Test plan for BMW Service (development status)

MEVD17.2-BN2020

ECU type	BMW Fault Code (hex)	BMW Fault Code (dez)	BMW Fault Code Description VS-Text	Fault description	DTC (Diagnostic Trouble Code)	DTC Description	Component	Subcomponent	Monitoring criteria	Fault debouncing	Terminal conditions	Voltage conditions	Temperature conditions	Time conditions	System test	Signal information	Calculated value YIN	Possible Fault Causes	Repair procedures (plant/service)	MIL illumination/CC message/emergency program	Remarks	Customer perception comments	Breakdown instruction	Service instruction
MEVD17.2-BN2020	0x021200	135680	Energy-saving mode: Active	The diagnostic function monitors whether the transport mode is active.					The fault is recognized when the transport mode is active. Potential problem source(s): - The transport mode has not been reset	This fault is logged in the control module's fault memory immediately.	none	Voltage condition: - Onboard elect	None	- None	End-of-line job: Energy saving mod	status_energiesparmoduS: 0x5800	N	- The transport mode has not been reset	- Reset transport mode	- ECE emissions warning lamp: off - ECE electronic engine power reduction: off - CC message: none - US emissions warning lamp: off - US electronic engine power reduction: off - CC message: none	This is only activated following production.	Possible apparent symptoms: Engine speed governed to 4500 rpm.	Breakdown notice: None	The fault self-heals when the energy saving mode is reset. It is not necessary to delete any diagnostic fault codes.
MEVD17.2-BN2020	0x02FF12	196370	Dummy Application DTC: application DTC	No PP necessary.					No PP necessary Potential problem source(s): - No PP necessary.	No PP necessary.	none	Voltage condition: - Onboard elect	None	- None	No PP necessary.	No PP necessary.	No PP necessary.	- No PP necessary	- No PP necessary	- ECE emissions warning lamp: off - ECE electronic engine power reduction: off - CC message: none - US emissions warning lamp: off - US electronic engine power reduction: off - CC message: none	No PP necessary.	Possible apparent symptoms: No PP necessary.	Breakdown notice: No PP necessary.	No PP necessary.
MEVD17.2-BN2020	0x100001	1048577	Throttle valve, function: jammed briefly	The diagnostic function monitors the throttle valve control signal for excessively high figures that would indicate that the throttle valve is sticking or seizing.	P1638	Throttle Valve Position Control Throttle Stuck Temporarily (Bank 1)	Throttle Actuator	Throttle Stuck	This fault is logged and the throttle valve is deactivated when the PWM signal used to control the throttle valve remains above 80% for longer than 5 sec. Potential problem source(s): - Throttle valve moves stiffly, sticking, contaminated - Defect in wiring harness between throttle-valve actuator motor and DME - Defective throttle-valve actuator motor	This fault is logged in the control module's fault memory immediately.	Terminal 15	Voltage condition: - Onboard elect	None	- None	STEUERN_DK, STEUERN_ENDE	none	Y	- Throttle valve moves stiffly, sticking, contaminated - Defect in wiring harness between throttle-valve actuator motor and DME - Defective throttle-valve actuator motor	- Use tester to activate throttle valve and observe repositioning speed - Check wiring harness between DME and throttle valve - Visual inspection of throttle valve and air-induction system for contamination - Move the throttle valve manually to determine whether it progresses throughout its entire travel range freely without excess resistance - Replace throttle valve	- ECE emissions warning lamp: on - ECE electronic engine power reduction: on - CC message: on - US emissions warning lamp: on - US electronic engine power reduction: on - CC message: on	none	Possible apparent symptoms: - Reduced power	Breakdown notice: Ability to continue driving is restricted because engine speed is limited to roughly 1300 rpm.	none
MEVD17.2-BN2020	0x100101	1048833	Throttle valve, function: jammed permanently	The diagnostic function checks the throttle valve's control signal for excessively high figures that would indicate that the throttle valve is seizing.	P1639	Throttle Valve Position Control Throttle Stuck Permanently (Bank 1)	Throttle Actuator	Throttle Stuck	This fault is entered when the PWM signal used to control the throttle valve remains above 80% for longer than 0.8 sec. Potential problem source(s): - Throttle valve moves stiffly, sticking, contaminated - Defect in wiring harness between throttle-valve actuator motor and DME - Defective throttle-valve actuator motor	This fault is logged in the control module's fault memory immediately.	Terminal 15	Voltage condition: - Onboard elect	None	- None	STEUERN_DK, STEUERN_ENDE	none	Y	- Throttle valve moves stiffly, sticking, contaminated - Defect in wiring harness between throttle-valve actuator motor and DME - Defective throttle-valve actuator motor	- Use tester to activate throttle valve and observe repositioning speed - Check wiring harness between DME and throttle valve - Visual inspection of throttle valve and air-induction system for contamination - Move the throttle valve manually to determine whether it progresses throughout its entire travel range freely without excess resistance - Replace throttle-valve actuator motor	- ECE emissions warning lamp: on - ECE electronic engine power reduction: on - CC message: on - US emissions warning lamp: on - US electronic engine power reduction: on - CC message: on	none	Possible apparent symptoms: - Reduced power	Breakdown notice: Ability to continue driving is restricted because engine speed is limited to roughly 1300 rpm.	none
MEVD17.2-BN2020	0x100201	1049089	Throttle valve, function: sluggish, too slow	The diagnostic function monitors the difference between specified and actual throttle-valve values. If this figure remains too high for a specified period, a fault is recognized and the throttle valve is deactivated.	P11AA	Throttle tight (Bank 1)	Throttle	Tight	The diagnostic fault code is logged when the difference between the specified and the actual value is greater than the characteristic curve over throttle-valve gradient (4% - 50%). Potential problem source(s): - Stiction in throttle valve - Defect in wiring harness between throttle-valve actuator motor and DME - Defective throttle-valve actuator motor	This fault is logged in the control module's fault memory immediately.	Terminal 15	Voltage condition: - Onboard elect	None	- None	STEUERN_DK, STEUERN_ENDE	none	Y	- Stiction in throttle valve - Defect in wiring harness between throttle-valve actuator motor and DME - Defective throttle-valve actuator motor	- Check wiring harness between DME and throttle valve - Use tester to activate throttle valve and observe its reaction - Check throttle valve for contamination and foreign objects - Move throttle valve by hand, checking for resistance to motion and noting how quickly it closes when released - Replace throttle-valve actuator motor	- ECE emissions warning lamp: on - ECE electronic engine power reduction: on - CC message: on - US emissions warning lamp: on - US electronic engine power reduction: on - CC message: on	none	Possible apparent symptoms: - Reduced power	Breakdown notice: Ability to continue driving is restricted because engine speed is limited to roughly 1300 rpm.	none
MEVD17.2-BN2020	0x100210	1049104	Throttle-valve actuator, position monitoring: positional variation	The diagnostic function monitors the difference between specified and actual throttle-valve values. If this figure remains too high for a specified period, a fault is recognized and the throttle valve is deactivated.	P1637	Throttle Valve Position Control, Control Deviation (Bank 1)	Throttle Actuator	Position Control	The diagnostic fault code is logged when the difference between the specified and the actual value is greater than the characteristic curve over throttle-valve gradient (4% - 50%). Potential problem source(s): - Stiction in throttle valve - Defect in wiring harness between throttle-valve actuator motor and DME - Defective throttle-valve actuator motor	This fault is logged in the control module's fault memory immediately.	Terminal 15	Voltage condition: - Onboard elect	None	- None	STEUERN_DK, STEUERN_ENDE	none	Y	- Stiction in throttle valve - Defect in wiring harness between throttle-valve actuator motor and DME - Defective throttle-valve actuator motor	- Check wiring harness between DME and throttle valve - Use tester to activate throttle valve and observe its reaction - Check throttle valve for contamination and foreign objects - Move throttle valve by hand, checking for resistance to motion and noting how quickly it closes when released - Replace throttle-valve actuator motor	- ECE emissions warning lamp: on - ECE electronic engine power reduction: on - CC message: on - US emissions warning lamp: on - US electronic engine power reduction: on - CC message: on	none	Possible apparent symptoms: - Reduced power	Breakdown notice: Ability to continue driving is restricted because engine speed is limited to roughly 1300 rpm.	none
MEVD17.2-BN2020	0x100A02	1051138	Throttle valve, throttle potentiometer 1 and 2: Double fault	Collective fault: Throttle valve.	P110D	Throttle Position Sensor A and B Circuit Range/Performance (Bank 1)	Throttle Position Sensor	1-2	The fault is recognized when another fault related to the throttle valve (Lit.: 10404, 10405, 10406, 10408, 10409, 10410, 10432, 10433, 10004, 10000, 10001; Lit: 0x101001, 0x101002, 0x107A22, 0x107A30, 0x107A31, 0x107A32, 0x107A80, 0x107A81, 0x107A90, 0x107A91, 0x105210) is present. Potential problem source(s): - Additional throttle valve error path at one or both throttle-valve potentiometers - The diagnostic fault code is entered together with faults for the throttle-valve potentiometer 1 and/or 2, position controller faults, or faults detected during the spring test	Depends on original fault source (min. 0.14 sec., max. 0.6 sec.	Terminal 15	Voltage condition: - Onboard elect	None	- None	NO	none	Y	- Additional throttle valve error path at one or both throttle-valve potentiometers - The diagnostic fault code is entered together with faults for the throttle-valve potentiometer 1 and/or 2, position controller faults, or faults detected during the spring test	- Composite fault - Seek original source fault for throttle valve in ECU fault memory (Lit.: 10404, 10405, 10406, 10408, 10409, 10410, 10432, 10433, 10004, 10000, 10001; Lit: 0x101001, 0x101002, 0x107A22, 0x107A30, 0x107A31, 0x107A32, 0x107A80, 0x107A81, 0x107A90, 0x107A91, 0x105210) and repair it using test plan	- ECE emissions warning lamp: on - ECE electronic engine power reduction: on - CC message: on - US emissions warning lamp: on - US electronic engine power reduction: on - CC message: on	none	Possible apparent symptoms: - Reduced power	Breakdown notice: - It is possible to continue driving the vehicle, but passing maneuvers should not be attempted owing to the reduction in engine output.	none
MEVD17.2-BN2020	0x100C08	1051656	Throttle valve, throttle potentiometer 1: Signal implausible for air mass	When a single fault occurs at the throttle valve, the diagnostic function monitors the operation of the remaining sensor. The deviation in the sensor signal is plausibilized against the default value from air mass.	P1141	Value Comparison Throttle Position Sensor 1 / Hot Film Air Mass Meter (Bank 1)	Throttle Position Sensor / Air Mass Meter	1	The fault is recognized when a defect at sensor 2 or a clocking error [deviation between sensor 1 and sensor 2 > 6.3% throttle valve] is detected and comparison between sensor 1 and default value is greater than 14.9%. Potential problem source(s): - Defect in wiring harness between throttle-valve actuator motor and DME - Throttle-valve sensor defective - AD converter input on DME defective	This fault is logged in the ECU fault memory immediately. 0.28 sec.	Terminal 15	Voltage condition: - Onboard elect	None	- None	STEUERN_DK, STEUERN_ENDE	Sensor 1 voltage: 0..5 V (0x584E)	Y	- Defect in wiring harness between throttle-valve actuator motor and DME - Throttle-valve sensor defective - AD converter input in DME defective	- Check wiring harness between DME and throttle valve - Replace throttle valve - Replace DME	- ECE emissions warning lamp: on - ECE electronic engine power reduction: on - CC message: on - US emissions warning lamp: on - US electronic engine power reduction: on - CC message: on	none	Possible apparent symptoms: - Reduced power	Breakdown notice: - It is possible to continue driving the vehicle, but passing maneuvers should not be attempted owing to the reduction in engine output.	none
MEVD17.2-BN2020	0x100E08	1052168	Throttle valve, throttle potentiometer 2: Signal implausible for air mass	When a single fault occurs at the throttle valve, the diagnostic function monitors the operation of the remaining sensor. The deviation in the sensor signal is plausibilized against the default value from air mass.	P1142	Value Comparison Throttle Position Sensor 2 / Hot Film Air Mass Meter (Bank 1)	Throttle Position Sensor / Air Mass Meter	2	The fault is recognized when a defect at sensor 1 or a clocking error [deviation between sensor 1 and sensor 2 > 6.3% throttle valve] is detected and comparison between sensor 2 and default value is greater than 14.9%. Potential problem source(s): - Defect in wiring harness between throttle-valve actuator motor and DME - Throttle-valve sensor defective - AD converter input in DME defective	This fault is logged in the control module's fault memory immediately.	Terminal 15	Voltage condition: - Onboard elect	None	- None	STEUERN_DK, STEUERN_ENDE	Sensor 1 voltage: 0..5 V (0x584E)	Y	- Defect in wiring harness between throttle-valve actuator motor and DME - Throttle-valve sensor defective - AD converter input in DME defective	- Check wiring harness between DME and throttle valve - Replace throttle valve - Replace DME	- ECE emissions warning lamp: on - ECE electronic engine power reduction: on - CC message: on - US emissions warning lamp: on - US electronic engine power reduction: on - CC message: on	none	Possible apparent symptoms: - Reduced power	Breakdown notice: - It is possible to continue driving the vehicle, but passing maneuvers should not be attempted owing to the reduction in engine output.	none
MEVD17.2-BN2020	0x101001	1052673	Throttle valve, throttle-valve potentiometer 1, electric: short circuit to positive or open circuit	The diagnostic function checks the signal from throttle valve actuator 1 for electrical faults.	P0123	Throttle/Pedal Position Sensor/Switch 'A' Circuit High	Throttle Position Sensor	1	The fault is recognized when the signal from throttle valve sensor 1 rises above the fault threshold of 4.75 V. Potential problem source(s): - Defect in wiring harness between throttle-valve actuator motor and DME - Throttle-valve sensor defective - AD converter input in DME defective	This fault is logged in the control module's fault memory immediately.	Terminal 15	Voltage condition: - Onboard elect	None	- None	STEUERN_DK, STEUERN_ENDE	Sensor 1 voltage: 0..5 V (0x584E)	N	- Defect in wiring harness between throttle-valve actuator motor and DME - Throttle-valve sensor defective - AD converter input in DME defective	- Check wiring harness between DME and throttle valve - Replace throttle valve - Replace DME	ECE: - ECE emissions warning lamp: on - ECE electronic engine power reduction: on - CC message: on MY10 US D1/10: - US emissions warning lamp: on - US electronic engine power reduction: on - CC message: on MY10 US D3/10: - US emissions warning lamp: off - US electronic engine power reduction: on - CC message: on	none	Possible apparent symptoms: - Reduced power	Breakdown notice: - It is possible to continue driving the vehicle, but passing maneuvers should not be attempted owing to the reduction in engine output.	none
MEVD17.2-BN2020	0x101002	1052674	Throttle valve, throttle-valve potentiometer 1, electric: short circuit to ground	The diagnostic function checks the signal from throttle valve actuator 1 for electrical faults.	P0122	Throttle/Pedal Position Sensor/Switch 'A' Circuit Low	Throttle Position Sensor	1	The fault is recognized when the signal from throttle valve sensor 1 falls below the fault threshold of 0.22 V. Potential problem source(s): - Defect in wiring harness between throttle-valve actuator motor and DME - Throttle-valve sensor defective - AD converter input in DME defective	This fault is logged in the control module's fault memory immediately.	Terminal 15	Voltage condition: - Onboard elect	None	- None	STEUERN_DK, STEUERN_ENDE	Sensor 1 voltage: 0..5 V (0x584E)	N	- Defect in wiring harness between throttle-valve actuator motor and DME - Throttle-valve sensor defective - AD converter input in DME defective	- Check wiring harness between DME and throttle valve - Replace throttle valve - Replace DME	ECE: - ECE emissions warning lamp: on - ECE electronic engine power reduction: on - CC message: on MY10 US D1/10: - US emissions warning lamp: on - US electronic engine power reduction: on - CC message: on MY10 US D3/10: - US emissions warning lamp: off - US electronic engine power reduction: on - CC message: on	none	Possible apparent symptoms: - Reduced power	Breakdown notice: - It is possible to continue driving the vehicle, but passing maneuvers should not be attempted owing to the reduction in engine output.	none
MEVD17.2-BN2020	0x101201	1053185	Throttle valve, throttle potentiometer 2, electrical: Short circuit to B+	The diagnostic function checks the voltage of throttle valve sensor 2 for electrical faults.	P0223	Throttle/Pedal Position Sensor/Switch 'B' Circuit High	Throttle Position Sensor	2	The fault is recognized when the signal from throttle valve sensor 2 rises above the fault threshold of 4.77 V. Potential problem source(s): - Defect in wiring harness between throttle-valve actuator motor and DME - Throttle-valve sensor defective - AD converter input in DME defective	This fault is logged in the control module's fault memory immediately.	Terminal 15	Voltage condition: - Onboard elect	None	- None	STEUERN_DK, STEUERN_ENDE	Voltage sensor 2: 0..5 V (0x584C)	N	- Defect in wiring harness between throttle-valve actuator motor and DME - Throttle-valve sensor defective - AD converter input in DME defective	- Check wiring harness between DME and throttle valve - Replace throttle valve - Replace DME	ECE: - ECE emissions warning lamp: on - ECE electronic engine power reduction: on - CC message: on MY10 US D1/10: - US emissions warning lamp: on - US electronic engine power reduction: on - CC message: on MY10 US D3/10: - US emissions warning lamp: off - US electronic engine power reduction: on - CC message: on	none	Possible apparent symptoms: - Reduced power	Breakdown notice: - It is possible to continue driving the vehicle, but passing maneuvers should not be attempted owing to the reduction in engine output.	none
MEVD17.2-BN2020	0x101202	1053186	Throttle valve, throttle potentiometer 2, electrical: Short circuit to earth or line disconnection	The diagnostic function checks the voltage of throttle valve sensor 2 for electrical faults.	P0222	Throttle/Pedal Position Sensor/Switch 'B' Circuit Low	Throttle Position Sensor	2	The fault is recognized when the signal from throttle valve sensor 2 falls below the fault threshold of 0.22 V. Potential problem source(s): - Defect in wiring harness between throttle-valve actuator motor and DME - Throttle-valve sensor defective - AD converter input in DME defective	This fault is logged in the control module's fault memory immediately.	Terminal 15	Voltage condition: - Onboard elect	None	- None	STEUERN_DK, STEUERN_ENDE	Voltage sensor 2: 0..5 V (0x584C)	N	- Defect in wiring harness between throttle-valve actuator motor and DME - Throttle-valve sensor defective - AD converter input in DME defective	- Check wiring harness between DME and throttle valve - Replace throttle valve - Replace DME	ECE: - ECE emissions warning lamp: on - ECE electronic engine power reduction: on - CC message: on MY10 US D1/10: - US emissions warning lamp: on - US electronic engine power reduction: on - CC message: on MY10 US D3/10: - US emissions warning lamp: off - US electronic engine power reduction: on - CC message: on	none	Possible apparent symptoms: - Reduced power	Breakdown notice: - It is possible to continue driving the vehicle, but passing maneuvers should not be attempted owing to the reduction in engine output.	none

MEVD17.2-BN2020	0x101401	1053697	Throttle valve, adaptation: Marginal conditions not met	During the throttle valve adaptation the diagnostic function monitors compliance with the prescribed process conditions.	P1632	Throttle Valve Adaptation Conditions Not Met (Bank 1)	Throttle Actuator	Adaptation	Learning routine for lower mechanical travel stop aborted owing to low battery voltage (< 10 V). Potential problem source(s): - Fault code entry is for information only - Throttle-valve adaptation aborted in response to low onboard electrical system voltage	This fault is logged in the control module's fault memory immediately.	Terminal 15	Voltage condition:□- Onboard elect	- Engine warmed to normal tempera	- 30 sec. after Terminal 15 on	NO	none	Y	- Fault code entry is for information only - Throttle-valve adaptation aborted in response to low onboard electrical system voltage	- Check battery voltage (> 10 V), Terminal 15 off -> Terminal 15 on -> Wait 1 min - Provided that the voltage condition has been met the fault should not occur again - Component replacement based on this fault is not necessary!	- ECE emissions warning lamp: on - ECE electronic engine power reduction: on - CC message: on - US emissions warning lamp: on - US electronic engine power reduction: on - CC message: on	none	Possible apparent symptoms: - Reduced power	Breakdown notice: Ability to continue driving is restricted because engine speed is limited to roughly 1300 rpm.	none
MEVD17.2-BN2020	0x101402	1053698	Throttle valve, adaptation: emergency running position not adapted	The diagnostic function monitors the throttle valve to determine whether it is at the emergency air position (open at angle of roughly 7.6°) when no voltage is applied.	P1633	Throttle Valve Adaptation Limp-Home Position Unknown (Bank 1)	Throttle Actuator	Adaptation	The fault is recognized when the values for the emergency air point are determined to be less than 1.8% or larger than 16% during the adaptation process. Potential problem source(s): - Defect in wiring harness between throttle-valve actuator motor and DME - Dirt/contamination on throttle valve - Throttle valve seized in open or fully-closed position - Defective throttle-valve actuator motor	This fault is logged in the control module's fault memory immediately.	Terminal 15	Voltage condition:□- Onboard elect	- Engine warmed to normal tempera	- 30 sec. after Terminal 15 on	STEUERN_DK, STEUERN_ENDE_	none	Y	- Defect in wiring harness between throttle-valve actuator motor and DME - Dirt/contamination on throttle valve - Throttle valve seized in open or fully-closed position - Defective throttle-valve actuator motor	- Determine whether throttle valve is open to an aperture of roughly 8° (almost closed) when no voltage is applied, check measured data in tester (sensor 1 and 2 voltage, throttle-valve angle) - Visual inspection of throttle valve and air-induction system for contamination - Check wiring harness between DME and throttle valve - Replace throttle-valve actuator motor	- ECE emissions warning lamp: on - ECE electronic engine power reduction: on - CC message: on - US emissions warning lamp: on - US electronic engine power reduction: on - CC message: on	none	Possible apparent symptoms: - Reduced power	Breakdown notice: - It is possible to continue driving the vehicle, but passing maneuvers should not be attempted owing to the reduction in engine output.	none
MEVD17.2-BN2020	0x101408	1053704	Throttle valve, adaptation: Initial adaptation, lower limit position not taught in	The diagnostic function monitors the throttle valve to determine whether it reaches the lower mechanical travel stop (UMA) during a repeat throttle-valve adaptation routine (after roughly 30 sec. Terminal 15 without engine start).	P16BC	Throttle Valve Adaptation Lower Stop Not Learned (Bank 1)	Throttle Actuator	Adaptation	The fault is recognized when the limits specified for the signal voltages (sensor 1 signal voltage < 0.27 V, sensor 2 > 4.73 V) are violated during the repeat adaptation routine (roughly 30 sec. at Terminal 15 without engine start) or the mutual deviation between the sum voltages for sensors 1 and 2 of 5 V is more than X V. Potential problem source(s): - Fault during repeat initialization attempt; lower mechanical travel limit range violation:; 1.a. Travel stop dirty, 1.b. Foreign object/matter 1.c. Sporadic contact resistance 1.d. Defective throttle valve	This fault is logged in the control module's fault memory immediately.	Terminal 15	Voltage condition:□- Onboard elect	- Engine warmed to normal tempera	- 30 sec. after Terminal 15 on	NO	none	Y	- Fault during repeat initialization attempt; lower mechanical travel limit range violation: 1.a. Travel stop dirty, 1.b. Foreign object/matter 1.c. Sporadic contact resistance 1.d. Defective throttle valve	1. Clear ECU fault memory? Ignition off? Ignition on for at least 1 minute 2. If fault remains: 2.a. Check wiring harness DME - throttle valve (sum of throttle-valve voltages must equal 5 V) 2.b. Check to determine whether foreign objects/matter in the intake manifold or at the throttle valve are preventing the throttle valve from closing 2.c. Completely close the throttle valve by hand and measures the voltages on the two sensors (S1: 0.5 V +/- tolerance, S2: 4.5 V +/- tolerance) 3. Replace throttle valve	- ECE emissions warning lamp: on - ECE electronic engine power reduction: on - CC message: on - US emissions warning lamp: on - US electronic engine power reduction: on - CC message: on	none	Possible apparent symptoms: - Reduced power	Breakdown notice: Ability to continue driving is restricted because engine speed is limited to roughly 1300 rpm.	none
MEVD17.2-BN2020	0x101410	1053712	Throttle valve, adaptation: Marginal conditions not met; battery voltage too low	The diagnostic function monitors the throttle valve to determine whether it reaches the lower mechanical travel stop (UMA) during the initial adaptation.	P16E6	Throttle Valve Adaptation Conditions Not Met, Battery Voltage Too Low (Bank 1)	Throttle Actuator	Adaptation	The fault is recognized when the limits for the approved signal voltages (signal voltage sensor 1 < 0.27 V, sensor 2 > 4.73 V) are violated during the initial adaptation, or when the deviation of the sum voltage of sensor 1 and sensor 2 of 5 V exceeds X V. Potential problem source(s): - Fault during initial initialization attempt; lower mechanical travel stop range violation: - Dirt/contamination on travel stop - Foreign matter/object(s) - Sporadic contact resistance - Defective throttle valve	This fault is logged in the control module's fault memory immediately.	Terminal 15	Voltage condition:□- Onboard elect	- Engine warmed to normal tempera	- 30 sec. after Terminal 15 on	NO	none	Y	- Fault during initial initialization attempt; lower mechanical travel stop range violation: - Dirt/contamination on travel stop - Foreign matter/object(s) - Sporadic contact resistance - Defective throttle valve	- Clear ECU fault memory ? Ignition off? Ignition on for at least 1 minute - If fault is still present: - a. Check wiring harness DME - throttle valve (sum of throttle valve voltages must equal 5 V) - b. Inspect to determine whether any objects are present in the intake manifold or within the throttle valve's travel range - c. Completely close the throttle valve by hand and measures the voltages on the two sensors (S1: 0.5 V +/- tolerance, S2: 4.5 V +/- tolerance) - Replace throttle valve	- ECE emissions warning lamp: on - ECE electronic engine power reduction: on - CC message: on - US emissions warning lamp: on - US electronic engine power reduction: on - CC message: on	none	Possible apparent symptoms: - Reduced power	Breakdown notice: Ability to continue driving is restricted because engine speed is limited to roughly 1300 rpm.	none
MEVD17.2-BN2020	0x101C08	1055752	Throttle valve, throttle potentiometer: plausibility Timing fault between potentiometer 1 and potentiometer 2	The diagnostic function monitors the mutual deviation between the two sensor voltages.	P115F	Throttle/Pedal Position Sensor/Switch 'A' / 'B' Synchronous Operation Correlation (Bank 1)	Throttle Position Sensor	Correlation	If the deviation in the two voltages from sensors 1 and 2 exceeds a value defined in the application (characteristic curve) the fault is recognized. Potential problem source(s): - Defect in wiring harness between throttle valve potentiometer and DME - Throttle valve potentiometer defective	This fault is logged in the control module's fault memory immediately.	Terminal 15	Voltage condition:□- Onboard elect	- None	- None	Accelerator pedal sensor 1 voltage	Pedal data sensor 1 voltage (0x584	N	- Defect in wiring harness between throttle valve potentiometer and DME - Throttle valve potentiometer defective	- Check wiring harness between throttle valve potentiometer and DME - Replace throttle valve potentiometer	- ECE emissions warning lamp: off - ECE electronic engine power reduction: off - CC message: none - US emissions warning lamp: on - US electronic engine power reduction: on - CC message: on	none	Possible apparent symptoms: - Limit on pedal value variation and on maximum absolute value (34.5% pedal) - In combination with fault in accelerator pedal sensor 1 and/or 2, increased idle speed and no processing of accelerator pedal data	Breakdown notice: - It is possible to continue driving the vehicle, but passing maneuvers should not be attempted owing to the reduction in engine output.	None
MEVD17.2-BN2020	0x101F01	1056513	Throttle-valve angle - intake-manifold pressure, correlation: limit value exceeded	The diagnostic function monitors the throttle valve aperture and the current intake manifold pressure reading to determine whether they are mutually plausible.	P112F	Manifold Absolute Pressure to Throttle Angle - Too High (Bank 1)	Manifold Absolute Pressure	Correlation	The fault is recognized when the relationship between the indicated intake manifold pressure and the mass airflow calculated based on throttle-valve angle is not correct. Potential problem source(s): - Measured value for intake manifold pressure (absolute) too high - Vacuum leak within induction tract/crankcase - Incorrect throttle-valve angle - Pressure sensor defective	This fault is logged in the control module's fault memory immediately.	none	Voltage condition:□- Onboard elect	- 30°C < intake-air temperature <	- None	NO	none	Y	- Measured value for intake manifold pressure (absolute) too high - Vacuum leak within induction tract/crankcase - Incorrect throttle-valve angle - Pressure sensor defective	- Check intake system and crankcase for leakage - Check throttle valve (contamination, carbon deposits, icing) - Check plug and wiring harness between intake-manifold pressure sensor and DME - Check plug, wiring harness at electric throttle-valve actuator - Replace pressure sensor - Replace throttle valve	- ECE emissions warning lamp: on - ECE electronic engine power reduction: on - CC message: on - US emissions warning lamp: off - US electronic engine power reduction: off - CC message: none	none	Possible apparent symptoms: - none	Breakdown notice: - none	None
MEVD17.2-BN2020	0x101F02	1056514	Throttle-valve angle - intake-manifold pressure, correlation: limit value undershot	The diagnostic function monitors the throttle valve aperture and the current intake manifold pressure reading to determine whether they are mutually plausible.	P112E	Manifold Absolute Pressure to Throttle Angle - Too Low (Bank 1)	Manifold Absolute Pressure	Correlation	The fault is recognized when the relationship between the indicated intake manifold pressure and the mass airflow calculated based on throttle-valve angle is not correct. Potential problem source(s): - Measured value for intake manifold pressure (absolute) is too low - Defective plug or wiring harness - Vacuum leak within induction tract/crankcase - Incorrect throttle-valve angle - Pressure sensor defective	This fault is logged in the control module's fault memory immediately.	none	Voltage condition:□- Onboard elect	- None	- None	NO	none	Y	- Measured value for intake manifold pressure (absolute) is too low - Defective plug(s) or wiring harness - Vacuum leak within induction tract/crankcase - Incorrect throttle-valve angle - Pressure sensor defective	- Check intake system and crankcase for leakage - Check throttle valve (contamination, carbon deposits, icing) - Check wiring harness between intake-manifold pressure sensor and DME - Check plug, wiring harness at electric throttle-valve actuator - Replace pressure sensor - Replace throttle valve	- ECE emissions warning lamp: on - ECE electronic engine power reduction: on - CC message: on - US emissions warning lamp: off - US electronic engine power reduction: off - CC message: none	none	Possible apparent symptoms: - none	Breakdown notice: - none	None
MEVD17.2-BN2020	0x102001	1056769			P00BD	Mass or Volume Air Flow 'A' Circuit Range/Performance - Air Flow Too High	Mass Air Flow	Too High																
MEVD17.2-BN2020	0x102001	1056769			P115D	Mass or Volume Air Flow 'A' Air Mass Too High Compared to Model	Mass Air Flow	Comparison to Model																
MEVD17.2-BN2020	0x102002	1056770			P00BC	Mass or Volume Air Flow 'A' Circuit Range/Performance - Air Flow Too Low	Mass Air Flow	Too Low																
MEVD17.2-BN2020	0x102002	1056770			P115C	Mass or Volume Air Flow 'A' Air Mass Too Low Compared to Model	Mass Air Flow	Comparison to Model																
MEVD17.2-BN2020	0x102010	1056784	Air-mass sensor, plausibility: air mass too high in relation to model	The diagnostic function compares the calculated air mass with the measured air mass.	P115D	Mass or Volume Air Flow 'A' Air Mass Too High Compared to Model	Mass Air Flow	Comparison to Model	The fault is recognized when the calculated air mass deviates too starkly from the measured air mass. Potential problem source(s): - Collateral fault caused by other components in the intake system, Valvetronic, turbocharger - Intake system leaking - HFM defective	This fault is logged in the control module's fault memory immediately.	Terminal 15	Voltage condition:□- Onboard elect	- None	- None	NO	none	Y	- Collateral fault caused by other components in the intake system, Valvetronic, turbocharger - Intake system leaking - HFM defective	- If other diagnostic fault codes related to components in the induction tract, Valvetronic or turbocharger have been logged, then process these first (collateral faults) - Check intake system for leaks - Replace HFM	- ECE emissions warning lamp: on - ECE electronic engine power reduction: on - CC message: on - US emissions warning lamp: off - US electronic engine power reduction: off - CC message: none	none	Possible apparent symptoms: - none	Breakdown notice: - none	- none
MEVD17.2-BN2020	0x102011	1056785	Air-mass sensor, plausibility: air mass too low in relation to model	The diagnostic function compares the air mass calculated from the model with the measured air mass.	P115C	Mass or Volume Air Flow 'A' Air Mass Too Low Compared to Model	Mass Air Flow	Comparison to Model	The fault is recognized when the indicated air mass does not correlate with the calculated mass airflow rate. Potential problem source(s): - Defective HFM, problem with airflow to HFM, clean air tube fallen off intake air noise attenuator - Leak within induction tract on engine-side of throttle valve (leaks in vicinity of intake air plenum chamber, open oil filler cap) - Malfunction in components affecting airflow (valve lift monitoring, position of VANOS, throttle valve, pressure sensors....) - Compressor bypass valve stuck in open position (accompanied by low boost pressure malfunction) - Severely contaminated air filter	This fault is logged in the control module's fault memory immediately.	Terminal 15	Voltage condition:□- Onboard elect	- 30°C < intake-air temperature <	- None	NO	none	Y	- Defective HFM, problem with airflow to HFM, clean air tube fallen off intake air noise attenuator - Leak within induction tract on engine side of throttle valve (leaks in vicinity of intake air plenum chamber, open oil filler cap) - Malfunction in components affecting airflow (valve lift monitoring, position of VANOS, throttle valve, pressure sensors....) - Compressor bypass valve stuck in open position (accompanied by low boost pressure malfunction) - Severely contaminated air filter	- Check wiring harness on HFM - Check intake system for leaks on engine side of throttle valve - Seal on oil filler cap is defective - Problem with airflow to HFM (air filter insert is defective or installed incorrectly) - Replace HFM	- ECE emissions warning lamp: on - ECE electronic engine power reduction: on - CC message: on - US emissions warning lamp: off - US electronic engine power reduction: off - CC message: none	none	Possible apparent symptoms: If the HFM is recognized as defective it is deactivated, following jerk during deactivation owing to lambda error no limitations	Breakdown notice: - none	none
MEVD17.2-BN2020	0x102610	1058320	Air-mass sensor, signal: implausible period duration, loose contact at low frequency	The diagnostic function monitors the upper limit of the digital HFM signal's period duration.	P0103	Mass or Volume Air Flow Sensor 'A' Circuit High	Mass Air Flow Sensor	Electrical	This fault is recognized when the period duration of the HFM signal exceeds 640 µs. Potential problem source(s): - Defect in wiring harness between HFM and DME - Mass-airflow sensor defective - Defective DME	This fault is logged in the control module's fault memory immediately.	none	Voltage condition:□- Onboard elect	- None	- None	NO	Read test data block;□ID 58AE	N	- Defect in wiring harness between HFM and DME - Mass-airflow sensor defective - Defective DME	- Check wiring harness between DME and mass-airflow sensor - Replace mass-airflow sensor - Replace DME	- ECE emissions warning lamp: on - ECE electronic engine power reduction: on - CC message: on - US emissions warning lamp: off - US electronic engine power reduction: off - CC message: none	none	Possible apparent symptoms: Engine runs roughly	Breakdown notice: None	None
MEVD17.2-BN2020	0x102611	1058321	Air-mass sensor, signal: implausible period duration, loose contact at high frequency	The diagnostic function monitors the lower limit of the digital HFM signal's period duration.	P0102	Mass or Volume Air Flow Sensor 'A' Circuit Low	Mass Air Flow Sensor	Electrical	This fault is recognized when the period duration of the HFM signal is less than 84 µs. Potential problem source(s): - Defect in wiring harness between HFM and DME - Mass-airflow sensor defective - Defective DME	This fault is logged in the control module's fault memory immediately.	none	Voltage condition:□- Onboard elect	- None	- None	NO	Read test data block;□ID 58AE	N	- Defect in wiring harness between HFM and DME - Mass-airflow sensor defective - Defective DME	- Check wiring harness between DME and mass-airflow sensor - Replace mass-airflow sensor - Replace DME	- ECE emissions warning lamp: on - ECE electronic engine power reduction: on - CC message: on - US emissions warning lamp: off - US electronic engine power reduction: off - CC message: none	none	Possible apparent symptoms: Engine runs roughly	Breakdown notice: None	None
MEVD17.2-BN2020	0x102612	1058322	Air-mass sensor, signal:□short circuit or open circuit	The diagnostic function determines whether a digital signal from the HFM is present.	P0100	Mass or Volume Air Flow Sensor 'A' Circuit	Mass Air Flow Sensor	Electrical	This fault is recognized when the period duration of the HFM signal is zero. Potential problem source(s): - Defect in wiring harness between HFM and DME - Mass-airflow sensor defective - Defective DME	This fault is logged in the control module's fault memory immediately.	none	Voltage condition:□- Onboard elect	- None	- None	NO	Read test data block;□ID 58AE	N	- Defect in wiring harness between HFM and DME - Mass-airflow sensor defective - Defective DME	- Check wiring harness between DME and mass-airflow sensor - Replace mass-airflow sensor - Replace DME	- ECE emissions warning lamp: on - ECE electronic engine power reduction: on - CC message: on - US emissions warning lamp: off - US electronic engine power reduction: off - CC message: none	none	Possible apparent symptoms: Engine runs roughly	Breakdown notice: None	None
MEVD17.2-BN2020	0x102801	1058817			P00BC	Mass or Volume Air Flow 'A' Circuit Range/Performance - Air Flow Too Low	Mass Air Flow	Too Low																
MEVD17.2-BN2020	0x102801	1058817			P0102	Mass or Volume Air Flow Sensor 'A' Circuit Low	Mass Air Flow Sensor	Electrical																
MEVD17.2-BN2020	0x102A01	1059329			P0100	Mass or Volume Air Flow Sensor 'A' Circuit	Mass Air Flow Sensor	Electrical																
MEVD17.2-BN2020	0x102A02	1059330			P00BD	Mass or Volume Air Flow 'A' Circuit Range/Performance - Air Flow Too High	Mass Air Flow	Too High																
MEVD17.2-BN2020	0x102A02	1059330			P0103	Mass or Volume Air Flow Sensor 'A' Circuit High	Mass Air Flow Sensor	Electrical																
MEVD17.2-BN2020	0x103001	1060865	Accelerator-pedal module, pedal-travel sensor 1, electric: short circuit to positive	The diagnostic function monitors the voltage of sensor 1.	P2123	Throttle/Pedal Position Sensor/Switch 'D' Circuit High	Pedal Position Sensor	D Electrical	The fault is recognized when the voltage at sensor 1 rises above 4.085 V. Potential problem source(s): - Defect in wiring harness between DME and accelerator pedal module sensor 1 - Accelerator pedal module defective	This fault is logged in the control module's fault memory immediately.	Terminal 15	Voltage condition:□- Onboard elect	- None	- None	Accelerator pedal sensor 1 voltage	Accelerator pedal sensor 1 voltage	N	- Defect in wiring harness between DME and accelerator pedal module sensor 1 - Accelerator pedal module defective	- Check wiring harness between DME and accelerator pedal - Replace accelerator pedal	- ECE emissions warning lamp: off - ECE electronic engine power reduction: off - CC message: on - US emissions warning lamp: on - US electronic engine power reduction: on - CC message: on	none	Possible apparent symptoms: - Limit on pedal value variation and on maximum absolute value (34.5% pedal) - In combination with fault in accelerator pedal sensor 2 or clocking error, increased idle speed and no processing of accelerator pedal	Breakdown notice: - It is possible to continue driving the vehicle, but passing maneuvers should not be attempted owing to the reduction in engine output.	none

MEV017.2-BN2020	0x103002	1060986	Accelerator-pedal module, pedal-travel sensor 1, electric: short circuit to ground or open circuit	The diagnostic function monitors the voltage of sensor 1.	P2122	Throttle/Pedal Position Sensor/Switch 'D' Circuit Low	Pedal Position Sensor	D Electrical	The fault is recognized when the voltage at sensor 1 is less than 0.566 V. Potential problem source(s): - Defect in wiring harness between DME and accelerator pedal module sensor 1 - Voltage supply for accelerator pedal module in the DME is defective - Accelerator pedal module defective	This fault is logged in the control module's fault memory immediately.	Terminal 15	Voltage condition: - Onboard elect	None	- None	Accelerator pedal sensor 1 voltage	Accelerator pedal sensor 1 voltage	N	- Defect in wiring harness between DME and accelerator pedal module sensor 1 - Voltage supply for accelerator pedal module in the DME is defective - Accelerator pedal module defective	- Check wiring harness between DME and accelerator pedal - Check voltage supply at accelerator pedal module sensor 1 for 5 V - Replace accelerator pedal - Replace DME	- ECE emissions warning lamp: off - ECE electronic engine power reduction: off - CC message: on - US emissions warning lamp: on - US electronic engine power reduction: on - CC message: on	none	Possible apparent symptoms: - Limit on pedal value variation and on maximum absolute value (34.5% pedal) - In combination with fault in accelerator pedal sensor 1 or clocking error, increased idle speed and no processing of accelerator pedal	Breakdown notice: - It is possible to continue driving the vehicle, but passing maneuvers should not be attempted owing to the reduction in engine output.	none
MEV017.2-BN2020	0x103101	1061121	Accelerator-pedal module, pedal-travel sensor 2, electric: short circuit to positive	The diagnostic function monitors the voltage of sensor 2.	P2128	Throttle/Pedal Position Sensor/Switch 'E' Circuit High	Pedal Position Sensor	E Electrical	The fault is recognized when the voltage at sensor 2 rises above 2.043 V. Potential problem source(s): - Defect in wiring harness between DME and accelerator pedal module sensor 2 - Accelerator pedal module defective	This fault is logged in the control module's fault memory immediately.	Terminal 15	Voltage condition: - Onboard elect	None	- None	Accelerator pedal sensor 2 voltage	Accelerator pedal sensor 2 voltage	N	- Defect in wiring harness between DME and accelerator pedal module sensor 2 - Accelerator pedal module defective	- Check wiring harness between DME and accelerator pedal - Check voltage supply at accelerator pedal module sensor 2 for 5 V - Replace accelerator pedal	- ECE emissions warning lamp: off - ECE electronic engine power reduction: off - CC message: on - US emissions warning lamp: on - US electronic engine power reduction: on - CC message: on	none	Possible apparent symptoms: - Limit on pedal value variation and on maximum absolute value (34.5% pedal) - In combination with fault in accelerator pedal sensor 1 or clocking error, increased idle speed and no processing of accelerator pedal data	Breakdown notice: - It is possible to continue driving the vehicle, but passing maneuvers should not be attempted owing to the reduction in engine output.	none
MEV017.2-BN2020	0x103102	1061122	Accelerator-pedal module, pedal-travel sensor 2, electric: short circuit to ground or open circuit	The diagnostic function monitors the voltage of sensor 2.	P2127	Throttle/Pedal Position Sensor/Switch 'E' Circuit Low	Pedal Position Sensor	E Electrical	The fault is recognized when the voltage at sensor 2 is less than 0.400 V. Potential problem source(s): - Defect in wiring harness between DME and accelerator pedal module sensor 2 - Accelerator pedal module defective - Defective DME	This fault is logged in the control module's fault memory immediately.	Terminal 15	Voltage condition: - Onboard elect	None	- None	Accelerator pedal sensor 2 voltage	Accelerator pedal sensor 2 voltage	N	- Defect in wiring harness between DME and accelerator pedal module sensor 2 - Accelerator pedal module defective - Defective DME	- Check wiring harness between DME and accelerator pedal - Check voltage supply at accelerator pedal module sensor 2 for 5 V - Replace accelerator pedal	- ECE emissions warning lamp: off - ECE electronic engine power reduction: off - CC message: on - US emissions warning lamp: on - US electronic engine power reduction: on - CC message: on	none	Possible apparent symptoms: - Limit on pedal value variation and on maximum absolute value (34.5% pedal) - In combination with fault in accelerator pedal sensor 1 or clocking error, increased idle speed and no processing of accelerator pedal data	Breakdown notice: - It is possible to continue driving the vehicle, but passing maneuvers should not be attempted owing to the reduction in engine output.	none
MEV017.2-BN2020	0x103306	1061640	Accelerator-pedal module, pedal-travel sensor, plausibility: synchronism fault between signal 1 and signal 2	The diagnostic function monitors the mutual deviation between the two sensor voltages.	P2138	Throttle/Pedal Position Sensor/Switch 'D' / 'E' Voltage Correlation	Pedal Position Sensor	D/E Correlation	This fault is detected when the voltage differential between sensor 1 and sensor 2 exceeds a specific defined value. Potential problem source(s): - Defective wiring harness - Accelerator pedal module defective	This fault is logged in the control module's fault memory immediately.	Terminal 15	Voltage condition: - Onboard elect	None	- None	Accelerator pedal sensor 1 voltage	Pedal data sensor 1 voltage (0x5842)	N	- Defective wiring harness - Accelerator pedal module defective	- Check wiring and plug connections - Check voltage supply to accelerator pedal for 5 V - Replace accelerator pedal module	- ECE emissions warning lamp: off - ECE electronic engine power reduction: off - CC message: on - US emissions warning lamp: on - US electronic engine power reduction: on - CC message: on	none	Possible apparent symptoms: - Limit on pedal value variation and on maximum absolute value (34.5% pedal) - In combination with fault in accelerator pedal sensor 1 and/or 2, increased idle speed and no processing of accelerator pedal data	Breakdown notice: - It is possible to continue driving the vehicle, but passing maneuvers should not be attempted owing to the reduction in engine output.	none
MEV017.2-BN2020	0x10351C	1092172	Accelerator-pedal module, pedal-travel sensor Multiple fault	Collective fault: Accelerator pedal module's pedal-travel sensor.	P11C8	Pedal Position Sensor Substitute Operation			The response to the fault is specified for a different fault entry. Potential problem source(s): - None	immediately	Terminal 15	Voltage condition: - Onboard elect	None	- None	Accelerator pedal sensor 1 voltage	none	Y	- None	- None	- ECE emissions warning lamp: off - ECE electronic engine power reduction: off - CC message: on - US emissions warning lamp: on - US electronic engine power reduction: on - CC message: on	none	Possible apparent symptoms: Depending on fault source (L4: 10201, 10202, 10203, 10204, 10216; L6: 0x103001, 0x103002, 0x103101, 0x103102, 0x103308)	Breakdown notice: Depending on fault source (L4: 10201, 10202, 10203, 10204, 10216; L6: 0x103001, 0x103002, 0x103101, 0x103102, 0x103308)	none
MEV017.2-BN2020	0x104301	1066729			P1250	Manifold Absolute Pressure Too High	Manifold Absolute Pressure Sensor	Pressure																	
MEV017.2-BN2020	0x104301	1066729			P12A6	Manifold Absolute Pressure Sensor 'A' Afterrunning Diagnosis Pressure Too High	Manifold Absolute Pressure Sensor	Afterrunning																	
MEV017.2-BN2020	0x104302	1066730			P1255	Manifold Absolute Pressure Too Low	Manifold Absolute Pressure Sensor	Pressure																	
MEV017.2-BN2020	0x104302	1066730			P12A4	Manifold Absolute Pressure Sensor 'A' Afterrunning Diagnosis Pressure Too Low	Manifold Absolute Pressure Sensor	Afterrunning																	
MEV017.2-BN2020	0x104401	1065985			P0108	Manifold Absolute Pressure/Barometric Pressure Sensor Circuit High	Manifold Absolute Pressure Sensor	Electrical																	
MEV017.2-BN2020	0x104401	1065985			P119A	Manifold Absolute Pressure Sensor Circuit High (Bank 1)																			
MEV017.2-BN2020	0x104402	1065986	Absolute pressure sensor, intake pipe, electrical: Short circuit to earth	The diagnostic function monitors the intake-manifold pressure sensor's lower voltage limit.	P0107	Manifold Absolute Pressure/Barometric Pressure Sensor Circuit Low	Manifold Absolute Pressure Sensor	Electrical	The fault is recognized when the voltage of the intake-manifold pressure sensor is less than 0.2 V. Potential problem source(s): - Defect in wiring harness between DME and intake-manifold pressure sensor - Intake-manifold pressure sensor defective - Defective DME	This fault is logged in the control module's fault memory immediately.	Terminal 15	Voltage condition: - Onboard elect	None	- None	NO	Read test data block:, ID 4AB8 (BN	N	- Defect in wiring harness between DME and intake-manifold pressure sensor - Intake-manifold pressure sensor defective - Defective DME	- Check wiring harness between intake-manifold pressure sensor and DME - Replace intake-manifold pressure sensor - Replace DME	- ECE emissions warning lamp: on - ECE electronic engine power reduction: on - CC message: on - US emissions warning lamp: off - US electronic engine power reduction: off - CC message: none	none	Possible apparent symptoms: Engine runs roughly	Breakdown notice: None	None
MEV017.2-BN2020	0x104402	1065986	Absolute pressure sensor, intake pipe, electrical: Short circuit to earth	The diagnostic function monitors the intake-manifold pressure sensor's lower voltage limit.	P119B	Manifold Absolute Pressure Sensor Circuit Low (Bank 1)			The fault is recognized when the voltage of the intake-manifold pressure sensor is less than 0.2 V. Potential problem source(s): - Defect in wiring harness between DME and intake-manifold pressure sensor - Intake-manifold pressure sensor defective - Defective DME	This fault is logged in the control module's fault memory immediately.	Terminal 15	Voltage condition: - Onboard elect	None	- None	NO	Read test data block:, ID 4AB8 (BN	N	- Defect in wiring harness between DME and intake-manifold pressure sensor - Intake-manifold pressure sensor defective - Defective DME	- Check wiring harness between intake-manifold pressure sensor and DME - Replace intake-manifold pressure sensor - Replace DME	- ECE emissions warning lamp: on - ECE electronic engine power reduction: on - CC message: on - US emissions warning lamp: off - US electronic engine power reduction: off - CC message: none	none	Possible apparent symptoms: Engine runs roughly	Breakdown notice: None	None
MEV017.2-BN2020	0x104610	1066512	Absolute-pressure sensor, intake manifold, plausibility: intake-manifold pressure too high	During the shutdown phase the diagnosis function monitors the DME to determine whether the ambient-air, intake-manifold and boost-pressure sensors are measuring the same pressure.	P1250	Manifold Absolute Pressure Too High	Manifold Absolute Pressure Sensor	Pressure	The fault is recognized when the intake-manifold pressure sensor deviates from the average for the pressure sensors (barometric pressure, boost pressure, intake-manifold pressure) by more than 70 mbar. Potential problem source(s): - Defective wiring harness - Sensor has been tampered with - Sensor defective	This fault is logged in the control module's fault memory immediately.	none	Voltage condition: - Onboard elect	None	- 5 sec. after engine off	NO	none	Y	- Defective wiring harness - Sensor has been tampered with - Sensor defective	- Check wiring harness at sensor - Replace sensor	- ECE emissions warning lamp: on - ECE electronic engine power reduction: on - CC message: on - US emissions warning lamp: off - US electronic engine power reduction: off - CC message: none	none	Possible apparent symptoms: Best case scenario: None	Breakdown notice: - none	none
MEV017.2-BN2020	0x104611	1066513	Absolute-pressure sensor, intake manifold, plausibility: intake-manifold pressure too low	The diagnostic function monitors the DME's barometric pressure sensor.	P1255	Manifold Absolute Pressure Too Low	Manifold Absolute Pressure Sensor	Pressure	The fault is recognized when the voltage of the barometric pressure sensor exceeds 4.5 V. Potential problem source(s): - Internal DME fault, because barometric-pressure sensor is located in the DME ECU; sensor voltage above threshold.	This fault is logged in the control module's fault memory immediately.	none	Voltage condition: - Onboard elect	None	- 5 sec. after engine off	NO	none	Y	- Internal DME fault, because barometric-pressure sensor is located in the DME ECU; sensor voltage above threshold.	- Check air-induction system (sealegate, etc.) - Check air-induction tract between turbocharger and intake-air plenum - Check wiring harness between DME and boost-pressure sensor - Boost-pressure sensor - Replace DME	- ECE emissions warning lamp: on - ECE electronic engine power reduction: on - CC message: on - US emissions warning lamp: off - US electronic engine power reduction: off - CC message: none	none	Possible apparent symptoms: Best case scenario: None	Breakdown notice: - none	none
MEV017.2-BN2020	0x104A40	1067584	Absolute-pressure sensor, intake manifold, electric: short circuit to positive	The diagnostic function monitors the intake-manifold pressure sensor's upper voltage limit.	P119A	Manifold Absolute Pressure Sensor Circuit High (Bank 1)			The fault is recognized when the voltage of the intake-manifold pressure sensor exceeds 4.8 V. Potential problem source(s): - Defect in wiring harness between DME and intake-manifold pressure sensor - Intake-manifold pressure sensor defective - Defective DME	This fault is logged in the control module's fault memory immediately.	Terminal 15	Voltage condition: - Onboard elect	None	- None	NO	Read test data block:, ID 4AB8 (BN	N	- Defect in wiring harness between DME and intake-manifold pressure sensor - Intake-manifold pressure sensor defective - Defective DME	- Check wiring harness between intake-manifold pressure sensor and DME - Replace intake-manifold pressure sensor - Replace DME	- ECE emissions warning lamp: on - ECE electronic engine power reduction: on - CC message: on - US emissions warning lamp: off - US electronic engine power reduction: off - CC message: none	none	Possible apparent symptoms: Engine runs roughly	Breakdown notice: None	None
MEV017.2-BN2020	0x104A01	1067777	Absolute-pressure sensor, intake manifold, collective error: electrical and plausibility	Collective fault: Intake manifold pressure sensor.					The response to the fault is specified for a different fault entry. Potential problem source(s): - None	This fault is logged in the control module's fault memory immediately.	Terminal 15	Voltage condition: - Onboard elect	None	- None	see individual fault	see individual fault	see individual fault	- None	- None	- ECE emissions warning lamp: off - ECE electronic engine power reduction: off - CC message: none - US emissions warning lamp: off - US electronic engine power reduction: off - CC message: none	see individual fault	Possible apparent symptoms: see individual fault	Breakdown notice: see individual fault	see individual fault
MEV017.2-BN2020	0x105001	1069057	Ambient-pressure sensor, electric: short circuit to positive or open circuit	The diagnostic function monitors the DME's barometric pressure sensor.	P2229	Barometric Pressure Sensor 'A' Circuit High	Ambient Pressure Sensor	Electrical	The fault is recognized when the barometric pressure sensor's signal voltage falls below 4.5 V. Potential problem source(s): - DME defective	This fault is logged in the control module's fault memory immediately.	Terminal 15	Voltage condition: - Onboard elect	None	- None	NO	U	N	- DME defective	- Clear the ECU fault memory, if the diagnostic fault code is logged again, replace the DME.	- ECE emissions warning lamp: on - ECE electronic engine power reduction: on - CC message: on - US emissions warning lamp: off - US electronic engine power reduction: off - CC message: none	none	Possible apparent symptoms: MIL on, customer proceeds to service facility	Breakdown notice: None	None
MEV017.2-BN2020	0x105202	1069058	Ambient-pressure sensor, electric: short circuit to ground	The diagnostic function monitors the DME's barometric pressure sensor.	P2228	Barometric Pressure Sensor 'A' Circuit Low	Ambient Pressure Sensor	Electrical	The fault is detected by the internal calculation algorithms. Potential problem source(s): - DME defective	This fault is logged in the control module's fault memory immediately.	Terminal 15	Voltage condition: - Onboard elect	None	- None	NO	U	N	- DME defective	- If the diagnostic fault code has been logged more than 3 times replace the DME.	- ECE emissions warning lamp: on - ECE electronic engine power reduction: on - CC message: on - US emissions warning lamp: off - US electronic engine power reduction: off - CC message: none	none	Possible apparent symptoms: MIL on, customer proceeds to service facility	Breakdown notice: None	None
MEV017.2-BN2020	0x105101	1069313			P11CB	Barometric Pressure Too High	Ambient Pressure	General																	
MEV017.2-BN2020	0x105102	1069314			P0129	Barometric Pressure Too Low	Ambient Pressure	General																	
MEV017.2-BN2020	0x105201	1069569	Ambient-pressure sensor, overrun: Pressure too high	During the control module's shutdown phase the diagnostic function monitors the barometric-pressure sensor, intake-manifold pressure sensor and boost-pressure sensor to determine whether they are all measuring the same pressure.	P1269	Ambient Pressure Sensor Afterrunning Diagnosis Pressure Too High	Ambient Pressure Sensor	Afterrunning	The fault is recognized when the barometric-pressure sensor deviates from the average for the pressure sensors (barometric pressure, boost pressure, intake-manifold pressure) by more than 70 mbar. Potential problem source(s): - Error in sensor measurement - Sensor defective	This fault is logged in the control module's fault memory immediately.	none	Voltage condition: - Onboard elect	None	- 5 sec. after engine off	NO	none	N	- Error in sensor measurement - Sensor defective	- If the diagnostic fault code has been logged more than 3 times replace the DME.	MY10 ECE: - ECE emissions warning lamp: off - ECE electronic engine power reduction: off - CC message: none MY10 US: - US emissions warning lamp: on - US electronic engine power reduction: off - CC message: on MY11 ECE: - ECE emissions warning lamp: on - ECE electronic engine power reduction: off - CC message: on	none	Possible apparent symptoms: None	Breakdown notice: - none	None
MEV017.2-BN2020	0x105202	1069570	Ambient-pressure sensor, run-on: pressure too low	The diagnostic function monitors the voltage at the boost-pressure sensor.	P1268	Ambient Pressure Sensor Afterrunning Diagnosis Pressure Too Low	Ambient Pressure Sensor	Afterrunning	The fault is recognized when the voltage of the boost-pressure sensor's voltage is < 0.2 V. Potential problem source(s): - Defect in wiring harness between DME and boost-pressure sensor - Boost-pressure sensor defective - Defective DME	This fault is logged in the control module's fault memory immediately.	none	Voltage condition: - Onboard elect	None	- 5 sec. after engine off	NO	none	N	- Defect in wiring harness between DME and boost-pressure sensor - Boost-pressure sensor defective - Defective DME	- Replace the DME if the fault code is currently present or has been logged more than three times	MY10 ECE: - ECE emissions warning lamp: off - ECE electronic engine power reduction: off - CC message: none MY10 US: - US emissions warning lamp: on - US electronic engine power reduction: off - CC message: on MY11 ECE: - ECE emissions warning lamp: on - ECE electronic engine power reduction: off - CC message: on	none	Possible apparent symptoms: None	Breakdown notice: None	None
MEV017.2-BN2020	0x105A30	1071664	Ambient-pressure sensor: collective error: electrical and plausibility	The diagnostic function monitors the DME's barometric pressure sensor.	P2227	Barometric Pressure Sensor 'A' Circuit Range/Performance	Ambient Pressure Sensor	Plausibility	The fault is recognized when the signal from the barometric-pressure sensor is less than 0.5 V. Potential problem source(s): - DME defective	This fault is logged in the control module's fault memory immediately.	Terminal 15	Voltage condition: - Onboard elect	None	- None	NO	none	N	- DME defective	- If the fault is logged again, replace the DME	- ECE emissions warning lamp: off - ECE electronic engine power reduction: off - CC message: none - US emissions warning lamp: off - US electronic engine power reduction: off - CC message: none	none	Possible apparent symptoms: None	Breakdown notice: None	A terminal status switch must be conducted before this fault can be detected

MEVD17.2-BN2020	0x105A40	1071680	Ambient-pressure sensor, plausibility: pressure too high	The diagnostic function monitors the barometric-pressure sensor.	P11CB	Barometric Pressure Too High	Ambient Pressure	General	No electrical fault in barometric pressure sensor (PUEmax, PUEmin) Potential problem source(s): - Barometric pressure sensor installed in DME ECU; sensor voltage above threshold - DME defective owing to internal fault	This fault is logged in the control module's fault memory immediately.	Terminal 15	Voltage condition:□- Onboard elect	- None	- None	NO	none	Y	- Barometric pressure sensor installed in DME ECU; sensor voltage above threshold - DME defective owing to internal fault	- Replace the DME if the fault code is currently present or has been logged more than three times	ECE: - ECE emissions warning lamp: off - ECE electronic engine power reduction: off - CC message: none MY10 US: - US emissions warning lamp: on - US electronic engine power reduction: off - CC message: on	none	Possible apparent symptoms: None	Breakdown notice: None	A terminal status switch must be conducted before this fault can be deleted.
MEVD17.2-BN2020	0x105A41	1071681	Ambient-pressure sensor, plausibility: pressure too low	The diagnostic function monitors the barometric-pressure sensor.	P0129	Barometric Pressure Too Low	Ambient Pressure	General	The fault is recognized when a short circuit is present. Potential problem source(s): - Defective wiring harness - Cutoff relay for electric fan defective	This fault is logged in the control module's fault memory immediately.	Terminal 15	Voltage condition:□- Onboard elect	- None	- None	NO	none	Y	- Defective wiring harness - Cutoff relay for electric fan defective	- Check wiring harness between electric fan cutoff relay and DME - Check cutoff relay (when Terminal 15 is off then 0 V should be present at both screw connections (M6). When activated the relay should click loudly, while virtually no resistance (0 ohms) should be measured between the screw connections - Replace cutoff relay	ECE: - ECE emissions warning lamp: off - ECE electronic engine power reduction: off - CC message: none MY10 US: - US emissions warning lamp: on - US electronic engine power reduction: off - CC message: on	none	Possible apparent symptoms: None	Breakdown notice: None	A terminal status switch must be conducted before this fault can be deleted.
MEVD17.2-BN2020	0x105A42	1071682	Ambient pressure sensor, plausibility: Pressure implausible	The diagnostic function monitors the plausibility of the barometric pressure relative to that measured in the previous driving cycle.	P1247	Barometric Pressure Plausibility	Ambient Pressure	Plausibility	The fault is recognized in response to excessive variations in the value. Potential problem source(s): - DME defective	This fault is logged in the control module's fault memory immediately.	Terminal 15	Voltage condition:□- Onboard elect	- None	- None	NO	none	Y	- DME defective	- Replace the DME if the fault code is currently present or has been logged more than three times	ECE: - ECE emissions warning lamp: off - ECE electronic engine power reduction: off - CC message: none MY10 US: - US emissions warning lamp: on - US electronic engine power reduction: off - CC message: on	none	Possible apparent symptoms: None	Breakdown notice: None	A terminal status switch must be conducted before this fault can be deleted.
MEVD17.2-BN2020	0x105A42	1071682	Ambient pressure sensor, plausibility: Pressure implausible	The diagnostic function monitors the plausibility of the barometric pressure relative to that measured in the previous driving cycle.	P323C	Ambient Pressure Sensor Comparison Current to Last Driving Cycle Correlation	Ambient Pressure Sensor	Driving Cycle Comparison	The fault is recognized in response to excessive variations in the value. Potential problem source(s): - DME defective	This fault is logged in the control module's fault memory immediately.	Terminal 15	Voltage condition:□- Onboard elect	- None	- None	NO	none	Y	- DME defective	- Replace the DME if the fault code is currently present or has been logged more than three times	ECE: - ECE emissions warning lamp: off - ECE electronic engine power reduction: off - CC message: none MY10 US: - US emissions warning lamp: on - US electronic engine power reduction: off - CC message: on	none	Possible apparent symptoms: None	Breakdown notice: None	A terminal status switch must be conducted before this fault can be deleted.
MEVD17.2-BN2020	0x105A43	1071683	Ambient pressure sensor, plausibility: Pressure implausible	The diagnostic function monitors variations in the barometric pressure reading for plausibility.	P1247	Barometric Pressure Plausibility	Ambient Pressure	Plausibility	The fault is recognized when the value remains constant. Potential problem source(s): - DME defective	This fault is logged in the control module's fault memory immediately.	Terminal 15	Voltage condition:□- Onboard elect	- None	- None	NO	none	Y	- DME defective	- Replace the DME if the fault code is currently present or has been logged more than three times	ECE: - ECE emissions warning lamp: off - ECE electronic engine power reduction: off - CC message: none MY10 US: - US emissions warning lamp: on - US electronic engine power reduction: off - CC message: on	none	Possible apparent symptoms: None	Breakdown notice: None	A terminal status switch must be conducted before this fault can be deleted.
MEVD17.2-BN2020	0x105A43	1071683	Ambient pressure sensor, plausibility: Pressure implausible	The diagnostic function monitors variations in the barometric pressure reading for plausibility.	P323C	Ambient Pressure Sensor Comparison Current to Last Driving Cycle Correlation	Ambient Pressure Sensor	Driving Cycle Comparison	The fault is recognized when the value remains constant. Potential problem source(s): - DME defective	This fault is logged in the control module's fault memory immediately.	Terminal 15	Voltage condition:□- Onboard elect	- None	- None	NO	none	Y	- DME defective	- Replace the DME if the fault code is currently present or has been logged more than three times	ECE: - ECE emissions warning lamp: off - ECE electronic engine power reduction: off - CC message: none MY10 US: - US emissions warning lamp: on - US electronic engine power reduction: off - CC message: on	none	Possible apparent symptoms: None	Breakdown notice: None	A terminal status switch must be conducted before this fault can be deleted.
MEVD17.2-BN2020	0x107A22	1079842	Throttle valve, throttle potentiometer 1: Signal implausible in relation to substitute value from filling	When a single fault occurs at the throttle valve, the diagnostic function monitors the operation of the remaining sensor. The deviation in the sensor signal is plausibilized against the default value from air mass.	P0121	Throttle/Pedal Position Sensor/Switch 'A' Circuit Range/Performance	Throttle Position Sensor	1	The fault is recognized when a defect at sensor 2 or a clocking error [deviation between sensor 1 and sensor 2 > 6.3% throttle valve] is detected and comparison between sensor 1 and default value is greater than 14.9%. Potential problem source(s): - Defect in wiring harness between throttle-valve actuator motor and DME - Throttle-valve sensor defective - AD converter input on DME defective	This fault is logged in the ECU fault memory immediately. 0.28 sec.	Terminal 15	Voltage condition:□- Onboard elect	- None	- None	STEUERN_DK, STEUERN_ENDE_	Sensor 1 voltage: 0..5 V (0x584E)□	Y	- Defect in wiring harness between throttle-valve actuator motor and DME - Throttle-valve sensor defective - AD converter input in DME defective	- Check wiring harness between DME and throttle valve - Replace throttle valve - Replace DME	- ECE emissions warning lamp: on - ECE electronic engine power reduction: on - CC message: on - US emissions warning lamp: on - US electronic engine power reduction: on - CC message: on	none	Possible apparent symptoms: - Reduced power	Breakdown notice: - It is possible to continue driving the vehicle, but passing maneuvers should not be attempted owing to the reduction in engine output.	none
MEVD17.2-BN2020	0x107A30	1079856	Throttle valve, throttle-valve potentiometer 2, electric: short circuit to positive or open circuit	The diagnostic function checks the voltage of throttle valve sensor 2 for electrical faults.	P0223	Throttle/Pedal Position Sensor/Switch 'B' Circuit High	Throttle Position Sensor	2	The fault is recognized when the signal from throttle valve sensor 2 rises above the fault threshold of 4.77 V. Potential problem source(s): - Defect in wiring harness between throttle-valve actuator motor and DME - Throttle-valve sensor defective - AD converter input in DME defective	This fault is logged in the control module's fault memory immediately.	Terminal 15	Voltage condition:□- Onboard elect	- None	- None	STEUERN_DK, STEUERN_ENDE_	Voltage sensor 2: 0..5 V (0x584C)	N	- Defect in wiring harness between throttle-valve actuator motor and DME - Throttle-valve sensor defective - AD converter input in DME defective	- Check wiring harness between DME and throttle valve - Replace throttle valve - Replace DME	ECE: - ECE emissions warning lamp: on - ECE electronic engine power reduction: on - CC message: on MY10 US 01/10: - US emissions warning lamp: on - US electronic engine power reduction: on - CC message: on MY10 US 03/10: - US emissions warning lamp: off - US electronic engine power reduction: on - CC message: on	none	Possible apparent symptoms: - Reduced power	Breakdown notice: - It is possible to continue driving the vehicle, but passing maneuvers should not be attempted owing to the reduction in engine output.	none
MEVD17.2-BN2020	0x107A31	1079857	Throttle valve, throttle-valve potentiometer 2, electric: short circuit to ground	The diagnostic function checks the voltage of throttle valve sensor 2 for electrical faults.	P0222	Throttle/Pedal Position Sensor/Switch 'B' Circuit Low	Throttle Position Sensor	2	The fault is recognized when the signal from throttle valve sensor 2 falls below the fault threshold of 0.22 V. Potential problem source(s): - Defect in wiring harness between throttle-valve actuator motor and DME - Throttle-valve sensor defective - AD converter input in DME defective	This fault is logged in the control module's fault memory immediately.	Terminal 15	Voltage condition:□- Onboard elect	- None	- None	STEUERN_DK, STEUERN_ENDE_	Voltage sensor 2: 0..5 V (0x584C)	N	- Defect in wiring harness between throttle-valve actuator motor and DME - Throttle-valve sensor defective - AD converter input in DME defective	- Check wiring harness between DME and throttle valve - Replace throttle valve - Replace DME	ECE: - ECE emissions warning lamp: on - ECE electronic engine power reduction: on - CC message: on MY10 US 01/10: - US emissions warning lamp: on - US electronic engine power reduction: on - CC message: on MY10 US 03/10: - US emissions warning lamp: off - US electronic engine power reduction: on - CC message: on	none	Possible apparent symptoms: - Reduced power	Breakdown notice: - It is possible to continue driving the vehicle, but passing maneuvers should not be attempted owing to the reduction in engine output.	none
MEVD17.2-BN2020	0x107A32	1079858	Throttle valve, throttle-valve potentiometer 2: signal implausible in rel. to substitute value from charge	When a single fault occurs at the throttle valve, the diagnostic function monitors the operation of the remaining sensor. The deviation in the sensor signal is plausibilized against the default value from air mass.	P0221	Throttle/Pedal Position Sensor/Switch 'B' Circuit Range/Performance	Throttle Position Sensor	2	The fault is recognized when a defect at sensor 1 or a clocking error [deviation between sensor 1 and sensor 2 > 6.3% throttle valve] is detected and comparison between sensor 2 and default value is greater than 14.9%. Potential problem source(s): - Defect in wiring harness between throttle-valve actuator motor and DME - Throttle-valve sensor defective - AD converter input in DME defective	This fault is logged in the control module's fault memory immediately.	Terminal 15	Voltage condition:□- Onboard elect	- None	- None	STEUERN_DK, STEUERN_ENDE_	Sensor 1 voltage: 0..5 V (0x584E)□	Y	- Defect in wiring harness between throttle-valve actuator motor and DME - Throttle-valve sensor defective - AD converter input in DME defective	- Check wiring harness between DME and throttle valve - Replace throttle valve - Replace DME	- ECE emissions warning lamp: on - ECE electronic engine power reduction: on - CC message: on - US emissions warning lamp: on - US electronic engine power reduction: on - CC message: on	none	Possible apparent symptoms: - Reduced power	Breakdown notice: - It is possible to continue driving the vehicle, but passing maneuvers should not be attempted owing to the reduction in engine output.	none
MEVD17.2-BN2020	0x107A40	1079872	Throttle-valve potentiometer: throttle-valve potentiometer 1 or 2, function	Collective fault: Throttle valve.	P110D	Throttle Position Sensor A and B Circuit Range/Performance (Bank 1)	Throttle Position Sensor	1-2	The fault is recognized when another fault related to the throttle valve (L4: 10404, 10405, 10406, 10408, 10409, 10410, 10432, 10433, 10004, 10000, 10001; L6: 0x101001, 0x101002, 0x107A22, 0x107A30, 0x107A31, 0x107A32, 0x107A80, 0x107A81, 0x107A90, 0x107A91, 0x100210) is present. Potential problem source(s): - Additional throttle valve error path at one or both throttle-valve potentiometers - The diagnostic fault code is entered together with faults for the throttle-valve potentiometer 1 and/or 2, position controller faults, or faults detected during the spring test	Depends on original fault source (min. 0.14 sec., max. 0.6 sec.	Terminal 15	Voltage condition:□- Onboard elect	- None	- None	NO	none	Y	- Additional throttle valve error path at one or both throttle-valve potentiometers - The diagnostic fault code is entered together with faults for the throttle-valve potentiometer 1 and/or 2, position controller faults, or faults detected during the spring test	- Composite fault - Seek original source fault for throttle valve in ECU fault memory (L4: 10404, 10405, 10406, 10408, 10409, 10410, 10432, 10433, 10004, 10000, 10001; L6: 0x101001, 0x101002, 0x107A22, 0x107A30, 0x107A31, 0x107A32, 0x107A80, 0x107A81, 0x107A90, 0x107A91, 0x100210) and repair it using test plan	- ECE emissions warning lamp: on - ECE electronic engine power reduction: on - CC message: on - US emissions warning lamp: on - US electronic engine power reduction: on - CC message: on	none	Possible apparent symptoms: - Reduced power	Breakdown notice: - It is possible to continue driving the vehicle, but passing maneuvers should not be attempted owing to the reduction in engine output.	none
MEVD17.2-BN2020	0x107A50	1079888	Throttle valve: Limp-home operating mode active		P169F	Throttle Valve Limp Home Mode Active	Throttle	Limp Home	Potential problem source(s): 0			Voltage condition:□□Temperature				- None		0	0	- ECE emissions warning lamp: on - ECE electronic engine power reduction: on - CC message: on - US emissions warning lamp: on - US electronic engine power reduction: on - CC message: on	new for I-10-03-450	Possible apparent symptoms:	Breakdown notice:	
MEVD17.2-BN2020	0x107A70	1079920	DME, internal fault, activation of throttle valve: Short circuit	The diagnostic function monitors the driver circuit controlling operation of the throttle valve.	P2103	Throttle Actuator 'A' Control Motor Circuit High	Throttle Actuator	Control Motor	The fault is detected by the internal calculation algorithms. Potential problem source(s): - Defective wiring harness between DME and throttle valve - Defective throttle valve - Defective DME	This fault is logged in the control module's fault memory immediately.	Terminal 15	Voltage condition:□- Onboard elect	- None	- None	STEUERN_DK, STEUERN_ENDE_	none	N	- Defective wiring harness between DME and throttle valve - Defective throttle valve - Defective DME	- Check wiring harness between DME and throttle valve - Replace throttle valve - Only replace the DME if the fault remains present continuously or if the fault frequency is greater than 3	- ECE emissions warning lamp: on - ECE electronic engine power reduction: on - CC message: on - US emissions warning lamp: on - US electronic engine power reduction: on - CC message: on	none	Possible apparent symptoms: - Loss of power - Speed limitation	Breakdown notice: - Ability to continue driving is restricted because engine speed is limited to roughly 1300 rpm.	- none
MEVD17.2-BN2020	0x107A71	1079921	DME, internal fault, activation of throttle valve: Excess temperature or current too high	The diagnostic function monitors the driver circuit controlling operation of the throttle valve.	P2118	Throttle Actuator 'A' Control Motor Current Range/Performance	Throttle Actuator	Control Motor	The fault is detected by the internal calculation algorithms. Potential problem source(s): - Defective wiring harness between DME and throttle valve - Defective throttle valve - Defective DME	This fault is logged in the control module's fault memory immediately.	Terminal 15	Voltage condition:□- Onboard elect	- None	- None	STEUERN_DK, STEUERN_ENDE_	none	N	- Defective wiring harness between DME and throttle valve - Defective throttle valve - Defective DME	- Check wiring harness between DME and throttle valve - Replace throttle valve - Only replace the DME if the fault remains present continuously or if the fault frequency is greater than 3	- ECE emissions warning lamp: on - ECE electronic engine power reduction: on - CC message: on - US emissions warning lamp: on - US electronic engine power reduction: on - CC message: on	none	Possible apparent symptoms: - Loss of power - Speed limitation	Breakdown notice: - Ability to continue driving is restricted because engine speed is limited to roughly 1300 rpm.	- none
MEVD17.2-BN2020	0x107A72	1079922	DME, internal fault, activation of throttle valve: Internal communication fault	The diagnostic function monitors the driver circuit controlling operation of the throttle valve.	P061F	Internal Control Module Throttle Actuator Controller Performance	ECM	Throttle Actuator	The fault is detected by the internal calculation algorithms. Potential problem source(s): - DME defective	This fault is logged in the control module's fault memory immediately.	Terminal 15	Voltage condition:□- Onboard elect	- None	- None	STEUERN_DK, STEUERN_ENDE_	none	N	- DME defective	- Only replace the DME if the fault remains present continuously or if the fault frequency is greater than 3	- ECE emissions warning lamp: on - ECE electronic engine power reduction: on - CC message: on - US emissions warning lamp: on - US electronic engine power reduction: on - CC message: on	none	Possible apparent symptoms: - Loss of power - Speed limitation	Breakdown notice: - Ability to continue driving is restricted because engine speed is limited to roughly 1300 rpm.	- none
MEVD17.2-			DME, internal fault, activation of throttle valve: Line	The diagnostic function monitors the driver circuit					The fault is detected by the internal calculation algorithms. Potential problem source(s): - Defective wiring harness between DME and throttle valve - Defective throttle valve	This fault is logged in the control module's fault memory					STEUERN_DK, STEUERN_ENDE_			- Defective wiring harness between DME and throttle valve - Defective throttle valve	- Check wiring harness between DME and throttle valve - Replace throttle valve - Only replace the DME if the fault remains present	- ECE emissions warning lamp: on - ECE electronic engine power reduction: on - CC message: on - US emissions warning lamp: on - US electronic engine power reduction: on		Possible apparent symptoms: - Loss of power	Breakdown notice: - Ability to continue driving is restricted because	

MEVD17.2-BN2020	0x107A80	1079936	Throttle-valve actuator, closing spring check: abort check, spring does not close	During the spring test the diagnostic function monitors the throttle valve to determine whether it returns to the emergency air position within the specified period when no voltage is being applied.	P1634	Throttle Valve Adaptation Spring Test Failed (Bank 1)	Throttle Actuator	Adaptation	The fault is recognized when the throttle valve does not return to an aperture of less than roughly 19% within 560 ms when voltage is not being applied to the unit. Potential problem source(s): - Stiction in valve - Return spring defective - Defect in wiring harness between throttle-valve actuator motor and DME - Defective throttle-valve actuator motor	This fault is logged in the control module's fault memory immediately.	Terminal 15	Voltage condition: - Onboard elect	- None	- None	NO	none	Y	- Stiction in valve - Return spring defective - Defect in wiring harness between throttle-valve actuator motor and DME - Defective throttle-valve actuator motor	- Check wiring harness between DME and throttle valve - Use tester to activate throttle valve and observe its reaction - Check throttle valve for contamination and foreign objects - Move throttle valve by hand, checking for resistance to motion and noting how quickly it closes when released - Replace throttle-valve actuator motor	- ECE emissions warning lamp: on - ECE electronic engine power reduction: on - CC message: on - US emissions warning lamp: on - US electronic engine power reduction: on - CC message: on	none	Possible apparent symptoms: - Reduced power	Breakdown notice: - It is possible to continue driving the vehicle, but passing maneuvers should not be attempted owing to the reduction in engine output.	none
MEVD17.2-BN2020	0x107A81	1079937	Throttle-valve actuator, closing spring check: error during spring check	During the spring test the diagnostic function monitors the throttle valve to determine whether it reaches the specified position within the specified period.	P1631	Throttle Valve Actuator Spring Test (Bank 1)	Throttle Actuator	Spring Test	The fault is recognized when the throttle valve fails to achieve an effective aperture of roughly 30% within 140 ms. Potential problem source(s): - Stiction in throttle valve - Return spring defective - Defect in wiring harness between throttle-valve actuator motor and DME - Defective throttle-valve actuator motor	This fault is logged in the control module's fault memory immediately.	Terminal 15	Voltage condition: - Onboard elect	- None	- None	NO	none	Y	- Stiction in throttle valve - Return spring defective - Defect in wiring harness between throttle-valve actuator motor and DME - Defective throttle-valve actuator motor	- Check wiring harness between DME and throttle valve - Use tester to activate throttle valve and observe its reaction - Check throttle valve for contamination and foreign objects - Move throttle valve by hand, checking for resistance to motion and noting how quickly it closes when released - Replace throttle-valve actuator motor	- ECE emissions warning lamp: on - ECE electronic engine power reduction: on - CC message: on - US emissions warning lamp: on - US electronic engine power reduction: on - CC message: on	none	Possible apparent symptoms: - Reduced power	Breakdown notice: - It is possible to continue driving the vehicle, but passing maneuvers should not be attempted owing to the reduction in engine output.	none
MEVD17.2-BN2020	0x107A90	1079952	Throttle-valve actuator, opening spring check: abort check, spring does not open	During the spring test the diagnostic function monitors the throttle valve to determine whether it returns to the emergency-air position within the specified period when no voltage is being applied.	P1629	Throttle Valve Actuator Spring Test Stop, Spring does not Open (Bank 1)	Throttle Actuator	Spring Test	The fault is recognized when the throttle valve does not return to an aperture of more than 7.4% within 560 ms when voltage is not being applied to the unit. Potential problem source(s): - Stiction in throttle valve - Return spring defective - Defect in wiring harness between throttle-valve actuator motor and DME - Defective throttle-valve actuator motor	This fault is logged in the control module's fault memory immediately.	Terminal 15	Voltage condition: - Onboard elect	- None	- None	NO	none	Y	- Stiction in throttle valve - Return spring defective - Defect in wiring harness between throttle-valve actuator motor and DME - Defective throttle-valve actuator motor	- Check wiring harness between DME and throttle valve - Use tester to activate throttle valve and observe its reaction - Check throttle valve for contamination and foreign objects - Move throttle valve by hand, checking for resistance to motion and noting how quickly it closes when released - Replace throttle-valve actuator motor	- ECE emissions warning lamp: on - ECE electronic engine power reduction: on - CC message: on - US emissions warning lamp: on - US electronic engine power reduction: on - CC message: on	none	Possible apparent symptoms: - Reduced power	Breakdown notice: - It is possible to continue driving the vehicle, but passing maneuvers should not be attempted owing to the reduction in engine output.	none
MEVD17.2-BN2020	0x107A91	1079953	Throttle-valve actuator, opening spring check: error during spring check	During the spring test the diagnostic function monitors the throttle valve to determine whether it reaches the specified position below the emergency-air point within the specified time.	P1628	Throttle Valve Actuator Spring Test Malfunction during Opening (Bank 1)	Throttle Actuator	Spring Test	The diagnostic fault code is logged when the throttle valve fails to reach a position of less than 2.5 % and more than 0.4 % opening within 300 ms. Potential problem source(s): - Stiction in throttle valve - Return spring defective - Defect in wiring harness between throttle-valve actuator motor and DME - Defective throttle-valve actuator motor	This fault is logged in the control module's fault memory immediately.	Terminal 15	Voltage condition: - Onboard elect	- None	- None	NO	none	Y	- Stiction in throttle valve - Return spring defective - Defect in wiring harness between throttle-valve actuator motor and DME - Defective throttle-valve actuator motor	- Check wiring harness between DME and throttle valve - Use tester to activate throttle valve and observe its reaction - Check throttle valve for contamination and foreign objects - Move throttle valve by hand, checking for resistance to motion and noting how quickly it closes when released - Replace throttle-valve actuator motor	- ECE emissions warning lamp: on - ECE electronic engine power reduction: on - CC message: on - US emissions warning lamp: on - US electronic engine power reduction: on - CC message: on	none	Possible apparent symptoms: - Reduced power	Breakdown notice: - It is possible to continue driving the vehicle, but passing maneuvers should not be attempted owing to the reduction in engine output.	none
MEVD17.2-BN2020	0x107AE0	1080032	Throttle valve, adaptation: Re-teach, lower limit position not taught in	During the throttle valve adaptation routine the diagnostic function monitors the offset and amplification of throttle valve potentiometer 1 in the amplified range.	P1644	Throttle Valve Adaptation Stop Relearning Lower Mechanical Stop (Bank 1)	Throttle Actuator	Adaptation	This fault is recognized when the amplifier's offset exceeds 0.1 V or drops below -0.1 V. This fault is also registered when the amplification factor is greater than 4.15 or less than 3.85. Potential problem source(s): - Defect in wiring harness between throttle-valve actuator motor and DME - Throttle-valve sensor defective - AD converter input in DME defective	This fault is logged in the control module's fault memory immediately.	Terminal 15	Voltage condition: - Onboard elect	- Engine warmed to normal tempera	- 30 sec. after Terminal 15 on	NO	none	Y	- Defect in wiring harness between throttle-valve actuator motor and DME - Throttle-valve sensor defective - AD converter input in DME defective	- Check wiring harness between DME and throttle valve - Replace throttle valve - Replace DME	- ECE emissions warning lamp: on - ECE electronic engine power reduction: on - CC message: on - US emissions warning lamp: on - US electronic engine power reduction: on - CC message: on	none	Possible apparent symptoms: None	Breakdown notice: None	none
MEVD17.2-BN2020	0x107AF0	1080048	Throttle valve actuator, amplifier adjustment: malfunction	During the throttle valve adaptation routine the diagnostic function monitors the offset and amplification of throttle valve potentiometer 1 in the amplified range.	P1643	Throttle Valve Actuator Start Test Amplifier Balancing Plausibility	Throttle Actuator	Adaptation	This fault is recognized when the amplifier's offset exceeds 0.1 V or drops below -0.1 V. This fault is also registered when the amplification factor is greater than 4.15 or less than 3.85. Potential problem source(s): - Defect in wiring harness between throttle-valve actuator motor and DME - Throttle-valve sensor defective - AD converter input in DME defective	This fault is logged in the control module's fault memory immediately.	Terminal 15	Voltage condition: - Onboard elect	- Engine warmed to normal tempera	- 30 sec. after Terminal 15 on	NO	none	Y	- Defect in wiring harness between throttle-valve actuator motor and DME - Throttle-valve sensor defective - AD converter input in DME defective	- Check wiring harness between DME and throttle valve - Replace throttle valve - Replace DME	- ECE emissions warning lamp: off - ECE electronic engine power reduction: off - CC message: none - US emissions warning lamp: on - US electronic engine power reduction: on - CC message: on	none	Possible apparent symptoms: None	Breakdown notice: None	none
MEVD17.2-BN2020	0x108001	1081345	Intake air temperature sensor, electrical: Short circuit to B+	The diagnostic function monitors the upper voltage limit of the intake-air temperature sensor on the engine-side of the air filter.	P0113	Intake Air Temperature Sensor 1 Circuit High (Bank 1)	Intake Air Temperature Sensor	1 Electrical	The fault is recognized when the voltage of the intake-air temperature sensor exceeds 4.85 V. Potential problem source(s): - Defective wiring harness between DME and intake-air temperature sensor - Intake-air temperature sensor defective - Defective DME	This fault is logged in the control module's fault memory immediately.	Terminal 15	Voltage condition: - Onboard elect	- None	- None	NO	Read test data block; ID 5851	N	- Defective wiring harness between DME and intake-air temperature sensor - Intake-air temperature sensor defective - Defective DME	- Check wiring harness between DME and intake-air temperature sensor - Replace intake-air temperature sensor - Replace DME	- ECE emissions warning lamp: on - ECE electronic engine power reduction: on - CC message: on - US emissions warning lamp: off - US electronic engine power reduction: off - CC message: none	none	Possible apparent symptoms: Engine runs roughly	Breakdown notice: None	None
MEVD17.2-BN2020	0x108002	1081346	Intake-air temperature sensor, electric: short circuit to ground	The diagnostic function monitors the lower voltage limit of the intake-air temperature sensor on the engine-side of the air filter.	P0112	Intake Air Temperature Sensor 1 Circuit Low (Bank 1)	Intake Air Temperature Sensor	1 Electrical	The fault is recognized when the voltage of the intake-air temperature sensor is less than 0.17 V. Potential problem source(s): - Defective wiring harness between DME and intake-air temperature sensor - Intake-air temperature sensor defective - Defective DME	This fault is logged in the control module's fault memory immediately.	Terminal 15	Voltage condition: - Onboard elect	- None	- None	NO	Read test data block; ID 5851	N	- Defective wiring harness between DME and intake-air temperature sensor - Intake-air temperature sensor defective - Defective DME	- Check wiring harness between DME and intake-air temperature sensor - Replace intake-air temperature sensor - Replace DME	- ECE emissions warning lamp: on - ECE electronic engine power reduction: on - CC message: on - US emissions warning lamp: off - US electronic engine power reduction: off - CC message: none	none	Possible apparent symptoms: Engine runs roughly	Breakdown notice: None	None
MEVD17.2-BN2020	0x108010	1081360	Intake-air temperature sensor, electrical: signal not plausible	The diagnostic function monitors the voltage of the intake-air temperature sensor on the engine-side of the air filter to detect jumps that violate the specified level.	P0111	Intake Air Temperature Sensor 1 Circuit Range/Performance (Bank 1)	Intake Air Temperature Sensor	1 Plausibility	The fault is recognized when the difference between the raw voltage value and the low-pass-filtered voltage is greater than 0.6 V. Potential problem source(s): - Defective wiring harness between DME and intake-air temperature sensor - Intake-air temperature sensor defective - Defective DME	This fault is logged in the control module's fault memory immediately.	Terminal 15	Voltage condition: - Onboard elect	- None	- None	NO	Read test data block; ID 5851	N	- Defective wiring harness between DME and intake-air temperature sensor - Intake-air temperature sensor defective - Defective DME	- Check wiring harness between DME and intake-air temperature sensor - Replace intake-air temperature sensor - Replace DME	- ECE emissions warning lamp: on - ECE electronic engine power reduction: on - CC message: on - US emissions warning lamp: off - US electronic engine power reduction: off - CC message: none	none	Possible apparent symptoms: Engine runs roughly	Breakdown notice: None	None
MEVD17.2-BN2020	0x108920	1083680	Charge-air temperature sensor, cold start, multiple fault: electrical and plausibility	Collective fault: Charge-air temperature sensor					The response to the fault is specified for a different fault entry. Potential problem source(s): - see Individual fault	This fault is logged in the control module's fault memory immediately.	none	Voltage condition: - Onboard elect	- see individual fault for (10504/108	- see individual fault for (10504/108	see Individual fault TAVDKmax (10	see Individual fault TAVDKmax (10	see Individual fault TAVDKmax (10	- see Individual fault	- Repair individual fault!	- ECE emissions warning lamp: off - ECE electronic engine power reduction: off - CC message: none - US emissions warning lamp: off - US electronic engine power reduction: off - CC message: none	- see individual fault for (10504/1083696)	Possible apparent symptoms: - see individual fault for (10504/1083696)	Breakdown notice: - see individual fault for (10504/1083696)	- see individual fault for (10504/1083696)
MEVD17.2-BN2020	0x108930	1083696	Charge-air temperature sensor, cold start, multiple fault: electrical and plausibility	Collective fault: Charge-air temperature sensor					The response to the fault is specified for a different fault entry. Potential problem source(s): - see Individual fault	This fault is logged in the control module's fault memory immediately.	Terminal 15	Voltage condition: - Onboard elect	- None	- None	see Individual fault	see Individual fault	see Individual fault	- see Individual fault	- Repair individual fault!	- ECE emissions warning lamp: off - ECE electronic engine power reduction: off - CC message: none - US emissions warning lamp: off - US electronic engine power reduction: off - CC message: none	see Individual fault	Possible apparent symptoms: see Individual fault	Breakdown notice: see Individual fault	see Individual fault
MEVD17.2-BN2020	0x108932	1083698	Intake air temperature sensor, cold start, multiple fault: electrical and plausibility	Collective fault: Intake-air temperature sensor.					The response to the fault is specified for a different fault entry. Potential problem source(s): - None	This fault is logged in the control module's fault memory immediately.	Terminal 15	Voltage condition: - Onboard elect	- see Individual fault	- see Individual fault	see Individual fault	see Individual fault	see Individual fault	- None	- None	- ECE emissions warning lamp: off - ECE electronic engine power reduction: off - CC message: none - US emissions warning lamp: off - US electronic engine power reduction: off - CC message: none	see Individual fault	Possible apparent symptoms: see Individual fault	Breakdown notice: see Individual fault	see Individual fault
MEVD17.2-BN2020	0x108A01	1083905	Charge-air temperature sensor, electrical : Short circuit to B+	The diagnostic function monitors the upper voltage limit of the intake-air temperature sensor on the engine-side of the air filter.	P007D	Charge Air Cooler Temperature Sensor Circuit High (Bank 1)	Charge Air Temperature Sensor Charge Air Cooler	Electrical	The fault is recognized when the voltage of the intake-air temperature sensor exceeds 4.85 V. Potential problem source(s): - Defect in wiring harness between DME and charge-air temperature sensor - Charge-air temperature sensor defective - Charge-air temperature sensor has been tampered with - Defective DME	This fault is logged in the control module's fault memory immediately.	Terminal 15	Voltage condition: - Onboard elect	- None	- None	NO	Read test data block; ID 58D7	N	- Defect in wiring harness between DME and charge-air temperature sensor - Charge-air temperature sensor defective - Charge-air temperature sensor has been tampered with - Defective DME	- Check wiring harness between DME and charge-air temperature sensor - Replace charge-air temperature sensor - Replace DME	- ECE emissions warning lamp: on - ECE electronic engine power reduction: on - CC message: on - US emissions warning lamp: on - US electronic engine power reduction: on - CC message: on	none	Possible apparent symptoms: Reduced power	Breakdown notice: Standard EML Text	None
MEVD17.2-BN2020	0x108A02	1083906	Charge-air temperature sensor, electric: short circuit to ground	The diagnostic function monitors the lower voltage limit of the intake-air temperature sensor on the engine-side of the air filter.	P007C	Charge Air Cooler Temperature Sensor Circuit Low (Bank 1)	Charge Air Temperature Sensor Charge Air Cooler	Electrical	The fault is recognized when the voltage of the intake-air temperature sensor is less than 0.17 V. Potential problem source(s): - Defect in wiring harness between DME and charge-air temperature sensor - Charge-air temperature sensor defective - Charge-air temperature sensor has been tampered with - Defective DME	This fault is logged in the control module's fault memory immediately.	Terminal 15	Voltage condition: - Onboard elect	- None	- None	NO	Read test data block; ID 58D7	N	- Defect in wiring harness between DME and charge-air temperature sensor - Charge-air temperature sensor defective - Charge-air temperature sensor has been tampered with - Defective DME	- Check wiring harness between DME and charge-air temperature sensor - Replace charge-air temperature sensor - Replace DME	- ECE emissions warning lamp: on - ECE electronic engine power reduction: on - CC message: on - US emissions warning lamp: on - US electronic engine power reduction: on - CC message: on	none	Possible apparent symptoms: Reduced power	Breakdown notice: Standard EML Text	None
MEVD17.2-BN2020	0x108A10	1083920	Charge-air temperature sensor, electrical : Signal not plausible	The diagnostic function monitors the voltage of the intake-air temperature sensor on the engine-side of the air filter to detect jumps that violate the specified level.	P007B	Charge Air Cooler Temperature Sensor Circuit Range/Performance (Bank 1)	Charge Air Temperature Sensor Charge Air Cooler	Plausibility	The fault is recognized when the difference between the raw voltage value and the low-pass-filtered voltage > 0.6 V. Potential problem source(s): - Defect in wiring harness between DME and charge-air temperature sensor - Charge-air temperature sensor defective - Charge-air temperature sensor has been tampered with - Defective DME	This fault is logged in the control module's fault memory immediately.	Terminal 15	Voltage condition: - Onboard elect	- None	- None	NO	Read test data block; ID 58D7	N	- Defect in wiring harness between DME and charge-air temperature sensor - Charge-air temperature sensor defective - Charge-air temperature sensor has been tampered with - Defective DME	- Check wiring harness between DME and charge-air temperature sensor - Replace charge-air temperature sensor - Replace DME	- ECE emissions warning lamp: on - ECE electronic engine power reduction: on - CC message: on - US emissions warning lamp: on - US electronic engine power reduction: on - CC message: on	none	Possible apparent symptoms: Reduced power	Breakdown notice: Standard EML Text	None
MEVD17.2-BN2020	0x108C01	1084417			P10B0	Charge Air Cooler Temperature Too High (Bank 1)	Charge Air Temperature	General																
MEVD17.2-			Charge-air temperature sensor, plausibility: Signal	The diagnostic function monitors the charge-air		Charge Air Cooler Temperature Sensor Signal Stuck			The fault is recognized when the voltage of the charge-air temperature sensor does not change by at least 0.005 V. Potential problem source(s): - Defect in wiring harness between DME and charge-air temperature sensor - Charge-air temperature sensor defective - Charge-air temperature sensor has been tampered with	This fault is logged in the control module's fault memory			- Engine warmed to normal tempera					- Defect in wiring harness between DME and charge-air temperature sensor - Charge-air temperature sensor defective - Charge-air temperature sensor has been tampered with	- Check wiring harness between DME and charge-air temperature sensor - Replace charge-air temperature sensor	- ECE emissions warning lamp: on - ECE electronic engine power reduction: on - CC message: on - US emissions warning lamp: on - US electronic engine power reduction: on		Possible apparent symptoms:	Breakdown notice:	

