





AD07.61-P-4000-94VA	Continuous camshaft adjustment - fault code description ME	
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		Angular deviation of camshafts to the crankshaft
1	Fault code () Readout on generic scan tool)	1197 Exhaust camshaft on right cylinder bank, permanent advanced position (P0017) 1198 Exhaust camshaft on right cylinder bank, permanent retarded position (P0017) 1200 Exhaust camshaft on right cylinder bank, displacement (P0017) 1201 Exhaust camshaft on left cylinder bank, permanent advanced position (P0019) 1202 Exhaust camshaft on left cylinder bank, permanent retarded position (P0019) 1204 Exhaust camshaft on left cylinder bank, displacement (P0019) 1205 Intake camshaft on right cylinder bank, permanent advanced position (P0016) 1206 Intake camshaft on right cylinder bank, permanent retarded position (P0016) 1208 Intake camshaft on right cylinder bank, displacement (P0016) 1209 Intake camshaft on left cylinder bank, permanent advanced position (P0018) 1210 Intake camshaft on left cylinder bank, permanent retarded position (P0018) 1212 Intake camshaft on left cylinder bank, displacement (P0018)
2	Fault storage Actuation of engine diagnosis indicator lamp (EURO4) or CHECK ENGINE (MIL) malfunction indicator lamp ()	After expiry of test duration and fault Following two successive driving cycles with faults
3	Checking frequency	Continuous
4	Checked signal or status	Comparison of position of the intake camshaft or exhaust camshaft to position of the crankshaft
5	Fault setting conditions 1197, 1201, 1205, 1209 1198, 1202, 1206, 1210 1200, 1204, 1208, 1212 Duration of test	- Permanent advanced position greater than a 20° crank angle - Permanent retarded position greater than a 20° crank angle - Fault if after adjustment of a camshaft the new position deviates more than a 9° crank angle from the required value. 12 s
6	Check prerequisites	- Actuation of the camshaft adjustment released (no emergency operation) - No fault in crankshaft Hall sensor - No fault in camshaft Hall sensor - Sensor rotor adaptation completed - Synchronization of camshafts to crankshaft takes place - Actuation of the respective solenoid without a fault arising - Engine oil pressure adequate (e.g. of engine oil temperature greater than 30°C and motor speed greater than 1600 rpm).
7		If the position is always wrong then the following could be the causes: false assembly of the camshaft drive, timing chain skipped or sensor rotor on camshaft turned. If there are adjustment errors then check whether the solenoid and control plungers are correctly centered. The control plungers must not be stiff to move or blocked.

	A particular type of emergency operation will be activated if a fault arises and the following functions will be locked: camshaft adjustment, checking the lambda control, misfire detection, comparison of the air mass to the accelerator pedal position, knocking regulation and idling speed regulation.
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