VIN	WDB2110261A111111	**Model series/model designation**	203.007
Order number		**License plate**	

Full list of fault codes and events

0100 - [1] Check charge air system. The air mass is too large.
0100 - [2] Check charge air system. The air mass is too small.
0105 - [1] Check component B5/1 (Charge pressure sensor). Charge pressure is too high.
0105 - [2] Check component B5/1 (Charge pressure sensor). Charge pressure is too low.
0105 - [8] Check component B5/1 (Charge pressure sensor). The atmospheric pressure between component B5/1 (Charge pressure sensor) and component N3/9 (CDI control unit) is implausible.
0110 - [1] Check component B17/8 (Charge air temperature sensor). The signal voltage is too high.
0110 - [2] Check component B17/8 (Charge air temperature sensor). The signal voltage is too low.
0115 - [1] Check component B11/4 (Coolant temperature sensor). The signal voltage is too high.
0115 - [2] Check component B11/4 (Coolant temperature sensor). The signal voltage is too low.
0115 - [8] Check component B11/4 (Coolant temperature sensor). The temperature difference between component B11/4 (Coolant temperature sensor) and component B40 (Oil sensor (oil level, temperature and quality)) is implausible.
0180 - [1] Check component B50 (Fuel temperature sensor). The signal voltage is too high.
0180 - [2] Check component B50 (Fuel temperature sensor). The signal voltage is too low.
0190 - [1] Check component B4/6 (Rail pressure sensor). The signal voltage is too high.
0190 - [2] Check component B4/6 (Rail pressure sensor). The signal voltage is too low.
0201 - [1] Check component Y76y1 (Fuel injector cylinder 1). Short circuit to positive
0201 - [2] Check component Y76y1 (Fuel injector cylinder 1). Short circuit to ground
0201 - [4] Check component Y76y1 (Fuel injector cylinder 1). Short circuit to each other
0201 - [8] Check component Y76y1 (Fuel injector cylinder 1). General error
0202 - [1] Check component Y76y2 (Fuel injector cylinder 2). Short circuit to positive
0202 - [2] Check component Y76y2 (Fuel injector cylinder 2). Short circuit to ground
0202 - [4] Check component Y76y2 (Fuel injector cylinder 2). Short circuit to each other
0202 - [8] Check component Y76y2 (Fuel injector cylinder 2). General error
0203 - [1] Check component Y76y3 (Fuel injector cylinder 3). Short circuit to positive
0203 - [2] Check component Y76y3 (Fuel injector cylinder 3). Short circuit to ground
0203 - [4] Check component Y76y3 (Fuel injector cylinder 3). Short circuit to each other
0203 - [8] Check component Y76y3 (Fuel injector cylinder 3). General error
0204 - [1] Check component Y76y4 (Fuel injector cylinder 4). Short circuit to positive
0204 - [2] Check component Y76y4 (Fuel injector cylinder 4). Short circuit to ground
0204 - [4] Check component Y76y4 (Fuel injector cylinder 4). Short circuit to each other
0204 - [8] Check component Y76y4 (Fuel injector cylinder 4). General error
0703 - [4] Check component S9/1 (Stop lamp switch). Signal fault
1105 - [1] N3/9 (CDI control unit) Atmospheric pressure sensor The signal voltage is too high.
1105 - [2] N3/9 (CDI control unit) Atmospheric pressure sensor The signal voltage is too low.