MEVD17.2-BN2020	0x108F01	1085185	Intake-air system: suspected leak between turbocharger and intake valves	The diagnostic function monitors the compressed intake air.					The fault is recognized when the amount of entering air is less than that required for the calculated fuel-air ratio. Potential problem source(s): - Extreme dirtcontamination in air filter - Leaks in boost-air tubes between compressor and intake manifold - Positive crankcase ventilation valve defective	This fault is logged in the control module's fault memory immediately.	none	Voltage condition: - Onboard elect	None	- None	NO	none	Y	- Extreme dirtcontamination in air filter - Leaks in boost-air tubes between compressor and intake manifold - Positive crankcase ventilation valve defective	- If other faults have been entered (combustion miss in one or several cylinders, or combustion miss when fuel level is low), repair these issues first. No fault diagnosis required on turbocharging system! - Visual inspection of boost-air tubes between compressor and intake manifold - Check air filter - Apply positive pressure of 200 ± 20 mbar to check for leaks in the pressurized tract between the compressor and the intake-air plenum and intake manifold. Replace any leaking components. - If no problems are detected, although the induction tract fails to retain pressure, proceed to check the PCV valve in the cylinder head cover. - Replace cylinder head cover	- ECE emissions warning lamp: off - ECE electronic engine power reduction: off - CC message: none - US emissions warning lamp: on - US electronic engine power reduction: on - CC message: on	none	Possible apparent symptoms: Engine runs poorly (miss, unsatisfactory idle) Power reduction	Breakdown notice: - It is possible to continue driving the vehicle, but passing maneuvers should not be attempted owing to the reduction in engine output.	None
MEVD17.2-BN2020	0x109001	1085441	Coolant-temperature sensor, electric: short circuit to positive or open circuit	The diagnostic function monitors the coolant temperature sensor's wires.	P0118	Engine Coolant Temperature Sensor 1 Circuit High	Engine Coolant Temperature Sensor	1 Electrical	The fault is recognized when the sensor voltage is above 4.95 V. Potential problem source(s): - The coolant temperature sensor's wiring harness is shorted to positive or has an open wire - Temperature is outside measurement range - Coolant temperature sensor defective	This fault is logged in the control module's fault memory immediately.	Terminal 15	Voltage condition: - Onboard elect	None	- 21 sec. after engine start	NO	0x5A37: 0x6A38 : 0x5A39: 0x581E	N	- The coolant temperature sensor's wiring harness is shorted to positive or has an open wire - Temperature is outside measurement range - Coolant temperature sensor defective	- Check coolant temperature sensor wiring harness - Replace coolant temperature sensor	- ECE emissions warning lamp: on - ECE electronic engine power reduction: on - CC message: on - US emissions warning lamp: off - US electronic engine power reduction: off - CC message: none	none	Possible apparent symptoms: Possible power reduction Fan at maximum rotation speed	Breakdown notice: None	None
MEVD17.2-BN2020	0x109002	1085442	Coolant-temperature sensor, electric: short circuit to ground	The diagnostic function monitors the coolant temperature sensor's wires.	P0117	Engine Coolant Temperature Sensor 1 Circuit Low	Engine Coolant Temperature Sensor	1 Electrical	The fault is recognized when the sensor voltage has below 0.1 V. Potential problem source(s): - Coolant temperature sensor wiring harness has short circuit to ground - Temperature is outside measurement range - Coolant temperature sensor defective	This fault is logged in the control module's fault memory immediately.	Terminal 15	Voltage condition: - Onboard elect	None	- None	NO	0x5A37: 0x6A38 : 0x5A39: 0x581E	N	- Coolant temperature sensor wiring harness has short circuit to ground - Temperature is outside measurement range - Coolant temperature sensor defective	- Check coolant temperature sensor wiring harness - Replace coolant temperature sensor	- ECE emissions warning lamp: on - ECE electronic engine power reduction: on - CC message: on - US emissions warning lamp: off - US electronic engine power reduction: off - CC message: none	none	Possible apparent symptoms: Possible power reduction Fan at maximum rotation speed	Breakdown notice: None	None
MEVD17.2-BN2020	0x109008	1085960			P1128	Engine Coolant Temperature Too Low	Engine Coolant Temperature Sensor	1 Temperature																	
MEVD17.2-BN2020	0x109008	1085960			P3188	Engine Coolant Temperature Signal Stuck Low	Engine Coolant Temperature	General																	
MEVD17.2-BN2020	0x103308	1086216	Coolant-temperature sensor, plausibility: signal change too fast	The diagnostic function monitors the coolant temperature sensor's voltage signal for plausibility.	P0116	Engine Coolant Temperature Sensor 1 Circuit Range/Performance	Engine Coolant Temperature Sensor	1 Plausibility	The fault is recognized when temperature jumps of 30°C occur. Potential problem source(s): - Defect in wiring harness to coolant temperature sensor - Coolant temperature sensor installed incorrectly - Coolant temperature sensor defective	This fault is logged in the control module's fault memory immediately.	Terminal 15	Voltage condition: - Onboard elect	None	- None	NO	0x5A37: 0x6A38 : 0x5A39: 0x581E	N	- Defect in wiring harness to coolant temperature sensor - Coolant temperature sensor installed incorrectly - Coolant temperature sensor defective	- Check coolant temperature sensor wiring harness - Replace coolant temperature sensor	- ECE emissions warning lamp: on - ECE electronic engine power reduction: on - CC message: on - US emissions warning lamp: off - US electronic engine power reduction: off - CC message: none	none	Possible apparent symptoms: Possible power reduction Fan at maximum rotation speed	Breakdown notice: None	None
MEVD17.2-BN2020	0x103308	1086216	Coolant-temperature sensor, plausibility: signal change too fast	The diagnostic function monitors the coolant temperature sensor's voltage signal for plausibility.	P3198	Engine Coolant Temperature 1 Gradient Too High	Engine Coolant Temperature	General	The fault is recognized when temperature jumps of 30°C occur. Potential problem source(s): - Defect in wiring harness to coolant temperature sensor - Coolant temperature sensor installed incorrectly - Coolant temperature sensor defective	This fault is logged in the control module's fault memory immediately.	Terminal 15	Voltage condition: - Onboard elect	None	- None	NO	0x5A37: 0x6A38 : 0x5A39: 0x581E	N	- Defect in wiring harness to coolant temperature sensor - Coolant temperature sensor installed incorrectly - Coolant temperature sensor defective	- Check coolant temperature sensor wiring harness - Replace coolant temperature sensor	- ECE emissions warning lamp: on - ECE electronic engine power reduction: on - CC message: on - US emissions warning lamp: off - US electronic engine power reduction: off - CC message: none	none	Possible apparent symptoms: Possible power reduction Fan at maximum rotation speed	Breakdown notice: None	None
MEVD17.2-BN2020	0x10AA20	1092128	Coolant temperature sensor, cold start: Coolant temperature too high	The diagnostic function monitors the coolant temperature to detect implausibly high values during cold starts.	P10D5	Cold Start Engine Coolant Temperature Too Low	Engine Coolant Temperature	Cold Start	The fault is recognized when the coolant temperature is 18°C above the average of several temperatures at cold start. Potential problem source(s): - Engine block heater or auxiliary heater may be installed - Defect in wiring harness between DME and sensor - Sensor defective - Defective DME	This fault is logged in the control module's fault memory immediately.	none	Voltage condition: - Onboard elect	None	- 21 sec. after engine start	NO	Read test data block: : ID 581F	N	- Engine block heater or auxiliary heater may be installed - Defect in wiring harness between DME and sensor - Sensor defective - Defective DME	- Determine whether an engine block heater or auxiliary heater is installed - Check wiring harness between DME and sensor - Replace sensor - Replace DME	ECE: - ECE emissions warning lamp: off - ECE electronic engine power reduction: off - CC message: none MY10 US: - US emissions warning lamp: on - US electronic engine power reduction: off - CC message: on	none	Possible apparent symptoms: Rough engine, possibly followed by power reduction caused by thermal management	Breakdown notice: None	None
MEVD17.2-BN2020	0x10AA21	1092129	Coolant temperature sensor, cold start: Coolant temperature too low	The diagnostic function monitors the coolant temperature to detect implausibly low values during cold starts.	P10D4	Cold Start Engine Coolant Temperature Too Low	Engine Coolant Temperature	Cold Start	The fault is recognized when the coolant temperature is 18°C below the average of several temperatures at cold start. Potential problem source(s): - Defect in wiring harness between DME and sensor - Sensor defective - Defective DME	This fault is logged in the control module's fault memory immediately.	none	Voltage condition: - Onboard elect	None	- 21 sec. after engine start	NO	Read test data block: : ID 581F	N	- Defect in wiring harness between DME and sensor - Sensor defective - Defective DME	- Check wiring harness between DME and sensor - Replace sensor - Replace DME	ECE: - ECE emissions warning lamp: off - ECE electronic engine power reduction: off - CC message: none MY10 US: - US emissions warning lamp: on - US electronic engine power reduction: off - CC message: on	none	Possible apparent symptoms: Rough engine, possibly followed by power reduction caused by thermal management	Breakdown notice: None	None
MEVD17.2-BN2020	0x10AA30	1092144	Coolant-temperature sensor: collective error: electrical and signal	Collective fault: Coolant-temperature sensor.					The response to the fault is specified for a different fault entry. Potential problem source(s): - None	This fault is logged in the control module's fault memory immediately.	Terminal 15	Voltage condition: - Onboard elect	None	- None	NO	0x5A37: 0x6A38 : 0x5A39: 0x581E	N	- None	- None	- ECE emissions warning lamp: off - ECE electronic engine power reduction: off - CC message: none - US emissions warning lamp: off - US electronic engine power reduction: off - CC message: none	none	Possible apparent symptoms: Possible power reduction Fan at maximum rotation speed	Breakdown notice: None	None
MEVD17.2-BN2020	0x10AA40	1092160	Coolant-temperature sensor, electrical: no signal	The diagnostic function monitors the CAN transmission.	P0115	Engine Coolant Temperature Sensor 1 Circuit	Engine Coolant Temperature Sensor	1 Electrical	The fault is recognized when no signal is available. Potential problem source(s): - Defect in wiring harness between DME and coolant temperature sensor - Coolant temperature sensor defective - Defective DME	This fault is logged in the control module's fault memory immediately.	Terminal 15	Voltage condition: - Onboard elect	None	- None	NO	0x5A37: 0x6A38 : 0x5A39: 0x581E	N	- Defect in wiring harness between DME and coolant temperature sensor - Coolant temperature sensor defective - Defective DME	- Check wiring harness between DME and coolant temperature sensor - Replace coolant temperature sensor - Replace DME	- ECE emissions warning lamp: on - ECE electronic engine power reduction: on - CC message: on - US emissions warning lamp: off - US electronic engine power reduction: off - CC message: none	none	Possible apparent symptoms: Possible power reduction Fan at maximum rotation speed	Breakdown notice: None	None
MEVD17.2-BN2020	0x10AA52	1092176	Coolant-temperature sensor, plausibility: engine temperature in rel. to model implausibly too high	The diagnostic function monitors the coolant temperature sensor.	P112A	Engine Coolant Temperature Sensor 1 Maximum Temperature Implausible	Engine Coolant Temperature Sensor	1 Temperature	The fault is recognized when the coolant temperature sensor transmits implausible temperature data. Potential problem source(s): - Defect in wiring harness between DME and coolant temperature sensor - Coolant temperature sensor defective - Defective DME	This fault is logged in the control module's fault memory immediately.	none	Voltage condition: - Onboard elect	None	- None	NO	0x5A37: 0x6A38 : 0x5A39: 0x581E	N	- Defect in wiring harness between DME and coolant temperature sensor - Coolant temperature sensor defective - Defective DME	- Check wiring harness between DME and coolant temperature sensor - Replace coolant temperature sensor - Replace DME	- ECE emissions warning lamp: off - ECE electronic engine power reduction: off - CC message: none - US emissions warning lamp: off - US electronic engine power reduction: off - CC message: none	none	Possible apparent symptoms: Possible power reduction Fan at maximum rotation speed	Breakdown notice: None	None
MEVD17.2-BN2020	0x10AA51	1092177	Coolant-temperature sensor, plausibility: engine temperature in rel. to model implausibly too low	The diagnostic function monitors the coolant temperature sensor.	P112B	Engine Coolant Temperature Too Low	Engine Coolant Temperature Sensor	1 Temperature	The fault is recognized when the coolant temperature sensor transmits implausible temperature data. Potential problem source(s): - Defect in wiring harness between DME and coolant temperature sensor - Coolant temperature sensor defective - Defective DME	This fault is logged in the control module's fault memory immediately.	none	Voltage condition: - Onboard elect	None	- 1 min. after engine start	NO	0x5A37: 0x6A38 : 0x5A39: 0x581E	N	- Defect in wiring harness between DME and coolant temperature sensor - Coolant temperature sensor defective - Defective DME	- Check wiring harness between DME and coolant temperature sensor - Replace coolant temperature sensor - Replace DME	ECE: - ECE emissions warning lamp: off - ECE electronic engine power reduction: off - CC message: none MY10 US: - US emissions warning lamp: on - US electronic engine power reduction: off - CC message: on	none	Possible apparent symptoms: Possible power reduction Fan at maximum rotation speed	Breakdown notice: None	None
MEVD17.2-BN2020	0x10AA52	1092178	Coolant-temperature sensor, plausibility: engine temperature implausible	The diagnostic function monitors the coolant temperature sensor.	P0116	Engine Coolant Temperature Sensor 1 Circuit Range/Performance	Engine Coolant Temperature Sensor	1 Plausibility	The fault is recognized when the coolant temperature sensor transmits implausible temperature data. Potential problem source(s): - Defect in wiring harness between DME and coolant temperature sensor - Coolant temperature sensor defective - Defective DME	This fault is logged in the control module's fault memory immediately.	none	Voltage condition: - Onboard elect	None	- None	NO	0x5A37: 0x6A38 : 0x5A39: 0x581E	N	- Defect in wiring harness between DME and coolant temperature sensor - Coolant temperature sensor defective - Defective DME	- Check wiring harness between DME and coolant temperature sensor - Replace coolant temperature sensor - Replace DME	ECE: - ECE emissions warning lamp: off - ECE electronic engine power reduction: off - CC message: none MY10 US: - US emissions warning lamp: on - US electronic engine power reduction: off - CC message: on	none	Possible apparent symptoms: Possible power reduction Fan at maximum rotation speed	Breakdown notice: None	None
MEVD17.2-BN2020	0x10AA52	1092178	Coolant-temperature sensor, plausibility: engine temperature implausible	The diagnostic function monitors the coolant temperature sensor.	P3199	Engine Coolant Temperature Signal Stuck	Engine Coolant Temperature	General	The fault is recognized when the coolant temperature sensor transmits implausible temperature data. Potential problem source(s): - Defect in wiring harness between DME and coolant temperature sensor - Coolant temperature sensor defective - Defective DME	This fault is logged in the control module's fault memory immediately.	none	Voltage condition: - Onboard elect	None	- None	NO	0x5A37: 0x6A38 : 0x5A39: 0x581E	N	- Defect in wiring harness between DME and coolant temperature sensor - Coolant temperature sensor defective - Defective DME	- Check wiring harness between DME and coolant temperature sensor - Replace coolant temperature sensor - Replace DME	ECE: - ECE emissions warning lamp: off - ECE electronic engine power reduction: off - CC message: none MY10 US: - US emissions warning lamp: on - US electronic engine power reduction: off - CC message: on	none	Possible apparent symptoms: Possible power reduction Fan at maximum rotation speed	Breakdown notice: None	None
MEVD17.2-BN2020	0x108101	1093889			P0073	Ambient Air Temperature Sensor Circuit 'A' High	Ambient Air Temperature Sensor	Electrical																	
MEVD17.2-BN2020	0x108102	1093890			P0072	Ambient Air Temperature Sensor Circuit 'A' Low	Ambient Air Temperature Sensor	Electrical																	
MEVD17.2-BN2020	0x108104	1093892			P110F	Ambient Air Temperature Sensor Faulty CAN Signal	Ambient Air Temperature Sensor	Signal																	
MEVD17.2-BN2020	0x10BA20	1096224	Outside temperature sensor, signal: Upper threshold value exceeded	The diagnostic function monitors the outside temperature sensor for excessively high temperature figures.	P0073	Ambient Air Temperature Sensor Circuit 'A' High	Ambient Air Temperature Sensor	Electrical	This is monitored in the instrument cluster. Potential problem source(s): - Wiring harness to outside temperature sensor defective - Outside temperature sensor defective - Instrument cluster faulty	This fault is logged in the control module's fault memory immediately.	Terminal 15	Voltage condition: - Onboard elect	None	- None	NO	CAN signal (clum) from I-cluster	Y	- Wiring harness to outside temperature sensor defective - Outside temperature sensor defective - Instrument cluster faulty	- Continue fault diagnosis at the instrument cluster	- ECE emissions warning lamp: on - ECE electronic engine power reduction: on - CC message: on - US emissions warning lamp: off - US electronic engine power reduction: off - CC message: none	none	Possible apparent symptoms: None	Breakdown notice: None	None
MEVD17.2-BN2020	0x10BA21	1096225	Outside temperature sensor, signal: Lower threshold value undershot	The diagnostic function monitors the outside temperature sensor for excessively low temperature figures.	P0072	Ambient Air Temperature Sensor Circuit 'A' Low	Ambient Air Temperature Sensor	Electrical	This is monitored in the instrument cluster. Potential problem source(s): - Wiring harness to outside temperature sensor defective - Outside temperature sensor defective - Instrument cluster faulty	This fault is logged in the control module's fault memory immediately.	Terminal 15	Voltage condition: - Onboard elect	None	- None	NO	CAN signal (clum) from I-cluster	Y	- Wiring harness to outside temperature sensor defective - Outside temperature sensor defective - Instrument cluster faulty	- Continue fault diagnosis at the instrument cluster	- ECE emissions warning lamp: on - ECE electronic engine power reduction: on - CC message: on - US emissions warning lamp: off - US electronic engine power reduction: off - CC message: none	none	Possible apparent symptoms: None	Breakdown notice: None	None
MEVD17.2-BN2020	0x10BA22	1096226	Ambient-temperature sensor, signal: CAN message incorrect	The diagnostic function monitors the outside temperature sensor's CAN data.	P110F	Ambient Air Temperature Sensor Faulty CAN Signal	Ambient Air Temperature Sensor	Signal	This is monitored in the instrument cluster. Potential problem source(s): - Wiring harness to outside temperature sensor defective - Outside temperature sensor defective - Instrument cluster faulty	The diagnostic fault code is logged when the fault remains present for longer than 1 min.	Terminal 15	Voltage condition: - Onboard elect	None	- None	NO	CAN signal (clum) from I-cluster	Y	- Wiring harness to outside temperature sensor defective - Outside temperature sensor defective - Instrument cluster faulty	- Continue fault diagnosis at the instrument cluster	- ECE emissions warning lamp: on - ECE electronic engine power reduction: on - CC message: on - US emissions warning lamp: off - US electronic engine power reduction: off - CC message: none	none	Possible apparent symptoms: None	Breakdown notice: Clarification in progress	None
MEVD17.2-			Outside temperature sensor, multiple fault: electrical						The response to the fault is specified for a different fault entry. Potential problem source(s):	This fault is logged in the control module's fault memory		Voltage condition: - Onboard elect							- None, continue fault diagnosis at instrument cluster	- ECE emissions warning lamp: off - ECE electronic engine power reduction: off - CC message: none - US emissions warning lamp: off - US electronic engine power reduction: off		Possible apparent symptoms:	Breakdown notice:	

MEVD17.2-BN2020	0x10BA40	1096256	Outside temperature sensor, plausibility: Ambient temperature higher than model temperature	The diagnostic function checks the plausibility of the outside temperature.	P0071	Ambient Air Temperature Sensor Circuit 'A' Range/Performance	Ambient Air Temperature Sensor	Plausibility	The fault is recognized when the outside temperature remains more than 20°C above the model value for longer than 14 sec. Potential problem source(s): - Defective wiring harness - Outside temperature sensor defective	The diagnostic fault code is logged when the fault remains present for longer than 1 min.	none	Voltage condition:□- Onboard elect	- Engine warmed to normal tempera	- None	NO	none	Y	- Defect in wiring harness - Outside temperature sensor defective	- Check outside temperature - Check outside temperature sensor - Check wiring harness between the instrument cluster and the outside temperature sensor	ECE: - ECE emissions warning lamp: off - ECE electronic engine power reduction: off - CC message: none MY10 US: - US emissions warning lamp: on - US electronic engine power reduction: off - CC message: on	MIL ON in US versions only	Possible apparent symptoms: None	Breakdown notice: None	- The following conditions can lead to an incorrect diagnosis: - Battery change or defective battery - Engine heated by secondary source, such as auxiliary heater - Sensor frozen
MEVD17.2-BN2020	0x10BA40	1096256	Outside temperature sensor, plausibility: Ambient temperature higher than model temperature	The diagnostic function checks the plausibility of the outside temperature.	P10EA	Ambient Air Temperature Too High	Ambient Air Temperature	General	The fault is recognized when the outside temperature remains more than 20°C above the model value for longer than 14 sec. Potential problem source(s): - Defective wiring harness - Outside temperature sensor defective	The diagnostic fault code is logged when the fault remains present for longer than 1 min.	none	Voltage condition:□- Onboard elect	- Engine warmed to normal tempera	- None	NO	none	Y	- Defect in wiring harness - Outside temperature sensor defective	- Check outside temperature - Check outside temperature sensor - Check wiring harness between the instrument cluster and the outside temperature sensor	ECE: - ECE emissions warning lamp: off - ECE electronic engine power reduction: off - CC message: none MY10 US: - US emissions warning lamp: on - US electronic engine power reduction: off - CC message: on	MIL ON in US versions only	Possible apparent symptoms: None	Breakdown notice: None	- The following conditions can lead to an incorrect diagnosis: - Battery change or defective battery - Engine heated by secondary source, such as auxiliary heater - Sensor frozen
MEVD17.2-BN2020	0x10BA41	1096257	Outside temperature sensor, plausibility: Ambient temperature less than model temperature	The diagnostic function checks the plausibility of the outside temperature.	P0071	Ambient Air Temperature Sensor Circuit 'A' Range/Performance	Ambient Air Temperature Sensor	Plausibility	The fault is recognized when the outside temperature remains more than 20°C below the model value for longer than 14 sec. Potential problem source(s): - Defective wiring harness - Outside temperature sensor defective	This fault is logged in the control module's fault memory immediately.	none	Voltage condition:□- Onboard elect	- Engine warmed to normal tempera	- None	NO	none	Y	- Defect in wiring harness - Outside temperature sensor defective	- Check outside temperature - Check outside temperature sensor - Check wiring harness between the instrument cluster and the outside temperature sensor	ECE: - ECE emissions warning lamp: off - ECE electronic engine power reduction: off - CC message: none MY10 US: - US emissions warning lamp: on - US electronic engine power reduction: off - CC message: on	MIL ON in US versions only	Possible apparent symptoms: None	Breakdown notice: None	- The following conditions can lead to an incorrect diagnosis: - Battery change or defective battery - Engine heated by secondary source, such as auxiliary heater - Sensor frozen
MEVD17.2-BN2020	0x10BA41	1096257	Outside temperature sensor, plausibility: Ambient temperature less than model temperature	The diagnostic function checks the plausibility of the outside temperature.	P10EB	Ambient Air Temperature Too Low	Ambient Air Temperature	General	The fault is recognized when the outside temperature remains more than 20°C below the model value for longer than 14 sec. Potential problem source(s): - Defective wiring harness - Outside temperature sensor defective	This fault is logged in the control module's fault memory immediately.	none	Voltage condition:□- Onboard elect	- Engine warmed to normal tempera	- None	NO	none	Y	- Defect in wiring harness - Outside temperature sensor defective	- Check outside temperature - Check outside temperature sensor - Check wiring harness between the instrument cluster and the outside temperature sensor	ECE: - ECE emissions warning lamp: off - ECE electronic engine power reduction: off - CC message: none MY10 US: - US emissions warning lamp: on - US electronic engine power reduction: off - CC message: on	MIL ON in US versions only	Possible apparent symptoms: None	Breakdown notice: None	- The following conditions can lead to an incorrect diagnosis: - Battery change or defective battery - Engine heated by secondary source, such as auxiliary heater - Sensor frozen
MEVD17.2-BN2020	0x10BA42	1096258	Intake-air temperature sensor, cold start: intake-air temperature too high	The diagnostic function monitors the intake-air temperature to detect excessively high values during cold starts.	P10C9	Cold Start Intake Air Temperature Too High (Bank 1)	Intake Air Temperature	1 Cold Start	The fault is recognized when the intake-air temperature exceeds an average figure from several temperatures during cold starts. Potential problem source(s): - Defective wiring harness between DME and intake-air temperature sensor - Intake-air temperature sensor defective - Defective DME	This fault is logged in the control module's fault memory immediately.	none	Voltage condition:□- Onboard elect	- None	- 21 sec. after engine start	NO	Read test data block;□ID 581F	N	- Defective wiring harness between DME and intake-air temperature sensor - Intake-air temperature sensor defective - Defective DME	- Check wiring harness between DME and intake-air temperature sensor - Replace intake-air temperature sensor - Replace DME	ECE: - ECE emissions warning lamp: off - ECE electronic engine power reduction: off - CC message: none MY10 US: - US emissions warning lamp: on - US electronic engine power reduction: off - CC message: on	none	Possible apparent symptoms: Rough engine, possibly followed by power reduction caused by thermal management	Breakdown notice: None	None
MEVD17.2-BN2020	0x10BA43	1096259	Intake-air temperature sensor, cold start: intake-air temperature too low	The diagnostic function monitors the intake-air temperature to detect excessively low values during cold starts.	P105D	Cold Start Intake Air Temperature Too Low (Bank 1)	Intake Air Temperature	1 Cold Start	The fault is recognized when the intake-air temperature is below an average figure from several temperatures during cold starts. Potential problem source(s): - Defective wiring harness between DME and intake-air temperature sensor - Intake-air temperature sensor defective - Defective DME	This fault is logged in the control module's fault memory immediately.	none	Voltage condition:□- Onboard elect	- None	- 21 sec. after engine start	NO	Read test data block;□ID 5851	N	- Defective wiring harness between DME and intake-air temperature sensor - Intake-air temperature sensor defective - Defective DME	- Check wiring harness between DME and intake-air temperature sensor - Replace intake-air temperature sensor - Replace DME	ECE: - ECE emissions warning lamp: off - ECE electronic engine power reduction: off - CC message: none MY10 US: - US emissions warning lamp: on - US electronic engine power reduction: off - CC message: on	none	Possible apparent symptoms: Engine runs roughly	Breakdown notice: None	None
MEVD17.2-BN2020	0x10BA48	1096264	Intake air temperature sensor, plausibility: Intake air temperature too high	The diagnostic function monitors the intake-air temperature to detect implausibly high figures.	P0127	Intake Air Temperature Too High	Intake Air Temperature	1 General	The fault is recognized when the intake-air temperature on the engine-side of the air filter is more than 24°C above the intake-air temperature before the throttle valve. Potential problem source(s): - Defective wiring harness between DME and intake-air temperature sensor - Intake-air temperature sensor defective - Defective DME	This fault is logged in the control module's fault memory immediately.	none	Voltage condition:□- Onboard elect	- None	- None	NO	Read test data block;□ID 5851	N	- Defective wiring harness between DME and intake-air temperature sensor - Intake-air temperature sensor defective - Defective DME	- Check wiring harness between DME and intake-air temperature sensor - Replace intake-air temperature sensor - Replace DME	- ECE emissions warning lamp: on - ECE electronic engine power reduction: on - CC message: on - US emissions warning lamp: off - US electronic engine power reduction: off - CC message: none	Active in US only	Possible apparent symptoms: Engine runs roughly	Breakdown notice: None	None
MEVD17.2-BN2020	0x10BA49	1096265	Intake air temperature sensor, plausibility: Intake air temperature too low	The diagnostic function monitors the intake-air temperature to detect implausibly low figures.	P11C9	Intake Air Temperature Too Low	Intake Air Temperature	1 General	The fault is recognized when the intake-air temperature on the engine-side of the air filter is more than 39°C below the intake-air temperature before the throttle valve. Potential problem source(s): - Defective wiring harness between DME and intake-air temperature sensor - Intake-air temperature sensor defective - Defective DME	This fault is logged in the control module's fault memory immediately.	none	Voltage condition:□- Onboard elect	- None	- None	NO	Read test data block;□ID 5851	N	- Defective wiring harness between DME and intake-air temperature sensor - Intake-air temperature sensor defective - Defective DME	- Check wiring harness between DME and intake-air temperature sensor - Replace intake-air temperature sensor - Replace DME	- ECE emissions warning lamp: on - ECE electronic engine power reduction: on - CC message: on - US emissions warning lamp: off - US electronic engine power reduction: off - CC message: none	Active in US only	Possible apparent symptoms: Engine runs roughly	Breakdown notice: None	None
MEVD17.2-BN2020	0x10BA4A	1096266	Charge-air temperature sensor, cold start: charge-air temperature too high	The diagnostic function monitors the charge-air temperature to detect excessively high values during cold starts.	P10D0	Cold Start Charge Air Temperature Too High (Bank 1)	Charge Air Temperature	Cold Start	The fault is recognized when the charge-air temperature exceeds an average figure from several temperatures during cold starts. Potential problem source(s): - Defect in wiring harness between DME and charge-air temperature sensor - Charge-air temperature sensor defective - Charge-air temperature sensor has been tampered with - Defective DME	This fault is logged in the control module's fault memory immediately.	none	Voltage condition:□- Onboard elect	- None	- 21 sec. after engine start	NO	Read test data block;□ID 581E	N	- Defect in wiring harness between DME and charge-air temperature sensor - Charge-air temperature sensor defective - Charge-air temperature sensor has been tampered with - Defective DME	- Check wiring harness between DME and charge-air temperature sensor - Replace charge-air temperature sensor - Replace DME	ECE: - ECE emissions warning lamp: off - ECE electronic engine power reduction: on - CC message: on MY10 US: - US emissions warning lamp: on - US electronic engine power reduction: on - CC message: on	none	Possible apparent symptoms: Reduced power	Breakdown notice: Standard EML Text	None
MEVD17.2-BN2020	0x10BA4B	1096267	Charge-air temperature sensor, cold start: charge-air temperature too low	The diagnostic function monitors the charge-air temperature to detect excessively low values during cold starts.	P10D1	Cold Start Charge Air Temperature Too Low	Charge Air Temperature	Cold Start	The fault is recognized when the charge-air temperature is below an average figure from several temperatures during cold starts. Potential problem source(s): - Defect in wiring harness between DME and charge-air temperature sensor - Charge-air temperature sensor defective - Charge-air temperature sensor has been tampered with - Defective DME	This fault is logged in the control module's fault memory immediately.	none	Voltage condition:□- Onboard elect	- None	- 21 sec. after engine start	NO	Read test data block;□ID 581E	N	- Defect in wiring harness between DME and charge-air temperature sensor - Charge-air temperature sensor defective - Charge-air temperature sensor has been tampered with - Defective DME	- Check wiring harness between DME and charge-air temperature sensor - Replace charge-air temperature sensor - Replace DME	ECE: - ECE emissions warning lamp: off - ECE electronic engine power reduction: on - CC message: on MY10 US: - US emissions warning lamp: on - US electronic engine power reduction: on - CC message: on	none	Possible apparent symptoms: Reduced power	Breakdown notice: Standard EML Text	None
MEVD17.2-BN2020	0x10BA4F	1096271	Charge-air temperature sensor, plausibility: Charge air temperature too high	The diagnostic function monitors the charge-air temperature to detect implausibly high figures.	P10B0	Charge Air Cooler Temperature Too High (Bank 1)	Charge Air Temperature	General	The fault is recognized when the boost-air temperature is more than 24°C above the intake-air temperature. Potential problem source(s): - Defect in wiring harness between DME and charge-air temperature sensor - Charge-air temperature sensor defective - Charge-air temperature sensor has been tampered with - Defective DME	This fault is logged in the control module's fault memory immediately.	none	Voltage condition:□- Onboard elect	- None	- None	NO	Read test data block;□ID 581E	N	- Defect in wiring harness between DME and charge-air temperature sensor - Charge-air temperature sensor defective - Charge-air temperature sensor has been tampered with - Defective DME	- Check wiring harness between DME and charge-air temperature sensor - Replace charge-air temperature sensor - Replace DME	ECE: - ECE emissions warning lamp: off - ECE electronic engine power reduction: on - CC message: on MY10 US: - US emissions warning lamp: on - US electronic engine power reduction: on - CC message: on	none	Possible apparent symptoms: Reduced power	Breakdown notice: Standard EML Text	None
MEVD17.2-BN2020	0x10BA4F	1096271	Charge-air temperature sensor, plausibility: Charge air temperature too high	The diagnostic function monitors the charge-air temperature to detect implausibly high figures.	P10D2	Charge Air Temperature Too High	Charge Air Temperature	General	The fault is recognized when the boost-air temperature is more than 24°C above the intake-air temperature. Potential problem source(s): - Defect in wiring harness between DME and charge-air temperature sensor - Charge-air temperature sensor defective - Charge-air temperature sensor has been tampered with - Defective DME	This fault is logged in the control module's fault memory immediately.	none	Voltage condition:□- Onboard elect	- None	- None	NO	Read test data block;□ID 581E	N	- Defect in wiring harness between DME and charge-air temperature sensor - Charge-air temperature sensor defective - Charge-air temperature sensor has been tampered with - Defective DME	- Check wiring harness between DME and charge-air temperature sensor - Replace charge-air temperature sensor - Replace DME	ECE: - ECE emissions warning lamp: off - ECE electronic engine power reduction: on - CC message: on MY10 US: - US emissions warning lamp: on - US electronic engine power reduction: on - CC message: on	none	Possible apparent symptoms: Reduced power	Breakdown notice: Standard EML Text	None
MEVD17.2-BN2020	0x10BA51	1096273	Charge-air temperature sensor, cold start: Multiple fault	Collective fault: Charge-air temperature sensor at cold start.					The response to the fault is specified for a different fault entry. Potential problem source(s): - None	This fault is logged in the control module's fault memory immediately.	Terminal 15	Voltage condition:□- Onboard elect	- None	- None	see Individual fault	see Individual fault	see Individual fault	- None	- None	- ECE emissions warning lamp: off - ECE electronic engine power reduction: off - CC message: none - US emissions warning lamp: off - US electronic engine power reduction: off - CC message: none	see Individual fault	Possible apparent symptoms: see Individual fault	Breakdown notice: see Individual fault	see Individual fault
MEVD17.2-BN2020	0x10BA52	1096274	Charge air temperature sensor, group fault: Plausibility	Collective fault: Charge-air temperature sensor.					The response to the fault is specified for a different fault entry. Potential problem source(s): - None	This fault is logged in the control module's fault memory immediately.	Terminal 15	Voltage condition:□- Onboard elect	- None	- None	see Individual fault	Read test data block;□ID 5852	see Individual fault	- None	- None	- ECE emissions warning lamp: off - ECE electronic engine power reduction: off - CC message: none - US emissions warning lamp: off - US electronic engine power reduction: off - CC message: none	see Individual fault	Possible apparent symptoms: see Individual fault	Breakdown notice: see Individual fault	see Individual fault
MEVD17.2-BN2020	0x10C001	1097729			P007B	Charge Air Cooler Temperature Sensor Circuit Range/Performance (Bank 1)	Charge Air Temperature Sensor Charge Air Cooler	Plausibility																
MEVD17.2-BN2020	0x10C001	1097729			P10B4	Charge Air Cooler Temperature Sensor Gradient Too High (Bank 1)	Charge Air Temperature Sensor Charge Air Cooler	Plausibility																
MEVD17.2-BN2020	0x10C004	1097732			P10D0	Cold Start Charge Air Temperature Too High (Bank 1)	Charge Air Temperature	Cold Start																
MEVD17.2-BN2020	0x10C005	1097733	Charge-air temperature sensor, gradient: Rise too high	The diagnostic function monitors the charge-air temperature for excessively rapid rises.	P10B4	Charge Air Cooler Temperature Sensor Gradient Too High (Bank 1)	Charge Air Temperature Sensor Charge Air Cooler	Plausibility	The fault is recognized when the boost-air temperature rises by at least 39 °C within 10 sec. Potential problem source(s): - Defect in wiring harness between DME and charge-air temperature sensor - Charge-air temperature sensor defective - Charge-air temperature sensor has been tampered with - Defective DME	This fault is logged in the control module's fault memory immediately.	none	Voltage condition:□- Onboard elect	- None	- None	NO	Read test data block;□ID 581E	N	- Defect in wiring harness between DME and charge-air temperature sensor - Charge-air temperature sensor defective - Charge-air temperature sensor has been tampered with - Defective DME	- Check wiring harness between DME and charge-air temperature sensor - Replace charge-air temperature sensor - Replace DME	ECE: - ECE emissions warning lamp: off - ECE electronic engine power reduction: on - CC message: on MY10 US: - US emissions warning lamp: on - US electronic engine power reduction: on - CC message: on	none	Possible apparent symptoms: Reduced power	Breakdown notice: Standard EML Text	None
MEVD17.2-BN2020	0x110001	1114113			P142E	Cylinder Injection Cut-Off, Pressure Too Low in High-Pressure System	Injection Deactivation	Pressure																
MEVD17.2-BN2020	0x110001	1114113			P306F	Fuel Rail Pressure, Minimum Pressure Fallen Below, Injection Cut-Off	Fuel Regulators / Valves / Sensors	Fuel Rail Pressure																
MEVD17.2-			Injector, cylinder 1, activation: high-voltage side; short	The diagnostic function monitors control-activation of		Cylinder 1 High Pressure Injector High Side Circuit			The fault is recognized when a short circuit to ground is present. Potential problem source(s): - Defective wiring harness - Defective injector	The diagnostic fault code is entered when the fault occurs 3 times in sequence with no		Voltage condition:□- Onboard elect						- Defective wiring harness - Defective injector	- Check wiring harness between DME and injectors 1 and 2, replace injector 1, if fault remains switch the new injector to cylinder 2. - Replace the DME control module only if the fault is	- ECE emissions warning lamp: on - ECE electronic engine power reduction: on - CC message: on - US emissions warning lamp: on - US electronic engine power reduction: on		Possible apparent symptoms:	Breakdown notice:	Injectors 1 and 2, and 3 and 4, are connected to shared DME driver circuits. This means that diagnostic fault codes are always logged for both injectors,

MEV017.2-BN2020	0x110102	1114370	Injector, cylinder 1, activation: low-voltage side; short circuit to positive	The diagnostic function monitors control-activation of the injector's low-voltage side.	P3102	Cylinder 1 High Pressure Injector Low Side Circuit High	Injector Low Side	Short to Batt	The fault is recognized when the outside temperature remains more than 20°C above the model value for longer than 14 sec. Potential problem source(s): - Defective wiring harness - Outside temperature sensor defective	The diagnostic fault code is logged when the fault remains present for longer than 1 min.	none	Voltage condition: - Onboard elect	None	- None	NO	none	N	- Defect in wiring harness - Outside temperature sensor defective	- Read out outside temperature with tester and assess plausibility - Visual inspection of outside temperature sensor - Check wiring harness between the instrument cluster and the outside temperature sensor	- ECE emissions warning lamp: on - ECE electronic engine power reduction: on - CC message: on - US emissions warning lamp: on - US electronic engine power reduction: on - CC message: on	none	Possible apparent symptoms: Engine runs roughly and can stall in extreme cases	Breakdown notice: Engine fault	- The following conditions can lead to an incorrect diagnosis: - Battery charge or defective battery - Engine heated by secondary source, such as auxiliary heater - Sensor frozen
MEV017.2-BN2020	0x110104	1114372	Injector, cylinder 1, activation: high-voltage side; short circuit to positive	The diagnostic function monitors control-activation of the injector's high-voltage side.	P3100	Cylinder 1 High Pressure Injector High Side Circuit High	Injector High Side	Short to Batt	The fault is recognized when a short circuit to positive is present. Potential problem source(s): - Defective wiring harness - Defective injector - Defective DME	The diagnostic fault code is entered when the fault occurs 3 times in sequence with no interruption on a single cylinder.	none	Voltage condition: - Onboard elect	None	- None	NO	none	N	- Defective wiring harness - Defective injector - Defective DME	- Check wiring harness between DME and injectors 1 and 2, replace injector 1, if fault remains switch the new injector to cylinder 2 - Replace DME only if the fault remains present continuously	- ECE emissions warning lamp: on - ECE electronic engine power reduction: on - CC message: on - US emissions warning lamp: on - US electronic engine power reduction: on - CC message: on	none	Possible apparent symptoms: Engine runs roughly and can stall in extreme cases	Breakdown notice: Engine fault	Injectors 1 and 2, and 3 and 4, are connected to shared DME driver circuits. This means that diagnostic fault codes are always logged for both injectors, although usually only one is defective.
MEV017.2-BN2020	0x110108	1114376	Injector, cylinder 1, activation: low-voltage side; short circuit to ground	The diagnostic function monitors control-activation of the injector's low-voltage side.	P3101	Cylinder 1 High Pressure Injector Low Side Circuit Low	Injector Low Side	Short to Ground	The fault is recognized when a short circuit to ground is present. Potential problem source(s): - Defective wiring harness - Defective injector - Defective DME	The diagnostic fault code is entered when the fault occurs 3 times in sequence with no interruption on a single cylinder.	none	Voltage condition: - Onboard elect	None	- None	NO	none	N	- Defective wiring harness - Defective injector - Defective DME	- Check wiring harness between DME and injectors 1 and 2 - Replace injector 1, if the defect remains present: respond by switching the new injector to cylinder 2. - Replace the DME control module only if the fault is still present continuously	- ECE emissions warning lamp: on - ECE electronic engine power reduction: on - CC message: on - US emissions warning lamp: on - US electronic engine power reduction: on - CC message: on	none	Possible apparent symptoms: Engine runs roughly and can stall in extreme cases	Breakdown notice: Engine fault	Injectors 1 and 2, and 3 and 4, are connected to shared DME driver circuits. This means that diagnostic fault codes are always logged for both injectors, although usually only one is defective.
MEV017.2-BN2020	0x110201	1114625	Injector, cylinder 2, activation: high-voltage side; short circuit to ground	The diagnostic function monitors control-activation of the injector's high-voltage side.	P3152	Cylinder 2 High Pressure Injector High Side Circuit Low	Injector High Side	Short to Ground	The fault is recognized when a short circuit to ground is present. Potential problem source(s): - Defective plug or wiring harness - Defective injector - Defective DME	This fault is logged in the control module's fault memory immediately.	none	Voltage condition: - Onboard elect	None	- None	NO	none	N	- Defective plug or wiring harness - Defective injector - Defective DME	- Inspect plug/wiring harness between DME and injector 2, replace injector 2. - Replace DME only if the fault remains continuously	- ECE emissions warning lamp: on - ECE electronic engine power reduction: on - CC message: on - US emissions warning lamp: on - US electronic engine power reduction: on - CC message: on	none	Possible apparent symptoms: Engine runs roughly and can stall in extreme cases	Breakdown notice: Engine fault	Injectors 1 and 6, and 3 and 4, are connected to shared DME driver circuits. This means that diagnostic fault codes are always logged for both injectors, although usually only one is defective. When interchanging positions use injectors operated by a DME driver circuit that only activates one injector
MEV017.2-BN2020	0x110202	1114626	Injector, cylinder 2, activation: low-voltage side; short circuit to positive	The diagnostic function monitors control-activation of the injector's low-voltage side.	P3106	Cylinder 2 High Pressure Injector Low Side Circuit High	Injector Low Side	Short to Batt	The fault is recognized when a short circuit to positive is present. Potential problem source(s): - Defective wiring harness - Defective injector - Defective DME	The diagnostic fault code is entered when the fault occurs 3 times in sequence with no interruption on a single cylinder.	none	Voltage condition: - Onboard elect	None	- None	NO	none	N	- Defective wiring harness - Defective injector - Defective DME	- Inspect wiring harness between DME and injector 2, replace injector 2. - Replace DME only if the fault remains continuously	- ECE emissions warning lamp: on - ECE electronic engine power reduction: on - CC message: on - US emissions warning lamp: on - US electronic engine power reduction: on - CC message: on	none	Possible apparent symptoms: Engine runs roughly and can stall in extreme cases	Breakdown notice: Engine fault	Injectors 1 and 2, and 3 and 4, are connected to shared DME driver circuits. This means that diagnostic fault codes are always logged for both injectors, although usually only one is defective.
MEV017.2-BN2020	0x110204	1114628	Injector, cylinder 2, activation: high-voltage side; short circuit to positive	The diagnostic function monitors control-activation of the injector's high-voltage side.	P3153	Cylinder 2 High Pressure Injector High Side Circuit High	Injector High Side	Short to Batt	The fault is recognized when a short circuit to positive is present. Potential problem source(s): - Defective wiring harness - Defective injector - Defective DME	The diagnostic fault code is entered when the fault occurs 3 times in sequence with no interruption on a single cylinder.	none	Voltage condition: - Onboard elect	None	- None	NO	none	N	- Defective wiring harness - Defective injector - Defective DME	- Inspect wiring harness between DME and injector 2, replace injector 2. - Replace DME only if the fault remains continuously	- ECE emissions warning lamp: on - ECE electronic engine power reduction: on - CC message: on - US emissions warning lamp: on - US electronic engine power reduction: on - CC message: on	none	Possible apparent symptoms: Engine runs roughly and can stall in extreme cases	Breakdown notice: Engine fault	Injectors 1 and 6, and 3 and 4, are connected to shared DME driver circuits. This means that diagnostic fault codes are always logged for both injectors, although usually only one is defective. When interchanging positions use injectors operated by a DME driver circuit that only activates one injector
MEV017.2-BN2020	0x110208	1114632	Injector, cylinder 2, activation: low-voltage side; short circuit to ground	The diagnostic function monitors control-activation of the injector's low-voltage side.	P3105	Cylinder 2 High Pressure Injector Low Side Circuit Low	Injector Low Side	Short to Ground	The fault is recognized when a short circuit to ground is present. Potential problem source(s): - Defective wiring harness - Defective injector - Defective DME	The diagnostic fault code is entered when the fault occurs 3 times in sequence with no interruption on a single cylinder.	none	Voltage condition: - Onboard elect	None	- None	NO	none	N	- Defective wiring harness - Defective injector - Defective DME	- Inspect wiring harness between DME and injector 2, replace injector 2. - Replace DME only if the fault remains continuously	- ECE emissions warning lamp: on - ECE electronic engine power reduction: on - CC message: on - US emissions warning lamp: on - US electronic engine power reduction: on - CC message: on	none	Possible apparent symptoms: Engine runs roughly and can stall in extreme cases	Breakdown notice: Engine fault	Injectors 1 and 6, and 3 and 4, are connected to shared DME driver circuits. This means that diagnostic fault codes are always logged for both injectors, although usually only one is defective. When interchanging positions use injectors operated by a DME driver circuit that only activates one injector
MEV017.2-BN2020	0x110301	1114881	Injector, cylinder 3, activation: high-voltage side; short circuit to ground	The diagnostic function monitors control-activation of the injector's high-voltage side.	P3195	Cylinder 3 High Pressure Injector High Side Circuit Low	Injector High Side	Short to Ground	The fault is recognized when a short circuit to ground is present. Potential problem source(s): - Defective wiring harness - Defective injector - Defective DME	The diagnostic fault code is entered when the fault occurs 3 times in sequence with no interruption on a single cylinder.	none	Voltage condition: - Onboard elect	None	- None	NO	none	N	- Defective wiring harness - Defective injector - Defective DME	- Check wiring harness between DME and injectors 3 and 4 - Replace injector 4, if the defect remains present: respond by switching the new injector to cylinder 3. - Replace DME only if the fault remains present continuously	- ECE emissions warning lamp: on - ECE electronic engine power reduction: on - CC message: on - US emissions warning lamp: on - US electronic engine power reduction: on - CC message: on	none	Possible apparent symptoms: Engine runs roughly and can stall in extreme cases	Breakdown notice: Engine fault	Injectors 1 and 2, and 3 and 4, are connected to shared DME driver circuits. This means that diagnostic fault codes are always logged for both injectors, although usually only one is defective.
MEV017.2-BN2020	0x110302	1114882	Injector, cylinder 3, activation: low-voltage side; short circuit to positive	The diagnostic function monitors control-activation of the injector's low-voltage side.	P3110	Cylinder 3 High Pressure Injector Low Side Circuit High	Injector Low Side	Short to Batt	The fault is recognized when a short circuit to positive is present. Potential problem source(s): - Defective wiring harness - Defective injector - Defective DME	This fault is logged in the ECU fault memory if it remains present for longer than 3 sec.	none	Voltage condition: - Onboard elect	None	- None	NO	none	N	- Defective wiring harness - Defective injector - Defective DME	- Read out and work through diagnostic fault codes in instrument cluster and in junction box	- ECE emissions warning lamp: on - ECE electronic engine power reduction: on - CC message: on - US emissions warning lamp: on - US electronic engine power reduction: on - CC message: on	none	Possible apparent symptoms: Engine runs roughly and can stall in extreme cases	Breakdown notice: Engine fault	Injectors 1 and 2, and 3 and 4, are connected to shared DME driver circuits. This means that diagnostic fault codes are always logged for both injectors, although usually only one is defective.
MEV017.2-BN2020	0x110304	1114884	Injector, cylinder 3, activation: high-voltage side; short circuit to positive	The diagnostic function monitors control-activation of the injector's high-voltage side.	P3156	Cylinder 3 High Pressure Injector High Side Circuit High	Injector High Side	Short to Batt	The fault is recognized when a short circuit to positive is present. Potential problem source(s): - Defective wiring harness - Defective injector - Defective DME	The diagnostic fault code is entered when the fault occurs 3 times in sequence with no interruption on a single cylinder.	none	Voltage condition: - Onboard elect	None	- None	NO	none	N	- Defective wiring harness - Defective injector - Defective DME	- Check wiring harness between DME and injectors 3 and 4 - Replace injector 4, if the defect remains present: respond by switching the new injector to cylinder 3. - Replace DME only if the fault remains present continuously	- ECE emissions warning lamp: on - ECE electronic engine power reduction: on - CC message: on - US emissions warning lamp: on - US electronic engine power reduction: on - CC message: on	none	Possible apparent symptoms: Engine runs roughly and can stall in extreme cases	Breakdown notice: Engine fault	Injectors 1 and 2, and 3 and 4, are connected to shared DME driver circuits. This means that diagnostic fault codes are always logged for both injectors, although usually only one is defective.
MEV017.2-BN2020	0x110308	1114888	Injector, cylinder 3, activation: low-voltage side; short circuit to ground	The diagnostic function monitors control-activation of the injector's low-voltage side.	P3109	Cylinder 3 High Pressure Injector Low Side Circuit Low	Injector Low Side	Short to Ground	The fault is recognized when a short circuit to ground is present. Potential problem source(s): - Defective wiring harness - Defective injector - Defective DME	The diagnostic fault code is entered when the fault occurs 3 times in sequence with no interruption on a single cylinder.	none	Voltage condition: - Onboard elect	None	- None	NO	none	N	- Defective wiring harness - Defective injector - Defective DME	- Check wiring harness between DME and injectors 3 and 4 - Replace injector 4, if the defect remains present: respond by switching the new injector to cylinder 3. - Replace DME only if the fault remains present continuously	- ECE emissions warning lamp: on - ECE electronic engine power reduction: on - CC message: on - US emissions warning lamp: on - US electronic engine power reduction: on - CC message: on	none	Possible apparent symptoms: Engine runs roughly and can stall in extreme cases	Breakdown notice: Engine fault	Injectors 1 and 2, and 3 and 4, are connected to shared DME driver circuits. This means that diagnostic fault codes are always logged for both injectors, although usually only one is defective.
MEV017.2-BN2020	0x110401	1115137	Injector, cylinder 4, activation: high-voltage side; short circuit to ground	The diagnostic function monitors control-activation of the injector's high-voltage side.	P3158	Cylinder 4 High Pressure Injector High Side Circuit Low	Injector High Side	Short to Ground	The fault is recognized when a short circuit to ground is present. Potential problem source(s): - Defective plug or wiring harness - Defective injector - Defective DME	This fault is logged in the control module's fault memory immediately.	none	Voltage condition: - Onboard elect	None	- None	NO	none	N	- Defective plug or wiring harness - Defective injector - Defective DME	- Check wiring harness between DME and injectors 3 and 4 - Replace injector 4, if the defect remains present: respond by switching the new injector to cylinder 3. - Replace DME only if the fault remains present continuously	- ECE emissions warning lamp: on - ECE electronic engine power reduction: on - CC message: on - US emissions warning lamp: on - US electronic engine power reduction: on - CC message: on	none	Possible apparent symptoms: Engine runs roughly and can stall in extreme cases	Breakdown notice: Engine fault	Injectors 1 and 6, and 3 and 4, are connected to shared DME driver circuits. This means that diagnostic fault codes are always logged for both injectors, although usually only one is defective. When interchanging positions use injectors operated by a DME driver circuit that only activates one injector
MEV017.2-BN2020	0x110402	1115138	Injector, cylinder 4, activation: low-voltage side; short circuit to positive	The diagnostic function monitors control-activation of the injector's low-voltage side.	P3114	Cylinder 4 High Pressure Injector Low Side Circuit High	Injector Low Side	Short to Batt	The fault is recognized when a short circuit to positive is present. Potential problem source(s): - Defective wiring harness - Defective injector - Defective DME	The diagnostic fault code is entered when the fault occurs 3 times in sequence with no interruption on a single cylinder.	none	Voltage condition: - Onboard elect	None	- None	NO	none	N	- Defective wiring harness - Defective injector - Defective DME	- Check wiring harness between DME and injectors 4 and 3, replace injector 4, if fault remains switch the new injector to cylinder 3 - Replace DME only if the fault remains continuously	- ECE emissions warning lamp: on - ECE electronic engine power reduction: on - CC message: on - US emissions warning lamp: on - US electronic engine power reduction: on - CC message: on	none	Possible apparent symptoms: Engine runs roughly and can stall in extreme cases	Breakdown notice: Engine fault	Injectors 1 and 6, and 3 and 4, are connected to shared DME driver circuits. This means that diagnostic fault codes are always logged for both injectors, although usually only one is defective. When interchanging positions use injectors operated by a DME driver circuit that only activates one injector
MEV017.2-BN2020	0x110404	1115140	Injector, cylinder 4, activation: high-voltage side; short circuit to positive	The diagnostic function monitors control-activation of the injector's high-voltage side.	P3159	Cylinder 4 High Pressure Injector High Side Circuit High	Injector High Side	Short to Batt	The fault is recognized when a short circuit to positive is present. Potential problem source(s): - Defective wiring harness - Defective injector - Defective DME	The diagnostic fault code is entered when the fault occurs 3 times in sequence with no interruption on a single cylinder.	none	Voltage condition: - Onboard elect	None	- None	NO	none	N	- Defective wiring harness - Defective injector - Defective DME	- Check wiring harness between DME and injectors 4 and 3, replace injector 4, if fault remains switch the new injector to cylinder 3 - Replace DME only if the fault remains continuously	- ECE emissions warning lamp: on - ECE electronic engine power reduction: on - CC message: on - US emissions warning lamp: on - US electronic engine power reduction: on - CC message: on	none	Possible apparent symptoms: Engine runs roughly and can stall in extreme cases	Breakdown notice: Engine fault	Injectors 1 and 6, and 3 and 4, are connected to shared DME driver circuits. This means that diagnostic fault codes are always logged for both injectors, although usually only one is defective. When interchanging positions use injectors operated by a DME driver circuit that only activates one injector
MEV017.2-BN2020	0x110408	1115144	Injector, cylinder 4, activation: low-voltage side; short circuit to ground	The diagnostic function monitors control-activation of the injector's low-voltage side.	P3113	Cylinder 4 High Pressure Injector Low Side Circuit Low	Injector Low Side	Short to Ground	The fault is recognized when a short circuit to ground is present. Potential problem source(s): - Defective wiring harness - Defective injector - Defective DME	The diagnostic fault code is entered when the fault occurs 3 times in sequence with no interruption on a single cylinder.	none	Voltage condition: - Onboard elect	None	- None	NO	none	N	- Defective wiring harness - Defective injector - Defective DME	- Check wiring harness between DME and injectors 4 and 3, replace injector 4, if fault remains switch the new injector to cylinder 3 - Replace DME only if the fault remains continuously	- ECE emissions warning lamp: on - ECE electronic engine power reduction: on - CC message: on - US emissions warning lamp: on - US electronic engine power reduction: on - CC message: on	none	Possible apparent symptoms: Engine runs roughly and can stall in extreme cases	Breakdown notice: Engine fault	Injectors 1 and 6, and 3 and 4, are connected to shared DME driver circuits. This means that diagnostic fault codes are always logged for both injectors, although usually only one is defective. When interchanging positions use injectors operated by a DME driver circuit that only activates one injector
MEV017.2-BN2020	0x110501	1115393	Injector, cylinder 5, activation: high-voltage side; short circuit to ground	The diagnostic function monitors control-activation of the injector's high-voltage side.	P3161	Cylinder 5 High Pressure Injector High Side Circuit Low	Injector High Side	Short to Ground	The fault is recognized when a short circuit to ground is present. Potential problem source(s): - Defective wiring harness - Defective injector - Defective DME	The diagnostic fault code is entered immediately when the fault occurs 3 times in sequence with no interruption on a single cylinder.	none	Voltage condition: - Onboard elect	None	- None	NO	none	N	- Defective wiring harness - Defective injector - Defective DME	- Check wiring harness between DME and injectors 3 and 4, replace injector 3, if fault remains switch the new injector to cylinder 4	- ECE emissions warning lamp: on - ECE electronic engine power reduction: on - CC message: on - US emissions warning lamp: on - US electronic engine power reduction: on - CC message: on	none	Possible apparent symptoms: Engine runs roughly and can stall in extreme cases	Breakdown notice: Engine fault	Injectors 1 and 2, and 3 and 4, are connected to shared DME driver circuits. This means that diagnostic fault codes are always logged for both injectors, although usually only one is defective.
MEV017.2-BN2020	0x110502	1115394	Injector, cylinder 5, activation: low-voltage side; short circuit to positive	The diagnostic function monitors control-activation of the injector's low-voltage side.	P3118	Cylinder 5 High Pressure Injector Low Side Circuit High	Injector Low Side	Short to Batt	The fault is recognized when a short circuit to positive is present. Potential problem source(s): - Defective wiring harness - Defective injector - Defective DME	The diagnostic fault code is entered when the fault occurs 3 times in sequence with no interruption on a single cylinder.	none	Voltage condition: - Onboard elect	None	- None	NO	none	N	- Defective wiring harness - Defective injector - Defective DME	- Check wiring harness between DME and injectors 3 and 4, replace injector 3, if fault remains switch the new injector to cylinder 4 - Replace DME only if the fault remains continuously	- ECE emissions warning lamp: on - ECE electronic engine power reduction: on - CC message: on - US emissions warning lamp: on - US electronic engine power reduction: on - CC message: on	none	Possible apparent symptoms: Engine runs roughly and can stall in extreme cases	Breakdown notice: Engine fault	N20: Injectors 1 and 2, and 3 and 4, are connected to shared DME driver circuits. This means that diagnostic fault codes are always logged for both injectors, although usually only one is defective. N55: Injectors 1 and 6, and 3 and 4, are connected to shared DME driver circuits. This means that diagnostic fault codes are always logged for both injectors, although usually only one is defective. When interchanging positions use injectors operated by a DME driver circuit that only activates one injector!
MEV017.2-BN2020	0x110504	1115396	Injector, cylinder 5, activation: high-voltage side; short circuit to positive	The diagnostic function monitors control-activation of the injector's high-voltage side.	P3162	Cylinder 5 High Pressure Injector High Side Circuit High	Injector High Side	Short to Batt	The fault is recognized when a short circuit to positive is present. Potential problem source(s): - Defective wiring harness - Defective injector - Defective DME	The diagnostic fault code is entered immediately when the fault occurs 3 times in sequence with no interruption on a single cylinder.	none	Voltage condition: - Onboard elect	None	- None	NO	none	N	- Defective wiring harness - Defective injector - Defective DME	- Check wiring harness between DME and injectors 3 and 4, replace injector 3, if fault remains switch the new injector to cylinder 4 - Replace DME only if the fault remains continuously	- ECE emissions warning lamp: on - ECE electronic engine power reduction: on - CC message: on - US emissions warning lamp: on - US electronic engine power reduction: on - CC message: on	none	Possible apparent symptoms: Engine runs roughly and can stall in extreme cases	Breakdown notice: Engine fault	Injectors 1 and 2, and 3 and 4, are connected to shared DME driver circuits. This means that diagnostic fault codes are always logged for both injectors, although usually only one is defective.
MEV017.2-			Injector, cylinder 5, activation: low-voltage side; short	The diagnostic function monitors control-activation of					The fault is recognized when a short circuit to ground is present. Potential problem source(s): - Defective wiring harness - Defective injector	The diagnostic fault code is entered when the fault occurs 3 times in sequence with no		Voltage condition: - Onboard elect						- Defective wiring harness - Defective injector	- Inspect wiring harness between DME and injector 5, replace injector 5.	- ECE emissions warning lamp: on - ECE electronic engine power reduction: on - CC message: on - US emissions warning lamp: on - US electronic engine power reduction: on		Possible apparent symptoms:	Breakdown notice:	Injectors 1 and 6, and 3 and 4, are connected to shared DME driver circuits. This means that diagnostic fault codes are always logged for both injectors, although usually only one is defective. When interchanging positions use injectors operated by a

MEV017.2-BN2020	0x110601	1115649	Injector, cylinder 6, activation: high-voltage side; short circuit to ground	The diagnostic function monitors control-activation of the injector's high-voltage side.	P3194	Cylinder 6 High Pressure Injector High Side Circuit Low	Injector High Side	Short to Ground	The fault is recognized when a short circuit to ground is present. Potential problem source(s): - Defective wiring harness - Defective injector - Defective DME	The diagnostic fault code is entered when the fault occurs 3 times in sequence with no interruption on a single cylinder.	none	Voltage condition: - Onboard elect	None	- None	NO	none	N	- Defective wiring harness - Defective injector - Defective DME	- Check wiring harness between DME and injectors 1 and 2, replace injector 2, if fault remains switch the new injector to cylinder 1 - Replace DME only if the fault remains continuously	- ECE emissions warning lamp: on - ECE electronic engine power reduction: on - CC message: on - US emissions warning lamp: on - US electronic engine power reduction: on - CC message: on	none	Possible apparent symptoms: Engine runs roughly and can stall in extreme cases	Breakdown notice: Engine fault	Injectors 1 and 2, and 3 and 4, are connected to shared DME driver circuits. This means that diagnostic fault codes are always logged for both injectors, although usually only one is defective.
MEV017.2-BN2020	0x110602	1115650	Injector, cylinder 6, activation: low-voltage side; short circuit to positive	The diagnostic function monitors control-activation of the injector's low-voltage side.	P3122	Cylinder 6 High Pressure Injector Low Side Circuit High	Injector Low Side	Short to Batt	The fault is recognized when a short circuit to positive is present. Potential problem source(s): - Defective wiring harness - Defective injector - Defective DME	The diagnostic fault code is entered when the fault occurs 3 times in sequence with no interruption on a single cylinder.	none	Voltage condition: - Onboard elect	None	- None	NO	none	N	- Defective wiring harness - Defective injector - Defective DME	- Check wiring harness between DME and injectors 1 and 2, replace injector 1, if fault remains switch the new injector to cylinder 1 - Replace DME only if the fault remains continuously	- ECE emissions warning lamp: on - ECE electronic engine power reduction: on - CC message: on - US emissions warning lamp: on - US electronic engine power reduction: on - CC message: on	none	Possible apparent symptoms: Engine runs roughly and can stall in extreme cases	Breakdown notice: Engine fault	Injectors 1 and 2, and 3 and 4, are connected to shared DME driver circuits. This means that diagnostic fault codes are always logged for both injectors, although usually only one is defective.
MEV017.2-BN2020	0x110604	1115652	Injector, cylinder 6, activation: high-voltage side; short circuit to positive	The diagnostic function monitors control-activation of the injector's high-voltage side.	P3195	Cylinder 6 High Pressure Injector High Side Circuit High	Injector High Side	Short to Batt	The fault is recognized when a short circuit to positive is present. Potential problem source(s): - Defective wiring harness - Defective injector - Defective DME	The diagnostic fault code is entered when the fault occurs 3 times in sequence with no interruption on a single cylinder.	none	Voltage condition: - Onboard elect	None	- None	NO	none	N	- Defective wiring harness - Defective injector - Defective DME	- Check wiring harness between DME and injectors 1 and 2, replace injector 2, if fault remains switch the new injector to cylinder 1 - Replace DME only if the fault remains continuously	- ECE emissions warning lamp: on - ECE electronic engine power reduction: on - CC message: on - US emissions warning lamp: on - US electronic engine power reduction: on - CC message: on	none	Possible apparent symptoms: Engine runs roughly and can stall in extreme cases	Breakdown notice: Engine fault	Injectors 1 and 2, and 3 and 4, are connected to shared DME driver circuits. This means that diagnostic fault codes are always logged for both injectors, although usually only one is defective.
MEV017.2-BN2020	0x110608	1115656	Injector, cylinder 6, activation: low-voltage side; short circuit to ground	The diagnostic function monitors control-activation of the injector's low-voltage side.	P3121	Cylinder 6 High Pressure Injector Low Side Circuit Low	Injector Low Side	Short to Ground	The fault is recognized when a short circuit to ground is present. Potential problem source(s): - Defective wiring harness - Defective injector - Defective DME	The diagnostic fault code is entered when the fault occurs 3 times in sequence with no interruption on a single cylinder.	none	Voltage condition: - Onboard elect	None	- None	NO	none	N	- Defective wiring harness - Defective injector - Defective DME	- Check wiring harness between DME and injectors 1 and 6 - Replace injector 6, if the defect remains present respond by switching the new injector to cylinder 1 - Replace DME only if the fault remains continuously	- ECE emissions warning lamp: on - ECE electronic engine power reduction: on - CC message: on - US emissions warning lamp: on - US electronic engine power reduction: on - CC message: on	none	Possible apparent symptoms: Engine runs roughly and can stall in extreme cases	Breakdown notice: Engine fault	Injectors 1 and 6, and 3 and 4, are connected to shared DME driver circuits. This means that diagnostic fault codes are always logged for both injectors, although usually only one is defective. When interchanging positions use injectors operated by a DME driver circuit that only activates one injector
MEV017.2-BN2020	0x111020	1118240	Injector, cylinder 1, high-voltage side, activation: coil-winding short circuit	The diagnostic function monitors control-activation of the injector's high-voltage side.	P3148	Cylinder 1 High Pressure Injector High Side Shorted to Coil	Injector High Side	Shorted Coil	The fault is recognized when a short circuit between the high and low-voltage sides is present. Potential problem source(s): - Defective wiring harness - Defective injector - Defective DME	The diagnostic fault code is entered when the fault occurs 3 times in sequence with no interruption on a single cylinder.	none	Voltage condition: - Onboard elect	None	- None	NO	none	N	- Defective wiring harness - Defective injector - Defective DME	- Check wiring harness between DME and injectors 1 and 2, replace injector 1, if fault remains switch the new injector to cylinder 2 - Replace the DME control module only if the fault is still present continuously	- ECE emissions warning lamp: on - ECE electronic engine power reduction: on - CC message: on - US emissions warning lamp: on - US electronic engine power reduction: on - CC message: on	none	Possible apparent symptoms: Engine runs roughly and can stall in extreme cases	Breakdown notice: Engine fault	Injectors 1 and 2, and 3 and 4, are connected to shared DME driver circuits. This means that diagnostic fault codes are always logged for both injectors, although usually only one is defective.
MEV017.2-BN2020	0x111021	1118241	Injector, cylinder 2, high-voltage side, activation: coil-winding short circuit	The diagnostic function monitors control-activation of the injector's high-voltage side.	P3151	Cylinder 2 High Pressure Injector High Side Shorted to Coil	Injector High Side	Shorted Coil	The fault is recognized when a short circuit between the high and low-voltage sides is present. Potential problem source(s): - Defective wiring harness - Defective injector - Defective DME	The diagnostic fault code is entered when the fault occurs 3 times in sequence with no interruption on a single cylinder.	none	Voltage condition: - Onboard elect	None	- None	NO	none	N	- Defective wiring harness - Defective injector - Defective DME	- Inspect wiring harness between DME and injector 2, replace injector 2. - Replace DME only if the fault remains continuously	- ECE emissions warning lamp: on - ECE electronic engine power reduction: on - CC message: on - US emissions warning lamp: on - US electronic engine power reduction: on - CC message: on	none	Possible apparent symptoms: Engine runs roughly and can stall in extreme cases	Breakdown notice: Engine fault	Injectors 1 and 2, and 3 and 4, are connected to shared DME driver circuits. This means that diagnostic fault codes are always logged for both injectors, although usually only one is defective. When interchanging positions use injectors operated by a DME driver circuit that only activates one injector
MEV017.2-BN2020	0x111022	1118242	Injector, cylinder 3, high-voltage side, activation: coil-winding short circuit	The diagnostic function monitors control-activation of the injector's high-voltage side.	P3154	Cylinder 3 High Pressure Injector High Side Shorted to Coil	Injector High Side	Shorted Coil	The fault is recognized when a short circuit between the high and low-voltage sides is present. Potential problem source(s): - Defective wiring harness - Defective injector - Defective DME	The diagnostic fault code is entered when the fault occurs 3 times in sequence with no interruption on a single cylinder.	none	Voltage condition: - Onboard elect	None	- None	NO	none	N	- Defective wiring harness - Defective injector - Defective DME	- Check wiring harness between DME and injectors 3 and 4 - Replace injector 4, if the defect remains present respond by switching the new injector to cylinder 3. - Replace DME only if the fault remains present continuously	- ECE emissions warning lamp: on - ECE electronic engine power reduction: on - CC message: on - US emissions warning lamp: on - US electronic engine power reduction: on - CC message: on	none	Possible apparent symptoms: Engine runs roughly and can stall in extreme cases	Breakdown notice: Engine fault	Injectors 1 and 2, and 3 and 4, are connected to shared DME driver circuits. This means that diagnostic fault codes are always logged for both injectors, although usually only one is defective.
MEV017.2-BN2020	0x111023	1118243	Injector, cylinder 4, high-voltage side, activation: coil-winding short circuit	The diagnostic function monitors control-activation of the injector's high-voltage side.	P3157	Cylinder 4 High Pressure Injector High Side Shorted to Coil	Injector High Side	Shorted Coil	The fault is recognized when a short circuit between the high and low-voltage sides is present. Potential problem source(s): - Defective wiring harness - Defective injector - Defective DME	The diagnostic fault code is entered when the fault occurs 3 times in sequence with no interruption on a single cylinder.	none	Voltage condition: - Onboard elect	None	- None	NO	none	N	- Defective wiring harness - Defective injector - Defective DME	- Check wiring harness between DME and injectors 4 and 3, replace injector 4, if fault remains switch the new injector to cylinder 3 - Replace DME only if the fault remains continuously	- ECE emissions warning lamp: on - ECE electronic engine power reduction: on - CC message: on - US emissions warning lamp: on - US electronic engine power reduction: on - CC message: on	none	Possible apparent symptoms: Engine runs roughly and can stall in extreme cases	Breakdown notice: Engine fault	Injectors 1 and 6, and 3 and 4, are connected to shared DME driver circuits. This means that diagnostic fault codes are always logged for both injectors, although usually only one is defective. When interchanging positions use injectors operated by a DME driver circuit that only activates one injector
MEV017.2-BN2020	0x111024	1118244	Injector, cylinder 5, high-voltage side, activation: coil-winding short circuit	The diagnostic function monitors control-activation of the injector's high-voltage side.	P3160	Cylinder 5 High Pressure Injector High Side Shorted to Coil	Injector High Side	Shorted Coil	The fault is recognized when a short circuit between the high and low-voltage sides is present. Potential problem source(s): - Defective wiring harness - Defective injector - Defective DME	The diagnostic fault code is entered when the fault occurs 3 times in sequence with no interruption on a single cylinder.	none	Voltage condition: - Onboard elect	None	- None	NO	none	N	- Defective wiring harness - Defective injector - Defective DME	- Check wiring harness between DME and injectors 3 and 4, replace injector 3, if fault remains switch the new injector to cylinder 4 - Replace DME only if the fault remains continuously	- ECE emissions warning lamp: on - ECE electronic engine power reduction: on - CC message: on - US emissions warning lamp: on - US electronic engine power reduction: on - CC message: on	none	Possible apparent symptoms: Engine runs roughly and can stall in extreme cases	Breakdown notice: Engine fault	Injectors 1 and 2, and 3 and 4, are connected to shared DME driver circuits. This means that diagnostic fault codes are always logged for both injectors, although usually only one is defective.
MEV017.2-BN2020	0x111025	1118245	Injector, cylinder 6, high-voltage side, activation: coil-winding short circuit	The diagnostic function monitors control-activation of the injector's high-voltage side.	P3163	Cylinder 6 High Pressure Injector High Side Shorted to Coil	Injector High Side	Shorted Coil	The fault is recognized when a short circuit between the high and low-voltage sides is present. Potential problem source(s): - Defective wiring harness - Defective injector - Defective DME	The diagnostic fault code is entered when the fault occurs 3 times in sequence with no interruption on a single cylinder.	none	Voltage condition: - Onboard elect	None	- None	NO	none	N	- Defective wiring harness - Defective injector - Defective DME	- Check wiring harness between DME and injectors 1 and 2, replace injector 2, if fault remains switch the new injector to cylinder 1 - Replace DME only if the fault remains continuously	- ECE emissions warning lamp: on - ECE electronic engine power reduction: on - CC message: on - US emissions warning lamp: on - US electronic engine power reduction: on - CC message: on	none	Possible apparent symptoms: Engine runs roughly and can stall in extreme cases	Breakdown notice: Engine fault	Injectors 1 and 2, and 3 and 4, are connected to shared DME driver circuits. This means that diagnostic fault codes are always logged for both injectors, although usually only one is defective.
MEV017.2-BN2020	0x111030	1118256	Injector, cylinder 1, low-voltage side, activation: booster time window	The diagnostic function monitors control-activation of the injector's low-voltage side.	P3103	Cylinder 1 High Pressure Injector Low Side Booster Time Error	Injector Low Side	Booster Time Error	The fault is recognized when the current rises too slowly. Potential problem source(s): - Defective wiring harness - Defective injector - Defective DME	If the fault occurs on the same cylinder 3 times in an uninterrupted sequence, plus the debounce time of 0.5 sec., the diagnostic fault code is logged.	Terminal 15	Voltage condition: - Onboard elect	None	- None	NO	none	N	- Defective wiring harness - Defective injector - Defective DME	- Check wiring harness between DME and injectors 1 and 2, replace injector 1, if fault remains switch the new injector to cylinder 2 - Replace the DME control module only if the fault is still present continuously	- ECE emissions warning lamp: on - ECE electronic engine power reduction: on - CC message: on - US emissions warning lamp: off - US electronic engine power reduction: off - CC message: on	none	Possible apparent symptoms: Engine runs roughly	Breakdown notice: Engine fault	Injectors 1 and 2, and 3 and 4, are connected to shared DME driver circuits. This means that diagnostic fault codes are always logged for both injectors, although usually only one is defective.
MEV017.2-BN2020	0x111031	1118257	Injector, cylinder 2, low-voltage side, activation: booster time window	The diagnostic function monitors control-activation of the injector's low-voltage side.	P3107	Cylinder 2 High Pressure Injector Low Side Booster Time Error	Injector Low Side	Booster Time Error	The fault is recognized when the current rises too slowly. Potential problem source(s): - Defective wiring harness - Defective injector - Defective DME	If the fault occurs on the same cylinder 3 times in an uninterrupted sequence, plus the debounce time of 0.5 sec., the diagnostic fault code is logged.	Terminal 15	Voltage condition: - Onboard elect	None	- None	NO	none	N	- Defective wiring harness - Defective injector - Defective DME	- Check wiring harness between DME and injectors 1 and 6, replace injector 6, if fault remains switch the new injector to cylinder 1 - Replace DME only if the fault remains continuously	- ECE emissions warning lamp: on - ECE electronic engine power reduction: on - CC message: on - US emissions warning lamp: off - US electronic engine power reduction: off - CC message: on	none	Possible apparent symptoms: Engine runs roughly	Breakdown notice: Engine fault	Injectors 1 and 6, and 3 and 4, are connected to shared DME driver circuits. This means that diagnostic fault codes are always logged for both injectors, although usually only one is defective. When interchanging positions use injectors operated by a DME driver circuit that only activates one injector
MEV017.2-BN2020	0x111032	1118258	Injector, cylinder 3, low-voltage side, activation: booster time window	The diagnostic function monitors control-activation of the injector's low-voltage side.	P3111	Cylinder 3 High Pressure Injector Low Side Booster Time Error	Injector Low Side	Booster Time Error	The fault is recognized when the current rises too slowly. Potential problem source(s): - Defective wiring harness - Defective injector - Defective DME	If the fault occurs on the same cylinder 3 times in an uninterrupted sequence, plus the debounce time of 0.5 sec., the diagnostic fault code is logged.	Terminal 15	Voltage condition: - Onboard elect	None	- None	NO	none	N	- Defective wiring harness - Defective injector - Defective DME	- Check wiring harness between DME and injectors 3 and 4 - Replace injector 4, if the defect remains present respond by switching the new injector to cylinder 3. - Replace DME only if the fault remains present continuously	- ECE emissions warning lamp: on - ECE electronic engine power reduction: on - CC message: on - US emissions warning lamp: off - US electronic engine power reduction: off - CC message: on	none	Possible apparent symptoms: Engine runs roughly	Breakdown notice: Engine fault	Injectors 1 and 2, and 3 and 4, are connected to shared DME driver circuits. This means that diagnostic fault codes are always logged for both injectors, although usually only one is defective.
MEV017.2-BN2020	0x111033	1118259	Injector, cylinder 4, low-voltage side, activation: booster time window	The diagnostic function monitors control-activation of the injector's low-voltage side.	P3115	Cylinder 4 High Pressure Injector Low Side Booster Time Error	Injector Low Side	Booster Time Error	The fault is recognized when the current rises too slowly. Potential problem source(s): - Defective wiring harness - Defective injector - Defective DME	If the fault occurs on the same cylinder 3 times in an uninterrupted sequence, plus the debounce time of 0.5 sec., the diagnostic fault code is logged.	Terminal 15	Voltage condition: - Onboard elect	None	- None	NO	none	N	- Defective wiring harness - Defective injector - Defective DME	- Check wiring harness between DME and injectors 3 and 4 - Replace injector 4, if the defect remains present respond by switching the new injector to cylinder 3. - Replace DME only if the fault remains present continuously	- ECE emissions warning lamp: on - ECE electronic engine power reduction: on - CC message: on - US emissions warning lamp: off - US electronic engine power reduction: off - CC message: on	none	Possible apparent symptoms: Engine runs roughly	Breakdown notice: Engine fault	Injectors 1 and 2, and 3 and 4, are connected to shared DME driver circuits. This means that diagnostic fault codes are always logged for both injectors, although usually only one is defective.
MEV017.2-BN2020	0x111034	1118260	Injector, cylinder 5, low-voltage side, activation: booster time window	The diagnostic function monitors control-activation of the injector's low-voltage side.	P3119	Cylinder 5 High Pressure Injector Low Side Booster Time Error	Injector Low Side	Booster Time Error	The fault is recognized when the current rises too slowly. Potential problem source(s): - Defective wiring harness - Defective injector - Defective DME	If the fault occurs on the same cylinder 3 times in an uninterrupted sequence, plus the debounce time of 0.5 sec., the diagnostic fault code is logged.	Terminal 15	Voltage condition: - Onboard elect	None	- None	NO	none	N	- Defective wiring harness - Defective injector - Defective DME	- Check wiring harness between DME and injectors 3 and 4, replace injector 3, if fault remains switch the new injector to cylinder 4 - Replace DME only if the fault remains continuously	- ECE emissions warning lamp: on - ECE electronic engine power reduction: on - CC message: on - US emissions warning lamp: off - US electronic engine power reduction: off - CC message: on	none	Possible apparent symptoms: Engine runs roughly	Breakdown notice: Engine fault	Injectors 1 and 2, and 3 and 4, are connected to shared DME driver circuits. This means that diagnostic fault codes are always logged for both injectors, although usually only one is defective.
MEV017.2-BN2020	0x111035	1118261	Injector, cylinder 6, low-voltage side, activation: booster time window	The diagnostic function monitors control-activation of the injector's low-voltage side.	P3123	Cylinder 6 high Pressure Injector Low Side Booster Time Error	Injector Low Side	Booster Time Error	The fault is recognized when the current rises too slowly. Potential problem source(s): - Defective wiring harness - Defective injector - Defective DME	If the fault occurs on the same cylinder 3 times in an uninterrupted sequence, plus the debounce time of 0.5 sec., the diagnostic fault code is logged.	Terminal 15	Voltage condition: - Onboard elect	None	- None	NO	none	N	- Defective wiring harness - Defective injector - Defective DME	- Check wiring harness between DME and injectors 1 and 2, replace injector 2, if fault remains switch the new injector to cylinder 1 - Replace DME only if the fault remains continuously	- ECE emissions warning lamp: on - ECE electronic engine power reduction: on - CC message: on - US emissions warning lamp: off - US electronic engine power reduction: off - CC message: on	none	Possible apparent symptoms: Engine runs roughly	Breakdown notice: Engine fault	Injectors 1 and 2, and 3 and 4, are connected to shared DME driver circuits. This means that diagnostic fault codes are always logged for both injectors, although usually only one is defective.
MEV017.2-BN2020	0x111040	1118272	Injector, cylinder 1, low-voltage side, activation: open circuit	The diagnostic function monitors control-activation of the injector's low-voltage side.	P3100	Cylinder 1 High Pressure Injector Low Side Circuit Open	Injector Low Side	Open Circuit	The fault is recognized when an open wire is present. Potential problem source(s): - Defective wiring harness - Defective injector - Defective DME	The diagnostic fault code is entered when the fault occurs 3 times in sequence with no interruption on a single cylinder.	Terminal 15	Voltage condition: - Onboard elect	None	- None	NO	none	N	- Defective wiring harness - Defective injector - Defective DME	- Check wiring harness between DME and injectors 1 and 2, replace injector 1, if fault remains switch the new injector to cylinder 2 - Replace the DME control module only if the fault is still present continuously	- ECE emissions warning lamp: on - ECE electronic engine power reduction: on - CC message: on - US emissions warning lamp: on - US electronic engine power reduction: on - CC message: on	none	Possible apparent symptoms: Engine runs roughly and can stall in extreme cases	Breakdown notice: Engine fault	Injectors 1 and 2, and 3 and 4, are connected to shared DME driver circuits. This means that diagnostic fault codes are always logged for both injectors, although usually only one is defective.
MEV017.2-BN2020	0x111041	1118273	Injector, cylinder 2, low-voltage side, activation: open circuit	The diagnostic function monitors control-activation of the injector's low-voltage side.	P3104	Cylinder 2 High Pressure Injector Low Side Circuit Open	Injector Low Side	Open Circuit	The fault is recognized when an open wire is present. Potential problem source(s): - Defective wiring harness - Defective injector - Defective DME	The diagnostic fault code is entered when the fault occurs 3 times in sequence with no interruption on a single cylinder.	Terminal 15	Voltage condition: - Onboard elect	None	- None	NO	none	N	- Defective wiring harness - Defective injector - Defective DME	- Inspect wiring harness between DME and injector 2, replace injector 2. - Replace DME only if the fault remains continuously	- ECE emissions warning lamp: on - ECE electronic engine power reduction: on - CC message: on - US emissions warning lamp: on - US electronic engine power reduction: on - CC message: on	none	Possible apparent symptoms: Engine runs roughly and can stall in extreme cases	Breakdown notice: Engine fault	Injectors 1 and 6, and 3 and 4, are connected to shared DME driver circuits. This means that diagnostic fault codes are always logged for both injectors, although usually only one is defective. When interchanging positions use injectors operated by a DME driver circuit that only activates one injector
MEV017.2-			Injector, cylinder 3, low-voltage side, activation: open	The diagnostic function monitors control-activation of		Cylinder 3 High Pressure Injector Low Side Circuit			The fault is recognized when an open wire is present. Potential problem source(s): - Defective wiring harness - Defective injector	The diagnostic fault code is entered when the fault occurs 3 times in sequence with no		Voltage condition: - Onboard elect						- Defective wiring harness - Defective injector	- Check wiring harness between DME and injectors 3 and 4 - Replace injector 4, if the defect remains present respond by switching the new injector to cylinder 3. - Replace DME only if the fault remains present	- ECE emissions warning lamp: on - ECE electronic engine power reduction: on - CC message: on - US emissions warning lamp: on - US electronic engine power reduction: on		Possible apparent symptoms:	Breakdown notice:	Injectors 1 and 2, and 3 and 4, are connected to shared DME driver circuits. This means that diagnostic fault codes are always logged for both injectors,

MEVD17.2-BN2020	0x111043	1118275	Injector, cylinder 4, low-voltage side, activation: open circuit	The diagnostic function monitors control-activation of the injector's low-voltage side.	P3112	Cylinder 4 High Pressure Injector Low Side Circuit Open	Injector Low Side	Open Circuit	The fault is recognized when an open wire is present. Potential problem source(s): - Defective wiring harness - Defective injector - Defective DME	The diagnostic fault code is entered when the fault occurs 3 times in sequence with no interruption on a single cylinder.	Terminal 15	Voltage condition: - Onboard elect	None	- None	NO	none	N	- Defective wiring harness - Defective injector - Defective DME	- Check wiring harness between DME and injectors 4 and 3, replace injector 4, if fault remains switch the new injector to cylinder 3 - Replace DME only if the fault remains continuously	- ECE emissions warning lamp: on - ECE electronic engine power reduction: on - CC message: on - US emissions warning lamp: on - US electronic engine power reduction: on - CC message: on	none	Possible apparent symptoms: Engine runs roughly and can stall in extreme cases	Breakdown notice: Engine fault	Injectors 1 and 6, and 3 and 4, are connected to shared DME driver circuits. This means that diagnostic fault codes are always logged for both injectors, although usually only one is defective. When interchanging positions use injectors operated by a DME driver circuit that only activates one injector!
MEVD17.2-BN2020	0x111044	1118276	Injector, cylinder 5, low-voltage side, activation: open circuit	The diagnostic function monitors control-activation of the injector's low-voltage side.	P3116	Cylinder 5 High Pressure Injector Low Side Circuit Open	Injector Low Side	Open Circuit	The fault is recognized when an open wire is present. Potential problem source(s): - Defective wiring harness - Defective injector - Defective DME	The diagnostic fault code is entered when the fault occurs 3 times in sequence with no interruption on a single cylinder.	Terminal 15	Voltage condition: - Onboard elect	None	- None	NO	none	N	- Defective wiring harness - Defective injector - Defective DME	- Inspect wiring harness between DME and injector 5, replace injector 5. - Replace DME only if the fault remains continuously	- ECE emissions warning lamp: on - ECE electronic engine power reduction: on - CC message: on - US emissions warning lamp: on - US electronic engine power reduction: on - CC message: on	none	Possible apparent symptoms: Engine runs roughly and can stall in extreme cases	Breakdown notice: Engine fault	Injectors 1 and 6, and 3 and 4, are connected to shared DME driver circuits. This means that diagnostic fault codes are always logged for both injectors, although usually only one is defective. When interchanging positions use injectors operated by a DME driver circuit that only activates one injector!
MEVD17.2-BN2020	0x111045	1118277	Injector, cylinder 6, low-voltage side, activation: open circuit	The diagnostic function monitors control-activation of the injector's low-voltage side.	P3120	Cylinder 6 High Pressure Injector Low Side Circuit Open	Injector Low Side	Open Circuit	The fault is recognized when an open wire is present. Potential problem source(s): - Defective wiring harness - Defective injector - Defective DME	The diagnostic fault code is entered when the fault occurs 3 times in sequence with no interruption on a single cylinder.	Terminal 15	Voltage condition: - Onboard elect	None	- None	NO	none	N	- Defective wiring harness - Defective injector - Defective DME	- Check wiring harness between DME and injectors 1 and 6, replace injector 6, if fault remains switch the new injector to cylinder 1 - Replace DME only if the fault remains continuously	- ECE emissions warning lamp: on - ECE electronic engine power reduction: on - CC message: on - US emissions warning lamp: on - US electronic engine power reduction: on - CC message: on	none	Possible apparent symptoms: Engine runs roughly and can stall in extreme cases	Breakdown notice: Engine fault	Injectors 1 and 6, and 3 and 4, are connected to shared DME driver circuits. This means that diagnostic fault codes are always logged for both injectors, although usually only one is defective. When interchanging positions use injectors operated by a DME driver circuit that only activates one injector!
MEVD17.2-BN2020	0x111110	1118480	DME, internal fault, HDEV output-stage module 1: SPI communication faulty	The diagnostic function monitors the driver circuit responsible for activating the injector.	P16A5	Control Module Multiple Output Stage SPI-Bus Communication Error	ECM	Multiple Output Stage	The fault is recognized when communications with the driver circuit that activates the injector break down. Potential problem source(s): - DME defective	This fault is logged in the control module's fault memory immediately.	none	Voltage condition: - Onboard elect	None	- None	NO	none	N	- DME defective	- Only replace the DME if the fault remains present continuously or if the fault frequency is greater than 3	- ECE emissions warning lamp: on - ECE electronic engine power reduction: on - CC message: on - US emissions warning lamp: on - US electronic engine power reduction: on - CC message: on	none	Possible apparent symptoms: - Engine runs poorly with power loss - Breakdown in extreme cases	Breakdown notice: - none	- none
MEVD17.2-BN2020	0x111111	1118481	DME, internal fault, HDEV output-stage module 2: SPI communication faulty	The diagnostic function monitors the driver circuit responsible for activating the injector.	P16A5	Control Module Multiple Output Stage SPI-Bus Communication Error	ECM	Multiple Output Stage	The fault is recognized when communications with the driver circuit that activates the injector break down. Potential problem source(s): - DME defective	This fault is logged in the control module's fault memory immediately.	Terminal 15	Voltage condition: - Onboard elect	None	- None	NO	none	N	- DME defective	- Only replace the DME if the fault remains present continuously or if the fault frequency is greater than 3	- ECE emissions warning lamp: on - ECE electronic engine power reduction: on - CC message: on - US emissions warning lamp: on - US electronic engine power reduction: on - CC message: on	none	Possible apparent symptoms: - Engine runs poorly with power loss - Breakdown in extreme cases	Breakdown notice: - none	- none
MEVD17.2-BN2020	0x111112	1118482	DME, internal fault, HDEV output-stage module 1: SPI communication implausible	The diagnostic function monitors the driver circuit responsible for activating the injector.	P16A5	Control Module Multiple Output Stage SPI-Bus Communication Error	ECM	Multiple Output Stage	The fault is recognized when communications with the driver circuit that activates the injector break down. Potential problem source(s): - DME defective	This fault is logged in the control module's fault memory immediately.	none	Voltage condition: - Onboard elect	None	- None	NO	none	N	- DME defective	- Only replace the DME if the fault remains present continuously or if the fault frequency is greater than 3	- ECE emissions warning lamp: on - ECE electronic engine power reduction: on - CC message: on - US emissions warning lamp: on - US electronic engine power reduction: on - CC message: on	none	Possible apparent symptoms: - Engine runs poorly with power loss - Breakdown in extreme cases	Breakdown notice: - none	- none
MEVD17.2-BN2020	0x111113	1118483	DME, internal fault, HDEV output-stage module 2: SPI communication implausible	The diagnostic function monitors the driver circuit responsible for activating the injector.	P16A5	Control Module Multiple Output Stage SPI-Bus Communication Error	ECM	Multiple Output Stage	The fault is recognized when communications with the driver circuit that activates the injector break down. Potential problem source(s): - DME defective	This fault is logged in the control module's fault memory immediately.	Terminal 15	Voltage condition: - Onboard elect	None	- None	NO	none	N	- DME defective	- Only replace the DME if the fault remains present continuously or if the fault frequency is greater than 3	- ECE emissions warning lamp: on - ECE electronic engine power reduction: on - CC message: on - US emissions warning lamp: on - US electronic engine power reduction: on - CC message: on	none	Possible apparent symptoms: - Engine runs poorly with power loss - Breakdown in extreme cases	Breakdown notice: - none	- none
MEVD17.2-BN2020	0x111114	1118484	DME, internal fault, HDEV output-stage module 1: SPI communication, signal error	The diagnostic function monitors the driver circuit responsible for activating the injector.	P16A5	Control Module Multiple Output Stage SPI-Bus Communication Error	ECM	Multiple Output Stage	The fault is recognized when communications with the driver circuit that activates the injector break down. Potential problem source(s): - DME defective	This fault is logged in the control module's fault memory immediately.	none	Voltage condition: - Onboard elect	None	- None	NO	none	N	- DME defective	- Only replace the DME if the fault remains present continuously or if the fault frequency is greater than 3	- ECE emissions warning lamp: on - ECE electronic engine power reduction: on - CC message: on - US emissions warning lamp: on - US electronic engine power reduction: on - CC message: on	none	Possible apparent symptoms: - Engine runs poorly with power loss - Breakdown in extreme cases	Breakdown notice: - none	- none
MEVD17.2-BN2020	0x111115	1118485	DME, internal fault, HDEV output-stage module 2: SPI communication, signal error	The diagnostic function monitors the driver circuit responsible for activating the injector.	P16A5	Control Module Multiple Output Stage SPI-Bus Communication Error	ECM	Multiple Output Stage	The fault is recognized when communications with the driver circuit that activates the injector break down. Potential problem source(s): - DME defective	This fault is logged in the control module's fault memory immediately.	Terminal 15	Voltage condition: - Onboard elect	None	- None	NO	none	N	- DME defective	- Only replace the DME if the fault remains present continuously or if the fault frequency is greater than 3	- ECE emissions warning lamp: on - ECE electronic engine power reduction: on - CC message: on - US emissions warning lamp: on - US electronic engine power reduction: on - CC message: on	none	Possible apparent symptoms: - Engine runs poorly with power loss - Breakdown in extreme cases	Breakdown notice: - none	- none
MEVD17.2-BN2020	0x113025	1126437	Injection systems, voltage supply: Short circuit to B+	The diagnostic function monitors the wire for the injector voltage supply from the overload-protection relay for ignition and injection for short circuits to positive.					The diagnostic fault code is logged when voltage is present at the DME input (E_U_INJ) although the relay has switched off. Potential problem source(s): - Defect at plug or in wiring harness between relay and DME - Relay defective - Defective DME	This fault is logged in the control module's fault memory immediately.	none	Voltage condition: - Onboard elect	None	- 8 sec. after deactivation of overlo	NO	U	N	- Defect at plug or in wiring harness between relay and DME - Relay defective - Defective DME	- Check plug and wiring harness between relay and DME - Replace relay - Replace DME	- ECE emissions warning lamp: off - ECE electronic engine power reduction: off - CC message: none - US emissions warning lamp: off - US electronic engine power reduction: off - CC message: none	none	Possible apparent symptoms: None	Breakdown notice: None	None
MEVD17.2-BN2020	0x113026	1126438	Injection systems, voltage supply: Short circuit to earth	The diagnostic function monitors the wire for the injector voltage supply from the overload-protection relay for ignition and injection for short circuits to ground.					The diagnostic fault code is logged when no voltage is present at the DME input (E_U_INJ) although the relay has switched on. Potential problem source(s): - Fuse defective - Defect at plug or in wiring harness between relay and DME - Relay defective - Defective DME	This fault is logged in the control module's fault memory immediately.	Terminal 15	Voltage condition: - Onboard elect	None	- None	NO	none	N	- Fuse defective - Defect at plug or in wiring harness between relay and DME - Relay defective - Defective DME	- Check fuse - Check plug and wiring harness between relay and DME - Replace relay - Replace DME	- ECE emissions warning lamp: off - ECE electronic engine power reduction: off - CC message: none - US emissions warning lamp: off - US electronic engine power reduction: off - CC message: none	none	Possible apparent symptoms: Non-starter	Breakdown notice: None	None
MEVD17.2-BN2020	0x113027	1126439	Injection systems, voltage supply: Line disconnection	The diagnostic function monitors the wire for the injector voltage supply from the overload-protection relay for ignition and injection for an open circuit.					The diagnostic fault code is logged when no voltage is present at the DME input (E_U_INJ) although the relay has switched on. Potential problem source(s): - Fuse defective - Defect at plug or in wiring harness between relay and DME - Relay defective - Defective DME	This fault is logged in the control module's fault memory immediately.	Terminal 15	Voltage condition: - Onboard elect	None	- None	NO	U	N	- Fuse defective - Defect at plug or in wiring harness between relay and DME - Relay defective - Defective DME	- Check fuse - Check plug and wiring harness between relay and DME - Replace relay - Replace DME	- ECE emissions warning lamp: off - ECE electronic engine power reduction: off - CC message: none - US emissions warning lamp: off - US electronic engine power reduction: off - CC message: none	none	Possible apparent symptoms: Non-starter	Breakdown notice: None	None
MEVD17.2-BN2020	0x118001	1146881			P0171	System Too Lean (Bank 1)	Fuel System	All Load Ranges																		
MEVD17.2-BN2020	0x118001	1146881			P2177	System Too Lean Off idle (Bank 1)	Fuel System	Off idle																		
MEVD17.2-BN2020	0x118002	1146882			P0172	System Too Rich (Bank 1)	Fuel System	All Load Ranges																		
MEVD17.2-BN2020	0x118002	1146882			P2178	System Too Rich Off idle (Bank 1)	Fuel System	Off idle																		
MEVD17.2-BN2020	0x118401	1147905			P0171	System Too Lean (Bank 1)	Fuel System	All Load Ranges																		
MEVD17.2-BN2020	0x118401	1147905			P306D	Fuel Supply Closed Loop Fuel Control, Upper Limit Exceeded	Fuel Supply	Closed Loop Fuel Control																		
MEVD17.2-BN2020	0x118402	1147906			P0172	System Too Rich (Bank 1)	Fuel System	All Load Ranges																		
MEVD17.2-BN2020	0x118402	1147906			P306E	Fuel Supply Closed Loop Fuel Control, Lower Limit Fallen Below	Fuel Supply	Closed Loop Fuel Control																		
MEVD17.2-BN2020	0x118601	1148417	Oxygen sensor before catalytic converter, fine mixture control: exhaust gas after catalytic converter too rich	The diagnostic function monitors the oxygen sensor behind the catalytic converter to determine whether it displays a consistent deviation.	P2097	Post Catalyst Fuel Trim System Too Rich (Bank 1)	Fuel System	Post Catalyst	The fault is recognized when the trim control on the oxygen sensor behind catalytic converter exceeds a level of negative 4%. Potential problem source(s): - Defective wiring harness - Leak in exhaust system on engine-side of catalytic converter - Oxygen sensor before catalytic converter defective - Oxygen sensor behind catalytic converter defective - Defective DME	The diagnostic fault code is logged when the fault remains present for longer than 10 min.	none	Voltage condition: - Onboard elect	Engine warmed to normal tempera	- None	NO	none	N	- Defective wiring harness - Leak in exhaust system on engine-side of catalytic converter - Oxygen sensor before catalytic converter defective - Oxygen sensor behind catalytic converter defective - Defective DME	- If faults related to mixture control are present repair these first - Conduct system test for oxygen sensors in wrong mutual positions - Check muffler unit before oxygen sensor behind catalytic converter for leaks - Check wiring harness between oxygen sensor and DME - Replace pre-catalyst oxygen sensor - Replace oxygen sensor behind catalytic converter - Replace DME	- ECE emissions warning lamp: on - ECE electronic engine power reduction: on - CC message: on - US emissions warning lamp: off - US electronic engine power reduction: off - CC message: none	Diagnosis depends on the trim controller adaptation. This is activated only under extremely constant steady-state operating conditions. This means that substantial periods can elapse before fault detection.	Possible apparent symptoms: - MIL lamp lights up after 2nd driving cycle - Higher exhaust emissions - Higher fuel consumption - Surge	Breakdown notice: Continued driving is possible, but because the oxygen sensor is not ready for closed-loop control, conversion of exhaust gases in the catalytic converter will be seriously impaired.	None
MEVD17.2-BN2020	0x118602	1148418	Oxygen sensor before catalytic converter, fine mixture control: exhaust gas after catalytic converter too lean	The diagnostic function monitors the oxygen sensor behind the catalytic converter to determine whether it displays a consistent deviation.	P2096	Post Catalyst Fuel Trim System Too Lean (Bank 1)	Fuel System	Post Catalyst	The fault is recognized when the trim control on the oxygen sensor behind the catalytic converter exceeds a level of positive 4%. Potential problem source(s): - Defective wiring harness - Leak in exhaust system on engine-side of catalytic converter - Oxygen sensor before catalytic converter defective - Oxygen sensor behind catalytic converter defective - Defective DME	The diagnostic fault code is logged when the fault remains present for longer than 10 min.	none	Voltage condition: - Onboard elect	Engine warmed to normal tempera	- None	NO	none	N	- Defective wiring harness - Leak in exhaust system on engine-side of catalytic converter - Oxygen sensor before catalytic converter defective - Oxygen sensor behind catalytic converter defective - Defective DME	- If faults related to mixture control are present repair these first - Conduct system test for oxygen sensors in wrong mutual positions - Check muffler unit before oxygen sensor behind catalytic converter for leaks - Check wiring harness between oxygen sensor and DME - Replace pre-catalyst oxygen sensor - Replace oxygen sensor behind catalytic converter - Replace DME	- ECE emissions warning lamp: on - ECE electronic engine power reduction: on - CC message: on - US emissions warning lamp: off - US electronic engine power reduction: off - CC message: none	Diagnosis depends on the trim controller adaptation. This is activated only under extremely constant steady-state operating conditions. This means that substantial periods can elapse before fault detection.	Possible apparent symptoms: - MIL lamp lights up after 2nd driving cycle - Higher exhaust emissions - Higher fuel consumption - Surge	Breakdown notice: Continued driving is possible, but because the oxygen sensor is not ready for closed-loop control, conversion of exhaust gases in the catalytic converter will be seriously impaired.	None
MEVD17.2-			Mixture adaptation, injector ageing: cylinder bank 1:	The diagnostic function monitors the mixture correction required to dial in the specified lambda		Fuel Trim, Injector Aging Long-Term Adaptation Too			The fault is recognized when the mixture correction rises above or falls below a fault threshold owing to the long-term adaptation value. Potential problem source(s): - Collateral fault caused by malfunction in mixture	None, adaptation is updated every 500 km, if the fault threshold is exceeded following the update the diagnostic fault						0x224046_STATUS_KLANNADAP		- Collateral fault caused by malfunction in mixture		- ECE emissions warning lamp: on - ECE electronic engine power reduction: on - CC message: on - US emissions warning lamp: off - US electronic engine power reduction: off		Possible apparent symptoms:	Breakdown notice: None, engine continues running without negative	

