load )   Not active ( Inertia fuel shutoff , Full load )	
Engine load	139   153	%
Coolant temperature	96   89	°C
Selfadaptation in idle speed range, right bank of cylinders	-0.102   -0.102	ms
Selfadaptation in part load range, right bank of cylinders	1.034   1.030	
Selfadaptation in idle speed range, left bank of cylinders	-0.102   -0.102	ms
Selfadaptation in part load range, left bank of cylinders	1.042   1.034	
Engine speed	3350   5325	1/min
Vehicle speed	108   109	km/h
Intake manifold pressure	1761   1874	hPa
Intake air temperature	79   68	°C
Driving distance since fault memory was erased	40   4280	km
Time since engine start	27   20	min
Ignition angle	-5.3   -11.3	°KW
Idle speed detection	OFF/ON   OFF/ON	
Full load detection	OFF/ON   OFF/ON	
Inertia fuel shutoff	OFF/ON   OFF/ON	
Secondary air injection pump	OFF/ON   OFF/ON	
Fuel tank cap	OPEN/CLOSED   OPEN/CLOSED	
Underspeed exit	NO/YES   NO/YES	
Purge control	OFF/ON   OFF/ON	
Throttle valve angle	80.3   63.2	°DK
Fuel tank level	41   60	Liter
Lambda control, before TWC right	0.999   0.999	
Lambda control, before TWC left	0.999   0.999	
Boost pressure	1792.00   1955.84	hPa

P20DD	B37 (Accelerator pedal sensor) , Short circuit at signal path 1 (P0123)		STORED
-------	---	--	--------

Name	Current values (first/last)	Unit
Fault code (decimal)	221	
Fault Type	Signal is too large.	
'Check engine' indicator lamp	ON	
Fault frequency	3	
Status of Lambda control for right cylinder bank	Active   Active	
Status of Lambda control for left cylinder bank	Active   Active	
Engine load	30   71	%
Coolant temperature	86   90	°C
Selfadaptation in idle speed range, right bank of cylinders	-0.102   -0.102	ms
Selfadaptation in part load range, right bank of cylinders	0.980   1.038	

Selfadaptation in idle speed range, left bank of cylinders	-0.102   -0.102	ms
Selfadaptation in part load range, left bank of cylinders	0.968   1.042	
Engine speed	650   2300	1/min
Vehicle speed	0   0	km/h
Intake manifold pressure	451   942	hPa
Intake air temperature	80   75	°C
Driving distance since fault memory was erased	4240   4240	km
Time since engine start	0   0	min
Ignition angle	-14.3   -21.8	°KW
Idle speed detection	<u>OFF/ON</u>   <u>OFF/ON</u>	
Full load detection	<u>OFF/ON</u>   <u>OFF/ON</u>	
Inertia fuel shutoff	<u>OFF/ON</u>   <u>OFF/ON</u>	
Secondary air injection pump	<u>OFF/ON</u>   <u>OFF/ON</u>	
Fuel tank cap	<u>OPEN/CLOSED</u>   <u>OPEN/CLOSED</u>	
Underspeed exit	<u>NO/YES</u>   <u>NO/YES</u>	
Purge control	<u>OFF/ON</u>   <u>OFF/ON</u>	
Throttle valve angle	5.1   37.9	°DK
Fuel tank level	64   64	Liter
Lambda control, before TWC right	0.925   0.945	
Lambda control, before TWC left	0.913   0.945	
Boost pressure	972.80   972.80	hPa

**Filename:** F:\Programme\DAS\bin\..\trees\PKW\MotorOtt\ME271\sgscreen\FCScreen.s  
**Cell co-ordinate:** 1 , 3