MEVD17.2-BN2020	0x118E91	1150465	Mixture adaptation, idle: mixture too lean	The diagnostic function monitors the air-fuel mixture at idle.	P2187	System Too Lean at Idle (Bank 1)	Fuel System	Idle	Data adoption/matching with Summary Table; as indicated PP -> ST Mass-airflow rate > 20 kgh Engine speed > 1600 rpm Potential problem source(s): - Diagnostic fault code logged owing to defective: - Oxygen sensor (pre-catalyst) - HFM - Injection nozzle - Intake-manifold pressure sensor - Leaks in and around induction system (positive crankcase ventilation, oil cap, oil dipstick, tank EVAP vent line, brake booster) - Leak in exhaust system (exhaust-side cylinder head to post-catalyst oxygen sensor) Fuel pressuply pump - Rail-pressure sensor - Camshaft position sensor - Intake-air temperature ...Poor-quality gasoline	The diagnostic fault code is logged when the fault remains present for longer than 1 min.	none	Voltage condition: - Onboard elect	None	- None	NO	- Mixture adaptation (ID: 0x5A85)	Y	- Diagnostic fault code logged owing to defective: - Oxygen sensor (pre-catalyst) - HFM - Injection nozzle - Intake-manifold pressure sensor - Leaks in and around induction system (positive crankcase ventilation, oil cap, oil dipstick, tank EVAP vent line, brake booster) - Leak in exhaust system (exhaust-side cylinder head to post-catalyst oxygen sensor) Fuel pre-supply pump - Rail-pressure sensor - Camshaft position sensor - Intake air temperature - Poor-quality gasoline	- Because this is a secondary fault, start by repairing the primary faults	- ECE emissions warning lamp: on - ECE electronic engine power reduction: on - CC message: on - US emissions warning lamp: off - US electronic engine power reduction: off - CC message: none	none	Possible apparent symptoms: Engine runs poorly with power loss	Breakdown notice: It is possible to continue driving the vehicle, but passing manoeuvers should not be attempted owing to the possible low engine output.	Always delete the mixture adaptation after repairing the problem source/
MEVD17.2-BN2020	0x118E92	1150466	Mixture adaptation, idle: mixture too rich	The diagnostic function monitors the air-fuel mixture at idle.	P2188	System Too Rich at Idle (Bank 1)	Fuel System	Idle	Data adoption/matching with Summary Table; as indicated PP -> ST Mass-airflow rate > 20 kgh Engine speed > 1600 rpm Potential problem source(s): - Diagnostic fault code logged owing to defective: - Oxygen sensor (pre-catalyst) - HFM - Injection nozzle - Intake-manifold pressure sensor - Leaks in and around induction system (positive crankcase ventilation, oil cap, oil dipstick, tank EVAP vent line, brake booster) - Leak in exhaust system (exhaust-side cylinder head to post-catalyst oxygen sensor) Fuel pressuply pump - Rail-pressure sensor - Camshaft position sensor - Intake-air temperature ...Poor-quality gasoline	The diagnostic fault code is logged when the fault remains present for longer than 1 min.	none	Voltage condition: - Onboard elect	None	- None	NO	- Mixture adaptation (ID: 0x5A85)	Y	- Diagnostic fault code logged owing to defective: - Oxygen sensor (pre-catalyst) - HFM - Injection nozzle - Intake-manifold pressure sensor - Leaks in and around induction system (positive crankcase ventilation, oil cap, oil dipstick, tank EVAP vent line, brake booster) - Leak in exhaust system (exhaust-side cylinder head to post-catalyst oxygen sensor) Fuel pre-supply pump - Rail-pressure sensor - Camshaft position sensor - Intake air temperature - Poor-quality gasoline	- Because this is a secondary fault, start by repairing the primary faults	- ECE emissions warning lamp: on - ECE electronic engine power reduction: on - CC message: on - US emissions warning lamp: off - US electronic engine power reduction: off - CC message: none	none	Possible apparent symptoms: Engine runs poorly with power loss	Breakdown notice: It is possible to continue driving the vehicle, but passing manoeuvers should not be attempted owing to the possible low engine output.	Always delete the mixture adaptation after repairing the problem source/
MEVD17.2-BN2020	0x118F20	1150782	Mixture adaptation, lower speed range: mixture at part load too lean	The diagnostic function monitors the mixture adaptation.	P2177	System Too Lean Off Idle (Bank 1)	Fuel System	Off Idle	The fault is recognized when the mixture is too lean and must be enriched by more than 25-30%, depending on load factor. Potential problem source(s): - Oxygen sensor before catalytic converter defective - Mass-airflow sensor defective - Defective injectors - Intake-manifold pressure sensor defective - Intake-air temperature sensor defective - Camshaft position sensor defective - Defect in high-pressure fuel system - Defect in low-pressure fuel system - Intake system leaking - Oil cap not sealing - Leak in exhaust system before oxygen sensor behind catalytic converter - Poor-quality gasoline	The diagnostic fault code is logged when the fault remains present for longer than 1 min.	none	Voltage condition: - Onboard elect	None	- None	START_SYSTEMCHECK_GRUND	- Mixture adaptation (ID: 0x5A85)	Y	- Oxygen sensor before catalytic converter defective - Mass-airflow sensor defective - Defective injectors - Intake-manifold pressure sensor defective - Intake-air temperature sensor defective - Camshaft position sensor defective - Defect in high-pressure fuel system - Defect in low-pressure fuel system - Leak in exhaust system before oxygen sensor behind catalytic converter - Poor-quality gasoline	- If additional faults related to the following components are present, process these first: Pre-catalyst oxygen sensor, mass-airflow sensor, intake-manifold pressure sensor, intake-air temperature sensor, camshaft position sensor, high-pressure fuel system, low-pressure fuel system Check air-induction system for leaks (also checking the following components: Positive crankcase ventilation, oil cap, tank evaporative emissions system) - Check exhaust system for leaks - Replace injectors	- ECE emissions warning lamp: on - ECE electronic engine power reduction: on - CC message: on - US emissions warning lamp: off - US electronic engine power reduction: off - CC message: none	none	Possible apparent symptoms: - Engine runs poorly	Breakdown notice: - Loss of power	- Delete mixture adaptations following repair
MEVD17.2-BN2020	0x118F21	1150783	Mixture adaptation, lower speed range: mixture at part load too rich	The diagnostic function monitors the mixture adaptation.	P2178	System Too Rich Off Idle (Bank 1)	Fuel System	Off Idle	The fault is recognized when the mixture is too rich and must be leaned out by more than 25-30%, depending on load factor. Potential problem source(s): - Oxygen sensor before catalytic converter defective - Mass-airflow sensor defective - Defective injectors - Intake-manifold pressure sensor defective - Intake-air temperature sensor defective - Camshaft position sensor defective - Defect in high-pressure fuel system - Defect in low-pressure fuel system - Leak in exhaust system before oxygen sensor behind catalytic converter - Poor-quality gasoline	The diagnostic fault code is logged when the fault remains present for longer than 1 min.	none	Voltage condition: - Onboard elect	None	- None	START_SYSTEMCHECK_GRUND	- Mixture adaptation (ID: 0x5A85)	Y	- Oxygen sensor before catalytic converter defective - Mass-airflow sensor defective - Defective injectors - Intake-manifold pressure sensor defective - Intake-air temperature sensor defective - Camshaft position sensor defective - Defect in high-pressure fuel system - Defect in low-pressure fuel system - Leak in exhaust system before oxygen sensor behind catalytic converter - Poor-quality gasoline	- If additional faults related to the following components are present, process these first: Pre-catalyst oxygen sensor, mass-airflow sensor, intake-manifold pressure sensor, intake-air temperature sensor, camshaft position sensor, high-pressure fuel system, low-pressure fuel system Check exhaust system for leaks - Replace injectors	- ECE emissions warning lamp: on - ECE electronic engine power reduction: on - CC message: on - US emissions warning lamp: off - US electronic engine power reduction: off - CC message: none	none	Possible apparent symptoms: - none	Breakdown notice: - none	- Delete mixture adaptations following repair
MEVD17.2-BN2020	0x119001	1150977	Rail-pressure sensor, electrical: Short circuit to B+	The diagnosis function monitors the upper voltage limit of the rail-pressure sensor.	P0193	Fuel Rail Pressure Sensor 'A' Circuit High	Fuel Regulators / Valves / Sensors	Fuel Rail Pressure Sensor	The fault is recognized when the voltage of the rail-pressure sensor exceeds 4.6 V. Potential problem source(s): - Defect in wiring harness between DME and rail-pressure sensor - Defective rail-pressure sensor - Defective DME	This fault is logged in the control module's fault memory immediately.	Terminal 15	Voltage condition: - Onboard elect	None	- None	NO	Read test data block: ID 5876	N	- Defect in wiring harness between DME and rail-pressure sensor - Defective rail-pressure sensor - Defective DME	- Check wiring harness between DME and rail-pressure sensor - Replace rail-pressure sensor - Replace DME	- ECE emissions warning lamp: on - ECE electronic engine power reduction: on - CC message: on - US emissions warning lamp: on - US electronic engine power reduction: on - CC message: on	none	Possible apparent symptoms: Reduced power	Breakdown notice: Standard EML Text	None
MEVD17.2-BN2020	0x119002	1150978	Rail-pressure sensor, electric: short circuit to ground	The diagnostic function monitors the rail-pressure sensor's lower voltage limit.	P0192	Fuel Rail Pressure Sensor 'A' Circuit Low	Fuel Regulators / Valves / Sensors	Fuel Rail Pressure Sensor	The fault is recognized when the voltage of the rail-pressure sensor is less than 0.2 V. Potential problem source(s): - Defect in wiring harness between DME and rail-pressure sensor - Defective rail-pressure sensor - Defective DME	This fault is logged in the control module's fault memory immediately.	Terminal 15	Voltage condition: - Onboard elect	None	- None	NO	Read test data block: ID 5876	N	- Defect in wiring harness between DME and rail-pressure sensor - Defective rail-pressure sensor - Defective DME	- Check wiring harness between DME and rail-pressure sensor - Replace rail-pressure sensor - Replace DME	- ECE emissions warning lamp: on - ECE electronic engine power reduction: on - CC message: on - US emissions warning lamp: on - US electronic engine power reduction: on - CC message: on	none	Possible apparent symptoms: Reduced power	Breakdown notice: Standard EML Text	None
MEVD17.2-BN2020	0x119201	1151489	Fuel low-pressure sensor, electric: short circuit to positive	The diagnostic function monitors the upper voltage limit of the low-pressure sensor.	P2542	Low Pressure Fuel System Sensor Circuit High			The fault is recognized when the voltage of the low-pressure sensor is > 3.6 V. Potential problem source(s): - Wiring harness between DME and low-pressure sensor - Defect in low-pressure sensor - Defective DME	This fault is logged in the control module's fault memory immediately.	Terminal 15	Voltage condition: - Onboard elect	None	- None	NO	Read test data block: ID 59F4	N	- Wiring harness between DME and low-pressure sensor - Defect in low-pressure sensor - Defective DME	- Check wiring harness between DME and low-pressure sensor - Replace low-pressure sensor - Replace DME	- ECE emissions warning lamp: off - ECE electronic engine power reduction: off - CC message: none - US emissions warning lamp: off - US electronic engine power reduction: off - CC message: none	none	Possible apparent symptoms: None	Breakdown notice: None	None
MEVD17.2-BN2020	0x119202	1151490	Fuel low-pressure sensor, electrical: Short to earth	The diagnostic function monitors the lower voltage limit of the low-pressure sensor.	P2541	Low Pressure Fuel System Sensor Circuit Low			The fault is recognized when the voltage of the low-pressure sensor is < 0.3 V. Potential problem source(s): - Wiring harness between DME and low-pressure sensor - Defect in low-pressure sensor - Defective DME	This fault is logged in the control module's fault memory immediately.	Terminal 15	Voltage condition: - Onboard elect	None	- None	NO	Read test data block: ID 59F4	N	- Wiring harness between DME and low-pressure sensor - Defect in low-pressure sensor - Defective DME	- Check wiring harness between DME and low-pressure sensor - Replace low-pressure sensor - Replace DME	- ECE emissions warning lamp: off - ECE electronic engine power reduction: off - CC message: none - US emissions warning lamp: off - US electronic engine power reduction: off - CC message: none	none	Possible apparent symptoms: None	Breakdown notice: None	None
MEVD17.2-BN2020	0x119301	1151745	Rail-pressure sensor, voltage test: upper threshold exceeded	The diagnostic function monitors the voltage of the rail-pressure sensor.	P10CE	Fuel Rail Pressure Sensor 'A' Voltage Too High	Fuel Regulators / Valves / Sensors	Fuel Rail Pressure Sensor	The fault is recognized when the voltage of the rail-pressure sensor is between 4.1 V and 4.8 V. Potential problem source(s): - Defect in wiring harness between DME and rail-pressure sensor - Defective rail-pressure sensor - Defect in high-pressure system - Defective DME	This fault is logged in the control module's fault memory immediately.	none	Voltage condition: - Onboard elect	None	- None	NO	Read test data block: ID 5876	N	- Defect in wiring harness between DME and rail-pressure sensor - Defective rail-pressure sensor - Defect in high-pressure system - Defective DME	- Check wiring harness between DME and rail-pressure sensor - Replace rail-pressure sensor - Repair problem in high-pressure fuel system - Replace DME	- ECE emissions warning lamp: on - ECE electronic engine power reduction: on - CC message: on - US emissions warning lamp: on - US electronic engine power reduction: on - CC message: on	Active in US only	Possible apparent symptoms: Reduced power	Breakdown notice: Standard EML Text	None
MEVD17.2-BN2020	0x119302	1151746	Rail-pressure sensor, voltage test: lower threshold undershot	The diagnostic function monitors the voltage of the rail-pressure sensor.	P10CF	Fuel Rail Pressure Sensor 'A' Voltage Too Low	Fuel Regulators / Valves / Sensors	Fuel Rail Pressure Sensor	The fault is recognized when the voltage of the rail-pressure sensor is between 0.2 V and 0.52 V. Potential problem source(s): - Defect in wiring harness between DME and rail-pressure sensor - Defective rail-pressure sensor - Defect in high-pressure system - Defective DME	The diagnostic fault code is logged when the fault remains present for longer than 1 min.	Terminal 15	Voltage condition: - Onboard elect	None	- None	NO	Read test data block: ID 5876	N	- Defect in wiring harness between DME and rail-pressure sensor - Defective rail-pressure sensor - Defect in high-pressure system - Defective DME	- Check wiring harness between DME and rail-pressure sensor - Replace rail-pressure sensor - Repair problem in high-pressure fuel system - Replace DME	- ECE emissions warning lamp: on - ECE electronic engine power reduction: on - CC message: on - US emissions warning lamp: on - US electronic engine power reduction: on - CC message: on	Active in US only	Possible apparent symptoms: Reduced power	Breakdown notice: Standard EML Text	None
MEVD17.2-BN2020	0x119304	1151748	Rail pressure sensor, plausibility: Maximum pressure exceeded	The diagnostic function monitors the fuel rail for excessive pressure levels prior to the engine start.	P0088	Fuel Rail/System Pressure - Too High	Fuel Regulators / Valves / Sensors	Fuel Rail Pressure	The fault is recognized when the relative rail pressure prior to engine start is >10 bar, and a mixture fault or fuel high-pressure circuit fault appears following the engine start. Potential problem source(s): - Defect in wiring harness between DME and rail-pressure sensor - Defective rail-pressure sensor - Defect in high-pressure system - Defective DME	The diagnostic fault code is logged when the fault remains present for longer than 1 min.	none	Voltage condition: - Onboard elect	Engine warmed to normal tempe	- 10 sec. after engine start	NO	Read test data block: ID 5876	N	- Defect in wiring harness between DME and rail-pressure sensor - Defective rail-pressure sensor - Defect in high-pressure system - Defective DME	- Check wiring harness between DME and rail-pressure sensor - Replace rail-pressure sensor - Repair problem in high-pressure fuel system - Replace DME	- ECE emissions warning lamp: on - ECE electronic engine power reduction: on - CC message: on - US emissions warning lamp: on - US electronic engine power reduction: on - CC message: on	Active in US only	Possible apparent symptoms: Reduced power	Breakdown notice: Standard EML Text	None
MEVD17.2-BN2020	0x119308	1151752	Rail pressure sensor, plausibility: Minimum pressure undershot	The diagnostic function monitors the rail pressure to determine whether it drops too low during engine operation.	P0087	Fuel Rail/System Pressure - Too Low	Fuel Regulators / Valves / Sensors	Fuel Rail Pressure	The fault is recognized when the relative rail pressure during engine operation is > 40 bar and a mixture fault or a fuel high-pressure fault is present at the same time. Potential problem source(s): - Defect in wiring harness between DME and rail-pressure sensor - Defective rail-pressure sensor - Defect in high-pressure system - Defective DME	This fault is logged in the control module's fault memory immediately.	Terminal 15	Voltage condition: - Onboard elect	None	- None	NO	Read test data block: ID 5876	N	- Defect in wiring harness between DME and rail-pressure sensor - Defective rail-pressure sensor - Defect in high-pressure system - Defective DME	- Check wiring harness between DME and rail-pressure sensor - Replace rail-pressure sensor - Repair problem in high-pressure fuel system - Replace DME	- ECE emissions warning lamp: on - ECE electronic engine power reduction: on - CC message: on - US emissions warning lamp: on - US electronic engine power reduction: on - CC message: on	Active in US only	Possible apparent symptoms: Reduced power	Breakdown notice: Standard EML Text	None
									The fault is recognized when the voltage of the rail-pressure sensor varies by less than 5 mV. Potential problem source(s): - Defect in wiring harness between DME and rail-pressure sensor	This fault is logged in the control		Voltage condition: - Onboard elect						- Defect in wiring harness between DME and rail-pressure sensor	- Check wiring harness between DME and rail-pressure sensor	- ECE emissions warning lamp: on - ECE electronic engine power reduction: on - CC message: on - US emissions warning lamp: on - US electronic engine power				

MEVD17.2-BN2020	0x11A001	1155073	Fuel high-pressure system, fuel pressure: maximum pressure exceeded	The diagnostic function monitors the high-pressure fuel system to determine whether the pressure levels remain at the specified levels.	P0088	Fuel Rail/System Pressure - Too High	Fuel Regulators / Valves / Sensors	Fuel Rail Pressure	The fault is recognized when the rail pressure rises beyond the specified level. Potential problem source(s): - Defect in low-pressure system - Defective rail-pressure sensor - High-pressure pump defective	This fault is logged in the control module's fault memory immediately.	none	Voltage condition: - - Onboard elect	None	- None	NO	Rail-pressure sensor voltage signal	Y	- Defect in low-pressure system - Defective rail-pressure sensor - High-pressure pump defective	- Check low-pressure system (filter, pump pressure and flow rate, sensor, plugs/wiring harness), replace as indicated - Low-pressure ECU (EKP electric fuel pump), read out diagnostic fault codes - Delete adaptation data for fuel low-pressure control - Check rail pressure sensor incl. plug/wiring harness, replace as indicated - Replace high-pressure pump.	- ECE emissions warning lamp: on - ECE electronic engine power reduction: on - CC message: on - US emissions warning lamp: on - US electronic engine power reduction: on - CC message: on	none	Possible apparent symptoms: - Loss of power	Breakdown notice: The engine reverts to its limp-home program, continued vehicle operation is possible but drivability is restricted, because power is reduced the driver should refrain from passing maneuvers.	None
MEVD17.2-BN2020	0x11A001	1155073	Fuel high-pressure system, fuel pressure: maximum pressure exceeded	The diagnostic function monitors the high-pressure fuel system to determine whether the pressure levels remain at the specified levels.	P302A	Fuel Rail Pressure, Maximum Pressure Exceeded (Bank 1)	Fuel Regulators / Valves / Sensors	Fuel Rail Pressure	The fault is recognized when the rail pressure rises beyond the specified level. Potential problem source(s): - Defect in low-pressure system - Defective rail-pressure sensor - High-pressure pump defective	This fault is logged in the control module's fault memory immediately.	none	Voltage condition: - - Onboard elect	None	- None	NO	Rail-pressure sensor voltage signal	Y	- Defect in low-pressure system - Defective rail-pressure sensor - High-pressure pump defective	- Check low-pressure system (filter, pump pressure and flow rate, sensor, plugs/wiring harness), replace as indicated - Low-pressure ECU (EKP electric fuel pump), read out diagnostic fault codes - Delete adaptation data for fuel low-pressure control - Check rail pressure sensor incl. plug/wiring harness, replace as indicated - Replace high-pressure pump.	- ECE emissions warning lamp: on - ECE electronic engine power reduction: on - CC message: on - US emissions warning lamp: on - US electronic engine power reduction: on - CC message: on	none	Possible apparent symptoms: - Loss of power	Breakdown notice: The engine reverts to its limp-home program, continued vehicle operation is possible but drivability is restricted, because power is reduced the driver should refrain from passing maneuvers.	None
MEVD17.2-BN2020	0x11A002	1155074	Fuel high-pressure system, fuel pressure: minimum pressure undershot	The diagnostic function monitors the high-pressure fuel system to determine whether the pressure levels remain at the specified levels.	P0087	Fuel Rail/System Pressure - Too Low	Fuel Regulators / Valves / Sensors	Fuel Rail Pressure	The fault is recognized when the rail pressure is below the specified level. Potential problem source(s): - Fuel tank empty - Obstruction in fuel filter - Fuel pump defective - Defective rail-pressure sensor - High-pressure pump defective	This fault is logged in the control module's fault memory immediately.	none	Voltage condition: - - Onboard elect	None	- None	NO	Rail-pressure sensor voltage signal	Y	- Fuel tank empty - Obstruction in fuel filter - Fuel pump defective - Defective rail-pressure sensor - High-pressure pump defective	- Check fuel level - Check low-pressure system (filter, pump pressure and flow rate, sensor, plugs/wiring harness), replace as indicated - Low-pressure ECU (EKP electric fuel pump), read out diagnostic fault codes - Delete adaptation data for fuel low-pressure control - Check rail pressure sensor incl. plug/wiring harness, replace as indicated - Replace high-pressure pump	- ECE emissions warning lamp: on - ECE electronic engine power reduction: on - CC message: on - US emissions warning lamp: on - US electronic engine power reduction: on - CC message: on	none	Possible apparent symptoms: - Loss of power	Breakdown notice: The engine reverts to its limp-home program, continued vehicle operation is possible but drivability is restricted, because power is reduced the driver should refrain from passing maneuvers.	None
MEVD17.2-BN2020	0x11A002	1155074	Fuel high-pressure system, fuel pressure: minimum pressure undershot	The diagnostic function monitors the high-pressure fuel system to determine whether the pressure levels remain at the specified levels.	P302C	Fuel Rail Pressure, Minimum Pressure Fallen Below (Bank 1)	Fuel Regulators / Valves / Sensors	Fuel Rail Pressure	The fault is recognized when the rail pressure is below the specified level. Potential problem source(s): - Fuel tank empty - Obstruction in fuel filter - Fuel pump defective - Defective rail-pressure sensor - High-pressure pump defective	This fault is logged in the control module's fault memory immediately.	none	Voltage condition: - - Onboard elect	None	- None	NO	Rail-pressure sensor voltage signal	Y	- Fuel tank empty - Obstruction in fuel filter - Fuel pump defective - Defective rail-pressure sensor - High-pressure pump defective	- Check fuel level - Check low-pressure system (filter, pump pressure and flow rate, sensor, plugs/wiring harness), replace as indicated - Low-pressure ECU (EKP electric fuel pump), read out diagnostic fault codes - Delete adaptation data for fuel low-pressure control - Check rail pressure sensor incl. plug/wiring harness, replace as indicated - Replace high-pressure pump	- ECE emissions warning lamp: on - ECE electronic engine power reduction: on - CC message: on - US emissions warning lamp: on - US electronic engine power reduction: on - CC message: on	none	Possible apparent symptoms: - Loss of power	Breakdown notice: The engine reverts to its limp-home program, continued vehicle operation is possible but drivability is restricted, because power is reduced the driver should refrain from passing maneuvers.	None
MEVD17.2-BN2020	0x11A201	1155585			P008B	Low Pressure Fuel System Pressure - Too High																			
MEVD17.2-BN2020	0x11A204	1155588			P008A	Low Pressure Fuel System Pressure - Too Low																			
MEVD17.2-BN2020	0x11A210	1155600	Fuel low-pressure system: power, electric fuel pump, for actual pressure too high	The diagnostic function monitors the current draw from the electric fuel pump.					The fault is recognized when the power consumption of the electric fuel pump rises above 160 W. Potential problem source(s): - Defect in low-pressure sensor - Fuel pump defective	This fault is logged in the control module's fault memory immediately.	none	Voltage condition: - - Onboard elect	None	- None	see EKP electric fuel pump module	see EKP electric fuel pump module	N	- Defect in low-pressure sensor - Fuel pump defective	- Check low-pressure sensor - Check operation of fuel pump.	- ECE emissions warning lamp: off - ECE electronic engine power reduction: off - CC message: none - US emissions warning lamp: off - US electronic engine power reduction: off - CC message: none	none	Possible apparent symptoms: None	Breakdown notice: None	none
MEVD17.2-BN2020	0x11A301	1155841	High fuel pressure after engine shutdown: Pressure too high	The diagnostic function monitors the flow-control valve on the high-pressure pump during the engine's shutdown phase.					The fault is recognized when the high-pressure fuel pressure exceeds 50 bar after the engine is switched off. Potential problem source(s): - Defective rail-pressure sensor - Defect in low-pressure system - High-pressure pump defective	This fault is logged in the control module's fault memory immediately.	none	Voltage condition: - - Onboard elect	None	- 3 sec. after engine off	None	none	N	- Defective rail-pressure sensor - Defect in low-pressure system - High-pressure pump defective	- Check rail-pressure sensor - Replace rail-pressure sensor - Check low-pressure sensor - Check operation of fuel pump - Replace high-pressure pump	- ECE emissions warning lamp: off - ECE electronic engine power reduction: off - CC message: none - US emissions warning lamp: off - US electronic engine power reduction: off - CC message: none	none	Possible apparent symptoms: Range from none to reduced power with following HDRnoi fault	Breakdown notice: None	none
MEVD17.2-BN2020	0x11A701	1156865			P15A2	Fuel Volume Regulator System Deviation Too High	Fuel Regulators / Valves / Sensors	Fuel Volume Regulator																	
MEVD17.2-BN2020	0x11A702	1156866			P15A3	Fuel Volume Regulator System Deviation Too Low	Fuel Regulators / Valves / Sensors	Fuel Volume Regulator																	
MEVD17.2-BN2020	0x11AA01	1157633	Fuel supply system: Pressure too high, emergency operation with low pressure	The diagnostic function monitors fuel high-pressure system to detect whether it rises above a defined maximum value.	P306A	Fuel Rail/System Pressure - Too High, Limp Home	Fuel Regulators / Valves / Sensors	Fuel Rail Pressure	The fault is recognized when the rail pressure rises above 22 bar. Potential problem source(s): - Defect in wiring harness between DME and rail-pressure sensor - Defective rail-pressure sensor - Defect in low-pressure system - High-pressure pump defective	The diagnostic fault code is logged when the fault remains present for longer than 1 min.	none	Voltage condition: - - Onboard elect	None	- None	NO	Rail-pressure sensor voltage signal	Y	- Defect in wiring harness between DME and rail-pressure sensor - Defective rail-pressure sensor - Defect in low-pressure system - High-pressure pump defective	- Check wiring harness between rail-pressure sensor and DME - Replace rail-pressure sensor - Check low-pressure sensor - Check operation of fuel pump - Replace high-pressure pump	- ECE emissions warning lamp: on - ECE electronic engine power reduction: on - CC message: on - US emissions warning lamp: on - US electronic engine power reduction: on - CC message: on	none	Possible apparent symptoms: - Loss of power	Breakdown notice: The engine reverts to its limp-home program, continued vehicle operation is possible but drivability is restricted, because power is reduced the driver should refrain from passing maneuvers.	None
MEVD17.2-BN2020	0x11AA02	1157634	Fuel supply system: Pressure too high, emergency operation with injection deactivation	The diagnostic function monitors fuel high-pressure system to detect whether it rises above a defined maximum value.	P306B	Fuel Rail/System Pressure - Too High, Limp Home With Injection Cut-Off	Fuel Regulators / Valves / Sensors	Fuel Rail Pressure	The fault is recognized when the rail pressure rises above 25 bar. Potential problem source(s): - Defect in wiring harness between DME and rail-pressure sensor - Defective rail-pressure sensor - Defect in low-pressure system - High-pressure pump defective	The diagnostic fault code is logged when the fault remains present for longer than 1 min.	none	Voltage condition: - - Onboard elect	None	- None	NO	Rail-pressure sensor voltage signal	Y	- Defect in wiring harness between DME and rail-pressure sensor - Defective rail-pressure sensor - Defect in low-pressure system - High-pressure pump defective	- Check wiring harness between rail-pressure sensor and DME - Replace rail-pressure sensor - Check low-pressure sensor - Check operation of fuel pump - Replace high-pressure pump	- ECE emissions warning lamp: on - ECE electronic engine power reduction: on - CC message: on - US emissions warning lamp: on - US electronic engine power reduction: on - CC message: on	none	Possible apparent symptoms: - Loss of power	Breakdown notice: The engine reverts to its limp-home program, continued vehicle operation is possible but drivability is restricted, because power is reduced the driver should refrain from passing maneuvers.	None
MEVD17.2-BN2020	0x11AA04	1157636	Fuel supply system: Pressure too high for a short time, engine speed and load are restricted	The diagnostic function monitors the fuel pressure.	P306C	Fuel Rail/System Pressure - Temporarily Too High	Fuel Regulators / Valves / Sensors	Fuel Rail Pressure	The fault is recognized when the rail pressure rises above maximum limit of 22 bar. Potential problem source(s): - Collateral fault caused by extreme pressure spikes in high-pressure fuel system	The diagnostic fault code is logged when the fault remains present for longer than 1 min.	none	Voltage condition: - - Onboard elect	None	- None	NO	none	N	- Collateral fault caused by extreme pressure spikes in high-pressure fuel system	- Work through any other diagnostic fault codes related to fuel pressure system.	- ECE emissions warning lamp: on - ECE electronic engine power reduction: on - CC message: on - US emissions warning lamp: on - US electronic engine power reduction: on - CC message: on	none	Possible apparent symptoms: - Loss of power	Breakdown notice: The engine reverts to its limp-home program, continued vehicle operation is possible but drivability is restricted, because power is reduced the driver should refrain from passing maneuvers.	None
MEVD17.2-BN2020	0x11AC01	1158145	Fuel high-pressure system, cold start: pressure too high	The diagnostic function monitors the high-pressure fuel system to determine whether the pressure levels remain as specified during the catalyst preheating phase.	P15DE	Cold Start Fuel Pressure Too High (Bank 1)	Fuel System	Cold Start	The fault is recognized when the pressure level in the high-pressure fuel system exceeds the specified value. Potential problem source(s): - Defective rail-pressure sensor - Defect in low-pressure system - High-pressure pump defective	This fault is logged in the control module's fault memory immediately.	Terminal 15	Voltage condition: - - Onboard elect	None	- None	NO	Rail-pressure sensor voltage signal	Y	- Defective rail-pressure sensor - Defect in low-pressure system - High-pressure pump defective	- Check rail-pressure sensor - Replace rail-pressure sensor - Check low-pressure sensor - Check operation of fuel pump - Replace high-pressure pump	- ECE emissions warning lamp: on - ECE electronic engine power reduction: on - CC message: on - US emissions warning lamp: off - US electronic engine power reduction: off - CC message: on	for US only	Possible apparent symptoms: - Loss of power	Breakdown notice: The engine reverts to its limp-home program, continued vehicle operation is possible but drivability is restricted, because power is reduced the driver should refrain from passing maneuvers.	None
MEVD17.2-BN2020	0x11AC02	1158146	Fuel high-pressure system, cold start: pressure too low	The diagnostic function monitors pressure levels in the high-pressure fuel system to determine whether they conform to specified levels during the catalyst preheating phase.	P15DF	Cold Start Fuel Pressure Too Low (Bank 1)	Fuel System	Cold Start	The fault is recognized when the pressure level in the high-pressure system is 3.5 bar lower than the specified value. Potential problem source(s): - Fuel tank empty - Defective rail-pressure sensor - Defect in low-pressure system - High-pressure pump defective	This fault is logged in the ECU fault memory if it remains present for longer than 45 sec.	Terminal 15	Voltage condition: - - Onboard elect	none	- None	NO	Rail-pressure sensor voltage signal	Y	- Tank empty - Defective rail-pressure sensor - Defect in low-pressure system - High-pressure pump defective	- Check rail-pressure sensor - Replace rail-pressure sensor - Check low-pressure sensor - Check operation of fuel pump - Replace high-pressure pump.	- ECE emissions warning lamp: on - ECE electronic engine power reduction: on - CC message: on - US emissions warning lamp: off - US electronic engine power reduction: off - CC message: on	US only	Possible apparent symptoms: - Loss of power	Breakdown notice: The engine reverts to its limp-home program, continued vehicle operation is possible but drivability is restricted, because power is reduced the driver should refrain from passing maneuvers.	None
MEVD17.2-BN2020	0x11AD10	1158416	Fuel pressure: Pressure below minimum pressure; injection deactivation for catalytic converter protection	The diagnostic function monitors the high-pressure system for pressure deviations.	P306F	Fuel Rail Pressure, Minimum Pressure Fallen Below, Injection Cut-Off	Fuel Regulators / Valves / Sensors	Fuel Rail Pressure	The fault is recognized when the fuel pressure in the high or low-pressure system falls below a value based on the program map. Potential problem source(s): - Tank fuel level too low - Collateral malfunction stemming from defective fuel system	This fault is logged in the control module's fault memory immediately.	none	Voltage condition: - - Onboard elect	Engine warmed to normal temper	- None	None	none	Y	- Tank fuel level too low - Collateral malfunction stemming from defective fuel system	- Check fuel level - Repair the source of the problem (if present) in the fuel system	ECE: - ECE emissions warning lamp: off - ECE electronic engine power reduction: on - CC message: on MY10 US: - US emissions warning lamp: on - US electronic engine power reduction: on - CC message: on	none	Possible apparent symptoms: None	Breakdown notice: None	None
MEVD17.2-BN2020	0x11AE01	1158657	Fuel supply system, oxygen sensor emissions control: upper limit exceeded	The diagnostic function monitors the lambda closed-loop mixture control. The mixture is too lean and the lambda control enriches it.	P30BD	Fuel Supply Closed Loop Fuel Control, Upper Limit Exceeded	Fuel Supply	Closed Loop Fuel Control	The fault is recognized when an enrichment of more than 30 % is required for longer than 30 seconds. Potential problem source(s): - Oxygen sensor before catalytic converter defective - Mass-airflow sensor defective - Defective injectors - Intake-manifold pressure sensor defective - Intake-air temperature sensor defective - Camshaft position sensor defective - Defect in high-pressure fuel system - Defect in low-pressure fuel system - Leak in exhaust system before oxygen sensor behind catalytic converter - Poor-quality gasoline	This fault is logged in the control module's fault memory if it remains present for longer than 30 sec.	none	Voltage condition: - - Onboard elect	None	- None	None	none	Y	- Oxygen sensor before catalytic converter defective - Mass-airflow sensor defective - Defective injectors - Intake-manifold pressure sensor defective - Intake-air temperature sensor defective - Camshaft position sensor defective - Defect in high-pressure fuel system - Defect in low-pressure fuel system - Leak in exhaust system before oxygen sensor behind catalytic converter - Poor-quality gasoline	- If additional faults related to the following components are present, process these first: Pre-catalyst oxygen sensor, mass-airflow sensor, intake-manifold pressure sensor, intake-air temperature sensor, camshaft position sensor, high-pressure fuel system, low-pressure fuel system Check exhaust system for leaks - Replace injectors	- ECE emissions warning lamp: on - ECE electronic engine power reduction: on - CC message: on - US emissions warning lamp: off - US electronic engine power reduction: off - CC message: none	none	Possible apparent symptoms: - none	Breakdown notice: - none	- none
MEVD17.2-BN2020	0x11AE02	1158658	Fuel supply system, oxygen sensor emissions control: lower limit undershot	The diagnostic function monitors the lambda closed-loop mixture control. The mixture is too rich and the lambda control dials it a leaner mixture.	P306E	Fuel Supply Closed Loop Fuel Control, Lower Limit Fallen Below	Fuel Supply	Closed Loop Fuel Control	The fault is recognized when the mixture requires a lean correction of more than 30 % for longer than 30 seconds. Potential problem source(s): - Oxygen sensor before catalytic converter defective - Mass-airflow sensor defective - Defective injectors - Intake-manifold pressure sensor defective - Intake-air temperature sensor defective - Camshaft position sensor defective - Defect in high-pressure fuel system - Defect in low-pressure fuel system - Intake system leaking - Oil cap not sealing - Leak in exhaust system before oxygen sensor behind catalytic converter - Poor-quality gasoline	This fault is logged in the control module's fault memory if it remains present for longer than 30 sec.	none	Voltage condition: - - Onboard elect	None	- None	None	none	Y	- Oxygen sensor before catalytic converter defective - Mass-airflow sensor defective - Defective injectors - Intake-manifold pressure sensor defective - Intake-air temperature sensor defective - Camshaft position sensor defective - Defect in high-pressure fuel system - Defect in low-pressure fuel system - Intake system leaking - Oil cap not sealing - Leak in exhaust system before oxygen sensor behind catalytic converter - Poor-quality gasoline	- If additional faults related to the following components are present, process these first: Pre-catalyst oxygen sensor, mass-airflow sensor, intake-manifold pressure sensor, intake-air temperature sensor, camshaft position sensor, high-pressure fuel system, low-pressure fuel system Check air-induction system for leaks (also checking the following components: Positive crankcase ventilation, oil cap, tank evaporative emissions system) - Check exhaust system for leaks - Replace injectors	- ECE emissions warning lamp: on - ECE electronic engine power reduction: on - CC message: on - US emissions warning lamp: off - US electronic engine power reduction: off - CC message: none	none	Possible apparent symptoms: - Engine runs poorly	Breakdown notice: - Loss of power	- none
									The fault is recognized when the voltage at the electric fuel pump is below 5 V. Potential problem source(s): - Errors in CAN messages - Defect in wiring harness to fuel	This fault is logged in the control		Voltage condition: - - Onboard elect						- Errors in CAN messages	- Collateral fault caused by defect in CAN	- ECE emissions warning lamp: off - ECE electronic engine power reduction: off - CC message: none - US emissions warning lamp: off - US electronic engine power		Possible apparent symptoms:		

MEVD17.2-BN2020	0x118211	1159697	Fuel low-pressure system, control: actual pressure too low	The diagnostic function monitors the fuel low-pressure level's deviation from the specified value.						The fault is recognized when the fuel low-pressure circuit pressure is below the specified value. Potential problem source(s): - Fuel tank empty - Leak in fuel system - Defect in wiring harness to low-pressure sensor - Defect in low-pressure sensor - Defective pressure limiter valve in the fuel pump - Defect in wiring harness to fuel pump - Fuel pump defective	This fault is logged in the control module's fault memory immediately.	none	Voltage condition: - Onboard elect	None	- None	see EKP electric fuel pump modula	see EKP electric fuel pump modula	N	- Fuel tank empty - Leak in fuel system - Defect in wiring harness to low-pressure sensor - Defect in low-pressure sensor - Defective pressure limiter valve in the fuel pump - Defect in wiring harness to fuel pump - Fuel pump defective	- Check fuel level - Check low-pressure system for leaks - Check low-pressure sensor - Conduct pressure leakdown test in low-pressure fuel system - Check operation of fuel pump - Check fuel pump wiring harness	- ECE emissions warning lamp: off - ECE electronic engine power reduction: off - CC message: none - US emissions warning lamp: off - US electronic engine power reduction: off - CC message: none	none	Possible apparent symptoms: Ranges from none to breakdown owing to fuel starvation	Breakdown notice: None	none
MEVD17.2-BN2020	0x118212	1159698	Fuel low-pressure system, control: actual pressure too high	The diagnostic function monitors the fuel low-pressure level's deviation from the specified value.						The fault is recognized when the fuel low-pressure circuit pressure is above the specified value. Potential problem source(s): - Defect in wiring harness to low-pressure sensor - Defect in low-pressure sensor - Pressure limiter valve in EKP electric fuel pump - Defect in wiring harness to fuel pump - Fuel pump defective	This fault is logged in the control module's fault memory immediately.	none	Voltage condition: - Onboard elect	None	- None	see EKP electric fuel pump modula	see EKP electric fuel pump modula	N	- Defect in wiring harness to low-pressure sensor - Defect in low-pressure sensor - Pressure limiter valve in EKP electric fuel pump - Defect in wiring harness to fuel pump - Fuel pump defective	- Inspect wiring harness to low-pressure sensor - Check low-pressure sensor - Check operation of fuel pump - Check fuel pump wiring harness	- ECE emissions warning lamp: off - ECE electronic engine power reduction: off - CC message: none - US emissions warning lamp: off - US electronic engine power reduction: off - CC message: none	none	Possible apparent symptoms: None	Breakdown notice: None	none
MEVD17.2-BN2020	0x11C401	1164289	Fuel-supply control valve, activation: short circuit to positive	The diagnostic function monitors the flow-control valve's control-activation wire for shorts to positive.	P0004	Fuel Volume Regulator Control Circuit High	Fuel Regulators / Valves / Sensors	Fuel Volume Regulator		The fault is recognized by the driver circuit diagnostic function. Potential problem source(s): - Defect in plug or wiring harness between DME and flow-control valve - Defective flow-control valve - Defective DME	This fault is logged in the control module's fault memory immediately.	none	Voltage condition: - Onboard elect	None	- None	STEUERN_MSV, STEUERN_END	PWM activation signal, 0x5/R2	N	- Defect in plug or wiring harness between DME and flow-control valve - Defective flow-control valve - Defective DME	- Check plug and wiring harness between flow-control valve and DME - Replace flow-control valve - Replace DME	- ECE emissions warning lamp: on - ECE electronic engine power reduction: on - CC message: on - US emissions warning lamp: on - US electronic engine power reduction: on - CC message: on	none	Possible apparent symptoms: Reduced power	Breakdown notice: None	None
MEVD17.2-BN2020	0x11C402	1164290	Fuel-supply control valve, activation: short circuit to ground	The diagnostic function monitors the flow-control valve's control-activation wire for shorts to ground.	P0003	Fuel Volume Regulator Control Circuit Low	Fuel Regulators / Valves / Sensors	Fuel Volume Regulator		The fault is recognized by the driver circuit diagnostic function. Potential problem source(s): - Defect in plug or wiring harness between DME and flow-control valve - Defective flow-control valve - Defective DME	This fault is logged in the control module's fault memory immediately.	none	Voltage condition: - Onboard elect	None	- None	STEUERN_MSV, STEUERN_END	PWM activation signal, 0x5/R2	N	- Defect in plug or wiring harness between DME and flow-control valve - Defective flow-control valve - Defective DME	- Check plug and wiring harness between flow-control valve and DME - Replace flow-control valve - Replace DME	- ECE emissions warning lamp: on - ECE electronic engine power reduction: on - CC message: on - US emissions warning lamp: on - US electronic engine power reduction: on - CC message: on	none	Possible apparent symptoms: Reduced power	Breakdown notice: None	None
MEVD17.2-BN2020	0x11C404	1164292	Fuel-supply control valve, activation: open circuit	The diagnostic function monitors the flow-control valve's control-activation wire for an open circuit.	P0001	Fuel Volume Regulator Control Circuit/Open	Fuel Regulators / Valves / Sensors	Fuel Volume Regulator		The fault is recognized by the driver circuit diagnostic function. Potential problem source(s): - Defect in plug or wiring harness between DME and flow-control valve - Defective flow-control valve - Defective DME	This fault is logged in the control module's fault memory immediately.	none	Voltage condition: - Onboard elect	None	- None	STEUERN_MSV, STEUERN_END	PWM activation signal, 0x5/R2	N	- Defect in plug or wiring harness between DME and flow-control valve - Defective flow-control valve - Defective DME	- Check plug and wiring harness between flow-control valve and DME - Replace flow-control valve - Replace DME	- ECE emissions warning lamp: on - ECE electronic engine power reduction: on - CC message: on - US emissions warning lamp: on - US electronic engine power reduction: on - CC message: on	none	Possible apparent symptoms: Reduced power	Breakdown notice: None	None
MEVD17.2-BN2020	0x11CF30	1167152	Fuel supply system, collective error: mixture adaptation at idle and in lower speed range	Collective fault: Mixture adaptation						None Potential problem source(s): - None	none	none	Voltage condition: - None - Tempe	None	- None	- None	- None	- None	- None	- None	- ECE emissions warning lamp: off - ECE electronic engine power reduction: off - CC message: none - US emissions warning lamp: off - US electronic engine power reduction: off - CC message: none	- None	Possible apparent symptoms: - none	Breakdown notice: - None	- None
MEVD17.2-BN2020	0x120208	1180168	Charge-air pressure control, upper value: charge-air pressure too high	The diagnostic function monitors the pressure measured by the boost-pressure sensor.	P0234	Turbocharger/Supercharger 'A' Overboost Condition	Supercharger Boost Pressure	Pressure		The fault is recognized when the monitored pressure exceeds the specified pressure. Potential problem source(s): - Boost-pressure sensor is defective or has been tampered with - Electropneumatic pressure converter in wastegate valve is defective - Wastegate valve is defective (seized in closed position) - Vacuum line defective	The diagnostic fault code is logged when the fault remains present for longer than 1 min.	none	Voltage condition: - Onboard elect	None	- None	steuern_systemtest_ab status	STAT_ATLSVC_DPVOK2_WERT	N	- Boost-pressure sensor is defective or has been tampered with - Electropneumatic pressure converter in wastegate valve is defective - Wastegate valve is defective (seized in closed position) - Vacuum line defective	- Check wiring harness - Boost-pressure sensor - Check electropneumatic pressure converter - Check vacuum line and vacuum	- ECE emissions warning lamp: off - ECE electronic engine power reduction: off - CC message: none - US emissions warning lamp: on - US electronic engine power reduction: on - CC message: on	none	Possible apparent symptoms: - Reduced power	Breakdown notice: The engine reverts to its limp-home program, continued vehicle operation is possible but drivability is restricted, because power is reduced the driver should refrain from passing maneuvers.	None
MEVD17.2-BN2020	0x120308	1180424	Charge-air pressure control, lower value: charge-air pressure too low	The diagnostic function monitors the pressure measured by the boost-pressure sensor.	P0299	Turbocharger/Supercharger 'A' Underboost Condition	Supercharger Boost Pressure	Pressure		The fault is recognized when the monitored pressure is less than the specified pressure. Potential problem source(s): - Boost-pressure sensor defective - Defective electropneumatic pressure converter in wastegate valve - Wastegate valve is defective (seized in open position) - Air-induction tract between turbocharger and intake-air plenum has leak - Vacuum line for controlling wastegate valve is defective	The diagnostic fault code is logged when the fault remains present for longer than 1 min.	none	Voltage condition: - Onboard elect	None	- None	steuern_systemtest_ab status	STAT_ATLSVC_DPVOK2_WERT	N	- Boost-pressure sensor defective - Defective electropneumatic pressure converter in wastegate valve - Wastegate valve is defective (seized in open position) - Air-induction tract between turbocharger and intake-air plenum has leak - Vacuum line for controlling wastegate valve is defective	- Check wiring harness - Boost-pressure sensor - Check electropneumatic pressure converter - Check vacuum line and vacuum - Check air-induction tract between turbocharger and intake-air plenum for vacuum leaks	- ECE emissions warning lamp: off - ECE electronic engine power reduction: off - CC message: none - US emissions warning lamp: on - US electronic engine power reduction: on - CC message: on	none	Possible apparent symptoms: - Reduced power	Breakdown notice: The engine reverts to its limp-home program, continued vehicle operation is possible but drivability is restricted, because power is reduced the driver should refrain from passing maneuvers.	None
MEVD17.2-BN2020	0x12040B	1180680	Charge-air pressure control, deactivation: charge-air pressure buildup disabled	The diagnostic function monitors the DME's deactivation of active boost.	P1260	Turbocharger/Supercharger Boost Control Cut-Off (Bank 1)				Collective fault, only serves to trigger the emissions warning lamp, and can also trigger a CC message. The response to the fault is specified for a different fault entry. Potential problem source(s): - None	This fault is logged in the control module's fault memory immediately.	Terminal 15	Voltage condition: - Onboard elect	None	- None	NO	NO	Y	- None	- None	- ECE emissions warning lamp: off - ECE electronic engine power reduction: off - CC message: none - US emissions warning lamp: on - US electronic engine power reduction: on - CC message: on	none	Possible apparent symptoms: - Reduced power	Breakdown notice: The engine reverts to its limp-home program, continued vehicle operation is possible but drivability is restricted, because power is reduced the driver should refrain from passing maneuvers.	- Boost-pressure control is deactivated to protect the engine.
MEVD17.2-BN2020	0x121001	1183745	Charge-air pressure sensor, electric: short circuit to positive	The diagnostic function monitors the wire to the boost-pressure sensor.	P0238	Turbocharger/Supercharger Boost Sensor 'A' Circuit High	Supercharger Boost Sensor	Electrical		The fault is recognized when the boost-pressure sensor's voltage exceeds 4.9 V. Potential problem source(s): - Defect in wiring harness between DME and boost-pressure sensor - Boost-pressure sensor defective - Defective DME	This fault is logged in the control module's fault memory immediately.	Terminal 15	Voltage condition: - Onboard elect	None	- None	NO	Read test data block: - ID 58DE	N	- Defect in wiring harness between DME and boost-pressure sensor - Boost-pressure sensor defective - Defective DME	- Check wiring harness between DME and boost-pressure sensor - Boost-pressure sensor - Replace DME	- ECE emissions warning lamp: on - ECE electronic engine power reduction: on - CC message: on - US emissions warning lamp: on - US electronic engine power reduction: on - CC message: on	none	Possible apparent symptoms: Reduced power	Breakdown notice: Standard EML Text	None
MEVD17.2-BN2020	0x121002	1183746	Charge-air pressure sensor, electric: short circuit to ground	The diagnostic function monitors the wire to the boost-pressure sensor.	P0237	Turbocharger/Supercharger Boost Sensor 'A' Circuit Low	Supercharger Boost Sensor	Electrical		The fault is recognized when the boost-pressure sensor's voltage is less than 4.9 V. Potential problem source(s): - Defect in wiring harness between DME and boost-pressure sensor - Boost-pressure sensor defective - Defective DME	This fault is logged in the control module's fault memory immediately.	Terminal 15	Voltage condition: - Onboard elect	None	- None	NO	Read test data block: - ID 58DE	N	- Defect in wiring harness between DME and boost-pressure sensor - Boost-pressure sensor defective - Defective DME	- Check wiring harness between DME and boost-pressure sensor - Boost-pressure sensor - Replace DME	- ECE emissions warning lamp: on - ECE electronic engine power reduction: on - CC message: on - US emissions warning lamp: on - US electronic engine power reduction: on - CC message: on	none	Possible apparent symptoms: Reduced power	Breakdown notice: Standard EML Text	None
MEVD17.2-BN2020	0x121201	1184257			P12A9	Boost Sensor 'A' Aftermunning Diagnosis Pressure Too High	Supercharger Boost Sensor	Afterrunning																		
MEVD17.2-BN2020	0x121202	1184258			P12A8	Boost Sensor 'A' Aftermunning Diagnosis Pressure Too Low	Supercharger Boost Sensor	Afterrunning																		
MEVD17.2-BN2020	0x121521	1185057	Charging pressure sensor, multiple fault: electrical and plausibility	Collective fault: Boost-pressure sensor.	P0236	Turbocharger/Supercharger Boost Sensor 'A' Circuit Range/Performance				The response to the fault is specified for a different fault entry. Potential problem source(s): - None	This fault is logged in the control module's fault memory immediately.	Terminal 15	Voltage condition: - Onboard elect	None	- None	see individual fault	see individual fault	see individual fault	- None	- None	- ECE emissions warning lamp: off - ECE electronic engine power reduction: off - CC message: none - US emissions warning lamp: off - US electronic engine power reduction: off - CC message: none	see individual fault	Possible apparent symptoms: see individual fault	Breakdown notice: see individual fault	see individual fault
MEVD17.2-BN2020	0x121530	1185072	Charge-air pressure sensor, plausibility: pressure before throttle valve too high	The diagnostic function monitors the boost pressure.	P0234	Turbocharger/Supercharger 'A' Overboost Condition	Supercharger Boost Pressure	Pressure		The fault is recognized when, prior to engine start, the absolute boost pressure is greater than 3.0 bar, or the absolute boost pressure is greater than 1.4 bar. Potential problem source(s): - Defect in boost-pressure system - Defect in wiring harness between boost-pressure sensor and DME - Boost-pressure sensor defective - Defective DME	This fault is logged in the control module's fault memory immediately.	Terminal 15	Voltage condition: - Onboard elect	None	- None	NO	Read test data block: - ID 58DD	N	- Defect in boost-pressure system - Defect in wiring harness between boost-pressure sensor and DME - Boost-pressure sensor defective - Defective DME	- Check air-induction system operation (wastegate, etc....) - Inspect wiring harness between DME and boost-pressure sensor - Boost-pressure sensor - Replace DME	ECE: - ECE emissions warning lamp: off - ECE electronic engine power reduction: on - CC message: on MY10 US: - US emissions warning lamp: on - US electronic engine power reduction: on - CC message: on	none	Possible apparent symptoms: Reduced power	Breakdown notice: Standard EML Text	None
MEVD17.2-BN2020	0x121530	1185072	Charge-air pressure sensor, plausibility: pressure before throttle valve too high	The diagnostic function monitors the boost pressure.	P12A0	Turbocharger/Supercharger Boost Pressure, Pressure Front Of Throttle Valve Too High	Supercharger Boost Pressure	Pressure Front of Throttle		The fault is recognized when, prior to engine start, the absolute boost pressure is greater than 3.0 bar, or the absolute boost pressure is greater than 1.4 bar. Potential problem source(s): - Defect in boost-pressure system - Defect in wiring harness between boost-pressure sensor and DME - Boost-pressure sensor defective - Defective DME	This fault is logged in the control module's fault memory immediately.	Terminal 15	Voltage condition: - Onboard elect	None	- None	NO	Read test data block: - ID 58DD	N	- Defect in boost-pressure system - Defect in wiring harness between boost-pressure sensor and DME - Boost-pressure sensor defective - Defective DME	- Check air-induction system operation (wastegate, etc....) - Inspect wiring harness between DME and boost-pressure sensor - Boost-pressure sensor - Replace DME	ECE: - ECE emissions warning lamp: off - ECE electronic engine power reduction: on - CC message: on MY10 US: - US emissions warning lamp: on - US electronic engine power reduction: on - CC message: on	none	Possible apparent symptoms: Reduced power	Breakdown notice: Standard EML Text	None
MEVD17.2-BN2020	0x121531	1185073	Charge-air pressure sensor, plausibility: pressure before throttle valve too low	The diagnostic function monitors the boost-pressure sensor.	P0299	Turbocharger/Supercharger 'A' Underboost Condition	Supercharger Boost Pressure	Pressure		Collective fault, only serves to trigger the emissions warning lamp, and can also trigger a CC message. The response to the fault is specified for a different fault entry. Potential problem source(s): - None	This fault is logged in the control module's fault memory immediately.	Terminal 15	Voltage condition: - Onboard elect	None	- None	NO	Read test data block: - ID 58DD	N	- None	- None	ECE: - ECE emissions warning lamp: off - ECE electronic engine power reduction: on - CC message: on MY10 US: - US emissions warning lamp: on - US electronic engine power reduction: on - CC message: on	none	Possible apparent symptoms: Reduced power	Breakdown notice: Standard EML Text	None
										Collective fault, only serves to trigger the emissions warning lamp, and can also trigger a CC message. The response to the fault is specified for a different fault entry.	This fault is logged in the control		Voltage condition: - Onboard elect								ECE: - ECE emissions warning lamp: off - ECE electronic engine power reduction: on - CC message: on MY10 US: - US emissions warning lamp: on - US electronic engine power				

MEVD17.2-BN2020	0x121532	1185074	Boost pressure sensor, plausibility: Pressure before throttle valve too high when engine not running	The diagnostic function monitors the boost pressure.	P10F2	Charge Air Pressure in Comparison to Barometric Pressure Too High	Supercharger Boost Pressure/Ambient Pressure	Correlation	The fault is recognized when the boost pressure is higher than the ambient barometric pressure while the engine is not running. Potential problem source(s): - Deflect in boost-pressure system - Defect in wiring harness between boost-pressure sensor and DME - Boost-pressure sensor defective - Defective DME	This fault is logged in the control module's fault memory immediately.	Terminal 15	Voltage condition: - Onboard elect	None	- None	NO	Read test data block: ID 58DD	N	- Deflect in boost-pressure system - Deflect in wiring harness between boost-pressure sensor and DME - Boost-pressure sensor defective - Defective DME	- Check operation of air system (wastegate, etc.) - Check wiring harness between DME and boost-pressure sensor - Boost-pressure sensor - Replace DME	ECE: - ECE emissions warning lamp: off - ECE electronic engine power reduction: on - CC message: on MY10 US: - US emissions warning lamp: on - US electronic engine power reduction: on - CC message: on	none	Possible apparent symptoms: Reduced power	Breakdown notice: Standard EML Text	None
MEVD17.2-BN2020	0x121532	1185074	Boost pressure sensor, plausibility: Pressure before throttle valve too high when engine not running	The diagnostic function monitors the boost pressure.	P12DA	Turbocharger/Supercharger Boost Pressure, Pressure Front Of Throttle Valve Too High during Engine Downtime	Supercharger Boost Pressure	Pressure Front of Throttle	The fault is recognized when the boost pressure is higher than the ambient barometric pressure while the engine is not running. Potential problem source(s): - Deflect in boost-pressure system - Defect in wiring harness between boost-pressure sensor and DME - Boost-pressure sensor defective - Defective DME	This fault is logged in the control module's fault memory immediately.	Terminal 15	Voltage condition: - Onboard elect	None	- None	NO	Read test data block: ID 58DD	N	- Deflect in boost-pressure system - Deflect in wiring harness between boost-pressure sensor and DME - Boost-pressure sensor defective - Defective DME	- Check operation of air system (wastegate, etc.) - Check wiring harness between DME and boost-pressure sensor - Boost-pressure sensor - Replace DME	ECE: - ECE emissions warning lamp: off - ECE electronic engine power reduction: on - CC message: on MY10 US: - US emissions warning lamp: on - US electronic engine power reduction: on - CC message: on	none	Possible apparent symptoms: Reduced power	Breakdown notice: Standard EML Text	None
MEVD17.2-BN2020	0x121533	1185075	Boost pressure sensor, plausibility: Pressure before throttle valve too low when engine not running	The diagnostic function monitors the boost pressure.	P10F3	Charge Air Pressure in Comparison to Barometric Pressure Too Low	Supercharger Boost Pressure/Ambient Pressure	Correlation	The fault is recognized when the boost pressure is lower than the ambient barometric pressure while the engine is not running. Potential problem source(s): - Deflect in boost-pressure system - Defect in wiring harness between boost-pressure sensor and DME - Boost-pressure sensor defective - DME defective	This fault is logged in the control module's fault memory immediately.	Terminal 15	Voltage condition: - Onboard elect	None	- None	NO	Read test data block: ID 58DD	N	- Deflect in boost-pressure system - Deflect in wiring harness between boost-pressure sensor and DME - Boost-pressure sensor defective - DME defective	- Check operation of air system (wastegate, etc.) - Check wiring harness between DME and boost-pressure sensor - Boost-pressure sensor - Replace DME	ECE: - ECE emissions warning lamp: off - ECE electronic engine power reduction: on - CC message: on MY10 US: - US emissions warning lamp: on - US electronic engine power reduction: on - CC message: on	none	Possible apparent symptoms: Reduced power	Breakdown notice: Standard EML Text	None
MEVD17.2-BN2020	0x121533	1185075	Boost pressure sensor, plausibility: Pressure before throttle valve too low when engine not running	The diagnostic function monitors the boost pressure.	P12DB	Turbocharger/Supercharger Boost Pressure, Pressure Front Of Throttle Valve Too Low during Engine Downtime	Supercharger Boost Pressure	Pressure Front of Throttle	The fault is recognized when the boost pressure is lower than the ambient barometric pressure while the engine is not running. Potential problem source(s): - Deflect in boost-pressure system - Defect in wiring harness between boost-pressure sensor and DME - Boost-pressure sensor defective - DME defective	This fault is logged in the control module's fault memory immediately.	Terminal 15	Voltage condition: - Onboard elect	None	- None	NO	Read test data block: ID 58DD	N	- Deflect in boost-pressure system - Deflect in wiring harness between boost-pressure sensor and DME - Boost-pressure sensor defective - DME defective	- Check operation of air system (wastegate, etc.) - Check wiring harness between DME and boost-pressure sensor - Boost-pressure sensor - Replace DME	ECE: - ECE emissions warning lamp: off - ECE electronic engine power reduction: on - CC message: on MY10 US: - US emissions warning lamp: on - US electronic engine power reduction: on - CC message: on	none	Possible apparent symptoms: Reduced power	Breakdown notice: Standard EML Text	None
MEVD17.2-BN2020	0x121601	1185281	Charge-air pressure sensor: pressure too high	During the control module's shutdown phase the diagnostic function monitors the barometric-pressure sensor, intake-manifold pressure sensor and boost-pressure sensor to determine whether they are all measuring the same pressure.	P0234	Turbocharger/Supercharger 'A' Overboost Condition	Supercharger Boost Pressure	Pressure	The fault is recognized when the boost-pressure sensor deviates from the average for the pressure sensors (barometric pressure, boost pressure, intake-manifold pressure) by more than 70 mbar. Potential problem source(s): - Defective wiring harness - Sensor has been tampered with - Sensor defective	This fault is logged in the control module's fault memory immediately.	none	Voltage condition: - Onboard elect	None	- 5 sec. after engine off	NO	none	N	- Defective wiring harness - Sensor has been tampered with - Sensor defective	- Check wiring harness - Replace sensor	MY10 ECE: - ECE emissions warning lamp: off - ECE electronic engine power reduction: on - CC message: on MY10 US: - US emissions warning lamp: on - US electronic engine power reduction: on - CC message: on MY11 ECE: - ECE emissions warning lamp: on - ECE electronic engine power reduction: on - CC message: on	none	Possible apparent symptoms: None	Breakdown notice: None	None
MEVD17.2-BN2020	0x121601	1185281	Charge-air pressure sensor: pressure too high	During the control module's shutdown phase the diagnostic function monitors the barometric-pressure sensor, intake-manifold pressure sensor and boost-pressure sensor to determine whether they are all measuring the same pressure.	P12A8	Boost Sensor 'A' Afterrunning Diagnosis Pressure Too High	Supercharger Boost Sensor	Afterrunning	The fault is recognized when the boost-pressure sensor deviates from the average for the pressure sensors (barometric pressure, boost pressure, intake-manifold pressure) by more than 70 mbar. Potential problem source(s): - Defective wiring harness - Sensor has been tampered with - Sensor defective	This fault is logged in the control module's fault memory immediately.	none	Voltage condition: - Onboard elect	None	- 5 sec. after engine off	NO	none	N	- Defective wiring harness - Sensor has been tampered with - Sensor defective	- Check wiring harness - Replace sensor	MY10 ECE: - ECE emissions warning lamp: off - ECE electronic engine power reduction: on - CC message: on MY10 US: - US emissions warning lamp: on - US electronic engine power reduction: on - CC message: on MY11 ECE: - ECE emissions warning lamp: on - ECE electronic engine power reduction: on - CC message: on	none	Possible apparent symptoms: None	Breakdown notice: None	None
MEVD17.2-BN2020	0x121602	1185282	Charge-air pressure sensor: pressure too low	During the control module's shutdown phase the diagnostic function monitors the barometric pressure sensor, intake-manifold sensor and the pressure sensor on the air-intake side of the throttle valve to determine whether they are all measuring the same pressure.	P0299	Turbocharger/Supercharger 'A' Underboost Condition	Supercharger Boost Pressure	Pressure	The fault is recognized when the boost-pressure sensor deviates from the average for the pressure sensors (barometric pressure, boost pressure, intake-manifold pressure) by less than 70 mbar. Potential problem source(s): - Wiring harness defective - Error in sensor measurement - Sensor has been tampered with	This fault is logged in the control module's fault memory immediately.	none	Voltage condition: - Onboard elect	None	- 5 sec. after engine off	NO	none	N	- Wiring harness defective - Error in sensor measurement - Sensor has been tampered with	- Check wiring harness - Replace sensor	MY10 ECE: - ECE emissions warning lamp: off - ECE electronic engine power reduction: on - CC message: on MY10 US: - US emissions warning lamp: on - US electronic engine power reduction: on - CC message: on MY11 ECE: - ECE emissions warning lamp: on - ECE electronic engine power reduction: on - CC message: on	none	Possible apparent symptoms: None	Breakdown notice: None	None
MEVD17.2-BN2020	0x121602	1185282	Charge-air pressure sensor: pressure too low	During the control module's shutdown phase the diagnostic function monitors the barometric pressure sensor, intake-manifold sensor and the pressure sensor on the air-intake side of the throttle valve to determine whether they are all measuring the same pressure.	P12A9	Boost Sensor 'A' Afterrunning Diagnosis Pressure Too Low	Supercharger Boost Sensor	Afterrunning	The fault is recognized when the boost-pressure sensor deviates from the average for the pressure sensors (barometric pressure, boost pressure, intake-manifold pressure) by less than 70 mbar. Potential problem source(s): - Wiring harness defective - Error in sensor measurement - Sensor has been tampered with	This fault is logged in the control module's fault memory immediately.	none	Voltage condition: - Onboard elect	None	- 5 sec. after engine off	NO	none	N	- Wiring harness defective - Error in sensor measurement - Sensor has been tampered with	- Check wiring harness - Replace sensor	MY10 ECE: - ECE emissions warning lamp: off - ECE electronic engine power reduction: on - CC message: on MY10 US: - US emissions warning lamp: on - US electronic engine power reduction: on - CC message: on MY11 ECE: - ECE emissions warning lamp: on - ECE electronic engine power reduction: on - CC message: on	none	Possible apparent symptoms: None	Breakdown notice: None	None
MEVD17.2-BN2020	0x123001	1197841	Bypass blow-off valve, activation: short circuit to positive	The diagnostic function monitors the wire to the compressor bypass valve.	P0035	Turbocharger/Supercharger Bypass Valve 'A' Control Circuit High	Supercharger Bypass Valve	Electrical	The fault is recognized by the driver circuit's diagnostic function. Potential problem source(s): - Defect in wiring harness between compressor bypass valve and DME - Compressor bypass valve defective - Defective DME	This fault is logged in the control module's fault memory immediately.	Terminal 15	Voltage condition: - Onboard elect	None	- None	STEUERN_ULV, STEUERN_ENDE	PWM activation signal	N	- Deflect in wiring harness between compressor bypass valve and DME - Compressor bypass valve defective - Defective DME	- Check wiring harness between compressor bypass valve and DME - Replace compressor bypass valve - Replace DME	- ECE emissions warning lamp: off - ECE electronic engine power reduction: off - CC message: on - US emissions warning lamp: off - US electronic engine power reduction: off - CC message: on	none	Possible apparent symptoms: Power reduction, CC message for engine malfunction	Breakdown notice: None	None
MEVD17.2-BN2020	0x122002	1187842	Bypass blow-off valve, activation: short circuit to ground	The diagnostic function monitors the wire to the compressor bypass valve.	P0034	Turbocharger/Supercharger Bypass Valve 'A' Control Circuit Low	Supercharger Bypass Valve	Electrical	The fault is recognized by the driver circuit's diagnostic function. Potential problem source(s): - Defect in wiring harness between compressor bypass valve and DME - Compressor bypass valve defective - Defective DME	This fault is logged in the control module's fault memory immediately.	Terminal 15	Voltage condition: - Onboard elect	None	- None	STEUERN_ULV, STEUERN_ENDE	PWM activation signal	N	- Deflect in wiring harness between compressor bypass valve and DME - Compressor bypass valve defective - Defective DME	- Check wiring harness between compressor bypass valve and DME - Replace compressor bypass valve - Replace DME	- ECE emissions warning lamp: off - ECE electronic engine power reduction: off - CC message: on - US emissions warning lamp: off - US electronic engine power reduction: off - CC message: on	none	Possible apparent symptoms: Power reduction, CC message for engine malfunction	Breakdown notice: None	None
MEVD17.2-BN2020	0x122004	1187844	Bypass blow-off valve, activation: open circuit	The diagnostic function monitors the wire to the compressor bypass valve.	P0033	Turbocharger/Supercharger Bypass Valve 'A' Control Circuit	Supercharger Bypass Valve	Electrical	The fault is recognized by the driver circuit's diagnostic function. Potential problem source(s): - Defect in wiring harness between compressor bypass valve and DME - Compressor bypass valve defective - Defective DME	This fault is logged in the control module's fault memory immediately.	Terminal 15	Voltage condition: - Onboard elect	None	- None	STEUERN_ULV, STEUERN_ENDE	PWM activation signal	N	- Deflect in wiring harness between compressor bypass valve and DME - Compressor bypass valve defective - Defective DME	- Check wiring harness between compressor bypass valve and DME - Replace compressor bypass valve - Replace DME	- ECE emissions warning lamp: off - ECE electronic engine power reduction: off - CC message: on - US emissions warning lamp: off - US electronic engine power reduction: off - CC message: on	none	Possible apparent symptoms: Power reduction, CC message for engine malfunction	Breakdown notice: None	None
MEVD17.2-BN2020	0x122108	1188104	Blow-off valve, mechanics: Jammed closed	The diagnostic function monitors the compressor bypass valve to determine if it is seizing in its closed position.					The fault is recognized when the airflow upstream from the throttle valve is interrupted. Potential problem source(s): - Seized compressor bypass valve - Diverter valve defective	This fault is logged in the control module's fault memory immediately.	none	Voltage condition: - Onboard elect	None	- None	NO	none	N	- Seized compressor bypass valve - Compressor bypass valve defective	- Read out faults logged in control module: If the temperature was less than 0°C when the fault was logged, ice may have been present: Delete stored fault codes, no additional action required Replace compressor bypass valve - Replace turbocharger	- ECE emissions warning lamp: off - ECE electronic engine power reduction: off - CC message: none - US emissions warning lamp: off - US electronic engine power reduction: off - CC message: none	none	Possible apparent symptoms: Increased pumping noise from turbocharger	Breakdown notice: None	None
MEVD17.2-BN2020	0x123001	1191937	Wastegate, activation: short circuit to positive	The diagnostic function monitors the electrical wire from the DME to the electropneumatic pressure converter.	P0246	Turbocharger/Supercharger Wastegate Solenoid 'A' High			The fault is recognized by the driver circuit's diagnostic function. Potential problem source(s): - Defective wiring harness - Electropneumatic pressure converter is defective - Defective DME	This fault is logged in the control module's fault memory immediately.	none	Voltage condition: - Onboard elect	None	- None	steuern_lds1, steuern_ende_lds1	PWM activation signal, 0x4aab	N	- Defective wiring harness - Electropneumatic pressure converter is defective - Defective DME	- Check wiring harness - Replace electropneumatic pressure converter - Replace DME	- ECE emissions warning lamp: off - ECE electronic engine power reduction: off - CC message: on - US emissions warning lamp: on - US electronic engine power reduction: on - CC message: on	none	Possible apparent symptoms: CC message, customer proceeds to service facility, loss of power	Breakdown notice: None	None
MEVD17.2-BN2020	0x123002	1191938	Wastegate, activation: short circuit to ground	The diagnostic function monitors the electrical wire from the DME to the electropneumatic pressure converter.	P0245	Turbocharger/Supercharger Wastegate Solenoid 'A' Low			The fault is recognized by the driver circuit's diagnostic function. Potential problem source(s): - Defective wiring harness - Electropneumatic pressure converter is defective - Defective DME	This fault is logged in the control module's fault memory immediately.	none	Voltage condition: - Onboard elect	None	- None	steuern_lds1, steuern_ende_lds1	PWM activation signal, 0x4aab	N	- Defective wiring harness - Electropneumatic pressure converter is defective - Defective DME	- Check wiring harness - Replace electropneumatic pressure converter - Replace DME	- ECE emissions warning lamp: off - ECE electronic engine power reduction: off - CC message: on - US emissions warning lamp: on - US electronic engine power reduction: on - CC message: on	none	Possible apparent symptoms: CC message, customer proceeds to service facility, clarification pending.	Breakdown notice: None	None
				The diagnostic function monitors the electrical wire					The fault is recognized by the driver circuit's diagnostic function. Potential problem source(s): - Defective wiring harness - Electropneumatic pressure	This fault is logged in the control		Voltage condition: - Onboard elect						- Defective wiring harness	- Check wiring harness	- ECE emissions warning lamp: off - ECE electronic engine power reduction: off - CC message: on - US emissions warning lamp: on - US electronic engine power		Possible apparent symptoms:		

MEV017.2-BN2020	0x128101	1213673	Oxygen sensor before catalytic converter, system check: Signal fixed at lean	The diagnostic function monitors the voltage of the pre-catalyst oxygen sensor and compares it with the voltage of the oxygen sensor behind the catalytic converter (at lambda = 1).	P2195	O2 Sensor Signal Biased/Stuck Lean (Bank 1 Sensor 1)	Oxygen Sensor, Front	Signal Check	The fault is recognized when the lambda signal from the pre-catalyst oxygen sensor deviates too much from the lambda signal from the oxygen sensor behind the catalytic converter. Potential problem source(s): - Defective wiring harness - Defective oxygen sensors	This fault is logged in the control module's fault memory immediately.	none	Voltage condition: - Onboard elect	Engine warmed to normal tempera	None	NO	none	N	- Defective wiring harness - Defective oxygen sensors	- Inspect wiring harness between oxygen sensors before/behind catalytic converter and DME - Replace oxygen sensors before and behind catalytic converter	- ECE emissions warning lamp: on - ECE electronic engine power reduction: on - CC message: on - US emissions warning lamp: off - US electronic engine power reduction: off - CC message: none	none	Possible apparent symptoms: MIL lights up when fault is detected in two consecutive driving cycles	Breakdown notice: Continued driving is possible, but because the oxygen sensor is not ready for closed-loop control, conversion of exhaust gases in the catalytic converter will be seriously impaired.	None
MEV017.2-BN2020	0x128301	1213185	Oxygen sensor before catalytic converter, system check: Signal fixed at grease	The diagnostic function monitors the voltage of the pre-catalyst oxygen sensor and compares it with the voltage of the oxygen sensor behind the catalytic converter (at lambda = 1).	P2196	O2 Sensor Signal Biased/Stuck Rich (Bank 1 Sensor 1)	Oxygen Sensor, Front	Signal Check	The fault is recognized when the lambda signal from the pre-catalyst oxygen sensor deviates too much from the lambda signal from the oxygen sensor behind the catalytic converter. Potential problem source(s): - Leak in exhaust system before oxygen sensors - Defective wiring harness - Oxygen sensor before catalytic converter defective	This fault is logged in the control module's fault memory immediately.	none	Voltage condition: - Onboard elect	Engine warmed to normal tempera	None	NO	none	N	- Leak in exhaust system before oxygen sensors - Oxygen sensor before catalytic converter defective	- Conduct catalytic converter diagnosis - Check wiring harness between pre-catalyst oxygen sensor and DME - Replace pre-catalyst oxygen sensor	- ECE emissions warning lamp: on - ECE electronic engine power reduction: on - CC message: on - US emissions warning lamp: off - US electronic engine power reduction: off - CC message: none	none	Possible apparent symptoms: MIL lights up when fault is detected in two consecutive driving cycles	Breakdown notice: Continued driving is possible, but because the oxygen sensor is not ready for closed-loop control, conversion of exhaust gases in the catalytic converter will be seriously impaired.	None
MEV017.2-BN2020	0x128501	1213697	Oxygen sensor before catalytic converter, in coasting/overrun mode: Signal outside limit value	The diagnostic function monitors the voltage of the oxygen sensor before the catalytic converter.	P2207	O2 Sensor Out of Range During Deceleration (Bank 1 Sensor 1)	Oxygen Sensor, Front	Deceleration	The fault is recognized when an electrical malfunction is present in the oxygen sensor before the catalytic converter. Potential problem source(s): - Defective wiring harness - Oxygen sensor before catalytic converter defective - Defective DME	This fault is logged in the control module's fault memory immediately.	none	Voltage condition: - Onboard elect	Engine warmed to normal tempera	Overrun operation must be prese	NO	Read-out available from tester serv	N	- Defective wiring harness - Oxygen sensor before catalytic converter defective - Defective DME	- Check wiring harness between pre-catalyst oxygen sensor and DME - Replace pre-catalyst oxygen sensor - Replace DME	- ECE emissions warning lamp: on - ECE electronic engine power reduction: on - CC message: on - US emissions warning lamp: off - US electronic engine power reduction: off - CC message: none	none	Possible apparent symptoms: - MIL lamp lights up after 2nd driving cycle - Higher exhaust emissions - Higher fuel consumption - Surge	Breakdown notice: Continued driving is possible, but because the oxygen sensor is not ready for closed-loop control, conversion of exhaust gases in the catalytic converter will be seriously impaired.	None
MEV017.2-BN2020	0x128901	1214721	Oxygen sensor before catalytic converter, dynamic response: slow response	The diagnostic function monitors the dynamic response of the oxygen sensor before the catalytic converter.	P0133	O2 Sensor Circuit Slow Response (Bank 1 Sensor 1)	Oxygen Sensor, Front	Slow Response	The fault is recognized when closed-loop sensor reacts too slowly to changes in the oxygen concentration within the exhaust gas. Potential problem source(s): - Oxygen sensor before catalytic converter defective	The diagnostic fault code is logged when the fault remains present for longer than 1 min.	none	Voltage condition: - Onboard elect	Engine warmed to normal tempera	None	NO	none	N	- Oxygen sensor before catalytic converter defective	- Replace oxygen sensor before catalytic converter if fault frequency is greater than 3	- ECE emissions warning lamp: on - ECE electronic engine power reduction: on - CC message: on - US emissions warning lamp: off - US electronic engine power reduction: off - CC message: none	none	Possible apparent symptoms: - MIL lamp lights up after 2nd driving cycle - Higher exhaust emissions - Higher fuel consumption - Surge	Breakdown notice: Continued driving is possible, but because the oxygen sensor is not ready for closed-loop control, conversion of exhaust gases in the catalytic converter will be seriously impaired.	Determine whether cylinder balancing is plausible; if not plausible, perform cylinder balancing following repair.
MEV017.2-BN2020	0x128B01	1216233	Oxygen sensor before catalytic converter, installation: sensor not connected	The diagnostic function monitors correct installation of the oxygen sensor before the catalytic converter.	P2414	O2 Sensor Exhaust Sample Error (Bank 1 Sensor 1)	Oxygen Sensor, Front	Exhaust Sample Error	The fault is recognized when the oxygen sensor on the engine-side of the catalytic converter is not screwed firmly into place and/or the threaded connection is not sealed. Potential problem source(s): - Pre-catalyst oxygen sensor not screwed in tightly or hanging in the air	The diagnostic fault code is logged when the fault remains present for longer than 2 min.	none	Voltage condition: - Onboard elect	Engine warmed to normal tempera	None	NO	none	N	- Pre-catalyst oxygen sensor not screwed in tightly or hanging in the air	- Determine whether the pre-catalyst oxygen sensor is installed at the correct position - Determine whether the pre-catalyst oxygen sensor is screwed in tightly - Inspect the pre-catalyst oxygen sensor for damage - Replace pre-catalyst oxygen sensor	- ECE emissions warning lamp: on - ECE electronic engine power reduction: on - CC message: on - US emissions warning lamp: off - US electronic engine power reduction: off - CC message: none	none	Possible apparent symptoms: - MIL lamp lights up after 2nd driving cycle - Higher exhaust emissions - Higher fuel consumption - Surge	Breakdown notice: Continued driving is possible, but because the oxygen sensor is not ready for closed-loop control, conversion of exhaust gases in the catalytic converter will be seriously impaired.	None
MEV017.2-BN2020	0x128E01	1216501	Oxygen sensor before catalytic converter, line fault: open circuit, thermal line	The diagnostic function monitors the internal resistance and the output voltage of the oxygen sensor before the catalytic converter.	P2243	O2 Sensor Reference Voltage Circuit/Open (Bank 1 Sensor 1)	Oxygen Sensor, Front	Reference Voltage	The fault is recognized when an electrical malfunction is present in the oxygen sensor before the catalytic converter. Potential problem source(s): - Defective wiring harness - Oxygen sensor before catalytic converter defective - Defective DME	This fault is logged in the control module's fault memory immediately.	none	Voltage condition: - Onboard elect	Engine warmed to normal tempera	None	NO	Read-out available from tester serv	N	- Defective wiring harness - Oxygen sensor before catalytic converter defective - Defective DME	- Check wiring harness between pre-catalyst oxygen sensor and DME - Replace pre-catalyst oxygen sensor - Replace DME	- ECE emissions warning lamp: on - ECE electronic engine power reduction: on - CC message: on - US emissions warning lamp: off - US electronic engine power reduction: off - CC message: none	none	Possible apparent symptoms: - MIL lamp lights up after 2nd driving cycle - Higher exhaust emissions - Higher fuel consumption - Surge	Breakdown notice: Continued driving is possible, but because the oxygen sensor is not ready for closed-loop control, conversion of exhaust gases in the catalytic converter will be seriously impaired.	None
MEV017.2-BN2020	0x128E08	1216508	Oxygen sensor before catalytic converter, line fault: open circuit, compensation line	The diagnostic function monitors the pre-catalyst oxygen sensor.	P2626	O2 Sensor Pumping Current Trim Circuit/Open (Bank 1 Sensor 1)	Oxygen Sensor, Front	Pumping Current	The fault is recognized when the oxygen sensor before the catalytic converter fails to transmit a signal. Potential problem source(s): - Defective wiring harness - Oxygen sensor before catalytic converter defective - Defective DME	600 sec. if the tank is not confirmed full.	none	Voltage condition: - Onboard elect	Engine warmed to normal tempera	None	NO	Read-out available from tester serv	N	- Defective wiring harness - Oxygen sensor before catalytic converter defective - Defective DME	- Check wiring harness between pre-catalyst oxygen sensor and DME - Replace pre-catalyst oxygen sensor - Replace DME	- ECE emissions warning lamp: on - ECE electronic engine power reduction: on - CC message: on - US emissions warning lamp: off - US electronic engine power reduction: off - CC message: none	none	Possible apparent symptoms: - MIL lamp lights up after 2nd driving cycle - Higher exhaust emissions - Higher fuel consumption - Surge	Breakdown notice: Continued driving is possible, but because the oxygen sensor is not ready for closed-loop control, conversion of exhaust gases in the catalytic converter will be seriously impaired.	None
MEV017.2-BN2020	0x129001	1216513	Oxygen sensor before catalytic converter, signal lines: Short circuit to B+	The diagnostic function monitors the controller in the DME.	P0132	O2 Sensor Circuit High Voltage (Bank 1 Sensor 1)	Oxygen Sensor, Front	Electrical	The fault is recognized when an electrical malfunction is present in the oxygen sensor before the catalytic converter. Potential problem source(s): - Defective wiring harness - Oxygen sensor before catalytic converter defective - Defective DME	This fault is logged in the control module's fault memory immediately.	none	Voltage condition: - Onboard elect	Engine warmed to normal tempera	None	NO	Read-out available from tester serv	N	- Defective wiring harness - Oxygen sensor before catalytic converter defective - Defective DME	- Check wiring harness between pre-catalyst oxygen sensor and DME - Replace pre-catalyst oxygen sensor - Replace DME	- ECE emissions warning lamp: on - ECE electronic engine power reduction: on - CC message: on - US emissions warning lamp: off - US electronic engine power reduction: off - CC message: none	none	Possible apparent symptoms: - MIL lamp lights up after 2nd driving cycle - Higher exhaust emissions - Higher fuel consumption - Surge	Breakdown notice: Continued driving is possible, but because the oxygen sensor is not ready for closed-loop control, conversion of exhaust gases in the catalytic converter will be seriously impaired.	None
MEV017.2-BN2020	0x129002	1216514	Oxygen sensor before catalytic converter, signal lines: Short circuit to earth	The diagnostic function monitors the controller in the DME.	P0131	O2 Sensor Circuit Low Voltage (Bank 1 Sensor 1)	Oxygen Sensor, Front	Electrical	The fault is recognized when an electrical malfunction is present in the oxygen sensor before the catalytic converter. Potential problem source(s): - Defective wiring harness - Oxygen sensor before catalytic converter defective - Defective DME	This fault is logged in the control module's fault memory immediately.	none	Voltage condition: - Onboard elect	Engine warmed to normal tempera	None	NO	Read-out available from tester serv	N	- Defective wiring harness - Oxygen sensor before catalytic converter defective - Defective DME	- Check wiring harness between pre-catalyst oxygen sensor and DME - Replace pre-catalyst oxygen sensor - Replace DME	- ECE emissions warning lamp: on - ECE electronic engine power reduction: on - CC message: on - US emissions warning lamp: off - US electronic engine power reduction: off - CC message: none	none	Possible apparent symptoms: - MIL lamp lights up after 2nd driving cycle - Higher exhaust emissions - Higher fuel consumption - Surge	Breakdown notice: Continued driving is possible, but because the oxygen sensor is not ready for closed-loop control, conversion of exhaust gases in the catalytic converter will be seriously impaired.	None
MEV017.2-BN2020	0x129201	1217025	DME, internal fault, oxygen sensor before catalytic converter: initialization fault	The diagnostic function monitors the controller in the DME.	P3024	O2 Sensor Initialization Error WRAF-IC (Bank 1 Sensor 1)	Oxygen Sensor, Front	ECM Self-Test	The fault is recognized when the oxygen sensor chip in the DME detects a fault. Potential problem source(s): - DME defective	This fault is logged in the control module's fault memory immediately.	none	Voltage condition: - Onboard elect	None	- None	NO	none	Y	- DME defective	- Only replace the DME if the fault remains present continuously or if the fault frequency is greater than 3	- ECE emissions warning lamp: on - ECE electronic engine power reduction: on - CC message: on - US emissions warning lamp: off - US electronic engine power reduction: off - CC message: none	none	Possible apparent symptoms: - Engine runs poorly - Breakdown in extreme cases	Breakdown notice: - none	- none
MEV017.2-BN2020	0x129202	1217026	DME, internal fault, oxygen sensor before catalytic converter: communication fault	The diagnostic function monitors the controller in the DME.	P3022	O2 Sensor Disturbed SPI Communication to WRAF-IC (Bank 1 Sensor 1)	Oxygen Sensor, Front	ECM Self-Test	The fault is recognized when the oxygen sensor chip in the DME detects a fault. Potential problem source(s): - DME defective	This fault is logged in the control module's fault memory immediately.	none	Voltage condition: - Onboard elect	None	- None	NO	none	Y	- DME defective	- Only replace the DME if the fault remains present continuously or if the fault frequency is greater than 3	- ECE emissions warning lamp: on - ECE electronic engine power reduction: on - CC message: on - US emissions warning lamp: off - US electronic engine power reduction: off - CC message: none	none	Possible apparent symptoms: - Engine runs poorly - Breakdown in extreme cases	Breakdown notice: - none	- none
MEV017.2-BN2020	0x129A20	1219104	DME, internal fault, oxygen sensor before catalytic converter: oxygen sensor module, signal-circuit adaptation values too high	The diagnostic function monitors the controller in the DME.	P3012	O2 Sensor Signal Circuit Adaptation Value Too High (Bank 1 Sensor 1)	Oxygen Sensor, Front	ECM Self-Test	The fault is recognized when the oxygen sensor chip in the DME detects a fault. Potential problem source(s): - DME defective	The diagnostic fault code is logged when the fault remains present for longer than 1 min.	none	Voltage condition: - Onboard elect	None	- None	NO	none	Y	- DME defective	- Only replace the DME if the fault remains present continuously or if the fault frequency is greater than 3	- ECE emissions warning lamp: on - ECE electronic engine power reduction: on - CC message: on - US emissions warning lamp: off - US electronic engine power reduction: off - CC message: none	none	Possible apparent symptoms: - Engine runs poorly - Breakdown in extreme cases	Breakdown notice: - none	- none
MEV017.2-BN2020	0x129A21	1219105	DME, internal fault, oxygen sensor before catalytic converter: oxygen-sensor module, undervoltage	The diagnostic function monitors the controller in the DME.	P3014	O2 Sensor WRAF-IC Supply Voltage Too Low (Bank 1 Sensor 1)	Oxygen Sensor, Front	ECM Self-Test	The fault is recognized when the oxygen sensor chip in the DME detects a fault. Potential problem source(s): - DME defective	The diagnostic fault code is logged when the fault remains present for longer than 1 min.	none	Voltage condition: - Onboard elect	None	- None	NO	none	Y	- DME defective	- Only replace the DME if the fault remains present continuously or if the fault frequency is greater than 3	- ECE emissions warning lamp: on - ECE electronic engine power reduction: on - CC message: on - US emissions warning lamp: off - US electronic engine power reduction: off - CC message: none	none	Possible apparent symptoms: - Engine runs poorly - Breakdown in extreme cases	Breakdown notice: - none	- none
MEV017.2-BN2020	0x12A101	1220865	Oxygen sensor after catalytic converter, system check: signal fixed at rich	The diagnostic function monitors whether the voltage of the oxygen sensor behind catalytic converter remains stuck at a high value.	P2271	O2 Sensor Signal Biased/Stuck Rich (Bank 1 Sensor 2)	Oxygen Sensor, Rear	Signal Check	The fault is recognized when the voltage of the oxygen sensor behind the catalytic converter remains consistently too high. Potential problem source(s): - Mixture too rich - Defective wiring harness - Oxygen sensor behind catalytic converter defective - Defective DME	The diagnostic fault code is logged when the fault remains present for longer than 10 min.	none	Voltage condition: - Onboard elect	Engine warmed to normal tempera	None	NO	none	N	- Mixture too rich - Defective wiring harness - Oxygen sensor behind catalytic converter defective - Defective DME	- Inspect wiring harness between oxygen sensor behind catalytic converter and DME - Replace oxygen sensor behind catalytic converter - Replace DME	- ECE emissions warning lamp: on - ECE electronic engine power reduction: on - CC message: on - US emissions warning lamp: off - US electronic engine power reduction: off - CC message: none	none	Possible apparent symptoms: MIL lights up when fault is detected in two consecutive driving cycles	Breakdown notice: Continued driving is possible, but because the oxygen sensor is not ready for closed-loop control, conversion of exhaust gases in the catalytic converter will be seriously impaired.	None
MEV017.2-BN2020	0x12A102	1220866	Oxygen sensor after catalytic converter, system check: signal fixed at lean	The diagnostic function monitors whether the voltage of the oxygen sensor behind catalytic converter remains stuck at a low value.	P2270	O2 Sensor Signal Biased/Stuck Lean (Bank 1 Sensor 2)	Oxygen Sensor, Rear	Signal Check	The fault is recognized when the voltage of the oxygen sensor behind the catalytic converter remains consistently too low. Potential problem source(s): - Mixture too lean - Leak in exhaust system on engine-side of catalytic converter - Defective wiring harness - Oxygen sensor behind catalytic converter defective - Defective DME	The diagnostic fault code is logged when the fault remains present for longer than 10 min.	none	Voltage condition: - Onboard elect	Engine warmed to normal tempera	None	NO	none	N	- Mixture too lean - Leak in exhaust system on engine-side of catalytic converter - Defective wiring harness - Oxygen sensor behind catalytic converter defective - Defective DME	- Check the connection between the DME and the oxygen sensor behind catalytic converter - Determine whether the oxygen sensors are in the wrong mutual locations - Check the exhaust system upstream from the oxygen sensor for leaks - Replace oxygen sensor behind catalytic converter - Replace DME	- ECE emissions warning lamp: on - ECE electronic engine power reduction: on - CC message: on - US emissions warning lamp: off - US electronic engine power reduction: off - CC message: none	none	Possible apparent symptoms: MIL lights up when fault is detected in two consecutive driving cycles	Breakdown notice: Continued driving is possible, but because the oxygen sensor is not ready for closed-loop control, conversion of exhaust gases in the catalytic converter will be seriously impaired.	None
MEV017.2-BN2020	0x12A308	1221384	Oxygen sensor after catalytic converter, dynamic response, from rich to lean: slow response		P013A	O2 Sensor Slow Response - Rich to Lean (Bank 1 Sensor 2)	Oxygen Sensor, Rear	Slow Response															None			
MEV017.2-BN2020	0x12A701	1222401	Oxygen sensor after catalytic converter, electrical: Short circuit to B+	The diagnostic function monitors electrical status of the oxygen sensor behind catalytic converter.	P0138	O2 Sensor Circuit High Voltage (Bank 1 Sensor 2)	Oxygen Sensor, Rear	Electrical	The fault is recognized when an electrical malfunction is present in the oxygen sensor behind the catalytic converter. Potential problem source(s): - Defective wiring harness - Oxygen sensor behind catalytic converter defective - Defective DME	This fault is logged in the control module's fault memory immediately.	none	Voltage condition: - Onboard elect	Engine warmed to normal tempera	Active heater activation more than	NO	Read-out available from tester serv	N	- Defective wiring harness - Oxygen sensor behind catalytic converter defective - Defective DME	- Check the connection between the DME and the oxygen sensor behind catalytic converter - Replace oxygen sensor behind catalytic converter - Replace DME	- ECE emissions warning lamp: on - ECE electronic engine power reduction: on - CC message: on - US emissions warning lamp: off - US electronic engine power reduction: off - CC message: none	none	Possible apparent symptoms: MIL lamp on after second driving cycle	Breakdown notice: Continued driving is possible, but because the oxygen sensor is not ready for closed-loop control, conversion of exhaust gases in the catalytic converter will be seriously impaired.	None
MEV017.2-BN2020	0x12A502	1222914	Oxygen sensor after catalytic converter, electrical: Short circuit to earth	The diagnostic function monitors electrical status of the oxygen sensor behind catalytic converter.	P0137	O2 Sensor Circuit Low Voltage (Bank 1 Sensor 2)	Oxygen Sensor, Rear	Electrical	The fault is recognized when an electrical malfunction is present in the oxygen sensor behind the catalytic converter. Potential problem source(s): - Defective wiring harness - Oxygen sensor behind catalytic converter defective - Defective DME	600 sec., if tank is not verifiably full	none	Voltage condition: - Onboard elect	Engine switched off at temperatur	Active heater activation more than	NO	Read-out available from tester serv	N	- Defective wiring harness - Oxygen sensor behind catalytic converter defective - Defective DME	- Inspect wiring harness between oxygen sensor behind catalytic converter and DME - Replace oxygen sensor behind catalytic converter - Replace DME	- ECE emissions warning lamp: on - ECE electronic engine power reduction: on - CC message: on - US emissions warning lamp: off - US electronic engine power reduction: off - CC message: none	none	Possible apparent symptoms: MIL lamp on after second driving cycle	Breakdown notice: Continued driving is possible, but because the oxygen sensor is not ready for closed-loop control, conversion of exhaust gases in the catalytic converter will be seriously impaired.	None
MEV017.2-BN2020	0x12A804	1223428	Oxygen sensor after catalytic converter, electrical: Line disconnection	The diagnostic function monitors the oxygen sensor behind catalytic converter	P0136	O2 Sensor Circuit (Bank 1 Sensor 2)	Oxygen Sensor, Rear	Electrical	The fault is recognized when an electrical malfunction is present in the oxygen sensor behind the catalytic converter. Potential problem source(s): - Defective wiring harness - Oxygen sensor behind catalytic converter defective - Defective DME	The diagnostic fault code is logged when the fault remains present for longer than 6 min.	none	Voltage condition: - Onboard elect	Engine warmed to normal tempera	Active heater activation more than	NO	Read-out available from tester serv	N	- Defective wiring harness - Oxygen sensor behind catalytic converter defective - Defective DME	- Inspect wiring harness between oxygen sensor behind catalytic converter and DME - Check heating of oxygen sensor behind catalytic converter - Replace oxygen sensor behind catalytic converter - Replace DME	- ECE emissions warning lamp: on - ECE electronic engine power reduction: on - CC message: on - US emissions warning lamp: off - US electronic engine power reduction: off - CC message: none	none	Possible apparent symptoms: MIL lamp on after second driving cycle	Breakdown notice: Continued driving is possible, but because the oxygen sensor is not ready for closed-loop control, conversion of exhaust gases in the catalytic converter will be seriously impaired.	None
									The fault is recognized when the dynamic signal from the post-catalyst oxygen sensor displays excessive lag. Potential problem source(s): - Defective wiring harness	The diagnostic fault code is		Voltage condition: - Onboard elect							- Inspect wiring harness between oxygen sensor					

MEV017.2-BN2020	0x12B101	1224961	Oxygen-sensor heater before catalytic converter, activation: short circuit to positive	The diagnostic function monitors activation of the heater for the oxygen sensor before the catalytic converter.	P0032	HO2S Heater Control Circuit High (Bank 1 Sensor 1)	Oxygen Sensor, Front	Heater Electrical	The fault is recognized when an activation signal is transmitted to the oxygen sensor before the catalytic converter and an electrical defect is present. Potential problem source(s): - Defective wiring harness - Oxygen sensor before catalytic converter defective - Defective DME	This fault is logged in the control module's fault memory immediately.	none	Voltage condition: - Onboard elect	None	- 10 sec. after engine start	While an appropriate tester service	none	N	- Defective wiring harness - Oxygen sensor before catalytic converter defective - Defective DME	- Check wiring harness between pre-catalyst oxygen sensor and DME - Replace pre-catalyst oxygen sensor - Replace DME	- ECE emissions warning lamp: on - ECE electronic engine power reduction: on - CC message: on - US emissions warning lamp: off - US electronic engine power reduction: off - CC message: none	none	Possible apparent symptoms: - MIL lamp lights up after 2nd driving cycle - Higher exhaust emissions - Higher fuel consumption - Surge	Breakdown notice: Continued driving is possible, but because the oxygen sensor is not ready for closed-loop control, conversion of exhaust gases in the catalytic converter will be seriously impaired.	None
MEV017.2-BN2020	0x12B102	1224962	Oxygen-sensor heater before catalytic converter, activation: short circuit to ground	The diagnostic function monitors activation of the heater for the oxygen sensor before the catalytic converter.	P0031	HO2S Heater Control Circuit Low (Bank 1 Sensor 1)	Oxygen Sensor, Front	Heater Electrical	The fault is recognized when an activation signal is transmitted to the oxygen sensor before the catalytic converter and an electrical defect is present. Potential problem source(s): - Defective wiring harness - Oxygen sensor before catalytic converter defective - Defective DME	This fault is logged in the control module's fault memory immediately.	none	Voltage condition: - Onboard elect	None	- 10 sec. after engine start	While an appropriate tester service	none	N	- Defective wiring harness - Oxygen sensor before catalytic converter defective - Defective DME	- Check wiring harness between pre-catalyst oxygen sensor and DME - Replace pre-catalyst oxygen sensor - Replace DME	- ECE emissions warning lamp: on - ECE electronic engine power reduction: on - CC message: on - US emissions warning lamp: off - US electronic engine power reduction: off - CC message: none	none	Possible apparent symptoms: - MIL lamp lights up after 2nd driving cycle - Higher exhaust emissions - Higher fuel consumption - Surge	Breakdown notice: Continued driving is possible, but because the oxygen sensor is not ready for closed-loop control, conversion of exhaust gases in the catalytic converter will be seriously impaired.	None
MEV017.2-BN2020	0x12B104	1224964	Oxygen-sensor heater before catalytic converter, activation: open circuit	The diagnostic function monitors activation of the heater for the oxygen sensor before the catalytic converter.	P0030	HO2S Heater Control Circuit (Bank 1 Sensor 1)	Oxygen Sensor, Front	Heater Electrical	The fault is recognized when an activation signal is transmitted to the oxygen sensor before the catalytic converter and an electrical defect is present. Potential problem source(s): - Defective wiring harness - Oxygen sensor before catalytic converter defective - Defective DME	This fault is logged in the control module's fault memory immediately.	none	Voltage condition: - Onboard elect	None	- 10 sec. after engine start	While an appropriate tester service	none	N	- Defective wiring harness - Oxygen sensor before catalytic converter defective - Defective DME	- Check wiring harness between pre-catalyst oxygen sensor and DME - Replace pre-catalyst oxygen sensor - Replace DME	- ECE emissions warning lamp: on - ECE electronic engine power reduction: on - CC message: on - US emissions warning lamp: off - US electronic engine power reduction: off - CC message: none	none	Possible apparent symptoms: - MIL lamp lights up after 2nd driving cycle - Higher exhaust emissions - Higher fuel consumption - Surge	Breakdown notice: Continued driving is possible, but because the oxygen sensor is not ready for closed-loop control, conversion of exhaust gases in the catalytic converter will be seriously impaired.	None
MEV017.2-BN2020	0x12B301	1225473	Oxygen-sensor heater after catalytic converter, activation: short circuit to positive	The diagnostic function monitors activation of the heater for the oxygen sensor behind the catalytic converter.	P0038	HO2S Heater Control Circuit High (Bank 1 Sensor 2)	Oxygen Sensor, Rear	Heater Electrical	The fault is recognized when an activation signal is transmitted to the heater for the oxygen sensor behind the catalytic converter and an electrical defect is present. Potential problem source(s): - Defective wiring harness - Oxygen sensor behind catalytic converter defective - Defective DME	This fault is logged in the control module's fault memory immediately.	none	Voltage condition: - Onboard elect	None	- 10 sec. after engine start	STEUERN_LSHZ, STEUERN_EN	none	N	- Defective wiring harness - Oxygen sensor behind catalytic converter defective - Defective DME	- Inspect wiring harness between oxygen sensor behind catalytic converter and DME - Replace oxygen sensor behind catalytic converter - Replace DME	- ECE emissions warning lamp: on - ECE electronic engine power reduction: on - CC message: on - US emissions warning lamp: off - US electronic engine power reduction: off - CC message: none	none	Possible apparent symptoms: - MIL lamp lights up after 2nd driving cycle	Breakdown notice: Continued driving is possible, but because the oxygen sensor is not ready for closed-loop control, conversion of exhaust gases in the catalytic converter will be seriously impaired.	None
MEV017.2-BN2020	0x12B302	1225474	Oxygen-sensor heater after catalytic converter, activation: short circuit to ground	The diagnostic function monitors activation of the heater for the oxygen sensor behind the catalytic converter.	P0037	HO2S Heater Control Circuit Low (Bank 1 Sensor 2)	Oxygen Sensor, Rear	Heater Electrical	The fault is recognized when an activation signal is transmitted to the heater for the oxygen sensor behind the catalytic converter and an electrical defect is present. Potential problem source(s): - Defective wiring harness - Oxygen sensor behind catalytic converter defective - Defective DME	This fault is logged in the control module's fault memory immediately.	none	Voltage condition: - Onboard elect	None	- 10 sec. after engine start	STEUERN_LSHZ, STEUERN_EN	none	N	- Defective wiring harness - Oxygen sensor behind catalytic converter defective - Defective DME	- Inspect wiring harness between oxygen sensor behind catalytic converter and DME - Replace oxygen sensor behind catalytic converter - Replace DME	- ECE emissions warning lamp: on - ECE electronic engine power reduction: on - CC message: on - US emissions warning lamp: off - US electronic engine power reduction: off - CC message: none	none	Possible apparent symptoms: - MIL lamp lights up after 2nd driving cycle	Breakdown notice: Continued driving is possible, but because the oxygen sensor is not ready for closed-loop control, conversion of exhaust gases in the catalytic converter will be seriously impaired.	None
MEV017.2-BN2020	0x12B304	1225476	Oxygen-sensor heater after catalytic converter, activation: open circuit	The diagnostic function monitors activation of the heater for the oxygen sensor behind the catalytic converter.	P0036	HO2S Heater Control Circuit (Bank 1 Sensor 2)	Oxygen Sensor, Rear	Heater Electrical	The fault is recognized when an activation signal is transmitted to the heater for the oxygen sensor behind the catalytic converter and an electrical defect is present. Potential problem source(s): - Defective wiring harness - Oxygen sensor behind catalytic converter defective - Defective DME	This fault is logged in the control module's fault memory immediately.	none	Voltage condition: - Onboard elect	None	- 10 sec. after engine start	STEUERN_LSHZ, STEUERN_EN	none	N	- Defective wiring harness - Oxygen sensor behind catalytic converter defective - Defective DME	- Inspect wiring harness between oxygen sensor behind catalytic converter and DME - Replace oxygen sensor behind catalytic converter - Replace DME	- ECE emissions warning lamp: on - ECE electronic engine power reduction: on - CC message: on - US emissions warning lamp: off - US electronic engine power reduction: off - CC message: none	none	Possible apparent symptoms: - MIL lamp lights up after 2nd driving cycle	Breakdown notice: Continued driving is possible, but because the oxygen sensor is not ready for closed-loop control, conversion of exhaust gases in the catalytic converter will be seriously impaired.	None
MEV017.2-BN2020	0x12B505	1225989	Oxygen sensor heating before catalytic converter, function: Heater fault		P102A	O2 Sensor Heating, Heater Error (Bank 1 Sensor 1)	Oxygen Sensor, Front	Heater	Potential problem source(s): 0			Voltage condition: - Temperature				None		0	0	- ECE emissions warning lamp: on - ECE electronic engine power reduction: on - CC message: on - US emissions warning lamp: off - US electronic engine power reduction: off - CC message: none	new for:1-10-03.450	Possible apparent symptoms:	Breakdown notice:	
MEV017.2-BN2020	0x12B701	1226497	Oxygen-sensor heater after catalytic converter, function: internal resistance too high	The diagnostic function monitors the difference between the expected and the actual internal resistance in the heater for the oxygen sensor behind the catalytic converter.	P0141	O2 Sensor Heater Circuit (Bank 1 Sensor 2)	Oxygen Sensor, Rear	Heater Electrical	The fault is recognized when the actual internal resistance of the heater for the oxygen sensor behind the catalytic converter remains higher than expected for a specified period of time. Potential problem source(s): - Defective wiring harness - Oxygen sensor behind catalytic converter defective	The diagnostic fault code is logged when the fault remains present for longer than 1 min.	none	Voltage condition: - Onboard elect	None	- Engine off for longer than 13 min.	none	none	N	- Defective wiring harness - Oxygen sensor behind catalytic converter defective	- Check wiring harness between oxygen sensor behind catalytic converter and DME (contact resistance) - Replace oxygen sensor behind catalytic converter	- ECE emissions warning lamp: on - ECE electronic engine power reduction: on - CC message: on - US emissions warning lamp: off - US electronic engine power reduction: off - CC message: none	none	Possible apparent symptoms: None	Breakdown notice: None	Because diagnosis relies on assessment of the post-catalyst oxygen sensor, following logging of a diagnostic fault code the exhaust system must be inspected for leaks and sealed if any leakage is found (without additional repair)
MEV017.2-BN2020	0x12BC00	1228064	Oxygen-sensor heater before catalytic converter, function: operating temperature not reached	The diagnostic function monitors the temperature of the oxygen sensor before the catalytic converter.	P3026	O2 Sensor Temperature Measurement Operating Temperature not Reached (Bank 1 Sensor 1)	Oxygen Sensor, Front	Temperature Measurement	The fault is recognized when the oxygen sensor before the catalytic converter fails to achieve the specified operating temperature although the heater is operating. Potential problem source(s): - Defective wiring harness - Oxygen sensor before catalytic converter defective	This fault is logged in the control module's fault memory immediately.	none	Voltage condition: - Onboard elect	Engine warmed to normal temper	- 2 min. after engine start	While an appropriate tester service	none	N	- Defective wiring harness - Oxygen sensor before catalytic converter defective	- Check wiring harness between pre-catalyst oxygen sensor and DME - Replace pre-catalyst oxygen sensor	- ECE emissions warning lamp: on - ECE electronic engine power reduction: on - CC message: on - US emissions warning lamp: off - US electronic engine power reduction: off - CC message: none	none	Possible apparent symptoms: - MIL lamp lights up after 2nd driving cycle - Higher exhaust emissions - Higher fuel consumption - Surge	Breakdown notice: Continued driving is possible, but because the oxygen sensor is not ready for closed-loop control, conversion of exhaust gases in the catalytic converter will be seriously impaired.	None
MEV017.2-BN2020	0x12BD01	1228065	Oxygen-sensor heater before catalytic converter, function: lack of signal readiness	The diagnostic function monitors heating of the oxygen sensor before the catalytic converter.	P0135	O2 Sensor Heater Circuit (Bank 1 Sensor 1)	Oxygen Sensor, Front	Heater Electrical	The fault is recognized when the oxygen sensor before the catalytic converter fails to achieve the specified operating temperature although the heater is operating. Potential problem source(s): - Defective wiring harness - Oxygen sensor before catalytic converter defective	This fault is logged in the control module's fault memory immediately.	none	Voltage condition: - Onboard elect	Engine warmed to normal temper	None	While an appropriate tester service	none	N	- Defective wiring harness - Oxygen sensor before catalytic converter defective	- Check wiring harness between pre-catalyst oxygen sensor and DME - Replace pre-catalyst oxygen sensor	- ECE emissions warning lamp: on - ECE electronic engine power reduction: on - CC message: on - US emissions warning lamp: off - US electronic engine power reduction: off - CC message: none	none	Possible apparent symptoms: - MIL lamp lights up after 2nd driving cycle - Higher exhaust emissions - Higher fuel consumption - Surge	Breakdown notice: Continued driving is possible, but because the oxygen sensor is not ready for closed-loop control, conversion of exhaust gases in the catalytic converter will be seriously impaired.	None
MEV017.2-BN2020	0x12BD22	1228066	Oxygen-sensor heater before catalytic converter, function: internal resistance of signal circuit too highly resistant	The diagnostic function monitors the calibrated resistance of the heater for the oxygen sensor before the catalytic converter in the DME.	P3016	Internal Control Module O2 Sensor Calibration Resistance Error (Bank 1 Sensor 1)	Oxygen Sensor, Front	Internal Control Module Error	The fault is recognized when the calibrated resistance of the heater for the oxygen sensor before the catalytic converter in the DME control module is outside the tolerance range. Potential problem source(s): - DME defective	This fault is logged in the control module's fault memory immediately.	none	Voltage condition: - Onboard elect	Engine warmed to normal temper	None	NO	none	Y	- DME defective	- Replace DME if fault frequency is greater than 3	- ECE emissions warning lamp: on - ECE electronic engine power reduction: on - CC message: on - US emissions warning lamp: off - US electronic engine power reduction: off - CC message: none	none	Possible apparent symptoms: - MIL lamp lights up after 2nd driving cycle - Higher exhaust emissions - Higher fuel consumption - Surge	Breakdown notice: Continued driving is possible, but because the oxygen sensor is not ready for closed-loop control, conversion of exhaust gases in the catalytic converter will be seriously impaired.	None
MEV017.2-BN2020	0x12BD33	1228083	Oxygen sensor after catalytic converter, ageing: voltage threshold not reached	The diagnostic function monitors the voltage of the oxygen sensor behind the catalytic converter on overrun.	P0139	O2 Sensor Circuit Slow Response (Bank 1 Sensor 2)	Oxygen Sensor, Rear	Slow Response	The fault is recognized when the voltage of the oxygen sensor behind the catalytic converter falls too slowly during trailing throttle/overrun operation. Potential problem source(s): - Defect in wiring harness between DME and oxygen sensor behind catalytic converter - Oxygen sensor behind catalytic converter defective	This fault is logged in the control module's fault memory immediately.	none	Voltage condition: - Onboard elect	Engine warmed to normal temper	At least 10 sec. in overrun phase	none	none	N	- Defect in wiring harness between DME and oxygen sensor behind catalytic converter - Oxygen sensor behind catalytic converter defective	- Inspect wiring harness between oxygen sensor behind catalytic converter and DME - Replace oxygen sensor behind catalytic converter	- ECE emissions warning lamp: on - ECE electronic engine power reduction: on - CC message: on - US emissions warning lamp: off - US electronic engine power reduction: off - CC message: none	none	Possible apparent symptoms: - none	Breakdown notice: - none	- none
MEV017.2-BN2020	0x12BD40	1228096	Oxygen sensor after catalytic converter, electrical: short circuit to positive	The diagnostic function monitors electrical status of the oxygen sensor behind catalytic converter.	P0138	O2 Sensor Circuit High Voltage (Bank 1 Sensor 2)	Oxygen Sensor, Rear	Electrical	The fault is recognized when an electrical malfunction is present in the oxygen sensor behind the catalytic converter. Potential problem source(s): - Defective wiring harness - Oxygen sensor behind catalytic converter defective - Defective DME	This fault is logged in the control module's fault memory immediately.	none	Voltage condition: - Onboard elect	Engine warmed to normal temper	Active heater activation more than	NO	Read-out available from tester serv	N	- Defective wiring harness - Oxygen sensor behind catalytic converter defective - Defective DME	- Check the connection between the DME and the oxygen sensor behind catalytic converter - Replace oxygen sensor behind catalytic converter - Replace DME	- ECE emissions warning lamp: on - ECE electronic engine power reduction: on - CC message: on - US emissions warning lamp: off - US electronic engine power reduction: off - CC message: none	none	Possible apparent symptoms: MIL lamp on after second driving cycle	Breakdown notice: Continued driving is possible, but because the oxygen sensor is not ready for closed-loop control, conversion of exhaust gases in the catalytic converter will be seriously impaired.	None
MEV017.2-BN2020	0x12BD41	1228097	Oxygen sensor after catalytic converter, electrical: intercore short circuit or oxygen sensor contaminated	The diagnostic function monitors electrical status of the oxygen sensor behind catalytic converter.	P0137	O2 Sensor Circuit Low Voltage (Bank 1 Sensor 2)	Oxygen Sensor, Rear	Electrical	The fault is recognized when an electrical malfunction is present in the oxygen sensor behind the catalytic converter. Potential problem source(s): - Defective wiring harness - Oxygen sensor behind catalytic converter defective - Defective DME	600 sec., if rank is not verifiably full	none	Voltage condition: - Onboard elect	Engine switched off at temperatur	Active heater activation more than	NO	Read-out available from tester serv	N	- Defective wiring harness - Oxygen sensor behind catalytic converter defective - Defective DME	- Inspect wiring harness between oxygen sensor behind catalytic converter and DME - Replace oxygen sensor behind catalytic converter - Replace DME	- ECE emissions warning lamp: on - ECE electronic engine power reduction: on - CC message: on - US emissions warning lamp: off - US electronic engine power reduction: off - CC message: none	none	Possible apparent symptoms: MIL lamp on after second driving cycle	Breakdown notice: Continued driving is possible, but because the oxygen sensor is not ready for closed-loop control, conversion of exhaust gases in the catalytic converter will be seriously impaired.	None
MEV017.2-BN2020	0x12BD43	1228099	Oxygen sensor after catalytic converter, electrical: open circuit	The diagnostic function monitors the oxygen sensor behind catalytic converter.	P0136	O2 Sensor Circuit (Bank 1 Sensor 2)	Oxygen Sensor, Rear	Electrical	The fault is recognized when an electrical malfunction is present in the oxygen sensor behind the catalytic converter. Potential problem source(s): - Defective wiring harness - Oxygen sensor behind catalytic converter defective - Defective DME	The diagnostic fault code is logged when the fault remains present for longer than 6 min.	none	Voltage condition: - Onboard elect	Engine warmed to normal temper	Active heater activation more than	NO	Read-out available from tester serv	N	- Defective wiring harness - Oxygen sensor behind catalytic converter defective - Defective DME	- Inspect wiring harness between oxygen sensor behind catalytic converter and DME - Check heating of oxygen sensor behind catalytic converter - Replace oxygen sensor behind catalytic converter - Replace DME	- ECE emissions warning lamp: on - ECE electronic engine power reduction: on - CC message: on - US emissions warning lamp: off - US electronic engine power reduction: off - CC message: none	none	Possible apparent symptoms: MIL lamp on after second driving cycle	Breakdown notice: Continued driving is possible, but because the oxygen sensor is not ready for closed-loop control, conversion of exhaust gases in the catalytic converter will be seriously impaired.	None
MEV017.2-BN2020	0x12BD50	1228112	Oxygen sensor before catalytic converter, pump current line: lambda control value above threshold due to open pump current line	The diagnostic function monitors the voltage of the oxygen sensor before the catalytic converter.	P3018	O2 Sensor Lambda Controller Value Above Threshold due to Open Pumping Current Circuit (Bank 1 Sensor 1)	Oxygen Sensor, Front	Positive Current	The fault is recognized when an electrical malfunction is present in the oxygen sensor before the catalytic converter. Potential problem source(s): - Defective wiring harness - Oxygen sensor before catalytic converter defective - Defective DME	This fault is logged in the control module's fault memory immediately.	none	Voltage condition: - Onboard elect	Engine warmed to normal temper	None	NO	Read-out available from tester serv	N	- Defective wiring harness - Oxygen sensor before catalytic converter defective - Defective DME	- Check wiring harness between pre-catalyst oxygen sensor and DME - Replace pre-catalyst oxygen sensor - Replace DME	- ECE emissions warning lamp: on - ECE electronic engine power reduction: on - CC message: on - US emissions warning lamp: off - US electronic engine power reduction: off - CC message: none	none	Possible apparent symptoms: - MIL lamp lights up after 2nd driving cycle - Higher exhaust emissions - Higher fuel consumption - Surge	Breakdown notice: Continued driving is possible, but because the oxygen sensor is not ready for closed-loop control, conversion of exhaust gases in the catalytic converter will be seriously impaired.	None
MEV017.2-BN2020	0x12BD51	1228113	Oxygen sensor before catalytic converter, pump current line: signal voltage in overrun mode too low due to open pump current line	The diagnostic function monitors the voltage of the oxygen sensor before the catalytic converter.	P3020	O2 Sensor Signal Voltage Too Low during Coast Down Fuel Cut-Off due to Open Pumping Current Circuit (Bank 1 Sensor 1)	Oxygen Sensor, Front	Positive Current	The fault is recognized when an electrical malfunction is present in the oxygen sensor before the catalytic converter. Potential problem source(s): - Defective wiring harness - Oxygen sensor before catalytic converter defective - Defective DME	This fault is logged in the control module's fault memory immediately.	none	Voltage condition: - Onboard elect	Engine warmed to normal temper	Overrun operation must be prese	NO	Read-out available from tester serv	N	- Defective wiring harness - Oxygen sensor before catalytic converter defective - Defective DME	- Check wiring harness between pre-catalyst oxygen sensor and DME - Replace pre-catalyst oxygen sensor - Replace DME	- ECE emissions warning lamp: on - ECE electronic engine power reduction: on - CC message: on - US emissions warning lamp: off - US electronic engine power reduction: off - CC message: none	none	Possible apparent symptoms: - MIL lamp lights up after 2nd driving cycle - Higher exhaust emissions - Higher fuel consumption - Surge	Breakdown notice: Continued driving is possible, but because the oxygen sensor is not ready for closed-loop control, conversion of exhaust gases in the catalytic converter will be seriously impaired.	None
MEV017.2-BN2020	0x12BD52	1228114	Oxygen sensor before catalytic converter, line fault: Open circuit, pump current lead	The diagnostic function monitors the voltage of the oxygen sensor before the catalytic converter.	P2237	O2 Sensor Positive Current Control Circuit/Open (Bank 1 Sensor 1)	Oxygen Sensor, Front	Positive Current	The fault is recognized when an electrical malfunction is present in the oxygen sensor before the catalytic converter. Potential problem source(s): - Defective wiring harness - Oxygen sensor before catalytic converter defective - Defective DME	This fault is logged in the control module's fault memory immediately.	none	Voltage condition: - Onboard elect	Engine warmed to normal temper	None	NO	Read-out available from tester serv	N	- Defective wiring harness - Oxygen sensor before catalytic converter defective - Defective DME	- Check wiring harness between pre-catalyst oxygen sensor and DME - Replace pre-catalyst oxygen sensor - Replace DME	- ECE emissions warning lamp: on - ECE electronic engine power reduction: on - CC message: on - US emissions warning lamp: off - US electronic engine power reduction: off - CC message: none	none	Possible apparent symptoms: - MIL lamp lights up after 2nd driving cycle - Higher exhaust emissions - Higher fuel consumption - Surge	Breakdown notice: Continued driving is possible, but because the oxygen sensor is not ready for closed-loop control, conversion of exhaust gases in the catalytic converter will be seriously impaired.	None
				The diagnostic function monitors the internal					Engine running Battery voltage: 10.7 V to 16 V No deactivation of voltage to pre-catalyst oxygen sensor Potential problem source(s): - Defective wiring harness - Oxygen sensor before catalytic	This fault is logged in the control								Read-out available from tester serv		- Defective wiring harness	- Check wiring harness between pre-catalyst oxygen sensor and DME	- ECE emissions warning lamp: on - ECE electronic engine power reduction: on - CC message: on - US emissions warning lamp: off - US electronic engine power		Possible apparent symptoms: - MIL lamp lights up after 2nd driving cycle - Higher exhaust emissions	Breakdown notice: Continued driving is possible, but because the oxygen sensor is not ready for closed-loop control, conversion	

MEVD17.2-BN2020	0x12BD70	1228144	Oxygen sensor before catalytic converter, electrical: Nernst-cell resistance or ceramic temperature implausible, line or heater fault	The diagnostic function monitors the temperature of the oxygen sensor before the catalytic converter.	P0130	O2 Sensor Circuit (Bank 1 Sensor 1)	Oxygen Sensor, Front	Electrical	The fault is recognized when the oxygen sensor before the catalytic converter fails to achieve the specified operating temperature although the heater is operating. Potential problem source(s): - Defective wiring harness - Oxygen sensor before catalytic converter defective	This fault is logged in the control module's fault memory immediately.	none	Voltage condition:□- Onboard elect	- Engine warmed to normal tempera	- None	NO	none	N	- Defective wiring harness - Oxygen sensor before catalytic converter defective	- Check wiring harness between pre-catalyst oxygen sensor and DME - Replace pre-catalyst oxygen sensor	- ECE emissions warning lamp: on - ECE electronic engine power reduction: on - CC message: on - US emissions warning lamp: off - US electronic engine power reduction: off - CC message: none	none	Possible apparent symptoms: - MIL lamp lights up after 2nd driving cycle - Higher exhaust emissions - Higher fuel consumption - Surge	Breakdown notice: Continued driving is possible, but because the oxygen sensor is not ready for closed-loop control, conversion of exhaust gases in the catalytic converter will be seriously impaired.	None
MEVD17.2-BN2020	0x12BD80	1228160	Oxygen sensor before catalytic converter: collective error	Collective fault: Oxygen sensor before catalytic converter					The response to the fault is specified for a different fault entry. Potential problem source(s): - Composite fault (containing virtually all of the individual faults for the pre-catalyst oxygen sensor)	The diagnostic fault code is logged when the fault remains present for longer than 10 min.	Terminal 15	Voltage condition:□- Onboard elect	- Engine warmed to normal tempera	- None	NO	none	N	- Composite fault (containing virtually all of the individual faults for the pre-catalyst oxygen sensor)	- see procedures and measures for responding to additional faults logged relating to the pre-catalyst oxygen sensor	- ECE emissions warning lamp: off - ECE electronic engine power reduction: off - CC message: none - US emissions warning lamp: off - US electronic engine power reduction: off - CC message: none	none	Possible apparent symptoms: - MIL lamp lights up after 2nd driving cycle - Higher exhaust emissions - Higher fuel consumption - Surge	Breakdown notice: Continued driving is possible, but because the oxygen sensor is not ready for closed-loop control, conversion of exhaust gases in the catalytic converter will be seriously impaired.	None
MEVD17.2-BN2020	0x12BD90	1228176	Oxygen sensor before catalytic converter, plausibility: mixture after catalytic converter too rich	The diagnostic function monitors the voltage of the pre-catalyst oxygen sensor and compares it with the voltage of the oxygen sensor behind the catalytic converter (at lambda = 1).	P2097	Post Catalyst Fuel Trim System Too Rich (Bank 1)	Fuel System	Post Catalyst	The fault is recognized when the lambda signal from the pre-catalyst oxygen sensor deviates too much from the lambda signal from the oxygen sensor behind the catalytic converter. Potential problem source(s): - Defective wiring harness - Defective oxygen sensors	This fault is logged in the control module's fault memory immediately.	none	Voltage condition:□- Onboard elect	- Engine warmed to normal tempera	- None	NO	none	N	- Defective wiring harness - Defective oxygen sensors	- Inspect wiring harness between oxygen sensors before/behind catalytic converter and DME - Replace oxygen sensors before and behind catalytic converter	- ECE emissions warning lamp: on - ECE electronic engine power reduction: on - CC message: on - US emissions warning lamp: off - US electronic engine power reduction: off - CC message: none	none	Possible apparent symptoms: MIL lights up when fault is detected in two consecutive driving cycles	Breakdown notice: Continued driving is possible, but because the oxygen sensor is not ready for closed-loop control, conversion of exhaust gases in the catalytic converter will be seriously impaired.	None
MEVD17.2-BN2020	0x12BD91	1228177	Oxygen sensor before catalytic converter, plausibility: mixture after catalytic converter too lean	The diagnostic function monitors the voltage of the pre-catalyst oxygen sensor and compares it with the voltage of the oxygen sensor behind the catalytic converter (at lambda = 1).	P2096	Post Catalyst Fuel Trim System Too Lean (Bank 1)	Fuel System	Post Catalyst	The fault is recognized when the lambda signal from the pre-catalyst oxygen sensor deviates too much from the lambda signal from the oxygen sensor behind the catalytic converter. Potential problem source(s): - Leak in exhaust system before oxygen sensors - Defective wiring harness - Oxygen sensor before catalytic converter defective	This fault is logged in the control module's fault memory immediately.	none	Voltage condition:□- Onboard elect	- Engine warmed to normal tempera	- None	NO	none	N	- Leak in exhaust system before oxygen sensors - Defective wiring harness - Oxygen sensor before catalytic converter defective	- Conduct catalytic converter diagnosis - Check wiring harness between pre-catalyst oxygen sensor and DME - Replace pre-catalyst oxygen sensor	- ECE emissions warning lamp: on - ECE electronic engine power reduction: on - CC message: on - US emissions warning lamp: off - US electronic engine power reduction: off - CC message: none	none	Possible apparent symptoms: MIL lights up when fault is detected in two consecutive driving cycles	Breakdown notice: Continued driving is possible, but because the oxygen sensor is not ready for closed-loop control, conversion of exhaust gases in the catalytic converter will be seriously impaired.	None
MEVD17.2-BN2020	0x12BD92	1228178	Oxygen sensor before catalytic converter, plausibility: fixed at lean	The diagnostic function monitors whether the voltage of the pre-catalyst oxygen sensor is within a plausible range.	P2195	O2 Sensor Signal Biased/Stuck Lean (Bank 1 Sensor 1)	Oxygen Sensor, Front	Signal Check	The fault is recognized when the voltage of the pre-catalyst oxygen sensor remains consistently too high. Potential problem source(s): - Defective wiring harness - Oxygen sensor before catalytic converter defective - Leak in exhaust system on engine-side of catalytic converter	The diagnostic fault code is logged when the fault remains present for longer than 2 min.	none	Voltage condition:□- Onboard elect	- Engine warmed to normal tempera	- None	NO	none	N	- Defective wiring harness - Oxygen sensor before catalytic converter defective - Leak in exhaust system on engine-side of catalytic converter	- If faults related to mixture control are present, repair these first - Check exhaust system for leaks - Check wiring harness between pre-catalyst oxygen sensor and DME - Replace pre-catalyst oxygen sensor	- ECE emissions warning lamp: on - ECE electronic engine power reduction: on - CC message: on - US emissions warning lamp: off - US electronic engine power reduction: off - CC message: none	none	Possible apparent symptoms: MIL lights up when fault is detected in two consecutive driving cycles	Breakdown notice: Continued driving is possible, but because the oxygen sensor is not ready for closed-loop control, conversion of exhaust gases in the catalytic converter will be seriously impaired.	None
MEVD17.2-BN2020	0x12BD93	1228179	Oxygen sensor before catalytic converter, plausibility: fixed at rich	The diagnostic function monitors whether the voltage of the pre-catalyst oxygen sensor is within a plausible range.	P2196	O2 Sensor Signal Biased/Stuck Rich (Bank 1 Sensor 1)	Oxygen Sensor, Front	Signal Check	The fault is recognized when the voltage of the pre-catalyst oxygen sensor remains consistently too low. Potential problem source(s): - Defective wiring harness - Oxygen sensor before catalytic converter defective - Leak in exhaust system on engine-side of catalytic converter	The diagnostic fault code is logged when the fault remains present for longer than 2 min.	none	Voltage condition:□- Onboard elect	- Engine warmed to normal tempera	- None	NO	none	N	- Defective wiring harness - Oxygen sensor before catalytic converter defective - Leak in exhaust system on engine-side of catalytic converter	- If faults related to mixture control are present, repair these first - Check exhaust system for leaks - Check wiring harness between pre-catalyst oxygen sensor and DME - Replace pre-catalyst oxygen sensor	- ECE emissions warning lamp: on - ECE electronic engine power reduction: on - CC message: on - US emissions warning lamp: off - US electronic engine power reduction: off - CC message: none	none	Possible apparent symptoms: MIL lights up when fault is detected in two consecutive driving cycles	Breakdown notice: Continued driving is possible, but because the oxygen sensor is not ready for closed-loop control, conversion of exhaust gases in the catalytic converter will be seriously impaired.	None
MEVD17.2-BN2020	0x130001	1245185	VANOS solenoid valve, inlet, activation: short circuit to positive	The diagnostic function monitors the wire to the VANOS solenoid valve.	P2089	'A' Camshaft Position Actuator Control Circuit High (Bank 1)	Camshaft Position Actuator	Intake Electrical	The fault is recognized by the driver circuit's diagnostic function. Potential problem source(s): - Defect in wiring harness between DME and VANOS solenoid valve - VANOS solenoid valve defective - Defective DME	This fault is logged in the control module's fault memory immediately.	none	Voltage condition:□- Onboard elect	- None	- None	STEUERN_ENWS, STEUERN_EN	PWM activation signal, 0x4a7a	N	- Defect in wiring harness between DME and VANOS solenoid valve - VANOS solenoid valve defective - Defective DME	- Check wiring harness between DME and VANOS solenoid valve - Replace VANOS solenoid valve - Replace DME	MY10 ECE: - ECE emissions warning lamp: on - ECE electronic engine power reduction: off - CC message: on MY10 US: - US emissions warning lamp: on - US electronic engine power reduction: on - CC message: on MY11 ECE: - ECE emissions warning lamp: on' -Electronic engine output reduction, ECE: on - CC message: on	none	Possible apparent symptoms: CC message, performance reduction, turbo deactivation	Breakdown notice: None	None
MEVD17.2-BN2020	0x130002	1245186	VANOS solenoid valve, inlet, activation: short circuit to ground	The diagnostic function monitors the wire to the VANOS solenoid valve.	P2088	'A' Camshaft Position Actuator Control Circuit Low (Bank 1)	Camshaft Position Actuator	Intake Electrical	The fault is recognized by the driver circuit's diagnostic function. Potential problem source(s): - Defect in wiring harness between DME and VANOS solenoid valve - VANOS solenoid valve defective - Defective DME	This fault is logged in the control module's fault memory immediately.	none	Voltage condition:□- Onboard elect	- None	- None	STEUERN_ENWS, STEUERN_EN	PWM activation signal, 0x4a7a	N	- Defect in wiring harness between DME and VANOS solenoid valve - VANOS solenoid valve defective - Defective DME	- Check wiring harness between DME and VANOS solenoid valve - Replace VANOS solenoid valve - Replace DME	MY10 ECE: - ECE emissions warning lamp: on - ECE electronic engine power reduction: off - CC message: on MY10 US: - US emissions warning lamp: on - US electronic engine power reduction: on - CC message: on MY11 ECE: - ECE emissions warning lamp: on' -Electronic engine output reduction, ECE: on - CC message: on	none	Possible apparent symptoms: CC message, performance reduction, turbo deactivation	Breakdown notice: None	None
MEVD17.2-BN2020	0x130004	1245188	VANOS solenoid valve, inlet, activation: open circuit	The diagnostic function monitors the wire to the VANOS solenoid valve.	P0010	'A' Camshaft Position Actuator Circuit/Open (Bank 1)	Camshaft Position Actuator	Intake Electrical	The fault is recognized by the driver circuit's diagnostic function. Potential problem source(s): - Defect in wiring harness between DME and VANOS solenoid valve - VANOS solenoid valve defective - Defective DME	This fault is logged in the control module's fault memory immediately.	none	Voltage condition:□- Onboard elect	- None	- None	STEUERN_ENWS, STEUERN_EN	PWM activation signal, 0x4a7a	N	- Defect in wiring harness between DME and VANOS solenoid valve - VANOS solenoid valve defective - Defective DME	- Check wiring harness between DME and VANOS solenoid valve - Replace VANOS solenoid valve - Replace DME	MY10 ECE: - ECE emissions warning lamp: on - ECE electronic engine power reduction: off - CC message: on MY10 US: - US emissions warning lamp: on - US electronic engine power reduction: on - CC message: on MY11 ECE: - ECE emissions warning lamp: on' -Electronic engine output reduction, ECE: on - CC message: on	none	Possible apparent symptoms: CC message, performance reduction, turbo deactivation	Breakdown notice: None	None
MEVD17.2-BN2020	0x130104	1245444	VANOS, inlet: control fault, camshaft jammed	The diagnostic function monitors the camshaft timing adjustment.	P13C0	'A' Camshaft Stuck	Camshaft	Intake Stuck	The fault is recognized when the actual angle fails to conform to the specified angle while the engine is running. Potential problem source(s): - Contaminated oil passage at VANOS solenoid valve - Oil pressure too low - Defect in wiring harness to VANOS solenoid valve - VANOS solenoid valve seized - VANOS solenoid valve defective	The diagnostic fault code is logged when the fault remains present for longer than 1 min.	none	Voltage condition:□- Onboard elect	- Engine warmed to normal tempera	- None	Yes	NO	N	- Contaminated oil passage at VANOS solenoid valve - Oil pressure too low - Defect in wiring harness to VANOS solenoid valve - VANOS solenoid valve seized - VANOS solenoid valve defective	- Check oil level, change engine oil and filter as indicated - If faults related to the camshaft position sensor have been logged, repair these first - Check wiring harness between VANOS solenoid valve and DME - Perform system test - Check camshaft and VANOS unit for freedom of movement and mechanical damage - Clean VANOS solenoid valve, replace as required	MY10 ECE: - ECE emissions warning lamp: on - ECE electronic engine power reduction: off - CC message: on MY10 US: - US emissions warning lamp: on - US electronic engine power reduction: on - CC message: on MY11 ECE: - ECE emissions warning lamp: on' -Electronic engine output reduction, ECE: on - CC message: on	Fault leads to ATLCTLmax (FC Text L6/L4: ?Boost-pressure control, deactivation: Boost-pressure generation disabled?; FC (Dec./Hex) L6: 1180680 / 0x120408; FC (Dec./Hex) L4: 11352 / 0x2C58)	Possible apparent symptoms: - Engine runs poorly	Breakdown notice: The engine reverts to its emergency limp-home program, continued vehicle operation is possible, because power is reduced the driver should refrain from passing maneuvers.	None
MEVD17.2-BN2020	0x130108	1245448	VANOS, inlet: control fault, position not reached	The diagnostic function monitors the camshaft timing adjustment.	P0012	'A' Camshaft Position - Timing Over-Retarded (Bank 1)	Camshaft Position Timing	Intake	The fault is recognized when the actual angle assumes the specified angle too slowly while the engine is running. Potential problem source(s): - Contaminated oil passage at VANOS solenoid valve - Oil pressure too low - Defective wires or plug terminals on VANOS solenoid valve - VANOS solenoid valve seized - VANOS solenoid valve defective	The diagnostic fault code is logged when the fault remains present for longer than 1 min.	none	Voltage condition:□- Onboard elect	- Engine warmed to normal tempera	- None	STEUERN_ENWS, STEUERN_EN	NO	N	- Contaminated oil passage at VANOS solenoid valve - Oil pressure too low - Defective wires or plug terminals on VANOS solenoid valve - VANOS solenoid valve seized - VANOS solenoid valve defective	- Check oil level, change engine oil and filter as indicated - If faults related to the camshaft position sensor have been logged, repair these first - Check wiring harness between VANOS solenoid valve and DME - Perform system test - Check camshaft and VANOS unit for freedom of movement and mechanical damage - Clean VANOS solenoid valve, replace as required	MY10 ECE: - ECE emissions warning lamp: on - ECE electronic engine power reduction: off - CC message: on MY10 US: - US emissions warning lamp: on - US electronic engine power reduction: on - CC message: on MY11 ECE: - ECE emissions warning lamp: on' -Electronic engine output reduction, ECE: on - CC message: on	Fault leads to ATLCTLmax (FC Text L6/L4: ?Boost-pressure control, deactivation: Boost-pressure generation disabled?; FC (Dec./Hex) L6: 1180680 / 0x120408; FC (Dec./Hex) L4: 11352 / 0x2C58)	Possible apparent symptoms: - Engine runs poorly	Breakdown notice: The engine reverts to its emergency limp-home program, continued vehicle operation is possible, because power is reduced the driver should refrain from passing maneuvers.	None
MEVD17.2-BN2020	0x130201	1245697	VANOS solenoid valve, exhaust, activation: short circuit to positive	The diagnostic function monitors the wire to the VANOS solenoid valve.	P2091	'B' Camshaft Position Actuator Control Circuit High (Bank 1)	Camshaft Position Actuator	Exhaust Electrical	The fault is recognized by the driver circuit's diagnostic function. Potential problem source(s): - Defect in wiring harness between DME and VANOS solenoid valve - VANOS solenoid valve defective - Defective DME	This fault is logged in the control module's fault memory immediately.	none	Voltage condition:□- Onboard elect	- None	- None	STEUERN_ANWS, STEUERN_EN	PWM activation signal, 0x4a7b	N	- Defect in wiring harness between DME and VANOS solenoid valve - VANOS solenoid valve defective - Defective DME	- Check wiring harness between DME and VANOS solenoid valve - Replace VANOS solenoid valve - Replace DME	MY10 ECE: - ECE emissions warning lamp: on - ECE electronic engine power reduction: off - CC message: on MY10 US: - US emissions warning lamp: on - US electronic engine power reduction: on - CC message: on MY11 ECE: - ECE emissions warning lamp: on' -Electronic engine output reduction, ECE: on - CC message: on	none	Possible apparent symptoms: CC message, performance reduction, turbo deactivation	Breakdown notice: None	None
MEVD17.2-BN2020	0x130202	1245698	VANOS solenoid valve, exhaust, activation: short circuit to ground	The diagnostic function monitors the wire to the VANOS solenoid valve.	P2090	'B' Camshaft Position Actuator Control Circuit Low (Bank 1)	Camshaft Position Actuator	Exhaust Electrical	The fault is recognized by the driver circuit's diagnostic function. Potential problem source(s): - Defect in wiring harness between DME and VANOS solenoid valve - VANOS solenoid valve defective - Defective DME	This fault is logged in the control module's fault memory immediately.	none	Voltage condition:□- Onboard elect	- None	- None	STEUERN_ANWS, STEUERN_EN	PWM activation signal, 0x4a7b	N	- Defect in wiring harness between DME and VANOS solenoid valve - VANOS solenoid valve defective - Defective DME	- Check wiring harness between DME and VANOS solenoid valve - Replace VANOS solenoid valve - Replace DME	MY10 ECE: - ECE emissions warning lamp: on - ECE electronic engine power reduction: off - CC message: on MY10 US: - US emissions warning lamp: on - US electronic engine power reduction: on - CC message: on MY11 ECE: - ECE emissions warning lamp: on' -Electronic engine output reduction, ECE: on - CC message: on	none	Possible apparent symptoms: CC message, performance reduction, turbo deactivation	Breakdown notice: None	None
									The fault is recognized by the driver circuit's diagnostic function. Potential problem source(s): - Defect in wiring harness between DME and VANOS solenoid valve - VANOS solenoid valve	This fault is logged in the control					STEUERN_ANWS, STEUERN_EN			- Defect in wiring harness between DME and VANOS solenoid valve	- Check wiring harness between DME and VANOS solenoid valve	MY10 ECE: - ECE emissions warning lamp: on - ECE electronic engine power reduction: off - CC message: on MY10 US: - US emissions warning lamp: on - US electronic engine power reduction: on - CC message: on MY11 ECE: - ECE emissions warning lamp: on' -Electronic engine output		Possible apparent symptoms:		

MEVD17.2-BN2020	0x130304	1245956	VANOS, exhaust: control fault, camshaft jammed	The diagnostic function monitors the camshaft timing adjustment.	P13C9	'B' Camshaft Stuck	Camshaft	Exhaust Stuck	The fault is recognized when the actual angle fails to conform to the specified angle while the engine is running. Potential problem source(s): - Contaminated oil passage at VANOS solenoid valve - Oil pressure too low - Defect in wiring harness to VANOS solenoid valve - VANOS solenoid valve seized - VANOS solenoid valve defective	The diagnostic fault code is logged when the fault remains present for longer than 1 min.	none	Voltage condition:□- Onboard electi	- Engine warmed to normal tempera	- None	Yes	NO	N	- Contaminated oil passage at VANOS solenoid valve - Oil pressure too low - Defect in wiring harness to VANOS solenoid valve - VANOS solenoid valve seized - VANOS solenoid valve defective	- Check oil level, change engine oil and filter as indicated - If faults related to the camshaft position sensor have been logged, repair these first - Check wiring harness between VANOS solenoid valve and DME - Perform system test - Check camshaft and VANOS unit for freedom of movement and mechanical damage - Clean VANOS solenoid valve, replace as required	MY10 ECE: - ECE emissions warning lamp: on - ECE electronic engine power reduction: off - CC message: on MY10 US: - US emissions warning lamp: on - US electronic engine power reduction: on - CC message: on MY11 ECE: - ECE emissions warning lamp: on' -Electronic engine output reduction, ECE: on - CC message: on	Fault leads to ATLCTLmax (FC Text L6/L4: ?Boost-pressure control, deactivation: Boost-pressure generation disabled?; FC (Dec./Hex) L6: 1180680 / 0x120408; FC (Dec./Hex) L4: 11352 / 0x2C58)	Possible apparent symptoms: - Engine runs poorly	Breakdown notice: The engine reverts to its emergency limp-home program, continued vehicle operation is possible, because power is reduced the driver should refrain from passing maneuvers.	None
MEVD17.2-BN2020	0x130308	1245960	VANOS, exhaust: control fault, position not reached	The diagnostic function monitors the camshaft timing adjustment.	P0015	'B' Camshaft Position - Timing Over-Retarded (Bank 1)	Camshaft Position Timing	Exhaust	The fault is recognized when the actual angle assumes the specified angle too slowly while the engine is running. Potential problem source(s): - Contaminated oil passage at VANOS solenoid valve - Oil pressure too low - Defective wires or plug terminals on VANOS solenoid valve - VANOS solenoid valve seized - VANOS solenoid valve defective	The diagnostic fault code is logged when the fault remains present for longer than 1 min.	none	Voltage condition:□- Onboard electi	- Engine warmed to normal tempera	- None	STEUERN_ANWS, STEUERN_EN	NO	N	- Contaminated oil passage at VANOS solenoid valve - Oil pressure too low - Defective wires or plug terminals on VANOS solenoid valve - VANOS solenoid valve seized - VANOS solenoid valve defective	- Check oil level, change engine oil and filter as indicated - If faults related to the camshaft position sensor have been logged, repair these first - Check wiring harness between VANOS solenoid valve and DME - Perform system test - Check camshaft and VANOS unit for freedom of movement and mechanical damage - Clean VANOS solenoid valve, replace as required	MY10 ECE: - ECE emissions warning lamp: on - ECE electronic engine power reduction: off - CC message: on MY10 US: - US emissions warning lamp: on - US electronic engine power reduction: on - CC message: on MY11 ECE: - ECE emissions warning lamp: on' -Electronic engine output reduction, ECE: on - CC message: on	Fault leads to ATLCTLmax (FC Text L6/L4: ?Boost-pressure control, deactivation: Boost-pressure generation disabled?; FC (Dec./Hex) L6: 1180680 / 0x120408; FC (Dec./Hex) L4: 11352 / 0x2C58)	Possible apparent symptoms: - Engine runs poorly	Breakdown notice: The engine reverts to its emergency limp-home program, continued vehicle operation is possible, because power is reduced the driver should refrain from passing maneuvers.	None
MEVD17.2-BN2020	0x130E11	1248785	Inlet-camshaft sensor: signal implausible	The diagnostic function monitors the intake camshaft position sensor.	P0341	Camshaft Position Sensor 'A' Circuit Range/Performance (Bank 1 or Single Sensor)	Camshaft Position Sensor	Intake Plausibility	The fault is recognized when the engine is turning over and camshaft signals have been present. Potential problem source(s): - Defect in wiring harness between DME and camshaft position sensor - Incorrect gap between camshaft position sensor and camshaft sensor reluctor ring - Sensor contaminated or defective	If the 'crankshaft revolutions' fault is present.	none	Voltage condition:□- Onboard electi	- None	- None	NO	NO	N	- Defect in wiring harness between DME and camshaft position sensor - Incorrect gap between camshaft position sensor and camshaft sensor reluctor ring - Sensor contaminated or defective	- Check wiring harness between DME and camshaft position sensor - Check installation of camshaft position sensor and camshaft position sensor reluctor ring - Replace sensor	MY10 ECE: - ECE emissions warning lamp: on - ECE electronic engine power reduction: off - CC message: on MY10 US: - US emissions warning lamp: on - US electronic engine power reduction: on - CC message: on MY11 ECE: - ECE emissions warning lamp: on' -Electronic engine output reduction, ECE: on - CC message: on	Fault leads to ATLCTLmax (FC Text L6/L4: ?Boost-pressure control, deactivation: Boost-pressure generation disabled?; FC (Dec./Hex) L6: 1180680 / 0x120408; FC (Dec./Hex) L4: 11352 / 0x2C58)	Possible apparent symptoms: Extended starting time, power loss, and no restart possible in combination with an exhaust sensor fault	Breakdown notice: The engine reverts to its emergency limp-home program, continued vehicle operation is possible, because power is reduced the driver should refrain from passing maneuvers.	None
MEVD17.2-BN2020	0x130E20	1248800	Inlet camshaft: offset angle to crankshaft outside tolerance	The diagnostic function monitors the offset angle between crankshaft and camshaft.	P1338	Camshaft Position Sensor 'A' Faulty Phase Position (Bank 1)	Camshaft Position Sensor	Intake Phase	The fault is recognized when the camshaft's reference position does not align with the specified position. Potential problem source(s): - Loose center bolt - Camshaft position sensor reluctor ring out of adjustment - Timing chain has jumped time - Defective timing chain (stretched)	Camshaft reference position has shifted by more than or and the camshaft has executed rotations.	none	Voltage condition:□- Onboard electi	- None	- None	NO	none	N	- Loose center bolt - Camshaft position sensor reluctor ring out of adjustment - Timing chain has jumped time - Defective timing chain (stretched)	- When intake and exhaust camshafts display simultaneous angular offset errors relative to crankshaft: Check center bolt - Check camshaft position sensor reluctor ring - Check timing chain - Check valve timing	MY10 ECE: - ECE emissions warning lamp: on - ECE electronic engine power reduction: off - CC message: on MY10 US: - US emissions warning lamp: on - US electronic engine power reduction: on - CC message: on MY11 ECE: - ECE emissions warning lamp: on' -Electronic engine output reduction, ECE: on - CC message: on	Fault leads to ATLCTLmax (FC Text L6/L4: ?Boost-pressure control, deactivation: Boost-pressure generation disabled?; FC (Dec./Hex) L6: 1180680 / 0x120408; FC (Dec./Hex) L4: 11352 / 0x2C58)	Possible apparent symptoms: MIL comes on	Breakdown notice: The engine reverts to its emergency limp-home program, continued vehicle operation is possible, because power is reduced the driver should refrain from passing maneuvers.	None
MEVD17.2-BN2020	0x130F11	1249041	Exhaust-camshaft sensor: signal implausible	The diagnostic function monitors the exhaust camshaft position sensor.	P0366	Camshaft Position Sensor 'B' Circuit Range/Performance (Bank 1)	Camshaft Position Sensor	Exhaust Plausibility	The fault is recognized when the engine is turning over and camshaft signals have been present. Potential problem source(s): - Defect in wiring harness between DME and camshaft position sensor - Incorrect gap between camshaft position sensor and camshaft sensor reluctor ring - Sensor contaminated or defective	If the 'crankshaft revolutions' fault is present.	none	Voltage condition:□- Onboard electi	- None	- None	NO	NO	N	- Defect in wiring harness between DME and camshaft position sensor - Incorrect gap between camshaft position sensor and camshaft sensor reluctor ring - Sensor contaminated or defective	- Check wiring harness between DME and camshaft position sensor - Check installation of camshaft position sensor and camshaft position sensor reluctor ring - Replace sensor	MY10 ECE: - ECE emissions warning lamp: on - ECE electronic engine power reduction: off - CC message: on MY10 US: - US emissions warning lamp: on - US electronic engine power reduction: on - CC message: on MY11 ECE: - ECE emissions warning lamp: on' -Electronic engine output reduction, ECE: on - CC message: on	Fault leads to ATLCTLmax (FC Text L6/L4: ?Boost-pressure control, deactivation: Boost-pressure generation disabled?; FC (Dec./Hex) L6: 1180680 / 0x120408; FC (Dec./Hex) L4: 11352 / 0x2C58)	Possible apparent symptoms: Extended starting time, power loss, and no restart possible in combination with an exhaust sensor fault	Breakdown notice: The engine reverts to its emergency limp-home program, continued vehicle operation is possible, because power is reduced the driver should refrain from passing maneuvers.	None
MEVD17.2-BN2020	0x130F20	1249056	Exhaust camshaft: offset angle to crankshaft outside tolerance	The diagnostic function monitors the offset angle between crankshaft and camshaft.	P1339	Camshaft Position Sensor 'B' Faulty Phase Position (Bank 1)	Camshaft Position Sensor	Exhaust Phase	The fault is recognized when the camshaft's reference position does not align with the specified position. Potential problem source(s): - Loose center bolt - Camshaft position sensor reluctor ring out of adjustment - Timing chain has jumped time - Defective timing chain (stretched)	Camshaft reference position has shifted by more than or and the camshaft has executed rotations.	none	Voltage condition:□- Onboard electi	- None	- None	NO	none	N	- Loose center bolt - Camshaft position sensor reluctor ring out of adjustment - Timing chain has jumped time - Defective timing chain (stretched)	- When intake and exhaust camshafts display simultaneous angular offset errors relative to crankshaft: Check center bolt - Check camshaft position sensor reluctor ring - Check timing chain - Check valve timing	MY10 ECE: - ECE emissions warning lamp: on - ECE electronic engine power reduction: off - CC message: on MY10 US: - US emissions warning lamp: on - US electronic engine power reduction: on - CC message: on MY11 ECE: - ECE emissions warning lamp: on' -Electronic engine output reduction, ECE: on - CC message: on	Fault leads to ATLCTLmax (FC Text L6/L4: ?Boost-pressure control, deactivation: Boost-pressure generation disabled?; FC (Dec./Hex) L6: 1180680 / 0x120408; FC (Dec./Hex) L4: 11352 / 0x2C58)	Possible apparent symptoms: MIL comes on	Breakdown notice: The engine reverts to its emergency limp-home program, continued vehicle operation is possible, because power is reduced the driver should refrain from passing maneuvers.	None
MEVD17.2-BN2020	0x131401	1250305	VANOS, exhaust, cold start: not controllable	The diagnostic function monitors adjustment of the exhaust camshaft during the catalytic converter's warm-up phase.	P054B	Cold Start 'B' Camshaft Position Timing Over-Retarded (Bank 1)	Camshaft Position Timing	Cold Start	The fault is recognized when the camshaft cannot be adjusted to the specified position. Potential problem source(s): - Contaminated oil passage at VANOS solenoid valve - Oil pressure too low - Defective wires or plug terminals on VANOS solenoid valve - VANOS solenoid valve seized - VANOS solenoid valve defective	The diagnostic fault code is logged when the fault remains present for longer than 1 min.	none	Voltage condition:□- Onboard electi	- Engine cold start to ensure that ca	- None	Yes	NO	N	- Contaminated oil passage at VANOS solenoid valve - Oil pressure too low - Defective wires or plug terminals on VANOS solenoid valve - VANOS solenoid valve seized - VANOS solenoid valve defective	- Check oil level, change engine oil and filter as indicated - If faults related to the camshaft position sensor have been logged, repair these first - Check wiring harness between VANOS solenoid valve and DME - Perform system test - Check camshaft and VANOS unit for freedom of movement and mechanical damage - Clean VANOS solenoid valve, replace as required	MY10 ECE: - ECE emissions warning lamp: on - ECE electronic engine power reduction: off - CC message: on MY10 US: - US emissions warning lamp: on - US electronic engine power reduction: on - CC message: on	Fault leads to ATLCTLmax (FC Text L6/L4: ?Boost-pressure control, deactivation: Boost-pressure generation disabled?; FC (Dec./Hex) L6: 1180680 / 0x120408; FC (Dec./Hex) L4: 11352 / 0x2C58)	Possible apparent symptoms: - Engine runs poorly	Breakdown notice: The engine reverts to its emergency limp-home program, continued vehicle operation is possible, because power is reduced the driver should refrain from passing maneuvers.	None
MEVD17.2-BN2020	0x131501	1250561	VANOS, inlet, cold start: not controllable	The diagnostic function monitors adjustment of the intake-side camshaft during the catalytic converter's warm-up phase.	P052B	Cold Start 'A' Camshaft Position Timing Over-Retarded (Bank 1)	Camshaft Position Timing	Cold Start	The fault is recognized when the camshaft cannot be adjusted to the specified position. Potential problem source(s): - Contaminated oil passage at VANOS solenoid valve - Oil pressure too low - Defective wires or plug terminals on VANOS solenoid valve - VANOS solenoid valve seized - VANOS solenoid valve defective	The diagnostic fault code is logged when the fault remains present for longer than 1 min.	none	Voltage condition:□- Onboard electi	- Engine cold start to ensure that ca	- None	Yes	NO	N	- Contaminated oil passage at VANOS solenoid valve - Oil pressure too low - Defective wires or plug terminals on VANOS solenoid valve - VANOS solenoid valve seized - VANOS solenoid valve defective	- Check oil level, change engine oil and filter as indicated - If faults related to the camshaft position sensor have been logged, repair these first - Check wiring harness between VANOS solenoid valve and DME - Perform system test - Check camshaft and VANOS unit for freedom of movement and mechanical damage - Clean VANOS solenoid valve, replace as required	MY10 ECE: - ECE emissions warning lamp: on - ECE electronic engine power reduction: off - CC message: on MY10 US: - US emissions warning lamp: on - US electronic engine power reduction: on - CC message: on	Fault leads to ATLCTLmax (FC Text L6/L4: ?Boost-pressure control, deactivation: Boost-pressure generation disabled?; FC (Dec./Hex) L6: 1180680 / 0x120408; FC (Dec./Hex) L4: 11352 / 0x2C58)	Possible apparent symptoms: - Engine runs poorly	Breakdown notice: The engine reverts to its emergency limp-home program, continued vehicle operation is possible, because power is reduced the driver should refrain from passing maneuvers.	None
MEVD17.2-BN2020	0x132101	1253633	VANOS, exhaust, collective error: electrical or mechanical	Collective fault: Exhaust camshaft VANOS system.					The response to the fault is specified for a different fault entry. Potential problem source(s): - None	Dual fault (see individual fault)	none	Voltage condition:□- Onboard electi	- None	- None	- Dual fault (see individual fault)	- Dual fault (see individual fault)	- Dual fault (see individual fault)	- None	- None	- ECE emissions warning lamp: off - ECE electronic engine power reduction: off - CC message: none - US emissions warning lamp: off - US electronic engine power reduction: off - CC message: none	- Dual fault - This means that these faults are logged when another camshaft actuator fault is entered. No self-diagnosis is behind these 3 faults.	Possible apparent symptoms: - Dual fault (see individual fault)	Breakdown notice: - Dual fault (see individual fault)	- Dual fault (see individual fault)
MEVD17.2-BN2020	0x132201	1253889	VANOS, inlet, collective error: electrical or mechanical	Collective fault: Intake camshaft VANOS system.					The response to the fault is specified for a different fault entry. Potential problem source(s): - None	Dual fault (see individual fault)	none	Voltage condition:□- Onboard electi	- None	- None	- Dual fault (see individual fault)	- Dual fault (see individual fault)	- Dual fault (see individual fault)	- None	- None	- ECE emissions warning lamp: off - ECE electronic engine power reduction: off - CC message: none - US emissions warning lamp: off - US electronic engine power reduction: off - CC message: none	- Dual fault - This means that these faults are logged when another camshaft actuator fault is entered. No self-diagnosis is behind these 3 faults.	Possible apparent symptoms: - Dual fault (see individual fault)	Breakdown notice: - Dual fault (see individual fault)	- Dual fault (see individual fault)
MEVD17.2-BN2020	0x132301	1254145	VANOS, collective error: electrical or mechanical	Collective fault: VANOS system.					The response to the fault is specified for a different fault entry. Potential problem source(s): - None	Dual fault (see individual fault)	none	Voltage condition:□- Onboard electi	- None	- None	- Dual fault (see individual fault)	- Dual fault (see individual fault)	- Dual fault (see individual fault)	- None	- None	- ECE emissions warning lamp: off - ECE electronic engine power reduction: off - CC message: none - US emissions warning lamp: off - US electronic engine power reduction: off - CC message: none	- Dual fault - This means that these faults are logged when another camshaft actuator fault is entered. No self-diagnosis is behind these 3 faults.	Possible apparent symptoms: - Dual fault (see individual fault)	Breakdown notice: - Dual fault (see individual fault)	- Dual fault (see individual fault)
MEVD17.2-BN2020	0x132408	1254408	VANOS, exhaust: camshaft not at locking position at start	The diagnostic function monitors camshaft position locking.	P1325	B Camshaft Starting Position not Reached (Bank 1)			The fault is recognized when the camshaft is not locked during starting. Potential problem source(s): - Engine oil dirty, old or not to specification - VANOS adjustment unit dirty - VANOS adjustment unit defective	The fault is logged immediately when it occurs during an engine start.	none	Voltage condition:□- Onboard electi	- None	- None	NO	NO	Y	- Engine oil dirty, old or not to specification - VANOS adjustment unit dirty - VANOS adjustment unit defective	- Check engine oil, replace engine oil and filter as required - Perform system test on VANOS solenoid valves - Replace VANOS adjustment unit	- ECE emissions warning lamp: off - ECE electronic engine power reduction: off - CC message: none - US emissions warning lamp: off - US electronic engine power reduction: off - CC message: none	none	Possible apparent symptoms: - Non-starter in extreme cases	Breakdown notice: - none	none
MEVD17.2-BN2020	0x132508	1254664	VANOS, inlet: camshaft not at locking position at start	The diagnostic function monitors camshaft position locking.	P1323	A Camshaft Starting Position not Reached (Bank 1)			The fault is recognized when the camshaft is not locked during starting. Potential problem source(s): - Engine oil dirty, old or not to specification - VANOS adjustment unit dirty - VANOS adjustment unit defective	The fault is logged immediately when it occurs during an engine start.	none	Voltage condition:□- Onboard electi	- None	- None	NO	NO	Y	- Engine oil dirty, old or not to specification - VANOS adjustment unit dirty - VANOS adjustment unit defective	- Check engine oil, replace engine oil and filter as required - Perform system test on VANOS solenoid valves - Replace VANOS adjustment unit	- ECE emissions warning lamp: off - ECE electronic engine power reduction: off - CC message: none - US emissions warning lamp: off - US electronic engine power reduction: off - CC message: none	none	Possible apparent symptoms: - Non-starter in extreme cases	Breakdown notice: - none	none
MEVD17.2-BN2020	0x133101	1257729	Valvetronic relay, activation: short circuit to positive	The diagnostic function monitors electrical control-activation of the Valvetronic relay for a short circuit to positive.	P10D8	VVT-Relay Circuit High	Valvetronic (VVT)	Relay	The fault is recognized when a short circuit to positive is detected when activation voltage is transmitted to the Valvetronic relay. Potential problem source(s): - Defective wiring harness - Valvetronic relay defective - Defective DME	This fault is logged in the control module's fault memory immediately.	Terminal 15	Voltage condition:□- Onboard electi	- None	- None	none	none	N	- Defective wiring harness - Valvetronic relay defective - Defective DME	- Inspect wiring harness between DME and Valvetronic relay - Replace Valvetronic relay - Replace DME	ECE: - ECE emissions warning lamp: off - ECE electronic engine power reduction: on - CC message: on MY10 US: - US emissions warning lamp: on - US electronic engine power reduction: on - CC message: on	none	Possible apparent symptoms: If the malfunction occurs while the VVT system is at maximum stroke extension (full load, vehicle parked), only limited or no effects will be apparent to the customer. (Switching process may be felt after GD, starting response). Otherwise breakdown vehicle, as power is no longer transmitted to the VVT system, which thus closes.	Breakdown notice: None	None
									The fault is recognized when a short circuit to ground is detected when activation voltage is transmitted to the Valvetronic relay. Potential problem source(s):			Voltage condition:□- Onboard electi							- Inspect wiring harness between DME and Valvetronic	ECE: - ECE emissions warning lamp: off - ECE electronic engine power reduction: on - CC message: on MY10 US: - US emissions warning lamp: on		Possible apparent symptoms: If the malfunction occurs while the VVT system is at maximum stroke extension (full load, vehicle parked), only limited or no effects will be apparent to the customer. (Switching process may be felt after GD,		

MEVD17.2-BN2020	0x133104	1257732	Valvetronic relay, activation: open circuit	The diagnostic function monitors electrical activation of the Valvetronic relay for open circuits.	P10D6	VVT-Relay Circuit	Valvetronic (VVT)	Relay	The fault is recognized if an open circuit is detected when activation voltage is transmitted to the Valvetronic relay. Potential problem source(s): - Defective wiring harness - Valvetronic relay defective - Defective DME	This fault is logged in the control module's fault memory immediately.	Terminal 15	Voltage condition:□- Onboard elect	- None	- None	none	none	N	- Defective wiring harness - Valvetronic relay defective - Defective DME	- Inspect wiring harness between DME and Valvetronic relay - Replace Valvetronic relay - Replace DME	ECE: - ECE emissions warning lamp: off - ECE electronic engine power reduction: on - CC message: on MY10 US: - US emissions warning lamp: on - US electronic engine power reduction: on - CC message: on	none	Possible apparent symptoms: If the malfunction occurs while the VVT system is at maximum stroke extension (full load, vehicle parked), only limited or no effects will be apparent to the customer. (Switching process may be felt after GD, starting response). Otherwise breakdown vehicle, as power is no longer transmitted to the VVT system, which thus closes.	Breakdown notice: None	None
MEVD17.2-BN2020	0x133201	1257985	Valvetronic servomotor, activation: short circuit to positive	The diagnostic function monitors the Valvetronic actuator motor's three phases for a short circuit to positive.	P1047	VVT-Control Circuit High (Bank 1)	Valvetronic (VVT)	Control Motor	The driver circuit is deactivated when a fault is suspected. The fault is logged when the measured diagnosis voltage is greater than 1.2 V ? 2.3 V and the voltage behind the Valvetronic relay exceeds 10 V. Potential problem source(s): - Defective wiring harness - Valvetronic actuator defective	This fault is logged in the control module's fault memory immediately.	Terminal 15	Voltage condition:□- Onboard elect	- None	- None	none	none	N	- Defective wiring harness - Valvetronic actuator defective	- Check wiring harness between Valvetronic actuator motor and DME - Replace Valvetronic actuator motor	ECE: - ECE emissions warning lamp: off - ECE electronic engine power reduction: on - CC message: on MY10 US: - US emissions warning lamp: on - US electronic engine power reduction: on - CC message: on	none	Possible apparent symptoms: If the malfunction occurs while the VVT system is not at its maximum stroke position, the engine stalls/vehicle breaks down. Engine will not restart, as the VVT driver circuit is deactivated and the VVT system reverts to minimum stroke. If the fault occurs at maximum stroke, unrestricted throttled operation is possible.	Breakdown notice: No continued driving possible.	None
MEVD17.2-BN2020	0x133202	1257986	Valvetronic servomotor, activation: short circuit to ground	The diagnostic function monitors the Valvetronic actuator motor's three phases for a short circuit to ground.	P1048	VVT-Control Circuit Low (Bank 1)	Valvetronic (VVT)	Control Motor	The driver circuit is deactivated when a fault is suspected. The diagnostic fault code is logged when the voltage measured during diagnosis is less than 0.2 V and the voltage behind the Valvetronic relay is greater than 6 V. Potential problem source(s): - Defective wiring harness - Valvetronic actuator defective	This fault is logged in the control module's fault memory immediately.	Terminal 15	Voltage condition:□- Onboard elect	- None	- None	none	none	N	- Defective wiring harness - Valvetronic actuator defective	- Check wiring harness between Valvetronic actuator motor and DME - Replace Valvetronic actuator motor	ECE: - ECE emissions warning lamp: off - ECE electronic engine power reduction: on - CC message: on MY10 US: - US emissions warning lamp: on - US electronic engine power reduction: on - CC message: on	none	Possible apparent symptoms: If the malfunction occurs while the VVT system is not at its maximum stroke position, the engine stalls/vehicle breaks down. Engine will not restart, as the VVT driver circuit is deactivated and the VVT system reverts to minimum stroke. If the fault occurs at maximum stroke, unrestricted throttled operation is possible.	Breakdown notice: Continued driving is usually not possible.	None
MEVD17.2-BN2020	0x133208	1257992	Valvetronic servomotor, activation: open circuit	The diagnostic function monitors the Valvetronic actuator motor's three phases for an open circuit in one of the wires.	P1050	VVT-Control Circuit (Bank 1)	Valvetronic (VVT)	Control Motor	The driver circuit is deactivated when a fault is suspected. The fault is logged when the measured diagnosis voltage is less than 0.35 V ? 0.61 V. Potential problem source(s): - Defective wiring harness - Valvetronic actuator defective	This fault is logged in the control module's fault memory immediately.	Terminal 15	Voltage condition:□- Onboard elect	- None	- None	none	none	N	- Defective wiring harness - Valvetronic actuator defective	- Check wiring harness between Valvetronic actuator motor and DME - Replace Valvetronic actuator motor	ECE: - ECE emissions warning lamp: off - ECE electronic engine power reduction: on - CC message: on MY10 US: - US emissions warning lamp: on - US electronic engine power reduction: on - CC message: on	none	Possible apparent symptoms: If the malfunction occurs while the VVT system is not at its maximum stroke position, the engine stalls/vehicle breaks down. Engine will not restart, as the VVT driver circuit is deactivated and the VVT system reverts to minimum stroke. If the fault occurs at maximum stroke, unrestricted throttled operation is possible.	Breakdown notice: Continued driving is usually not possible.	None
MEVD17.2-BN2020	0x133304	1258244			P10DF	VVT-Overload Protection Output Stage System Shutdown	Valvetronic (VVT)	Overload Protection																
MEVD17.2-BN2020	0x133710	1259280	Valvetronic, eccentric shaft adaptation: Lower stop reached	Open					The fault is recognized when ? Potential problem source(s): - ? - ?			Voltage condition:□□Temperature c				- None		- ? - ?	- ? - ?	- ECE emissions warning lamp: off - ECE electronic engine power reduction: off - CC message: none - US emissions warning lamp: off - US electronic engine power reduction: off - CC message: none	new for I-10-03-450	Possible apparent symptoms: Customer perception in prose at this juncture	Breakdown notice: - none	
MEVD17.2-BN2020	0x133B04	1260292			P1030	VVT-Actuator Monitoring Position Control; Tight, no Adjustment possible (Bank 1)	Valvetronic (VVT)	Position Control																
MEVD17.2-BN2020	0x134A02	1264130			P10E8	VVT-Overload Protection Control Motor Overload	Valvetronic (VVT)	Overload Protection																
MEVD17.2-BN2020	0x134F02	1265410	Valvetronic, adjustment range: stop not learned	The diagnostic function determines whether a valid travel limit is reached during initialization of the Valvetronic system.	P101A	VVT-Self-Learning Function, Stops Not Learned	Valvetronic (VVT)	Self-Learning Function	In order to initialize the Valvetronic system, each time the DME control module wakes up, and each time terminals are changed on the DME, the upper travel stop is relearned. This fault is logged when the system fails to recognize the travel stop correctly. Potential problem source(s): - Valvetronic system travel stops damaged - Stiction in the Valvetronic system	none	Terminal 15	Voltage condition:□- Onboard elect	- Engine warmed to normal tempera	- None	SYSTEMCHECK_VVT_ANSCHLA	ivvtsumperf_w□vvtdtperf_w	Y	- Valvetronic system travel stops damaged - Stiction in the Valvetronic system	- Check travel stops in cylinder head and on the eccentric shaft - Inspect Valvetronic system to verify correct installation and freedom of movement	MY10 ECE: - ECE emissions warning lamp: off - ECE electronic engine power reduction: on - CC message: on MY10 US: - US emissions warning lamp: off - US electronic engine power reduction: off - CC message: none MY10 ECE: - ECE emissions warning lamp: off - ECE electronic engine power reduction: off - CC message: none	none	Possible apparent symptoms: Once the VVT has reached its emergency running position, unlimited throttled operation is possible. If it fails to reach the emergency running position, results ranging from a power loss to breakdown vehicle can occur depending on the VVT position that the system does reach.	Breakdown notice: Continued driving is usually not possible.	None
MEVD17.2-BN2020	0x134F04	1265412	Valvetronic, adjustment range: error, range check	The diagnostic function monitors whether the adjustment range has varied from the base learning data during the course of the vehicle's service life.	P1023	VVT-Self-Learning Function Faulty Adjustment Range (Bank 1)	Valvetronic (VVT)	Self-Learning Function	The fault is recognized when the adjustment range deviates from the base adjustment range by more than 2°. Potential problem source(s): - Wear at the travel stops - Wear in the Valvetronic mechanism	none	none	Voltage condition:□- Onboard elect	- Engine warmed to normal tempera	- Adjustment range check every 18	SYSTEMCHECK_VVT_ANSCHLA	ivvtsumperf_w□vvtdtperf_w	Y	- Wear at the travel stops - Wear in the Valvetronic mechanism	- Repeat Valvetronic travel stop learning routine, refer to service functions - Inspect Valvetronic for mechanical wear and resistance to motion - Replace components with mechanical wear	- ECE emissions warning lamp: off - ECE electronic engine power reduction: off - CC message: none - US emissions warning lamp: off - US electronic engine power reduction: off - CC message: none	none	Possible apparent symptoms: VVT reverts to limp-home mode, minor effects can be felt	Breakdown notice: The engine runs in throttled mode, full drivability/power	None
MEVD17.2-BN2020	0x134F08	1265416	Valvetronic, adjustment range: range check, deviation from original learning	The diagnostic function monitors the adjustment range during the check of the Valvetronic's range.	P1023	VVT-Self-Learning Function Faulty Adjustment Range (Bank 1)	Valvetronic (VVT)	Self-Learning Function	The fault is recognized when the adjustment range deviates from the base adjustment range by more than 1°. Potential problem source(s): - Wear at the travel stops - Wear in the Valvetronic mechanism	none	none	Voltage condition:□- Onboard elect	- Engine warmed to normal tempera	- Adjustment range check every 18	SYSTEMCHECK_VVT_ANSCHLA	ivvtsumperf_w□vvtdtperf_w	Y	- Wear at the travel stops - Wear in the Valvetronic mechanism	- Repeat Valvetronic travel stop learning routine, refer to service functions - Inspect Valvetronic for mechanical wear and resistance to motion - Replace components with mechanical wear	- ECE emissions warning lamp: off - ECE electronic engine power reduction: off - CC message: none - US emissions warning lamp: off - US electronic engine power reduction: off - CC message: none	none	Possible apparent symptoms: None	Breakdown notice: None	None
MEVD17.2-BN2020	0x135301	1266433	Valvetronic, component protection, output stage: deactivation, system	The diagnostic function monitors the temperature of the driver circuit.	P10DF	VVT-Overload Protection Output Stage System Shutdown	Valvetronic (VVT)	Overload Protection	The fault is recognized when the calculated driver circuit temperature rises above 130°C. Potential problem source(s): - Valvetronic system consumes excessive energy owing to: - Stiction and high resistance in the Valvetronic system - Abuse ("blipping" the accelerator pedal, etc.) - Frequent open-loop operation (limp-home mode/learning routines)	none	Terminal 15	Voltage condition:□- Onboard elect	- None	- None	STEUERN_VVT	ivvtsumperf_w□vvtdtperf_w	Y	- Valvetronic system consumes excessive energy owing to: - Stiction and high resistance in the Valvetronic system - Abuse ("blipping" the accelerator pedal, etc.) - Frequent open-loop operation (limp-home mode/learning routines)	- Check electrical system voltage - If other diagnostic fault codes related to Valvetronic are logged, work through these first - Check Valvetronic mechanism for freedom of movement, wear and stiction (with external voltage source connected as required) - Replace components with mechanical wear	ECE: - ECE emissions warning lamp: off - ECE electronic engine power reduction: on - CC message: on MY10 US: - US emissions warning lamp: on - US electronic engine power reduction: on - CC message: on	none	Possible apparent symptoms: Range from no effects to power reduction/breakdown	Breakdown notice: VVT driver circuit component protection	None
MEVD17.2-BN2020	0x135302	1266434	Valvetronic, component protection, servomotor: deactivation, system	The diagnostic function monitors the temperature of the Valvetronic actuator motor.	P10E0	VVT-Overload Protection Control Motor System Shutdown	Valvetronic (VVT)	Overload Protection	The fault is recognized when the calculated temperature of the Valvetronic actuator motor rises above 200°C / 65535 (temperature in the windings of the Valvetronic servo motor). Potential problem source(s): - Valvetronic system consumes excessive energy owing to: - Stiction and high resistance in the Valvetronic system - Abuse ("blipping" the accelerator pedal, etc.) - Frequent open-loop operation (limp-home mode/learning routines)	none	Terminal 15	Voltage condition:□- Onboard elect	- None	- None	STEUERN_VVT	ivvtsumperf_w□vvtdtperf_w	Y	- Valvetronic system consumes excessive energy owing to: - Stiction and high resistance in the Valvetronic system - Abuse ("blipping" the accelerator pedal, etc.) - Frequent open-loop operation (limp-home mode/learning routines)	- Check electrical system voltage - If other diagnostic fault codes related to Valvetronic are logged, work through these first - Check Valvetronic mechanism for freedom of movement, wear and stiction (with external voltage source connected as required) - Replace components with mechanical wear	ECE: - ECE emissions warning lamp: off - ECE electronic engine power reduction: on - CC message: on MY10 US: - US emissions warning lamp: on - US electronic engine power reduction: on - CC message: on	none	Possible apparent symptoms: Range from no effects to power reduction/breakdown	Breakdown notice: VVT system component protection	None
MEVD17.2-BN2020	0x135401	1266689	Valvetronic, overload protection: output stage overloaded	The diagnostic function monitors the temperature of the driver circuit.	P10E7	VVT-Overload Protection Output Stage Overload	Valvetronic (VVT)	Overload Protection	The fault is recognized when the calculated driver circuit temperature rises above 120°C. Potential problem source(s): - Valvetronic system consumes excessive energy owing to: - Stiction and high resistance in the Valvetronic system - Abuse ("blipping" the accelerator pedal, etc.) - Frequent open-loop operation (limp-home mode/learning routines)	none	Terminal 15	Voltage condition:□- Onboard elect	- None	- None	STEUERN_VVT	ivvtsumperf_w□vvtdtperf_w	Y	- Valvetronic system consumes excessive energy owing to: - Stiction and high resistance in the Valvetronic system - Abuse ("blipping" the accelerator pedal, etc.) - Frequent open-loop operation (limp-home mode/learning routines)	- Check electrical system voltage - If other diagnostic fault codes related to Valvetronic are logged, work through these first - Check Valvetronic mechanism for freedom of movement, wear and stiction (with external voltage source connected as required) - Replace components with mechanical wear	- ECE emissions warning lamp: off - ECE electronic engine power reduction: off - CC message: none - US emissions warning lamp: off - US electronic engine power reduction: off - CC message: none	none	Possible apparent symptoms: VVT reverts to limp-home mode, minor effects can be felt	Breakdown notice: The engine runs in throttled mode, full drivability/power	None
MEVD17.2-BN2020	0x135402	1266690	Valvetronic, overload protection: servomotor overloaded	The diagnostic function monitors the temperature of the Valvetronic actuator motor.	P10E8	VVT-Overload Protection Control Motor Overload	Valvetronic (VVT)	Overload Protection	The fault is recognized when the calculated temperature of the Valvetronic actuator motor rises above 190°C / (temperature in the windings of the Valvetronic actuator motor). Potential problem source(s): - Valvetronic system consumes excessive energy owing to: - Stiction and high resistance in the Valvetronic system - Abuse ("blipping" the accelerator pedal, etc.) - Frequent open-loop operation (limp-home mode/learning routines)	none	Terminal 15	Voltage condition:□- Onboard elect	- None	- None	STEUERN_VVT	ivvtsumperf_w□vvtdtperf_w	Y	- Valvetronic system consumes excessive energy owing to: - Stiction and high resistance in the Valvetronic system - Abuse ("blipping" the accelerator pedal, etc.) - Frequent open-loop operation (limp-home mode/learning routines)	- Check electrical system voltage - If other diagnostic fault codes related to Valvetronic are logged, work through these first - Check Valvetronic mechanism for freedom of movement, wear and stiction (with external voltage source connected as required) - Replace components with mechanical wear	- ECE emissions warning lamp: off - ECE electronic engine power reduction: off - CC message: none - US emissions warning lamp: off - US electronic engine power reduction: off - CC message: none	none	Possible apparent symptoms: VVT reverts to limp-home mode, minor effects can be felt	Breakdown notice: The engine runs in throttled mode, full drivability/power	None
MEVD17.2-BN2020	0x135604	1267204	Valvetronic system: control deviation too great	The diagnostic function monitors the Valvetronic system's control precision.	P1030	VVT-Actuator Monitoring Position Control; Tight, no Adjustment possible (Bank 1)	Valvetronic (VVT)	Position Control	The fault is recognized when a counter rises above the fault threshold of 10 000. The counter is incrementalized when the closed-loop control difference exceeds a specified threshold while the Valvetronic actuator motor is stationary. Potential problem source(s): - Defective wiring harness - Valvetronic actuator defective - Valvetronic system sticking - Defective DME	none	Terminal 15	Voltage condition:□- Onboard elect	- None	- None	STEUERN_VVT	ivvtsumperf_w□vvtdtperf_w	N	- Defective wiring harness - Valvetronic actuator defective - Valvetronic system sticking - Defective DME	- Check wiring harness and plug connectors for electrical faults - If other diagnostic fault codes related to Valvetronic are logged, work through these first - Check Valvetronic mechanism for freedom of movement, wear and stiction (with external voltage source connected as required) - Replace Valvetronic actuator motor - Replace components with mechanical wear - Replace DME	ECE: - ECE emissions warning lamp: off - ECE electronic engine power reduction: on - CC message: on MY10 US: - US emissions warning lamp: on - US electronic engine power reduction: on - CC message: on	none	Possible apparent symptoms: Unrestricted, throttled operation remains available if the VVT system's stroke is at maximum extension. If maximum stroke is not achieved, results ranging from a power loss to breakdown can occur depending on the VVT position that the system does reach.	Breakdown notice: None	None
									The fault is recognized when neither upward nor downward motion of 6° is possible during initialization of the Valvetronic system. Potential problem source(s): - Defective wiring harness				- Engine warmed to normal tempera					- Defective wiring harness	- Check wiring harness and plug connectors for electrical faults - If other diagnostic fault codes related to Valvetronic are logged, work through these first - Check Valvetronic mechanism for freedom of movement, wear and stiction (with external voltage source connected as required)	MY10 ECE: - ECE emissions warning lamp: off - ECE electronic engine power reduction: on - CC message: on MY10 US: - US emissions warning lamp: off - US electronic engine power reduction: off - CC message: none MY10 ECE: - ECE emissions warning lamp: off		Possible apparent symptoms: Once the VVT has reached its emergency running position, unlimited throttled operation is possible. If it fails to reach the emergency running position,		

MEVD17.2-BN2020	0x135704	1267460	Valvetronic system: warning threshold, control deviation, exceeded	The diagnostic function monitors the Valvetronic system's control precision.					The fault is recognized when a counter rises above the fault threshold of 300. The counter is incrementalized when the closed-loop control difference exceeds a specified threshold while the Valvetronic actuator motor is stationary. The counter is decrementalized when the closed-loop control deviation drops below a specified threshold. Potential problem source(s): - Stiction/travel resistance in Valvetronic system - Open circuit in a single coil (each phase consists of two coils arranged in parallel) Abuse ("blipping" the accelerator pedal, etc.) -	none	Terminal 15	Voltage condition:□- Onboard elect	- None	- None	STEUERN_VVT	ivvtsumperf_w□vvtdtperf_w	N	- Stiction/travel resistance in Valvetronic system - Open circuit in a single coil (each phase consists of two coils arranged in parallel) Abuse ("blipping" the accelerator pedal, etc.) -	- If other diagnostic fault codes related to Valvetronic are logged, work through these first - Check Valvetronic system for wear and travel resistance by activating it with the tester (Job: STEUERN_Valvetronic). - If testing the Valvetronic actuator motor with the tester (Job: STEUERN_Valvetronic) is not successful, then replace the Valvetronic actuator motor - Replace components with mechanical wear	- ECE emissions warning lamp: off - ECE electronic engine power reduction: off - CC message: none - US emissions warning lamp: off - US electronic engine power reduction: off - CC message: none	none	Possible apparent symptoms: Once the VVT has reached its emergency running position, unlimited throttled operation is possible. If it fails to reach the emergency running position, results ranging from a power loss to breakdown vehicle can occur depending on the VVT position that the system does reach.	Breakdown notice: None	None
MEVD17.2-BN2020	0x135808	1267720	Valvetronic servomotor, position sensors: Short-circuit or line break (open circuit)	The diagnostic function monitors the wires to the five position sensors.	P10E2	VVT-Sensors Supply Voltage Circuit Electrical	Valvetronic (VVT)	Sensors	The fault is recognized when all three position sensors have the same level. Potential problem source(s): - No power-supply voltage to sensors - One or several wires to the position sensors is/are shorted to positive or ground - One or several position-sensor wires is open - One or more position sensors in the Valvetronic actuator motor is defective	The diagnostic fault code is logged when the fault remains present for longer than 1 min.	Terminal 15	Voltage condition:□- Onboard elect	- None	- None	none	none	N	- No power-supply voltage to sensors - One or several wires to the position sensors is/are shorted to positive or ground - One or several position-sensor wires is open - One or more position sensors in the Valvetronic actuator motor is defective	- Check wiring harness between Valvetronic actuator motor and DME - Replace Valvetronic actuator motor	- ECE emissions warning lamp: off - ECE electronic engine power reduction: off - CC message: none - US emissions warning lamp: off - US electronic engine power reduction: off - CC message: none	none	Possible apparent symptoms: VVT reverts to limp-home mode, minor effects can be felt	Breakdown notice: The engine runs in throttled mode, full drivability/power	None
MEVD17.2-BN2020	0x135908	1267976	Valvetronic servomotor, position sensors: Supply voltage faulty	The diagnostic function monitors the power-supply wires to the position sensors.	P10E6	VVT-Sensors Supply Voltage Circuit Open	Valvetronic (VVT)	Power Supply Sensors	The fault is recognized when the DME hardware detects a fault in the voltage supply to the Hall-effect sensors. Potential problem source(s): - Defective wiring harness - Valvetronic actuator defective - Defective DME	none	Terminal 15	Voltage condition:□- Onboard elect	- None	- None	none	none	N	- Defective wiring harness - Valvetronic actuator defective - Defective DME	- Check wiring harness between Valvetronic actuator motor and DME - Check Valvetronic actuator motor Check Valvetronic actuator motor with multimeter, specified results: Pin 11 to Pin 10: roughly 1 mOhm Pin 11 to cylinder head: Infinite resistance Pin 10 to cylinder head: Infinite resistance - Replace Valvetronic actuator motor - Replace DME	- ECE emissions warning lamp: off - ECE electronic engine power reduction: off - CC message: none - US emissions warning lamp: off - US electronic engine power reduction: off - CC message: none	none	Possible apparent symptoms: VVT reverts to limp-home mode, minor effects can be felt	Breakdown notice: The engine runs in throttled mode, full drivability/power	None
MEVD17.2-BN2020	0x135A08	1268232	Valvetronic servomotor, position sensors: Signal implausible	The diagnostic function monitors the switching sequence of the position sensors.	P1017	VVT- Sensors Plausibility (Bank 1)	Valvetronic (VVT)	Sensors	The fault is recognized when the position sensors indicate an incorrect switching sequence. Potential problem source(s): - Defective wiring harness - Valvetronic actuator defective - Defective DME	The diagnostic fault code is logged when the fault remains present for longer than 1 min.	Terminal 15	Voltage condition:□- Onboard elect	- None	- None	none	none	N	- Defective wiring harness - Valvetronic actuator defective - Defective DME	- Check wiring harness between Valvetronic actuator motor and DME - Replace Valvetronic actuator motor	- ECE emissions warning lamp: off - ECE electronic engine power reduction: off - CC message: none - US emissions warning lamp: off - US electronic engine power reduction: off - CC message: none	none	Possible apparent symptoms: VVT reverts to limp-home mode, minor effects can be felt	Breakdown notice: The engine runs in throttled mode, full drivability/power	None
MEVD17.2-BN2020	0x135B10	1268496	Valvetronic servomotor, activation, voltage phase: Line disconnection	The diagnostic function monitors activation of Phase U in the Valvetronic actuator motor for open circuits.	P10F4	VVT-Control Phase U Circuit Open (Bank 1)			The fault is recognized when the current falls below 0.3 amps despite application of voltage to Phase U. Potential problem source(s): - Defective wiring harness - Valvetronic actuator defective - Defective DME	Diagnostic fault code is logged when condition is present for at least 8 ms.	Terminal 15	Voltage condition:□- Onboard elect	- None	- None	none	none	none	- Defective wiring harness - Valvetronic actuator defective - Defective DME	- Check wiring harness between Valvetronic actuator motor and DME - Replace Valvetronic actuator motor - Replace DME	- ECE emissions warning lamp: off - ECE electronic engine power reduction: off - CC message: none - US emissions warning lamp: off - US electronic engine power reduction: off - CC message: none	none	Possible apparent symptoms: Range from no effects to power reduction/breakdown	Breakdown notice: Engine runs in throttled operation. Normally no limitations will be noticed. However continued driving is impossible in worst-case scenario	None
MEVD17.2-BN2020	0x135B11	1268497	Valvetronic servomotor, activation, volt phase: Line disconnection	The diagnostic function monitors activation of Phase V in the Valvetronic actuator motor for open circuits.	P10F5	VVT-Control Phase V Circuit Open (Bank 1)			The fault is recognized when the current falls below 0.3 amps despite application of voltage to Phase V. Potential problem source(s): - Defective wiring harness - Valvetronic actuator defective - Defective DME	The diagnostic fault code is logged when the condition is present for at least 8 ms.	Terminal 15	Voltage condition:□- Onboard elect	- None	- None	none	none	none	- Defective wiring harness - Valvetronic actuator defective - Defective DME	- Check wiring harness between Valvetronic actuator motor and DME - Replace Valvetronic actuator motor - Replace DME	- ECE emissions warning lamp: off - ECE electronic engine power reduction: off - CC message: none - US emissions warning lamp: off - US electronic engine power reduction: off - CC message: none	none	Possible apparent symptoms: Range from no effects to power reduction/breakdown	Breakdown notice: Engine runs in throttled operation. Normally no limitations will be noticed. However continued driving is impossible in worst-case scenario	None
MEVD17.2-BN2020	0x135B12	1268498	Valvetronic servomotor, activation, watt phase: Line disconnection	The diagnostic function monitors activation of Phase W in the Valvetronic actuator motor for indication of an open circuit.	P10F6	VVT-Control Phase W Circuit Open (Bank 1)			The fault is recognized when the current falls below 0.3 amps despite application of voltage to Phase W. Potential problem source(s): - Defective wiring harness - Valvetronic actuator defective - Defective DME	Diagnostic fault code is logged when condition is present for at least 8 ms.	Terminal 15	Voltage condition:□- Onboard elect	- None	- None	none	none	none	- Defective wiring harness - Valvetronic actuator defective - Defective DME	- Check wiring harness between Valvetronic actuator motor and DME - Replace Valvetronic actuator motor - Replace DME	- ECE emissions warning lamp: off - ECE electronic engine power reduction: off - CC message: none - US emissions warning lamp: off - US electronic engine power reduction: off - CC message: none	none	Possible apparent symptoms: Range from no effects to power reduction/breakdown	Breakdown notice: Engine runs in throttled operation. Normally no limitations will be noticed. However continued driving is impossible in worst-case scenario	None
MEVD17.2-BN2020	0x135C11	1268753	Valvetronic servomotor, position sensors: Signals implausible	The diagnostic function monitors the Valvetronic actuator motor's position sensors for plausibility.					The fault is recognized when the low-resolution Hall-effect sensors detect motion, but the high-resolution Hall-effect sensors fail to detect any corresponding motion. Potential problem source(s): - Defective wiring harness - Valvetronic actuator defective - Defective DME	none	Terminal 15	Voltage condition:□- Onboard elect	- None	- None	none	none	N	- Defective wiring harness - Valvetronic actuator defective - Defective DME	- Check wiring harness between Valvetronic actuator motor and DME - Replace Valvetronic actuator motor - Replace DME	- ECE emissions warning lamp: off - ECE electronic engine power reduction: off - CC message: none - US emissions warning lamp: off - US electronic engine power reduction: off - CC message: none	none	Possible apparent symptoms: Switch to VVT limp-home mode/GD may be mildly perceptible	Breakdown notice: The engine runs in throttled mode, full drivability/power	None
MEVD17.2-BN2020	0x138101	1278209	Exhaust flap, activation: short circuit to positive	The diagnostic function monitors the activation wire to the exhaust-gas flap.	P0478	Exhaust Pressure Control Valve 'A' High			The fault is recognized by the driver circuit's diagnostic function. Potential problem source(s): - Defect in wire between DME and exhaust flap - Exhaust-gas flap's valve defective - Defective DME	This fault is logged in the control module's fault memory immediately.	none	Voltage condition:□- Onboard elect	- None	- None	steuern_agk, steuernd_end_agk	U, 0x4A65	N	- Defect in wire between DME and exhaust flap - Exhaust-gas flap's valve defective - Defective DME	- Check wiring harness between DME and exhaust-gas flap - Replace valve - Replace DME	- ECE emissions warning lamp: off - ECE electronic engine power reduction: off - CC message: none - US emissions warning lamp: off - US electronic engine power reduction: off - CC message: none	none	Possible apparent symptoms: Vehicle quieter during driving	Breakdown notice: None	None
MEVD17.2-BN2020	0x138102	1278210	Exhaust flap, activation: short circuit to ground	The diagnostic function monitors the activation wire to the exhaust-gas flap.	P0477	Exhaust Pressure Control Valve 'A' Low			The fault is recognized by the driver circuit's diagnostic function. Potential problem source(s): - Defect in wire between DME and exhaust flap - Exhaust-gas flap's valve defective - Defective DME	This fault is logged in the control module's fault memory immediately.	none	Voltage condition:□- Onboard elect	- None	- None	steuern_agk, steuernd_end_agk	U, 0x4A65	N	- Defect in wire between DME and exhaust flap - Exhaust-gas flap's valve defective - Defective DME	- Check wiring harness between DME and exhaust-gas flap - Replace valve - Replace DME	- ECE emissions warning lamp: off - ECE electronic engine power reduction: off - CC message: none - US emissions warning lamp: off - US electronic engine power reduction: off - CC message: none	none	Possible apparent symptoms: Vehicle louder when stationary	Breakdown notice: None	None
MEVD17.2-BN2020	0x138104	1278212	Exhaust flap, activation: open circuit	The diagnostic function monitors the activation wire to the exhaust-gas flap.	P0475	Exhaust Pressure Control Valve 'A'			The fault is recognized by the driver circuit's diagnostic function. Potential problem source(s): - Defect in wire between DME and exhaust flap - Exhaust-gas flap's valve defective - Defective DME	This fault is logged in the control module's fault memory immediately.	none	Voltage condition:□- Onboard elect	- None	- None	steuern_agk, steuernd_end_agk	U, 0x4A66	N	- Defect in wire between DME and exhaust flap - Exhaust-gas flap's valve defective - Defective DME	- Check wiring harness between DME and exhaust-gas flap - Replace valve - Replace DME	- ECE emissions warning lamp: off - ECE electronic engine power reduction: off - CC message: none - US emissions warning lamp: off - US electronic engine power reduction: off - CC message: none	none	Possible apparent symptoms: Vehicle louder when stationary	Breakdown notice: None	None
MEVD17.2-BN2020	0x138201	1278465	Radiator shutter, top, supply voltage, actuator: voltage fault	The diagnostic function monitors the power-supply voltage to the radiator vent slat actuator.	P303E	Controlled Upper Air Shutter Supply Voltage			The fault is recognized when then the power-supply voltage to the radiator vent slat actuator is too low. Potential problem source(s): - Voltage at radiator vent slat actuator is less than 10 V - Defective wiring harness - Radiator vent slat actuator is defective	This fault is logged in the control module's fault memory immediately.	Terminal 15	Voltage condition:□- Onboard elect	- None	- None	systemcheck_glf	status_systemcheck_glf	N	- Voltage at radiator vent slat actuator is less than 10 V - Defective wiring harness - Radiator vent slat actuator is defective	- Check wiring harness - Replace radiator vent slat assembly	- ECE emissions warning lamp: off - ECE electronic engine power reduction: off - CC message: none - US emissions warning lamp: off - US electronic engine power reduction: off - CC message: none	none	Possible apparent symptoms: Engine could overheat if the vent slats remain closed while demand for engine power is high.	Breakdown notice: Continued driving possible, avoid subjecting engine to major loads. (mountain driving, full throttle, etc.)	None
MEVD17.2-BN2020	0x138301	1278721	Radiator shutter, top, overtemperature, actuator: limit value exceeded	The diagnostic function monitors the radiator vent slat actuator's internal temperature.	P303F	Controlled Upper Air Shutter Over Temperature			The fault is recognized when the maximum temperature is exceeded in the radiator vent slat actuator. Potential problem source(s): - Outside temperature too high - Radiator vent slat actuator defective	This fault is logged in the control module's fault memory immediately.	Terminal 15	Voltage condition:□- Onboard elect	- None	- None	systemcheck_glf	status_systemcheck_glf	N	- Outside temperature too high - Radiator vent slat actuator defective	- If the fault has occurred one time only, clear the ECU fault memory. No further action necessary. - If the fault appears repeatedly, replace the radiator vent slat assembly.	- ECE emissions warning lamp: off - ECE electronic engine power reduction: off - CC message: none - US emissions warning lamp: off - US electronic engine power reduction: off - CC message: none	none	Possible apparent symptoms: Engine could overheat if the vent slats remain closed while demand for engine power is high.	Breakdown notice: Continued driving possible, avoid subjecting engine to major loads. (mountain driving, full throttle, etc.)	None
MEVD17.2-BN2020	0x138401	1278977	Radiator shutter, top, actuator internal: electrical fault	The diagnostic function monitors the radiator vent slat actuator for internal electrical faults.	P304A	Controlled Upper Air Shutter Electrical			The fault is recognized when the actuator for the radiator vent slats reports an internal electrical fault via the LIN bus. Potential problem source(s): - Defect in radiator vent slat assembly	This fault is logged in the control module's fault memory immediately.	Terminal 15	Voltage condition:□- Onboard elect	- None	- None	systemcheck_glf	status_systemcheck_glf	N	- Defect in radiator vent slat assembly	- Replace radiator vent slat assembly	- ECE emissions warning lamp: off - ECE electronic engine power reduction: off - CC message: none - US emissions warning lamp: off - US electronic engine power reduction: off - CC message: none	none	Possible apparent symptoms: Engine could overheat if the vent slats remain closed while demand for engine power is high.	Breakdown notice: Continued driving possible, avoid subjecting engine to major loads. (mountain driving, full throttle, etc.)	None
MEVD17.2-BN2020	0x138501	1279233	Radiator shutter, top, lower stop: not detected	The diagnostic function monitors whether the radiator vent slat assembly closes within a specified angle of rotation.	P304B	Controlled Upper Air Shutter, Lower Stop Not Detected			The fault is recognized when the radiator vent slat actuator is not able to close the radiator slat assembly within a specified angle. Potential problem source(s): - Mechanical defect in radiator vent slat mechanism (for instance: broken control linkage,...)	The diagnostic fault code is logged when the fault remains present for longer than 1 min.	Terminal 15	Voltage condition:□- Onboard elect	- None	- None	steuern_systemcheck_glf	status_systemcheck_glf	N	- Mechanical defect in radiator vent slat mechanism (for instance: broken control linkage,...)	- Check radiator vent slat assembly for freedom of movement (perform system test), repair mechanical components as required - Replace radiator vent slat assembly	- ECE emissions warning lamp: off - ECE electronic engine power reduction: off - CC message: none - US emissions warning lamp: off - US electronic engine power reduction: off - CC message: none	none	Possible apparent symptoms: - The engine may overheat.	Breakdown notice: Radiator vent slats can be opened by hand	None
MEVD17.2-BN2020	0x138601	1279489	Radiator shutter, top, upper stop: not detected	The diagnostic function monitors whether the travel-range limits are reached during the self-test.	P304C	Controlled Upper Air Shutter, Upper Stop Not Detected			The fault is recognized when the system fails to reach the upper limit of its travel range (radiator vent slat assembly open). Potential problem source(s): - Mechanical defect in radiator vent slat mechanism (for instance: broken control linkage,...)	This fault is logged in the control module's fault memory immediately.	none	Voltage condition:□- Onboard elect	- None	- 6 sec. over 30 km/h	steuern_systemcheck_glf	status_systemcheck_glf	N	- Mechanical defect in radiator vent slat mechanism (for instance: broken control linkage,...)	- Check radiator vent slat assembly for freedom of movement (perform system test), repair mechanical components as required - Replace radiator vent slat assembly	- ECE emissions warning lamp: off - ECE electronic engine power reduction: off - CC message: none - US emissions warning lamp: off - US electronic engine power reduction: off - CC message: none	none	Possible apparent symptoms: - The engine may overheat.	Breakdown notice: Radiator vent slats can be opened by hand	None
MEVD17.2-BN2020	0x138701	1279745	Radiator shutter, top, upper stop: detected too early	The diagnostic function monitors the radiator vent slats to confirm freedom of motion.	P304D	Controlled Upper Air Shutter, Upper Stop Detected Too Early			The fault is recognized when it is not possible to progress through a specific rotational angle. Potential problem source(s): - Radiator vent slats physically seized (dirt, ice, snow, etc.)	This fault is logged in the control module's fault memory immediately.	none	Voltage condition:□- Onboard elect	- None	- 6 sec. over 30 km/h	steuern_systemcheck_glf	status_systemcheck_glf	N	- Radiator vent slats physically seized (dirt, ice, snow, etc.)	- Check radiator vent slat assembly for travel resistance (perform system test) - Examine the diagnostic fault code: If the temperature was less than 0°C when the fault was logged, ice may have been present: Examine the diagnostic fault code: If the vehicle speed was > 150 km/h, wind resistance may be the problem source	- ECE emissions warning lamp: off - ECE electronic engine power reduction: off - CC message: none - US emissions warning lamp: off - US electronic engine power reduction: off - CC message: none	This fault can occur when the vent slats are covered with ice or dirt. When the vehicle speed exceeds 150 km/h it is possible for the system to misinterpret slat closure as "seizure."	Possible apparent symptoms: - The engine may overheat.	Breakdown notice: Radiator vent slats can be opened by hand	None
									The fault is recognized when a short circuit is present in the wire to the radiator vent slats. Potential problem source(s): - Defect in wiring harness between radiator vent slats and			Voltage condition:□- Onboard elect								- ECE emissions warning lamp: off - ECE electronic engine power reduction: off - CC message: none - US emissions warning lamp: off				

MEVD17.2-BN2020	0x138902	1280258	Radiator shutter, bottom, electrical: Short circuit to earth	The diagnostic function monitors the wiring harness to the radiator vent slats.	P300E	Controlled Lower Air Shutter Circuit Low			The fault is recognized when a short circuit is present in the wire to the radiator vent slats. Potential problem source(s): - Defect in wiring harness between radiator vent slats and DME - Radiator vent slat assembly is defective	The diagnostic fault code is logged when the fault remains present for longer than 1 min.	Terminal 15	Voltage condition:□- Onboard elect	- None	- None	- None	systemcheck_glf	none	N	- Defect in wiring harness between radiator vent slats and DME - Radiator vent slat assembly is defective	- Check wiring harness between radiator vent slats and DME - Replace radiator vent slat assembly	- ECE emissions warning lamp: off - ECE electronic engine power reduction: off - CC message: none - US emissions warning lamp: off - US electronic engine power reduction: off - CC message: none	none	Possible apparent symptoms: Engine overheating is possible	Breakdown notice: Radiator vent slats should open automatically.	None
MEVD17.2-BN2020	0x138904	1280260	Radiator shutter, bottom, electrical: Line disconnection	The diagnostic function monitors the wiring harness to the radiator vent slats.	P300F	Controlled Lower Air Shutter Circuit/Open			The fault is recognized when an open circuit is present in the wiring harness to the radiator vent slats. Potential problem source(s): - Defect in wiring harness between radiator vent slats and DME - Radiator vent slat assembly defective	The diagnostic fault code is logged when the fault remains present for longer than 1 min.	Terminal 15	Voltage condition:□- Onboard elect	- None	- None	- None	systemcheck_glf	none	N	- Defect in wiring harness between radiator vent slats and DME - Radiator vent slat assembly is defective	- Check wiring harness between radiator vent slats and DME - Replace radiator vent slat assembly	- ECE emissions warning lamp: off - ECE electronic engine power reduction: off - CC message: none - US emissions warning lamp: off - US electronic engine power reduction: off - CC message: none	none	Possible apparent symptoms: Engine overheating is possible	Breakdown notice: Radiator vent slats should open automatically.	None
MEVD17.2-BN2020	0x140001	1310721	Misfire, several cylinders: injection is cut out	The diagnostic function monitors whether multiple "combustion miss" malfunctions are logged in the course of a single driving cycle.	P0300	Random/Multiple Cylinder Misfire Detected	Misfire	Multiple	The fault is recognized when combustion miss is present on at least two cylinders. Potential problem source(s): - see Individual fault	see Individual fault	none	Voltage condition:□- Onboard elect	- None	- None	- None	NO	none	Y	- see Individual fault	- see Individual fault	- ECE emissions warning lamp: on - ECE electronic engine power reduction: on - CC message: on - US emissions warning lamp: on - US electronic engine power reduction: on - CC message: on	none	Possible apparent symptoms: see Individual fault	Breakdown notice: None	none
MEVD17.2-BN2020	0x140002	1310722	Misfire, several cylinders: damaging exhaust gas after starting	The diagnostic function monitors whether multiple "combustion miss" malfunctions are logged in the course of a single driving cycle.	P0300	Random/Multiple Cylinder Misfire Detected	Misfire	Multiple	The fault is recognized when combustion miss is present on at least two cylinders. Potential problem source(s): - see Individual fault	see Individual fault	none	Voltage condition:□- Onboard elect	- None	- None	- None	NO	none	Y	- see Individual fault	- see Individual fault	- ECE emissions warning lamp: on - ECE electronic engine power reduction: on - CC message: on - US emissions warning lamp: off - US electronic engine power reduction: off - CC message: none	none	Possible apparent symptoms: see Individual fault	Breakdown notice: None	none
MEVD17.2-BN2020	0x140004	1310724	Misfire, several cylinders: damaging exhaust gas	The diagnostic function monitors whether multiple "combustion miss" malfunctions are logged in the course of a single driving cycle.	P0300	Random/Multiple Cylinder Misfire Detected	Misfire	Multiple	The fault is recognized when combustion miss is present on at least two cylinders. Potential problem source(s): - see Individual fault	see Individual fault	none	Voltage condition:□- Onboard elect	- None	- None	- None	NO	none	Y	- see Individual fault	- see Individual fault	- ECE emissions warning lamp: on - ECE electronic engine power reduction: on - CC message: on - US emissions warning lamp: off - US electronic engine power reduction: off - CC message: none	none	Possible apparent symptoms: see Individual fault	Breakdown notice: None	none
MEVD17.2-BN2020	0x140101	1310977	Combustion misfiring, cylinder 1: Injection is switched off	The diagnostic function monitors the duration of the combustion strokes and compares them with the remaining cylinders by assessing the rpm signals (segment periods).	P0301	Cylinder 1 Misfire Detected	Misfire	Cyl 1	The fault is recognized when the combustion stroke in a particular cylinder is slower than the combustion strokes on the other cylinders. Potential problem source(s): - Defect in mixture formation - Defect in ignition system - Mechanical defect - Defective DME	The diagnostic fault code is logged when within 200 : (KFKSWF) crankshaft revolutions a specified number of ignition miss events is detected.	none	Voltage condition:□- Onboard elect	- None	- None	- None	NO	- None	Y	- Defect in mixture formation - Defect in ignition system - Mechanical defect - Defective DME	- Because this is a secondary fault, start by repairing the primary faults	- ECE emissions warning lamp: on - ECE electronic engine power reduction: on - CC message: on - US emissions warning lamp: on - US electronic engine power reduction: on - CC message: on	none	Possible apparent symptoms: - Reduced engine power	Breakdown notice: The engine reverts to its limp-home program, continued vehicle operation is possible but drivability is restricted, because power is reduced the driver should refrain from passing maneuvers.	None
MEVD17.2-BN2020	0x140102	1310978	Combustion misfiring, cylinder 1: damaging exhaust gas after start sequence	The diagnostic function monitors the duration of the combustion strokes and compares them with the remaining cylinders by assessing the rpm signals (segment periods).	P0301	Cylinder 1 Misfire Detected	Misfire	Cyl 1	The fault is recognized when the combustion stroke in a particular cylinder is slower than the combustion strokes on the other cylinders. Potential problem source(s): - Defect in mixture formation - Defect in ignition system - Mechanical defect - Defective DME	The diagnostic fault code is logged when a specific number of combustion miss events, with their negative effects on exhaust emissions, are recognized during the first 1000 crankshaft revolutions following the start.	none	Voltage condition:□- Onboard elect	- None	- None	- None	NO	- None	Y	- Defect in mixture formation - Defect in ignition system - Mechanical defect - Defective DME	- Because this is a secondary fault, start by repairing the primary faults	- ECE emissions warning lamp: on - ECE electronic engine power reduction: on - CC message: on - US emissions warning lamp: off - US electronic engine power reduction: off - CC message: none	none	Possible apparent symptoms: Combustion miss may be noticed.	Breakdown notice: None	None
MEVD17.2-BN2020	0x140104	1310980	Combustion misfiring, cylinder 1: damaging exhaust gas	The diagnostic function monitors the duration of the combustion strokes and compares them with the remaining cylinders by assessing the rpm signals (segment periods).	P0301	Cylinder 1 Misfire Detected	Misfire	Cyl 1	The fault is recognized when the combustion stroke in a particular cylinder is slower than the combustion strokes on the other cylinders. Potential problem source(s): - Defect in mixture formation - Defect in ignition system - Mechanical defect - Defective DME	The diagnostic fault code is logged when a specific number of combustion miss events, with their negative effects on exhaust emissions, are recognized within 1000 crankshaft revolutions.	none	Voltage condition:□- Onboard elect	- None	- None	- None	NO	- None	Y	- Defect in mixture formation - Defect in ignition system - Mechanical defect - Defective DME	- Because this is a secondary fault, start by repairing the primary faults	- ECE emissions warning lamp: on - ECE electronic engine power reduction: on - CC message: on - US emissions warning lamp: off - US electronic engine power reduction: off - CC message: none	none	Possible apparent symptoms: Combustion miss may be noticed.	Breakdown notice: None	None
MEVD17.2-BN2020	0x140201	1311233	Misfire, cylinder 2: injection is cut out	The diagnostic function monitors the duration of the combustion strokes and compares them with the remaining cylinders by assessing the rpm signals (segment periods).	P0302	Cylinder 2 Misfire Detected	Misfire	Cyl 2	The fault is recognized when the combustion stroke in a particular cylinder is slower than the combustion strokes on the other cylinders. Potential problem source(s): - Collateral fault logged, from problem with mixture formation, ignition system or mechanism.	The diagnostic fault code is logged when a specific number of combustion miss events are recognized within 200 crankshaft revolutions. The number depends on rpm and load factor.	none	Voltage condition:□- Onboard elect	- None	- None	- None	NO	- None	Y	- Collateral fault logged, from problem with mixture formation, ignition system or mechanism.	- Because this is a secondary fault, start by repairing the primary faults	- ECE emissions warning lamp: on - ECE electronic engine power reduction: on - CC message: on - US emissions warning lamp: on - US electronic engine power reduction: on - CC message: on	none	Possible apparent symptoms: - Reduced engine power	Breakdown notice: The engine reverts to its limp-home program, continued vehicle operation is possible but drivability is restricted, because power is reduced the driver should refrain from passing maneuvers.	None
MEVD17.2-BN2020	0x140202	1311234	Misfire, cylinder 2: damaging exhaust gas after starting	The diagnostic function monitors the duration of the combustion strokes and compares them with the remaining cylinders by assessing the rpm signals (segment periods).	P0302	Cylinder 2 Misfire Detected	Misfire	Cyl 2	The fault is recognized when the combustion stroke in a particular cylinder is slower than the combustion strokes on the other cylinders. Potential problem source(s): - Collateral fault logged, from problem with mixture formation, ignition system or mechanical components	The diagnostic fault code is logged when a specific number of combustion miss events, with their negative effects on exhaust emissions, are recognized during the first 1000 crankshaft revolutions following the start.	none	Voltage condition:□- Onboard elect	- None	- None	- None	NO	- None	Y	- Collateral fault logged, from problem with mixture formation, ignition system or mechanical components	- Because this is a secondary fault, start by repairing the primary faults	- ECE emissions warning lamp: on - ECE electronic engine power reduction: on - CC message: on - US emissions warning lamp: off - US electronic engine power reduction: off - CC message: none	none	Possible apparent symptoms: Combustion miss may be noticed.	Breakdown notice: None	None
MEVD17.2-BN2020	0x140204	1311236	Misfire, cylinder 2: damaging exhaust gas	The diagnostic function monitors the duration of the combustion strokes and compares them with the remaining cylinders by assessing the rpm signals (segment periods).	P0302	Cylinder 2 Misfire Detected	Misfire	Cyl 2	The fault is recognized when the combustion stroke in a particular cylinder is slower than the combustion strokes on the other cylinders. Potential problem source(s): - Collateral fault logged, from problem with mixture formation, ignition system or mechanical components	The diagnostic fault code is logged when a specific number of combustion miss events, with their negative effects on exhaust emissions, are recognized within 1000 crankshaft revolutions. This must proceed in 4 intervals.	none	Voltage condition:□- Onboard elect	- None	- None	- None	NO	- None	Y	- Collateral fault logged, from problem with mixture formation, ignition system or mechanical components	- Because this is a secondary fault, start by repairing the primary faults	- ECE emissions warning lamp: on - ECE electronic engine power reduction: on - CC message: on - US emissions warning lamp: off - US electronic engine power reduction: off - CC message: none	none	Possible apparent symptoms: Combustion miss may be noticed.	Breakdown notice: None	None
MEVD17.2-BN2020	0x140301	1311489	Misfire, cylinder 3: injection is cut out	The diagnostic function monitors the duration of the combustion strokes and compares them with the remaining cylinders by assessing the rpm signals (segment periods).	P0303	Cylinder 3 Misfire Detected	Misfire	Cyl 3	The fault is recognized when the combustion stroke in a particular cylinder is slower than the combustion strokes on the other cylinders. Potential problem source(s): - Defect in mixture formation - Defect in ignition system - Mechanical defect - Defective DME	The diagnostic fault code is logged when a specific number of combustion miss events are recognized within 200 crankshaft revolutions.	none	Voltage condition:□- Onboard elect	- None	- None	- None	NO	- None	Y	- Defect in mixture formation - Defect in ignition system - Mechanical defect - Defective DME	- Because this is a secondary fault, start by repairing the primary faults	- ECE emissions warning lamp: on - ECE electronic engine power reduction: on - CC message: on - US emissions warning lamp: on - US electronic engine power reduction: on - CC message: on	none	Possible apparent symptoms: - Reduced engine power	Breakdown notice: The engine reverts to its limp-home program, continued vehicle operation is possible but drivability is restricted, because power is reduced the driver should refrain from passing maneuvers.	None
MEVD17.2-BN2020	0x140302	1311490	Misfire, cylinder 3: damaging exhaust gas after starting	The diagnostic function monitors the duration of the combustion strokes and compares them with the remaining cylinders by assessing the rpm signals (segment periods).	P0303	Cylinder 3 Misfire Detected	Misfire	Cyl 3	The fault is recognized when the combustion stroke in a particular cylinder is slower than the combustion strokes on the other cylinders. Potential problem source(s): - Defect in mixture formation - Defect in ignition system - Mechanical defect - Defective DME	The diagnostic fault code is logged when a specific number of combustion miss events, with their negative effects on exhaust emissions, are recognized during the first 1000 crankshaft revolutions following the start.	none	Voltage condition:□- Onboard elect	- None	- None	- None	NO	- None	Y	- Defect in mixture formation - Defect in ignition system - Mechanical defect - Defective DME	- Because this is a secondary fault, start by repairing the primary faults	- ECE emissions warning lamp: on - ECE electronic engine power reduction: on - CC message: on - US emissions warning lamp: off - US electronic engine power reduction: off - CC message: none	none	Possible apparent symptoms: Combustion miss may be noticed.	Breakdown notice: None	None
MEVD17.2-BN2020	0x140304	1311492	Misfire, cylinder 3: damaging exhaust gas	The diagnostic function monitors the duration of the combustion strokes and compares them with the remaining cylinders by assessing the rpm signals (segment periods).	P0303	Cylinder 3 Misfire Detected	Misfire	Cyl 3	The fault is recognized when the combustion stroke in a particular cylinder is slower than the combustion strokes on the other cylinders. Potential problem source(s): - Defect in mixture formation - Defect in ignition system - Mechanical defect - Defective DME	The diagnostic fault code is logged when a specific number of combustion miss events, with their negative effects on exhaust emissions, are recognized within 1000 crankshaft revolutions.	none	Voltage condition:□- Onboard elect	- None	- None	- None	NO	- None	Y	- Defect in mixture formation - Defect in ignition system - Mechanical defect - Defective DME	- Because this is a secondary fault, start by repairing the primary faults	- ECE emissions warning lamp: on - ECE electronic engine power reduction: on - CC message: on - US emissions warning lamp: off - US electronic engine power reduction: off - CC message: none	none	Possible apparent symptoms: Combustion miss may be noticed.	Breakdown notice: None	None
MEVD17.2-BN2020	0x140401	1311745	Misfire, cylinder 4: injection is cut out	The diagnostic function monitors the duration of the combustion strokes and compares them with the remaining cylinders by assessing the rpm signals (segment periods).	P0304	Cylinder 4 Misfire Detected	Misfire	Cyl 4	The fault is recognized when the combustion stroke in a particular cylinder is slower than the combustion strokes on the other cylinders. Potential problem source(s): - Collateral fault logged, from problem with mixture formation, ignition system or mechanism.	The diagnostic fault code is logged when a specific number of combustion miss events are recognized within 200 crankshaft revolutions. The number depends on rpm and load factor.	none	Voltage condition:□- Onboard elect	- None	- None	- None	NO	- None	Y	- Collateral fault logged, from problem with mixture formation, ignition system or mechanism.	- Because this is a secondary fault, start by repairing the primary faults	- ECE emissions warning lamp: on - ECE electronic engine power reduction: on - CC message: on - US emissions warning lamp: on - US electronic engine power reduction: on - CC message: on	none	Possible apparent symptoms: - Reduced engine power	Breakdown notice: The engine reverts to its limp-home program, continued vehicle operation is possible but drivability is restricted, because power is reduced the driver should refrain from passing maneuvers.	None
MEVD17.2-BN2020	0x140402	1311746	Misfire, cylinder 4: damaging exhaust gas after starting	The diagnostic function monitors the duration of the combustion strokes and compares them with the remaining cylinders by assessing the rpm signals (segment periods).	P0304	Cylinder 4 Misfire Detected	Misfire	Cyl 4	The fault is recognized when the combustion stroke in a particular cylinder is slower than the combustion strokes on the other cylinders. Potential problem source(s): - Collateral fault logged, from problem with mixture formation, ignition system or mechanism.	The diagnostic fault code is logged when a specific number of combustion miss events, with their negative effects on exhaust emissions, are recognized during the first 1000 crankshaft revolutions following the start.	none	Voltage condition:□- Onboard elect	- None	- None	- None	NO	- None	Y	- Collateral fault logged, from problem with mixture formation, ignition system or mechanism.	- Because this is a secondary fault, start by repairing the primary faults	- ECE emissions warning lamp: on - ECE electronic engine power reduction: on - CC message: on - US emissions warning lamp: off - US electronic engine power reduction: off - CC message: none	none	Possible apparent symptoms: Combustion miss may be noticed.	Breakdown notice: None	None
MEVD17.2-BN2020	0x140404	1311748	Misfire, cylinder 4: damaging exhaust gas	The diagnostic function monitors the duration of the combustion strokes and compares them with the remaining cylinders by assessing the rpm signals (segment periods).	P0304	Cylinder 4 Misfire Detected	Misfire	Cyl 4	The fault is recognized when the combustion stroke in a particular cylinder is slower than the combustion strokes on the other cylinders. Potential problem source(s): - Collateral fault logged, from problem with mixture formation, ignition system or mechanical components	The diagnostic fault code is logged when a specific number of combustion miss events, with their negative effects on exhaust emissions, are recognized within 1000 crankshaft revolutions. This must proceed in 4 intervals.	none	Voltage condition:□- Onboard elect	- None	- None	- None	NO	- None	Y	- Collateral fault logged, from problem with mixture formation, ignition system or mechanical components	- Because this is a secondary fault, start by repairing the primary faults	- ECE emissions warning lamp: on - ECE electronic engine power reduction: on - CC message: on - US emissions warning lamp: off - US electronic engine power reduction: off - CC message: none	none	Possible apparent symptoms: Combustion miss may be noticed.	Breakdown notice: None	None
MEVD17.2-BN2020	0x140501	1312001	Misfire, cylinder 5: injection is cut out	The diagnostic function monitors the duration of the combustion strokes and compares them with the remaining cylinders by assessing the rpm signals (segment periods).	P0305	Cylinder 5 Misfire Detected	Misfire	Cyl 5	The fault is recognized when the combustion stroke in a particular cylinder is slower than the combustion strokes on the other cylinders. Potential problem source(s): - Defect in mixture formation - Defect in ignition system - Mechanical defect - Defective DME	The diagnostic fault code is logged when a specific number of combustion miss events are recognized within 200 crankshaft revolutions.	none	Voltage condition:□- Onboard elect	- None	- None	- None	NO	- None	Y	- Defect in mixture formation - Defect in ignition system - Mechanical defect - Defective DME	- Because this is a secondary fault, start by repairing the primary faults	- ECE emissions warning lamp: on - ECE electronic engine power reduction: on - CC message: on - US emissions warning lamp: on - US electronic engine power reduction: on - CC message: on	none	Possible apparent symptoms: - Reduced engine power	Breakdown notice: The engine reverts to its limp-home program, continued vehicle operation is possible but drivability is restricted, because power is reduced the driver should refrain from passing maneuvers.	None
				The diagnostic function monitors the duration of the					The fault is recognized when the combustion stroke in a particular cylinder is slower than the combustion strokes on the other cylinders. Potential problem source(s): - Defect in mixture formation	The diagnostic fault code is logged when a specific number of combustion miss events, with their negative effects on exhaust		Voltage condition:□- Onboard elect							- Defect in mixture formation		- ECE emissions warning lamp: on - ECE electronic engine power reduction: on - CC message: on - US emissions warning lamp: off				

MEVD17.2-BN2020	0x140504	1312004	Misfire, cylinder 5: damaging exhaust gas	The diagnostic function monitors the duration of the combustion strokes and compares them with the remaining cylinders by assessing the rpm signals (segment periods).	P0305	Cylinder 5 Misfire Detected	Misfire	Cyl 5	The fault is recognized when the combustion stroke in a particular cylinder is slower than the combustion strokes on the other cylinders. Potential problem source(s): - Defect in mixture formation - Defect in ignition system - Mechanical defect - Defective DME	The diagnostic fault code is logged when a specific number of combustion miss events, with their negative effects on exhaust emissions, are recognized within 1000 crankshaft revolutions.	none	Voltage condition: - Onboard elect	None	- None	NO	- None	Y	- Defect in mixture formation - Defect in ignition system - Mechanical defect - Defective DME	- Because this is a secondary fault, start by repairing the primary faults	- ECE emissions warning lamp: on - ECE electronic engine power reduction: on - CC message: on - US emissions warning lamp: off - US electronic engine power reduction: off - CC message: none	none	Possible apparent symptoms: Combustion miss may be noticed.	Breakdown notice: None	None
MEVD17.2-BN2020	0x140601	1312257	Misfire, cylinder 6: injection is cut out	The diagnostic function monitors the duration of the combustion strokes and compares them with the remaining cylinders by assessing the rpm signals (segment periods).	P0306	Cylinder 6 Misfire Detected	Misfire	Cyl 6	The fault is recognized when the combustion stroke in a particular cylinder is slower than the combustion strokes on the other cylinders. Potential problem source(s): - Defect in mixture formation - Defect in ignition system - Mechanical defect - Defective DME	The diagnostic fault code is logged when a specific number of combustion miss events are recognized within 200 crankshaft revolutions.	none	Voltage condition: - Onboard elect	None	- None	NO	- None	Y	- Defect in mixture formation - Defect in ignition system - Mechanical defect - Defective DME	- Because this is a secondary fault, start by repairing the primary faults	- ECE emissions warning lamp: on - ECE electronic engine power reduction: on - CC message: on - US emissions warning lamp: off - US electronic engine power reduction: on - CC message: on	none	Possible apparent symptoms: - Reduced engine power	Breakdown notice: The engine reverts to its limp-home program, continued vehicle operation is possible but drivability is restricted, because power is reduced the driver should refrain from passing maneuvers.	None
MEVD17.2-BN2020	0x140602	1312258	Misfire, cylinder 6: damaging exhaust gas after starting	The diagnostic function monitors the duration of the combustion strokes and compares them with the remaining cylinders by assessing the rpm signals (segment periods).	P0306	Cylinder 6 Misfire Detected	Misfire	Cyl 6	The fault is recognized when the combustion stroke in a particular cylinder is slower than the combustion strokes on the other cylinders. Potential problem source(s): - Defect in mixture formation - Defect in ignition system - Mechanical defect - Defective DME	The diagnostic fault code is logged when a specific number of combustion miss events, with their negative effects on exhaust emissions, are recognized during the first 1000 crankshaft revolutions following the start.	none	Voltage condition: - Onboard elect	None	- None	NO	- None	Y	- Defect in mixture formation - Defect in ignition system - Mechanical defect - Defective DME	- Because this is a secondary fault, start by repairing the primary faults	- ECE emissions warning lamp: on - ECE electronic engine power reduction: on - CC message: on - US emissions warning lamp: off - US electronic engine power reduction: off - CC message: none	none	Possible apparent symptoms: Combustion miss may be noticed.	Breakdown notice: None	None
MEVD17.2-BN2020	0x140604	1312260	Misfire, cylinder 6: damaging exhaust gas	The diagnostic function monitors the duration of the combustion strokes and compares them with the remaining cylinders by assessing the rpm signals (segment periods).	P0306	Cylinder 6 Misfire Detected	Misfire	Cyl 6	The fault is recognized when the combustion stroke in a particular cylinder is slower than the combustion strokes on the other cylinders. Potential problem source(s): - Defect in mixture formation - Defect in ignition system - Mechanical defect - Defective DME	The diagnostic fault code is logged when a specific number of combustion miss events, with their negative effects on exhaust emissions, are recognized within 1000 crankshaft revolutions.	none	Voltage condition: - Onboard elect	None	- None	NO	- None	Y	- Defect in mixture formation - Defect in ignition system - Mechanical defect - Defective DME	- Because this is a secondary fault, start by repairing the primary faults	- ECE emissions warning lamp: on - ECE electronic engine power reduction: on - CC message: on - US emissions warning lamp: off - US electronic engine power reduction: off - CC message: none	none	Possible apparent symptoms: Combustion miss may be noticed.	Breakdown notice: None	None
MEVD17.2-BN2020	0x150102	1376514	Ignition, cylinder 1: combustion duration too short	The diagnostic function monitors the spark duration.	P1301	Ignition Monitoring Cylinder 1 Spark Duration Too Short			The fault is recognized when the spark duration is below a value stored in the program map. Potential problem source(s): - Defective spark plug - Defect in wiring harness between ignition coil and DME - Defective ignition coil - Defective DME	The diagnostic fault code is logged when the fault counter total is above 320.	none	Voltage condition: - Onboard elect	None	- None	NO	none	N	- Defective spark plug - Defect in wiring harness between ignition coil and DME - Defective ignition coil - Defective DME	- Replace spark plug - Check wiring harness between ignition coil and DME - Check ignition coil - Replace DME if the fault code remains logged continuously	MY10 ECE: - ECE emissions warning lamp: off - ECE electronic engine power reduction: off - CC message: none MY10 US: - US emissions warning lamp: off - US electronic engine power reduction: on - CC message: on MY11 ECE: - ECE emissions warning lamp: off - ECE electronic engine power reduction: on - CC message: on	none	Possible apparent symptoms: Ignition miss and hard starting can occur.	Breakdown notice: Continued driving possible if only the one cylinder is affected. The ignition miss detection should recognize the affected cylinder and deactivate the injection to protect the catalytic converter.	None
MEVD17.2-BN2020	0x150202	1376770	Ignition, cylinder 2: combustion duration too short	The diagnostic function monitors the spark duration.	P1302	Ignition Monitoring Cylinder 2 Spark Duration Too Short			The fault is recognized when the spark duration is below a value stored in the program map. Potential problem source(s): - Defective spark plug - Defect in wiring harness between ignition coil and DME - Defective ignition coil - Defective DME	The diagnostic fault code is logged when the fault counter total is above 320.	none	Voltage condition: - Onboard elect	None	- None	none	none	N	- Defective spark plug - Defect in wiring harness between ignition coil and DME - Defective ignition coil - Defective DME	- Replace spark plug - Check wiring harness between ignition coil and DME - Check ignition coil - Replace DME if the fault code remains logged continuously	MY10 ECE: - ECE emissions warning lamp: off - ECE electronic engine power reduction: off - CC message: none MY10 US: - US emissions warning lamp: off - US electronic engine power reduction: on - CC message: on MY11 ECE: - ECE emissions warning lamp: off - ECE electronic engine power reduction: on - CC message: on	none	Possible apparent symptoms: Ignition miss and hard starting can occur.	Breakdown notice: Continued driving possible if only the one cylinder is affected. The ignition miss detection should recognize the affected cylinder and deactivate the injection to protect the catalytic converter.	None
MEVD17.2-BN2020	0x150302	1377026	Ignition, cylinder 3: combustion duration too short	The diagnostic function monitors the spark duration.	P1303	Ignition Monitoring Cylinder 3 Spark Duration Too Short			The fault is recognized when the spark duration is below a value stored in the program map. Potential problem source(s): - Defective spark plug - Defect in wiring harness between ignition coil and DME - Defective ignition coil - Defective DME	The diagnostic fault code is logged when the fault counter total is above 320.	none	Voltage condition: - Onboard elect	None	- None	NO	none	N	- Defective spark plug - Defect in wiring harness between ignition coil and DME - Defective ignition coil - Defective DME	- Replace spark plug - Check wiring harness between ignition coil and DME - Check ignition coil - Replace DME if the fault code remains logged continuously	MY10 ECE: - ECE emissions warning lamp: off - ECE electronic engine power reduction: off - CC message: none MY10 US: - US emissions warning lamp: off - US electronic engine power reduction: on - CC message: on MY11 ECE: - ECE emissions warning lamp: off - ECE electronic engine power reduction: on - CC message: on	none	Possible apparent symptoms: Ignition miss and hard starting can occur.	Breakdown notice: Continued driving possible if only the one cylinder is affected. The ignition miss detection should recognize the affected cylinder and deactivate the injection to protect the catalytic converter.	None
MEVD17.2-BN2020	0x150402	1377282	Ignition, cylinder 4: combustion duration too short	The diagnostic function monitors the spark duration.	P1304	Ignition Monitoring Cylinder 4 Spark Duration Too Short			The fault is recognized when the spark duration is below a value stored in the program map. Potential problem source(s): - Defective spark plug - Defect in wiring harness between ignition coil and DME - Defective ignition coil - Defective DME	The diagnostic fault code is logged when the fault counter total is above 320.	none	Voltage condition: - Onboard elect	None	- None	none	none	N	- Defective spark plug - Defect in wiring harness between ignition coil and DME - Defective ignition coil - Defective DME	- Replace spark plug - Check wiring harness between ignition coil and DME - Check ignition coil - Replace DME if the fault code remains logged continuously	MY10 ECE: - ECE emissions warning lamp: off - ECE electronic engine power reduction: off - CC message: none MY10 US: - US emissions warning lamp: off - US electronic engine power reduction: on - CC message: on MY11 ECE: - ECE emissions warning lamp: off - ECE electronic engine power reduction: on - CC message: on	none	Possible apparent symptoms: Ignition miss and hard starting can occur.	Breakdown notice: Continued driving possible if only the one cylinder is affected. The ignition miss detection should recognize the affected cylinder and deactivate the injection to protect the catalytic converter.	None
MEVD17.2-BN2020	0x150502	1377538	Ignition, cylinder 5: combustion duration too short	The diagnostic function monitors the spark duration.	P1305	Ignition Monitoring Cylinder 5 Spark Duration Too Short			The fault is recognized when the spark duration is below a value stored in the program map. Potential problem source(s): - Defective spark plug - Defect in wiring harness between ignition coil and DME - Defective ignition coil - Defective DME	The diagnostic fault code is logged when the fault counter total is above 320.	none	Voltage condition: - Onboard elect	None	- None	NO	none	N	- Defective spark plug - Defect in wiring harness between ignition coil and DME - Defective ignition coil - Defective DME	- Replace spark plug - Check wiring harness between ignition coil and DME - Check ignition coil - Replace DME if the fault code remains logged continuously	MY10 ECE: - ECE emissions warning lamp: off - ECE electronic engine power reduction: off - CC message: none MY10 US: - US emissions warning lamp: off - US electronic engine power reduction: on - CC message: on MY11 ECE: - ECE emissions warning lamp: off - ECE electronic engine power reduction: on - CC message: on	none	Possible apparent symptoms: Ignition miss and hard starting can occur.	Breakdown notice: Continued driving possible if only the one cylinder is affected. The ignition miss detection should recognize the affected cylinder and deactivate the injection to protect the catalytic converter.	None
MEVD17.2-BN2020	0x150602	1377794	Ignition, cylinder 6: combustion duration too short	The diagnostic function monitors the spark duration.	P1306	Ignition Monitoring Cylinder 6 Spark Duration Too Short			The fault is recognized when the spark duration is below a value stored in the program map. Potential problem source(s): - Defective spark plug - Defect in wiring harness between ignition coil and DME - Defective ignition coil - Defective DME	The diagnostic fault code is logged when the fault counter total is above 320.	none	Voltage condition: - Onboard elect	None	- None	NO	none	N	- Defective spark plug - Defect in wiring harness between ignition coil and DME - Defective ignition coil - Defective DME	- Replace spark plug - Check wiring harness between ignition coil and DME - Check ignition coil - Replace DME if the fault code remains logged continuously	MY10 ECE: - ECE emissions warning lamp: off - ECE electronic engine power reduction: off - CC message: none MY10 US: - US emissions warning lamp: off - US electronic engine power reduction: on - CC message: on MY11 ECE: - ECE emissions warning lamp: off - ECE electronic engine power reduction: on - CC message: on	none	Possible apparent symptoms: Ignition miss and hard starting can occur.	Breakdown notice: Continued driving possible if only the one cylinder is affected. The ignition miss detection should recognize the affected cylinder and deactivate the injection to protect the catalytic converter.	None
MEVD17.2-BN2020	0x151001	1380353	Ignition timing adjustment in idle, cold start Ignition timing too early	The diagnostic function monitors the ignition angle while the catalytic converter is being heated.	P050B	Cold Start Ignition Timing Performance	Ignition Timing	Cold Start	The fault is recognized when the ignition-angle adjustment is outside the tolerance range. Potential problem source(s): - Poor fuel quality	The diagnostic fault code is logged when the fault remains present for longer than 2 min.	none	Voltage condition: - Onboard elect	None	- 5 sec. after engine on	None	None	Y	- Poor fuel quality	- Replace fuel	- ECE emissions warning lamp: on - ECE electronic engine power reduction: on - CC message: on - US emissions warning lamp: off - US electronic engine power reduction: off - CC message: none	US only, fault based on legislative requirement, probably will never occur.	Possible apparent symptoms: - none	Breakdown notice: - none	- none
MEVD17.2-BN2020	0x151101	1380609	Ignition timing adjustment at partial load, cold start Ignition timing too early	The diagnostic function monitors the ignition angle while the catalytic converter is being heated.	P13EA	Cold Start Ignition Timing Performance Off Idle	Ignition Timing	Cold Start	The fault is recognized when the ignition-angle adjustment is outside the tolerance range. Potential problem source(s): - Poor fuel quality	The diagnostic fault code is logged when the fault remains present for longer than 2 min.	none	Voltage condition: - Onboard elect	None	- 5 sec. after engine on	None	None	Y	- Poor fuel quality	- Replace fuel	- ECE emissions warning lamp: off - ECE electronic engine power reduction: off - CC message: none - US emissions warning lamp: off - US electronic engine power reduction: off - CC message: none	US only, fault based on legislative requirement, probably will never occur.	Possible apparent symptoms: - none	Breakdown notice: - none	- none
MEVD17.2-BN2020	0x152001	1384449	Ignition, voltage supply, Short circuit to B+	The diagnostic function monitors the power-supply wire providing voltage to the individual ignition coils from the overload-protection relay for ignition and injection, checking for open wires and shorts to ground.					voltage is present at the DME input (E_U_IGN) although the overload-protection relay for ignition and injection has switched off. Potential problem source(s): - Wiring harness between DME and overload-protection relay for ignition and injection is defective - Defect in overload-protection relay for ignition and injection - Defective DME	This fault is logged in the control module's fault memory immediately.	none	Voltage condition: - Onboard elect	None	- 5 sec. after deactivation of overlo	NO	U	N	- Wiring harness between DME and overload-protection relay for ignition and injection is defective - Defect in overload-protection relay for ignition and injection - Defective DME	- Inspect wiring harness between overload-protection relay for ignition and injection, and DME - Replace overload-protection relay for ignition and injection - Replace DME	- ECE emissions warning lamp: off - ECE electronic engine power reduction: off - CC message: none - US emissions warning lamp: off - US electronic engine power reduction: off - CC message: none	none	Possible apparent symptoms: None	Breakdown notice: None	None
				The diagnostic function monitors the power-supply wire providing voltage to the individual ignition coils					The fault is recognized when no voltage is present at the DME input (E_U_IGN) although the overload-protection relay for ignition and injection has switched on. Potential problem source(s): - Fuse defective - Defect in wiring harness between overload-protection relay for ignition and injection, and DME			Voltage condition: - Onboard elect						- Fuse defective - Defect in wiring harness between overload-protection relay for ignition and injection, and DME	- Check fuse - Inspect wiring harness between overload-protection relay for ignition and injection, and DME	- ECE emissions warning lamp: off - ECE electronic engine power reduction: off - CC message: none - US emissions warning lamp: off				

MEVD17.2-BN2020	0x152009	1384457	Ignition circuit, supply voltage bank or engine failure	The diagnostic function simultaneously monitors the spark duration in all cylinders.						The fault is recognized when the spark duration is too short in all cylinders at once. Potential problem source(s): - Defect in central voltage supply	If the fault 7, then it is logged.	Terminal 15	Voltage condition: - - Onboard elect	None	- None	NO	none	N	- Defect in central voltage supply	- Check power supply of ignition coils	MY10 ECE: - ECE emissions warning lamp: off - ECE electronic engine power reduction: off - CC message: none MY10 US: - US emissions warning lamp: off - US electronic engine power reduction: on - CC message: on MY11 ECE: - ECE emissions warning lamp: off - ECE electronic engine power reduction: on - CC message: on	Ignition failure encompassing all cylinders, fault detected when all combustion durations < 0 ms.	Possible apparent symptoms: Motor does not run	Breakdown notice: None	None
MEVD17.2-BN2020	0x152108	1384712	Super-knocking, cylinder 1: Injection switch-off	The diagnostic function responds to extreme combustion knock by deactivating the injection at the 1st cylinder.	P13A0	Knock Control Fuel Cut-Off due to Super Knocking Cylinder 1				The fault is recognized when a high number of intense knock events is detected during engine operation in the upper end of the load range. Potential problem source(s): - Misuse, terminal status switch during vehicle operation - Temporary contamination in combustion chamber or intake passages	The diagnostic fault code is logged when the fault remains present for longer than 1 min.	none	Voltage condition: - - Onboard elect	Engine warmed to normal temper	- None	NO	none	Y	- Misuse, terminal status switch during vehicle operation - Temporary contamination in combustion chamber or intake passages	- If the diagnostic fault code has been logged once, clear the ECU fault memory - If the fault has been logged multiple times, check the spark plug, injector and ignition coil on the cylinder	- ECE emissions warning lamp: off - ECE electronic engine power reduction: off - CC message: none - US emissions warning lamp: off - US electronic engine power reduction: on - CC message: on	none	Possible apparent symptoms: Engine runs poorly with power loss	Breakdown notice: None	None
MEVD17.2-BN2020	0x152206	1384968	Super-knocking, cylinder 2: Injection switch-off	The diagnostic function responds to extreme combustion knock by deactivating the injection at the 2nd cylinder.	P13A1	Knock Control Fuel Cut-Off due to Super Knocking Cylinder 2				The fault is recognized when a high number of intense knock events is detected during engine operation in the upper end of the load range. Potential problem source(s): - Misuse, terminal status switch during vehicle operation - Temporary contamination in combustion chamber or intake passages	The diagnostic fault code is logged when the fault remains present for longer than 1 min.	none	Voltage condition: - - Onboard elect	Engine warmed to normal temper	- None	NO	none	Y	- Misuse, terminal status switch during vehicle operation - Temporary contamination in combustion chamber or intake passages	- If the diagnostic fault code has been logged once, clear the ECU fault memory - If the diagnostic fault code has been logged multiple times, check the injector and ignition coil at cylinder 2	- ECE emissions warning lamp: off - ECE electronic engine power reduction: off - CC message: none - US emissions warning lamp: off - US electronic engine power reduction: off - CC message: none	none	Possible apparent symptoms: Engine runs poorly with power loss	Breakdown notice: None	None
MEVD17.2-BN2020	0x152308	1385224	Super-knocking, cylinder 3: Injection switch-off	The diagnostic function responds to extreme combustion knock by deactivating the injection at the 3rd cylinder.	P13A2	Knock Control Fuel Cut-Off due to Super Knocking Cylinder 3				The fault is recognized when a high number of intense knock events is detected during engine operation in the upper end of the load range. Potential problem source(s): - Misuse, terminal status switch during vehicle operation - Temporary contamination in combustion chamber or intake passages	The diagnostic fault code is logged when the fault remains present for longer than 1 min.	none	Voltage condition: - - Onboard elect	Engine warmed to normal temper	- None	NO	none	Y	- Misuse, terminal status switch during vehicle operation - Temporary contamination in combustion chamber or intake passages	- If the diagnostic fault code has been logged once, clear the ECU fault memory - If the fault has been logged multiple times, check the spark plug, injector and ignition coil on the cylinder	- ECE emissions warning lamp: off - ECE electronic engine power reduction: off - CC message: none - US emissions warning lamp: off - US electronic engine power reduction: off - CC message: none	none	Possible apparent symptoms: Engine runs poorly with power loss	Breakdown notice: None	None
MEVD17.2-BN2020	0x152408	1385480	Super-knocking, cylinder 4: Injection switch-off	The diagnostic function responds to extreme combustion knock by deactivating the injection at the 4th cylinder.	P13A3	Knock Control Fuel Cut-Off due to Super Knocking Cylinder 4				The fault is recognized when a high number of intense knock events is detected during engine operation in the upper end of the load range. Potential problem source(s): - Misuse, terminal status switch during vehicle operation - Temporary contamination in combustion chamber or intake passages	The diagnostic fault code is logged when the fault remains present for longer than 1 min.	none	Voltage condition: - - Onboard elect	Engine warmed to normal temper	- None	NO	none	Y	- Misuse, terminal status switch during vehicle operation - Temporary contamination in combustion chamber or intake passages	- If the diagnostic fault code has been logged once, clear the ECU fault memory - If the diagnostic fault code has been logged multiple times, check the injector and ignition coil at cylinder 4	- ECE emissions warning lamp: off - ECE electronic engine power reduction: off - CC message: none - US emissions warning lamp: off - US electronic engine power reduction: off - CC message: none	none	Possible apparent symptoms: Engine runs poorly with power loss	Breakdown notice: None	None
MEVD17.2-BN2020	0x152508	1385736	Super-knocking, cylinder 5: Injection switch-off	The diagnostic function responds to extreme combustion knock by deactivating the injection at the 5th cylinder.	P13A4	Knock Control Fuel Cut-Off due to Super Knocking Cylinder 5				The fault is recognized when a high number of intense knock events is detected during engine operation in the upper end of the load range. Potential problem source(s): - Misuse, terminal status switch during vehicle operation - Temporary contamination in combustion chamber or intake passages	The diagnostic fault code is logged when the fault remains present for longer than 1 min.	none	Voltage condition: - - Onboard elect	Engine warmed to normal temper	- None	NO	none	Y	- Misuse, terminal status switch during vehicle operation - Temporary contamination in combustion chamber or intake passages	- If the diagnostic fault code has been logged once, clear the ECU fault memory - If the fault has been logged multiple times, check the spark plug, injector and ignition coil on the cylinder	- ECE emissions warning lamp: off - ECE electronic engine power reduction: off - CC message: none - US emissions warning lamp: off - US electronic engine power reduction: off - CC message: none	none	Possible apparent symptoms: Engine runs poorly with power loss	Breakdown notice: None	None
MEVD17.2-BN2020	0x152608	1385992	Super-knocking, cylinder 6: Injection switch-off	The diagnostic function responds to extreme combustion knock by deactivating the injection at the 6th cylinder.	P13A5	Knock Control Fuel Cut-Off due to Super Knocking Cylinder 6				The fault is recognized when a high number of intense knock events is detected during engine operation in the upper end of the load range. Potential problem source(s): - Misuse, terminal status switch during vehicle operation - Temporary contamination in combustion chamber or intake passages	The diagnostic fault code is logged when the fault remains present for longer than 1 min.	none	Voltage condition: - - Onboard elect	Engine warmed to normal temper	- None	NO	none	Y	- Misuse, terminal status switch during vehicle operation - Temporary contamination in combustion chamber or intake passages	- If the diagnostic fault code has been logged once, clear the ECU fault memory - If the fault has been logged multiple times, check the spark plug, injector and ignition coil on the cylinder	- ECE emissions warning lamp: off - ECE electronic engine power reduction: off - CC message: none - US emissions warning lamp: off - US electronic engine power reduction: off - CC message: none	none	Possible apparent symptoms: Engine runs poorly with power loss	Breakdown notice: None	None
MEVD17.2-BN2020	0x152D08	1387784	Super-knocking: Injection switch-off	The diagnostic function responds to extreme combustion knock by deactivating the injection.	P137F	Knock Control Fuel Cut-Off due to Super Knocking	Knock Control System	Super Knocking		The fault is recognized when a high number of intense knock events is detected during engine operation in the upper end of the load range. Potential problem source(s): - Misuse, terminal status switch during vehicle operation - Temporary contamination in combustion chamber or intake passages	The diagnostic fault code is logged when the fault remains present for longer than 1 min.	none	Voltage condition: - - Onboard elect	Engine warmed to normal tamper	- None	NO	none	Y	- Misuse, terminal status switch during vehicle operation - Temporary contamination in combustion chamber or intake passages	- If the diagnostic fault code has been logged once, clear the ECU fault memory - If the fault has been logged multiple times, check the spark plug, injector and ignition coil on the cylinder	MY10 ECE: - ECE emissions warning lamp: on - ECE electronic engine power reduction: off - CC message: on MY10 US: - US emissions warning lamp: on - US electronic engine power reduction: on - CC message: on MY11 ECE: - ECE emissions warning lamp: on - ECE electronic engine power reduction: on - CC message: on	none	Possible apparent symptoms: Engine runs poorly with power loss	Breakdown notice: None	None
MEVD17.2-BN2020	0x160001	1441793	Crankshaft sensor, signal: no signal	The diagnostic function monitors the crankshaft sensor.	P0335	Crankshaft Position Sensor 'A' Circuit	Crankshaft Position Sensor	Electrical		The fault is recognized when no crankshaft position sensor signal is detected, although a signal from the camshaft position sensor is present. Potential problem source(s): - Defect in wiring harness between DME and crankshaft sensor - Crankshaft sensor defective	No signal for camshaft revolutions	none	Voltage condition: - - Onboard elect	None	- None	NO	NO	N	- Defect in wiring harness between DME and crankshaft sensor - Crankshaft sensor defective	- Check wiring harness between DME and crankshaft sensor - Replace crankshaft sensor	MY10 ECE: - ECE emissions warning lamp: on - ECE electronic engine power reduction: off - CC message: on MY10 US: - US emissions warning lamp: on - US electronic engine power reduction: on - CC message: on MY11 ECE: - ECE emissions warning lamp: on/ -Electronic engine output reduction, ECE: on - CC message: on	Fault leads to ATLCTLmax (FC Text L6L4: 'Rboost-pressure control, deactivation: Boost-pressure generation disabled'; FC (Dec./Hex) L6: 1180680 / 0x120408; FC (Dec./Hex) L4: 11352 / 0x2C58)	Possible apparent symptoms: When the fault is logged the engine stalls at idle, at higher engine speeds a brief drop in rpm can be felt / It is possible to restart engine when the fault is present (starting takes longer), engine runs in limp-home mode	Breakdown notice: The engine reverts to its emergency limp-home program, continued vehicle operation is possible, because power is reduced the driver should refrain from passing maneuvers.	A terminal status switch must be conducted before this fault can be deleted.
MEVD17.2-BN2020	0x160020	1441824	Crankshaft sensor: disturbed crankshaft signal	The diagnostic function monitors the crankshaft sensor.	P0336	Crankshaft Position Sensor 'A' Circuit Range/Performance	Crankshaft Position Sensor	Plausibility		The fault is recognized when an interference factor affecting the crankshaft sensor signal is detected. Potential problem source(s): - Defect in wiring harness between DME and crankshaft sensor - Oscillation in reluctor ring (for instance, when starter engages) - Reluctor ring contaminated or defective - Crankshaft sensor defective	Malfunctions	none	Voltage condition: - - Onboard elect	None	- None	NO	NO	Y	- Defect in wiring harness between DME and crankshaft sensor - Oscillation in reluctor ring (for instance, when starter engages) - Reluctor ring contaminated or defective - Crankshaft sensor defective	- Check wiring harness between DME and crankshaft sensor - Inspect installation of crankshaft sensor - Clean or replace reluctor ring - Replace crankshaft sensor	MY10 ECE: - ECE emissions warning lamp: on - ECE electronic engine power reduction: off - CC message: on MY10 US: - US emissions warning lamp: on - US electronic engine power reduction: on - CC message: on MY11 ECE: - ECE emissions warning lamp: on/ -Electronic engine output reduction, ECE: on - CC message: on	Fault leads to ATLCTLmax (FC Text L6L4: 'Rboost-pressure control, deactivation: Boost-pressure generation disabled'; FC (Dec./Hex) L6: 1180680 / 0x120408; FC (Dec./Hex) L4: 11352 / 0x2C58)	Possible apparent symptoms: When the fault is logged the engine stalls at idle, at higher engine speeds a brief drop in rpm can be felt / It is possible to restart engine when the fault is present (starting takes longer), engine runs in limp-home mode	Breakdown notice: The engine reverts to its emergency limp-home program, continued vehicle operation is possible, because power is reduced the driver should refrain from passing maneuvers.	A terminal status switch must be conducted before this fault can be deleted.
MEVD17.2-BN2020	0x160510	1443088	Crankshaft sensor, parked position: Not plausible	The diagnostic function monitors the crankshaft sensor.	P13CE	Crankshaft Parking Position Implausible	Crankshaft	Parking Position		The fault is recognized when the engine is synchronized using a secure initial position during starting (supply to sensor was permanent - MSA) Potential problem source(s): - Defect in wiring harness between DME and crankshaft sensor - Oscillation in reluctor ring (for instance, when starter engages) - Defective reluctor ring - Crankshaft sensor defective	If the reference mark was incorrect by - during the MSA automatic engine start/stop	none	Voltage condition: - - Onboard elect	None	- None	NO	NO	N	- Defect in wiring harness between DME and crankshaft sensor - Oscillation in reluctor ring (for instance, when starter engages) - Defective reluctor ring - Crankshaft sensor defective	- Check wiring harness between DME and crankshaft sensor - Inspect installation of crankshaft sensor - Replace crankshaft sensor	MY10 ECE: - ECE emissions warning lamp: on - ECE electronic engine power reduction: off - CC message: on MY10 US: - US emissions warning lamp: off - US electronic engine power reduction: off - CC message: none MY10 ECE: - ECE emissions warning lamp: off - ECE electronic engine power reduction: off - CC message: none	none	Possible apparent symptoms: Extended starting times	Breakdown notice: None	None
MEVD17.2-BN2020	0x164020	1458208	Inlet-camshaft sensor: signal high	The diagnostic function monitors the intake camshaft position sensor.	P0343	Camshaft Position Sensor 'A' Circuit High (Bank 1 or Single Sensor)	Camshaft Position Sensor	Intake Electrical		The fault is recognized when the engine is turning over and no fault related to the crankshaft sensor is present. Potential problem source(s): - Defect in wiring harness between DME and camshaft position sensor or crankshaft sensor	1 Camshaft rotates but no signal from camshaft reluctor	none	Voltage condition: - - Onboard elect	None	- None	NO	NO	N	- Defect in wiring harness between DME and camshaft position sensor or crankshaft sensor	- Check wiring harness between DME and camshaft position sensor - Camshaft sensor defective	MY10 ECE: - ECE emissions warning lamp: on - ECE electronic engine power reduction: off - CC message: on MY10 US: - US emissions warning lamp: on - US electronic engine power reduction: on - CC message: on MY11 ECE: - ECE emissions warning lamp: on/ -Electronic engine output reduction, ECE: on - CC message: on	Fault leads to ATLCTLmax (FC Text L6L4: 'Rboost-pressure control, deactivation: Boost-pressure generation disabled'; FC (Dec./Hex) L6: 1180680 / 0x120408; FC (Dec./Hex) L4: 11352 / 0x2C58)	Possible apparent symptoms: Extended starting times and power loss, if it appears in combination with an exhaust camshaft sensor fault then no restart is possible	Breakdown notice: The engine reverts to its emergency limp-home program, continued vehicle operation is possible, because power is reduced the driver should refrain from passing maneuvers.	None
MEVD17.2-BN2020	0x164021	1458259	Inlet-camshaft sensor: signal low	The diagnostic function monitors the intake camshaft position sensor.	P0342	Camshaft Position Sensor 'A' Circuit Low (Bank 1 or Single Sensor)	Camshaft Position Sensor	Intake Electrical		The fault is recognized when the engine is turning over and no fault related to the crankshaft sensor is present. Potential problem source(s): - Defect in wiring harness between DME and camshaft position sensor or crankshaft sensor.	1 Camshaft rotates but no signal from camshaft reluctor	none	Voltage condition: - - Onboard elect	None	- None	NO	NO	N	- Defect in wiring harness between DME and camshaft position sensor or crankshaft sensor.	- Check wiring harness between DME and camshaft position sensor - Camshaft sensor defective	MY10 ECE: - ECE emissions warning lamp: on - ECE electronic engine power reduction: off - CC message: on MY10 US: - US emissions warning lamp: on - US electronic engine power reduction: on - CC message: on MY11 ECE: - ECE emissions warning lamp: on/ -Electronic engine output reduction, ECE: on - CC message: on	Fault leads to ATLCTLmax (FC Text L6L4: 'Rboost-pressure control, deactivation: Boost-pressure generation disabled'; FC (Dec./Hex) L6: 1180680 / 0x120408; FC (Dec./Hex) L4: 11352 / 0x2C58)	Possible apparent symptoms: Extended starting times and power loss, if it appears in combination with an exhaust camshaft sensor fault then no restart is possible	Breakdown notice: The engine reverts to its emergency limp-home program, continued vehicle operation is possible, because power is reduced the driver should refrain from passing maneuvers.	None
										The fault is recognized when the engine is turning over and no fault related to the crankshaft sensor is present. Potential problem source(s): - Defect in wiring harness			Voltage condition: - - Onboard elect								MY10 ECE: - ECE emissions warning lamp: on - ECE electronic engine power reduction: off - CC message: on MY10 US: - US emissions warning lamp: on - US electronic engine power reduction: on - CC message: on MY11 ECE: - ECE emissions warning lamp: on/	Fault leads to ATLCTLmax (FC Text L6L4: 'Rboost-	Possible apparent symptoms:	Breakdown notice: The engine reverts to its emergency limp-home	

MEVD17.2-BN2020	0x164031	1458225	Exhaust camshaft sensor, signal low	The diagnostic function monitors the exhaust camshaft position sensor.	P0367	Camshaft Position Sensor 'B' Circuit Low (Bank 1)	Camshaft Position Sensor	Exhaust Electrical	The fault is recognized when the engine is turning over and no fault related to the crankshaft sensor is present. Potential problem source(s): - Defect in wiring harness between DME and camshaft position sensor or crankshaft sensor.	1 Camshaft rotates but no signal from camshaft reluctor	none	Voltage condition: - - Onboard elect	None	- None	NO	NO	N	- Defect in wiring harness between DME and camshaft position sensor or crankshaft sensor.	- Check wiring harness between DME and camshaft position sensor - Camshaft sensor defective	MY10 ECE: - ECE emissions warning lamp: on - ECE electronic engine power reduction: off - CC message: on MY10 US: - US emissions warning lamp: on - US electronic engine power reduction: on - CC message: on MY11 ECE: - ECE emissions warning lamp: on/ /Electronic engine output reduction, ECE: on - CC message: on	Fault leads to ATLCTLmax (FC Text L6L4: 'Boost-pressure control, deactivation: Boost-pressure generation disabled'; FC (Dec./Hex) L6: 1180680 / 0x120408; FC (Dec./Hex) L4: 11352 / 0x2C58)	Possible apparent symptoms: Extended starting times and power loss, if it appears in combination with an intake camshaft sensor fault then no restart is possible	Breakdown notice: The engine reverts to its emergency limp-home program, continued vehicle operation is possible, because power is reduced the driver should refrain from passing maneuvers.	None
MEVD17.2-BN2020	0x164040	1458240	Inlet camshaft, mechanism: installation faulty	The diagnostic function monitors the installation position of the intake camshaft.	P13CA	'A' Camshaft Incorrect Assembly	Camshaft	Intake Incorrect Assembly	The fault is recognized when the camshaft sensor reluctor rings run through the adaptation routine during initial start or following programming. Potential problem source(s): - Incorrect installation of intake camshaft	When assembly test is performed	none	Voltage condition: - - Onboard elect	None	- None	NO	NO	N	- Incorrect installation of intake camshaft	- Install intake camshaft correctly - Adjust valve timing	MY10 ECE: - ECE emissions warning lamp: on - ECE electronic engine power reduction: off - CC message: on MY10 US: - US emissions warning lamp: off - US electronic engine power reduction: on - CC message: on MY11 ECE: - ECE emissions warning lamp: off - ECE electronic engine power reduction: on - CC message: on	Fault leads to ATLCTLmax (FC Text L6L4: 'Boost-pressure control, deactivation: Boost-pressure generation disabled'; FC (Dec./Hex) L6: 1180680 / 0x120408; FC (Dec./Hex) L4: 11352 / 0x2C58)	Possible apparent symptoms: None	Breakdown notice: The engine reverts to its emergency limp-home program, continued vehicle operation is possible, because power is reduced the driver should refrain from passing maneuvers.	None
MEVD17.2-BN2020	0x164041	1458241	Exhaust camshaft, mechanism: installation faulty	The diagnostic function monitors the installation position of the exhaust camshaft.	P13CB	'B' Camshaft Incorrect Assembly	Camshaft	Exhaust Incorrect Assembly	The fault is recognized when the camshaft sensor reluctor rings run through the adaptation routine during initial start or following programming. Potential problem source(s): - Incorrect installation of exhaust camshaft	When assembly test is performed	none	Voltage condition: - - Onboard elect	None	- None	NO	NO	N	- Incorrect installation of exhaust camshaft	- Install exhaust camshaft correctly - Adjust valve timing	MY10 ECE: - ECE emissions warning lamp: on - ECE electronic engine power reduction: off - CC message: on MY10 US: - US emissions warning lamp: off - US electronic engine power reduction: on - CC message: on MY11 ECE: - ECE emissions warning lamp: off - ECE electronic engine power reduction: on - CC message: on	Fault leads to ATLCTLmax (FC Text L6L4: 'Boost-pressure control, deactivation: Boost-pressure generation disabled'; FC (Dec./Hex) L6: 1180680 / 0x120408; FC (Dec./Hex) L4: 11352 / 0x2C58)	Possible apparent symptoms: None	Breakdown notice: The engine reverts to its emergency limp-home program, continued vehicle operation is possible, because power is reduced the driver should refrain from passing maneuvers.	None
MEVD17.2-BN2020	0x168A20	1477152	Knock control, fault check: malfunction, system fault	The diagnostic function monitors the quality of the signals from the knock sensors.	P0324	Knock/Combustion Vibration Control System Error	Knock Control System	General	The fault is recognized when the signal from the knock sensors is outside the measurement range. Potential problem source(s): - Signal-processing error, incorrect measurement range - Defective wiring harness - Knock sensor defective	This fault is logged in the control module's fault memory immediately.	none	Voltage condition: - - Onboard elect	None	- None	NO	none	Y	- Signal-processing error, incorrect measurement range - Defective wiring harness - Knock sensor defective	- If faults related to the knock sensors have been logged, repair these first - Check wiring harness between knock sensor and DME - Replace knock sensor	MY10 ECE: - ECE emissions warning lamp: off - ECE electronic engine power reduction: off - CC message: none MY10 US: - US emissions warning lamp: off - US electronic engine power reduction: on - CC message: on MY11 ECE: - ECE emissions warning lamp: off - ECE electronic engine power reduction: on - CC message: on	none	Possible apparent symptoms: Engine runs poorly with power loss	Breakdown notice: None	None
MEVD17.2-BN2020	0x168A30	1477168	Knock sensor, electrical: signal input A, short circuit to positive	The diagnostic function monitors the sensor wire for short circuits.	P13AF	Knock Sensor 1 Circuit 'A' High (Bank 1)	Knock Sensor	Sensor 1	The fault is logged in the ECU fault memory when the knock sensor's signal voltage is above 1 V. Potential problem source(s): - Defective wiring harness - Knock sensor defective	This fault is logged in the control module's fault memory immediately.	none	Voltage condition: - - Onboard elect	None	- None	NO	none	N	- Defective wiring harness - Knock sensor defective	- Check wiring harness between knock sensor and DME - Replace DME	ECE: - ECE emissions warning lamp: off - ECE electronic engine power reduction: on - CC message: on MY10 US: - US emissions warning lamp: on - US electronic engine power reduction: on - CC message: on	none	Possible apparent symptoms: Possible reduction in power	Breakdown notice: None	None
MEVD17.2-BN2020	0x168A31	1477169	Knock sensor, electrical: signal input A, short circuit to ground	The diagnostic function monitors the sensor wire for short circuits.	P13AE	Knock Sensor 1 Circuit 'A' Low (Bank 1)	Knock Sensor	Sensor 1	The fault is logged in the ECU fault memory when the knock sensor's signal voltage is below - 0.7 V. Potential problem source(s): - Defective wiring harness - Knock sensor defective	This fault is logged in the control module's fault memory immediately.	none	Voltage condition: - - Onboard elect	None	- None	NO	none	N	- Defective wiring harness - Knock sensor defective	- Check wiring harness between knock sensor and DME - Replace knock sensor - Replace DME	ECE: - ECE emissions warning lamp: off - ECE electronic engine power reduction: on - CC message: on MY10 US: - US emissions warning lamp: on - US electronic engine power reduction: on - CC message: on	none	Possible apparent symptoms: Possible reduction in power	Breakdown notice: None	None
MEVD17.2-BN2020	0x168A40	1477184	Knock sensor, electrical: signal input B, short circuit to positive	The diagnostic function monitors the sensor wire for short circuits.	P13B9	Knock Sensor 1 Circuit 'B' High (Bank 1)	Knock Sensor	Sensor 1	The fault is logged in the ECU fault memory when the knock sensor's signal voltage is above 1 V. Potential problem source(s): - Defective wiring harness - Knock sensor defective	This fault is logged in the control module's fault memory immediately.	none	Voltage condition: - - Onboard elect	None	- None	NO	none	N	- Defective wiring harness - Knock sensor defective	- Check wiring harness between knock sensor and DME - Replace knock sensor - Replace DME	ECE: - ECE emissions warning lamp: off - ECE electronic engine power reduction: on - CC message: on MY10 US: - US emissions warning lamp: on - US electronic engine power reduction: on - CC message: on	none	Possible apparent symptoms: Possible reduction in power	Breakdown notice: None	None
MEVD17.2-BN2020	0x168A41	1477185	Knock sensor, electrical: signal input B, short circuit to ground	The diagnostic function monitors the sensor wire for short circuits.	P13B8	Knock Sensor 1 Circuit 'B' Low (Bank 1)	Knock Sensor	Sensor 1	The fault is logged in the ECU fault memory when the knock sensor's signal voltage is below - 0.7 V. Potential problem source(s): - Defective wiring harness - Knock sensor defective	This fault is logged in the control module's fault memory immediately.	none	Voltage condition: - - Onboard elect	None	- None	NO	none	N	- Defective wiring harness - Knock sensor defective	- Check wiring harness between knock sensor and DME - Replace knock sensor - Replace DME	ECE: - ECE emissions warning lamp: off - ECE electronic engine power reduction: on - CC message: on MY10 US: - US emissions warning lamp: on - US electronic engine power reduction: on - CC message: on	none	Possible apparent symptoms: Possible reduction in power	Breakdown notice: None	None
MEVD17.2-BN2020	0x168A50	1477200	Knock sensor 2, electrical: signal input A, short circuit to positive	The diagnostic function monitors the sensor wire for short circuits.	P13BF	Knock Sensor 2 Circuit 'A' High (Bank 1)	Knock Sensor	Sensor 2	The fault is logged in the ECU fault memory when the knock sensor's signal voltage is above 1 V. Potential problem source(s): - Defective wiring harness - Knock sensor defective	This fault is logged in the control module's fault memory immediately.	none	Voltage condition: - - Onboard elect	None	- None	NO	none	N	- Defective wiring harness - Knock sensor defective	- Check wiring harness between knock sensor and DME - Replace knock sensor - Replace DME	ECE: - ECE emissions warning lamp: off - ECE electronic engine power reduction: on - CC message: on MY10 US: - US emissions warning lamp: on - US electronic engine power reduction: on - CC message: on	none	Possible apparent symptoms: Possible reduction in power	Breakdown notice: None	None
MEVD17.2-BN2020	0x168A51	1477201	Knock sensor 2, electrical: signal input A, short circuit to ground	The diagnostic function monitors the sensor wire for short circuits.	P13BE	Knock Sensor 2 Circuit 'A' Low (Bank 1)	Knock Sensor	Sensor 2	The fault is logged in the ECU fault memory when the knock sensor's signal voltage is below - 0.7 V. Potential problem source(s): - Defective wiring harness - Knock sensor defective	This fault is logged in the control module's fault memory immediately.	none	Voltage condition: - - Onboard elect	None	- None	NO	none	N	- Defective wiring harness - Knock sensor defective	- Check wiring harness between knock sensor and DME - Replace knock sensor - Replace DME	ECE: - ECE emissions warning lamp: off - ECE electronic engine power reduction: on - CC message: on MY10 US: - US emissions warning lamp: on - US electronic engine power reduction: on - CC message: on	none	Possible apparent symptoms: Possible reduction in power	Breakdown notice: None	None
MEVD17.2-BN2020	0x168A60	1477216	Knock sensor 2, electrical: signal input B, short circuit to positive	The diagnostic function monitors the sensor wire for short circuits.	P13C8	Knock Sensor 2 Circuit 'B' High (Bank 1)	Knock Sensor	Sensor 2	The fault is logged in the ECU fault memory when the knock sensor's signal voltage is above 1 V. Potential problem source(s): - Defective wiring harness - Knock sensor defective	This fault is logged in the control module's fault memory immediately.	none	Voltage condition: - - Onboard elect	None	- None	NO	none	N	- Defective wiring harness - Knock sensor defective	- Check wiring harness between knock sensor and DME - Replace knock sensor - Replace DME	ECE: - ECE emissions warning lamp: off - ECE electronic engine power reduction: on - CC message: on MY10 US: - US emissions warning lamp: on - US electronic engine power reduction: on - CC message: on	none	Possible apparent symptoms: Possible reduction in power	Breakdown notice: None	None
MEVD17.2-BN2020	0x168A61	1477217	Knock sensor 2, electrical: signal input B, short circuit to ground	The diagnostic function monitors the sensor wire for short circuits.	P13C7	Knock Sensor 2 Circuit 'B' Low (Bank 1)	Knock Sensor	Sensor 2	The fault is logged in the ECU fault memory when the knock sensor's signal voltage is below - 0.7 V. Potential problem source(s): - Defective wiring harness - Knock sensor defective	This fault is logged in the control module's fault memory immediately.	none	Voltage condition: - - Onboard elect	None	- None	NO	none	N	- Defective wiring harness - Knock sensor defective	- Check wiring harness between knock sensor and DME - Replace knock sensor - Replace DME	ECE: - ECE emissions warning lamp: off - ECE electronic engine power reduction: on - CC message: on MY10 US: - US emissions warning lamp: on - US electronic engine power reduction: on - CC message: on	none	Possible apparent symptoms: Possible reduction in power	Breakdown notice: None	None
MEVD17.2-BN2020	0x168A70	1477232	Knock sensor, signal: engine mechanically too loud or KS outside tolerance (sensitivity)	The diagnostic function monitors the engine's noise level.	P0328	Knock/Combustion Vibration Sensor 1 Circuit High (Bank 1 or Single Sensor)	Knock Sensor	Sensor 1	The fault is logged in the ECU fault memory when the reference level is too high relative to the program map. Potential problem source(s): - Knock sensor is defective or installed incorrectly - Engine too loud owing to mechanical defect - Low-quality fuel < RON 91	Debounce via event counter	none	Voltage condition: - - Onboard elect	Engine warmed to normal tempera	- None	NO	0x5A37: 0x6A38: 0x5A39: 0x5B1E	N	- Knock sensor is defective or installed incorrectly - Engine too loud owing to mechanical defect - Low-quality fuel < RON 91	- Check installation torque and installation position of sensor - Check wiring harness - Check engine for mechanical defects (chain, crankshaft assembly) - Refuel with RON 95 or higher - Replace knock sensor	ECE: - ECE emissions warning lamp: off - ECE electronic engine power reduction: on - CC message: on MY10 US: - US emissions warning lamp: on - US electronic engine power reduction: on - CC message: on	none	Possible apparent symptoms: Possible reduction in power	Breakdown notice: None	None
MEVD17.2-BN2020	0x168A71	1477233	Knock sensor, signal: electrical fault KS (loose contact) or KS noise	The diagnostic function monitors the knock sensor's electrical signal.	P0327	Knock/Combustion Vibration Sensor 1 Circuit Low (Bank 1 or Single Sensor)	Knock Sensor	Sensor 1	The fault is logged in the ECU fault memory when the reference level is too low relative to the program map. Potential problem source(s): - Knock sensor is defective or installed incorrectly - Wiring harness defective	Debounce via event counter	none	Voltage condition: - - Onboard elect	Engine warmed to normal tempera	- None	NO	0x5A37: 0x6A38: 0x5A39: 0x5B1E	N	- Knock sensor is defective or installed incorrectly - Wiring harness defective	- Check installation torque and installation position of sensor - Check wiring harness - Check engine for mechanical defects (chain, crankshaft assembly) - Refuel with RON 95 or higher - Replace knock sensor	ECE: - ECE emissions warning lamp: off - ECE electronic engine power reduction: on - CC message: on MY10 US: - US emissions warning lamp: on - US electronic engine power reduction: on - CC message: on	none	Possible apparent symptoms: Possible reduction in power	Breakdown notice: None	None
MEVD17.2-BN2020	0x168A80	1477248	Knock sensor 2, signal: engine mechanically too loud or KS outside tolerance (sensitivity)	The diagnostic function monitors the engine's noise level.	P1328	Knock/Combustion Vibration Sensor 2 Circuit High (Bank 1)	Knock Sensor	Sensor 2	The fault is logged in the ECU fault memory when the reference level is too high relative to the program map. Potential problem source(s): - Knock sensor is defective or installed incorrectly - Engine too loud owing to mechanical defect - Low-quality fuel < RON 91	Debounce via event counter	none	Voltage condition: - - Onboard elect	Engine warmed to normal tempera	- None	NO	0x5A37: 0x6A38: 0x5A39: 0x5B1E	N	- Knock sensor is defective or installed incorrectly - Engine too loud owing to mechanical defect - Low-quality fuel < RON 91	- Check installation torque and installation position of sensor - Check wiring harness - Check engine for mechanical defects (chain, crankshaft assembly) - Refuel with RON 95 or higher - Replace knock sensor	ECE: - ECE emissions warning lamp: off - ECE electronic engine power reduction: on - CC message: on MY10 US: - US emissions warning lamp: on - US electronic engine power reduction: on - CC message: on	none	Possible apparent symptoms: Possible reduction in power	Breakdown notice: None	None
									The fault is logged in the ECU fault memory when the reference level is too low relative to the program map.							0x5A37: 0x6A38: 0x5A39: 0x5B1E			- Check installation torque and installation position of sensor - Check wiring harness	ECE: - ECE emissions warning lamp: off - ECE electronic engine power reduction: on - CC message: on MY10 US:				

MEVD17.2-BN2020	0x180001	1572865	Catalytic converter: efficiency below limit value	The diagnostic function monitors the ability of the catalytic converter to store oxygen.	P0420	Catalyst System: Efficiency Below Threshold (Bank 1)	Catalyst	Efficiency	The fault is recognized when the catalytic converter loses the ability to store sufficient levels of oxygen. Potential problem source(s): - Collateral fault stemming from defective oxygen sensor or mixture adaptation fault - Leak in exhaust system - Catalytic converter defective	This fault is logged in the control module's fault memory immediately.	none	Voltage condition: - Onboard elect	Engine warmed to normal temper	None	STEUERN_DKAT, STEUERN_ENG	none	Y	- Collateral fault stemming from defective oxygen sensor or mixture adaptation fault - Leak in exhaust system - Catalytic converter defective	- If faults related to the oxygen sensor or mixture adaptation have been logged, repair these first (collateral fault) - Check exhaust system for leaks - If the fault is continuously present or has multiple log entries respond by replacing the catalytic converter	- ECE emissions warning lamp: on - ECE electronic engine power reduction: on - CC message: on - US emissions warning lamp: off - US electronic engine power reduction: off - CC message: none	none	Possible apparent symptoms: - none	Breakdown notice: - none	- none
MEVD17.2-BN2020	0x190001	1639401	DMTL solenoid valve, activation: short circuit to positive	The diagnostic function monitors electrical activation of the DMTL solenoid valve.	P2420	Evaporative Emission System Switching Valve Control Circuit High	EVAP System	Switching Valve	The fault is recognized when an control signal is transmitted to the DMTL solenoid valve and a short circuit is present. Potential problem source(s): - Defective wiring harness - DMTL defective	This fault is logged in the control module's fault memory immediately.	none	Voltage condition: - Onboard elect	Ambient temperature between 4 °C	10 min. in shutdown phase	DMTL system test	none	N	- Defect in wiring harness - DMTL defective	- Check wiring harness between DME and DMTL - Replace DMTL	- ECE emissions warning lamp: on - ECE electronic engine power reduction: on - CC message: on - US emissions warning lamp: off - US electronic engine power reduction: off - CC message: none	Only installed in US vehicles.	Possible apparent symptoms: ML on, customer proceeds to service facility.	Breakdown notice: None	Function testing on the DMTL (Diagnostic Module Tank Leakage) can only be carried out provided that no faults related to the DMTL have been logged. The conditions for fault detection apply to the function test, but not to diagnosis in the course of normal operation.
MEVD17.2-BN2020	0x190002	1639402	DMTL solenoid valve, activation: short circuit to ground	The diagnostic function monitors electrical activation of the leakage diagnosis pump.	P2419	Evaporative Emission System Switching Valve Control Circuit Low	EVAP System	Switching Valve	The fault is recognized when an activation signal is transmitted to the leakage diagnosis pump and a short circuit is present. Potential problem source(s): - Defective wiring harness - DMTL defective	This fault is logged in the control module's fault memory immediately.	none	Voltage condition: - Onboard elect	Ambient temperature between 4 °C	10 min. in shutdown phase	DMTL system test	none	N	- Defect in wiring harness - DMTL defective	- Check wiring harness between DME and DMTL - Replace DMTL	- ECE emissions warning lamp: on - ECE electronic engine power reduction: on - CC message: on - US emissions warning lamp: off - US electronic engine power reduction: off - CC message: none	Only installed in US vehicles.	Possible apparent symptoms: ML on, customer proceeds to service facility.	Breakdown notice: None	Function testing on the DMTL (Diagnostic Module Tank Leakage) can only be carried out provided that no faults related to the DMTL have been logged. The conditions for fault detection apply to the function test, but not to diagnosis in the course of normal operation.
MEVD17.2-BN2020	0x190004	1639404	DMTL solenoid valve, activation: open circuit	The diagnostic function monitors electrical activation of the DMTL solenoid valve.	P2418	Evaporative Emission System Switching Valve Control Circuit/Open	EVAP System	Switching Valve	The fault is recognized when a control signal is transmitted to the DMTL solenoid valve and an open wire is present. Potential problem source(s): - Defective wiring harness - DMTL defective	This fault is logged in the control module's fault memory immediately.	none	Voltage condition: - Onboard elect	Ambient temperature between 4 °C	10 min. in shutdown phase	DMTL system test	none	N	- Defect in wiring harness - DMTL defective	- Check wiring harness between DME and DMTL - Replace DMTL	- ECE emissions warning lamp: on - ECE electronic engine power reduction: on - CC message: on - US emissions warning lamp: off - US electronic engine power reduction: off - CC message: none	Only installed in US vehicles.	Possible apparent symptoms: ML on, customer proceeds to service facility.	Breakdown notice: None	Function testing on the DMTL (Diagnostic Module Tank Leakage) can only be carried out provided that no faults related to the DMTL have been logged. The conditions for fault detection apply to the function test, but not to diagnosis in the course of normal operation.
MEVD17.2-BN2020	0x190201	1638913	Fuel tank ventilation system and purge air system, minor leak:Leak greater than 1.0 mm	The diagnostic function monitors the leakage diagnosis pump's current draw within a time window.	P0442	Evaporative Emission System Leak Detected (small leak)	EVAP System	Leak Detection	The fault is recognized when the leak diagnosis pump's current fails to reach a specified limit within a time window defined in the program map. Potential problem source(s): - Leakage > 1 mm in the evaporative emissions and purge air system - DMTL defective	This fault is logged in the control module's fault memory immediately.	none	Voltage condition: - Onboard elect	Ambient temperature between 3.8	None	Yes: DMTL function test!	none	Y	- Leakage > 1 mm in tank evaporative emissions and purge air system - DMTL defective	- If diagnostic fault codes for the DMTL are logged, then clear the ECU fault memory. Should it prove impossible to reproduce the fault using the DMTL function test then terminate the repair session. - Check fuel tank for leaks - Replace DMTL	- ECE emissions warning lamp: on - ECE electronic engine power reduction: on - CC message: on - US emissions warning lamp: off - US electronic engine power reduction: off - CC message: none	Only for US and Korea	Possible apparent symptoms: None	Breakdown notice: None	Function testing on the DMTL (Diagnostic Module Tank Leakage) can only be carried out provided that no faults related to the DMTL have been logged. The conditions for fault detection apply to the function test, but not to diagnosis in the course of normal operation.
MEVD17.2-BN2020	0x190302	1639170	Fuel tank ventilation system and purge air system, micro-leak:Leak greater than 0.5 mm	The diagnostic function monitors the leakage diagnosis pump's test current.	P0456	Evaporative Emission System Leak Detected (very small leak)	EVAP System	Leak Detection	The fault is recognized when the leak diagnosis pump's current fails to reach a specified limit within a time window defined in the program map. Potential problem source(s): - Defective wiring harness - DMTL defective	This fault is logged in the control module's fault memory immediately.	none	Voltage condition: - Onboard elect	Ambient temperature between 1.5	10 min. in shutdown phase	DMTL system test	none	Y	- Defect in wiring harness - DMTL defective	- Check wiring harness between DME and DMTL - Replace DMTL	- ECE emissions warning lamp: on - ECE electronic engine power reduction: on - CC message: on - US emissions warning lamp: off - US electronic engine power reduction: off - CC message: none	Only installed in US vehicles.	Possible apparent symptoms: None	Breakdown notice: None	Function testing on the DMTL (Diagnostic Module Tank Leakage) can only be carried out provided that no faults related to the DMTL have been logged. The conditions for fault detection apply to the function test, but not to diagnosis in the course of normal operation.
MEVD17.2-BN2020	0x190401	1639425	DMTL, system fault: pump current too high during reference measurement	The diagnostic function monitors the leakage diagnosis pump's current draw during the DMTL solenoid valve's switching process.	P1449	Diagnostic Module Tank Leakage (DM-TL) Pump Current Too High	EVAP System	Pump Current	The fault is recognized when the leak diagnosis pump's current fails to reach a specified limit within a time window defined in the program map. Potential problem source(s): - Defective wiring harness - DMTL defective	This fault is logged in the control module's fault memory immediately.	none	Voltage condition: - Onboard elect	Ambient temperature between 3.8	10 min. in shutdown phase	DMTL system test	none	N	- Defect in wiring harness - DMTL defective	- If diagnostic fault codes for the DMTL are logged, then clear the ECU fault memory. Should it prove impossible to reproduce the fault using the DMTL function test then terminate the repair session. - Check wiring harness between DME and DMTL - Replace DMTL	- ECE emissions warning lamp: on - ECE electronic engine power reduction: on - CC message: on - US emissions warning lamp: off - US electronic engine power reduction: off - CC message: none	Only installed in US vehicles.	Possible apparent symptoms: ML on, customer proceeds to service facility.	Breakdown notice: To be submitted by end of week 44	Function testing on the DMTL (Diagnostic Module Tank Leakage) can only be carried out provided that no faults related to the DMTL have been logged. The conditions for fault detection apply to the function test, but not to diagnosis in the course of normal operation.
MEVD17.2-BN2020	0x190402	1639426	DMTL, system fault: pump current too low during reference measurement	The diagnostic function monitors the leakage diagnosis pump's current draw during the reference current measurement.	P1448	Diagnostic Module Tank Leakage (DM-TL) Pump Current Too Low	EVAP System	Pump Current	The fault is recognized when the leak diagnosis pump's current fails to reach a specified limit within a time window defined in the program map. Potential problem source(s): - Defective wiring harness - DMTL defective	This fault is logged in the control module's fault memory immediately.	none	Voltage condition: - Onboard elect	Ambient temperature between 3.8	10 min. in shutdown phase	DMTL system test	none	N	- Defect in wiring harness - DMTL defective	- If diagnostic fault codes for the DMTL are logged, then clear the ECU fault memory. Should it prove impossible to reproduce the fault using the DMTL function test then terminate the repair session. - Check wiring harness between DME and DMTL - Replace DMTL	- ECE emissions warning lamp: on - ECE electronic engine power reduction: on - CC message: on - US emissions warning lamp: off - US electronic engine power reduction: off - CC message: none	Only installed in US vehicles.	Possible apparent symptoms: ML on, customer proceeds to service facility.	Breakdown notice: To be submitted by end of week 44	Function testing on the DMTL (Diagnostic Module Tank Leakage) can only be carried out provided that no faults related to the DMTL have been logged. The conditions for fault detection apply to the function test, but not to diagnosis in the course of normal operation.
MEVD17.2-BN2020	0x190404	1639428	DMTL, system fault: abort due to current fluctuations during reference measurement	The diagnostic function monitors the leakage diagnosis pump's current draw during the reference current measurement.	P1434	Diagnostic Module Tank Leakage (DM-TL)	EVAP System	Pump Current	The fault is registered when the current draw from the leakage diagnosis pump fluctuates by more than 1 mA during a time window defined in the program map. Potential problem source(s): - Defective wiring harness - DMTL defective	This fault is logged in the control module's fault memory immediately.	none	Voltage condition: - Onboard elect	Ambient temperature between 1.5	10 min. in shutdown phase	DMTL system test	none	N	- Defect in wiring harness - DMTL defective	- Check wiring harness between DME and DMTL - Replace DMTL	- ECE emissions warning lamp: on - ECE electronic engine power reduction: on - CC message: on - US emissions warning lamp: off - US electronic engine power reduction: off - CC message: none	Only installed in US vehicles.	Possible apparent symptoms: ML on, customer proceeds to service facility.	Breakdown notice: None	Function testing on the DMTL (Diagnostic Module Tank Leakage) can only be carried out provided that no faults related to the DMTL have been logged. The conditions for fault detection apply to the function test, but not to diagnosis in the course of normal operation.
MEVD17.2-BN2020	0x190408	1639432	DMTL, system fault: pump current reaches limit value during valve test	The diagnostic function monitors the leakage diagnosis pump's current draw during the DMTL solenoid valve's switching process.	P1447	Diagnostic Module Tank Leakage (DM-TL) Pump Current Too High during Switching Solenoid Test	EVAP System	Pump Current	The fault is recognized when the current draw from the leakage diagnosis pump drops by less than 2 mA. Potential problem source(s): - Defective wiring harness - DMTL defective	This fault is logged in the control module's fault memory immediately.	none	Voltage condition: - Onboard elect	Ambient temperature between 1.5	10 min. in shutdown phase	DMTL system test	none	Y	- Defect in wiring harness - DMTL defective	- Check wiring harness between DME and DMTL - Replace DMTL	- ECE emissions warning lamp: on - ECE electronic engine power reduction: on - CC message: on - US emissions warning lamp: off - US electronic engine power reduction: off - CC message: none	Only installed in US vehicles.	Possible apparent symptoms: None	Breakdown notice: None	Function testing on the DMTL (Diagnostic Module Tank Leakage) can only be carried out provided that no faults related to the DMTL have been logged. The conditions for fault detection apply to the function test, but not to diagnosis in the course of normal operation.
MEVD17.2-BN2020	0x190501	1639681	DMTL, heating, activation: short circuit to positive	The diagnostic function monitors the electrical connection between the DME and the DMTL heater.	P240C	Evaporative Emission System Leak Detection Pump Heater Control Circuit High	EVAP System	DMTL Heater	The fault is recognized when an activation signal is transmitted to the heater and a short circuit is present. Potential problem source(s): - Defective wiring harness - DMTL defective	This fault is logged in the control module's fault memory immediately.	none	Voltage condition: - Onboard elect	Ambient temperature between 4 °C	10 min. after engine off	DMTL system test	none	N	- Defect in wiring harness - DMTL defective	- Check wiring harness between DME and DMTL - Replace DMTL	- ECE emissions warning lamp: on - ECE electronic engine power reduction: on - CC message: on - US emissions warning lamp: off - US electronic engine power reduction: off - CC message: none	Only installed in US vehicles.	Possible apparent symptoms: ML on, customer proceeds to service facility.	Breakdown notice: To be submitted by end of week 44 L6 (MSD85) - None	Function testing on the DMTL (Diagnostic Module Tank Leakage) can only be carried out provided that no faults related to the DMTL have been logged. The conditions for fault detection apply to the function test, but not to diagnosis in the course of normal operation.
MEVD17.2-BN2020	0x190502	1639682	DMTL, heating, activation: short circuit to ground	The diagnostic function monitors the electrical connection between the DME and the DMTL heater.	P240B	Evaporative Emission System Leak Detection Pump Heater Control Circuit Low	EVAP System	DMTL Heater	The fault is recognized when an activation signal is transmitted to the DMTL heater and a short circuit is present. Potential problem source(s): - Defective wiring harness - DMTL defective	This fault is logged in the control module's fault memory immediately.	none	Voltage condition: - Onboard elect	Ambient temperature between 4 °C	10 min. after engine off	DMTL system test	none	N	- Defect in wiring harness - DMTL defective	- Check wiring harness between DME and DMTL - Replace DMTL	- ECE emissions warning lamp: on - ECE electronic engine power reduction: on - CC message: on - US emissions warning lamp: off - US electronic engine power reduction: off - CC message: none	Only installed in US vehicles.	Possible apparent symptoms: ML on, customer proceeds to service facility.	Breakdown notice: To be submitted by end of week 44 L6 (MSD85) - None	Function testing on the DMTL (Diagnostic Module Tank Leakage) can only be carried out provided that no faults related to the DMTL have been logged. The conditions for fault detection apply to the function test, but not to diagnosis in the course of normal operation.
MEVD17.2-BN2020	0x190504	1639684	DMTL, heating, activation: open circuit	The diagnostic function monitors the electrical connection between the DME and the DMTL heater.	P240A	Evaporative Emission System Leak Detection Pump Heater Control Circuit/Open	EVAP System	DMTL Heater	The fault is recognized when an activation signal is transmitted to the DMTL heater and an open wire is present. Potential problem source(s): - Defective wiring harness - DMTL defective	This fault is logged in the control module's fault memory immediately.	none	Voltage condition: - Onboard elect	Ambient temperature between 4 °C	10 min. after engine off	DMTL system test	none	N	- Defect in wiring harness - DMTL defective	- Check wiring harness between DME and DMTL - Replace DMTL	- ECE emissions warning lamp: on - ECE electronic engine power reduction: on - CC message: on - US emissions warning lamp: off - US electronic engine power reduction: off - CC message: none	Only installed in US vehicles.	Possible apparent symptoms: ML on, customer proceeds to service facility.	Breakdown notice: To be submitted by end of week 44 L6 (MSD85) - None	Function testing on the DMTL (Diagnostic Module Tank Leakage) can only be carried out provided that no faults related to the DMTL have been logged. The conditions for fault detection apply to the function test, but not to diagnosis in the course of normal operation.
MEVD17.2-BN2020	0x190601	1639937	DMTL leak diagnosis pump, activation: Short circuit to B+	The diagnostic function monitors electrical activation of the leakage diagnosis pump.	P2402	Evaporative Emission System Leak Detection Pump Control Circuit High	EVAP System	Pump	The fault is recognized when an activation signal is transmitted to the leakage diagnosis pump and a short circuit is present. Potential problem source(s): - Defective wiring harness - DMTL defective	This fault is logged in the control module's fault memory immediately.	none	Voltage condition: - Onboard elect	Ambient temperature between 4 °C	10 min. in shutdown phase	DMTL system test	none	N	- Defect in wiring harness - DMTL defective	- Check wiring harness between DME and DMTL - Replace DMTL	- ECE emissions warning lamp: on - ECE electronic engine power reduction: on - CC message: on - US emissions warning lamp: off - US electronic engine power reduction: off - CC message: on	Only installed in US vehicles.	Possible apparent symptoms: CC message, customer seeks	Breakdown notice: None	Function testing on the DMTL (Diagnostic Module Tank Leakage) can only be carried out provided that no faults related to the DMTL have been logged. The conditions for fault detection apply to the function test, but not to diagnosis in the course of normal operation.
MEVD17.2-BN2020	0x190702	1640194	DMTL leak diagnosis pump, activation: Short to earth	The diagnostic function monitors electrical activation of the leakage diagnosis pump.	P2401	Evaporative Emission System Leak Detection Pump Control Circuit Low	EVAP System	Pump	The fault is recognized when an activation signal is transmitted to the leakage diagnosis pump and a short circuit is present. Potential problem source(s): - Fault in wiring harness between DME and low-pressure sensor - Defective in-tank overpressure valve - Defect in low-pressure sensor - Defective DME	This fault is logged in the control module's fault memory immediately.	none	Voltage condition: - Onboard elect	Ambient temperature between 4 °C	10 min. in shutdown phase	DMTL system test	none	N	- Fault in wiring harness between DME and low-pressure sensor - Defective in-tank overpressure valve - Defect in low-pressure sensor - Defective DME	- Check wiring harness between DME and DMTL - Replace DMTL	- ECE emissions warning lamp: on - ECE electronic engine power reduction: on - CC message: on - US emissions warning lamp: off - US electronic engine power reduction: off - CC message: none	Only installed in US vehicles.	Possible apparent symptoms: ML on, customer proceeds to service facility.	Breakdown notice: None	Function testing on the DMTL (Diagnostic Module Tank Leakage) can only be carried out provided that no faults related to the DMTL have been logged. The conditions for fault detection apply to the function test, but not to diagnosis in the course of normal operation.
MEVD17.2-BN2020	0x190704	1640196	DMTL leak diagnosis pump, activation: Open circuit	The diagnostic function monitors electrical activation of the leakage diagnosis pump.	P2400	Evaporative Emission System Leak Detection Pump Control Circuit/Open	EVAP System	Pump	The fault is recognized when an activation signal is transmitted to the leakage diagnosis pump and an open wire is present. Potential problem source(s): - Fault in wiring harness between DME and low-pressure sensor - Defect in low-pressure sensor - Defective DME	This fault is logged in the control module's fault memory immediately.	none	Voltage condition: - Onboard elect	Ambient temperature between 4 °C	10 min. in shutdown phase	DMTL system test	none	N	- Fault in wiring harness between DME and low-pressure sensor - Defect in low-pressure sensor - Defective DME	- Check wiring harness between DME and DMTL - Replace DMTL	- ECE emissions warning lamp: on - ECE electronic engine power reduction: on - CC message: on - US emissions warning lamp: off - US electronic engine power reduction: off - CC message: none	Only installed in US vehicles.	Possible apparent symptoms: ML on, customer proceeds to service facility.	Breakdown notice: None	Function testing on the DMTL (Diagnostic Module Tank Leakage) can only be carried out provided that no faults related to the DMTL have been logged. The conditions for fault detection apply to the function test, but not to diagnosis in the course of normal operation.
MEVD17.2-BN2020	0x191001	1642497	Tank-venting valve, activation: short circuit to positive	The diagnostic function monitors the control wire to the EVAP valve for short circuits to positive.	P0459	Evaporative Emission System Purge Control Valve 'A' Circuit High	EVAP System	Valve	The fault is recognized by the driver circuit diagnostic function. Potential problem source(s): - Defect in wiring harness between DME and EVAP evaporative emissions valve - Defect in evaporative emissions valve - Defective DME	This fault is logged in the control module's fault memory immediately.	none	Voltage condition: - Onboard elect	None	None	STEUERN_TEV, STEUERN_ENDE	PWM activation signal, 0x4a77	N	- Defect in wiring harness between DME and EVAP evaporative emissions valve - Defect in evaporative emissions valve - Defective DME	- Check wiring harness between evaporative emissions valve and DME - Replace EVAP evaporative emissions valve - Replace DME	- ECE emissions warning lamp: on - ECE electronic engine power reduction: on - CC message: on - US emissions warning lamp: off - US electronic engine power reduction: off - CC message: none	none	Possible apparent symptoms: ML on, customer proceeds to service facility.	Breakdown notice: None	None
MEVD17.2-BN2020	0x191002	1642498	Tank-venting valve, activation: short circuit to ground	The diagnostic function monitors the control wire to the EVAP valve for short circuits to ground.	P0458	Evaporative Emission System Purge Control Valve 'A' Circuit Low	EVAP System	Valve	The fault is recognized by the driver circuit diagnostic function. Potential problem source(s): - Defect in wiring harness between DME and EVAP evaporative emissions valve - Defect in evaporative emissions valve - Defective DME	This fault is logged in the control module's fault memory immediately.	none	Voltage condition: - Onboard elect	None	None	STEUERN_TEV, STEUERN_ENDE	PWM activation signal, 0x4a77	N	- Defect in wiring harness between DME and EVAP evaporative emissions valve - Defect in evaporative emissions valve - Defective DME	- Check wiring harness between evaporative emissions valve and DME - Replace EVAP evaporative emissions valve - Replace DME	- ECE emissions warning lamp: on - ECE electronic engine power reduction: on - CC message: on - US emissions warning lamp: off - US electronic engine power reduction: off - CC message: none	none	Possible apparent symptoms: ML on, customer proceeds to service facility.	Breakdown notice: None	None
									The fault is recognized by the driver circuit diagnostic function. Potential problem source(s): - Defect in wiring harness between DME and EVAP						STEUERN_TEV, STEUERN_ENDE				- ECE emissions warning lamp: on - ECE electronic engine power reduction: on - CC message: on				

MEVD17.2-BN2020	0x191A21	1645089	Tank-venting valve: jammed open	The diagnostic function monitors the flow through the fuel tank's EVAP vent line.	P2421	Evaporative Emission System Vent Valve Stuck Open	EVAP System	Valve	The fault is recognized when there is no drop in the current consumed by the leakage diagnosis pump. Potential problem source(s): - EVAP evaporative emissions valve seizes in closed position - Obstruction in path between intake manifold and tank	This fault is logged in the control module's fault memory immediately.	none	Voltage condition:□- Onboard electi	- None	- None	START_SYSTEMCHECK_TEV	none	N	- EVAP evaporative emissions valve seizes in closed position - Obstruction in path between intake manifold and tank	- Replace EVAP evaporative emissions valve - Check flow in lines between intake manifold and tank	- ECE emissions warning lamp: on - ECE electronic engine power reduction: on - CC message: on - US emissions warning lamp: off - US electronic engine power reduction: off - CC message: none	new for I-11-03-300	Possible apparent symptoms: None	Breakdown notice: None	None
MEVD17.2-BN2020	0x191B01	1645313	Tank safety valve shut-off valve, activation: Short circuit to B+	The diagnostic function monitors electrical activation of the tank cutoff valve.	P149C	Evaporative Emission System Shutoff Valve 2 Control Circuit High	EVAP System	Shutoff Valve 2	The fault is recognized when the diagnostic fault code for the sensor is logged on the PT CAN (OBD services message) from the TFE1 ECU (ECU for tank's electronic functions). Potential problem source(s): - Global LIN bus fault 'LIN bus communications: signal missing' (InmLINBusBlk; 0x3B97) - Defective fuse - Defect in the LIN bus wire, ground wire or Terminal 30 wire (open wire, short to ground, short to UBatt) - Corrosion on plug - Electric water pump component fault	This fault is logged in the ECU fault memory if it remains present for longer than 45 sec.	Terminal 15	Voltage condition:□- Onboard electi	- None	- None	NO	none	N	- Global LIN bus fault 'LIN bus communications: signal missing' (InmLINBusBlk; 0x3B97) - Defective fuse - Defect in the LIN bus wire, ground wire or Terminal 30 wire (open wire, short to ground, short to UBatt) - Corrosion on plug - Electric water pump component fault	- If diagnostic fault code 'LIN bus communications: signal missing' (InmLINBusBlk; 0x3B97) is logged, start by repairing this problem, then clear the ECU fault memory, switch on the ignition, then wait at least 1 minute before checking to determine whether the fault has been logged again - Check pump plug (also for corrosion) - Check power-supply voltage to Terminal 30 / Terminal 31 - If no voltage is present, check the fuse - If the fuse is defective, replace it and check power supply for short and open circuits - Check the LIN wire for opens and shorts to UBatt and ground - Perform tester job, if not successful: Replace EWP electric water pump	- ECE emissions warning lamp: on - ECE electronic engine power reduction: on - CC message: on - US emissions warning lamp: off - US electronic engine power reduction: off - CC message: none	none	Possible apparent symptoms: MIL comes on	Breakdown notice: None	None
MEVD17.2-BN2020	0x191B02	1645314	Tank safety valve shut-off valve, activation: Short circuit to earth	The diagnostic function monitors electrical activation of the tank cutoff valve.	P149B	Evaporative Emission System Shutoff Valve 2 Control Circuit Low	EVAP System	Shutoff Valve 2	The fault is recognized when the diagnostic fault code for the sensor is logged on the PT CAN (OBD services message) from the TFE1 ECU (ECU for tank electronic functions). Potential problem source(s): - Defective wiring harness - Tank cutoff valve defective	This fault is logged in the control module's fault memory immediately.	Terminal 15	Voltage condition:□- Onboard electi	- None	- None	NO	none	N	- Defective wiring harness - Tank cutoff valve defective	- Check wiring harness at TFE1 ECU and tank cutoff valve - Replace tank cutoff valve	- ECE emissions warning lamp: on - ECE electronic engine power reduction: on - CC message: on - US emissions warning lamp: off - US electronic engine power reduction: off - CC message: none	none	Possible apparent symptoms: MIL comes on	Breakdown notice: None	None
MEVD17.2-BN2020	0x191B04	1645316	Tank safety valve shut-off valve, activation: Line disconnection	The diagnostic function monitors electrical activation of the tank cutoff valve.	P149A	Evaporative Emission System Shutoff Valve 2 Control Circuit	EVAP System	Shutoff Valve 2	The fault is recognized when the diagnostic fault code for the sensor is logged on the PT CAN (OBD services message) from the TFE1 ECU (ECU for tank electronic functions). Potential problem source(s): - Defective wiring harness - Tank cutoff valve defective	This fault is logged in the control module's fault memory immediately.	Terminal 15	Voltage condition:□- Onboard electi	- None	- None	NO	none	N	- Defective wiring harness - Tank cutoff valve defective	- Check wiring harness at TFE1 ECU and tank cutoff valve - Replace tank cutoff valve	- ECE emissions warning lamp: on - ECE electronic engine power reduction: on - CC message: on - US emissions warning lamp: off - US electronic engine power reduction: off - CC message: none	none	Possible apparent symptoms: MIL comes on	Breakdown notice: None	None
MEVD17.2-BN2020	0x191C01	1645569	Tank safety valve shut-off valve: jammed open		P149D	Evaporative Emission System Shutoff Valve 2 Stuck Off	EVAP System	Shutoff Valve 2	Potential problem source(s): - none	If the fault ?, then it is logged.	none	Voltage condition:□□Temperature				- None		- None	- None	- ECE emissions warning lamp: on - ECE electronic engine power reduction: on - CC message: on - US emissions warning lamp: off - US electronic engine power reduction: off - CC message: none	new for I-10-03-450, diagnosis is currently in preparation.	Possible apparent symptoms: Customer perception in prose at this juncture	Breakdown notice:	
MEVD17.2-BN2020	0x191C02	1645570	Tank safety valve: malfunction	Open	P0440	Evaporative Emission System	EVAP System	Flow Check	The fault is recognized when ? Potential problem source(s): - ? - ?	If the fault ?, then it is logged.	none	Voltage condition:□□Temperature				- None		- ? - ?	- ? - ?	- ECE emissions warning lamp: on - ECE electronic engine power reduction: on - CC message: on - US emissions warning lamp: off - US electronic engine power reduction: off - CC message: none	new for I-10-03-450, diagnosis is currently in preparation.	Possible apparent symptoms: Customer perception in prose at this juncture	Breakdown notice:	
MEVD17.2-BN2020	0x191C03	1645571	Tank safety valve, after-run: malfunction	Open	P143F	Evaporative Emission System Afterrunning Diagnosis	EVAP System	Leak Detection	The fault is recognized when ? Potential problem source(s): - ? - ?	If the fault ?, then it is logged.	none	Voltage condition:□□Temperature				- None		- ? - ?	- ? - ?	- ECE emissions warning lamp: on - ECE electronic engine power reduction: on - CC message: on - US emissions warning lamp: off - US electronic engine power reduction: off - CC message: none	new for I-10-03-450, diagnosis is currently in preparation.	Possible apparent symptoms: Customer perception in prose at this juncture	Breakdown notice:	
MEVD17.2-BN2020	0x191D01	1645825	Tank safety valve: malfunction	The diagnostic function monitors the flow through the fuel tank's EVAP vent line.	P0440	Evaporative Emission System	EVAP System	Flow Check	The fault is recognized when there is no drop in the current consumed by the leakage diagnosis pump. Potential problem source(s): - Tank EVAP evaporative emissions valve sticks in closed position - Obstruction in line between tank and intake manifold	The diagnostic fault code is logged once the fault appears four times.	none	Voltage condition:□- Onboard electi	- Engine warmed to normal tempera	- None	START_SYSTEMCHECK_TEV	none	N	- Tank evaporative emissions valve seizes in closed position - Obstruction in line between tank and intake manifold	- Replace EVAP evaporative emissions valve - Check flow in line between intake manifold and tank and replace as indicated	- ECE emissions warning lamp: on - ECE electronic engine power reduction: on - CC message: on - US emissions warning lamp: off - US electronic engine power reduction: off - CC message: none	Data content defined	Possible apparent symptoms: None	Breakdown notice: None	None
MEVD17.2-BN2020	0x193002	1650690	Fuel level sensor, left, signal: Short to earth	The diagnostic function monitors the tank fuel-level sensor for a valid output signal within specified limits. The fault is first stored in the junction box electronics and then relayed to the DME.	P0462	Fuel Level Sensor 'A' Circuit Low	Fuel Level Sensor	Electrical	The fault is recognized when the output signal from the tank fuel-level sensor is below a specified level. Potential problem source(s): - Defective wiring harness - Tank fuel-level sensor on left (looking toward front) is defective	The diagnostic fault code is logged when the fault remains present for longer than 3 min.	none	Voltage condition:□- Onboard electi	- None	- None	Yes + JBBFE raw values for tank fu	none	N	- Defective wiring harness - Tank fuel-level sensor on left (looking toward front) is defective	- Read out and work through diagnostic fault codes in instrument cluster and in junction box	- ECE emissions warning lamp: off - ECE electronic engine power reduction: off - CC message: none - US emissions warning lamp: off - US electronic engine power reduction: off - CC message: none	none	Possible apparent symptoms: Possible problem with fuel gauge display in I-cluster	Breakdown notice: None	With the JPE Terminal 15 is adequate to trigger entry of a fault code, with the DME the engine must also be running.
MEVD17.2-BN2020	0x193008	1650696	Fuel level sensor, left, signal: CAN value implausible	The diagnostic function monitors the message on the CAN bus to assess the plausibility of the fuel level indicated by the left-side fuel-level sensor.	P1407	Fuel Level Signal 1	Fuel Level Sensor	Signal	The fault is recognized when the left-side fuel-level sensor transmits correct data, but the processed fuel level is too high to be plausible. Potential problem source(s): - Problem with CAN communications between instrument cluster, junction box and DME	The diagnostic fault code is logged when the fault remains present for longer than 3 min.	Terminal 15	Voltage condition:□- Onboard electi	- None	- None	NO	none	Y	- Problem with CAN communications between instrument cluster, junction box and DME	- Read out and work through diagnostic fault codes in instrument cluster and in junction box	- ECE emissions warning lamp: off - ECE electronic engine power reduction: off - CC message: none - US emissions warning lamp: off - US electronic engine power reduction: off - CC message: none	none	Possible apparent symptoms: Possible problem with fuel gauge display in I-cluster	Breakdown notice: Tank may be empty. Please refuel using fuel canister and proceed to nearest service station. Then proceed to BMW Service facility.	None
MEVD17.2-BN2020	0x193011	1650705	Fuel level sensor, right, signal: Short circuit to B+	The diagnostic function monitors the tank fuel-level sensor for a valid output signal within specified limits. The fault is first stored in the junction box electronics and then relayed to the DME.	P2068	Fuel Level Sensor 'B' Circuit High	Fuel Level Sensor	Electrical	The fault is recognized when the output signal from the tank fuel-level sensor exceeds a specified level. Potential problem source(s): - Open electrical circuit to fuel-level sensor on right (looking toward front)	The diagnostic fault code is logged when the fault remains present for longer than 3 min.	none	Voltage condition:□- Onboard electi	- None	- None	Yes + JBBFE raw values for tank fu	none	N	- Open electrical circuit to fuel-level sensor on right (looking toward front)	- Read out and work through diagnostic fault codes in instrument cluster and in junction box	- ECE emissions warning lamp: off - ECE electronic engine power reduction: off - CC message: none - US emissions warning lamp: off - US electronic engine power reduction: off - CC message: none	none	Possible apparent symptoms: Possible problem with fuel gauge display in I-cluster	Breakdown notice: None	With the JPE Terminal 15 is adequate to trigger entry of a fault code, with the DME the engine must also be running.
MEVD17.2-BN2020	0x193102	1650946	Fuel level sensor, right, signal: Short to earth	The diagnostic function monitors the tank fuel-level sensor for a valid output signal within specified limits. The fault is first stored in the junction box electronics and then relayed to the DME.	P2067	Fuel Level Sensor 'B' Circuit Low	Fuel Level Sensor	Electrical	The fault is recognized when the output signal from the tank fuel-level sensor is below a specified level. Potential problem source(s): - Open electrical circuit to fuel-level sensor on right (looking toward front)	The diagnostic fault code is logged when the fault remains present for longer than 3 min.	none	Voltage condition:□- Onboard electi	- None	- None	Yes + JBBFE raw values for tank fu	none	N	- Open electrical circuit to fuel-level sensor on right (looking toward front)	- Read out and work through diagnostic fault codes in instrument cluster and in junction box	- ECE emissions warning lamp: off - ECE electronic engine power reduction: off - CC message: none - US emissions warning lamp: off - US electronic engine power reduction: off - CC message: none	none	Possible apparent symptoms: Possible problem with fuel gauge display in I-cluster	Breakdown notice: None	With the JPE Terminal 15 is adequate to trigger entry of a fault code, with the DME the engine must also be running.
MEVD17.2-BN2020	0x193108	1650952	Fuel level sensor, right, signal: CAN value implausible	The diagnostic function monitors the message on the CAN bus to assess the plausibility of the fuel level indicated by the right-side fuel-level sensor.	P1408	Fuel Level Signal 2	Fuel Level Sensor	Signal	The fault is recognized when the right-side fuel-level sensor transmits correct data, but the processed fuel level is too high to be plausible. Potential problem source(s): - Problem with CAN communications between instrument cluster, junction box and DME	The diagnostic fault code is logged when the fault remains present for longer than 3 min.	Terminal 15	Voltage condition:□- Onboard electi	- None	- None	NO	none	Y	- Problem with CAN communications between instrument cluster, junction box and DME	- Read out and work through diagnostic fault codes in instrument cluster and in junction box	- ECE emissions warning lamp: off - ECE electronic engine power reduction: off - CC message: none - US emissions warning lamp: off - US electronic engine power reduction: off - CC message: none	none	Possible apparent symptoms: Possible problem with fuel gauge display in I-cluster	Breakdown notice: Tank may be empty. Please refuel using fuel canister and proceed to nearest service station. Then proceed to BMW Service facility.	None
MEVD17.2-BN2020	0x193111	1650961	Fuel level sensor, left, signal: Short circuit to B+	The diagnostic function monitors the tank fuel-level sensor for a valid output signal within specified limits. The fault is first stored in the junction box electronics and then relayed to the DME.	P0463	Fuel Level Sensor 'A' Circuit High	Fuel Level Sensor	Electrical	The fault is recognized when the output signal from the tank fuel-level sensor exceeds a specified level. Potential problem source(s): - Defective wiring harness - Tank fuel-level sensor on left (looking toward front) is defective	This fault is logged in the ECU fault memory if it remains present for longer than 3 sec.	none	Voltage condition:□- Onboard electi	- None	- None	Yes + JBBFE raw values for tank fu	none	N	- Defective wiring harness - Tank fuel-level sensor on left (looking toward front) is defective	- Read out and work through diagnostic fault codes in instrument cluster and in junction box	- ECE emissions warning lamp: off - ECE electronic engine power reduction: off - CC message: none - US emissions warning lamp: off - US electronic engine power reduction: off - CC message: none	none	Possible apparent symptoms: Possible problem with fuel gauge display in I-cluster	Breakdown notice: None	With the JPE Terminal 15 is adequate to trigger entry of a fault code, with the DME the engine must also be running.
MEVD17.2-BN2020	0x193221	1651233	Fuel level sensor: Deviation between consumption and fill-level change	The diagnostic function monitors the drop in the tank's fuel level and compares it to the quantity of fuel injected into the engine during the same period.	P144B	Fuel Level / Fuel Consumption Correlation	Fuel Level	Correlation	The fault is recognized when the tank content that the DME calculates from the injection signal deviates too starkly from the actual gauge reading appearing in the instrument cluster. Potential problem source(s): - Fuel level sensor sticking - Fuel level sensor mechanically damaged - Float on fuel level sensor is damaged - Frequent refueling with quantities of less than 5 liters (as with rental vehicles)	The diagnostic fault code is logged the first time (pending FC) and then confirmed the second time (confirmed fault code).	none	Voltage condition:□- Onboard electi	- None	- None	NO	none	Y	- Fuel level sensor sticking - Fuel level sensor mechanically damaged - Float on fuel level sensor is damaged - Frequent refueling with quantities of less than 5 liters (as with rental vehicles)	- Read out instrument cluster ECU fault memory and work through logged faults	- ECE emissions warning lamp: off - ECE electronic engine power reduction: off - CC message: none - US emissions warning lamp: off - US electronic engine power reduction: off - CC message: none	none	Possible apparent symptoms: - Fuel gauge fails to read full after refueling. - Tank is empty although gauge indicates that fuel is still present.	Breakdown notice: Tank may be empty. Please refuel using fuel canister and proceed to nearest service station. Then proceed to BMW Service facility.	None
MEVD17.2-BN2020	0x1A2001	1712129	Electric fan, activation: short circuit to positive	The diagnostic function monitors the wire between the electric fan and the DME.	P0692	Fan 1 Control Circuit High	Cooling System	Fan 1	The fault is recognized when a short circuit is present between the DME and the electric fan. Potential problem source(s): - Defective wiring harness - Electric fan defective	This fault is logged in the control module's fault memory immediately.	none	Voltage condition:□- Onboard electi	- None	- None	Yes + STEUERN_E_LUEFTER, ST	PWM activation signal □0x4A79	N	- Defect in wiring harness - Electric fan defective	- Check wiring harness - Check electric fan (specified resistance between PWM pin and Terminal 30 pin with electric fan plug disconnected: greater than 10 ohms) - Replace electric fan	- ECE emissions warning lamp: off - ECE electronic engine power reduction: off - CC message: none - US emissions warning lamp: off - US electronic engine power reduction: off - CC message: none	An inoperative electric fan can also cause the engine to overheat.	Possible apparent symptoms: Engine can overheat, breakdown in extreme cases	Breakdown notice: Probably not possible to activate electric fan, continued driving at reduced power possible.	none
MEVD17.2-BN2020	0x1A2002	1712130	Electric fan, activation: short circuit to ground	The diagnostic function monitors the wire between the electric fan and the DME.	P0691	Fan 1 Control Circuit Low	Cooling System	Fan 1	The fault is recognized when a short circuit is present between the DME and the electric fan. Potential problem source(s): - Defective wiring harness - Electric fan defective	The diagnostic fault code is logged when the fault remains present for longer than 1 min.	none	Voltage condition:□- Onboard electi	- None	- None	Yes + STEUERN_E_LUEFTER, ST	PWM activation signal □0x4A79	N	- Defect in wiring harness - Electric fan defective	- Check wiring harness - Check electric fan cutoff relay - Check electric fan (specified resistance between PWM pin and Terminal 30 pin with electric fan plug disconnected: greater than 10 ohms) - Replace electric fan	- ECE emissions warning lamp: off - ECE electronic engine power reduction: off - CC message: none - US emissions warning lamp: off - US electronic engine power reduction: off - CC message: none	An inoperative electric fan can also cause the engine to overheat.	Possible apparent symptoms: Engine can overheat, breakdown in extreme cases	Breakdown notice: Probably not possible to activate electric fan, continued driving at reduced power possible.	none
									The fault is recognized when the electric fan has no power supply. Potential problem source(s):						Yes + STEUERN_E_LUEFTER, ST				- Check wiring harness - Check electric fan cutoff relay	- ECE emissions warning lamp: off - ECE electronic engine power reduction: off - CC message: none				

MEVD17.2-BN2020	0x1A2108	1712392	Electric fan, self-diagnosis, stage 1: minor fan fault	The diagnostic function monitors operation of the electric fan.	P14C0	Fan 1 Mechanical or Hardware Defect	Cooling System	Fan 1	The fault is recognized when unit fails to reach the specified rotation rate within the specified period. Potential problem source(s): - Fan shows resistance to rotation - Electric fan is defective (electronics)	This fault is logged in the control module's fault memory immediately.	Terminal 15	Voltage condition: - Onboard elect	None	- None	Yes, 0x2F60DA03_STEUERN_E_L	none	N	- Fan shows resistance to rotation - Electric fan is defective (electronics)	- Disconnect plug from fan (to prevent injury hazard). Check freedom of movement of fan. Remove any foreign objects/matter as required. - Fan is physically seized: Replace fan - Fan turns freely: Connect plug and use tester to transmit activation signal of at least 30 %. If fan fails to start rotating: Replace fan - Allow engine to run roughly 6 minutes, until it warms to normal temperature (above 80 °C), read out diagnostic fault codes from ECU. If fan fault has returned: Replace fan - Allow engine to run an additional 10 minutes, read out diagnostic fault codes from ECU. If fan fault is again present: Replace fan - If no new diagnostic fault code has been entered: Test OK	- ECE emissions warning lamp: off - ECE electronic engine power reduction: off - CC message: none - US emissions warning lamp: off - US electronic engine power reduction: off - CC message: none	An inoperative electric fan can cause the engine to overheat.	Possible apparent symptoms: None	Breakdown notice: None	none
MEVD17.2-BN2020	0x1A2308	1712904	Electric fan, self-diagnosis, stage 2: fan fault with potential danger to fan	The diagnostic function monitors operation of the electric fan.	P14C0	Fan 1 Mechanical or Hardware Defect	Cooling System	Fan 1	The fault is recognized when unit fails to reach the specified rotation rate within the specified period. Potential problem source(s): - Fan shows resistance to rotation - Electric fan is defective (electronics)	This fault is logged in the control module's fault memory immediately.	Terminal 15	Voltage condition: - Onboard elect	None	- None	Yes, 0x2F60DA03_STEUERN_E_L	none	N	- Fan shows resistance to rotation - Electric fan is defective (electronics)	- Disconnect plug from fan (to prevent injury hazard). Check freedom of movement of fan. Remove any foreign matter/objects that may be present. - Fan is physically seized: Replace fan - Fan turns freely: Connect plug and use tester to transmit activation signal of at least 30 %. If fan fails to start rotating: Replace fan - Allow engine to run roughly 6 minutes, until it warms to normal temperature (above 80 °C), read out diagnostic fault codes from ECU. If fan fault has returned: Replace fan - Allow engine to run an additional 10 minutes, read out diagnostic fault codes from ECU. If fan fault is again present: Replace fan - If no new diagnostic fault code has been entered: Test OK	- ECE emissions warning lamp: off - ECE electronic engine power reduction: off - CC message: none - US emissions warning lamp: off - US electronic engine power reduction: off - CC message: none	An inoperative electric fan can cause the engine to overheat.	Possible apparent symptoms: None	Breakdown notice: None	None
MEVD17.2-BN2020	0x1A2408	1713180	Electric fan, self-diagnosis, stage 3: fan fault with restricted motor function	The diagnostic function monitors operation of the electric fan.	P14C0	Fan 1 Mechanical or Hardware Defect	Cooling System	Fan 1	The fault is recognized when the electric fan fails to turn. Potential problem source(s): - Fan is seized - Electric fan is defective (electronics)	This fault is logged in the control module's fault memory immediately.	Terminal 15	Voltage condition: - Onboard elect	None	- None	Yes, 0x2F60DA03_STEUERN_E_L	none	N	- Fan is seized - Electric fan is defective (electronics)	- Disconnect plug from fan (to prevent injury hazard). Check freedom of movement of fan. Remove any foreign matter/objects that may be present. - Fan is physically seized: Replace fan - Fan turns freely: Connect plug and use tester to transmit activation signal of at least 30 %. If fan fails to start rotating: Replace fan - Allow engine to run roughly 6 minutes, until it warms to normal temperature (above 80 °C), read out diagnostic fault codes from ECU. If fan fault has returned: Replace fan - Allow engine to run an additional 10 minutes, read out diagnostic fault codes from ECU. If fan fault is again present: Replace fan - If no new diagnostic fault code has been entered: Test OK	- ECE emissions warning lamp: off - ECE electronic engine power reduction: off - CC message: on - US emissions warning lamp: off - US electronic engine power reduction: off - CC message: on	An inoperative electric fan can cause the engine to overheat.	Possible apparent symptoms: Engine can overheat, breakdown in extreme cases	Breakdown notice: Probably not possible to activate electric fan, continued driving at reduced power possible.	None
MEVD17.2-BN2020	0x1A2508	1713416	Electric fan, self-diagnosis, stage 4: serious fan fault	The diagnostic function monitors the electric fan's electronic componentry.	P14C0	Fan 1 Mechanical or Hardware Defect	Cooling System	Fan 1	The fault is recognized when a hardware fault is present in the electric fan. Potential problem source(s): - Electric fan electronics defect - Multiple entries of another electric fan fault	This fault is logged in the control module's fault memory immediately.	Terminal 15	Voltage condition: - Onboard elect	None	- None	Yes, 0x2F60DA03_STEUERN_E_L	none	N	- Electric fan electronics defect - Multiple entries of another electric fan fault	- Replace electric fan	- ECE emissions warning lamp: off - ECE electronic engine power reduction: off - CC message: on - US emissions warning lamp: off - US electronic engine power reduction: off - CC message: on	An inoperative electric fan can cause the engine to overheat.	Possible apparent symptoms: Engine can overheat, breakdown in extreme cases	Breakdown notice: Electric fan failed, vehicle should not be driven	A terminal status switch must be conducted before this fault can be deleted.
MEVD17.2-BN2020	0x1A2601	1713665	Fuse relay, electric fan, activation: short circuit to positive	The diagnostic function monitors the wire between the electric fan cutoff relay and the DME.	P144E	Fan Safety Relay Circuit High			The fault is recognized when a short circuit to positive is present. Potential problem source(s): - Defect in wiring harness - Cutoff relay for electric fan defective	This fault is logged in the control module's fault memory immediately.	none	Voltage condition: - Onboard elect	None	- None	Yes+ steuern_e_lüfter	none	N	- Defect in wiring harness - Cutoff relay for electric fan defective	- Check wiring harness between DME and electric fan cutoff relay - Check cutoff relay (with Terminal 15 off: 0 V at both screw connections, 12V at both screw connections when voltage is applied: Relay makes a loud click and the measured resistance between the two screw connections is roughly 0 ohms) - Replace cutoff relay	- ECE emissions warning lamp: off - ECE electronic engine power reduction: off - CC message: none - US emissions warning lamp: off - US electronic engine power reduction: off - CC message: none	An inoperative electric fan can also cause the engine to overheat.	Possible apparent symptoms: Engine can overheat, breakdown in extreme cases	Breakdown notice: Probably not possible to activate electric fan, continued driving at reduced power possible.	none
MEVD17.2-BN2020	0x1A2602	1713666	Fuse relay, electric fan, activation: short circuit to ground	The diagnostic function monitors the wire between the electric fan cutoff relay and the DME.	P144D	Fan Safety Relay Circuit Low			The fault is recognized when a short circuit to ground is present. Potential problem source(s): - Defect in wiring harness - Cutoff relay for electric fan defective	This fault is logged in the control module's fault memory immediately.	none	Voltage condition: - Onboard elect	None	- None	Yes+ steuern_e_lüfter	none	N	- Defect in wiring harness - Cutoff relay for electric fan defective	- Check wiring harness between DME and electric fan cutoff relay - Check cutoff relay (with Terminal 15 off: 0 V at both screw connections, 12V at both screw connections when voltage is applied: Relay makes a loud click and the measured resistance between the two screw connections is roughly 0 ohms) - Replace cutoff relay	- ECE emissions warning lamp: off - ECE electronic engine power reduction: off - CC message: none - US emissions warning lamp: off - US electronic engine power reduction: off - CC message: none	An inoperative electric fan can also cause the engine to overheat.	Possible apparent symptoms: Engine can overheat, breakdown in extreme cases	Breakdown notice: Probably not possible to activate electric fan, continued driving at reduced power possible.	none
MEVD17.2-BN2020	0x1A2604	1713668	Fuse relay, electric fan, activation: open circuit	The diagnostic function monitors the wire between the electric fan cutoff relay and the DME.	P144C	Fan Safety Relay Circuit			The fault is recognized when the electric fan has no power supply. Potential problem source(s): - Defective wiring harness - Cutoff relay for electric fan defective	This fault is logged in the control module's fault memory immediately.	none	Voltage condition: - Onboard elect	None	- None	Yes+ steuern_e_lüfter	none	N	- Defect in wiring harness - Cutoff relay for electric fan defective	- Check wiring harness between DME and electric fan cutoff relay - Check cutoff relay (with Terminal 15 off: 0 V at both screw connections, 12V at both screw connections when voltage is applied: Relay makes a loud click and the measured resistance between the two screw connections is roughly 0 ohms) - Replace cutoff relay	- ECE emissions warning lamp: off - ECE electronic engine power reduction: off - CC message: none - US emissions warning lamp: off - US electronic engine power reduction: off - CC message: none	An inoperative electric fan can also cause the engine to overheat.	Possible apparent symptoms: Engine can overheat, breakdown in extreme cases	Breakdown notice: Probably not possible to activate electric fan, continued driving at reduced power possible.	none
MEVD17.2-BN2020	0x1A2804	1714180	Electric fan, operating readiness: limited	The diagnostic function monitors the electric fan's readiness for operation.					The fault is recognized when attempt at data synchronization between DME and electric fan fails. Potential problem source(s): - Electric fan defective	This fault is logged in the control module's fault memory immediately.	Terminal 15	Voltage condition: - Onboard elect	None	- None	Yes+ steuern_e_lüfter	none	N	- Electric fan defective	- Transmit activation signal to electric fan - If the fan starts clear the ECU fault memory, no further action required - Replace electric fan	- ECE emissions warning lamp: off - ECE electronic engine power reduction: off - CC message: none - US emissions warning lamp: off - US electronic engine power reduction: off - CC message: none	An inoperative electric fan can also cause the engine to overheat.	Possible apparent symptoms: Engine can overheat, breakdown in extreme cases	Breakdown notice: Probably not possible to activate electric fan, continued driving at reduced power possible.	none
MEVD17.2-BN2020	0x1A2804	1714436	Electric fan, operating readiness: not given	The diagnostic function monitors the electric fan's readiness for operation.					The fault is recognized when attempt at data synchronization between DME and electric fan fails repeatedly. Potential problem source(s): - Electric fan defective	This fault is logged in the control module's fault memory immediately.	Terminal 15	Voltage condition: - Onboard elect	None	- None	Yes+ steuern_e_lüfter	none	N	- Electric fan defective	- Replace electric fan	- ECE emissions warning lamp: off - ECE electronic engine power reduction: off - CC message: none - US emissions warning lamp: off - US electronic engine power reduction: off - CC message: none	An inoperative electric fan can also cause the engine to overheat.	Possible apparent symptoms: Engine can overheat, breakdown in extreme cases	Breakdown notice: Probably not possible to activate electric fan, continued driving at reduced power possible.	none
MEVD17.2-BN2020	0x1B0A20	1772064	Poor-road-surface detection: wheel speed too high	The diagnostic function monitors the signals from the wheelspeed sensors to determine if they are valid.	P1518	Rough Road Detection Wheel Speed Too High			The fault is recognized when one peripheral wheelspeed is too high. Potential problem source(s): - Vehicle speed signal implausible	This fault is logged in the control module's fault memory immediately.	none	Voltage condition: - Onboard elect	None	- None	NO	none	N	- Vehicle speed signal implausible	- Continue fault diagnosis with DSC	- ECE emissions warning lamp: off - ECE electronic engine power reduction: off - CC message: none - US emissions warning lamp: off - US electronic engine power reduction: off - CC message: none	none	Possible apparent symptoms: None	Breakdown notice: None	None
MEVD17.2-BN2020	0x1B0A21	1772065	Poor-road-surface detection: no wheel-speed signal received	The diagnostic function monitors reception of the message.	P1517	Rough Road Detection No Wheel Speed Signal			The fault is recognized when the message is not received in the specified time. Potential problem source(s): - Signal error from at least one wheelspeed sensor	This fault is logged in the control module's fault memory immediately.	none	Voltage condition: - Onboard elect	None	- None	NO	none	N	- Signal error from at least one wheelspeed sensor	- Continue fault diagnosis with DSC	- ECE emissions warning lamp: off - ECE electronic engine power reduction: off - CC message: none - US emissions warning lamp: off - US electronic engine power reduction: off - CC message: none	none	Possible apparent symptoms: None	Breakdown notice: None	None
MEVD17.2-BN2020	0x1B0A40	1772096	Vehicle speed: signal too high	The diagnostic function determines whether the speed signal is within a plausible range.	P0503	Vehicle Speed Sensor 'A' Intermittent/Erratic/High	Vehicle Speed Sensor	Electrical	None Potential problem source(s): - Speed signal too high (possible tampering)	This fault is logged in the control module's fault memory immediately.	none	Voltage condition: - Onboard elect	None	- None	NO	NO	N	- Speed signal too high (possible tampering)	- Continue fault diagnosis with DSC	ECE: - ECE emissions warning lamp: off - ECE electronic engine power reduction: off - CC message: none MY10 US: - US emissions warning lamp: on - US electronic engine power reduction: off - CC message: on	none	Possible apparent symptoms: None	Breakdown notice: None	None
MEVD17.2-BN2020	0x1B0A50	1772112	Vehicle speed, collective error: signal and plausibility	Collective fault: Vehicle speed					The fault is recognized when an individual fault related to vehicle speed is present. Potential problem source(s): - see Individual fault	This fault is logged in the control module's fault memory immediately.	none	Voltage condition: - Onboard elect	None	- None	see Individual fault	see Individual fault	see Individual fault	- see Individual fault	- see Individual fault	- ECE emissions warning lamp: off - ECE electronic engine power reduction: off - CC message: none - US emissions warning lamp: off - US electronic engine power reduction: off - CC message: none	none	Possible apparent symptoms: see Individual fault	Breakdown notice: see Individual fault	None
MEVD17.2-BN2020	0x1B0A60	1772128	Vehicle speed, plausibility: minimum speed under load not reached	The diagnostic function monitors the plausibility of the speed signal.	P152A	Vehicle Speed Sensor, Speed Too Low Compared to Reference under Load	Vehicle Speed Sensor	Plausibility	The fault is recognized when the vehicle speed deviates from the calculated vehicle speed. Potential problem source(s): - Vehicle speed signal implausible	This fault is logged in the control module's fault memory immediately.	none	Voltage condition: - Onboard elect	Engine warmed to normal tempe	- None	NO	NO	N	- Vehicle speed signal implausible	- Continue fault diagnosis with DSC	ECE: - ECE emissions warning lamp: off - ECE electronic engine power reduction: off - CC message: none MY10 US: - US emissions warning lamp: on - US electronic engine power reduction: off - CC message: on	none	Possible apparent symptoms: None	Breakdown notice: None	None
MEVD17.2-BN2020	0x1B0A61	1772129	Vehicle speed, plausibility: minimum speed in overrun mode not reached	The diagnostic function monitors the plausibility of the speed signal while the overrun cutoff is active.	P152B	Vehicle Speed Sensor, Speed Too Low Compared to Reference in Coast Down	Vehicle Speed Sensor	Plausibility	The fault is recognized when the vehicle speed deviates from the calculated vehicle speed. Potential problem source(s): - Vehicle speed signal implausible	This fault is logged in the control module's fault memory immediately.	none	Voltage condition: - Onboard elect	Engine warmed to normal tempe	- None	NO	NO	N	- Vehicle speed signal implausible	- Continue fault diagnosis with DSC	ECE: - ECE emissions warning lamp: off - ECE electronic engine power reduction: off - CC message: none MY10 US: - US emissions warning lamp: on - US electronic engine power reduction: off - CC message: on	none	Possible apparent symptoms: None	Breakdown notice: None	None
MEVD17.2-BN2020	0x1B0A62	1772130	Vehicle speed, plausibility: implausible speed signal	The diagnostic function monitors the difference in signals from the left and right wheelspeed sensors.	P0501	Vehicle Speed Sensor 'A' Range/Performance	Vehicle Speed Sensor	Plausibility	The fault is recognized when the vehicle speed deviates from the calculated vehicle speed. Potential problem source(s): - Vehicle speed signal implausible	This fault is logged in the control module's fault memory immediately.	none	Voltage condition: - Onboard elect	Engine warmed to normal tempe	- None	NO	NO	N	- Vehicle speed signal implausible	- Continue fault diagnosis with DSC	ECE: - ECE emissions warning lamp: off - ECE electronic engine power reduction: off - CC message: none MY10 US: - US emissions warning lamp: on - US electronic engine power reduction: off - CC message: on	none	Possible apparent symptoms: None	Breakdown notice: None	None
MEVD17.2-BN2020	0x1B0A64	1772132	Vehicle speed, wheel sensor rear/left, plausibility: signal implausible	The diagnostic function monitors the signals from the wheelspeed sensors for plausibility.	P15DC	Wheel Speed Sensor Rear/Left Range/Performance	Wheel Speed Sensor	Plausibility	The fault is recognized when the signal from one wheelspeed sensor varies from that of the other sensors during stable vehicle operating conditions. Potential problem source(s): - Vehicle speed signal implausible	This fault is logged in the control module's fault memory immediately.	none	Voltage condition: - Onboard elect	None	- None	NO	NO	Y	- Vehicle speed signal implausible	- Continue fault diagnosis with DSC	- ECE emissions warning lamp: off - ECE electronic engine power reduction: off - CC message: none - US emissions warning lamp: off - US electronic engine power reduction: off - CC message: none	none	Possible apparent symptoms: Driver assistance systems failed	Breakdown notice: None	None
									The fault is recognized when the signal from one wheelspeed sensor varies from that of the other sensors during stable vehicle operating conditions.			Voltage condition: - Onboard elect								- ECE emissions warning lamp: off - ECE electronic engine power reduction: off - CC message: none				

MEVD17.2-BN2020	0x180A86	1772134	Vehicle speed, wheel sensor rearright, plausibility: signal implausible	The diagnostic function monitors the signals from the wheelspeed sensors for plausibility.	P15CD	Wheel Speed Sensor Rear/Right Range/Performance	Wheel Speed Sensor	Plausibility	The fault is recognized when the signal from one wheelspeed sensor varies from that of the other sensors during stable vehicle operating conditions. Potential problem source(s): - Vehicle speed signal implausible	This fault is logged in the control module's fault memory immediately.	none	Voltage condition: - Onboard elect	None	- None	NO	NO	Y	- Vehicle speed signal implausible	- Continue fault diagnosis with DSC	- ECE emissions warning lamp: off - ECE electronic engine power reduction: off - CC message: none - US emissions warning lamp: off - US electronic engine power reduction: off - CC message: none	none	Possible apparent symptoms: Driver assistance systems failed	Breakdown notice: None	None
MEVD17.2-BN2020	0x180A87	1772135	Vehicle speed, wheel sensor frontright, plausibility: signal implausible	The diagnostic function monitors the signals from the wheelspeed sensors for plausibility.	P15DB	Wheel Speed Sensor Front/Right Range/Performance	Wheel Speed Sensor	Plausibility	The fault is recognized when the signal from one wheelspeed sensor varies from that of the other sensors during stable vehicle operating conditions. Potential problem source(s): - Vehicle speed signal implausible	This fault is logged in the control module's fault memory immediately.	none	Voltage condition: - Onboard elect	None	- None	NO	NO	Y	- Vehicle speed signal implausible	- Continue fault diagnosis with DSC	- ECE emissions warning lamp: off - ECE electronic engine power reduction: off - CC message: none - US emissions warning lamp: off - US electronic engine power reduction: off - CC message: none	none	Possible apparent symptoms: Driver assistance systems failed	Breakdown notice: None	None
MEVD17.2-BN2020	0x182002	1777666	EWS anti-tampering protection: no starting value programmed	The diagnostic function determines whether a start value is programmed.	P1667	EWS (Electronic Immobilizer) Start Value not yet Programmed			The fault is recognized when no start value has been programmed. Potential problem source(s): - No start value programmed	This fault is logged in the control module's fault memory immediately.	Terminal 15	Voltage condition: - Onboard elect	None	- None	NO	none	N	- No start value programmed	- DME defective	- ECE emissions warning lamp: off - ECE electronic engine power reduction: off - CC message: none - US emissions warning lamp: off - US electronic engine power reduction: off - CC message: none	Start value can only be programmed at the factory: The EWS electronic immobilizer code is written to the DME ECU on the production line, or, when latter is supplied as spare part, prior to shipment from the Dingolfing plant!	Possible apparent symptoms: None, as this fault occurs only on new units	Breakdown notice: None	None
MEVD17.2-BN2020	0x182008	1777672	EWS anti-tampering protection: expected response implausible	The diagnostic function determines whether a start value is programmed.	P16CF	EWS (Electronic Immobilizer) Implausible Response			The fault is recognized when the start values of CAS and DME do not agree. Potential problem source(s): - Defective CAS - Defective DME	This fault is logged in the control module's fault memory immediately.	Terminal 15	Voltage condition: - Onboard elect	None	- None	NO	none	N	- Defective CAS - Defective DME	- Replace CAS - Replace DME	- ECE emissions warning lamp: off - ECE electronic engine power reduction: off - CC message: none - US emissions warning lamp: off - US electronic engine power reduction: off - CC message: none	New control modules can only be synchronized and calibrated at the factory: the control modules were cross-switched to mutually incorrect positions!	Possible apparent symptoms: Starter turns, engine fails to start	Breakdown notice: None	None
MEVD17.2-BN2020	0x182101	1777921	Interface EWS-DME: hardware fault	The diagnostic function monitors the electronic immobilizer messages.	P165A	EWS (Electronic Immobilizer) Interface to ECM, Hardware Error			The fault is registered when a message error is present. Potential problem source(s): - Defective wiring harness - Defective CAS - Defective DME	This fault is logged in the control module's fault memory immediately.	none	Voltage condition: - Onboard elect	None	- None	NO	CAS bus telegram	N	- Defective wiring harness - Defective CAS - Defective DME	- Check wiring harness between CAS and DME - Replace CAS - Replace DME	- ECE emissions warning lamp: off - ECE electronic engine power reduction: off - CC message: none - US emissions warning lamp: off - US electronic engine power reduction: off - CC message: none	none	Possible apparent symptoms: In worst case the starter turns but the engine fails to start	Breakdown notice: None	None
MEVD17.2-BN2020	0x182102	1777922	Interface EWS-DME: frame fault	The diagnostic function monitors the electronic immobilizer messages.	P1660	EWS (Electronic Immobilizer) Telegram Error			The fault is registered when a message error is present. Potential problem source(s): - Defective CAS - Defective DME	The diagnostic fault code is logged when the fault remains present for longer than 3 min.	none	Voltage condition: - Onboard elect	None	- None	NO	CAS bus telegram	N	- Defective CAS - Defective DME	- Replace CAS - Replace DME	- ECE emissions warning lamp: off - ECE electronic engine power reduction: off - CC message: none - US emissions warning lamp: off - US electronic engine power reduction: off - CC message: none	none	Possible apparent symptoms: In worst case the starter turns but the engine fails to start	Breakdown notice: None	None
MEVD17.2-BN2020	0x182104	1777924	Interface EWS-DME: timeout	The diagnostic function monitors the electronic immobilizer messages.	P1661	Timeout EWS (Electronic Immobilizer)-Telegram			The fault is registered when a time limit violation is detected. Potential problem source(s): - Defective wiring harness - Defective CAS - Defective DME	The diagnostic fault code is logged when the fault remains present for longer than 3 min.	none	Voltage condition: - Onboard elect	None	- None	NO	CAS bus telegram	N	- Defective wiring harness - Defective CAS - Defective DME	- Check wiring harness between CAS and DME - Replace CAS - Replace DME	- ECE emissions warning lamp: off - ECE electronic engine power reduction: off - CC message: none - US emissions warning lamp: off - US electronic engine power reduction: off - CC message: none	none	Possible apparent symptoms: In worst case the starter turns but the engine fails to start	Breakdown notice: None	None
MEVD17.2-BN2020	0x182109	1777929	Interface EWS-DME: receive fault, CAS interface	The diagnostic function monitors the electronic immobilizer messages.					The fault is recognized when the checksum is false. Potential problem source(s): - Defective CAS - Defective DME	This fault is logged in the control module's fault memory immediately.	none	Voltage condition: - Onboard elect	None	- None	NO	CAS bus telegram	N	- Defective CAS - Defective DME	- Replace CAS - Replace DME	- ECE emissions warning lamp: off - ECE electronic engine power reduction: off - CC message: none - US emissions warning lamp: off - US electronic engine power reduction: off - CC message: none	none	Possible apparent symptoms: In worst case the starter turns but the engine fails to start	Breakdown notice: None	None
MEVD17.2-BN2020	0x182301	1778177	DME, internal fault, EWS data: no available memory possibility	The diagnostic function monitors the electronic immobilizer messages.	P166C	EWS (Electronic Immobilizer) Data, No Available Storage Possibility			The fault is recognized when no memory is available for the EWS electronic immobilizer synchronization. Potential problem source(s): - DME defective	This fault is logged in the control module's fault memory immediately.	Terminal 15	Voltage condition: - Onboard elect	None	- None	NO	none	N	- DME defective	- Replace DME	- ECE emissions warning lamp: off - ECE electronic engine power reduction: off - CC message: none - US emissions warning lamp: off - US electronic engine power reduction: off - CC message: none	none	Possible apparent symptoms: - none	Breakdown notice: - none	- none
MEVD17.2-BN2020	0x182202	1778178	DME, internal fault, EWS data: fault-activation-code storage	The diagnostic function monitors the electronic immobilizer messages.	P166D	EWS (Electronic Immobilizer) Data, Faulty Release Code Storage			The fault is recognized when errors are present in the saved EWS electronic immobilizer data. Potential problem source(s): - DME defective	This fault is logged in the control module's fault memory immediately.	Terminal 15	Voltage condition: - Onboard elect	None	- None	NO	none	N	- DME defective	- Replace DME	- ECE emissions warning lamp: off - ECE electronic engine power reduction: off - CC message: none - US emissions warning lamp: off - US electronic engine power reduction: off - CC message: none	none	Possible apparent symptoms: - none	Breakdown notice: - none	- none
MEVD17.2-BN2020	0x182208	1778184	DME, internal fault, EWS data: checksum fault	The diagnostic function monitors the electronic immobilizer messages.	P166E	EWS (Electronic Immobilizer) Data, Checksum Error			The fault is recognized when errors are present in the saved EWS electronic immobilizer data. Potential problem source(s): - DME defective	This fault is logged in the control module's fault memory immediately.	Terminal 15	Voltage condition: - Onboard elect	None	- None	NO	none	N	- DME defective	- Only replace the DME if the fault remains present continuously or if the fault frequency is greater than 3	- ECE emissions warning lamp: off - ECE electronic engine power reduction: off - CC message: none - US emissions warning lamp: off - US electronic engine power reduction: off - CC message: none	none	Possible apparent symptoms: - Breakdown in extreme cases	Breakdown notice: - none	- none
MEVD17.2-BN2020	0x182209	1778185	DME, internal fault, EWS data, write error, secret key	The diagnostic function monitors the electronic immobilizer messages.					The fault is recognized when errors are present in the saved EWS electronic immobilizer data. Potential problem source(s): - DME defective	This fault is logged in the control module's fault memory immediately.	Terminal 15	Voltage condition: - Onboard elect	None	- None	NO	none	N	- DME defective	- Only replace the DME if the fault remains present continuously or if the fault frequency is greater than 3	- ECE emissions warning lamp: off - ECE electronic engine power reduction: off - CC message: none - US emissions warning lamp: off - US electronic engine power reduction: off - CC message: none	none	Possible apparent symptoms: - Breakdown in extreme cases	Breakdown notice: - none	- none
MEVD17.2-BN2020	0x182302	1778434	Message, EWS-DME, incorrect: frame fault	The diagnostic function monitors communications on the CAN bus to assess electronic immobilizer messages.	U1186	Message Monitoring EWS (Electronic Immobilizer) - Frame Error			The fault is registered when a message error is present. Potential problem source(s): - Defective CAS - Defective DME	The diagnostic fault code is logged when the fault remains present for longer than 3 min.	none	Voltage condition: - Onboard elect	None	- None	NO	CAN bus telegrams	N	- Defective CAS - Defective DME	- Replace CAS - Replace DME	- ECE emissions warning lamp: off - ECE electronic engine power reduction: off - CC message: none - US emissions warning lamp: off - US electronic engine power reduction: off - CC message: none	none	Possible apparent symptoms: In worst case the starter turns but the engine fails to start	Breakdown notice: None	None
MEVD17.2-BN2020	0x182304	1778436	Message, EWS-DME, incorrect: timeout	The diagnostic function monitors communications on the CAN bus to assess electronic immobilizer messages.	U0167	Lost Communication With Vehicle Immobilizer Control Module			The fault is recognized when no message has been received from the CAS. Potential problem source(s): - Defective wiring harness - Gateway defect - Defective CAS - Defective DME	The diagnostic fault code is logged when the fault remains present for longer than 3 min.	none	Voltage condition: - Onboard elect	None	- None	NO	CAN bus telegrams	N	- Defective wiring harness - Gateway defect - Defective CAS - Defective DME	- Check wiring harness on CAS, gateway and at the DME - Replace gateway - Replace CAS - Replace DME	- ECE emissions warning lamp: off - ECE electronic engine power reduction: off - CC message: none - US emissions warning lamp: off - US electronic engine power reduction: off - CC message: none	none	Possible apparent symptoms: In worst case the starter turns but the engine fails to start	Breakdown notice: None	None
MEVD17.2-BN2020	0x185101	1790209	Terminal 15_3, line from CAS, electrical: short circuit to positive	The diagnostic function monitors the redundant "Terminal 15 off" wire from the CAS to the DME for short circuits to positive.	P1580	Terminal 15 Sense Circuit High	Terminal 15 / 87	Electrical	The fault is recognized by the driver circuit diagnostic function. Potential problem source(s): - Defect in wiring harness between CAS and DME - Defective CAS - Defective DME	This fault is logged in the control module's fault memory immediately.	none	Voltage condition: - Onboard elect	None	- None	NO	none	N	- Defect in wiring harness between CAS and DME - Defective CAS - Defective DME	- Check wiring harness between CAS and DME - Replace CAS - Replace DME	- ECE emissions warning lamp: off - ECE electronic engine power reduction: off - CC message: on - US emissions warning lamp: off - US electronic engine power reduction: off - CC message: on	none	Possible apparent symptoms: None	Breakdown notice: None	None
MEVD17.2-BN2020	0x185102	1790210	Terminal 15_3, line from CAS, electrical: short circuit to ground or open circuit	The diagnostic function monitors the redundant "Terminal 15 off" wire from the CAS to the DME for short circuits to ground and opens.	P1581	Terminal 15 Sense Circuit Low	Terminal 15 / 87	Electrical	The fault is recognized by the driver circuit diagnostic function. Potential problem source(s): - Defect in wiring harness between CAS and DME - Defective CAS - Defective DME	This fault is logged in the control module's fault memory immediately.	Terminal 15	Voltage condition: - Onboard elect	None	- None	NO	none	N	- Defect in wiring harness between CAS and DME - Defective CAS - Defective DME	- Check wiring harness between CAS and DME - Replace CAS - Replace DME	MY10 ECE: - ECE emissions warning lamp: on - ECE electronic engine power reduction: on - CC message: on MY10 US: - US emissions warning lamp: off - US electronic engine power reduction: on - CC message: on MY11 ECE: - ECE emissions warning lamp: off - ECE electronic engine power reduction: on - CC message: on	none	Possible apparent symptoms: None	Breakdown notice: None	None
MEVD17.2-BN2020	0x185202	1790466	Terminal 15N_1, power supply switched by CAS, electrical: Short to earth or open circuit	The diagnostic function monitors the voltage-supply wire to Terminals 15N_1 and KL87_1 for an open wire or short circuit to ground.	P15D6	Terminal 15N_1 / 87_1 Power Supply Circuit	Terminal 15 / 87	Electrical	The diagnostic fault code is logged when no voltage is present at the DME input (KL87_1 or 15N_1) although the main relay has closed. Potential problem source(s): - Fuse defective - Defect in wiring harness between main relay and DME - Main relay defective - Defective DME	This fault is logged in the control module's fault memory immediately.	Terminal 15	Voltage condition: - Onboard elect	None	- None	NO	none	N	- Fuse defective - Defect in wiring harness between main relay and DME - Main relay defective - Defective DME	- Check fuse - Check wiring harness between main relay and DME - Replace main relay - Replace DME	- ECE emissions warning lamp: on - ECE electronic engine power reduction: on - CC message: on - US emissions warning lamp: on - US electronic engine power reduction: on - CC message: on	none	Possible apparent symptoms: Range from reduced power to breakdown vehicle	Breakdown notice: None	None
									The diagnostic fault code is logged when no voltage is present at the DME input (KL87_2 or 15N_2) although the main relay has closed. Potential problem source(s): - Fuse defective			Voltage condition: - Onboard elect						- Fuse defective		- ECE emissions warning lamp: on - ECE electronic engine power reduction: on - CC message: on				

MEVD17.2-BN2020	0x195402	1790978	Terminal 15N_3, power supply switched by CAS, electrical: Short to earth or open circuit	The diagnostic function monitors the voltage-supply wire to Terminals 15N_3 and KL87_3 for an open wire or short circuit to ground.	P15FB	Terminal 15N_3 / 87_3 Power Supply Circuit	Terminal 15 / 87	Electrical	The diagnostic fault code is logged when no voltage is present at the DME input (Terminal 87_3 or 15 N_3) although the main relay has closed. Potential problem source(s): - Fuse defective - Defect in wiring harness between main relay and DME - Main relay defective - Defective DME	This fault is logged in the control module's fault memory immediately.	Terminal 15	Voltage condition: - Onboard elect	None	- None	NO	none	N	- Fuse defective - Defect in wiring harness between main relay and DME - Main relay defective - Defective DME	- Check fuse - Check wiring harness between main relay and DME - Replace main relay - Replace DME	- ECE emissions warning lamp: on - ECE electronic engine power reduction: on - CC message: on - US emissions warning lamp: off - US electronic engine power reduction: off - CC message: none	none	Possible apparent symptoms: Range from reduced power to breakdown vehicle	Breakdown notice: None	None
MEVD17.2-BN2020	0x1B6039	1794056	Brake-light switch, plausibility: signal implausible	The diagnostic function monitors the plausibility of the brake light switch.	P0571	Brake Switch 'A' Circuit	Brake Switch	Electrical	The fault is recognized when the status of the brake light switch does not correspond to that of the brake light test switch. Potential problem source(s): - Defective wiring harness - Brake light switch defective - Defective DME	This fault code is logged in the control module's fault memory when it remains present for longer than 2 sec.	Terminal 15	Voltage condition: - Onboard elect	None	- 2 min. continuous open circuit at E	NO	none	N	- Defective wiring harness - Brake light switch defective - Defective DME	- Check wiring harness between DME and brake light switch - Replace brake light switch - Replace DME	- ECE emissions warning lamp: off - ECE electronic engine power reduction: off - CC message: on - US emissions warning lamp: off - US electronic engine power reduction: off - CC message: on	none	Possible apparent symptoms: CC message	Breakdown notice: None	None
MEVD17.2-BN2020	0x195058	1807624	Engine switch-off time, plausibility: time too short in correlation to engine-coolant cooling	The diagnostic function monitors the engine's calculated downtime by comparing it with the drop in coolant temperature while the engine is stationary.	P15E8	External Engine Off Timer Engine Off Time Too Short in Correlation to Cooling-Down Of Engine Coolant	Engine Off Timer, External	Correlation	The fault is recognized when the time required for engine cooling is implausibly short relative to the calculated time. Potential problem source(s): - Instrument cluster disconnected from Terminal 30 during stationary phase (battery change) - Collateral fault stemming from a defective engine temperature sensor - Collateral fault from incorrect time signal from the instrument cluster	This fault is logged in the control module's fault memory immediately.	none	Voltage condition: - Onboard elect	Engine temperature at engine sha	- None	NO	none	Y	- Instrument cluster disconnected from Terminal 30 during stationary phase (battery change) - Collateral fault stemming from a defective engine temperature sensor - Collateral fault from incorrect time signal from the instrument cluster	- If Terminal 30 was disconnected, no further action required - Note any logged faults related to the coolant temperature sensor - Check whether the instrument cluster time is correct	- ECE emissions warning lamp: on - ECE electronic engine power reduction: on - CC message: on - US emissions warning lamp: off - US electronic engine power reduction: off - CC message: none	US only	Possible apparent symptoms: None	Breakdown notice: None	None
MEVD17.2-BN2020	0x195608	1807880	Engine switch-off time, plausibility: time too long in correlation to engine-coolant cooling	The diagnostic function monitors the engine's calculated downtime by comparing it with the drop in coolant temperature while the engine is stationary.	P15E9	External Engine Off Timer Engine Off Time Too Long in Correlation to Cooling-Down Of Engine Coolant	Engine Off Timer, External	Correlation	The fault is recognized when the time required for engine cooling is implausibly long relative to the calculated time. Potential problem source(s): - Collateral fault stemming from a defective engine temperature sensor - Collateral fault stemming from incorrect time signal from instrument cluster	This fault is logged in the control module's fault memory immediately.	none	Voltage condition: - Onboard elect	Engine temperature at engine sha	- None	NO	none	Y	- Collateral fault stemming from a defective engine temperature sensor - Collateral fault stemming from incorrect time signal from instrument cluster	- Watch for diagnostic fault code entries related to the coolant temperature sensor, replace the coolant temperature sensor as indicated - Check whether the instrument cluster time is correct	- ECE emissions warning lamp: on - ECE electronic engine power reduction: on - CC message: on - US emissions warning lamp: off - US electronic engine power reduction: off - CC message: none	US only	Possible apparent symptoms: None	Breakdown notice: None	None
MEVD17.2-BN2020	0x189701	1808129	Engine switch-off time: too fast during engine operation	The diagnostic function compares the internal timers of the DME and the instrument cluster while the engine is running.	P15FA	External Engine Off Timer Incrementation Too Fast During Engine Running	Engine Off Timer, External	Incrementation	The fault is recognized in response to a disparity of 12 sec. The comparison starts again every minute while the engine is running. Potential problem source(s): - Collateral fault resulting from fault memory entries in the DME and/or instrument cluster	The diagnostic fault code is logged when the fault remains present for longer than 3 min.	Terminal 15	Voltage condition: - Onboard elect	None	- None	NO	none	Y	- Collateral fault resulting from fault memory entries in the DME and/or instrument cluster	- Because this is a collateral fault, start by resolving issues related to other faults logged in the DME or instrument cluster; no additional action will be needed with these kinds of faults	MY10 ECE: - ECE emissions warning lamp: on - ECE electronic engine power reduction: off - CC message: on MY10 US: - US emissions warning lamp: off - US electronic engine power reduction: off - CC message: none	US only	Possible apparent symptoms: None	Breakdown notice: None	None
MEVD17.2-BN2020	0x189702	1808130	Engine switch-off time: too slow during engine operation	The diagnostic function compares the internal timers of the DME and the instrument cluster while the engine is running.	P15FB	External Engine Off Timer Incrementation Too Slow During Engine Running	Engine Off Timer, External	Incrementation	The fault is recognized in response to a disparity of 12 sec. The comparison starts again every minute while the engine is running. Potential problem source(s): - Collateral fault resulting from fault memory entries in the DME and/or instrument cluster	The diagnostic fault code is logged when the fault remains present for longer than 3 min.	none	Voltage condition: - Onboard elect	None	- None	NO	none	Y	- Collateral fault resulting from fault memory entries in the DME and/or instrument cluster	- Because this is a collateral fault, start by resolving issues related to other faults logged in the DME or instrument cluster; no additional action will be needed with these kinds of faults	- ECE emissions warning lamp: on - ECE electronic engine power reduction: on - CC message: on - US emissions warning lamp: off - US electronic engine power reduction: off - CC message: none	US only	Possible apparent symptoms: None	Breakdown notice: None	None
MEVD17.2-BN2020	0x189804	1808388	Engine switch-off time, signal: no signal	The diagnostic function monitors transmission of the CAN time signal from the instrument cluster. Diagnosis is interlocked by CAN fault.	P15FE	External Engine Off Timer No Signal	Engine Off Timer, External	Electrical	The fault is recognized when no CAN time signal is transmitted for longer than 5 sec. Potential problem source(s): - Collateral fault resulting from fault memory entries in the DME and/or instrument cluster	This fault is logged in the control module's fault memory immediately.	Terminal 15	Voltage condition: - Onboard elect	None	- None	None	None	N	- Collateral fault resulting from fault memory entries in the DME and/or instrument cluster	- Because this is a collateral fault, start by resolving issues related to other faults logged in the DME or instrument cluster; no additional action will be needed with these kinds of faults	- ECE emissions warning lamp: on - ECE electronic engine power reduction: on - CC message: on - US emissions warning lamp: off - US electronic engine power reduction: off - CC message: none	US only	Possible apparent symptoms: No display of time and date	Breakdown notice: None	None
MEVD17.2-BN2020	0x189A01	1808697	Engine switch-off time: too fast during run-on	The diagnostic function compares the internal timers of the DME and the instrument cluster when the ignition is switched on again while the control module is in its shutdown phase.	P15FC	External Engine Off Timer Incrementation Too Fast During ECM Afterrunning	Engine Off Timer, External	Incrementation	The fault is recognized when a deviation of more than 12 sec. is present. Potential problem source(s): - Collateral fault resulting from fault memory entries in the DME and/or instrument cluster	This fault is logged in the control module's fault memory immediately.	Terminal 15	Voltage condition: - Onboard elect	None	- None	NO	none	Y	- Collateral fault resulting from fault memory entries in the DME and/or instrument cluster	- Because this is a collateral fault, start by resolving issues related to other faults logged in the DME or instrument cluster; no additional action will be needed with these kinds of faults	- ECE emissions warning lamp: on - ECE electronic engine power reduction: on - CC message: on - US emissions warning lamp: off - US electronic engine power reduction: off - CC message: none	US only	Possible apparent symptoms: None	Breakdown notice: None	- The ECU shutdown phase lasts between 1 min. and 20 min.
MEVD17.2-BN2020	0x189A02	1808698	Engine switch-off time: too slow during run-on	The diagnostic function compares the internal timers of the DME and the instrument cluster when the ignition is switched on again while the control module is in its shutdown phase.	P15FD	External Engine Off Timer Incrementation Too Slow During ECM Afterrunning	Engine Off Timer, External	Incrementation	The fault is recognized when a deviation of more than 12 sec. is present. Potential problem source(s): - Collateral fault resulting from fault memory entries in the DME and/or instrument cluster	This fault is logged in the control module's fault memory immediately.	Terminal 15	Voltage condition: - Onboard elect	None	- None	NO	none	Y	- Collateral fault resulting from fault memory entries in the DME and/or instrument cluster	- Because this is a collateral fault, start by resolving issues related to other faults logged in the DME or instrument cluster; no additional action will be needed with these kinds of faults	- ECE emissions warning lamp: on - ECE electronic engine power reduction: on - CC message: on - US emissions warning lamp: off - US electronic engine power reduction: off - CC message: none	US only	Possible apparent symptoms: None	Breakdown notice: None	- The ECU shutdown phase lasts between 1 min. and 20 min.
MEVD17.2-BN2020	0x1BC004	1818628	Zero-gear sensor, adaptation: not learned (MSA deactivated)	The diagnostic function monitors adaptation of the neutral sensor.					This fault is recognized when the neutral sensor has not been initialized or its adaptation value has been lost. Potential problem source(s): - Neutral sensor defective	This fault is logged in the control module's fault memory immediately.	Terminal 15	Voltage condition: - Onboard elect	None	- None	NO	- None	N	- Neutral sensor defective	- Repeat learning routine for neutral sensor - Replace neutral sensor	- ECE emissions warning lamp: off - ECE electronic engine power reduction: off - CC message: none - US emissions warning lamp: off - US electronic engine power reduction: off - CC message: none	none	Possible apparent symptoms: MSA fails to operate	Breakdown notice: MSA fails to operate	None
MEVD17.2-BN2020	0x1C0001	1835009	Engine-oil pressure control, dynamic: pressure fluctuations	The diagnostic function monitors the oscillation characteristics of the oil pressure.	P159E	Engine Oil Pressure Control, Dynamic, Pressure Fluctuations			The fault is recognized when the oil pressure rises above the limit several times within a defined period. Potential problem source(s): - Oil pressure control valve defective - Oil pump defective	This fault is logged in the control module's fault memory immediately.	Terminal 15	Voltage condition: - Onboard elect	Engine warmed to normal tempera	- None	vos+ SGBD job name	- None	N	- Oil pressure control valve defective - Oil pump defective	- Replace oil pressure control valve - Replace oil pump	- ECE emissions warning lamp: off - ECE electronic engine power reduction: off - CC message: none - US emissions warning lamp: off - US electronic engine power reduction: off - CC message: none	none	Possible apparent symptoms: - Vibration noise at a frequency between 5 Hz and 7 Hz	Breakdown notice: - none	- none
MEVD17.2-BN2020	0x1C0101	1835265	Engine-oil pressure control, static: engine-oil pressure too high, limp-home operation	The diagnostic function monitors the oil pressure.	P159F	Engine Oil Pressure Control, Static, Switchover To Limp Home Operation Because Engine Oil Pressure Too High In Map Operation			The fault is recognized when the oil pressure rises beyond a defined level in relation to oil temperature and engine speed. Potential problem source(s): - Defect in wiring harness between oil-pressure sensor and DME - Defective oil-pressure sensor - Oil pressure control valve defective	This fault is logged in the control module's fault memory immediately.	Terminal 15	Voltage condition: - Onboard elect	Engine warmed to normal tempera	- None	vos+ SGBD job name	- None	N	- Defect in wiring harness between oil-pressure sensor and DME - Defective oil-pressure sensor - Oil pressure control valve defective	- Check wiring harness between oil-pressure sensor and DME - Replace oil-pressure sensor - Replace oil pressure control valve	- ECE emissions warning lamp: off - ECE electronic engine power reduction: off - CC message: none - US emissions warning lamp: off - US electronic engine power reduction: off - CC message: none	none	Possible apparent symptoms: - none	Breakdown notice: - none	- none
MEVD17.2-BN2020	0x1C0102	1835266	Engine-oil pressure control, static: engine-oil pressure too low, limp-home operation	The diagnostic function monitors the oil pressure.	P15A0	Engine Oil Pressure Control, Static, Switchover To Limp Home Operation Because Engine Oil Pressure Too Low In Map Operation			The fault is recognized when the oil pressure drops below a defined level in relation to oil temperature and engine speed. Potential problem source(s): - Defect in wiring harness between oil-pressure sensor and DME - Defective oil-pressure sensor - Oil pressure control valve defective - Oil pump defective	This fault is logged in the control module's fault memory immediately.	Terminal 15	Voltage condition: - Onboard elect	Engine warmed to normal tempera	- None	vos+ SGBD job name	- None	N	- Defect in wiring harness between oil-pressure sensor and DME - Defective oil-pressure sensor - Oil pressure control valve defective - Oil pump defective	- Check wiring harness between oil-pressure sensor and DME - Replace oil-pressure sensor - Replace oil pressure control valve - Replace oil pump	- ECE emissions warning lamp: off - ECE electronic engine power reduction: off - CC message: none - US emissions warning lamp: off - US electronic engine power reduction: off - CC message: none	none	Possible apparent symptoms: - none	Breakdown notice: - none	- none
MEVD17.2-BN2020	0x1C0201	1835521	Oil-pressure regulating valve, activation: short circuit to positive	The diagnostic function monitors the wire from the DME to the oil-pressure control valve for shorts to positive.	P15EC	Engine Oil Pressure Control Valve Circuit High			The fault is recognized by the driver circuit's diagnostic function. Potential problem source(s): - Defective plug or wiring harness - Oil pressure control valve/oil pump defective - Defective DME	This fault is logged in the control module's fault memory immediately.	none	Voltage condition: - Onboard elect	None	- None	steuern_odr. steuern_ende_odr	PWM activation signal, 0x4aaa	N	- Defective plug or wiring harness - Oil pressure control valve/oil pump defective - Defective DME	- Check wiring harness between oil pump and DME - Replace oil pressure control valve/oil pump - Replace DME	- ECE emissions warning lamp: off - ECE electronic engine power reduction: off - CC message: none - US emissions warning lamp: off - US electronic engine power reduction: off - CC message: none	none	Possible apparent symptoms: None	Breakdown notice: None	None
MEVD17.2-BN2020	0x1C0202	1835522	Oil-pressure regulating valve, activation: short circuit to ground	The diagnostic function monitors the wire from the DME to the oil-pressure control valve for shorts to ground.	P15EB	Engine Oil Pressure Control Valve Circuit Low			The fault is recognized by the driver circuit's diagnostic function. Potential problem source(s): - Defective plug or wiring harness - Oil pressure control valve/oil pump defective - Defective DME	This fault is logged in the control module's fault memory immediately.	none	Voltage condition: - Onboard elect	None	- None	steuern_odr. steuern_ende_odr	PWM activation signal, 0x4aaa	N	- Defective plug or wiring harness - Oil pressure control valve/oil pump defective - Defective DME	- Check wiring harness between oil pump and DME - Replace oil pressure control valve/oil pump - Replace DME	- ECE emissions warning lamp: off - ECE electronic engine power reduction: off - CC message: none - US emissions warning lamp: off - US electronic engine power reduction: off - CC message: none	none	Possible apparent symptoms: None (possible increase in fuel consumption)	Breakdown notice: None	None
MEVD17.2-BN2020	0x1C0204	1835524	Oil-pressure regulating valve, activation: open circuit	The diagnostic function monitors the wire from the DME to the oil-pressure control valve for open circuits.	P15EA	Engine Oil Pressure Control Valve Circuit/Open			The fault is recognized by the driver circuit's diagnostic function. Potential problem source(s): - Defective plug or wiring harness - Oil pressure control valve/oil pump defective - Defective DME	This fault is logged in the control module's fault memory immediately.	none	Voltage condition: - Onboard elect	None	- None	steuern_odr. steuern_ende_odr	PWM activation signal, 0x4aaa	N	- Defective plug or wiring harness - Oil pressure control valve/oil pump defective - Defective DME	- Check wiring harness between oil pump and DME - Replace oil pressure control valve/oil pump - Replace DME	- ECE emissions warning lamp: off - ECE electronic engine power reduction: off - CC message: none - US emissions warning lamp: off - US electronic engine power reduction: off - CC message: none	none	Possible apparent symptoms: None	Breakdown notice: None	None
MEVD17.2-BN2020	0x1C0301	1835777	Oil-pressure regulating valve, mechanical: sticks in fully energized position (minimum oil pressure)	The diagnostic function monitors the oil pressure.	P15A1	Engine Oil Pressure Control, Mechanical, Solenoid Valve Sticking In Fully Energized Position (Minimum Oil Pressure)			The fault is recognized when the oil pressure remains at maximum level despite targeted application of voltage to the solenoid valve. Potential problem source(s): - Oil pressure control valve defective	This fault is logged in the control module's fault memory immediately.	Terminal 15	Voltage condition: - Onboard elect	Engine warmed to normal tempera	- None	vos+ SGBD job name	- None	N	- Oil pressure control valve defective	- Replace oil pressure control valve	- ECE emissions warning lamp: off - ECE electronic engine power reduction: off - CC message: on - US emissions warning lamp: off - US electronic engine power reduction: off - CC message: on	none	Possible apparent symptoms: - none	Breakdown notice: - Engine damage possible. Switch off engine, continued driving is not possible.	- none
									The fault is recognized when the oil pressure remains at maximum level despite targeted application of voltage to the solenoid valve.				- Engine warmed to normal tempera							- ECE emissions warning lamp: off - ECE electronic engine power reduction: off - CC message: none				

MEVD17.2-BN2020	0x1C2001	1843201	Oil pump, mechanical: oil pressure too high	The diagnostic function monitors the oil pressure.	P15A3	Engine Oil Pressure Too High			The fault is recognized when the oil pressure rises beyond a defined level in relation to oil temperature and engine speed. Potential problem source(s): - Mechanical defect in oil pump	This fault is logged in the control module's fault memory immediately.	Terminal 15	Voltage condition: - Onboard elect	Engine warmed to normal temper	None	vos+ SGBD job name	- None	N	- Mechanical defect in oil pump	- Replace oil pump	- ECE emissions warning lamp: off - ECE electronic engine power reduction: off - CC message: none - US emissions warning lamp: off - US electronic engine power reduction: off - CC message: none	none	Possible apparent symptoms: - none	Breakdown notice: - none	- none
MEVD17.2-BN2020	0x1C2002	1843202	Oil pump, mechanical: oil pressure too low	The diagnostic function monitors the oil pressure.	P0524	Engine Oil Pressure Too Low			The fault is recognized when the oil pressure rises beyond a defined level in relation to oil temperature and engine speed. Potential problem source(s): - Mechanical defect in oil pump	This fault is logged in the control module's fault memory immediately.	Terminal 15	Voltage condition: - Onboard elect	Engine warmed to normal temper	None	vos+ SGBD job name	- None	N	- Mechanical defect in oil pump	- Replace oil pump	- ECE emissions warning lamp: off - ECE electronic engine power reduction: off - CC message: on - US emissions warning lamp: off - US electronic engine power reduction: off - CC message: on	none	Possible apparent symptoms: - none	Breakdown notice: - Engine damage possible. Switch off engine, continued driving is not possible.	- none
MEVD17.2-BN2020	0x1C3001	1847297	Engine-oil pressure sensor, electric: short circuit to positive	The diagnostic function monitors the upper voltage limit of the engine oil pressure sensor.	P0523	Engine Oil Pressure Sensor/Switch 'A' High			The fault is recognized when the voltage of the engine oil-pressure sensor exceeds 4.9 V. Potential problem source(s): - Fault in wiring harness between sensor and DME - Sensor defective - Defective DME	This fault is logged in the control module's fault memory immediately.	Terminal 15	Voltage condition: - Onboard elect	None	- None	NO	Read test data block:: ID 586F	N	- Fault in wiring harness between sensor and DME - Sensor defective - Defective DME	- Check wiring harness between DME and sensor - Replace sensor - Replace DME	- ECE emissions warning lamp: off - ECE electronic engine power reduction: off - CC message: none - US emissions warning lamp: off - US electronic engine power reduction: off - CC message: none	none	Possible apparent symptoms: None	Breakdown notice: None	None
MEVD17.2-BN2020	0x1C3002	1847298	Engine oil pressure sensor, electrical: Short to earth	The diagnostic function monitors the engine oil-pressure sensor's lower voltage limit.	P0522	Engine Oil Pressure Sensor/Switch 'A' Low			The fault is recognized when the voltage of the engine oil-pressure sensor is less than 0.1 V. Potential problem source(s): - Fault in wiring harness between engine oil-pressure sensor and DME - Engine oil-pressure sensor defective - Defective DME	This fault is logged in the control module's fault memory immediately.	Terminal 15	Voltage condition: - Onboard elect	None	- None	NO	Read test data block:: ID 586F	N	- Fault in wiring harness between engine oil-pressure sensor and DME - Engine oil-pressure sensor defective - Defective DME	- Inspect wiring harness between engine oil-pressure sensor and DME - Replace engine oil-pressure sensor - Replace DME	- ECE emissions warning lamp: off - ECE electronic engine power reduction: off - CC message: none - US emissions warning lamp: off - US electronic engine power reduction: off - CC message: none	none	Possible apparent symptoms: None	Breakdown notice: None	None
MEVD17.2-BN2020	0x1C3108	1847560	Engine-oil pressure sensor, plausibility: signal hangs	The diagnostic function monitors the oil pressure.	P0521	Engine Oil Pressure Sensor/Switch 'A' Range/Performance			The fault is recognized when the oil pressure falls to change by more than 12 hPa for longer than 2.5 sec. Potential problem source(s): - Defect in wiring harness between oil-pressure sensor and DME - Defective oil-pressure sensor	This fault is logged in the control module's fault memory immediately.	Terminal 15	Voltage condition: - Onboard elect	None	- None	vos+ SGBD job name	- None	N	- Defect in wiring harness between oil-pressure sensor and DME - Defective oil-pressure sensor	- Check wiring harness between oil-pressure sensor and DME - Replace oil-pressure sensor	- ECE emissions warning lamp: off - ECE electronic engine power reduction: off - CC message: none - US emissions warning lamp: off - US electronic engine power reduction: off - CC message: none	none	Possible apparent symptoms: - none	Breakdown notice: - none	- none
MEVD17.2-BN2020	0x1C4002	1851394	Engine-oil level: too low	The diagnostic function monitors the engine oil level.	P209F	Engine Oil Level Too Low	Engine Oil Level	Level	The fault is recognized when the engine oil level falls below 5 liters. Potential problem source(s): - Engine operated with oil level too low.	The diagnostic fault code is logged when = TRUE is recognized 50 times.	none	Voltage condition: - Onboard elect	None	- None	NO	none	N	- Engine operated with oil level too low	- Top up engine oil - Check oil level	- ECE emissions warning lamp: off - ECE electronic engine power reduction: off - CC message: on - US emissions warning lamp: off - US electronic engine power reduction: off - CC message: on	none	Possible apparent symptoms: CC message.	Breakdown notice: None	None
MEVD17.2-BN2020	0x1C4110	1851664	Oil-condition sensor, electrical: malfunction	The diagnostic function monitors the signal from the oil condition sensor for electrical faults.	P252A	Engine Oil Quality Sensor Circuit	Engine Oil Quality Sensor	Electrical	The fault is recognized when the oil condition sensor reports a fault over the bus. Potential problem source(s): - Defect in plugs or wiring harness between oil condition sensor and DME - Oil condition sensor defective	This fault is logged in the control module's fault memory immediately.	Terminal 15	Voltage condition: - Onboard elect	None	- None	NO	none	N	- Defect in plugs or wiring harness between oil condition sensor and DME - Oil condition sensor defective	- Check plugs and wiring harness between oil condition sensor and DME - Replace oil condition sensor	- ECE emissions warning lamp: off - ECE electronic engine power reduction: off - CC message: none - US emissions warning lamp: off - US electronic engine power reduction: off - CC message: none	none	Possible apparent symptoms: Adaptation (reduction) of engine oil service interval	Breakdown notice: None	None
MEVD17.2-BN2020	0x1C4111	1851665	Oil-condition sensor, plausibility: level implausible	The diagnostic function monitors the plausibility of the oil level signal.	P1587	Engine Oil Quality Sensor Level Measurement	Engine Oil Quality Sensor	Level	The fault is recognized when the signal remains constant, implausible signal jumps are present, and when the signal's mean value leaves the specified range. Potential problem source(s): - Defect in plugs or wiring harness between oil condition sensor and DME - Oil condition sensor defective	This fault is logged in the control module's fault memory immediately.	none	Voltage condition: - Onboard elect	None	- None	NO	none	N	- Defect in plugs or wiring harness between oil condition sensor and DME - Oil condition sensor defective	- Check plugs and wiring harness between oil condition sensor and DME - Replace oil condition sensor	- ECE emissions warning lamp: off - ECE electronic engine power reduction: off - CC message: none - US emissions warning lamp: off - US electronic engine power reduction: off - CC message: none	none	Possible apparent symptoms: Adaptation (reduction) of engine oil service interval	Breakdown notice: None	None
MEVD17.2-BN2020	0x1C4112	1851666	Oil-condition sensor, plausibility: temperature implausible	The diagnostic function monitors the plausibility of the oil temperature signal.	P1586	Engine Oil Quality Sensor Temperature Measurement	Engine Oil Quality Sensor	Temperature	The fault is recognized when the signal remains constant, implausible signal jumps are present, and when the signal's mean value leaves the specified range. Potential problem source(s): - Defect in plugs or wiring harness between oil condition sensor and DME - Oil condition sensor defective	This fault is logged in the control module's fault memory immediately.	none	Voltage condition: - Onboard elect	None	- None	NO	none	N	- Defect in plugs or wiring harness between oil condition sensor and DME - Oil condition sensor defective	- Check plugs and wiring harness between oil condition sensor and DME - Replace oil condition sensor	- ECE emissions warning lamp: off - ECE electronic engine power reduction: off - CC message: none - US emissions warning lamp: off - US electronic engine power reduction: off - CC message: none	none	Possible apparent symptoms: Adaptation (reduction) of engine oil service interval	Breakdown notice: None	None
MEVD17.2-BN2020	0x1C4113	1851667	Oil-condition sensor, plausibility: level implausible	The diagnostic function monitors the plausibility of the oil level signal.	P1587	Engine Oil Quality Sensor Level Measurement	Engine Oil Quality Sensor	Level	The fault is recognized when the signal remains constant, implausible signal jumps are present, and when the signal's mean value leaves the specified range. Potential problem source(s): - Defect in plugs or wiring harness between oil condition sensor and DME - Oil condition sensor defective	The diagnostic fault code is logged when the fault remains present for longer than 1 min.	none	Voltage condition: - Onboard elect	None	- None	NO	none	N	- Defect in plugs or wiring harness between oil condition sensor and DME - Oil condition sensor defective	- Check plugs and wiring harness between oil condition sensor and DME - Replace oil condition sensor	- ECE emissions warning lamp: off - ECE electronic engine power reduction: off - CC message: none - US emissions warning lamp: off - US electronic engine power reduction: off - CC message: none	none	Possible apparent symptoms: Adaptation (reduction) of engine oil service interval	Breakdown notice: None	None
MEVD17.2-BN2020	0x1C4115	1851669	Oil-condition sensor, plausibility: temperature implausible	The diagnostic function monitors the oil temperature signal to assess plausibility.	P1586	Engine Oil Quality Sensor Temperature Measurement	Engine Oil Quality Sensor	Temperature	The fault is recognized when the oil condition sensor reports a fault. Potential problem source(s): - Defect in plugs or wiring harness between oil condition sensor and DME - Oil condition sensor defective	The diagnostic fault code is logged when the fault remains present for longer than 1 min.	none	Voltage condition: - Onboard elect	None	- None	NO	none	N	- Defect in plugs or wiring harness between oil condition sensor and DME - Oil condition sensor defective	- Check plugs and wiring harness between oil condition sensor and DME - Replace oil condition sensor	- ECE emissions warning lamp: off - ECE electronic engine power reduction: off - CC message: none - US emissions warning lamp: off - US electronic engine power reduction: off - CC message: none	none	Possible apparent symptoms: Adaptation (reduction) of engine oil service interval	Breakdown notice: None	None
MEVD17.2-BN2020	0x1C4116	1851670	Oil-condition sensor, electrical: level, malfunction	The diagnostic function monitors the oil condition sensor.	P1587	Engine Oil Quality Sensor Level Measurement	Engine Oil Quality Sensor	Level	The fault is recognized when the oil condition sensor reports a fault. Potential problem source(s): - Defect in plugs or wiring harness between oil condition sensor and DME - Oil condition sensor defective	The diagnostic fault code is logged when the fault remains present for longer than 1 min.	Terminal 15	Voltage condition: - Onboard elect	None	- None	NO	none	N	- Defect in plugs or wiring harness between oil condition sensor and DME - Oil condition sensor defective	- Check plugs and wiring harness between oil condition sensor and DME - Replace oil condition sensor	- ECE emissions warning lamp: off - ECE electronic engine power reduction: off - CC message: none - US emissions warning lamp: off - US electronic engine power reduction: off - CC message: none	none	Possible apparent symptoms: Adaptation (reduction) of engine oil service interval	Breakdown notice: None	None
MEVD17.2-BN2020	0x1C4117	1851671	Oil-condition sensor, electrical: permittivity, malfunction	The diagnostic function detects an electrical fault in the oil quality signal.	P1588	Engine Oil Quality Sensor Permeability Measurement	Engine Oil Quality Sensor	Permeability	The fault is recognized when the oil condition sensor reports a fault over the bus. Potential problem source(s): - Water in oil - Defect in plug or wiring harness at oil condition sensor - Sensor defective	This fault is logged in the control module's fault memory immediately.	Terminal 15	Voltage condition: - Onboard elect	Engine oil temperature greater tha	- Longer than 15 min.	NO	none	N	- Water in oil - Defect in plug or wiring harness at oil condition sensor - Sensor defective	- Check plug and wiring harness and oil condition sensor - Replace engine oil - Replace oil condition sensor	- ECE emissions warning lamp: off - ECE electronic engine power reduction: off - CC message: none - US emissions warning lamp: off - US electronic engine power reduction: off - CC message: none	none	Possible apparent symptoms: Adaptation (reduction) of engine oil service interval	Breakdown notice: None	None
MEVD17.2-BN2020	0x1C4118	1851672	Oil-condition sensor, electrical: temperature, malfunction	The diagnostic function monitors the oil temperature signal to detect electrical faults.	P1586	Engine Oil Quality Sensor Temperature Measurement	Engine Oil Quality Sensor	Temperature	The fault is recognized when the oil condition sensor reports a fault over the bus. Potential problem source(s): - Defect in plugs or wiring harness between oil condition sensor and DME - Water in oil - Oil condition sensor defective	The diagnostic fault code is logged when the fault remains present for longer than 1 min.	Terminal 15	Voltage condition: - Onboard elect	Engine oil temperature greater tha	- Longer than 15 min.	NO	none	N	- Defect in plugs or wiring harness between oil condition sensor and DME - Water in oil - Oil condition sensor defective	- Check plugs and wiring harness between oil condition sensor and DME - Replace engine oil - Replace oil condition sensor	- ECE emissions warning lamp: off - ECE electronic engine power reduction: off - CC message: none - US emissions warning lamp: off - US electronic engine power reduction: off - CC message: none	none	Possible apparent symptoms: Adaptation (reduction) of engine oil service interval	Breakdown notice: None	None
MEVD17.2-BN2020	0x1C4119	1851673	Engine-oil temperature sensor, electrical: malfunction	The diagnostic function monitors the signal from the engine oil temperature sensor for electrical malfunctions.	P0195	Engine Oil Temperature Sensor 'A' Circuit			The fault is recognized when the signal voltage exceeds 3.6 V. Potential problem source(s): - Defect in plugs or wiring harness between engine oil temperature sensor and DME - Defective engine oil temperature sensor	The diagnostic fault code is logged when the fault remains present for longer than 2 min.	Terminal 15	Voltage condition: - Onboard elect	None	- None	NO	none	N	- Defect in plugs or wiring harness between engine oil temperature sensor and DME - Defective engine oil temperature sensor	- Check plugs and wiring harness between engine oil temperature sensor and DME - Replace engine oil temperature sensor	- ECE emissions warning lamp: off - ECE electronic engine power reduction: off - CC message: none - US emissions warning lamp: off - US electronic engine power reduction: off - CC message: none	none	Possible apparent symptoms: Adaptation (reduction) of engine oil service interval	Breakdown notice: None	None
MEVD17.2-BN2020	0x1C412D	1851680	Engine-oil temperature sensor, plausibility: temperature implausible	The diagnostic function monitors the plausibility of the oil temperature signal.	P0196	Engine Oil Temperature Sensor 'A' Range/Performance	Engine Oil Temperature Sensor	Plausibility	The fault is recognized when the signal is frozen, implausible signal jumps are present, and when the signal's mean value leaves the specified range. Potential problem source(s): - Defect in plugs or wiring harness between engine oil temperature sensor and DME - Defective engine oil temperature sensor	The diagnostic fault code is logged when the fault remains present for longer than 1 min.	none	Voltage condition: - Onboard elect	None	- None	NO	none	N	- Defect in plugs or wiring harness between engine oil temperature sensor and DME - Defective engine oil temperature sensor	- Check plugs and wiring harness between engine oil temperature sensor and DME - Replace engine oil temperature sensor	- ECE emissions warning lamp: off - ECE electronic engine power reduction: off - CC message: none - US emissions warning lamp: off - US electronic engine power reduction: off - CC message: none	none	Possible apparent symptoms: Adaptation (reduction) of engine oil service interval	Breakdown notice: None	None
MEVD17.2-BN2020	0x1C5A2D	1858080	BSD message from oil-condition sensor: no message	The diagnostic function monitors the BSD message from the oil level sensor (QLT).	P1521	Engine Oil Quality Sensor Communication Error	Engine Oil Quality Sensor	Communication	The fault is recognized when no BSD telegram from the oil condition sensor (QLT) is received. Potential problem source(s): - Problem with BSD wire between DME and oil quality sensor (QLT) - Defective DME	The diagnostic fault code is logged when the fault remains present for longer than 2 min.	Terminal 15	Voltage condition: - Onboard elect	None	- None	NO	BSD CAN (QLT): Indicate relevant	N	-Problem with BSD wire between DME and oil quality sensor (QLT) - Defective DME	- Check wiring harness between DME and oil quality sensor (QLT), - replace oil quality sensor (QLT), - replace DME	- ECE emissions warning lamp: off - ECE electronic engine power reduction: off - CC message: none - US emissions warning lamp: off - US electronic engine power reduction: off - CC message: none	Only relevant for E8x, as it is only vehicle with a QLT Quality-Level-Temperature unit, all other vehicles are equipped with a TCENS thermal oil level sensor	Possible apparent symptoms: Adaptation (reduction) of engine oil service interval	Breakdown notice: None	None
MEVD17.2-BN2020	0x1D2009	1908744	Map thermostat, mechanical: jammed open	The diagnostic function monitors the rise in coolant temperature at the engine's discharge connection.	P0128	Coolant Thermostat (Coolant Temperature Below Thermostat Regulating Temperature)	Thermostat	Functional Check	A fault is recognized when the engine temperature is below 80 °C when the test is executed. Because the test time is defined by the temperature model, it is also determined by the model's input variables (air mass, ambient temperature and model temperature). Potential problem source(s): - Defective wiring harness - Characteristic map thermostat defective	The diagnostic fault code is logged when the fault remains present for longer than 1 min.	none	Voltage condition: - Onboard elect	Coolant temperature lower than 4	- None	- No	none	Y	- Defect in wiring harness - Characteristic map thermostat defective	- Check wiring harness - Replace map-controlled thermostat	MY10 ECE: - ECE emissions warning lamp: off - ECE electronic engine power reduction: off - CC message: none MY10 US: - US emissions warning lamp: on - US electronic engine power reduction: off - CC message: on	MSL ON in US versions only	Possible apparent symptoms: - The output of the interior heater may be reduced.	Breakdown notice: None	- When the engine is heated from external sources, such as an auxiliary heater, diagnosis errors can result
									The fault is recognized by the driver circuit's diagnostic function.						STEUERN_KFT, STEUERN_ENDE					- ECE emissions warning lamp: off - ECE electronic engine power reduction: on - CC message: none				

MEVD17.2-BN2020	0x1D2402	1909782	Map thermostat, activation: short circuit to ground	The diagnostic function monitors activation of the program map thermostat.	P0598	Thermostat Heater Control Circuit Low	Thermostat	Electrical	The fault is recognized by the driver circuit's diagnostic function. Potential problem source(s): - Defect in wiring harness between DME and program map thermostat	This fault is logged in the control module's fault memory immediately.	none	Voltage condition: - - Onboard elect	None	- None	STEUERN_KFT, STEUERN_ENDE	PWM activation signal, 0e4a74	N	- Defect in wiring harness between DME and program map thermostat	- Check wiring harness between DME and map-controlled thermostat - Replace map-controlled thermostat - Replace DME	- ECE emissions warning lamp: off - ECE electronic engine power reduction: on - CC message: none - US emissions warning lamp: off - US electronic engine power reduction: off - CC message: none	none	Possible apparent symptoms: US: MIL on, customer proceeds to service facility.	Breakdown notice: None	None
MEVD17.2-BN2020	0x1D2404	1909784	Map thermostat, activation: open circuit	The diagnostic function monitors activation of the program map thermostat.	P0597	Thermostat Heater Control Circuit/Open	Thermostat	Electrical	The fault is recognized by the driver circuit's diagnostic function. Potential problem source(s): - Defect in wiring harness between DME and program map thermostat	This fault is logged in the control module's fault memory immediately.	none	Voltage condition: - - Onboard elect	None	- None	STEUERN_KFT, STEUERN_ENDE	PWM activation signal, 0e4a74	N	- Defect in wiring harness between DME and program map thermostat	- Check wiring harness between DME and map-controlled thermostat - Replace map-controlled thermostat - Replace DME	- ECE emissions warning lamp: off - ECE electronic engine power reduction: on - CC message: none - US emissions warning lamp: off - US electronic engine power reduction: off - CC message: none	none	Possible apparent symptoms: US: MIL on, customer proceeds to service facility.	Breakdown notice: None	None
MEVD17.2-BN2020	0x1D3701	1914625	Shift point: Adaptation	The diagnostic function monitors whether a downshift is requested by the IHKA automatic climate control or DME (AEP or GEN).					Regarding AEP: When the vehicle's operating profile is not conducive to a satisfactory battery charge status, the automatic transmission's shift points are revised to occur at a higher average engine speed. Regarding alternator (GEN): The objective is to enhance cooling (system in backup mode). Regarding IHKA: The objective is to achieve the requested cooling level. Potential problem source(s): - Vehicle's operating profile fails to provide optimal battery charging, for instance: Frequent short-distance trips, too many electrical accessories in use	This fault is logged in the control module's fault memory immediately.	none	Voltage condition: - - Onboard elect	None	- None	None	none	N	- Vehicle's operating profile fails to provide optimal battery charging, for instance: Frequent short-distance trips, too many electrical accessories in use	- No actual vehicle defect is present. The customer should occasionally drive a longer distance.	- ECE emissions warning lamp: off - ECE electronic engine power reduction: off - CC message: none - US emissions warning lamp: off - US electronic engine power reduction: off - CC message: none	none	Possible apparent symptoms: The automatic transmission unexpectedly downshifts one gear.	Breakdown notice: No actual vehicle defect is present.	No actual vehicle defect is present.
MEVD17.2-BN2020	0x1D3901	1915137	Electronic transmission control (EGS): signal evaluation (turbine speed): Invalid signal content	The diagnostic function monitors the message.					The fault is recognized when the message is invalid and undervoltage has been detected. Potential problem source(s): - Fault with transmitting control module	This fault is logged in the control module's fault memory immediately.	Terminal 15	Voltage condition: - - Onboard elect	None	- None	NO	CAN signal	N	- Fault with transmitting control module	- Carry out system analysis.	- ECE emissions warning lamp: off - ECE electronic engine power reduction: off - CC message: none - US emissions warning lamp: off - US electronic engine power reduction: off - CC message: none	none	Possible apparent symptoms: None	Breakdown notice: None	None
MEVD17.2-BN2020	0x1D3A01	1915393	Electronic transmission control (EGS): signal evaluation (output speed): Invalid signal content	The diagnostic function monitors the message.					The fault is recognized when the message is invalid. Potential problem source(s): - Fault with transmitting control module	This fault is logged in the control module's fault memory immediately.	Terminal 15	Voltage condition: - - Onboard elect	None	- None	NO	CAN signal	N	- Fault with transmitting control module	- Carry out system analysis.	- ECE emissions warning lamp: off - ECE electronic engine power reduction: off - CC message: none - US emissions warning lamp: off - US electronic engine power reduction: off - CC message: none	none	Possible apparent symptoms: None	Breakdown notice: None	None
MEVD17.2-BN2020	0x1D3B01	1915649	Electronic transmission control (EGS): signal evaluation (gear information): Invalid signal content	The diagnostic function monitors the message.					The fault is recognized when the message is invalid. Potential problem source(s): - Fault with transmitting control module	This fault is logged in the control module's fault memory immediately.	Terminal 15	Voltage condition: - - Onboard elect	None	- None	NO	CAN signal	N	- Fault with transmitting control module	- Carry out system analysis.	- ECE emissions warning lamp: off - ECE electronic engine power reduction: off - CC message: none - US emissions warning lamp: off - US electronic engine power reduction: off - CC message: none	none	Possible apparent symptoms: None	Breakdown notice: None	None
MEVD17.2-BN2020	0x1D3C01	1915905	Electronic transmission control (EGS): signal evaluation (status, gear shift): Invalid signal content	The diagnostic function monitors the message.					The fault is recognized when the message is invalid. Potential problem source(s): Fault with transmitting control module	This fault is logged in the control module's fault memory immediately.	Terminal 15	Voltage condition: - - Onboard elect	None	- None	NO	CAN signal	N	- Fault with transmitting control module	- Carry out system analysis.	- ECE emissions warning lamp: off - ECE electronic engine power reduction: off - CC message: none - US emissions warning lamp: off - US electronic engine power reduction: off - CC message: none	none	Possible apparent symptoms: None	Breakdown notice: None	None
MEVD17.2-BN2020	0x1E0001	1966081	Idle-speed control: speed too high	The diagnostic function monitors the idle speed when the engine is warmed to normal operating temperature.	P0507	Idle Control System RPM Higher Than Expected	Idle Speed Control	RPM	The fault is recognized when the actual idle speed exceeds the specified idle speed by more than 100 rpm. Potential problem source(s): - Collateral fault from defective throttle valve - Leak in air-induction tract between throttle valve and engine	This fault is logged in the control module's fault memory immediately.	none	Voltage condition: - - Onboard elect	Engine warmed to normal temper	- 3 sec. after engine on	none	none	N	- Collateral fault from defective throttle valve - Leak in air-induction tract between throttle valve and engine	- If faults related to the throttle valve have been logged, repair these first - Check for leaks in air-induction tract between throttle valve and engine	- ECE emissions warning lamp: on - ECE electronic engine power reduction: on - CC message: on - US emissions warning lamp: off - US electronic engine power reduction: off - CC message: none	US only	Possible apparent symptoms: - Idle speed too high	Breakdown notice: None	None
MEVD17.2-BN2020	0x1E0002	1966082	Idle-speed control: speed too low	The diagnostic function monitors the idle speed when the engine is warmed to normal operating temperature.	P0506	Idle Control System RPM Lower Than Expected	Idle Speed Control	RPM	The fault is recognized when the actual idle speed falls below the specified idle speed by more than 100 rpm. Potential problem source(s): - Collateral fault from defective throttle valve - Leak in air-induction tract between throttle valve and engine	This fault is logged in the control module's fault memory immediately.	none	Voltage condition: - - Onboard elect	Engine warmed to normal temper	- 3 sec. after engine on	none	none	N	- Collateral fault from defective throttle valve - Leak in air-induction tract between throttle valve and engine	- If faults related to the throttle valve have been logged, repair these first - Check for leaks in air-induction tract between throttle valve and engine	- ECE emissions warning lamp: on - ECE electronic engine power reduction: on - CC message: on - US emissions warning lamp: off - US electronic engine power reduction: off - CC message: none	US only	Possible apparent symptoms: - In extreme cases the engine may stall.	Breakdown notice: None	None
MEVD17.2-BN2020	0x1E0101	1966337	Idle-speed control, cold start: engine speed too high	The diagnostic function monitors the idle speed during the catalytic converter's warmup phase.	P1562	Cold Start Idle Air Control System RPM Higher Than Expected (Bank 1)	Idle Speed Control	Cold Start RPM	The fault is recognized when the actual idle speed exceeds the specified idle speed by more than 300 rpm. Potential problem source(s): - Collateral fault from defective throttle valve - Leak in air-induction tract between throttle valve and engine	This fault is logged in the control module's fault memory immediately.	none	Voltage condition: - - Onboard elect	None	- None	none	none	N	- Collateral fault from defective throttle valve - Leak in air-induction tract between throttle valve and engine	- If faults related to the throttle valve have been logged, repair these first - Check for leaks in air-induction tract between throttle valve and engine	- ECE emissions warning lamp: on - ECE electronic engine power reduction: on - CC message: on - US emissions warning lamp: off - US electronic engine power reduction: off - CC message: none	US only	Possible apparent symptoms: - Idle speed too high	Breakdown notice: None	None
MEVD17.2-BN2020	0x1E0102	1966338	Idle-speed control, cold start: engine speed too low	The diagnostic function monitors the idle speed during the catalytic converter's warmup phase.	P1561	Cold Start Idle Air Control System RPM Lower Than Expected (Bank 1)	Idle Speed Control	Cold Start RPM	The fault is recognized when the actual idle speed falls below the specified idle speed by more than 300 rpm. Potential problem source(s): - Collateral fault from defective throttle valve - Leak in air-induction tract between throttle valve and engine	This fault is logged in the control module's fault memory immediately.	none	Voltage condition: - - Onboard elect	None	- None	none	none	N	- Collateral fault from defective throttle valve - Leak in air-induction tract between throttle valve and engine	- If faults related to the throttle valve have been logged, repair these first - Check for leaks in air-induction tract between throttle valve and engine	- ECE emissions warning lamp: on - ECE electronic engine power reduction: on - CC message: on - US emissions warning lamp: off - US electronic engine power reduction: off - CC message: none	US only	Possible apparent symptoms: - In extreme cases the engine may stall.	Breakdown notice: None	None
MEVD17.2-BN2020	0x1E5201	1987073	Engine-speed limitation with vehicle stationary: idle speed too high for too long	The diagnostic function monitors the engine for overheating while the vehicle is stationary.					The fault is recognized when an engine speed of 2000 rpm is exceeded for more than 6.5 sec. while the vehicle is stationary. Potential problem source(s): - Abuse (driver revs engine while vehicle is stationary)	This fault is logged in the control module's fault memory immediately.	Terminal 15	Voltage condition: - - Onboard elect	None	- 384 sec.	NO	none	Y	- Abuse (driver revs engine while vehicle is stationary)	- Clear ECU fault memory. No further measures necessary.	- ECE emissions warning lamp: off - ECE electronic engine power reduction: off - CC message: on - US emissions warning lamp: on - US electronic engine power reduction: on - CC message: on	none	Possible apparent symptoms: When accelerator pedal is depressed at idle the engine speed is limited once the indicated time period elapses.	Breakdown notice: - none	None
MEVD17.2-BN2020	0x1E5301	1987329																						
MEVD17.2-BN2020	0x1E5A20	1989152	Monitoring, engine-torque limitation: - maximum permissible setpoint torque is constantly exceeded	The diagnostic function monitors the maximum approved specified torque.					The fault is recognized when the specified torque is above the allowed torque. Potential problem source(s): - DME defective	The diagnostic fault code is logged when the fault remains present for longer than 10 min.	none	Voltage condition: - - Onboard elect	None	- None	NO	none	Y	- DME defective	- Reprogram DME - Replace DME	- ECE emissions warning lamp: off - ECE electronic engine power reduction: off - CC message: none - US emissions warning lamp: off - US electronic engine power reduction: off - CC message: none	none	Possible apparent symptoms: - Reduction in engine power (limp-home mode) - Engine rpm limitation	Breakdown notice: - It is possible to continue driving the vehicle, but passing maneuvers should not be attempted owing to the reduction in engine output.	None
MEVD17.2-BN2020	0x1F0514	2032916	Valvetronic relay, supply voltage: Short to earth	The diagnostic function monitors the wire from the Valvetronic relay to the DME for short circuits to ground.	P10E3	VVT-Relay Supply Voltage Circuit Low	Valvetronic (VVT)	Power Supply Relay	The fault is recognized when the voltage in the control wire to the Valvetronic relay is less than 2 V. Potential problem source(s): - Defect in wiring harness between Valvetronic relay and DME - Valvetronic relay defective - Defective DME	This fault is logged in the control module's fault memory immediately.	Terminal 15	Voltage condition: - - Onboard elect	None	- None	NO	none	N	- Defect in wiring harness between Valvetronic relay and DME - Valvetronic relay defective - Defective DME	- Check wiring harness between Valvetronic relay and DME (U_VVTR) - Replace Valvetronic relay - Replace DME	ECE: - ECE emissions warning lamp: off - ECE electronic engine power reduction: on - CC message: on MY10 US: - US emissions warning lamp: on - US electronic engine power reduction: on - CC message: on	none	Possible apparent symptoms: CC message, customer seeks	Breakdown notice: None	None
MEVD17.2-BN2020	0x1F0515	2032917	Valvetronic relay, supply voltage: Open circuit	The diagnostic function monitors the wire from the Valvetronic relay to the DME for open wires, and monitors the control wire to the Valvetronic relay for open wires and shorts to ground.	P10E4	VVT-Relay Supply Voltage Circuit/Open	Valvetronic (VVT)	Power Supply Relay	The fault is recognized when the difference between battery voltage and buffer capacitor exceeds 7 V. Potential problem source(s): - Valvetronic fuse defective - Defect in wiring harness between Valvetronic relay and DME - Valvetronic relay defective - Defective DME	This fault is logged in the control module's fault memory immediately.	Terminal 15	Voltage condition: - - Onboard elect	None	- None	NO	none	N	- Valvetronic fuse defective - Defect in wiring harness between Valvetronic relay and DME - Valvetronic relay defective - Defective DME	- Inspect Valvetronic fuse - Check wiring harness between Valvetronic relay and DME (U_VVTR) - Check wiring harness between Valvetronic relay and DME (B_VVTR) - Replace Valvetronic relay - Replace DME	ECE: - ECE emissions warning lamp: on - ECE electronic engine power reduction: on - CC message: on MY10 US: - US emissions warning lamp: on - US electronic engine power reduction: on - CC message: on	none	Possible apparent symptoms: CC message, customer seeks	Breakdown notice: None	None
MEVD17.2-BN2020	0x1F0516	2032918	DME, internal fault, electric accelerator pedal monitoring: A/D converter sitting test pulse check	The diagnostic function monitors the DME's internal status.	P326A	Control Module Monitoring Safety Function A/D Converter Error	ECM Monitoring	Safety Function	The fault is recognized by the self-diagnosis. Potential problem source(s): - DME defective	This fault is logged in the control module's fault memory immediately.	none	Voltage condition: - - Onboard elect	None	- None	NO	none	Y	- DME defective	- Only replace the DME if the fault remains present continuously or if the fault frequency is greater than 3	- ECE emissions warning lamp: on - ECE electronic engine power reduction: on - CC message: on - US emissions warning lamp: on - US electronic engine power reduction: on - CC message: on	none	Possible apparent symptoms: - Loss of power - Speed limitation	Breakdown notice: - It is possible to continue driving the vehicle, but passing maneuvers should not be attempted owing to reduction in engine output.	- A terminal status switch must be conducted before this fault can be deleted.
MEVD17.2-BN2020	0x1F0517	2032919	DME, internal fault, electric accelerator pedal monitoring: A/D converter, test voltage check	The diagnostic function monitors the DME's internal status.	P326A	Control Module Monitoring Safety Function A/D Converter Error	ECM Monitoring	Safety Function	The fault is recognized by the self-diagnosis. Potential problem source(s): - DME defective	This fault is logged in the control module's fault memory immediately.	none	Voltage condition: - - Onboard elect	None	- None	NO	none	Y	- DME defective	- Only replace the DME if the fault remains present continuously or if the fault frequency is greater than 3	- ECE emissions warning lamp: on - ECE electronic engine power reduction: on - CC message: on - US emissions warning lamp: on - US electronic engine power reduction: on - CC message: on	none	Possible apparent symptoms: - Loss of power - Speed limitation	Breakdown notice: - It is possible to continue driving the vehicle, but passing maneuvers should not be attempted owing to reduction in engine output.	- A terminal status switch must be conducted before this fault can be deleted.
												Voltage condition: - - Onboard elect								- ECE emissions warning lamp: on - ECE electronic engine power reduction: on - CC message: on				

MEVD17.2-BN2020	0x1F0519	2032921	DME, internal fault: monitoring, signal plausibilization, accelerator-pedal module or pedal-travel sensor	The diagnostic function monitors the DME's internal status.	P060D	Internal Control Module Accelerator Pedal Position Performance	ECM	Accelerator Pedal	The fault is recognized by the self-diagnosis. Potential problem source(s): - Accelerator pedal module defective - Wiring harness defective - DME defective	This fault is logged in the control module's fault memory immediately.	none	Voltage condition: - Onboard elect	- None	- None	NO	none	Y	- Accelerator pedal module defective - Wiring harness defective - DME defective	- Check wiring harness between DME and accelerator pedal module - Replace accelerator pedal module - Only replace the DME if the fault remains present continuously or if the fault frequency is greater than 3	MY10 ECE: - ECE emissions warning lamp: off - ECE electronic engine power reduction: on - CC message: on MY10 US: - US emissions warning lamp: on - US electronic engine power reduction: on - CC message: on MY11 ECE: - ECE emissions warning lamp: on - ECE electronic engine power reduction: on - CC message: on	none	Possible apparent symptoms: - Loss of power - Speed limitation	Breakdown notice: - It is possible to continue driving the vehicle, but passing maneuvers should not be attempted owing to reduction in engine output.	- A terminal status switch must be conducted before this fault can be deleted.
MEVD17.2-BN2020	0x1F0520	2032928	DME, internal fault, electric accelerator pedal monitoring: Speed sensor	The diagnostic function monitors the DME's internal status.	P325C	Control Module Monitoring Safety Function Speed Sensor Error	ECM Monitoring	Safety Function	The fault is recognized by the self-diagnosis. Potential problem source(s): - Crankshaft sensor defective - Wiring harness defective - DME defective	This fault is logged in the control module's fault memory immediately.	none	Voltage condition: - Onboard elect	- None	- None	NO	none	Y	- Crankshaft sensor defective - Defect in wiring harness - DME defective	- Check wiring harness between DME and crankshaft sensor - Replace crankshaft sensor - Only replace the DME if the fault remains present continuously or if the fault frequency is greater than 3	- ECE emissions warning lamp: on - ECE electronic engine power reduction: on - CC message: on - US emissions warning lamp: on - US electronic engine power reduction: on - CC message: on	none	Possible apparent symptoms: - Loss of power - Speed limitation	Breakdown notice: - It is possible to continue driving the vehicle, but passing maneuvers should not be attempted owing to reduction in engine output.	- A terminal status switch must be conducted before this fault can be deleted.
MEVD17.2-BN2020	0x1F0521	2032929	DME, internal fault: monitoring, plausibilization of mixture-correction factors	The diagnostic function monitors the DME's internal status.	P3237	Control Module Monitoring Fuel Correction Error	ECM Monitoring	Fuel Correction	The fault is recognized by the self-diagnosis. Potential problem source(s): - DME defective	This fault is logged in the control module's fault memory immediately.	none	Voltage condition: - Onboard elect	- None	- None	NO	none	Y	- DME defective	- Only replace the DME if the fault remains present continuously or if the fault frequency is greater than 3	- ECE emissions warning lamp: on - ECE electronic engine power reduction: on - CC message: on - US emissions warning lamp: on - US electronic engine power reduction: on - CC message: on	none	Possible apparent symptoms: - Loss of power - Speed limitation	Breakdown notice: - It is possible to continue driving the vehicle, but passing maneuvers should not be attempted owing to reduction in engine output.	- A terminal status switch must be conducted before this fault can be deleted.
MEVD17.2-BN2020	0x1F0522	2032930	DME, internal fault: monitoring, injection-rate limitation, level 1	The diagnostic function monitors the DME's internal status.	P325D	Control Module Monitoring Injection Rate Limitation Error	ECM Monitoring	Injection Rate	The fault is recognized by the self-diagnosis. Potential problem source(s): - DME defective	This fault is logged in the control module's fault memory immediately.	none	Voltage condition: - Onboard elect	- None	- None	NO	none	Y	- DME defective	- Only replace the DME if the fault remains present continuously or if the fault frequency is greater than 3	- ECE emissions warning lamp: on - ECE electronic engine power reduction: on - CC message: on - US emissions warning lamp: on - US electronic engine power reduction: on - CC message: on	none	Possible apparent symptoms: - Loss of power - Speed limitation	Breakdown notice: - It is possible to continue driving the vehicle, but passing maneuvers should not be attempted owing to reduction in engine output.	- A terminal status switch must be conducted before this fault can be deleted.
MEVD17.2-BN2020	0x1F0523	2032931	DME, internal fault: monitoring, injection-rate limitation, level 2	The diagnostic function monitors the DME's internal status.	P325D	Control Module Monitoring Injection Rate Limitation Error	ECM Monitoring	Injection Rate	The fault is recognized by the self-diagnosis. Potential problem source(s): - DME defective	This fault is logged in the control module's fault memory immediately.	none	Voltage condition: - Onboard elect	- None	- None	NO	none	Y	- DME defective	- Only replace the DME if the fault remains present continuously or if the fault frequency is greater than 3	- ECE emissions warning lamp: on - ECE electronic engine power reduction: on - CC message: on - US emissions warning lamp: on - US electronic engine power reduction: on - CC message: on	none	Possible apparent symptoms: - Loss of power - Speed limitation	Breakdown notice: - It is possible to continue driving the vehicle, but passing maneuvers should not be attempted owing to reduction in engine output.	- A terminal status switch must be conducted before this fault can be deleted.
MEVD17.2-BN2020	0x1F0524	2032932	DME, internal fault: Monitoring of the nominal oxygen sensor value	The diagnostic function monitors the DME's internal status.	P3337	Control Module Monitoring Lambda Plausibility	ECM Monitoring	Lambda Plausibility	The fault is recognized by the self-diagnosis. Potential problem source(s): - Wiring harness defective - Oxygen sensor defective - DME defective	This fault is logged in the control module's fault memory immediately.	none	Voltage condition: - Onboard elect	- None	- None	NO	none	Y	- Wiring harness defective - Oxygen sensor defective - DME defective	- Check wiring harness between oxygen sensor and DME - Replace oxygen sensor - Only replace the DME if the fault remains present continuously or if the fault frequency is greater than 3	- ECE emissions warning lamp: on - ECE electronic engine power reduction: on - CC message: on - US emissions warning lamp: on - US electronic engine power reduction: on - CC message: on	none	Possible apparent symptoms: - Loss of power - Speed limitation	Breakdown notice: - It is possible to continue driving the vehicle, but passing maneuvers should not be attempted owing to reduction in engine output.	- A terminal status switch must be conducted before this fault can be deleted.
MEVD17.2-BN2020	0x1F0525	2032933	DME, internal fault: monitoring, plausibilization of relative fuel mass	The diagnostic function monitors the DME's internal status.	P325F	Control Module Monitoring Fuel Volume Plausibility	ECM Monitoring	Fuel Volume Control	The fault is recognized by the self-diagnosis. Potential problem source(s): - Rail-pressure sensor defective - Wiring harness defective - DME defective	This fault is logged in the control module's fault memory immediately.	none	Voltage condition: - Onboard elect	- None	- None	NO	none	Y	- Rail-pressure sensor defective - Wiring harness defective - DME defective	- Check wiring harness between DME and rail-pressure sensor - Replace rail-pressure sensor - Only replace the DME if the fault remains present continuously or if the fault frequency is greater than 3	- ECE emissions warning lamp: on - ECE electronic engine power reduction: on - CC message: on - US emissions warning lamp: on - US electronic engine power reduction: on - CC message: on	none	Possible apparent symptoms: - Loss of power - Speed limitation	Breakdown notice: - It is possible to continue driving the vehicle, but passing maneuvers should not be attempted owing to reduction in engine output.	- A terminal status switch must be conducted before this fault can be deleted.
MEVD17.2-BN2020	0x1F0526	2032934	DME, internal fault: monitoring, torque comparison	The diagnostic function monitors the DME's internal status.	P061B	Internal Control Module Torque Calculation Performance	ECM	Torque	The fault is recognized by the self-diagnosis. Potential problem source(s): - Secondary fault from mixture formation - Defective DME	This fault is logged in the control module's fault memory immediately.	none	Voltage condition: - Onboard elect	- None	- None	NO	none	Y	- Secondary fault from mixture formation - Defective DME	- Start by repairing faults related to logged ECU fault memory entries for mixture formation - Only replace the DME if the fault remains present continuously or if the fault frequency is greater than 3	MY10 ECE: - ECE emissions warning lamp: off - ECE electronic engine power reduction: on - CC message: on MY10 US: - US emissions warning lamp: on - US electronic engine power reduction: on - CC message: on MY11 ECE: - ECE emissions warning lamp: on - ECE electronic engine power reduction: on - CC message: on	none	Possible apparent symptoms: - Loss of power - Speed limitation	Breakdown notice: - It is possible to continue driving the vehicle, but passing maneuvers should not be attempted owing to reduction in engine output.	- A terminal status switch must be conducted before this fault can be deleted.
MEVD17.2-BN2020	0x1F0527	2032935	DME, internal fault, electric accelerator pedal monitoring: Drive train transmission ratio implausible	The diagnostic function monitors the DME's internal status.	P326C	Control Module Monitoring Safety Function Ratio Error	ECM Monitoring	Safety Function	The fault is recognized by the self-diagnosis. Potential problem source(s): - Secondary fault from mixture formation - Defective DME	This fault is logged in the control module's fault memory immediately.	none	Voltage condition: - Onboard elect	- None	- None	NO	none	Y	- Secondary fault from mixture formation - Defective DME	- Start by repairing faults related to logged ECU fault memory entries for mixture formation - Only replace the DME if the fault remains present continuously or if the fault frequency is greater than 3	- ECE emissions warning lamp: on - ECE electronic engine power reduction: on - CC message: on - US emissions warning lamp: on - US electronic engine power reduction: on - CC message: on	none	Possible apparent symptoms: - Loss of power - Speed limitation	Breakdown notice: - It is possible to continue driving the vehicle, but passing maneuvers should not be attempted owing to reduction in engine output.	- A terminal status switch must be conducted before this fault can be deleted.
MEVD17.2-BN2020	0x1F0528	2032936	DME, internal fault: monitoring, variant coding	The diagnostic function monitors the DME's internal status.	P3235	Control Module Monitoring Version Coding Plausibility	ECM Monitoring	Coding	The fault is recognized by the self-diagnosis. Potential problem source(s): - DME defective	This fault is logged in the control module's fault memory immediately.	none	Voltage condition: - Onboard elect	- None	- None	NO	none	Y	- DME defective	- Only replace the DME if the fault remains present continuously or if the fault frequency is greater than 3	- ECE emissions warning lamp: on - ECE electronic engine power reduction: on - CC message: on - US emissions warning lamp: on - US electronic engine power reduction: on - CC message: on	none	Possible apparent symptoms: - Loss of power - Speed limitation	Breakdown notice: - It is possible to continue driving the vehicle, but passing maneuvers should not be attempted owing to reduction in engine output.	- A terminal status switch must be conducted before this fault can be deleted.
MEVD17.2-BN2020	0x1F0529	2032937	DME, internal fault, electric accelerator pedal monitoring: Ignition-timing monitoring	The diagnostic function monitors the DME's internal status.	P325E	Control Module Monitoring Safety Function Ignition Timing Error	ECM Monitoring	Safety Function	The fault is recognized by the self-diagnosis. Potential problem source(s): - DME defective	This fault is logged in the control module's fault memory immediately.	none	Voltage condition: - Onboard elect	- None	- None	NO	none	Y	- DME defective	- Only replace the DME if the fault remains present continuously or if the fault frequency is greater than 3	- ECE emissions warning lamp: on - ECE electronic engine power reduction: on - CC message: on - US emissions warning lamp: on - US electronic engine power reduction: on - CC message: on	none	Possible apparent symptoms: - Loss of power - Speed limitation	Breakdown notice: - It is possible to continue driving the vehicle, but passing maneuvers should not be attempted owing to reduction in engine output.	- A terminal status switch must be conducted before this fault can be deleted.
MEVD17.2-BN2020	0x1F0530	2032944	DME, internal fault: Switch-off path test by monitoring module	The diagnostic function monitors the DME's internal status.	P326D	Control Module Monitoring Shutdown Path Error	ECM Monitoring	Shutdown Path	The fault is recognized by the self-diagnosis. Potential problem source(s): - DME defective	This fault is logged in the control module's fault memory immediately.	none	Voltage condition: - Onboard elect	- None	- None	NO	none	Y	- DME defective	- Only replace the DME if the fault remains present continuously or if the fault frequency is greater than 3	- ECE emissions warning lamp: on - ECE electronic engine power reduction: on - CC message: on - US emissions warning lamp: on - US electronic engine power reduction: on - CC message: on	none	Possible apparent symptoms: - Loss of power - Speed limitation	Breakdown notice: - It is possible to continue driving the vehicle, but passing maneuvers should not be attempted owing to reduction in engine output.	- A terminal status switch must be conducted before this fault can be deleted.
MEVD17.2-BN2020	0x1F0531	2032945	DME, internal fault: Plausibility monitoring, fuel mass	The diagnostic function monitors the DME's internal status.	P325F	Control Module Monitoring Fuel Volume Plausibility	ECM Monitoring	Fuel Volume Control	The fault is recognized by the self-diagnosis. Potential problem source(s): - DME defective	This fault is logged in the control module's fault memory immediately.	none	Voltage condition: - Onboard elect	- None	- None	NO	none	Y	- DME defective	- Only replace the DME if the fault remains present continuously or if the fault frequency is greater than 3	- ECE emissions warning lamp: on - ECE electronic engine power reduction: on - CC message: on - US emissions warning lamp: on - US electronic engine power reduction: on - CC message: on	none	Possible apparent symptoms: - Loss of power - Speed limitation	Breakdown notice: - It is possible to continue driving the vehicle, but passing maneuvers should not be attempted owing to reduction in engine output.	- A terminal status switch must be conducted before this fault can be deleted.
MEVD17.2-BN2020	0x1F0532	2032946	DME, internal fault, monitoring MSC communication Malfunction in module R2S2/1	The diagnostic function monitors communications within the DME.	P1646	Internal Control Module Communication Error Output Stage	ECM	Output Stage Communication	The fault is detected by the internal calculation algorithms. Potential problem source(s): - DME defective	This fault is logged in the control module's fault memory immediately.	none	Voltage condition: - Onboard elect	- None	- None	NO	none	N	- DME defective	- Only replace the DME if the fault remains present continuously or if the fault frequency is greater than 3	MY10 ECE: - ECE emissions warning lamp: on - ECE electronic engine power reduction: off - CC message: on MY10 US: - US emissions warning lamp: off - US electronic engine power reduction: off - CC message: none	none	Possible apparent symptoms: Active fault can cause engine to stall or fail to start.	Breakdown notice: - none	- none
MEVD17.2-BN2020	0x1F0533	2032947	DME, internal fault, monitoring MSC communication Malfunction in module R2S2/2	The diagnostic function monitors communications of DME hardware components.	P1646	Internal Control Module Communication Error Output Stage	ECM	Output Stage Communication	The fault is recognized when interference occurs in communications between the CPU and a driver circuit. Potential problem source(s): - DME defective	This fault is logged in the control module's fault memory immediately.	none	Voltage condition: - Onboard elect	- None	- None	NO	none	N	- DME defective	- Only replace the DME if the fault remains present continuously or if the fault frequency is greater than 3	MY10 ECE: - ECE emissions warning lamp: on - ECE electronic engine power reduction: off - CC message: on MY10 US: - US emissions warning lamp: off - US electronic engine power reduction: off - CC message: none	none	Possible apparent symptoms: - Breakdown in extreme cases	Breakdown notice: - none	- none
MEVD17.2-BN2020	0x1F0904	2033924	DME, internal fault, activation Valvetronic: malfunction	The diagnostic function monitors the current flow through the Valvetronic actuator motor when the driver circuit is switched off.	P10E5	Internal Control Module Error, Control Circuit VVT	ECM	Valvetronic (VVT) Control	The fault is logged in the ECU fault memory when the current draw in the driver circuit exceeds 4 amps while the driver circuit is deactivated. Potential problem source(s): - Defective wiring harness - Defective DME	This fault is logged in the control module's fault memory immediately.	Terminal 15	Voltage condition: - Onboard elect	- None	- None	none	none	N	- Defective wiring harness - Defective DME	- Check wiring harness between Valvetronic actuator motor and DME - Replace DME	ECE: - ECE emissions warning lamp: off - ECE electronic engine power reduction: on - CC message: on MY10 US: - US emissions warning lamp: on - US electronic engine power reduction: on - CC message: on	none	Possible apparent symptoms: - Breakdown in extreme cases	Breakdown notice: - none	If the fault occurs while the Valvetronic unit's stroke is not at full extension then the engine will stall and fail to restart. This is because the Valvetronic driver circuit is deactivated and the Valvetronic unit cannot return to minimum stroke. If the fault occurs at maximum stroke, unrestricted throttled operation is possible.
												Voltage condition: - Onboard elect								MY10 ECE: - ECE emissions warning lamp: on - ECE electronic engine power reduction: on - CC message: on MY10 US: - US emissions warning lamp: on - US electronic engine power reduction: off - CC message: on MY11 ECE:				

MEVD17.2-BN2020	0x1F1A52	2038354	DME, internal fault: write EEPROM faulty	The diagnostic function monitors the EEPROM emulation's "write block."	P062F	Internal Control Module EEPROM Error	ECM/TCM	EEPROM	The fault is recognized by the self-diagnosis. Potential problem source(s): - DME defective	This fault is logged in the control module's fault memory immediately.	none	Voltage condition:□- Onboard elect	- None	- None	NO	none	N	- DME defective	- Only replace the DME if the fault remains present continuously or if the fault frequency is greater than 3	- ECE emissions warning lamp: on - ECE electronic engine power reduction: on - CC message: on - US emissions warning lamp: on - US electronic engine power reduction: on - CC message: on	Data content defined	Possible apparent symptoms: - none	Breakdown notice: - none	- none
MEVD17.2-BN2020	0x1F1A60	2038368	DME, internal fault: monitoring-module fault	The diagnostic function monitors the DME's internal monitor modules.	P060A	Internal Control Module Monitoring Processor Performance	ECM/TCM	Processor	The fault is recognized by the self-diagnosis. Potential problem source(s): - DME defective	This fault is logged in the control module's fault memory immediately.	Terminal 15	Voltage condition:□- Onboard elect	- None	- None	NO	none	Y	- DME defective	- Only replace the DME if the fault remains present continuously or if the fault frequency is greater than 3	- ECE emissions warning lamp: on - ECE electronic engine power reduction: on - CC message: on - US emissions warning lamp: on - US electronic engine power reduction: on - CC message: on	none	Possible apparent symptoms: - Loss of power - Speed limitation	Breakdown notice: - It is possible to continue driving the vehicle, but passing maneuvers should not be attempted owing to reduction in engine output.	- A terminal status switch must be conducted before this fault can be deleted.
MEVD17.2-BN2020	0x1F1A80	2038400	DME, internal fault, watchdog output: malfunction	The diagnostic function monitors the internal ABE and WDA wire in the DME.	P16EA	Internal Control Module Watchdog Error	ECM	Watchdog	The fault is recognized by the self-diagnosis. Potential problem source(s): - DME defective	This fault is logged in the control module's fault memory immediately.	Terminal 15	Voltage condition:□- Onboard elect	- None	- None	NO	none	Y	- DME defective	- Only replace the DME if the fault remains present continuously or if the fault frequency is greater than 3	MY10 ECE: - ECE emissions warning lamp: on - ECE electronic engine power reduction: on - CC message: on MY10 US: - US emissions warning lamp: off - US electronic engine power reduction: on - CC message: on	none	Possible apparent symptoms: - Non-starter in extreme cases	Breakdown notice: Continued driving is not possible while fault is active. When the fault is no longer present continued driving is possible with no restrictions.	- A terminal status switch must be conducted before this fault can be deleted.
MEVD17.2-BN2020	0x1F1A81	2038401	DME, internal fault, watchdog output: faulty question/answer communication	The diagnostic function monitors the internal WDA wire in the DME.	P16EB	Internal Control Module Watchdog Communication Error	ECM	Watchdog	The fault is recognized by the self-diagnosis. Potential problem source(s): - DME defective	This fault is logged in the control module's fault memory immediately.	Terminal 15	Voltage condition:□- Onboard elect	- None	- None	NO	none	Y	- DME defective	- Only replace the DME if the fault remains present continuously or if the fault frequency is greater than 3	MY10 ECE: - ECE emissions warning lamp: on - ECE electronic engine power reduction: on - CC message: on MY10 US: - US emissions warning lamp: off - US electronic engine power reduction: on - CC message: on	none	Possible apparent symptoms: - Breakdown in extreme cases	Breakdown notice: - none	- A terminal status switch must be conducted before this fault can be deleted.
MEVD17.2-BN2020	0x1F1A82	2038402	DME, internal fault, watchdog output: overvoltage detection	The diagnostic function monitors the internal ABE wire in the DME.	P16EC	Internal Control Module Watchdog Overvoltage Error	ECM	Watchdog	The fault is recognized by the self-diagnosis. Potential problem source(s): - DME defective	This fault is logged in the control module's fault memory immediately.	Terminal 15	Voltage condition:□- Onboard elect	- None	- None	NO	none	Y	- DME defective	- Only replace the DME if the fault remains present continuously or if the fault frequency is greater than 3	MY10 ECE: - ECE emissions warning lamp: on - ECE electronic engine power reduction: on - CC message: on MY10 US: - US emissions warning lamp: off - US electronic engine power reduction: on - CC message: on	none	Possible apparent symptoms: - Breakdown in extreme cases	Breakdown notice: - none	- A terminal status switch must be conducted before this fault can be deleted.
MEVD17.2-BN2020	0x1F1A90	2038416	DME, internal fault, monitoring 5V sensor supply: voltage outside valid range	The diagnostic function monitors the sensor voltage supply G1.	P16E7	Internal Control Module Volt Supply Voltage 1 Performance	ECM	Voltage	The fault is recognized by the self-diagnosis. Potential problem source(s): - DME defective	This fault is logged in the control module's fault memory immediately.	Terminal 15	Voltage condition:□- Onboard elect	- None	- None	NO	none	N	- DME defective	- Only replace the DME if the fault remains present continuously or if the fault frequency is greater than 3	MY10 ECE: - ECE emissions warning lamp: on - ECE electronic engine power reduction: off - CC message: on MY10 US: - US emissions warning lamp: on - US electronic engine power reduction: on - CC message: on MY11 ECE: - ECE emissions warning lamp: off - ECE electronic engine power reduction: on - CC message: on	none	Possible apparent symptoms: - Reduced performance - Speed limitation	Breakdown notice: - It is possible to continue driving the vehicle, but passing maneuvers should not be attempted owing to reduction in engine output.	- none
MEVD17.2-BN2020	0x1F1A91	2038417	DME, internal fault, monitoring 5V sensor supply 2: voltage outside valid range	The diagnostic function monitors the internal sensor supply voltage G2.	P16E8	Internal Control Module Volt Supply Voltage 2 Performance	ECM	Voltage	The fault is recognized by the self-diagnosis. Potential problem source(s): - DME defective	This fault is logged in the control module's fault memory immediately.	Terminal 15	Voltage condition:□- Onboard elect	- None	- None	NO	none	N	- DME defective	- Only replace the DME if the fault remains present continuously or if the fault frequency is greater than 3	MY10 ECE: - ECE emissions warning lamp: on - ECE electronic engine power reduction: off - CC message: on MY10 US: - US emissions warning lamp: on - US electronic engine power reduction: on - CC message: on MY11 ECE: - ECE emissions warning lamp: off - ECE electronic engine power reduction: on - CC message: on	none	Possible apparent symptoms: - Reduced performance - Speed limitation	Breakdown notice: - It is possible to continue driving the vehicle, but passing maneuvers should not be attempted owing to reduction in engine output.	- none
MEVD17.2-BN2020	0x1F1A92	2038418	DME, internal fault, monitoring 5V sensor supply 3: voltage outside valid range	The diagnostic function monitors the internal sensor supply voltage G2.	P16E9	Internal Control Module Volt Supply Voltage 3 Performance	ECM	Voltage	The fault is recognized by the self-diagnosis. Potential problem source(s): - DME defective	This fault is logged in the control module's fault memory immediately.	Terminal 15	Voltage condition:□- Onboard elect	- None	- None	NO	none	N	- DME defective	- Only replace the DME if the fault remains present continuously or if the fault frequency is greater than 3	MY10 ECE: - ECE emissions warning lamp: on - ECE electronic engine power reduction: off - CC message: on MY10 US: - US emissions warning lamp: on - US electronic engine power reduction: on - CC message: on MY11 ECE: - ECE emissions warning lamp: off - ECE electronic engine power reduction: on - CC message: on	none	Possible apparent symptoms: - Reduced performance - Speed limitation	Breakdown notice: - It is possible to continue driving the vehicle, but passing maneuvers should not be attempted owing to reduction in engine output.	- none
MEVD17.2-BN2020	0x1F1B40	2038592	Starter, activation: short circuit to positive	The diagnostic function monitors the starter control-activation wire (Terminal 50) from the DME to the CAS.	P0617	Starter Relay Circuit High			The fault is recognized when a short circuit to positive is present. Potential problem source(s): - Defect in wiring harness between CAS and DME - CAS defective - DME defective	This fault is logged in the control module's fault memory immediately.	Terminal 15	Voltage condition:□- Onboard elect	- None	- None	NO	U	N	- Defect in wiring harness between CAS and DME - CAS defective - DME defective	- Check wiring harness between CAS and DME - Continue fault diagnosis with CAS - Replace DME	- ECE emissions warning lamp: off - ECE electronic engine power reduction: off - CC message: none - US emissions warning lamp: off - US electronic engine power reduction: off - CC message: none	none	Possible apparent symptoms: None	Breakdown notice: None	None
MEVD17.2-BN2020	0x1F1B41	2038593	Starter, activation: short circuit to ground	The diagnostic function monitors the starter control-activation wire (Terminal 50) from the DME to the CAS.	P0616	Starter Relay Circuit Low			The fault is recognized when a short circuit to ground is present. Potential problem source(s): - Defect in wiring harness between CAS and DME - CAS defective - DME defective	This fault is logged in the control module's fault memory immediately.	Terminal 15	Voltage condition:□- Onboard elect	- None	- None	NO	U	N	- Defect in wiring harness between CAS and DME - CAS defective - DME defective	- Check wiring harness between CAS and DME - Continue fault diagnosis with CAS - Replace DME	- ECE emissions warning lamp: off - ECE electronic engine power reduction: off - CC message: none - US emissions warning lamp: off - US electronic engine power reduction: off - CC message: none	none	Possible apparent symptoms: Delayed engine start	Breakdown notice: None	None
MEVD17.2-BN2020	0x1F1B42	2038594	Starter, activation: open circuit	The diagnostic function monitors the starter control-activation wire (Terminal 50) from the DME to the CAS.	P0615	Starter Relay Circuit			The fault is recognized when an open wire is present. Potential problem source(s): - Defect in wiring harness between CAS and DME - CAS defective - DME defective	This fault is logged in the control module's fault memory immediately.	Terminal 15	Voltage condition:□- Onboard elect	- None	- None	NO	U	N	- Defect in wiring harness between CAS and DME - CAS defective - DME defective	- Check wiring harness between CAS and DME - Continue fault diagnosis with CAS - Replace DME	- ECE emissions warning lamp: off - ECE electronic engine power reduction: off - CC message: none - US emissions warning lamp: off - US electronic engine power reduction: off - CC message: none	none	Possible apparent symptoms: None	Breakdown notice: None	None
MEVD17.2-BN2020	0x1F1B50	2038608	System voltage, DME master relay: voltage too high	The diagnostic function monitors the battery voltage relative to an upper limit.	P0687	ECM/PCM Power Relay Control Circuit High	ECM/PCM Power Relay	Electrical	Electrical system voltage above 16 V Potential problem source(s): - Systematic fault, for instance, jump start with 24 V - Defect in power supply to DME	This fault is logged in the control module's fault memory immediately.	none	Voltage condition:□- Onboard elect	- None	- 2 min. after engine start	NO	U , 0x5815	N	- Systematic fault, for instance, jump start with 24 V - Defect in power supply to DME	- If an overvoltage fault is logged in the fault memories of multiple control modules then the source is a systematic malfunction in the vehicle (for instance, jump start with 24 V). - If the overvoltage fault is logged in the fault memory of only one control module, then the problem lies with the power supply to this specific control module.	- ECE emissions warning lamp: on - ECE electronic engine power reduction: on - CC message: on - US emissions warning lamp: off - US electronic engine power reduction: off - CC message: none	none	Possible apparent symptoms: - none	Breakdown notice: None	None
MEVD17.2-BN2020	0x1F2104	2040068	Incorrect data record: CAN timeout	The diagnostic function monitors the CAN bus between the CAS and DME.	P3288	Control Module Monitoring Engine Variant CAN-Timeout			FAHRZEUGTYP (VEHICLE VERSION) message from the CAS is missing. Potential problem source(s): - Time limit violation transmitting FAHRZEUGTYP (VEHICLE VERSION) message from CAS - Defective CAS - Defective DME	This fault is logged in the control module's fault memory immediately.	Terminal 15	Voltage condition:□- Onboard elect	- None	- None	NO	none	N	- Time limit violation transmitting FAHRZEUGTYP (VEHICLE VERSION) message from CAS - Defective CAS - Defective DME	- Continue fault diagnosis at the following ECU: CAS Replace CAS - Replace DME	- ECE emissions warning lamp: off - ECE electronic engine power reduction: off - CC message: on - US emissions warning lamp: off - US electronic engine power reduction: off - CC message: on	Occurs when vehicle version message from CAS is missing	Possible apparent symptoms: - Possible power reduction caused by incorrect performance class	Breakdown notice: Avoid passing maneuvers as engine power is reduced	None
MEVD17.2-BN2020	0x1F2108	2040072	Incorrect data record: Variant monitoring	The diagnostic function monitors the software versions in the CAS and DME.	P3289	Control Module Monitoring Engine Variant Plausibility			The fault is recognized when the software versions are not mutually compatible. Potential problem source(s): - DME programming error - DME encoded incorrectly - Defective CAS - Defective DME	This fault is logged in the control module's fault memory immediately.	Terminal 15	Voltage condition:□- Onboard elect	- None	- None	NO	none	N	- DME programming error - DME encoded incorrectly - Defective CAS - Defective DME	- Continue fault diagnosis at the following ECU: CAS Reprogram and encode DME - Replace CAS - Replace DME	- ECE emissions warning lamp: off - ECE electronic engine power reduction: off - CC message: on - US emissions warning lamp: off - US electronic engine power reduction: off - CC message: on	The code (upper/middle/lower performance class) for the CAS does not match the code in the dataset/the code in the DME.	Possible apparent symptoms: - Possible power reduction caused by incorrect performance class	Breakdown notice: Avoid passing maneuvers as engine power is reduced	None
MEVD17.2-BN2020	0x1F2601	2041345	Encoding: Wrong variant coded	The diagnostic function monitors the encoding.					The fault is recognized when the encoding is not correct. Potential problem source(s): - DME encoded incorrectly	This fault is logged in the control module's fault memory immediately.	Terminal 15	Voltage condition:□- Onboard elect	- None	- None	None	None	N	- DME encoded incorrectly	- Encode DME - If diagnostic fault code is logged again: Replace DME	- ECE emissions warning lamp: off - ECE electronic engine power reduction: off - CC message: on - US emissions warning lamp: off - US electronic engine power reduction: off - CC message: on	none	Possible apparent symptoms: Possible output limitation; Vmax too low	Breakdown notice: Because power may be reduced passing maneuvers should be avoided	None
MEVD17.2-BN2020	0x1F2604	2041348	Encoding: Vehicle identification number not coded	The diagnostic function monitors the encoding.					The fault is recognized when the encoding is not correct. Potential problem source(s): - DME encoded incorrectly	This fault is logged in the control module's fault memory immediately.	Terminal 15	Voltage condition:□- Onboard elect	- None	- None	None	None	N	- DME encoded incorrectly	- Encode DME - If diagnostic fault code is logged again: Replace DME	- ECE emissions warning lamp: off - ECE electronic engine power reduction: off - CC message: on - US emissions warning lamp: off - US electronic engine power reduction: off - CC message: on	none	Possible apparent symptoms: Possible output limitation; Vmax too low	Breakdown notice: Because power may be reduced passing maneuvers should be avoided	None
									The fault is recognized when the			Voltage condition:□- Onboard elect								- ECE emissions warning lamp: off - ECE electronic engine power reduction: off - CC message: on				

MEVD17.2-BN2020	0x1F2702	2041602	Encoding: Variant check error	The diagnostic function monitors the encoding.					The fault is recognized when the encoding is not correct. Potential problem source(s): - DME encoded incorrectly	This fault is logged in the control module's fault memory immediately.	Terminal 15	Voltage condition: - Onboard elect	None	- None	None	None	N	- DME encoded incorrectly	- Encode DME - If diagnostic fault code is logged again: Replace DME	- ECE emissions warning lamp: off - ECE electronic engine power reduction: off - CC message: on - US emissions warning lamp: off - US electronic engine power reduction: off - CC message: on	none	Possible apparent symptoms: Possible output limitation; Vmax too low	Breakdown notice: Because power may be reduced passing maneuvers should be avoided	None
MEVD17.2-BN2020	0x1F2704	2041604	Encoding: Implausible variant	The diagnostic function monitors the encoding.					The fault is recognized when the encoding is not correct. Potential problem source(s): - DME encoded incorrectly	This fault is logged in the control module's fault memory immediately.	Terminal 15	Voltage condition: - Onboard elect	None	- None	None	None	N	- DME encoded incorrectly	- Encode DME - If diagnostic fault code is logged again: Replace DME	- ECE emissions warning lamp: off - ECE electronic engine power reduction: off - CC message: on - US emissions warning lamp: off - US electronic engine power reduction: off - CC message: on	none	Possible apparent symptoms: Possible output limitation; Vmax too low	Breakdown notice: Because power may be reduced passing maneuvers should be avoided	None
MEVD17.2-BN2020	0x1F4A01	2050561	Relay, ignition and injection systems, activation: Short circuit to B+	The diagnostic function monitors the wire to the overload-protection relay for ignition and injection.					The fault is recognized when a short circuit to positive is present. Potential problem source(s): - Wiring harness between DME and overload-protection relay for ignition and injection is defective - Defect at ignition relay - Defective DME	This fault is logged in the control module's fault memory immediately.	Terminal 15	Voltage condition: - Onboard elect	None	- None	NO	none	N	- Wiring harness between DME and overload-protection relay for ignition and injection is defective - Defect at ignition relay - Defective DME	- Check wiring harness between DME and overload-protection relay for ignition and injection - Replace overload-protection relay for ignition and injection - Replace DME	- ECE emissions warning lamp: off - ECE electronic engine power reduction: off - CC message: none - US emissions warning lamp: off - US electronic engine power reduction: off - CC message: none	Engine fails to start, or stalls	Possible apparent symptoms: - No longer possible to start engine	Breakdown notice: None	None
MEVD17.2-BN2020	0x1F4A02	2050562	Relay, ignition and injection systems, activation: Short to earth	The diagnostic function monitors the wire to the overload-protection relay for ignition and injection.					The fault is recognized when a short circuit to ground is present. Potential problem source(s): - Wiring harness between DME and overload-protection relay for ignition and injection is defective - Defect at ignition relay - Defective DME	This fault is logged in the control module's fault memory immediately.	Terminal 15	Voltage condition: - Onboard elect	None	- None	NO	none	N	- Wiring harness between DME and overload-protection relay for ignition and injection is defective - Defect at ignition relay - Defective DME	- Check wiring harness between DME and overload-protection relay for ignition and injection - Replace overload-protection relay for ignition and injection - Replace DME	- ECE emissions warning lamp: off - ECE electronic engine power reduction: off - CC message: none - US emissions warning lamp: off - US electronic engine power reduction: off - CC message: none	Engine continues to run and starts	Possible apparent symptoms: None	Breakdown notice: None	None
MEVD17.2-BN2020	0x1F4A10	2050576	Relay, ignition and injection systems, activation: Open circuit	The diagnostic function monitors the wire to the overload-protection relay for ignition and injection.					The fault is recognized when an open wire is present. Potential problem source(s): - Wiring harness between DME and overload-protection relay for ignition and injection is defective - Defect at ignition relay - Defective DME	This fault is logged in the control module's fault memory immediately.	Terminal 15	Voltage condition: - Onboard elect	None	- None	NO	none	N	- Wiring harness between DME and overload-protection relay for ignition and injection is defective - Defect at ignition relay - Defective DME	- Check wiring harness between DME and overload-protection relay for ignition and injection - Replace overload-protection relay for ignition and injection - Replace DME	- ECE emissions warning lamp: off - ECE electronic engine power reduction: off - CC message: none - US emissions warning lamp: off - US electronic engine power reduction: off - CC message: none	Engine fails to start, or stalls	Possible apparent symptoms: - No longer possible to start engine	Breakdown notice: None	None
MEVD17.2-BN2020	0x1F5020	2052128	DME, internal fault, interior-temperature sensor: value too high.	The diagnostic function monitors control module temperature for violation of an upper limit.	P0634	Control Module Internal Temperature 'A' Too High	ECM/TCM	Internal Temperature	The diagnostic fault code is logged when the voltage value for ECU temperature > 4.9 V. Potential problem source(s): - DME defective	This fault is logged in the control module's fault memory immediately.	Terminal 15	Voltage condition: - Onboard elect	None	- None	NO	none	N	- DME defective	- Only replace the DME if the fault remains present continuously or if the fault frequency is greater than 3	- ECE emissions warning lamp: off - ECE electronic engine power reduction: off - CC message: on - US emissions warning lamp: off - US electronic engine power reduction: off - CC message: on	none	Possible apparent symptoms: - Loss of power	Breakdown notice: - none	- none
MEVD17.2-BN2020	0x1F5021	2052129	DME, internal fault, interior-temperature sensor: value too low	The diagnostic function monitors control module temperature for violation of a lower limit.	P163A	PCM/ECM/TCM Internal Temperature Too Low	ECM/TCM	Internal Temperature	The fault is logged in the ECU fault memory when the voltage for the control module temperature is > 0.1 V. Potential problem source(s): - DME defective	This fault is logged in the control module's fault memory immediately.	Terminal 15	Voltage condition: - Onboard elect	None	- None	NO	none	N	- DME defective	- Only replace the DME if the fault remains present continuously or if the fault frequency is greater than 3	- ECE emissions warning lamp: off - ECE electronic engine power reduction: off - CC message: on - US emissions warning lamp: off - US electronic engine power reduction: off - CC message: on	none	Possible apparent symptoms: - Loss of power	Breakdown notice: - none	- none
MEVD17.2-BN2020	0x1F5101	2052353	DME temperature: Overtemperature	The diagnostic function monitors the interior temperature of the DME.	P0634	Control Module Internal Temperature 'A' Too High	ECM/TCM	Internal Temperature	The fault is recognized when the temperature in the DME is too high. Potential problem source(s): - DME overheated - Defective DME	This fault is logged in the control module's fault memory immediately.	none	Voltage condition: - Onboard elect	None	- None	none	Temp, 0x5821	Y	- DME overheated - Defective DME	- Check E-box fan as indicated - Only replace the DME if the fault remains present continuously or if the fault frequency is greater than 3	- ECE emissions warning lamp: off - ECE electronic engine power reduction: off - CC message: on - US emissions warning lamp: on - US electronic engine power reduction: on - CC message: on	none	Possible apparent symptoms: - Loss of power	Breakdown notice: - none	- none
MEVD17.2-BN2020	0x200D04	2100484	Internal DME error, signal monitoring: Accelerator pedal implausible	The diagnostic function monitors the DME.					The fault is recognized by the self-diagnosis. Potential problem source(s): - Secondary fault from mixture formation - Defective DME	This fault is logged in the control module's fault memory immediately.	none	Voltage condition: - Onboard elect	None	- None	NO	none	Y	- Secondary fault from mixture formation - Defective DME	- Start by repairing faults related to logged ECU fault memory entries for mixture formation - Only replace the DME if the fault remains present continuously or if the fault frequency is greater than 3	- ECE emissions warning lamp: off - ECE electronic engine power reduction: off - CC message: none - US emissions warning lamp: off - US electronic engine power reduction: off - CC message: none	none	Possible apparent symptoms: - Driver assistance systems no longer operational	Breakdown notice: - none	- A terminal status switch must be conducted before this fault can be deleted.
MEVD17.2-BN2020	0x200F11	2101009	Internal DME error, signal monitoring: Actual wheel torque implausible	The diagnostic function monitors the DME.					The fault is recognized by the self-diagnosis. Potential problem source(s): - Secondary fault from mixture formation - Defective DME	This fault is logged in the control module's fault memory immediately.	none	Voltage condition: - Onboard elect	None	- None	NO	none	Y	- Secondary fault from mixture formation - Defective DME	- Start by repairing faults related to logged ECU fault memory entries for mixture formation - Only replace the DME if the fault remains present continuously or if the fault frequency is greater than 3	- ECE emissions warning lamp: off - ECE electronic engine power reduction: off - CC message: none - US emissions warning lamp: off - US electronic engine power reduction: off - CC message: none	none	Possible apparent symptoms: - Driver assistance systems no longer operational	Breakdown notice: - none	- A terminal status switch must be conducted before this fault can be deleted.
MEVD17.2-BN2020	0x200F12	2101010	Internal DME error, signal monitoring: Coordinated wheel torque implausible	The diagnostic function monitors the DME.					The fault is recognized by the self-diagnosis. Potential problem source(s): - Secondary fault from mixture formation - Defective DME	This fault is logged in the control module's fault memory immediately.	none	Voltage condition: - Onboard elect	None	- None	NO	none	Y	- Secondary fault from mixture formation - Defective DME	- Start by repairing faults related to logged ECU fault memory entries for mixture formation - Only replace the DME if the fault remains present continuously or if the fault frequency is greater than 3	- ECE emissions warning lamp: off - ECE electronic engine power reduction: off - CC message: none - US emissions warning lamp: off - US electronic engine power reduction: off - CC message: none	none	Possible apparent symptoms: - Driver assistance systems no longer operational	Breakdown notice: - none	- A terminal status switch must be conducted before this fault can be deleted.
MEVD17.2-BN2020	0x200F13	2101011	Internal DME error, signal monitoring: Loss torque implausible	The diagnostic function monitors the DME.					The fault is recognized by the self-diagnosis. Potential problem source(s): - Secondary fault from mixture formation - Defective DME	This fault is logged in the control module's fault memory immediately.	none	Voltage condition: - Onboard elect	None	- None	NO	none	Y	- Secondary fault from mixture formation - Defective DME	- Start by repairing faults related to logged ECU fault memory entries for mixture formation - Only replace the DME if the fault remains present continuously or if the fault frequency is greater than 3	- ECE emissions warning lamp: off - ECE electronic engine power reduction: off - CC message: none - US emissions warning lamp: off - US electronic engine power reduction: off - CC message: none	none	Possible apparent symptoms: - Driver assistance systems no longer operational	Breakdown notice: - none	- A terminal status switch must be conducted before this fault can be deleted.
MEVD17.2-BN2020	0x200F14	2101012	Internal DME error, signal monitoring: Gain, drive train, implausible	The diagnostic function monitors the DME.					The fault is recognized by the self-diagnosis. Potential problem source(s): - Secondary fault from mixture formation - Defective DME	This fault is logged in the control module's fault memory immediately.	none	Voltage condition: - Onboard elect	None	- None	NO	none	Y	- Secondary fault from mixture formation - Defective DME	- Start by repairing faults related to logged ECU fault memory entries for mixture formation - Only replace the DME if the fault remains present continuously or if the fault frequency is greater than 3	- ECE emissions warning lamp: off - ECE electronic engine power reduction: off - CC message: none - US emissions warning lamp: off - US electronic engine power reduction: off - CC message: none	none	Possible apparent symptoms: - Driver assistance systems no longer operational	Breakdown notice: - none	- A terminal status switch must be conducted before this fault can be deleted.
MEVD17.2-BN2020	0x200F15	2101013	Internal DME error, signal monitoring: Status, assist system interface, implausible	The diagnostic function monitors the DME.					The fault is recognized by the self-diagnosis. Potential problem source(s): - Secondary fault from mixture formation - Defective DME	This fault is logged in the control module's fault memory immediately.	none	Voltage condition: - Onboard elect	None	- None	NO	none	Y	- Secondary fault from mixture formation - Defective DME	- Start by repairing faults related to logged ECU fault memory entries for mixture formation - Only replace the DME if the fault remains present continuously or if the fault frequency is greater than 3	- ECE emissions warning lamp: off - ECE electronic engine power reduction: off - CC message: none - US emissions warning lamp: off - US electronic engine power reduction: off - CC message: none	none	Possible apparent symptoms: - Driver assistance systems no longer operational	Breakdown notice: - none	- A terminal status switch must be conducted before this fault can be deleted.
MEVD17.2-BN2020	0x200F16	2101014	Internal DME error, signal monitoring: Status wont, wheel torque interface implausible	The diagnostic function monitors the DME.					The fault is recognized by the self-diagnosis. Potential problem source(s): - Secondary fault from mixture formation - Defective DME	This fault is logged in the control module's fault memory immediately.	none	Voltage condition: - Onboard elect	None	- None	NO	none	Y	- Secondary fault from mixture formation - Defective DME	- Start by repairing faults related to logged ECU fault memory entries for mixture formation - Only replace the DME if the fault remains present continuously or if the fault frequency is greater than 3	- ECE emissions warning lamp: off - ECE electronic engine power reduction: off - CC message: none - US emissions warning lamp: off - US electronic engine power reduction: off - CC message: none	none	Possible apparent symptoms: - Driver assistance systems no longer operational	Breakdown notice: - none	- A terminal status switch must be conducted before this fault can be deleted.
MEVD17.2-BN2020	0x200F17	2101015	Internal DME error, signal monitoring: Engine drag torque implausible	The diagnostic function monitors the DME.					The fault is recognized by the self-diagnosis. Potential problem source(s): - Secondary fault from mixture formation - Defective DME	This fault is logged in the control module's fault memory immediately.	none	Voltage condition: - Onboard elect	None	- None	NO	none	Y	- Secondary fault from mixture formation - Defective DME	- Start by repairing faults related to logged ECU fault memory entries for mixture formation - Only replace the DME if the fault remains present continuously or if the fault frequency is greater than 3	- ECE emissions warning lamp: off - ECE electronic engine power reduction: off - CC message: none - US emissions warning lamp: off - US electronic engine power reduction: off - CC message: none	none	Possible apparent symptoms: - Driver assistance systems no longer operational	Breakdown notice: - none	- A terminal status switch must be conducted before this fault can be deleted.
MEVD17.2-BN2020	0x200F18	2101016	Internal DME error, expanded signal monitoring: Accelerator pedal implausible	The diagnostic function monitors the DME.					The fault is recognized by the self-diagnosis. Potential problem source(s): - Secondary fault from mixture formation - Defective DME	This fault is logged in the control module's fault memory immediately.	none	Voltage condition: - Onboard elect	None	- None	NO	none	Y	- Secondary fault from mixture formation - Defective DME	- Start by repairing faults related to logged ECU fault memory entries for mixture formation - Only replace the DME if the fault remains present continuously or if the fault frequency is greater than 3	- ECE emissions warning lamp: off - ECE electronic engine power reduction: off - CC message: none - US emissions warning lamp: off - US electronic engine power reduction: off - CC message: none	none	Possible apparent symptoms: - Driver assistance systems no longer operational	Breakdown notice: - none	- A terminal status switch must be conducted before this fault can be deleted.
MEVD17.2-BN2020	0x200F19	2101017	Internal DME error, expanded signal monitoring: Actual wheel torque implausible	The diagnostic function monitors the DME.					The fault is recognized by the self-diagnosis. Potential problem source(s): - Secondary fault from mixture formation - Defective DME	This fault is logged in the control module's fault memory immediately.	none	Voltage condition: - Onboard elect	None	- None	NO	none	Y	- Secondary fault from mixture formation - Defective DME	- Start by repairing faults related to logged ECU fault memory entries for mixture formation - Only replace the DME if the fault remains present continuously or if the fault frequency is greater than 3	- ECE emissions warning lamp: off - ECE electronic engine power reduction: off - CC message: none - US emissions warning lamp: off - US electronic engine power reduction: off - CC message: none	none	Possible apparent symptoms: - Driver assistance systems no longer operational	Breakdown notice: - none	- A terminal status switch must be conducted before this fault can be deleted.
									The fault is recognized by the self-diagnosis.			Voltage condition: - Onboard elect								- ECE emissions warning lamp: off - ECE electronic engine power reduction: off - CC message: none				

MEVD17.2-BN2020	0x200F21	2101025	Internal DME error, expanded signal monitoring: Loss torque implausible	The diagnostic function monitors the DME.					The fault is recognized by the self-diagnosis. Potential problem source(s): - Secondary fault from mixture formation - Defective DME	This fault is logged in the control module's fault memory immediately.	none	Voltage condition:□- Onboard electi	- None	- None	NO	none	Y	- Secondary fault from mixture formation - Defective DME	- Start by repairing faults related to logged ECU fault memory entries for mixture formation - Only replace the DME if the fault remains present continuously or if the fault frequency is greater than 3	- ECE emissions warning lamp: off - ECE electronic engine power reduction: off - CC message: none - US emissions warning lamp: off - US electronic engine power reduction: off - CC message: none	none	Possible apparent symptoms: - Driver assistance systems no longer operational	Breakdown notice: - none	- A terminal status switch must be conducted before this fault can be deleted.
MEVD17.2-BN2020	0x200F22	2101026	Internal DME error, expanded signal monitoring: Gain, drive train, implausible	The diagnostic function monitors the DME.					The fault is recognized by the self-diagnosis. Potential problem source(s): - Secondary fault from mixture formation - Defective DME	This fault is logged in the control module's fault memory immediately.	none	Voltage condition:□- Onboard electi	- None	- None	NO	none	Y	- Secondary fault from mixture formation - Defective DME	- Start by repairing faults related to logged ECU fault memory entries for mixture formation - Only replace the DME if the fault remains present continuously or if the fault frequency is greater than 3	- ECE emissions warning lamp: off - ECE electronic engine power reduction: off - CC message: none - US emissions warning lamp: off - US electronic engine power reduction: off - CC message: none	none	Possible apparent symptoms: - Driver assistance systems no longer operational	Breakdown notice: - none	- A terminal status switch must be conducted before this fault can be deleted.
MEVD17.2-BN2020	0x200F23	2101027	Internal DME error, expanded signal monitoring: Status, assist system interface, implausible	The diagnostic function monitors the DME.					The fault is recognized by the self-diagnosis. Potential problem source(s): - Secondary fault from mixture formation - Defective DME	This fault is logged in the control module's fault memory immediately.	none	Voltage condition:□- Onboard electi	- None	- None	NO	none	Y	- Secondary fault from mixture formation - Defective DME	- Start by repairing faults related to logged ECU fault memory entries for mixture formation - Only replace the DME if the fault remains present continuously or if the fault frequency is greater than 3	- ECE emissions warning lamp: off - ECE electronic engine power reduction: off - CC message: none - US emissions warning lamp: off - US electronic engine power reduction: off - CC message: none	none	Possible apparent symptoms: - Driver assistance systems no longer operational	Breakdown notice: - none	- A terminal status switch must be conducted before this fault can be deleted.
MEVD17.2-BN2020	0x200F24	2101028	Internal DME error, expanded signal monitoring: Qualifier, wheel torque interface implausible	The diagnostic function monitors the DME.					The fault is recognized by the self-diagnosis. Potential problem source(s): - Secondary fault from mixture formation - Defective DME	This fault is logged in the control module's fault memory immediately.	none	Voltage condition:□- Onboard electi	- None	- None	NO	none	Y	- Secondary fault from mixture formation - Defective DME	- Start by repairing faults related to logged ECU fault memory entries for mixture formation - Only replace the DME if the fault remains present continuously or if the fault frequency is greater than 3	- ECE emissions warning lamp: off - ECE electronic engine power reduction: off - CC message: none - US emissions warning lamp: off - US electronic engine power reduction: off - CC message: none	none	Possible apparent symptoms: - Driver assistance systems no longer operational	Breakdown notice: - none	- A terminal status switch must be conducted before this fault can be deleted.
MEVD17.2-BN2020	0x200F25	2101029	Internal DME error, expanded signal monitoring: Engine drag torque implausible	The diagnostic function monitors the DME.					The fault is recognized by the self-diagnosis. Potential problem source(s): - Secondary fault from mixture formation - Defective DME	This fault is logged in the control module's fault memory immediately.	none	Voltage condition:□- Onboard electi	- None	- None	NO	none	Y	- Secondary fault from mixture formation - Defective DME	- Start by repairing faults related to logged ECU fault memory entries for mixture formation - Only replace the DME if the fault remains present continuously or if the fault frequency is greater than 3	- ECE emissions warning lamp: off - ECE electronic engine power reduction: off - CC message: none - US emissions warning lamp: off - US electronic engine power reduction: off - CC message: none	none	Possible apparent symptoms: - Driver assistance systems no longer operational	Breakdown notice: - none	- A terminal status switch must be conducted before this fault can be deleted.
MEVD17.2-BN2020	0x200F26	2101030	Internal DME fault, expanded signal monitoring: Engine running status implausible	The diagnostic function monitors the DME's internal status.					The fault is recognized by the self-diagnosis. Potential problem source(s): - DME defective	This fault is logged in the control module's fault memory immediately.	none	Voltage condition:□- Onboard electi	- None	- None	NO	none	Y	- DME defective	- Only replace the DME if the fault remains present continuously or if the fault frequency is greater than 3	- ECE emissions warning lamp: off - ECE electronic engine power reduction: off - CC message: none - US emissions warning lamp: off - US electronic engine power reduction: off - CC message: none	none	Possible apparent symptoms: - Loss of power - Speed limitation	Breakdown notice: - It is possible to continue driving the vehicle, but passing maneuvers should not be attempted owing to reduction in engine output.	- A terminal status switch must be conducted before this fault can be deleted.
MEVD17.2-BN2020	0x200F27	2101031	Internal DME fault, signal monitoring: Rear axle crankshaft speed implausible	The diagnostic function monitors the DME.					The fault is recognized by the self-diagnosis. Potential problem source(s): - Secondary fault from mixture formation - Defective DME	This fault is logged in the control module's fault memory immediately.	none	Voltage condition:□- Onboard electi	- None	- None	NO	none	Y	- Secondary fault from mixture formation - Defective DME	- Start by repairing faults related to logged ECU fault memory entries for mixture formation - Only replace the DME if the fault remains present continuously or if the fault frequency is greater than 3	- ECE emissions warning lamp: off - ECE electronic engine power reduction: off - CC message: none - US emissions warning lamp: off - US electronic engine power reduction: off - CC message: none	none	Possible apparent symptoms: - Driver assistance systems no longer operational	Breakdown notice: - none	- A terminal status switch must be conducted before this fault can be deleted.
MEVD17.2-BN2020	0x200F28	2101032	Internal DME fault, signal monitoring: desired direction of travel implausible	The diagnostic function monitors the DME.					The fault is recognized by the self-diagnosis. Potential problem source(s): - Secondary fault from mixture formation - Defective DME	This fault is logged in the control module's fault memory immediately.	none	Voltage condition:□- Onboard electi	- None	- None	NO	none	Y	- Secondary fault from mixture formation - Defective DME	- Start by repairing faults related to logged ECU fault memory entries for mixture formation - Only replace the DME if the fault remains present continuously or if the fault frequency is greater than 3	- ECE emissions warning lamp: off - ECE electronic engine power reduction: off - CC message: none - US emissions warning lamp: off - US electronic engine power reduction: off - CC message: none	none	Possible apparent symptoms: - Driver assistance systems no longer operational	Breakdown notice: - none	- A terminal status switch must be conducted before this fault can be deleted.
MEVD17.2-BN2020	0x200F29	2101033	Internal DME fault, signal monitoring: engine status implausible	The diagnostic function monitors the DME.					The fault is recognized by the self-diagnosis. Potential problem source(s): - Secondary fault from mixture formation - Defective DME	This fault is logged in the control module's fault memory immediately.	none	Voltage condition:□- Onboard electi	- None	- None	NO	none	Y	- Secondary fault from mixture formation - Defective DME	- Start by repairing faults related to logged ECU fault memory entries for mixture formation - Only replace the DME if the fault remains present continuously or if the fault frequency is greater than 3	- ECE emissions warning lamp: off - ECE electronic engine power reduction: off - CC message: none - US emissions warning lamp: off - US electronic engine power reduction: off - CC message: none	none	Possible apparent symptoms: - Driver assistance systems no longer operational	Breakdown notice: - none	- A terminal status switch must be conducted before this fault can be deleted.
MEVD17.2-BN2020	0x200F2A	2101034	Internal DME fault, signal monitoring: status of power transmission drive train implausible	The diagnostic function monitors the DME.					The fault is recognized by the self-diagnosis. Potential problem source(s): - Secondary fault from mixture formation - Defective DME	This fault is logged in the control module's fault memory immediately.	none	Voltage condition:□- Onboard electi	- None	- None	NO	none	Y	- Secondary fault from mixture formation - Defective DME	- Start by repairing faults related to logged ECU fault memory entries for mixture formation - Only replace the DME if the fault remains present continuously or if the fault frequency is greater than 3	- ECE emissions warning lamp: off - ECE electronic engine power reduction: off - CC message: none - US emissions warning lamp: off - US electronic engine power reduction: off - CC message: none	none	Possible apparent symptoms: - Driver assistance systems no longer operational	Breakdown notice: - none	- A terminal status switch must be conducted before this fault can be deleted.
MEVD17.2-BN2020	0x200F2B	2101035	Internal DME fault, expanded signal monitoring: Rear axle crankshaft speed implausible	The diagnostic function monitors the DME.					The fault is recognized by the self-diagnosis. Potential problem source(s): - Secondary fault from mixture formation - Defective DME	This fault is logged in the control module's fault memory immediately.	none	Voltage condition:□- Onboard electi	- None	- None	NO	none	Y	- Secondary fault from mixture formation - Defective DME	- Start by repairing faults related to logged ECU fault memory entries for mixture formation - Only replace the DME if the fault remains present continuously or if the fault frequency is greater than 3	- ECE emissions warning lamp: off - ECE electronic engine power reduction: off - CC message: none - US emissions warning lamp: off - US electronic engine power reduction: off - CC message: none	none	Possible apparent symptoms: - Driver assistance systems no longer operational	Breakdown notice: - none	- A terminal status switch must be conducted before this fault can be deleted.
MEVD17.2-BN2020	0x200F2C	2101036	Internal DME fault, expanded signal monitoring: desired direction of travel implausible	The diagnostic function monitors the DME.					The fault is recognized by the self-diagnosis. Potential problem source(s): - Secondary fault from mixture formation - Defective DME	This fault is logged in the control module's fault memory immediately.	none	Voltage condition:□- Onboard electi	- None	- None	NO	none	Y	- Secondary fault from mixture formation - Defective DME	- Start by repairing faults related to logged ECU fault memory entries for mixture formation - Only replace the DME if the fault remains present continuously or if the fault frequency is greater than 3	- ECE emissions warning lamp: off - ECE electronic engine power reduction: off - CC message: none - US emissions warning lamp: off - US electronic engine power reduction: off - CC message: none	none	Possible apparent symptoms: - Driver assistance systems no longer operational	Breakdown notice: - none	- A terminal status switch must be conducted before this fault can be deleted.
MEVD17.2-BN2020	0x200F2D	2101037	Internal DME fault, expanded signal monitoring: engine status implausible	The diagnostic function monitors the DME.					The fault is recognized by the self-diagnosis. Potential problem source(s): - Secondary fault from mixture formation - Defective DME	This fault is logged in the control module's fault memory immediately.	none	Voltage condition:□- Onboard electi	- None	- None	NO	none	Y	- Secondary fault from mixture formation - Defective DME	- Start by repairing faults related to logged ECU fault memory entries for mixture formation - Only replace the DME if the fault remains present continuously or if the fault frequency is greater than 3	- ECE emissions warning lamp: off - ECE electronic engine power reduction: off - CC message: none - US emissions warning lamp: off - US electronic engine power reduction: off - CC message: none	none	Possible apparent symptoms: - Driver assistance systems no longer operational	Breakdown notice: - none	- The following conditions can lead to an incorrect diagnosis: - Battery change or defective battery - Engine heated by secondary source, such as auxiliary heater - Sensor frozen
MEVD17.2-BN2020	0x200F2E	2101038	Internal DME fault, expanded signal monitoring: status of power transmission drive train implausible	The diagnostic function monitors the DME.					The fault is recognized by the self-diagnosis. Potential problem source(s): - Secondary fault from mixture formation - Defective DME	This fault is logged in the control module's fault memory immediately.	none	Voltage condition:□- Onboard electi	- None	- None	NO	none	Y	- Secondary fault from mixture formation - Defective DME	- Start by repairing faults related to logged ECU fault memory entries for mixture formation - Only replace the DME if the fault remains present continuously or if the fault frequency is greater than 3	- ECE emissions warning lamp: off - ECE electronic engine power reduction: off - CC message: none - US emissions warning lamp: off - US electronic engine power reduction: off - CC message: none	none	Possible apparent symptoms: - Driver assistance systems no longer operational	Breakdown notice: - none	- A terminal status switch must be conducted before this fault can be deleted.
MEVD17.2-BN2020	0x201004	2101252	CBS client: output of substitute value	The diagnostic function monitors calculation of milage remaining in the engine oil service interval.					The fault is recognized when the calculation of milage remaining in the engine oil service interval uses a default value. Potential problem source(s): - Defective oil level sensor - Error in calculating CBS data	none	Terminal 15	Voltage condition:□- Onboard electi	- None	- None	NO	none	Y	- Defective oil level sensor - Error in calculating CBS data	- Check operation of oil level sensor - Replace oil level sensor	- ECE emissions warning lamp: off - ECE electronic engine power reduction: off - CC message: none - US emissions warning lamp: off - US electronic engine power reduction: off - CC message: none	none	Possible apparent symptoms: None	Breakdown notice: Take vehicle to service facility within remaining milage and have oil level sensor checked.	The diagnostic fault code can only be deleted once the oil level sensor is again fully operational.
MEVD17.2-BN2020	0x201008	2101256	CBS client: availability jump	The diagnostic function monitors whether a jump in the availability has taken place.					The fault is recognized when the availability makes implausible jumps within a driving cycle. Potential problem source(s): - Tampering with system - Error in calculating CBS data	none	Terminal 15	Voltage condition:□- Onboard electi	- None	- None	NO	none	Y	- Tampering with system - Error in calculating CBS data	- Conduct CBS system test	- ECE emissions warning lamp: off - ECE electronic engine power reduction: off - CC message: none - US emissions warning lamp: off - US electronic engine power reduction: off - CC message: none	none	Possible apparent symptoms: None	Breakdown notice: None	None
MEVD17.2-BN2020	0x201010	2101264	CAN hardware: Faulty	The diagnostic function monitors the CAN controller in the DME.	P10DC	Can Bus Hardware Defective	CAN-Bus	Hardware	The fault is recognized when a hardware fault is present in the CAN controller. Potential problem source(s): - DME defective	This fault is logged in the control module's fault memory immediately.	Terminal 15	Voltage condition:□- Onboard electi	- None	- None	NO	CAN controller status	N	- DME defective	- Replace DME	ECE: - ECE emissions warning lamp: off - ECE electronic engine power reduction: off - CC message: none MY10 US: - US emissions warning lamp: on - US electronic engine power reduction: off - CC message: on	none	Possible apparent symptoms: - No tachometer display in the instrument cluster - Brief rpm drop when IHKA automatic climate control is activated at idle	Breakdown notice: None	None
MEVD17.2-BN2020	0x201020	2101280	FlexRay hardware: Faulty	The diagnostic function monitors the CAN controller in the DME.	P10DD	FlexRay Hardware Defective	FlexRay	Hardware	The fault is recognized when a hardware fault is present in the FlexRay controller. Potential problem source(s): - DME defective	This fault is logged in the control module's fault memory immediately.	Terminal 15	Voltage condition:□- Onboard electi	- None	- None	NO	FlexRay controller status	N	- DME defective	- Replace DME	ECE: - ECE emissions warning lamp: off - ECE electronic engine power reduction: off - CC message: none MY10 US: - US emissions warning lamp: on - US electronic engine power reduction: off - CC message: on	none	Possible apparent symptoms: - DSC Failure - Cruise control failure	Breakdown notice: None	None
									The fault is detected by the			Voltage condition:□- Onboard electi								- ECE emissions warning lamp: off - ECE electronic engine power reduction: off - CC message: none				

MEVD17.2-BN2020	0x20A701	2139905	Coolant pump, speed deviation: outside tolerance	The diagnostic function monitors the rotation speed of the electric water pump.	P15D0	Coolant Pump RPM Out of Range			The fault is recognized when the specified and actual rotation speeds of the electric water pump fail to match. Potential problem source(s): - Air in the cooling system - Defect in wiring harness to water pump - Defective water pump	The diagnostic fault code is logged when the fault remains present for longer than 1 min.	none	Voltage condition:□- Onboard elect	- Engine warmed to normal tempera	- None	Yes (2F) (60BF) Activation at 100%	none	Y	- Air in the cooling system - Defect in wiring harness to water pump - Defective water pump	- Check mixture ratio of coolant and inspect for contamination - Bleed air from cooling system - Transmit activation voltage to water pump and evaluate operation with visual inspection at the expansion tank - Check wiring harness between water pump and DME - Replace water pump	- ECE emissions warning lamp: off - ECE electronic engine power reduction: off - CC message: on - US emissions warning lamp: off - US electronic engine power reduction: off - CC message: on	none	Possible apparent symptoms: CC message if engine becomes too hot, breakdown in extreme cases	Breakdown notice: None	Observe sequence for fault rectification: - If the pump is activated at TMOT>90 °C as tester job the diagnostic fault code 0x3792 or 0x20AD08 'Water pump: rotation speed implausible' can be logged, ignore this fault and delete it --> Carry out tester job at Tmot<90°C
MEVD17.2-BN2020	0x20A801	2140161	Coolant pump, deactivation: internal temperature too high	The diagnostic function monitors the temperature of the electric water pump's electronics.	P15D1	Coolant Pump Cut-Off, Internal Temperature Too High			The fault is recognized when the temperature of the water pump's electronics is >136 °C. A power reduction is entered. Potential problem source(s): - Electric fan defective - Coolant thermostat defective - Insufficient coolant - Defective water pump	The diagnostic fault code is logged when the fault remains present for longer than 1 min.	none	Voltage condition:□- Onboard elect	- None	- None	Yes (2F) (60BF)	none	N	- Electric fan defective - Coolant thermostat defective - Insufficient coolant - Defective water pump	- Continue testing with test modules focusing on problems with the electric fan and the thermostat - Start engine, set heat to maximum output, allow to run for 5 minutes and the check to determine whether the diagnostic fault code has been logged again - If the diagnostic fault code continues to appear despite correct engine temperature replace the water pump	- ECE emissions warning lamp: off - ECE electronic engine power reduction: off - CC message: on - US emissions warning lamp: off - US electronic engine power reduction: off - CC message: on	none	Possible apparent symptoms: CC message if engine becomes too hot, breakdown in extreme cases	Breakdown notice: None	Observe sequence for fault rectification: - If the pump is activated at TMOT>90 °C as tester job the diagnostic fault code 0x3792 or 0x20AD08 'Water pump: rotation speed implausible' can be logged, ignore this fault and delete it --> Carry out tester job at Tmot<90°C
MEVD17.2-BN2020	0x20A802	2140162	Coolant pump, shutdown: Overvoltage detected	The diagnostic function monitors the power-supply voltage to the electric water pump.	P15D2	Coolant Pump Cut-Off, Overvoltage			The fault is recognized when the electric water pump deactivates as a result of overvoltage. Potential problem source(s): - Jump-start with 24 V battery - Problem with electrical system voltage - Defective water pump	The diagnostic fault code is logged when the fault remains present for longer than 1 min.	none	Voltage condition:□- Onboard elect	- None	- None	Yes (2F) (60BF)	none	N	- Jump-start with 24 V battery - Problem with electrical system voltage - Defective water pump	- Continue test routine with test modules that deal with problems related to voltage in onboard electrical system - Start engine, set heat to maximum output, allow to run for one minute and the check to determine whether the diagnostic fault code has been logged again - If the diagnostic fault code continues to appear despite correct electrical system voltage replace the water pump	- ECE emissions warning lamp: off - ECE electronic engine power reduction: off - CC message: on - US emissions warning lamp: off - US electronic engine power reduction: off - CC message: on	none	Possible apparent symptoms: CC message if engine becomes too hot, breakdown in extreme cases	Breakdown notice: None	Observe sequence for fault rectification: - If the pump is activated at TMOT>90 °C as tester job the diagnostic fault code 0x3792 or 0x20AD08 'Water pump: rotation speed implausible' can be logged, ignore this fault and delete it --> Carry out tester job at Tmot<90°C
MEVD17.2-BN2020	0x20A804	2140164	Coolant pump, shutdown: Pump blocked	The diagnostic function monitors the electric water pump for mechanical seizure.	P15D3	Coolant Pump Cut-Off, Overcurrent			The fault is recognized when the electric water pump deactivates in response to recognized seizure. Potential problem source(s): - Foreign matter/contamination in coolant - Incorrect coolant mixture ratio - Defective water pump	The diagnostic fault code is logged when the fault remains present for longer than 1 min.	none	Voltage condition:□- Onboard elect	- None	- None	Yes (2F) (60BF) Activation at 100%	none	N	- Foreign matter/contamination in coolant - Incorrect coolant mixture ratio - Defective water pump	- Execute operational check - Check coolant mixture ratio - Check water pump and coolant for foreign matter/objects - Replace water pump	- ECE emissions warning lamp: off - ECE electronic engine power reduction: off - CC message: on - US emissions warning lamp: off - US electronic engine power reduction: off - CC message: on	none	Possible apparent symptoms: CC message if engine becomes too hot, breakdown in extreme cases	Breakdown notice: None	Observe sequence for fault rectification: - If the pump is activated at TMOT>90 °C as tester job the diagnostic fault code 0x3792 or 0x20AD08 'Water pump: rotation speed implausible' can be logged, ignore this fault and delete it --> Carry out tester job at Tmot<90°C
MEVD17.2-BN2020	0x20A901	2140417	Coolant pump, operation with reduced output: Dry running detected	The diagnostic function monitors the electric water pump for cavitation.	P15D4	Coolant Pump Dry Run			The fault is recognized when the electric water pump recognizes cavitation. Potential problem source(s): - Coolant loss, leak in cooling system - Air in the cooling system	The diagnostic fault code is logged when the fault remains present for longer than 1 min.	none	Voltage condition:□- Onboard elect	- None	- None	Yes (2F) (60BF)	none	N	- Coolant loss, leak in cooling system - Air in the cooling system	- Check cooling system for leaks - Refill and then bleed cooling system as indicated - If the fault continues to appear although the cooling system is bled and no leaks are present, replace the water pump.	- ECE emissions warning lamp: off - ECE electronic engine power reduction: off - CC message: on - US emissions warning lamp: off - US electronic engine power reduction: off - CC message: on	none	Possible apparent symptoms: CC message if engine becomes too hot, breakdown in extreme cases	Breakdown notice: None	Observe sequence for fault rectification: - If the pump is activated at TMOT>90 °C as tester job the diagnostic fault code 0x3792 or 0x20AD08 'Water pump: rotation speed implausible' can be logged, ignore this fault and delete it --> Carry out tester job at Tmot<90°C
MEVD17.2-BN2020	0x20A902	2140418	Coolant pump, operation with reduced output: Undervoltage detected	The diagnostic function monitors the power-supply voltage to the electric water pump.	P15D5	Coolant Pump Undervoltage			The fault is recognized when the voltage is <10 V. Potential problem source(s): - Battery charge status or electrical system voltage is not OK - Defective wiring harness - Defective water pump	The diagnostic fault code is logged when the fault remains present for longer than 1 min.	none	Voltage condition:□- Onboard elect	- None	- None	Yes (2F) (60BF)	none	Y	- Battery charge status or electrical system voltage is not OK - Defective wiring harness - Defective water pump	- Continue test routine with test modules that deal with problems related to voltage in onboard electrical system - Start engine, set heat to maximum output, allow to run for one minute and the check to determine whether the diagnostic fault code has been logged again - If the fault continues to appear despite correct electrical system voltage replace the water pump	- ECE emissions warning lamp: off - ECE electronic engine power reduction: off - CC message: on - US emissions warning lamp: off - US electronic engine power reduction: off - CC message: on	none	Possible apparent symptoms: CC message if engine becomes too hot, breakdown in extreme cases	Breakdown notice: None	Observe sequence for fault rectification: - If the pump is activated at TMOT>90 °C as tester job the diagnostic fault code 0x3792 or 0x20AD08 'Water pump: rotation speed implausible' can be logged, ignore this fault and delete it --> Carry out tester job at Tmot<90°C
MEVD17.2-BN2020	0x20A904	2140420	Coolant pump, power-reduced operation: temperature limit 1 exceeded	The diagnostic function monitors the temperature of the water pump's electronics.	P15D6	Coolant Pump Temperature Threshold 1 Exceeded			The fault is recognized when the temperature of the water pump's electronics is >133 °C. A power reduction is entered. Potential problem source(s): - Electric fan defective - Coolant thermostat defective - Insufficient coolant - Defective water pump	The diagnostic fault code is logged when the fault remains present for longer than 1 min.	none	Voltage condition:□- Onboard elect	- None	- None	Yes (2F) (60BF)	none	N	- Electric fan defective - Coolant thermostat defective - Insufficient coolant - Defective water pump	- Continue testing with test modules focusing on problems with the electric fan and the thermostat - Start engine, set heat to maximum output, allow to run for 5 minutes and the check to determine whether the diagnostic fault code has been logged again - If the diagnostic fault code continues to appear despite correct engine temperature replace the water pump	- ECE emissions warning lamp: off - ECE electronic engine power reduction: off - CC message: on - US emissions warning lamp: off - US electronic engine power reduction: off - CC message: on	none	Possible apparent symptoms: CC message if engine becomes too hot, breakdown in extreme cases	Breakdown notice: None	Observe sequence for fault rectification: - If the pump is activated at TMOT>90 °C as tester job the diagnostic fault code 0x3792 or 0x20AD08 'Water pump: rotation speed implausible' can be logged, ignore this fault and delete it --> Carry out tester job at Tmot<90°C
MEVD17.2-BN2020	0x20A908	2140424	Coolant pump, power-reduced operation: temperature limit 2 exceeded	The diagnostic function monitors the temperature of the water pump's electronics.	P15D7	Coolant Pump Temperature Threshold 2 Exceeded			The fault is recognized when the temperature of the water pump's electronics is >133 °C. A power reduction is entered. Potential problem source(s): - Electric fan defective - Coolant thermostat defective - Insufficient coolant - Defective water pump	The diagnostic fault code is logged when the fault remains present for longer than 1 min.	none	Voltage condition:□- Onboard elect	- None	- None	Yes (2F) (60BF)	none	Y	- Electric fan defective - Coolant thermostat defective - Insufficient coolant - Defective water pump	- Continue testing with test modules focusing on problems with the electric fan and the thermostat - Start engine, set heat to maximum output, allow to run for 5 minutes and the check to determine whether the diagnostic fault code has been logged again - If the diagnostic fault code continues to appear despite correct engine temperature replace the water pump	- ECE emissions warning lamp: off - ECE electronic engine power reduction: off - CC message: on - US emissions warning lamp: off - US electronic engine power reduction: off - CC message: on	none	Possible apparent symptoms: CC message if engine becomes too hot, breakdown in extreme cases	Breakdown notice: None	Observe sequence for fault rectification: - If the pump is activated at TMOT>90 °C as tester job the diagnostic fault code 0x3792 or 0x20AD08 'Water pump: rotation speed implausible' can be logged, ignore this fault and delete it --> Carry out tester job at Tmot<90°C
MEVD17.2-BN2020	0x20A909	2140425	BSD message from electric coolant pump: missing	The diagnostic function monitors BSD bus communications with the electric water pump.					The fault is recognized when the water pump fails to respond to communications from the DME for roughly 15 sec. Potential problem source(s): - Defect in wiring harness between water pump and DME - Communications problem on BSD bus - Electric water pump defective	The diagnostic fault code is logged when the fault remains present for longer than 1 min.	Terminal 15	Voltage condition:□- Onboard elect	- None	- None	Yes (2F) (60BF) Activation at 100%	none	N	- Defect in wiring harness between water pump and DME - Communications problem on BSD bus - Electric water pump defective	- Check fault memories of other components on BSD bus - Check wiring harness between water pump and DME - Conduct system test - Replace water pump	- ECE emissions warning lamp: off - ECE electronic engine power reduction: off - CC message: none - US emissions warning lamp: off - US electronic engine power reduction: off - CC message: none	none	Possible apparent symptoms: Breakdown in extreme cases, electric water pump stops operating - engine overheats	Breakdown notice: None	Observe sequence for fault rectification - If the pump is activated by tester job at TMOT>90 °C then the diagnostic fault code 0x3792 or 0x20AD08 'water pump: rotation speed implausible' can be logged, ignore this fault and delete it --> Carry out tester job at Tmot<90°C
MEVD17.2-BN2020	0x20AA04	2140676	Coolant pump, communication: malfunction	The diagnostic function monitors BSD bus communications with the electric water pump.	U1170	Coolant Pump Communication Error			The fault is recognized when the electric water pump fails to respond to BSD bus messages from the DME. Potential problem source(s): - Defect in wiring harness to water pump - Communications problem on BSD bus - Defective water pump	The diagnostic fault code is logged when the fault remains present for longer than 1 min.	Terminal 15	Voltage condition:□- Onboard elect	- None	- None	Yes, 0x2F60BF03_STEUERN_EW	none	N	- Defect in wiring harness to water pump - Communications problem on BSD bus - Defective water pump	- Continue test routine with test modules that deal with problems related to voltage in onboard electrical system - Check wiring harness between water pump and DME - Conduct tester job - Replace water pump	- ECE emissions warning lamp: off - ECE electronic engine power reduction: off - CC message: on - US emissions warning lamp: off - US electronic engine power reduction: off - CC message: on	none	Possible apparent symptoms: Breakdown in extreme cases, electric water pump stops operating - engine overheats	Breakdown notice: None	Observe sequence for fault rectification: - If the pump is activated at TMOT>90 °C as tester job the diagnostic fault code 0x3792 or 0x20AD08 'Water pump: rotation speed implausible' can be logged, ignore this fault and delete it --> Carry out tester job at Tmot<90°C
MEVD17.2-BN2020	0x20AB08	2140936	Coolant pump, emergency operation input: No voltage	The diagnostic function monitors the voltage level at the electric water pump's emergency backup input terminal.					The fault is recognized when no voltage level is present at the emergency default input terminal of the water pump. Potential problem source(s): - Defect in wiring harness to water pump - Communications problem on BSD bus - Defective water pump	The diagnostic fault code is logged when the fault remains present for longer than 1 min.	Terminal 15	Voltage condition:□- Onboard elect	- None	- None	NO	none	N	- Defect in wiring harness to water pump - Communications problem on BSD bus - Defective water pump	- Continue test routine with test modules that deal with problems related to voltage in onboard electrical system - Check wiring harness between water pump and DME - Replace water pump	- ECE emissions warning lamp: off - ECE electronic engine power reduction: off - CC message: none - US emissions warning lamp: off - US electronic engine power reduction: off - CC message: none	none	Possible apparent symptoms: None	Breakdown notice: None	Observe sequence for fault rectification: - If the pump is activated at TMOT>90 °C as tester job the diagnostic fault code 0x3792 or 0x20AD08 'Water pump: rotation speed implausible' can be logged, ignore this fault and delete it --> Carry out tester job at Tmot<90°C
MEVD17.2-BN2020	0x20AC08	2141192	Coolant pump, hardware input: status, limp-home input, implausible	The diagnostic function monitors the voltage level at the electric water pump's emergency backup input terminal.					The fault is recognized when no voltage level is present at the emergency default input terminal of the water pump. Potential problem source(s): - Defect in wiring harness to water pump - Communications problem on BSD bus - Defective water pump	The diagnostic fault code is logged when the fault remains present for longer than 1 min.	Terminal 15	Voltage condition:□- Onboard elect	- None	- None	NO	none	N	- Defect in wiring harness to water pump - Communications problem on BSD bus - Defective water pump	- Continue test routine with test modules that deal with problems related to voltage in onboard electrical system - Check wiring harness between water pump and DME - Replace water pump	- ECE emissions warning lamp: off - ECE electronic engine power reduction: off - CC message: none - US emissions warning lamp: off - US electronic engine power reduction: off - CC message: none	none	Possible apparent symptoms: None	Breakdown notice: None	Observe sequence for fault rectification: - If the pump is activated at TMOT>90 °C as tester job the diagnostic fault code 0x3792 or 0x20AD08 'Water pump: rotation speed implausible' can be logged, ignore this fault and delete it --> Carry out tester job at Tmot<90°C
MEVD17.2-BN2020	0x20AD08	2141448	Coolant pump: speed implausible	The diagnostic function monitors the rotation speed of the electric water pump.					The fault is recognized when the specified and actual rotation speeds of the electric water pump fail to match. Potential problem source(s): - Air in the cooling system - Defect in wiring harness to water pump - Defective water pump	The diagnostic fault code is logged when the fault remains present for longer than 1 min.	none	Voltage condition:□- Onboard elect	- Engine warmed to normal tempera	- None	Yes (2F) (60BF) Activation at 100%	none	Y	- Air in the cooling system - Defect in wiring harness to water pump - Defective water pump	- Check mixture ratio of coolant and inspect for contamination - Bleed air from cooling system - Transmit activation voltage to water pump and evaluate operation with visual inspection at the expansion tank - Check wiring harness between water pump and DME - Replace water pump	- ECE emissions warning lamp: off - ECE electronic engine power reduction: off - CC message: on - US emissions warning lamp: off - US electronic engine power reduction: off - CC message: on	none	Possible apparent symptoms: CC message if engine becomes too hot, breakdown in extreme cases	Breakdown notice: None	Observe sequence for fault rectification: - If the pump is activated at TMOT>90 °C as tester job the diagnostic fault code 0x3792 or 0x20AD08 'Water pump: rotation speed implausible' can be logged, ignore this fault and delete it --> Carry out tester job at Tmot<90°C
MEVD17.2-BN2020	0x20BA20	2144800	Clutch switch, signal: no signal	The diagnostic function monitors the clutch switch.					The fault is recognized when more than 15 gear changes without clutch activation are detected. Potential problem source(s): - Defective wiring harness - Clutch switch defective	This fault is logged in the control module's fault memory immediately.	none	Voltage condition:□- Onboard elect	- None	- Time between gearshifts at least 1	NO	none	N	- Defective wiring harness - Clutch switch defective	- Check wiring harness between DME and clutch switch - Replace clutch switch	- ECE emissions warning lamp: off - ECE electronic engine power reduction: off - CC message: none - US emissions warning lamp: off - US electronic engine power reduction: off - CC message: none	none	Possible apparent symptoms: None	Breakdown notice: None	None
MEVD17.2-BN2020	0x210201	2163201	Alternator, electric: malfunction	The diagnostic function monitors whether the alternator is supplying power.	P0620	Generator Control Circuit			The fault is recognized by complex self-diagnosis routines in the regulator and transmitted to the DME via the BSD bus. Potential problem source(s): - Positive wire not correctly connected to battery - Ground not correctly connected - Defective regulator - Alternator defect	The diagnostic fault code is logged when the fault remains present for longer than 1 min.	none	Voltage condition:□- Onboard elect	- None	- None	NO	Activation conditions:□0x4614: Alte	N	- Positive wire not correctly connected to battery - Ground not correctly connected - Defective regulator - Alternator defect	- Check positive wire for correct installation - Check ground wire for correct installation - Check alternator - Fault frequency = 1: If the IMIB is available, perform an alternator test / If no IMIB is available, delete stored fault codes from control module fault memory and do not perform any other actions Fault frequency > 1: Replace alternator	- ECE emissions warning lamp: off - ECE electronic engine power reduction: off - CC message: on - US emissions warning lamp: off - US electronic engine power reduction: off - CC message: on	none	Possible apparent symptoms: - Charge indicator lamp lights up - Breakdown in extreme cases	Breakdown notice: None	Can occur during vehicle servicing when external power source is connected, etc.
MEVD17.2-BN2020	0x210301	2163457	Alternator, plausibility, electric: calculated	The diagnostic function monitors the voltage of the onboard electrical system and compares it with the specified alternator voltage.	P325A	Generator Electrical Error Calculated			The fault is recognized when the actual voltage of the onboard electrical system is below the specified voltage. Potential problem source(s): - Positive wire not correctly connected to battery - Ground not correctly connected - Defective battery - Defective regulator - Alternator defect	The diagnostic fault code is logged when the fault remains present for longer than 6 min.	none	Voltage condition:□- Onboard elect	- None	- None	NO	Activation conditions:□0x4614: Alte	Y	- Positive wire not correctly connected to battery - Ground not correctly connected - Defective battery - Defective regulator - Alternator defect	- Check positive wire for correct installation - Check ground wire for correct installation - Check battery - If the IMIB is available, perform an alternator test - If no IMIB is available, replace alternator	- ECE emissions warning lamp: off - ECE electronic engine power reduction: off - CC message: on - US emissions warning lamp: off - US electronic engine power reduction: off - CC message: on	none	Possible apparent symptoms: - Charge indicator lamp lights up - Breakdown in extreme cases	Breakdown notice: None	Can occur during vehicle servicing when external power source is connected, etc.
MEVD17.2-BN2020	0x210401	2163713	Alternator, temperature: overtemperature	The diagnostic function monitors the alternator temperature.	P0A3B	Generator Over Temperature			The fault is recognized by temperature measurement in the regulator and transmitted to the DME via the BSD bus. Potential problem source(s): - Alternator dirty - Airflow to alternator obstructed - Thermal overload from unfavorable driving profile possible	The diagnostic fault code is logged when the fault remains present for longer than 1 min.	none	Voltage condition:□- Onboard elect	- None	- None	NO	Activation conditions:□0x4614: Alte	N	- Alternator dirty - Airflow to alternator obstructed - Thermal overload from unfavorable driving profile possible	- Inspect alternator for unobstructed air current - If the IMIB is available, perform an alternator test - If no IMIB is available, delete stored fault codes from control module fault memory and take no further action	- ECE emissions warning lamp: off - ECE electronic engine power reduction: off - CC message: none - US emissions warning lamp: off - US electronic engine power reduction: off - CC message: none	Error debounce can lead to reduced availability of comfort and convenience accessories.	Possible apparent symptoms: Reduction in availability of comfort and convenience accessories	Breakdown notice: None	If no other faults related to the alternator have been logged, do not replace the alternator. This fault only indicates that the alternator's thermal protection function has assumed active status in response to excessive component temperature. This is not a case of a defective component.
MEVD17.2-BN2020	0x210501	2163969	Alternator, plausibility, temperature: overtemperature calculated	The diagnostic function monitors the alternator temperature.	P324C	Generator Over Temperature Calculated			The fault is recognized when the calculated diode temperature rises above a specified limit temperature. Potential problem source(s): - Alternator dirty - Airflow to alternator obstructed - Thermal overload from unfavorable driving profile possible	The diagnostic fault code is logged when the fault remains present for longer than 1 min.	none	Voltage condition:□- Onboard elect	- None	- None	NO	Activation conditions:□0x4614: Alte	Y	- Alternator dirty - Airflow to alternator obstructed - Thermal overload from unfavorable driving profile possible	- Inspect alternator for unobstructed air current - If the IMIB is available, perform an alternator test - If no IMIB is available, delete stored fault codes from control module fault memory and take no further action	- ECE emissions warning lamp: off - ECE electronic engine power reduction: off - CC message: none - US emissions warning lamp: off - US electronic engine power reduction: off - CC message: none	Error debounce can lead to reduced availability of comfort and convenience accessories.	Possible apparent symptoms: Reduction in availability of comfort and convenience accessories	Breakdown notice: None	If no other faults related to the alternator have been logged, do not replace the alternator. This fault only indicates that the alternator's thermal protection function has assumed active status in response to excessive component temperature. This is not a case of a defective component.
									The fault is recognized by complex self-diagnosis routines in the regulator and transmitted to the DME via the BSD bus.							Activation conditions:□0x4614: Alte				- ECE emissions warning lamp: off - ECE electronic engine power reduction: off - CC message: on				

MEVD17.2-BN2020	0x210701	2164481	Alternator, regulator: model incorrect	The diagnostic function monitors the regulator code and compares it with the specified value stored in the DME.	P324E	Generator Regulator Type Implausible			The fault is recognized when the regulator code does not match the code stored in the DME. Potential problem source(s): - Incorrect regulator installed	The diagnostic fault code is logged when the fault remains present for longer than 1 min.	none	Voltage condition: - Onboard elect	None	- None	NO	Activation conditions: 0x4614: Alte	Y	- Incorrect regulator installed	- If the fault frequency is less than or equal to 3, clear the control module fault memory and do not take any further action - If the fault frequency is > 3, then replace the alternator	- ECE emissions warning lamp: off - ECE electronic engine power reduction: off - CC message: none - US emissions warning lamp: off - US electronic engine power reduction: off - CC message: none	If detail number is identical to approved number, information through VP to EA	Possible apparent symptoms: None	Breakdown notice: None	None
MEVD17.2-BN2020	0x210801	2164737	Alternator, model incorrect	The diagnostic function monitors alternator's code and compares it with the specified value.	P324A	Generator Type Implausible			The fault is recognized when the regulator code does not match the code stored in the DME. Potential problem source(s): - Incorrect alternator installed	The diagnostic fault code is logged when the fault remains present for longer than 1 min.	none	Voltage condition: - Onboard elect	None	- None	NO	Activation conditions: 0x4614: Alte	Y	- Incorrect alternator installed	- If the fault frequency is less than or equal to 3, clear the control module fault memory and do not take any further action - If the fault frequency is > 3, then replace the alternator	- ECE emissions warning lamp: off - ECE electronic engine power reduction: off - CC message: none - US emissions warning lamp: off - US electronic engine power reduction: off - CC message: none	If detail number is identical with approved number => Information to EA through VP Alternator continues to supply vehicle.	Possible apparent symptoms: Mild roughness at idle can occur	Breakdown notice: None	Alternator continues to supply power to vehicle.
MEVD17.2-BN2020	0x210901	2164993	Alternator, communication: no communication	The diagnostic function monitors communications between DME and alternator.					The fault is recognized when multiple DME attempts to establish communications with the alternator remain unanswered. Potential problem source(s): - Defect in BSD bus line between DME and alternator - Alternator defect	The diagnostic fault code is logged when the fault remains present for longer than 1 min.	Terminal 15	Voltage condition: - Onboard elect	None	- None	NO	none	N	- Defect in BSD bus line between DME and alternator - Alternator defect	- Check plug connection (dasteri) on alternator. - Check connection wire (BSD bus) between alternator and DME. - Alternator replacement required only if the DME detects a BSD fault with the alternator (not in response to global BSD fault)	- ECE emissions warning lamp: off - ECE electronic engine power reduction: off - CC message: none - US emissions warning lamp: off - US electronic engine power reduction: off - CC message: none	none	Possible apparent symptoms: Breakdown in extreme cases	Breakdown notice: None	Alternator usually continues to supply vehicle (when BSD wire is open). If no communications are present the alternator will charge at 14.3 V after the alternator speed has risen beyond roughly 3300 rpm one time.
MEVD17.2-BN2020	0x211A21	2169377	BSD bus Communication fault	The diagnostic function monitors the BSD bus.					The fault is recognized when communications interference is present. Potential problem source(s): - One component on BSD bus is defective - Defective BSD	The diagnostic fault code is logged when the fault remains present for longer than 1 min.	Terminal 15	Voltage condition: - Onboard elect	None	- None	NO	Physical bus status	Y	- One component on BSD bus is defective - Defective BSD	- Unplug all components on BSD bus except the oil condition sensor. Clear diagnostic fault codes from the ECU fault memory and then Terminal 15 offfon. If the diagnostic fault code is logged again this means that the oil condition sensor is defective. - Reconnect all of the remaining devices on the BSD one after the other, clear the ECU fault memory, and then switch the ignition offfon, continuing until the defective component is found. - If the fault is not found, check the BSD. - If the fault appears sporadically then check all contacts on the BSD.	- ECE emissions warning lamp: off - ECE electronic engine power reduction: off - CC message: on - US emissions warning lamp: off - US electronic engine power reduction: off - CC message: on	none	Possible apparent symptoms: - Breakdown in extreme cases	Breakdown notice: Power management not operating correctly, as battery sensor data cannot be monitored. No oil level available.	None
MEVD17.2-BN2020	0x213301	2175745	Power management: Overvoltage	The diagnostic function monitors the onboard electrical system's voltage at the DME while the engine is running.	P160C	Powermanagement Overvoltage	Powermanagement	Electrical	The fault is recognized when the onboard electrical system's voltage exceeds 16 V. Potential problem source(s): - With engine running, excessive voltage from: - External charger/battery (jump-start from truck, 24 V) - Defective voltage regulator - PCU Power Control Unit defective, if present - DME/DDE voltage measurement defective	The diagnostic fault code is logged when the fault remains present for longer than 1 min.	none	Voltage condition: - Electrical sysb	None	- None	None	none	N	- With engine running, excessive voltage from: - External charger/battery (jump-start from truck, 24 V) - Defective voltage regulator - PCU Power Control Unit defective, if present - DME/DDE voltage measurement defective	- Ask customer if charge from external source(jump start has been performed - Check voltage regulator - Determine whether diagnostic fault codes are logged in the PCU. - Determine whether internal control module faults have been logged in the DME/DDE.	- ECE emissions warning lamp: off - ECE electronic engine power reduction: off - CC message: none - US emissions warning lamp: off - US electronic engine power reduction: off - CC message: none	none	Possible apparent symptoms: - Flickering lights, - Functional failure (loss of functionality) - Possible destruction of electrical equipment.	Breakdown notice: None	None
MEVD17.2-BN2020	0x213401	2176001	Power management: Undervoltage	The diagnostic function monitors the electrical system voltage at the DME/DDE with the engine running.	P160D	Powermanagement Undervoltage	Powermanagement	Electrical	The fault is recognized when the onboard electrical system's voltage falls below 9 V. Potential problem source(s): - Defective battery - Defective voltage regulator - Defect in wiring harness (power supply wiring to DME/DDE) - DME/DDE voltage measurement defective	The diagnostic fault code is logged when the fault remains present for longer than 1 min.	none	Voltage condition: - Electrical sysb	None	- None	None	none	N	- Defective battery - Defective voltage regulator - Defect in wiring harness (power supply wiring to DME/DDE) - DME/DDE voltage measurement defective	- Use battery tester to check battery condition - Check battery for damage (electrolyte loss, deformation, !!), replace as indicated - Check alternator, replace as indicated - Check power-supply voltage to DME/DDE. - Determine whether internal ECU errors are logged in the DME/DDE. - Replace DME	- ECE emissions warning lamp: off - ECE electronic engine power reduction: off - CC message: none - US emissions warning lamp: off - US electronic engine power reduction: off - CC message: none	none	Possible apparent symptoms: - Flickering lights - Functional failure (loss of functionality) - Electrical devices cease to operate - Breakdown in extreme cases	Breakdown notice: None	None
MEVD17.2-BN2020	0x213501	2176257	Power management: Exhaustive battery charge	The diagnostic function monitors the electrical system voltage at the DME/DDE.	P160A	Powermanagement Exhaustive Discharge	Powermanagement	Electrical	The fault is recognized when the battery voltage is too low. Potential problem source(s): - Increased power consumption while stationary leading to battery damage. - Vehicle parked too long.	The diagnostic fault code is logged when the fault remains present for longer than 1 min.	none	Voltage condition: - Electrical sysb	None	- None	None	none	N	- Increased power consumption while stationary leading to battery damage. - Vehicle parked too long	- Conduct (ABL) energy diagnosis test module - Ask customer if vehicle has remained parked for an extended period	- ECE emissions warning lamp: off - ECE electronic engine power reduction: off - CC message: none - US emissions warning lamp: off - US electronic engine power reduction: off - CC message: none	none	Possible apparent symptoms: - Breakdown in extreme cases	Breakdown notice: None	None
MEVD17.2-BN2020	0x213604	2176516	Power management: Closed-circuit current fault	The diagnostic function monitors the standby current draw.	P160F	Powermanagement No-Load Current Error	Powermanagement	Electrical	The fault is recognized when the discharge from excessively high standby currents is higher than 1 Ah. Potential problem source(s): - Closed-circuit current too high	This fault is logged in the control module's fault memory immediately.	none	Voltage condition: - Onboard elect	None	- None	None	none	Y	- Closed-circuit current too high	- Conduct (ABL) energy diagnosis test module - Conduct external standby current measurement	- ECE emissions warning lamp: off - ECE electronic engine power reduction: off - CC message: on - US emissions warning lamp: off - US electronic engine power reduction: off - CC message: on	none	Possible apparent symptoms: - Breakdown in extreme cases	Breakdown notice: None	None
MEVD17.2-BN2020	0x213701	2176769	Power management: Ripple in system voltage too high	The diagnostic function monitors the electrical system voltage at the DME/DDE with the engine running.	P160E	Powermanagement Operation Without Charging of Battery	Powermanagement	Electrical	The fault is logged in the control module's fault memory when the electrical system voltage is less than 8.5 V or higher than 16 V. Potential problem source(s): - Battery not connected correctly (loose contact). - Defect in wiring harness (power supply wiring to DME/DDE) - DME/DDE voltage measurement defective	This fault is logged in the control module's fault memory immediately.	none	Voltage condition: - Electrical sysb	None	- None	None	none	N	- Battery not connected correctly (loose contact). - Defect in wiring harness (power supply wiring to DME/DDE) - DME/DDE voltage measurement defective	- Check screws on battery terminals - Check DME/DDE power-supply voltage - Determine whether internal control module faults have been logged in the DME/DDE.	- ECE emissions warning lamp: off - ECE electronic engine power reduction: off - CC message: on - US emissions warning lamp: off - US electronic engine power reduction: off - CC message: on	none	Possible apparent symptoms: - Flickering lights - Functional failure (loss of functionality) - In extreme cases engine fails to operate owing to undervoltage.	Breakdown notice: None	None
MEVD17.2-BN2020	0x213801	2177025	Power management: Battery damaged during transport	The diagnostic function monitors the battery's charge status in the transport mode.					The fault is recognized when the battery charge status is below 35 % while in the transport mode. Potential problem source(s): - Excessive battery discharge in transport mode	This fault is logged in the control module's fault memory immediately.	none	Voltage condition: - Onboard elect	None	- None	None	none	Y	- Excessive battery discharge in transport mode	- Note in dealer's delivery acceptance record - Conduct (ABL) energy diagnosis test module - Replace battery before delivery to customer and register battery change with service function	- ECE emissions warning lamp: off - ECE electronic engine power reduction: off - CC message: on - US emissions warning lamp: off - US electronic engine power reduction: off - CC message: on	This fault position is not used in the L4. The fault class is set to '0' starting with production breakpoint 08/07. Retained in LB:	Possible apparent symptoms: CC message when battery replacement is not registered with the diagnostic system.	Breakdown notice: None	None
MEVD17.2-BN2020	0x213901	2177281	Power management: Reduction or shutdown of individual output consumers	The diagnostic function monitors the limits on functionality that occur when availability of electrical devices is reduced or devices are deactivated.					The fault is recognized when availability of electrical equipment is reduced or power consumers are deactivated. Potential problem source(s): - Poor charge balance owing to driving conditions or excessive number of activated electrical power consumers - Battery aging has occurred	The diagnostic fault code is logged when the fault remains present for longer than 5 min.	Terminal 15	Voltage condition: - Onboard elect	None	- None	None	STATUS_VERBREDINFO	Y	- Poor charge balance owing to driving conditions or excessive number of activated electrical power consumers - Battery aging has occurred	- Use test module (ABL) to read out history of last reduction: Reduction of electrical power consumers (important notice: components may be detected as defective although only electrical-power consumer reduction was present) - Ask driver about driving conditions (short distances, - Check battery and replace as indicated	- ECE emissions warning lamp: off - ECE electronic engine power reduction: off - CC message: none - US emissions warning lamp: off - US electronic engine power reduction: off - CC message: none	none	Possible apparent symptoms: Limitations on functionality owing to reduced availability and deactivation of electrical power consumers	Breakdown notice: None	None
MEVD17.2-BN2020	0x213A01	2177537	Power management: Battery discharged during transport	The diagnostic function monitors the battery's charge status in the transport mode.					The fault is recognized when the battery charge status is below 60 % while in the transport mode. Potential problem source(s): - Excessive battery discharge in transport mode	This fault is logged in the control module's fault memory immediately.	none	Voltage condition: - Onboard elect	None	- None	None	none	Y	- Excessive battery discharge in transport mode	- Note in dealer's delivery acceptance record: Charge battery before delivery to customer - Conduct (ABL) energy diagnosis test module	- ECE emissions warning lamp: off - ECE electronic engine power reduction: off - CC message: on - US emissions warning lamp: off - US electronic engine power reduction: off - CC message: on	none	Possible apparent symptoms: CC message if the transport mode has not been deactivated.	Breakdown notice: None	None
MEVD17.2-BN2020	0x213A20	2177568	System voltage: voltage too high	The diagnostic function monitors the electrical system voltage relative to an upper limit value.	P0563	System Voltage High	System Voltage	Electrical	The diagnostic fault code is logged when the electrical system voltage exceeds 16V. Potential problem source(s): - Alternator voltage regulator is defective	This fault is logged in the control module's fault memory immediately.	none	Voltage condition: - Electrical sysb	None	- 2 min. after engine start	NO	U_0x5815	N	- Alternator voltage regulator is defective	- Replace alternator	- ECE emissions warning lamp: off - ECE electronic engine power reduction: off - CC message: on - US emissions warning lamp: off - US electronic engine power reduction: off - CC message: on	none	Possible apparent symptoms: Power reduction, CC message for engine malfunction	Breakdown notice: None	None
MEVD17.2-BN2020	0x213A21	2177569	System voltage: voltage too low	The diagnostic function monitors the battery voltage relative to a lower limit.	P0562	System Voltage Low	System Voltage	Electrical	The fault code is logged in the ECU fault memory when the electrical system voltage is higher than 2.54 V but lower than 9.99 V. Potential problem source(s): - Plug or wiring harness on alternator defective - Plug or wiring harness on DME defective - Alternator defect - Defective DME	This fault is logged in the control module's fault memory immediately.	none	Voltage condition: - Onboard elect	None	- 3 min. after engine start	NO	U_0x5815	N	- Plug or wiring harness on alternator defective - Plug or wiring harness on DME defective - Alternator defect - Defective DME	- Check alternator and power manager - Check plug and wiring harness at alternator - Check plug and wiring harness at DME - Replace alternator - Replace DME	- ECE emissions warning lamp: off - ECE electronic engine power reduction: off - CC message: none - US emissions warning lamp: off - US electronic engine power reduction: off - CC message: none	none	Possible apparent symptoms: None	Breakdown notice: None	None
MEVD17.2-BN2020	0x213A22	2177570	System voltage: analogue-digital converter faulty	The diagnostic function monitors the voltage of the analog-digital converter.	P0560	System Voltage	System Voltage	Electrical	The fault is logged in the ECU fault memory when the voltage at the AD converter (inside DME) is less than 2.54 V. Potential problem source(s): - Defective DME (analog-digital converter)	This fault is logged in the control module's fault memory immediately.	Terminal 15	Voltage condition: - Onboard elect	None	- None	NO	U_0x5815	N	- Defective DME (analog-digital converter)	- Clear diagnostic fault codes from ECU fault memory, if fault appears again replace the DME	- ECE emissions warning lamp: off - ECE electronic engine power reduction: off - CC message: none - US emissions warning lamp: off - US electronic engine power reduction: off - CC message: none	none	Possible apparent symptoms: None	Breakdown notice: None	None
MEVD17.2-BN2020	0x213B0B	2177800	Power management, battery condition: Battery faulty	The diagnostic function monitors aging of the vehicle battery.					The fault is recognized when the battery is extremely old, resulting in reduced capacity, or when another battery defect has occurred. Potential problem source(s): - Defective vehicle battery	This fault is logged in the control module's fault memory immediately.	none	Voltage condition: - Onboard elect	None	- None	NO	none	Y	- Defective vehicle battery	- Replace battery	- ECE emissions warning lamp: off - ECE electronic engine power reduction: off - CC message: on - US emissions warning lamp: off - US electronic engine power reduction: off - CC message: on	none	Possible apparent symptoms: - Breakdown in extreme cases	Breakdown notice: - The vehicle battery is defective. Vehicle can be jump-started.	- A battery replacement must be registered before the diagnostic fault code can be deleted.
MEVD17.2-BN2020	0x213C08	2178056	Power management, battery condition: Exhaustive battery charge	The diagnostic function monitors deep-discharge events in the vehicle battery.					The fault is recognized when the battery has gone through several deep-discharge cycles and been damaged as a result. Potential problem source(s): - Defective vehicle battery.	The diagnostic fault code is logged after the battery has been damaged in a second deep discharge.	none	Voltage condition: - Onboard elect	None	- None	NO	none	Y	- Defective vehicle battery	- Replace battery	- ECE emissions warning lamp: off - ECE electronic engine power reduction: off - CC message: none - US emissions warning lamp: off - US electronic engine power reduction: off - CC message: none	none	Possible apparent symptoms: Breakdown in extreme cases	Breakdown notice: None	None
									The fault is recognized when frequent interference occurs on the LIN bus. Potential problem source(s):			Voltage condition: - Onboard elect								- ECE emissions warning lamp: off - ECE electronic engine power reduction: off - CC message: none				

MEVD17.2-BN2020	0x215101	2183425	Intelligent battery sensor (IBS): Internal temperature measurement implausible	The diagnostic system plausibilizes the IBS temperature measurement.	P150D	Battery Sensor Temperature Error			The fault is recognized when a fault with the temperature measurement is present. Potential problem source(s): - IBS defective	The diagnostic fault code is logged when the fault remains present for longer than 1 min.	none	Voltage condition: - Onboard elect	None	- None	NO	none	N	- IBS defective	- If the diagnostic fault code has been entered with a frequency > 3 or is present continuously then replace the IBS	- ECE emissions warning lamp: off - ECE electronic engine power reduction: off - CC message: none - US emissions warning lamp: off - US electronic engine power reduction: off - CC message: none	none	Possible apparent symptoms: - Anything from no symptoms to breakdown from undercharged battery	Breakdown notice: None	None
MEVD17.2-BN2020	0x215104	2183428	Intelligent battery sensor (IBS): Internal voltage measurement implausible	The diagnostic system plausibilizes the IBS voltage measurement.	P150E	Battery Sensor Voltage Error			The fault is recognized when a fault with the voltage measurement is present. Potential problem source(s): - IBS defective	The diagnostic fault code is logged when the fault remains present for longer than 1 min.	none	Voltage condition: - Onboard elect	None	- None	NO	none	N	- IBS defective	- If the diagnostic fault code has been entered with a frequency > 3 or is present continuously then replace the IBS	- ECE emissions warning lamp: off - ECE electronic engine power reduction: off - CC message: none - US emissions warning lamp: off - US electronic engine power reduction: off - CC message: none	none	Possible apparent symptoms: - Anything from no symptoms to breakdown from undercharged battery	Breakdown notice: None	None
MEVD17.2-BN2020	0x215108	2183432	Intelligent battery sensor (IBS): Internal current measurement implausible	The diagnostic system plausibilizes the IBS current measurement.	P150F	Battery Sensor Current Error			The fault is recognized when the IBS current measurement is incorrect. Potential problem source(s): - IBS defective	The diagnostic fault code is logged when the fault remains present for longer than 1 min.	none	Voltage condition: - Onboard elect	None	- None	NO	none	N	- IBS defective	- If the diagnostic fault code has been entered with a frequency > 3 or is present continuously then replace the IBS	- ECE emissions warning lamp: off - ECE electronic engine power reduction: off - CC message: none - US emissions warning lamp: off - US electronic engine power reduction: off - CC message: none	none	Possible apparent symptoms: - Anything from no symptoms to breakdown from undercharged battery	Breakdown notice: None	None
MEVD17.2-BN2020	0x215801	2185217	Intelligent battery sensor (IBS): Wake-up line, short circuit to B+ or earth	L4: The diagnostic function monitors the wake-up wire L6: The diagnostic function monitors the wake-up wire to the junction box electronics.	P15CE	Battery Sensor Wakeup Cable Circuit Electrical			The fault is recognized when the wake-up wire has a short circuit. Potential problem source(s): - L4: Defect in wake-up wire - L6: Defect in wake-up wire from IBS to junction box electronics	The diagnostic fault code is logged when the fault remains present for longer than 1 min.	none	Voltage condition: - Onboard elect	None	- None	NO	none	N	- L4: Defect in wake-up wire - L6: Defect in wake-up wire from IBS to junction box electronics	- L4: Check wake-up wire - L6: Check wake-up wire between IBS and junction box electronics	- ECE emissions warning lamp: off - ECE electronic engine power reduction: off - CC message: none - US emissions warning lamp: off - US electronic engine power reduction: off - CC message: none	none	Possible apparent symptoms: None	Breakdown notice: None	None
MEVD17.2-BN2020	0x215901	2185473	Intelligent battery sensor (IBS): Incorrect version	The diagnostic function monitors compatibility of the IBS version with the power management in the DME/DDE.	P15CF	Battery Sensor Variant Plausibility			The fault is recognized when the IBS and DME/DDE are not compatible. Potential problem source(s): - DME/DDE and IBS are not compatible	The diagnostic fault code is logged when the fault remains present for longer than 1 min.	none	Voltage condition: - Onboard elect	None	- None	NO	none	N	- DME/DDE and IBS are not compatible	- Replace IBS	- ECE emissions warning lamp: off - ECE electronic engine power reduction: off - CC message: none - US emissions warning lamp: off - US electronic engine power reduction: off - CC message: none	none	Possible apparent symptoms: - none	Breakdown notice: None	None
MEVD17.2-BN2020	0x215A01	2185729	Intelligent battery sensor (IBS): Wake-up line, line disconnection	L4: The diagnostic function monitors the wake-up wire L6: The diagnostic function monitors the wake-up wire to the junction box electronics.	P15C3	Battery Sensor Wakeup Cable Circuit			L4: The fault is recognized when the signal level in the wake-up wire is implausible. L6: The fault is recognized when the wake-up wire is open. Potential problem source(s): - L4: Defect in wake-up wire or IBS - L6: Defect in wake-up wire from IBS to junction box electronics	The diagnostic fault code is logged when the fault remains present for longer than 1 min.	none	Voltage condition: - Onboard elect	None	- None	NO	none	N	- L4: Defect in wake-up wire or IBS - L6: Defect in wake-up wire from IBS to junction box electronics	- L4: Check wake-up wire, replace IBS - L6: Check wake-up wire between IBS and junction box electronics	- ECE emissions warning lamp: off - ECE electronic engine power reduction: off - CC message: none - US emissions warning lamp: off - US electronic engine power reduction: off - CC message: none	none	Possible apparent symptoms: None	Breakdown notice: None	None
MEVD17.2-BN2020	0x215B01	2185586	Intelligent battery sensor (IBS): LIN bus, communication fault	The diagnostic function monitors LIN bus communications with the DME.					The fault is recognized when communications between the IBS and DME break down. Potential problem source(s): - Defect in power-supply voltage to IBS - Defect in bus connection (LIN bus) - Interference caused by other devices on LIN bus	The diagnostic fault code is logged when the fault remains present for longer than 1 min.	none	Voltage condition: - Onboard elect	None	- None	NO	none	N	- Defect in power-supply voltage to IBS - Defect in bus connection (LIN bus) - Communications interference caused by other devices on LIN bus	- Check power-supply voltage to IBS - Check LIN bus between IBS and DME/DDE - Check fault memories of other devices on the LIN bus - Check LIN bus of other components, replace IBS as indicated	- ECE emissions warning lamp: off - ECE electronic engine power reduction: off - CC message: none - US emissions warning lamp: off - US electronic engine power reduction: off - CC message: none	none	Possible apparent symptoms: - Anything from no symptoms to breakdown from undercharged battery	Breakdown notice: None	none
MEVD17.2-BN2020	0x215C01	2186241	Intelligent battery sensor (IBS) faulty	The diagnostic function monitors internal system functions in the IBS.					The fault is recognized when the IBS recognizes an internal system fault. Potential problem source(s): - IBS defective	The diagnostic fault code is logged when the fault remains present for longer than 1 min.	none	Voltage condition: - Onboard elect	None	- None	NO	none	N	- IBS defective	- If the diagnostic fault code has been entered with a frequency > 3 or is present continuously then replace the IBS	- ECE emissions warning lamp: off - ECE electronic engine power reduction: off - CC message: none - US emissions warning lamp: off - US electronic engine power reduction: off - CC message: none	none	Possible apparent symptoms: - Anything from no symptoms to breakdown from undercharged battery	Breakdown notice: None	None
MEVD17.2-BN2020	0x218001	2195457	Charging controller for auxiliary battery: Internal fault	The diagnostic function monitors the 'auxiliary battery charging unit'.					The fault is recognized when an internal fault for 'auxiliary battery charging unit' is present. Potential problem source(s): - 'Auxiliary battery charging unit' defective - Auxiliary battery is defective	This fault is logged in the control module's fault memory immediately.	Terminal 15	Voltage condition: - Onboard elect	None	- None	NO	none	Y and N	- 'Auxiliary battery charging unit' defective - Auxiliary battery is defective	- Check auxiliary battery - Replace 'auxiliary battery charging unit'	- ECE emissions warning lamp: off - ECE electronic engine power reduction: off - CC message: on - US emissions warning lamp: off - US electronic engine power reduction: off - CC message: on	none	Possible apparent symptoms: Steering support from power steering limited	Breakdown notice: None	None
MEVD17.2-BN2020	0x218101	2195713	Charging controller for auxiliary battery: Shielding monitoring, line fault	The diagnostic function monitors the wire and its shielding between the 'auxiliary battery charging unit' and the auxiliary battery.					The fault is recognized when an open wire or short circuit is present. Potential problem source(s): - Defect in wiring harness between secondary battery and vehicle battery	This fault is logged in the control module's fault memory immediately.	Terminal 15	Voltage condition: - Onboard elect	None	- None	NO	none	Y	- Defect in wiring harness between secondary battery and vehicle battery	- Check wires and wiring shield between secondary battery and vehicle battery	- ECE emissions warning lamp: off - ECE electronic engine power reduction: off - CC message: on - US emissions warning lamp: off - US electronic engine power reduction: off - CC message: on	none	Possible apparent symptoms: Steering support from power steering limited	Breakdown notice: None	none
MEVD17.2-BN2020	0x218201	2195969	Charging controller for auxiliary battery: Auxiliary battery faulty	The diagnostic function monitors the auxiliary battery for the electric power steering.					The fault is recognized when the voltage at the battery separator's output terminal is less than 24V when Terminal 15 is on, or the steering itself has an internal voltage of less than 16 V. Potential problem source(s): - Auxiliary battery is defective	The diagnostic fault code is logged when the fault remains present for longer than 5 min.	Terminal 15	Voltage condition: - Onboard elect	None	- None	NO	none	N	- Auxiliary battery is defective	- Check auxiliary battery	- ECE emissions warning lamp: off - ECE electronic engine power reduction: off - CC message: on - US emissions warning lamp: off - US electronic engine power reduction: off - CC message: on	none	Possible apparent symptoms: Steering support from power steering limited	Breakdown notice: None	None
MEVD17.2-BN2020	0x218301	2196225	Charging controller for auxiliary battery: Fault in cut-off relay or line fault	The diagnostic function monitors the battery separator, the wires between vehicle battery and auxiliary battery, and the charge status of the auxiliary battery.					The fault is recognized when the voltage at the battery separator's output terminal is less than 24V when Terminal 15 is on, or the steering itself has an internal voltage of less than 16 V. Potential problem source(s): - Defect in plug or wiring harness at battery separator - Defective battery separator - Auxiliary battery deep-discharged, defective	This fault is logged in the control module's fault memory immediately.	Terminal 15	Voltage condition: - Onboard elect	None	- None	NO	none	Y	- Defect in plug or wiring harness at battery separator - Defective battery separator - Auxiliary battery deep-discharged, defective	- Check plug and wiring harness at battery separator - Replace battery separator - Check charge status of auxiliary battery	- ECE emissions warning lamp: off - ECE electronic engine power reduction: off - CC message: on - US emissions warning lamp: off - US electronic engine power reduction: off - CC message: on	none	Possible apparent symptoms: Steering support from power steering limited	Breakdown notice: None	None
MEVD17.2-BN2020	0x219001	2199553	Active engine mount, electric: short circuit to positive	The diagnostic function monitors the wire from the DME to the engine mount for shorts to positive.	P0A16	Engine Mount 'A' Control Circuit High			The fault is recognized when a short circuit to positive is present. Potential problem source(s): - Defect in wiring harness between engine mount and DME - Defective engine mount - Defective DME	This fault is logged in the control module's fault memory immediately.	none	Voltage condition: - Onboard elect	None	- None	STEUERN_ENDE_MLS_STEUERN	U	N	- Defect in wiring harness between engine mount and DME - Defective engine mount - Defective DME	- Check wiring harness between DME and engine mount - Replace engine mount - Replace DME	- ECE emissions warning lamp: off - ECE electronic engine power reduction: off - CC message: none - US emissions warning lamp: off - US electronic engine power reduction: off - CC message: none	none	Possible apparent symptoms: None	Breakdown notice: None	None
MEVD17.2-BN2020	0x219002	2199554	Active engine mount, electric: short circuit to ground	The diagnostic function monitors the wire from the DME to the engine mount for shorts to ground.	P0A15	Engine Mount 'A' Control Circuit Low			The fault is recognized when a short circuit to ground is present. Potential problem source(s): - Defect in wiring harness between engine mount and DME - Defective engine mount - Defective DME	This fault is logged in the control module's fault memory immediately.	none	Voltage condition: - Onboard elect	None	- None	STEUERN_ENDE_MLS_STEUERN	U	N	- Defect in wiring harness between engine mount and DME - Defective engine mount - Defective DME	- Check wiring harness between DME and engine mount - Replace engine mount - Replace DME	- ECE emissions warning lamp: off - ECE electronic engine power reduction: off - CC message: none - US emissions warning lamp: off - US electronic engine power reduction: off - CC message: none	none	Possible apparent symptoms: None	Breakdown notice: None	None
MEVD17.2-BN2020	0x219004	2199556	Active engine mount, electric: open circuit	The diagnostic function monitors the electrical wire from the DME to the engine mount for opens.	P0A14	Engine Mount 'A' Control Circuit/Open			The fault is recognized when an open wire is present. Potential problem source(s): - Defect in wiring harness between engine mount and DME - Defective engine mount - Defective DME	This fault is logged in the control module's fault memory immediately.	none	Voltage condition: - Onboard elect	None	- None	STEUERN_ENDE_MLS_STEUERN	U	N	- Defect in wiring harness between engine mount and DME - Defective engine mount - Defective DME	- Check wiring harness between DME and engine mount - Replace engine mount - Replace DME	- ECE emissions warning lamp: off - ECE electronic engine power reduction: off - CC message: none - US emissions warning lamp: off - US electronic engine power reduction: off - CC message: none	none	Possible apparent symptoms: None	Breakdown notice: None	None
MEVD17.2-BN2020	0x21A210	2204176																							
MEVD17.2-BN2020	0x221802	2299906	CAN, message (status, transmission control unit, 0x39A) in case of undervoltage: Communication fault at PT-CAN2	The diagnostic function monitors reception, currency and checksum of the message when undervoltage is present.					The fault is recognized when the message is not received within the defined period, the keep-alive counter did not time the message, or the message had a checksum error. Undervoltage must also be present. Potential problem source(s): - Fault with transmitting control module	This fault is logged in the control module's fault memory immediately.	Terminal 15	Voltage condition: - Onboard elect	None	- None	NO	FR message	N	- Fault with transmitting control module	- Carry out system analysis.	- ECE emissions warning lamp: off - ECE electronic engine power reduction: off - CC message: none - US emissions warning lamp: off - US electronic engine power reduction: off - CC message: none	none	Possible apparent symptoms: None	Breakdown notice: None	None
MEVD17.2-BN2020	0x221902	2300162	CAN, message (data, transmission train, 0x1AF) in case of undervoltage: Communication fault at PT-CAN2	The diagnostic function monitors reception, currency and checksum of the message when undervoltage is present.					The fault is recognized when the message is not received within the defined period, the keep-alive counter did not time the message, or the message had a checksum error. Undervoltage must also be present. Potential problem source(s): - Fault with transmitting control module	This fault is logged in the control module's fault memory immediately.	Terminal 15	Voltage condition: - Onboard elect	None	- None	NO	FR message	N	- Fault with transmitting control module	- Carry out system analysis.	- ECE emissions warning lamp: off - ECE electronic engine power reduction: off - CC message: none - US emissions warning lamp: off - US electronic engine power reduction: off - CC message: none	none	Possible apparent symptoms: None	Breakdown notice: None	None
MEVD17.2-BN2020	0x221F04	2301700	Electronic transmission control (EGS): PT-CAN; PT-CAN2; Communication fault	The diagnostic function monitors the two communications paths A CAN and FA CAN between the transmission and the engine-management ECU.	U1199	Lost Communication With TCM via A- and FA-CAN	Communication	TCM	The fault is recognized when communications with the EGS electronic gearbox control in the A and FA CAN break down. Potential problem source(s): - Interference in communications to EGS via A and FA CAN	This fault is logged in the control module's fault memory immediately.	Terminal 15	Voltage condition: - Onboard elect	None	- None	NO	(Bus status (signal redundancy)	N	- Interference in communications to EGS via A and FA CAN	- Carry out system analysis.	- ECE emissions warning lamp: off - ECE electronic engine power reduction: on - CC message: none - US emissions warning lamp: off - US electronic engine power reduction: off - CC message: none	none	Possible apparent symptoms: - Transmission in emergency program	Breakdown notice: None	None
									The fault is recognized when the message is not received in the			Voltage condition: - Onboard elect								- ECE emissions warning lamp: off - ECE electronic engine power reduction: off - CC message: none				

MEVD17.2-BN2020	0xCD840A	13468682	DME/DDE PT-CAN: Communication fault	The diagnostic function monitors the FA CAN.	U1185	Lost Communication with FA-CAN	Communication	FA-CAN	The fault is recognized when a short circuit is present. Potential problem source(s): - Defect in FA CAN plugs or wiring harness	This fault is logged in the control module's fault memory immediately.	Terminal 15	Voltage condition: - Onboard elect	- None	- None	NO	none	N	- Defect in FA CAN plugs or wiring harness	- Carry out system analysis.	- ECE emissions warning lamp: on - ECE electronic engine power reduction: on - CC message: on - US emissions warning lamp: off - US electronic engine power reduction: off - CC message: none	none	Possible apparent symptoms: - No tachometer display in the instrument cluster - Brief rpm drop when IHKA automatic climate control is activated at idle	Breakdown notice: None	None
MEVD17.2-BN2020	0xCD8420	13468704	DME/DDE FlexRay bus: Communication fault	The diagnosis monitors the FlexRay.	U119E	Lost Communication With FlexRay	Communication	FlexRay	The fault is recognized when a short circuit is present. Potential problem source(s): - Defective FlexRay plug or wiring harness -	This fault is logged in the control module's fault memory immediately.	Terminal 15	Voltage condition: - Onboard elect	- None	- None	NO	Physical bus status	N	- Defective FlexRay plug or wiring harness -	- Carry out system analysis.	- ECE emissions warning lamp: off - ECE electronic engine power reduction: on - CC message: none - US emissions warning lamp: off - US electronic engine power reduction: off - CC message: none	none	Possible apparent symptoms: - DSC Failure - Cruise control failure	Breakdown notice: None	None
MEVD17.2-BN2020	0xCD8486	13468806	DME/DDE PT-CAN2: Communication fault	The diagnostic function monitors the A CAN.	U1184	Lost Communication with A-CAN			The fault is recognized when a short circuit is present. Potential problem source(s): - Defect in A CAN plug(s) or wiring harness	This fault is logged in the control module's fault memory immediately.	Terminal 15	Voltage condition: - Onboard elect	- None	- None	NO	none	N	- Defect in A CAN plug(s) or wiring harness	- Carry out system analysis.	- ECE emissions warning lamp: off - ECE electronic engine power reduction: off - CC message: none - US emissions warning lamp: off - US electronic engine power reduction: off - CC message: none	none	Possible apparent symptoms: None	Breakdown notice: None	None
MEVD17.2-BN2020	0xCD8BFF	13470719	Dummy network DTC: network DTC	No PP necessary					No PP necessary Potential problem source(s): - No PP necessary	No PP necessary	none	Voltage condition: - Onboard elect	- None	- None	No PP necessary	No PP necessary	No PP necessary	- No PP necessary	- No PP necessary	- ECE emissions warning lamp: off - ECE electronic engine power reduction: off - CC message: none - US emissions warning lamp: off - US electronic engine power reduction: off - CC message: none	No PP necessary	Possible apparent symptoms: No PP necessary	Breakdown notice: No PP necessary	No PP necessary
MEVD17.2-BN2020	0xCD8C10	13470736																						
MEVD17.2-BN2020	0xCD8C11	13470737																						
MEVD17.2-BN2020	0xCD8C12	13470738																						
MEVD17.2-BN2020	0xCD8D10	13470992	LIN, message (radiator shutter, 0x33): communication fault from radiator-shutter drive	The diagnostic function monitors the connection between the DME and the radiator vent slat actuator.					The fault is recognized when interference occurs on the LIN bus. Potential problem source(s): - Defect in wiring harness to radiator vent slat assembly - Radiator vent slat assembly defective	This fault is logged in the control module's fault memory immediately.	Terminal 15	Voltage condition: - Onboard elect	- None	- None	systemcheck_glf	status_systemcheck_glf	N	- Defect in wiring harness to radiator vent slats - Radiator vent slat assembly defective	- Check wiring harness to radiator vent slat assembly - Replace radiator vent slat assembly	- ECE emissions warning lamp: off - ECE electronic engine power reduction: off - CC message: none - US emissions warning lamp: off - US electronic engine power reduction: off - CC message: none	none	Possible apparent symptoms: Engine could overheat if the vent slats remain closed while demand for engine power is high.	Breakdown notice: Continued driving possible, avoid subjecting engine to major loads. (mountain driving, full throttle, etc.)	None
MEVD17.2-BN2020	0xCD8D15	13470997	LIN, message (battery charger, auxiliary battery): Electrical fault	The diagnostic function monitors the auxiliary battery for the electric power steering.					The fault is recognized when the voltage at the battery separator's output terminal is less than 24V when Terminal 15 is on, or the steering itself has an internal voltage of less than 16 V. Potential problem source(s): - Auxiliary battery is defective	The diagnostic fault code is logged when the fault remains present for longer than 5 min.	Terminal 15	Voltage condition: - Onboard elect	- None	- None	NO	none	N	- Auxiliary battery is defective	- Check auxiliary battery	- ECE emissions warning lamp: off - ECE electronic engine power reduction: off - CC message: on - US emissions warning lamp: off - US electronic engine power reduction: off - CC message: on	none	Possible apparent symptoms: Steering support from power steering limited	Breakdown notice: None	None
MEVD17.2-BN2020	0xCD8D16	13470998	LIN, message (battery charging unit, H-bridge): Charging mode not possible	The diagnostic function monitors the 'auxiliary battery charging unit.'					The fault is recognized when an internal fault for 'auxiliary battery charging unit' is present. Potential problem source(s): - 'Auxiliary battery charging unit' defective - Auxiliary battery is defective	This fault is logged in the control module's fault memory immediately.	Terminal 15	Voltage condition: - Onboard elect	- None	- None	NO	none	Y and N	- 'Auxiliary battery charging unit' defective - Auxiliary battery is defective	- Check auxiliary battery - Replace 'auxiliary battery charging unit'	- ECE emissions warning lamp: off - ECE electronic engine power reduction: off - CC message: on - US emissions warning lamp: off - US electronic engine power reduction: off - CC message: on	none	Possible apparent symptoms: Steering support from power steering limited	Breakdown notice: None	None
MEVD17.2-BN2020	0xCD8D17	13470999	LIN, message (charging regulator for auxiliary battery, status, power generation, electrical system 2, 0x5): missing	The diagnostic function monitors LIN communications with the "auxiliary battery charging unit"					The fault is recognized when the status of the "auxiliary battery charging unit" is missing. Potential problem source(s): - Defective wiring harness - Poor screw connection at battery terminal - Interference from other devices on LIN bus - 'Auxiliary battery charging unit' defective -	This fault is logged in the control module's fault memory immediately.	none	Voltage condition: - Onboard elect	- None	- None	NO	none	N	- Defective wiring harness - Poor screw connection at battery terminal - Interference from other devices on LIN bus - 'Auxiliary battery charging unit' defective -	- Check wiring harness - Check screw connections at battery terminals - Watch for faults in other devices on the bus - Check 'auxiliary battery charging unit' -	- ECE emissions warning lamp: off - ECE electronic engine power reduction: off - CC message: none - US emissions warning lamp: off - US electronic engine power reduction: off - CC message: none	none	Possible apparent symptoms: - Breakdown in extreme cases	Breakdown notice: None	None
MEVD17.2-BN2020	0xCD8D18	13471000	LIN, message (battery charger, cut-off relay or line): Electrical fault	The diagnostic function monitors the battery separator, the wires between vehicle battery and auxiliary battery, and the charge status of the auxiliary battery.					The fault is recognized when the voltage at the battery separator's output terminal is less than 24V when Terminal 15 is on, or the steering itself has an internal voltage of less than 16 V. Potential problem source(s): - Defect in plug or wiring harness at battery separator - Defective battery separator - Auxiliary battery deep-discharged, defective	This fault is logged in the control module's fault memory immediately.	Terminal 15	Voltage condition: - Onboard elect	- None	- None	NO	none	Y	- Defect in plug or wiring harness at battery separator - Defective battery separator - Auxiliary battery deep-discharged, defective	- Check plug and wiring harness at battery separator - Replace battery separator - Check charge status of auxiliary battery	- ECE emissions warning lamp: off - ECE electronic engine power reduction: off - CC message: on - US emissions warning lamp: off - US electronic engine power reduction: off - CC message: on	none	Possible apparent symptoms: Steering support from power steering limited	Breakdown notice: None	None
MEVD17.2-BN2020	0xCD8D19	13471001	LIN, message (battery charging unit, second voltage level): malfunction	Open					The fault is recognized when ? Potential problem source(s): - ? - ?		none	Voltage condition: - Onboard elect				- None		- ? - ?	- ? - ?	- ECE emissions warning lamp: off - ECE electronic engine power reduction: off - CC message: none - US emissions warning lamp: off - US electronic engine power reduction: off - CC message: none	new for I-11-03-300	Possible apparent symptoms:	Breakdown notice:	
MEVD17.2-BN2020	0xCD8E10	13471248	LIN bus, communication: No signal	The diagnostic function monitors the LIN bus.					The fault is recognized when no LIN message is received. Potential problem source(s): - LIN bus defective	This fault is logged in the control module's fault memory immediately.	Terminal 15	Voltage condition: - Onboard elect	- None	- None	NO	none	N	- LIN bus defective	- Check LIN bus.	- ECE emissions warning lamp: off - ECE electronic engine power reduction: off - CC message: none - US emissions warning lamp: off - US electronic engine power reduction: off - CC message: none	none	Possible apparent symptoms: None	Breakdown notice: None	None
MEVD17.2-BN2020	0xCD8E11	13471249																						
MEVD17.2-BN2020	0xCD8F01	13471489	Intelligent battery sensor (IBS), LIN bus: not current	The diagnostic function monitors LIN communications with the IBS.					The fault is recognized when the IBS fails to respond. Potential problem source(s): - Defective wiring harness - Check screws on battery terminals - Interference from other devices on LIN bus - IBS defective	This fault is logged in the control module's fault memory immediately.	Terminal 15	Voltage condition: - Onboard elect	- None	- None	NO	none	N	- Defective wiring harness - Check screws on battery terminals - Interference from other devices on LIN bus - IBS defective	- Check wiring harness - Watch for faults related to other devices on LIN bus - Replace IBS	- ECE emissions warning lamp: off - ECE electronic engine power reduction: off - CC message: none - US emissions warning lamp: off - US electronic engine power reduction: off - CC message: none	none	Possible apparent symptoms: - Breakdown in extreme cases	Breakdown notice: None	None
MEVD17.2-BN2020	0xCD9011	13471761	Coolant pump, LIN communication: Invalid message	The diagnostic function monitors BSD bus communications with the electric water pump.					The fault is recognized when the electric water pump fails to respond to BSD bus messages from the DME. Potential problem source(s): - Defect in wiring harness to water pump - Communications problem on BSD bus - Defective water pump	The diagnostic fault code is logged when the fault remains present for longer than 1 min.	Terminal 15	Voltage condition: - Onboard elect	- None	- None	Yes, 0x2F60BF03_STEUERN_EW	none	N	- Defect in wiring harness to water pump - Communications problem on BSD bus - Defective water pump	- Continue test routine with test modules that deal with problems related to voltage in onboard electrical system - Check wiring harness between water pump and DME - Conduct tester job - Replace water pump	- ECE emissions warning lamp: off - ECE electronic engine power reduction: off - CC message: on - US emissions warning lamp: off - US electronic engine power reduction: off - CC message: on	none	Possible apparent symptoms: Breakdown in extreme cases, electric water pump stops operating - engine overheats	Breakdown notice: None	Observe sequence for fault rectification: - If the pump is activated at TMOT>90 °C as tester job the diagnostic fault code 0x3792 or 0x20AD08 'Water pump: rotation speed implausible' can be logged, ignore this fault and delete it --> Carry out tester job at Tmot<90°C
MEVD17.2-BN2020	0xCD9201	13472257	Radiator shutter, LIN communication: Timeout	The diagnostic function monitors communications between DME and the radiator vent slats.					The fault is recognized when interference occurs on the LIN bus. Potential problem source(s): - Interference on the LIN bus	This fault is logged in the control module's fault memory immediately.	Terminal 15	Voltage condition: - Onboard elect	- None	- None	systemcheck_glf	status_systemcheck_glf	N	- Interference on the LIN bus	- If the diagnostic fault code has been entered with a frequency > 3 or is present continuously then replace the radiator vent slat assembly - Otherwise clear ECU fault memory, no further action required	- ECE emissions warning lamp: off - ECE electronic engine power reduction: off - CC message: none - US emissions warning lamp: off - US electronic engine power reduction: off - CC message: none	none	Possible apparent symptoms: Engine could overheat if the vent slats remain closed while demand for engine power is high.	Breakdown notice: Continued driving possible, avoid subjecting engine to major loads. (mountain driving, full throttle, etc.)	None
MEVD17.2-BN2020	0xCD9203	13472259	Radiator shutter, LIN communication: Signal faulty																					
MEVD17.2-BN2020	0xCD9402	13472770	Message (request, torque, crankshaft, driving dynamics, 58.1.4) not current, receiver DME/DDE, transmitter ICM	The diagnostic function monitors the currency of the message.					The fault is recognized when the keep-alive counter has not timed the message. Potential problem source(s): - Fault with transmitting control module	This fault is logged in the control module's fault memory immediately.	Terminal 15	Voltage condition: - Onboard elect	- None	- None	NO	FR message	N	- Fault with transmitting control module	- Carry out system analysis.	- ECE emissions warning lamp: off - ECE electronic engine power reduction: off - CC message: none - US emissions warning lamp: off - US electronic engine power reduction: off - CC message: none	none	Possible apparent symptoms: - The engine can stall in response to rapid steering motion to full-lock.	Breakdown notice: None	None
MEVD17.2-BN2020	0xCD9404	13472772	No message (request, torque, crankshaft, driving dynamics, 58.1.4), receiver DME/DDE, transmitter ICM	The diagnostic function monitors reception of the message.					The fault is recognized when the message is not received in the specified time. Potential problem source(s): - Fault with transmitting control module	This fault is logged in the control module's fault memory immediately.	Terminal 15	Voltage condition: - Onboard elect	- None	- None	NO	FR message	N	- Fault with transmitting control module	- Carry out system analysis.	- ECE emissions warning lamp: off - ECE electronic engine power reduction: off - CC message: none - US emissions warning lamp: off - US electronic engine power reduction: off - CC message: none	none	Possible apparent symptoms: - The engine can stall in response to rapid steering motion to full-lock.	Breakdown notice: None	None
MEVD17.2-BN2020	0xCD9408	13472776	Message (request, torque, crankshaft, driving dynamics, 58.1.4) checksum error, receiver DME/DDE, transmitter ICM	The diagnostic function monitors the currency and the checksum of the message.					The fault is recognized when the keep-alive counter has not timed the message and the message checksum is incorrect. Potential problem source(s): - Fault with transmitting control module	This fault is logged in the control module's fault memory immediately.	Terminal 15	Voltage condition: - Onboard elect	- None	- None	NO	CAN message	N	- Fault with transmitting control module	- Carry out system analysis.	- ECE emissions warning lamp: off - ECE electronic engine power reduction: off - CC message: none - US emissions warning lamp: off - US electronic engine power reduction: off - CC message: none	none	Possible apparent symptoms: Cruise control failure	Breakdown notice: None	None
									The fault is recognized when the message is not received within the defined period, the keep-alive counter did not time the message, or the message had a			Voltage condition: - Onboard elect								- ECE emissions warning lamp: off - ECE electronic engine power reduction: off				

MEVD17.2-BN2020	0xCD9435	13472821	CAN, message (data, transmission train, 0x1AF) in case of undervoltage: Communication fault at PT-CAN2	The diagnostic function monitors reception, currency and checksum of the message when undervoltage is present.					The fault is recognized when the message is not received within the defined period, the keep-alive counter did not time the message, or the message had a checksum error. Undervoltage must also be present. Potential problem source(s): - Fault with transmitting control module	This fault is logged in the control module's fault memory immediately.	Terminal 15	Voltage condition: - Onboard elect	- None	- None	NO	FR message	N	- Fault with transmitting control module	- Carry out system analysis.	- ECE emissions warning lamp: off - ECE electronic engine power reduction: off - CC message: none - US emissions warning lamp: off - US electronic engine power reduction: off - CC message: none	none	Possible apparent symptoms: None	Breakdown notice: None	None
MEVD17.2-BN2020	0xCD9437	13472823	FlexRay, message (request, wheel torque, drive train, sum, stabilisation, 43.1.4) during undervoltage: Communication fault	The diagnostic function monitors reception, currency and checksum of the message when undervoltage is present.					The fault is recognized when the message is not received within the defined period, the keep-alive counter did not time the message, or the message had a checksum error. Undervoltage must also be present. Potential problem source(s): - Fault with transmitting control module	This fault is logged in the control module's fault memory immediately.	Terminal 15	Voltage condition: - Onboard elect	- None	- None	NO	FR message	N	- Fault with transmitting control module	- Carry out system analysis.	- ECE emissions warning lamp: off - ECE electronic engine power reduction: off - CC message: none - US emissions warning lamp: off - US electronic engine power reduction: off - CC message: none	none	Possible apparent symptoms: None	Breakdown notice: None	None
MEVD17.2-BN2020	0xCD9502	13473026	Message (request, wheel torque, drive train, sum, stabilisation, 43.1.4) not current, receiver DME/DDE, transmitter DSC	The diagnostic function monitors the currency of the message.					The fault is recognized when the keep-alive counter has not timed the message. Potential problem source(s): - Fault with transmitting control module	This fault is logged in the control module's fault memory immediately.	Terminal 15	Voltage condition: - Onboard elect	- None	- None	NO	FR message	N	- Fault with transmitting control module	- Carry out system analysis.	- ECE emissions warning lamp: off - ECE electronic engine power reduction: off - CC message: none - US emissions warning lamp: off - US electronic engine power reduction: off - CC message: none	none	Possible apparent symptoms: - DSC failure	Breakdown notice: None	None
MEVD17.2-BN2020	0xCD9504	13473028	No message (request, wheel torque, drive train, sum, stabilisation, 43.1.4), receiver DME/DDE, transmitter DSC	The diagnostic function monitors reception of the message.					The fault is recognized when the message is not received in the specified time. Potential problem source(s): - Fault with transmitting control module	This fault is logged in the control module's fault memory immediately.	Terminal 15	Voltage condition: - Onboard elect	- None	- None	NO	FR message	N	- Fault with transmitting control module	- Carry out system analysis.	- ECE emissions warning lamp: off - ECE electronic engine power reduction: off - CC message: none - US emissions warning lamp: off - US electronic engine power reduction: off - CC message: none	none	Possible apparent symptoms: - DSC failure	Breakdown notice: None	None
MEVD17.2-BN2020	0xCD9508	13473032	Message (request, wheel torque, drive train, sum, stabilisation, 43.1.4) checksum error, receiver DME/DDE, transmitter DSC	The diagnostic function monitors the checksum of the message.					The diagnostic fault code is logged when the message has a checksum error. Potential problem source(s): - Fault with transmitting control module	This fault is logged in the control module's fault memory immediately.	Terminal 15	Voltage condition: - Onboard elect	- None	- None	NO	FR message	N	- Fault with transmitting control module	- Carry out system analysis.	- ECE emissions warning lamp: off - ECE electronic engine power reduction: off - CC message: none - US emissions warning lamp: off - US electronic engine power reduction: off - CC message: none	none	Possible apparent symptoms: - DSC failure	Breakdown notice: None	None
MEVD17.2-BN2020	0xCD9602	13473282	Message (request, wheel torque, drive train, sum, stabilisation, 47.0.2) not current, receiver DME/DDE, transmitter DSC	The diagnostic function monitors the currency of the message.					The fault is recognized when the keep-alive counter has not timed the message. Potential problem source(s): - Fault with transmitting control module	This fault is logged in the control module's fault memory immediately.	Terminal 15	Voltage condition: - Onboard elect	- None	- None	NO	FR message	N	- Fault with transmitting control module	- Carry out system analysis.	- ECE emissions warning lamp: off - ECE electronic engine power reduction: off - CC message: none - US emissions warning lamp: off - US electronic engine power reduction: off - CC message: none	Only in hybrid vehicles	Possible apparent symptoms: None	Breakdown notice: None	None
MEVD17.2-BN2020	0xCD9604	13473284	No message (request, wheel torque, drive train, sum, stabilisation, 47.0.2), receiver DME/DDE, transmitter DSC	The diagnostic function monitors reception of the message.					The fault is recognized when the message is not received in the specified time. Potential problem source(s): - Fault with transmitting control module	This fault is logged in the control module's fault memory immediately.	Terminal 15	Voltage condition: - Onboard elect	- None	- None	NO	FR message	N	- Fault with transmitting control module	- Carry out system analysis.	- ECE emissions warning lamp: off - ECE electronic engine power reduction: off - CC message: none - US emissions warning lamp: off - US electronic engine power reduction: off - CC message: none	Only in hybrid vehicles	Possible apparent symptoms: None	Breakdown notice: None	None
MEVD17.2-BN2020	0xCD9608	13473288	Message (request, wheel torque, drive train, sum, stabilisation, 47.0.2) checksum error, receiver DME/DDE, transmitter DSC	The diagnostic function monitors the currency and the checksum of the message.					The fault is recognized when the keep-alive counter has not timed the message and the message checksum is incorrect. Potential problem source(s): - Fault with transmitting control module	This fault is logged in the control module's fault memory immediately.	Terminal 15	Voltage condition: - Onboard elect	- None	- None	NO	FR message	N	- Fault with transmitting control module	- Carry out system analysis.	- ECE emissions warning lamp: off - ECE electronic engine power reduction: off - CC message: none - US emissions warning lamp: off - US electronic engine power reduction: off - CC message: none	Only in hybrid vehicles	Possible apparent symptoms: None	Breakdown notice: None	None
MEVD17.2-BN2020	0xCD9702	13473538	Message (configuration, switch, driving dynamics, 272.4.8) not current, receiver DME/DDE, transmitter ICM	The diagnostic function monitors the currency of the message.					The fault is recognized when the keep-alive counter has not timed the message. Potential problem source(s): - Fault with transmitting control module	The diagnostic fault code is logged when the fault remains present for longer than 1 min.	Terminal 15	Voltage condition: - Onboard elect	- None	- None	NO	FR message	N	- Fault with transmitting control module	- Carry out system analysis.	- ECE emissions warning lamp: off - ECE electronic engine power reduction: off - CC message: none - US emissions warning lamp: off - US electronic engine power reduction: off - CC message: none	none	Possible apparent symptoms: - Pedal progression cannot be switched.	Breakdown notice: None	None
MEVD17.2-BN2020	0xCD9704	13473540	No message (configuration, switch, driving dynamics, 272.4.8), receiver DME/DDE, transmitter ICM	The diagnostic function monitors reception of the message.					The fault is recognized when the message is not received in the specified time. Potential problem source(s): - Fault with transmitting control module	The diagnostic fault code is logged when the fault remains present for longer than 2 min.	Terminal 15	Voltage condition: - Onboard elect	- None	- None	NO	FR message	N	- Fault with transmitting control module	- Carry out system analysis.	- ECE emissions warning lamp: off - ECE electronic engine power reduction: off - CC message: none - US emissions warning lamp: off - US electronic engine power reduction: off - CC message: none	none	Possible apparent symptoms: - Pedal progression cannot be switched.	Breakdown notice: None	None
MEVD17.2-BN2020	0xCD9708	13473544	Message (configuration, switch, driving dynamics, 272.4.8) checksum error, receiver DME/DDE, transmitter ICM	The diagnostic function monitors the checksum of the message.					The diagnostic fault code is logged when the message has a checksum error. Potential problem source(s): - Fault with transmitting control module	This fault is logged in the control module's fault memory immediately.	Terminal 15	Voltage condition: - Onboard elect	- None	- None	NO	FR message	N	- Fault with transmitting control module	- Carry out system analysis.	- ECE emissions warning lamp: off - ECE electronic engine power reduction: off - CC message: none - US emissions warning lamp: off - US electronic engine power reduction: off - CC message: none	none	Possible apparent symptoms: - Pedal progression cannot be switched.	Breakdown notice: None	None
MEVD17.2-BN2020	0xCD9902	13474050	Message (vehicle speed, 55.3.4) not current, receiver DME/DDE, transmitter ICM	The diagnostic function monitors the currency of the message.	U111T	Message Monitoring Speed Alive Check	Communication	Speed	The fault is recognized when the keep-alive counter has not timed the message. Potential problem source(s): - Fault with transmitting control module	This fault is logged in the control module's fault memory immediately.	Terminal 15	Voltage condition: - Onboard elect	- None	- None	NO	FR message	N	- Fault with transmitting control module	- Carry out system analysis.	ECE: - ECE emissions warning lamp: off - ECE electronic engine power reduction: off - CC message: none MY10 US: - US emissions warning lamp: on - US electronic engine power reduction: off - CC message: on	none	Possible apparent symptoms: None	Breakdown notice: None	None
MEVD17.2-BN2020	0xCD9904	13474052	No message (vehicle speed, 55.3.4), receiver DME/DDE, transmitter ICM	The diagnostic function monitors reception of the message.	U1118	Lost Communication With Speed	Communication	Speed	The fault is recognized when the message is not received in the specified time. Potential problem source(s): - Fault with transmitting control module	This fault is logged in the control module's fault memory immediately.	Terminal 15	Voltage condition: - Onboard elect	- None	- None	NO	FR message	N	- Fault with transmitting control module	- Carry out system analysis.	ECE: - ECE emissions warning lamp: off - ECE electronic engine power reduction: off - CC message: none MY10 US: - US emissions warning lamp: on - US electronic engine power reduction: off - CC message: on	none	Possible apparent symptoms: None	Breakdown notice: None	None
MEVD17.2-BN2020	0xCD9908	13474056	Message (vehicle speed, 55.3.4) checksum error, receiver DME/DDE, transmitter ICM	The diagnostic function monitors the checksum of the message.	U1119	Message Monitoring Speed Check Sum Error	Communication	Speed	The diagnostic fault code is logged when the message has a checksum error. Potential problem source(s): - Fault with transmitting control module	This fault is logged in the control module's fault memory immediately.	Terminal 15	Voltage condition: - Onboard elect	- None	- None	NO	FR message	N	- Fault with transmitting control module	- Carry out system analysis.	ECE: - ECE emissions warning lamp: off - ECE electronic engine power reduction: off - CC message: none MY10 US: - US emissions warning lamp: on - US electronic engine power reduction: off - CC message: on	none	Possible apparent symptoms: None	Breakdown notice: None	None
MEVD17.2-BN2020	0xCD9932	13474098	Message (yaw rate, vehicle, 38.0.2) alive check	The diagnostic function monitors the currency of the message.	U11C6	Message Monitoring Yaw Rate Alive Check	Communication	Yaw Rate	The fault is recognized when the keep-alive counter has not timed the message. Potential problem source(s): - Fault with transmitting control module	This fault is logged in the control module's fault memory immediately.	Terminal 15	Voltage condition: - Onboard elect	- None	- None	NO	FR message	N	- Fault with transmitting control module	- Carry out system analysis.	ECE: - ECE emissions warning lamp: off - ECE electronic engine power reduction: off - CC message: none MY10 US: - US emissions warning lamp: on - US electronic engine power reduction: off - CC message: on	none	Possible apparent symptoms: None	Breakdown notice: None	None
MEVD17.2-BN2020	0xCD9933	13474099	No message (yaw rate, vehicle, 38.0.2)	The diagnostic function monitors reception of the message.	U0123	Lost Communication With Yaw Rate Sensor Module	Communication	Yaw Rate	The fault is recognized when the message is not received in the specified time. Potential problem source(s): - Fault with transmitting control module	This fault is logged in the control module's fault memory immediately.	Terminal 15	Voltage condition: - Onboard elect	- None	- None	NO	FR message	N	- Fault with transmitting control module	- Carry out system analysis.	ECE: - ECE emissions warning lamp: off - ECE electronic engine power reduction: off - CC message: none MY10 US: - US emissions warning lamp: on - US electronic engine power reduction: off - CC message: on	none	Possible apparent symptoms: None	Breakdown notice: None	None
MEVD17.2-BN2020	0xCD9934	13474100	Message (yaw rate, vehicle, 38.0.2) checksum error	The diagnostic function monitors the currency and the checksum of the message.	U11C7	Message Monitoring Yaw Rate Check Sum Error	Communication	Yaw Rate	The fault is recognized when the keep-alive counter has not timed the message and the message checksum is incorrect. Potential problem source(s): - Fault with transmitting control module	This fault is logged in the control module's fault memory immediately.	Terminal 15	Voltage condition: - Onboard elect	- None	- None	NO	FR message	N	- Fault with transmitting control module	- Carry out system analysis.	ECE: - ECE emissions warning lamp: off - ECE electronic engine power reduction: off - CC message: none MY10 US: - US emissions warning lamp: on - US electronic engine power reduction: off - CC message: on	none	Possible apparent symptoms: None	Breakdown notice: None	None
MEVD17.2-BN2020	0xCD9936	13474101	No message (data, driving dynamics sensor, extended, 38.0.2)	The diagnostic function monitors reception of the message.	U0122	Lost Communication With Vehicle Dynamics Control Module	Communication	Driving Dynamics	The fault is recognized when the		Terminal 15	Voltage condition: - Onboard elect	- None	- None	NO	FR message	N	- Fault with transmitting control module	- Carry out system analysis.	ECE: - ECE emissions warning lamp: off - ECE electronic engine power reduction: off - CC message: none MY10 US: - US emissions warning lamp: on - US electronic engine power reduction: off - CC message: on	none	Possible apparent symptoms: None	Breakdown notice: None	None

MEVD17.2-BN2020	0xCD8A04	13474308	No message (actual braking torque, sum, 43.3.4), receiver DME/DDE, transmitter DSC	The diagnostic function monitors reception of the message.	U1198	Lost Communication With Brake Torque			The fault is recognized when the message is not received in the specified time. Potential problem source(s): - Fault with transmitting control module	This fault is logged in the control module's fault memory immediately.	Terminal 15	Voltage condition: - Onboard elect	- None	- None	NO	FR message	N	- Fault with transmitting control module	- Carry out system analysis.	- ECE emissions warning lamp: off - ECE electronic engine power reduction: off - CC message: none - US emissions warning lamp: off - US electronic engine power reduction: off - CC message: none	none	Possible apparent symptoms: None	Breakdown notice: None	None
MEVD17.2-BN2020	0xCD8A08	13474312	Message (actual braking torque, sum, 43.3.4) checksum error, receiver DME/DDE, transmitter DSC	The diagnostic function monitors the checksum of the message.	U1199	Message Monitoring Brake Torque Check Sum Error			The diagnostic fault code is logged when the message has a checksum error. Potential problem source(s): - Fault with transmitting control module	This fault is logged in the control module's fault memory immediately.	Terminal 15	Voltage condition: - Onboard elect	- None	- None	NO	FR message	N	- Fault with transmitting control module	- Carry out system analysis.	- ECE emissions warning lamp: off - ECE electronic engine power reduction: off - CC message: none - US emissions warning lamp: off - US electronic engine power reduction: off - CC message: none	none	Possible apparent symptoms: None	Breakdown notice: None	None
MEVD17.2-BN2020	0xCD8B02	13474562	Message (actual wheel speed, 46.0.1) not current, receiver DME/DDE, transmitter DSC	The diagnostic function monitors the currency of the message.	U1195	Message Monitoring Wheel Speed Alive Check	Communication	Wheel Speed	The fault is recognized when the keep-alive counter has not timed the message. Potential problem source(s): - Fault with transmitting control module	This fault is logged in the control module's fault memory immediately.	Terminal 15	Voltage condition: - Onboard elect	- None	- None	NO	FR message	N	- Fault with transmitting control module	- Carry out system analysis.	ECE: - ECE emissions warning lamp: off - ECE electronic engine power reduction: off - CC message: none MY10 US: - US emissions warning lamp: on - US electronic engine power reduction: off - CC message: on	none	Possible apparent symptoms: None	Breakdown notice: None	None
MEVD17.2-BN2020	0xCD8B04	13474564	No message (actual wheel speed, 46.0.1), receiver DME/DDE, transmitter DSC	The diagnostic function monitors reception of the message.	U116D	Lost Communication With Wheel Speed	Communication	Wheel Speed	The fault is recognized when the message is not received in the specified time. Potential problem source(s): - Fault with transmitting control module	This fault is logged in the control module's fault memory immediately.	Terminal 15	Voltage condition: - Onboard elect	- None	- None	NO	FR message	N	- Fault with transmitting control module	- Carry out system analysis.	ECE: - ECE emissions warning lamp: off - ECE electronic engine power reduction: off - CC message: none MY10 US: - US emissions warning lamp: on - US electronic engine power reduction: off - CC message: on	none	Possible apparent symptoms: None	Breakdown notice: None	None
MEVD17.2-BN2020	0xCD8B08	13474568	Message (actual wheel speed, 46.0.1) checksum error, receiver DME/DDE, transmitter DSC	The diagnostic function monitors the checksum of the message.	U1196	Message Monitoring Wheel Speed Check Sum Error	Communication	Wheel Speed	The diagnostic fault code is logged when the message has a checksum error. Potential problem source(s): - Fault with transmitting control module	This fault is logged in the control module's fault memory immediately.	Terminal 15	Voltage condition: - Onboard elect	- None	- None	NO	FR message	N	- Fault with transmitting control module	- Carry out system analysis.	ECE: - ECE emissions warning lamp: off - ECE electronic engine power reduction: off - CC message: none MY10 US: - US emissions warning lamp: on - US electronic engine power reduction: off - CC message: on	none	Possible apparent symptoms: None	Breakdown notice: None	None
MEVD17.2-BN2020	0xCD8D02	13475074	Message (longitudinal acceleration, centre of gravity, 55.0.2) not current, receiver DME/DDE, transmitter ICM	The diagnostic function monitors the currency of the message.					The fault is recognized when the keep-alive counter has not timed the message. Potential problem source(s): - Fault with transmitting control module	This fault is logged in the control module's fault memory immediately.	Terminal 15	Voltage condition: - Onboard elect	- None	- None	NO	FR message	N	- Fault with transmitting control module	- Carry out system analysis.	- ECE emissions warning lamp: off - ECE electronic engine power reduction: off - CC message: none - US emissions warning lamp: off - US electronic engine power reduction: off - CC message: none	none	Possible apparent symptoms: - The oil pressure indicator lamp may light up during acceleration.	Breakdown notice: None	None
MEVD17.2-BN2020	0xCD8D04	13475076	No message (longitudinal acceleration, centre of gravity, 55.0.2), receiver DME/DDE, transmitter ICM	The diagnostic function monitors reception of the message.					The fault is recognized when the message is not received in the specified time. Potential problem source(s): - Fault with transmitting control module	This fault is logged in the control module's fault memory immediately.	Terminal 15	Voltage condition: - Onboard elect	- None	- None	NO	FR message	N	- Fault with transmitting control module	- Carry out system analysis.	- ECE emissions warning lamp: off - ECE electronic engine power reduction: off - CC message: none - US emissions warning lamp: off - US electronic engine power reduction: off - CC message: none	none	Possible apparent symptoms: - The oil pressure indicator lamp may light up during acceleration.	Breakdown notice: None	None
MEVD17.2-BN2020	0xCD8D08	13475080	Message (longitudinal acceleration, centre of gravity, 55.0.2) checksum error, receiver DME/DDE, transmitter ICM	The diagnostic function monitors the checksum of the message.					The diagnostic fault code is logged when the message has a checksum error. Potential problem source(s): - Fault with transmitting control module	This fault is logged in the control module's fault memory immediately.	Terminal 15	Voltage condition: - Onboard elect	- None	- None	NO	FR message	N	- Fault with transmitting control module	- Carry out system analysis.	- ECE emissions warning lamp: off - ECE electronic engine power reduction: off - CC message: none - US emissions warning lamp: off - US electronic engine power reduction: off - CC message: none	none	Possible apparent symptoms: - The oil pressure indicator lamp may light up during acceleration.	Breakdown notice: None	None
MEVD17.2-BN2020	0xCD8E02	13475330	Message (lateral acceleration, centre of gravity, 55.0.2) not current, receiver DME/DDE, transmitter ICM	The diagnostic function monitors the currency of the message.					The fault is recognized when the keep-alive counter has not timed the message. Potential problem source(s): - Fault with transmitting control module	This fault is logged in the control module's fault memory immediately.	Terminal 15	Voltage condition: - Onboard elect	- None	- None	NO	FR message	N	- Fault with transmitting control module	- Carry out system analysis.	- ECE emissions warning lamp: off - ECE electronic engine power reduction: off - CC message: none - US emissions warning lamp: off - US electronic engine power reduction: off - CC message: none	none	Possible apparent symptoms: - The oil pressure indicator lamp may light up during lateral acceleration/cornering.	Breakdown notice: None	None
MEVD17.2-BN2020	0xCD8E04	13475332	No message (lateral acceleration, centre of gravity, 55.0.2), receiver DME/DDE, transmitter ICM	The diagnostic function monitors reception of the message.					The fault is recognized when the message is not received in the specified time. Potential problem source(s): - Fault with transmitting control module	This fault is logged in the control module's fault memory immediately.	Terminal 15	Voltage condition: - Onboard elect	- None	- None	NO	FR message	N	- Fault with transmitting control module	- Carry out system analysis.	- ECE emissions warning lamp: off - ECE electronic engine power reduction: off - CC message: none - US emissions warning lamp: off - US electronic engine power reduction: off - CC message: none	none	Possible apparent symptoms: - The oil pressure indicator lamp may light up during lateral acceleration/cornering.	Breakdown notice: None	None
MEVD17.2-BN2020	0xCD8E08	13475336	Message (lateral acceleration, centre of gravity, 55.0.2) checksum error, receiver DME/DDE, transmitter ICM	The diagnostic function monitors the checksum of the message.					The diagnostic fault code is logged when the message has a checksum error. Potential problem source(s): - Fault with transmitting control module	This fault is logged in the control module's fault memory immediately.	Terminal 15	Voltage condition: - Onboard elect	- None	- None	NO	FR message	N	- Fault with transmitting control module	- Carry out system analysis.	- ECE emissions warning lamp: off - ECE electronic engine power reduction: off - CC message: none - US emissions warning lamp: off - US electronic engine power reduction: off - CC message: none	none	Possible apparent symptoms: - The oil pressure indicator lamp may light up during lateral acceleration/cornering.	Breakdown notice: None	None
MEVD17.2-BN2020	0xCD8F02	13475586	Message (Dynamic Stability Control stabilisation, 47.1.2) not current, receiver DME/DDE, transmitter DSC	The diagnostic function monitors the currency of the message.	U1125	Message Monitoring DSC Status Alive Check			The fault is recognized when the keep-alive counter has not timed the message. Potential problem source(s): - Fault with transmitting control module	This fault is logged in the control module's fault memory immediately.	Terminal 15	Voltage condition: - Onboard elect	- None	- None	NO	FR message	N	- Fault with transmitting control module	- Carry out system analysis.	- ECE emissions warning lamp: off - ECE electronic engine power reduction: off - CC message: none - US emissions warning lamp: off - US electronic engine power reduction: off - CC message: none	none	Possible apparent symptoms: - Cruise control failure - Accelerator pedal progression failure	Breakdown notice: None	None
MEVD17.2-BN2020	0xCD8F04	13475588	No message (Dynamic Stability Control stabilisation, 47.1.2), receiver DME/DDE, transmitter DSC	The diagnostic function monitors reception of the message.	U1126	Lost Communication With DSC Status	Communication	DSC Status	The fault is recognized when the message is not received in the specified time. Potential problem source(s): - Fault with transmitting control module	This fault is logged in the control module's fault memory immediately.	Terminal 15	Voltage condition: - Onboard elect	- None	- None	NO	FR message	N	- Fault with transmitting control module	- Carry out system analysis.	- ECE emissions warning lamp: off - ECE electronic engine power reduction: off - CC message: none - US emissions warning lamp: off - US electronic engine power reduction: off - CC message: none	none	Possible apparent symptoms: - Cruise control failure - Accelerator pedal progression failure	Breakdown notice: None	None
MEVD17.2-BN2020	0xCD8F08	13475592	Message (Dynamic Stability Control stabilisation, 47.1.2) checksum error, receiver DME/DDE, transmitter DSC	The diagnostic function monitors the checksum of the message.	U1127	Message Monitoring DSC Status Check Sum Error			The diagnostic fault code is logged when the message has a checksum error. Potential problem source(s): - Fault with transmitting control module	This fault is logged in the control module's fault memory immediately.	Terminal 15	Voltage condition: - Onboard elect	- None	- None	NO	FR message	N	- Fault with transmitting control module	- Carry out system analysis.	- ECE emissions warning lamp: off - ECE electronic engine power reduction: off - CC message: none - US emissions warning lamp: off - US electronic engine power reduction: off - CC message: none	none	Possible apparent symptoms: - Cruise control failure - Accelerator pedal progression failure	Breakdown notice: None	None
MEVD17.2-BN2020	0xCDA002	13475842	Message (request, wheel torque, drive train, sum, FAS, 33.1.4) not current, receiver DME/DDE, transmitter ICM	The diagnostic function monitors the currency of the message.					The fault is recognized when the keep-alive counter has not timed the message. Potential problem source(s): - Fault with transmitting control module	This fault is logged in the control module's fault memory immediately.	Terminal 15	Voltage condition: - Onboard elect	- None	- None	NO	FR message	N	- Fault with transmitting control module	- Carry out system analysis.	- ECE emissions warning lamp: off - ECE electronic engine power reduction: off - CC message: none - US emissions warning lamp: off - US electronic engine power reduction: off - CC message: none	none	Possible apparent symptoms: - Cruise control failure	Breakdown notice: None	- Cruise control deletion can be carried out only after clearing ECU fault memory/terminal status switch.
MEVD17.2-BN2020	0xCDA004	13475844	No message (request, wheel torque, drive train, sum, FAS, 33.1.4), receiver DME/DDE, transmitter ICM	The diagnostic function monitors reception of the message.					The fault is recognized when the keep-alive counter has not timed the message or the message checksum is incorrect. Potential problem source(s): - Fault with transmitting control module	This fault is logged in the control module's fault memory immediately.	Terminal 15	Voltage condition: - Onboard elect	- None	- None	NO	FR message	N	- Fault with transmitting control module	- Carry out system analysis.	- ECE emissions warning lamp: off - ECE electronic engine power reduction: off - CC message: none - US emissions warning lamp: off - US electronic engine power reduction: off - CC message: none	none	Possible apparent symptoms: - Cruise control failure	Breakdown notice: None	- Cruise control deletion can be carried out only after clearing ECU fault memory/terminal status switch.
MEVD17.2-BN2020	0xCDA008	13475848	Message (request, wheel torque, drive train, sum, FAS, 33.1.4) checksum error, receiver DME/DDE, transmitter ICM	The diagnostic function monitors the checksum of the message.					The diagnostic fault code is logged when the message has a checksum error. Potential problem source(s): - Fault with transmitting control module	This fault is logged in the control module's fault memory immediately.	Terminal 15	Voltage condition: - Onboard elect	- None	- None	NO	FR message	N	- Fault with transmitting control module	- Carry out system analysis.	- ECE emissions warning lamp: off - ECE electronic engine power reduction: off - CC message: none - US emissions warning lamp: off - US electronic engine power reduction: off - CC message: none	none	Possible apparent symptoms: - Cruise control failure	Breakdown notice: None	- Cruise control deletion can be carried out only after clearing ECU fault memory/terminal status switch.
MEVD17.2-BN2020	0xCDA102	13476098	Message (roadway inclination, 56.1.2) not current, receiver DME/DDE, transmitter ICM	The diagnostic function monitors the currency of the message.					The fault is recognized when the message is not received in the specified time. Potential problem source(s): - Fault with transmitting control module	This fault is logged in the control module's fault memory immediately.	Terminal 15	Voltage condition: - Onboard elect	- None	- None	NO	CAN message	N	- Fault with transmitting control module	- Carry out system analysis.	- ECE emissions warning lamp: off - ECE electronic engine power reduction: off - CC message: none	Data content defined	Possible apparent symptoms: None	Breakdown notice: None	- Data configured for diagnostic routine
									The fault is recognized when the			Voltage condition: - Onboard elect								- ECE emissions warning lamp: off - ECE electronic engine power reduction: off				

MEVD17.2-BN2020	0xCDA108	13476104	Message (roadway inclination, 56.1.2) checksum error, receiver DME/DDE, transmitter ICM	The diagnostic function monitors the checksum of the message.					The diagnostic fault code is logged when the message has a checksum error. Potential problem source(s): - Fault with transmitting control module	This fault is logged in the control module's fault memory immediately.	Terminal 15	Voltage condition:□- Onboard elect	- None	- None	NO	CAN message	N	- Fault with transmitting control module	- Carry out system analysis.	- ECE emissions warning lamp: off - ECE electronic engine power reduction: off - CC message: none - US emissions warning lamp: off - US electronic engine power reduction: off - CC message: none	Data content defined	Possible apparent symptoms: None	Breakdown notice: None	- Data configured for diagnostic routine
MEVD17.2-BN2020	0xCDA204	13476356	No message (request, power, electrical, electromechanical power steering, 234.0.2), receiver DME/DDE, transmitter EPS	The diagnostic function monitors reception of the message.					The fault is recognized when the message is not received in the specified time. Potential problem source(s): - Fault with transmitting control module	The diagnostic fault code is logged when the fault remains present for longer than 1 min.	Terminal 15	Voltage condition:□- Onboard elect	- None	- None	NO	FR message	N	- Fault with transmitting control module	- Carry out system analysis.	- ECE emissions warning lamp: off - ECE electronic engine power reduction: off - CC message: none - US emissions warning lamp: off - US electronic engine power reduction: off - CC message: none	none	Possible apparent symptoms: - The engine can stall in response to rapid steering motion to full-lock.	Breakdown notice: None	None
MEVD17.2-BN2020	0xCDA302	13476610	Message (vehicle standstill, 263.1.4) not current, receiver DME/DDE, transmitter DSC	The diagnostic function monitors the currency of the message.					The fault is recognized when the keep-alive counter has not timed the message. Potential problem source(s): - Fault with transmitting control module	The diagnostic fault code is logged when the fault remains present for longer than 1 min.	Terminal 15	Voltage condition:□- Onboard elect	- None	- None	NO	FR message	N	- Fault with transmitting control module	- Carry out system analysis.	- ECE emissions warning lamp: off - ECE electronic engine power reduction: off - CC message: none - US emissions warning lamp: off - US electronic engine power reduction: off - CC message: none	none	Possible apparent symptoms: None	Breakdown notice: - Never drive off with EMF electromechanical parking brake engaged!	- If an error related to redundant information from the DMC occurs at the same time there will be no torque reduction during attempts to accelerate against an engaged EMF electromechanical parking brake. As a worst-case scenario this could damage the brake system and the drivetrain.
MEVD17.2-BN2020	0xCDA304	13476612	No message (vehicle standstill, 263.1.4), receiver DME/DDE, transmitter DSC	The diagnostic function monitors reception of the message.					The fault is recognized when the message is not received in the specified time. Potential problem source(s): - Fault with transmitting control module	The diagnostic fault code is logged when the fault remains present for longer than 2 min.	Terminal 15	Voltage condition:□- Onboard elect	- None	- None	NO	FR message	N	- Fault with transmitting control module	- Carry out system analysis.	- ECE emissions warning lamp: off - ECE electronic engine power reduction: off - CC message: none - US emissions warning lamp: off - US electronic engine power reduction: off - CC message: none	none	Possible apparent symptoms: None	Breakdown notice: - Never drive off with EMF electromechanical parking brake engaged!	- If an error related to redundant information from the DMC occurs at the same time there will be no torque reduction during attempts to accelerate against an engaged EMF electromechanical parking brake. As a worst-case scenario this could damage the brake system and the drivetrain.
MEVD17.2-BN2020	0xCDA308	13476616	Message (vehicle standstill, 263.1.4) checksum error, receiver DME/DDE, transmitter DSC	The diagnostic function monitors the checksum of the message.					The diagnostic fault code is logged when the message has a checksum error. Potential problem source(s): - Fault with transmitting control module	The diagnostic fault code is logged when the fault remains present for longer than 1 min.	Terminal 15	Voltage condition:□- Onboard elect	- None	- None	NO	FR message	N	- Fault with transmitting control module	- Carry out system analysis.	- ECE emissions warning lamp: off - ECE electronic engine power reduction: off - CC message: none - US emissions warning lamp: off - US electronic engine power reduction: off - CC message: none	none	Possible apparent symptoms: None	Breakdown notice: - Never drive off with EMF electromechanical parking brake engaged!	- If an error related to redundant information from the DMC occurs at the same time there will be no torque reduction during attempts to accelerate against an engaged EMF electromechanical parking brake. As a worst-case scenario this could damage the brake system and the drivetrain.
MEVD17.2-BN2020	0xCDA402	13476866	Message (actual steering angle, front axle, 57.1.2) not current, receiver DME/DDE, transmitter SZL	The diagnostic function monitors the currency of the message.					The fault is recognized when the keep-alive counter has not timed the message. Potential problem source(s): - Fault with transmitting control module	This fault is logged in the control module's fault memory immediately.	Terminal 15	Voltage condition:□- Onboard elect	- None	- None	NO	FR message	N	- Fault with transmitting control module	- Carry out system analysis.	- ECE emissions warning lamp: off - ECE electronic engine power reduction: off - CC message: none - US emissions warning lamp: off - US electronic engine power reduction: off - CC message: none	none	Possible apparent symptoms: None	Breakdown notice: None	None
MEVD17.2-BN2020	0xCDA404	13476868	No message (actual steering angle, front axle, 57.1.2), receiver DME/DDE (FlexRay), transmitter SZL (FlexRay)	The diagnostic function monitors reception of the message.					The fault is recognized when the message is not received in the specified time. Potential problem source(s): - Fault with transmitting control module	This fault is logged in the control module's fault memory immediately.	Terminal 15	Voltage condition:□- Onboard elect	- None	- None	NO	FR message	N	- Fault with transmitting control module	- Carry out system analysis.	- ECE emissions warning lamp: off - ECE electronic engine power reduction: off - CC message: none - US emissions warning lamp: off - US electronic engine power reduction: off - CC message: none	none	Possible apparent symptoms: None	Breakdown notice: None	None
MEVD17.2-BN2020	0xCDA408	13476872	Message (actual steering angle, front axle, 57.1.2) checksum error, receiver DME/DDE, transmitter SZL	The diagnostic function monitors the checksum of the message.					The diagnostic fault code is logged when the message has a checksum error. Potential problem source(s): - Fault with transmitting control module	This fault is logged in the control module's fault memory immediately.	Terminal 15	Voltage condition:□- Onboard elect	- None	- None	NO	FR message	N	- Fault with transmitting control module	- Carry out system analysis.	- ECE emissions warning lamp: off - ECE electronic engine power reduction: off - CC message: none - US emissions warning lamp: off - US electronic engine power reduction: off - CC message: none	none	Possible apparent symptoms: None	Breakdown notice: None	None
MEVD17.2-BN2020	0xCDA410	13476880	No message (display LDM 1, 135.0.2), receiver DME/DDE, transmitter ICM	The diagnostic function monitors reception of the message.					The fault is recognized when the message is not received in the specified time. Potential problem source(s): - Fault with transmitting control module	This fault is logged in the control module's fault memory immediately.	Terminal 15	Voltage condition:□- Onboard elect	- None	- None	NO	FR message	N	- Fault with transmitting control module	- Carry out system analysis.	- ECE emissions warning lamp: off - ECE electronic engine power reduction: off - CC message: none - US emissions warning lamp: off - US electronic engine power reduction: off - CC message: none	Only in vehicles with MSA	Possible apparent symptoms: None	Breakdown notice: None	None
MEVD17.2-BN2020	0xCDA512	13477138	Message (status, seat belt contact, seat occupancy, 0x297) not current, receiver DME/DDE, transmitter ACSM	The diagnostic function monitors the currency and the checksum of the message.					The fault is recognized when the keep-alive counter has not timed the message and the message checksum is incorrect. Potential problem source(s): - Fault with transmitting control module	The diagnostic fault code is logged when the fault remains present for longer than 1 min.	Terminal 15	Voltage condition:□- Onboard elect	- None	- None	NO	CAN message	N	- Fault with transmitting control module	- Carry out system analysis.	- ECE emissions warning lamp: off - ECE electronic engine power reduction: off - CC message: none - US emissions warning lamp: off - US electronic engine power reduction: off - CC message: none	none	Possible apparent symptoms: None	Breakdown notice: None	None
MEVD17.2-BN2020	0xCDA514	13477140	No message (status, seat belt contact, seat occupancy, 0x297), receiver DME/DDE, transmitter ACSM	The diagnostic function monitors reception of the message.					The fault is recognized when the message is not received in the specified time. Potential problem source(s): - Fault with transmitting control module	This fault is logged in the control module's fault memory immediately.	Terminal 15	Voltage condition:□- Onboard elect	- None	- None	NO	CAN message	N	- Fault with transmitting control module	- Carry out system analysis.	- ECE emissions warning lamp: off - ECE electronic engine power reduction: off - CC message: none - US emissions warning lamp: off - US electronic engine power reduction: off - CC message: none	none	Possible apparent symptoms: None	Breakdown notice: None	None
MEVD17.2-BN2020	0xCDA518	13477144	Message (status, seat belt contact, seat occupancy, 0x297) checksum error, receiver DME/DDE, transmitter ACSM	The diagnostic function monitors reception of the message.					The fault is recognized when the message is not received in the specified time. Potential problem source(s): - Fault with transmitting control module	The diagnostic fault code is logged when the fault remains present for longer than 1 min.	Terminal 15	Voltage condition:□- Onboard elect	- None	- None	NO	CAN message	N	- Fault with transmitting control module	- Carry out system analysis.	- ECE emissions warning lamp: off - ECE electronic engine power reduction: off - CC message: none - US emissions warning lamp: off - US electronic engine power reduction: off - CC message: none	none	Possible apparent symptoms: None	Breakdown notice: None	None
MEVD17.2-BN2020	0xCDA702	13477634	Message (vehicle standstill parking brake, 0x2DC) not current, receiver DME/DDE, transmitter EMF	The diagnostic function monitors the currency of the message.					The fault is recognized when the keep-alive counter has not timed the message. Potential problem source(s): - Fault with transmitting control module	The diagnostic fault code is logged when the fault remains present for longer than 1 min.	Terminal 15	Voltage condition:□- Onboard elect	- None	- None	NO	CAN message	N	- Fault with transmitting control module	- Carry out system analysis.	- ECE emissions warning lamp: off - ECE electronic engine power reduction: off - CC message: none - US emissions warning lamp: off - US electronic engine power reduction: off - CC message: none	none	Possible apparent symptoms: None	Breakdown notice: - Never drive off with EMF electromechanical parking brake engaged!	- If an error related to redundant information from the DMC occurs at the same time there will be no torque reduction during attempts to accelerate against an engaged EMF electromechanical parking brake. As a worst-case scenario this could damage the brake system and the drivetrain.
MEVD17.2-BN2020	0xCDA704	13477636	No message (vehicle standstill parking brake, 0x2DC), receiver DME/DDE, transmitter EMF	The diagnostic function monitors reception of the message.					The fault is recognized when the message is not received in the specified time. Potential problem source(s): - Fault with transmitting control module	The diagnostic fault code is logged when the fault remains present for longer than 1 min.	Terminal 15	Voltage condition:□- Onboard elect	- None	- None	NO	CAN message	N	- Fault with transmitting control module	- Carry out system analysis.	- ECE emissions warning lamp: off - ECE electronic engine power reduction: off - CC message: none - US emissions warning lamp: off - US electronic engine power reduction: off - CC message: none	none	Possible apparent symptoms: None	Breakdown notice: - Never drive off with EMF electromechanical parking brake engaged!	- If an error related to redundant information from the DMC occurs at the same time there will be no torque reduction during attempts to accelerate against an engaged EMF electromechanical parking brake. As a worst-case scenario this could damage the brake system and the drivetrain.
MEVD17.2-BN2020	0xCDA708	13477640	Message (vehicle standstill parking brake, 0x2DC) checksum error, receiver DME/DDE, transmitter EMF	The diagnostic function monitors the checksum of the message.					The diagnostic fault code is logged when the message has a checksum error. Potential problem source(s): - Fault with transmitting control module	The diagnostic fault code is logged when the fault remains present for longer than 1 min.	Terminal 15	Voltage condition:□- Onboard elect	- None	- None	NO	CAN message	N	- Fault with transmitting control module	- Carry out system analysis.	- ECE emissions warning lamp: off - ECE electronic engine power reduction: off - CC message: none - US emissions warning lamp: off - US electronic engine power reduction: off - CC message: none	none	Possible apparent symptoms: None	Breakdown notice: - Never drive off with EMF electromechanical parking brake engaged!	- If an error related to redundant information from the DMC occurs at the same time there will be no torque reduction during attempts to accelerate against an engaged EMF electromechanical parking brake. As a worst-case scenario this could damage the brake system and the drivetrain.
MEVD17.2-BN2020	0xCDA804	13477892	No message (relative time, 0x328), receiver DME/DDE, transmitter KOMBI	The diagnostic function monitors reception of the message.	U1101	Lost Communication With Ambient Temperature/Relative Time	Communication	Ambient Temperature/Relative Time	The fault is recognized when the message is not received in the specified time. Potential problem source(s): - Fault with transmitting control module	The diagnostic fault code is logged when the fault remains present for longer than 1 min.	Terminal 15	Voltage condition:□- Onboard elect	- None	- None	NO	CAN message	N	- Fault with transmitting control module	- Carry out system analysis.	ECE: - ECE emissions warning lamp: off - ECE electronic engine power reduction: off - CC message: none MY10 US: - US emissions warning lamp: on - US electronic engine power reduction: off - CC message: on	none	Possible apparent symptoms: None	Breakdown notice: None	None
MEVD17.2-BN2020	0xCDA904	13478148	No message (status, trailer, 0x2E4), receiver DME/DDE, transmitter AHM	The diagnostic function monitors reception of the message.	U0137	Lost Communication With Trailer Brake Control Module			The fault is recognized when the message is not received in the specified time. Potential problem source(s): - Fault with transmitting control module	The diagnostic fault code is logged when the fault remains present for longer than 6 min.	Terminal 15	Voltage condition:□- Onboard elect	- None	- None	NO	CAN message	N	- Fault with transmitting control module	- Carry out system analysis.	- ECE emissions warning lamp: off - ECE electronic engine power reduction: off - CC message: none - US emissions warning lamp: off - US electronic engine power reduction: off - CC message: none	none	Possible apparent symptoms: None	Breakdown notice: None	None
MEVD17.2-BN2020	0xCDAB04	13478660	No message (reverse gear, 0x3B0), receiver DME/DDE, transmitter FRM, FEM	The diagnostic function monitors reception of the message.	U1129	Lost Communication With Reverse Status			The fault is recognized when the message is not received in the specified time. Potential problem source(s): - Fault with transmitting control module	The diagnostic fault code is logged when the fault remains present for longer than 1 min.	Terminal 15	Voltage condition:□- Onboard elect	- None	- None	NO	CAN message	N	- Fault with transmitting control module	- Carry out system analysis.	- ECE emissions warning lamp: off - ECE electronic engine power reduction: off - CC message: none - US emissions warning lamp: off - US electronic engine power reduction: off - CC message: none	Only relevant for manual transmission vehicles	Possible apparent symptoms: - Accelerator pedal progression failure	Breakdown notice: None	None
									The fault is recognized when the			Voltage condition:□- Onboard elect								- ECE emissions warning lamp: off - ECE electronic engine power reduction: off				

MEVD17.2-BN2020	0xCDAD04	13479172	No message (control, crash shutdown, electric fuel pump, 0x135), receiver DME/DDE, transmitter ACSM	The diagnostic function monitors reception of the message.	U112D	Lost Communication With Control Crash Cut-Off EKP (Electrical Fuel Pump)			The fault is recognized when the message is not received in the specified time. Potential problem source(s): - Fault with transmitting control module	The diagnostic fault code is logged when the fault remains present for longer than 2 min.	Terminal 15	Voltage condition: - Onboard elect	- None	- None	NO	CAN message	N	- Fault with transmitting control module	- Carry out system analysis.	- ECE emissions warning lamp: off - ECE electronic engine power reduction: off - CC message: none - US emissions warning lamp: off - US electronic engine power reduction: off - CC message: none	none	Possible apparent symptoms: None	Breakdown notice: None	None
MEVD17.2-BN2020	0xCDAE04	13479428	No message (time display, 0x2F8), receiver DME/DDE, transmitter KOMBI	The diagnostic function monitors reception of the message.	U113C	Lost Communication With Time/Date			The fault is recognized when the message is not received in the specified time. Potential problem source(s): - Fault with transmitting control module	The diagnostic fault code is logged when the fault remains present for longer than 2 min.	Terminal 15	Voltage condition: - Onboard elect	- None	- None	NO	CAN message	N	- Fault with transmitting control module	- Carry out system analysis.	- ECE emissions warning lamp: off - ECE electronic engine power reduction: off - CC message: none - US emissions warning lamp: off - US electronic engine power reduction: off - CC message: none	none	Possible apparent symptoms: None	Breakdown notice: None	None
MEVD17.2-BN2020	0xCDAF04	13479684	No message (central locking and lid status, 0x2FC), receiver DME/DDE, transmitter CAS, FEM	The diagnostic function monitors reception of the message.	U113A	Lost Communication With Central Locking System Status			The fault is recognized when the message is not received in the specified time. Potential problem source(s): - Fault with transmitting control module	This fault is logged in the control module's fault memory immediately.	Terminal 15	Voltage condition: - Onboard elect	- None	- None	NO	CAN message	N	- Fault with transmitting control module	- Carry out system analysis.	- ECE emissions warning lamp: off - ECE electronic engine power reduction: off - CC message: none - US emissions warning lamp: off - US electronic engine power reduction: off - CC message: none	Message is required only on vehicles with MSA and stratified-charge DI engines	Possible apparent symptoms: None	Breakdown notice: None	None
MEVD17.2-BN2020	0xCDB204	13480452	No message (ambient temperature, 0x2CA), receiver DME/DDE, transmitter KOMBI	The diagnostic function monitors reception of the message.	U119B	Lost Communication With Ambient Temperature	Communication	Ambient Temperature	The fault is recognized when the message is not received in the specified time. Potential problem source(s): - Fault with transmitting control module	The diagnostic fault code is logged when the fault remains present for longer than 1 min.	Terminal 15	Voltage condition: - Onboard elect	- None	- None	NO	CAN message	N	- Fault with transmitting control module	- Carry out system analysis.	ECE: - ECE emissions warning lamp: off - ECE electronic engine power reduction: off - CC message: none MY10 US: - US emissions warning lamp: on - US electronic engine power reduction: off - CC message: on	none	Possible apparent symptoms: None	Breakdown notice: None	None
MEVD17.2-BN2020	0xCDB304	13480708	No message (data, display, transmission line, 0x3FD), receiver DME/DDE, transmitter DKG, EGS	The diagnostic function monitors reception of the message.					The fault is recognized when the message is not received in the specified time. Potential problem source(s): - Fault with transmitting control module	This fault is logged in the control module's fault memory immediately.	Terminal 15	Voltage condition: - Onboard elect	- None	- None	NO	CAN message	N	- Fault with transmitting control module	- Carry out system analysis.	- ECE emissions warning lamp: off - ECE electronic engine power reduction: off - CC message: none - US emissions warning lamp: off - US electronic engine power reduction: off - CC message: none	none	Possible apparent symptoms: Tachometer responds more slowly during gearshifts	Breakdown notice: None	None
MEVD17.2-BN2020	0xCDB404	13480964	No message (vehicle condition, 0x3A0), receiver DME/DDE (PT-CAN), transmitter JBE (K-CAN2)	The diagnostic function monitors reception of the message.					The fault is recognized when the message is not received in the specified time. Potential problem source(s): - Fault with transmitting control module	The diagnostic fault code is logged when the fault remains present for longer than 1 min.	Terminal 15	Voltage condition: - Onboard elect	- None	- None	NO	CAN message	N	- Fault with transmitting control module	- Carry out system analysis.	- ECE emissions warning lamp: off - ECE electronic engine power reduction: off - CC message: none - US emissions warning lamp: off - US electronic engine power reduction: off - CC message: none	none	Possible apparent symptoms: None	Breakdown notice: None	None
MEVD17.2-BN2020	0xCDB50A	13481220	No message (kilometre reading / range, 0x330), receiver DME/DDE, transmitter KOMBI	The diagnostic function monitors reception of the message.	U111C	Lost Communication With Mileage/Range			The fault is recognized when the message is not received in the specified time. Potential problem source(s): - Fault with transmitting control module	The diagnostic fault code is logged when the fault remains present for longer than 2 min.	Terminal 15	Voltage condition: - Onboard elect	- None	- None	NO	CAN message	N	- Fault with transmitting control module	- Carry out system analysis.	- ECE emissions warning lamp: off - ECE electronic engine power reduction: off - CC message: none - US emissions warning lamp: off - US electronic engine power reduction: off - CC message: none	none	Possible apparent symptoms: None	Breakdown notice: None	None
MEVD17.2-BN2020	0xCDB602	13481474	Message (terminals, 0x12F) not current, receiver DME/DDE, transmitter CAS	The diagnostic function monitors the currency of the message.	U111D	Message Monitoring Terminal Status Alive Check			The fault is recognized when the keep-alive counter has not timed the message. Potential problem source(s): - Fault with transmitting control module	This fault is logged in the control module's fault memory immediately.	Terminal 15	Voltage condition: - Onboard elect	- None	- None	NO	CAN message	N	- Fault with transmitting control module	- Carry out system analysis.	- ECE emissions warning lamp: off - ECE electronic engine power reduction: off - CC message: none - US emissions warning lamp: off - US electronic engine power reduction: off - CC message: none	none	Possible apparent symptoms: - Next engine start may take longer - No automatic car wash function	Breakdown notice: None	None
MEVD17.2-BN2020	0xCDB604	13481476	No message (terminals, 0x12F), receiver DME/DDE, transmitter CAS, FEM	The diagnostic function monitors reception of the message.	U111E	Lost Communication With Terminal Status			The fault is recognized when the message is not received in the specified time. Potential problem source(s): - Fault with transmitting control module	This fault is logged in the control module's fault memory immediately.	Terminal 15	Voltage condition: - Onboard elect	- None	- None	NO	CAN message	N	- Fault with transmitting control module	- Carry out system analysis.	- ECE emissions warning lamp: off - ECE electronic engine power reduction: off - CC message: none - US emissions warning lamp: off - US electronic engine power reduction: off - CC message: none	none	Possible apparent symptoms: - Next engine start may take longer - No automatic car wash function	Breakdown notice: None	None
MEVD17.2-BN2020	0xCDB608	13481480	Message (terminals, 0x12F) checksum error, receiver DME/DDE, transmitter CAS	The diagnostic function monitors the checksum of the message.	U111F	Message Monitoring Terminal Status Check Sum Error			The diagnostic fault code is logged when the message has a checksum error. Potential problem source(s): - Fault with transmitting control module	This fault is logged in the control module's fault memory immediately.	Terminal 15	Voltage condition: - Onboard elect	- None	- None	NO	CAN message	N	- Fault with transmitting control module	- Carry out system analysis.	- ECE emissions warning lamp: off - ECE electronic engine power reduction: off - CC message: none - US emissions warning lamp: off - US electronic engine power reduction: off - CC message: none	none	Possible apparent symptoms: - Next engine start may take longer - No automatic car wash function	Breakdown notice: None	None
MEVD17.2-BN2020	0xCDB804	13481988	No message (request, A/C, 0x2F9), receiver DME/DDE, transmitter IHKA	The diagnostic function monitors reception of the message.					The fault is recognized when the message is not received in the specified time. Potential problem source(s): - Fault with transmitting control module	This fault is logged in the control module's fault memory immediately.	Terminal 15	Voltage condition: - Onboard elect	- None	- None	NO	CAN message	N	- Fault with transmitting control module	- Carry out system analysis.	- ECE emissions warning lamp: off - ECE electronic engine power reduction: off - CC message: none - US emissions warning lamp: off - US electronic engine power reduction: off - CC message: none	none	Possible apparent symptoms: - Brief rpm drop when IHKA automatic climate control is activated at idle	Breakdown notice: None	None
MEVD17.2-BN2020	0xCDB904	13482244	No message (diagnosis, OBD gearbox, 0x396), receiver DME/DDE, transmitter DKG, EGS	The diagnostic function monitors reception of the message.	U11A7	Lost Communication With OBD Data Transmission via FA-CAN			The fault is recognized when the message is not received in the specified time. Potential problem source(s): - Fault with transmitting control module	The diagnostic fault code is logged when the fault remains present for longer than 1 min.	Terminal 15	Voltage condition: - Onboard elect	- None	- None	NO	CAN message	N	- Fault with transmitting control module	- Carry out system analysis.	- ECE emissions warning lamp: off - ECE electronic engine power reduction: off - CC message: none - US emissions warning lamp: off - US electronic engine power reduction: off - CC message: none	none	Possible apparent symptoms: None	Breakdown notice: None	None
MEVD17.2-BN2020	0xCDBA04	13482500	No message (sleep readiness global FZM, 0x5A5), receiver DME/DDE (PT-CAN), transmitter ZGW (PT-CAN)	The diagnostic function monitors reception of the message.					The fault is recognized when the message is not received in the specified time. Potential problem source(s): - Fault with transmitting control module	The diagnostic fault code is logged when the fault remains present for longer than 1 min.	Terminal 15	Voltage condition: - Onboard elect	- None	- None	NO	CAN message	N	- Fault with transmitting control module	- Carry out system analysis.	- ECE emissions warning lamp: off - ECE electronic engine power reduction: off - CC message: none - US emissions warning lamp: off - US electronic engine power reduction: off - CC message: none	none	Possible apparent symptoms: None	Breakdown notice: None	None
MEVD17.2-BN2020	0xCDBB22	13482754	Message (request, torque, crankshaft, gearbox 2, 0xA0) not current, receiver DME/DDE, transmitter DKG, EGS	The diagnostic function monitors the currency of the message.	U11B3	Message Monitoring Torque Request Crankshaft Transmission Data2 via A-CAN Alive Check			The fault is recognized when the message is not received in the specified time. Potential problem source(s): - Fault with transmitting control module	This fault is logged in the control module's fault memory immediately.	Terminal 15	Voltage condition: - Onboard elect	- None	- None	NO	CAN message	N	- Fault with transmitting control module	- Carry out system analysis.	- ECE emissions warning lamp: off - ECE electronic engine power reduction: off - CC message: none - US emissions warning lamp: off - US electronic engine power reduction: off - CC message: none	none	Possible apparent symptoms: None	Breakdown notice: None	None
MEVD17.2-BN2020	0xCDBB04	13482756	No message (request, torque, crankshaft, gearbox 2, 0xA0), receiver DME/DDE, transmitter DKG, EGS	The diagnostic function monitors reception of the message.	U11B4	Lost Communication With Torque Request Crankshaft Transmission Data2 via A-CAN			The fault is recognized when the message is not received in the specified time. Potential problem source(s): - Fault with transmitting control module	This fault is logged in the control module's fault memory immediately.	Terminal 15	Voltage condition: - Onboard elect	- None	- None	NO	CAN message	N	- Fault with transmitting control module	- Carry out system analysis.	- ECE emissions warning lamp: off - ECE electronic engine power reduction: off - CC message: none - US emissions warning lamp: off - US electronic engine power reduction: off - CC message: none	none	Possible apparent symptoms: None	Breakdown notice: None	None
MEVD17.2-BN2020	0xCDBB08	13482760	Message (request, torque, crankshaft, gearbox 2, 0xA0) checksum error, receiver DME/DDE, transmitter DKG, EGS	The diagnostic function monitors the checksum of the message.	U11B5	Message Monitoring Torque Request Crankshaft Transmission Data2 via A-CAN Check Sum Error			The diagnostic fault code is logged when the message has a checksum error. Potential problem source(s): - Fault with transmitting control module	This fault is logged in the control module's fault memory immediately.	Terminal 15	Voltage condition: - Onboard elect	- None	- None	NO	CAN message	N	- Fault with transmitting control module	- Carry out system analysis.	- ECE emissions warning lamp: off - ECE electronic engine power reduction: off - CC message: none - US emissions warning lamp: off - US electronic engine power reduction: off - CC message: none	none	Possible apparent symptoms: None	Breakdown notice: None	None
MEVD17.2-BN2020	0xCDBC04	13483012	No message (request, power, electrical power control unit, 0x33F), receiver DME/DDE, transmitter PCU	The diagnostic function monitors reception of the message.					The fault is recognized when the message is not received in the specified time. Potential problem source(s): - Fault with transmitting control module	The diagnostic fault code is logged when the fault remains present for longer than 1 min.	Terminal 15	Voltage condition: - Onboard elect	- None	- None	NO	CAN message	N	- Fault with transmitting control module	- Carry out system analysis.	- ECE emissions warning lamp: off - ECE electronic engine power reduction: off - CC message: none - US emissions warning lamp: off - US electronic engine power reduction: off - CC message: none	none	Possible apparent symptoms: None	Breakdown notice: None	None
MEVD17.2-BN2020	0xCDBD04	13483268	No message (status, power generation BN2, 0x2AF), receiver DME/DDE, transmitter PCU	The diagnostic function monitors reception of the message.					The fault is recognized when the message is not received in the specified time. Potential problem source(s): - Fault with transmitting control module	This fault is logged in the control module's fault memory immediately.	Terminal 15	Voltage condition: - Onboard elect	- None	- None	NO	CAN message	N	- Fault with transmitting control module	- Carry out system analysis.	- ECE emissions warning lamp: off - ECE electronic engine power reduction: off - CC message: none - US emissions warning lamp: off - US electronic engine power reduction: off - CC message: none	none	Possible apparent symptoms: None	Breakdown notice: None	None
									The fault is recognized when the			Voltage condition: - Onboard elect								- ECE emissions warning lamp: off - ECE electronic engine power reduction: off				

MEVD17.2-BN2020	0xCDBE04	13483524	No message (display, engine speed, dynamisation, 0xF8), receiver DME/DDE, transmitter EGS	The diagnostic function monitors reception of the message.					The fault is recognized when the message is not received in the specified time. Potential problem source(s): - Fault with transmitting control module	The diagnostic fault code is logged when the fault remains present for longer than 1 min.	Terminal 15	Voltage condition: - Onboard elect	- None	- None	NO	CAN message	N	- Fault with transmitting control module	- Carry out system analysis.	- ECE emissions warning lamp: off - ECE electronic engine power reduction: off - CC message: none - US emissions warning lamp: off - US electronic engine power reduction: off - CC message: none	none	Possible apparent symptoms: None	Breakdown notice: None	None
MEVD17.2-BN2020	0xCDBF04	13483780	No message (status, transmission control unit, 0x39A), receiver DME/DDE, transmitter DKG, EGS	The diagnostic function monitors reception of the message.	U11A6	Lost Communication With Status TCM via A-CAN			The fault is recognized when the message is not received in the specified time. Potential problem source(s): - Fault with transmitting control module	The diagnostic fault code is logged when the fault remains present for longer than 1 min.	Terminal 15	Voltage condition: - Onboard elect	- None	- None	NO	CAN message	N	- Fault with transmitting control module	- Carry out system analysis.	- ECE emissions warning lamp: off - ECE electronic engine power reduction: off - CC message: none - US emissions warning lamp: off - US electronic engine power reduction: off - CC message: none	none	Possible apparent symptoms: None	Breakdown notice: None	None
MEVD17.2-BN2020	0xCDC004	13484036	No message (diagnosis, OBD gearbox, 0x396), receiver DME/DDE, transmitter DKG, EGS	The diagnostic function monitors reception of the message.	U11A4	Lost Communication With OBD Data Transmission via A-CAN			The fault is recognized when the message is not received in the specified time. Potential problem source(s): - Fault with transmitting control module	The diagnostic fault code is logged when the fault remains present for longer than 1 min.	Terminal 15	Voltage condition: - Onboard elect	- None	- None	NO	CAN message	N	- Fault with transmitting control module	- Carry out system analysis.	- ECE emissions warning lamp: off - ECE electronic engine power reduction: off - CC message: none - US emissions warning lamp: off - US electronic engine power reduction: off - CC message: none	none	Possible apparent symptoms: None	Breakdown notice: None	None
MEVD17.2-BN2020	0xCDC102	13484290	Message (data, transmission line, 0x1AF) not current, receiver DME/DDE, transmitter DKG, EGS	The diagnostic function monitors the currency of the message.	U11A1	Message Monitoring Transmission Data via A-CAN Alive Check			The fault is recognized when the message is not received in the specified time. Potential problem source(s): - Fault with transmitting control module	This fault is logged in the control module's fault memory immediately.	Terminal 15	Voltage condition: - Onboard elect	- None	- None	NO	CAN message	N	- Fault with transmitting control module	- Repair any problems indicated by diagnostic fault codes for other mixture-formation problems - Replace the DME if currently present or the fault frequency is greater than 3.	- ECE emissions warning lamp: off - ECE electronic engine power reduction: off - CC message: none - US emissions warning lamp: off - US electronic engine power reduction: off - CC message: none	none	Possible apparent symptoms: None	Breakdown notice: None	None
MEVD17.2-BN2020	0xCDC104	13484292	No message (data, transmission line, 0x1AF), receiver DME/DDE, transmitter DKG, EGS	The diagnostic function monitors reception of the message.	U11A2	Lost Communication With Transmission Data via A-CAN			The fault is recognized when the message is not received in the specified time. Potential problem source(s): - Fault with transmitting control module	This fault is logged in the control module's fault memory immediately.	Terminal 15	Voltage condition: - Onboard elect	- None	- None	NO	CAN message	N	- Fault with transmitting control module	- Carry out system analysis.	- ECE emissions warning lamp: off - ECE electronic engine power reduction: off - CC message: none - US emissions warning lamp: off - US electronic engine power reduction: off - CC message: none	none	Possible apparent symptoms: None	Breakdown notice: None	None
MEVD17.2-BN2020	0xCDC108	13484296	Message (data, transmission line, 0x1AF) checksum error, receiver DME/DDE, transmitter DKG, EGS	The diagnostic function monitors the checksum of the message.	U11A3	Message Monitoring Transmission Data via A-CAN Check Sum Error			The diagnostic fault code is logged when the message has a checksum error. Potential problem source(s): - Fault with transmitting control module	This fault is logged in the control module's fault memory immediately.	Terminal 15	Voltage condition: - Onboard elect	- None	- None	NO	CAN message	N	- Fault with transmitting control module	- Carry out system analysis.	- ECE emissions warning lamp: off - ECE electronic engine power reduction: off - CC message: none - US emissions warning lamp: off - US electronic engine power reduction: off - CC message: none	none	Possible apparent symptoms: None	Breakdown notice: None	None
MEVD17.2-BN2020	0xCDC202	13484546	Message (request, torque, crankshaft, EGS, 0x0B0) not current, receiver DME/DDE, transmitter DKG, EGS	The diagnostic function monitors the currency of the message.	U11AD	Message Monitoring Torque Request Crankshaft Transmission Data via A-CAN Alive Check			The fault is recognized when the message is not received in the specified time. Potential problem source(s): - Fault with transmitting control module	This fault is logged in the control module's fault memory immediately.	Terminal 15	Voltage condition: - Onboard elect	- None	- None	NO	CAN message	N	- Fault with transmitting control module	- Carry out system analysis.	- ECE emissions warning lamp: off - ECE electronic engine power reduction: off - CC message: none - US emissions warning lamp: off - US electronic engine power reduction: off - CC message: none	none	Possible apparent symptoms: None	Breakdown notice: None	None
MEVD17.2-BN2020	0xCDC204	13484548	No message (request, torque, crankshaft, EGS, 0x0B0), receiver DME/DDE, transmitter DKG, EGS	The diagnostic function monitors reception of the message.	U11AE	Lost Communication With Torque Request Crankshaft Transmission Data via A-CAN			The fault is recognized when the message is not received in the specified time. Potential problem source(s): - Fault with transmitting control module	This fault is logged in the control module's fault memory immediately.	Terminal 15	Voltage condition: - Onboard elect	- None	- None	NO	CAN message	N	- Fault with transmitting control module	- Carry out system analysis.	- ECE emissions warning lamp: off - ECE electronic engine power reduction: off - CC message: none - US emissions warning lamp: off - US electronic engine power reduction: off - CC message: none	none	Possible apparent symptoms: None	Breakdown notice: None	None
MEVD17.2-BN2020	0xCDC208	13484552	Message (request, torque, crankshaft, EGS, 0x0B0) checksum error, receiver DME/DDE, transmitter DKG, EGS	The diagnostic function monitors the checksum of the message.	U11AF	Message Monitoring Torque Request Crankshaft Transmission Data via A-CAN Check Sum Error			The diagnostic fault code is logged when the message has a checksum error. Potential problem source(s): - Fault with transmitting control module	This fault is logged in the control module's fault memory immediately.	Terminal 15	Voltage condition: - Onboard elect	- None	- None	NO	CAN message	N	- Fault with transmitting control module	- Carry out system analysis.	- ECE emissions warning lamp: off - ECE electronic engine power reduction: off - CC message: none - US emissions warning lamp: off - US electronic engine power reduction: off - CC message: none	none	Possible apparent symptoms: None	Breakdown notice: None	None
									The fault is recognized when the			Voltage condition: - Onboard elect								- ECE emissions warning lamp: off - ECE electronic engine power reduction: off				