1105 - [8] N3/9 (CDI control unit) Atmospheric pressure sensor The atmospheric pressure between component N3/9 (CDI control unit) and component B5/1 (Charge pressure sensor) is implausible.
1192 - [1] Check component B40 (Oil sensor (oil level, temperature and quality)). Signal faulty
1192 - [2] Check component B40 (Oil sensor (oil level, temperature and quality)). Error in pulse monitoring of first cycle
1192 - [4] Check component B40 (Oil sensor (oil level, temperature and quality)). Error in pulse monitoring of synchronization pause
1192 - [8] Check component B40 (Oil sensor (oil level, temperature and quality)). Error in pulse monitoring of on/off ratio
1222 - [1] Check component Sensor in component B37 (Accelerator pedal sensor). The signal voltage is too high.
1222 - [2] Check component Sensor in component B37 (Accelerator pedal sensor). The signal voltage is too low.
1222 - [8] Check component Sensor in component B37 (Accelerator pedal sensor). Plausibility Sensor 1/2
1234 - [1] Check component Sensor in component B37 (Accelerator pedal sensor). The signal voltage is too high.
1234 - [2] Check component Sensor in component B37 (Accelerator pedal sensor). The signal voltage is too low.
1234 - [8] Check component Sensor in component B37 (Accelerator pedal sensor). Plausibility Sensor 2/1
1330 - [8] Check component N10/1kL (Starter relay). Circuit 50 FAULTY
1403 - [1] Check system 'Exhaust gas recirculation'. The air mass is too small.
1403 - [2] Check system 'Exhaust gas recirculation'. The air mass is too large.
1436 - [1] Check component B19/8 (Downstream TWC [KAT] temperature sensor). The signal voltage is too high.
1436 - [2] Check component B19/8 (Downstream TWC [KAT] temperature sensor). The signal voltage is too low.
1437 - [1] Check component B19/7 (Upstream TWC [KAT] temperature sensor). The signal voltage is too high.
1437 - [2] Check component B19/7 (Upstream TWC [KAT] temperature sensor). The signal voltage is too low.
1470 - [1] Check system 'Charge pressure control'. Too low boost pressure
1470 - [2] Check system 'Charge pressure control'. Boost pressure too high
1480 - [1] Check component A1e16 (Preglow indicator lamp). CAN FAULTY
1482 - [1] Check component N14/2 (Glow output stage). Short circuit
1482 - [2] Check component N14/2 (Glow output stage). FAULTY
1482 - [4] Check component N14/2 (Glow output stage). Communication fault
1482 - [8] Check component N14/2 (Glow output stage). Transmission fault
1515 - [4] Check system 'Maximum vehicle speed limit'. Signal fault
1520 - [1] Check component S40/4 (CC switch with variable speed limiter). CAN message from control module N73 (EIS [EZS] control unit): IMPLAUSIBLE
1520 - [2] Check component S40/4 (CC switch with variable speed limiter). Two functions were executed simultaneously.
1610 - [1] Check component N10/1 (Front SAM control unit with fuse and relay module). Relay N10/1kR (Circuit 87 relay, engine) switches off too late.
1610 - [2] Check component N10/1 (Front SAM control unit with fuse and relay module). Relay N10/1kR (Circuit 87 relay, engine) switches off too soon.

1610 - [4] Check component N10/1 (Front SAM control unit with fuse and relay module). Relay 'N10/1kR (Circuit 87 relay, engine)' does not switch.
1611 - [1] Check supply voltage (1) of sensors. Readout too large
1611 - [2] Check supply voltage (1) of sensors. Readout too small
1612 - [4] Test signal at terminal 15. No signal
1615 - [1] Test voltage supply. Readout too large
1615 - [2] Test voltage supply. Readout too small
1617 - [1] Control unit EEPROM error An error occurred during the last write or read operation.
1617 - [2] Control unit EEPROM error An error occurred during the last read operation.
1617 - [4] Control unit EEPROM error An error occurred during the last write operation.
1617 - [8] Control unit EEPROM error The preset values were used.
1630 - [1] Check system 'Immobilizer'. Internal fault N3/9 (CDI control unit)
1630 - [2] Check system 'Immobilizer'. Communication fault between component N3/9 (CDI control unit) and N73 (EIS [EZS] control unit)
1630 - [4] Check system 'Immobilizer'. Expended authentication value
1630 - [8] Check system 'Immobilizer'. Key used is inhibited.
1636 - [1] Check component M4/7 (Engine and AC electric suction fan with integrated control). Short circuit to positive
1636 - [2] Check component M4/7 (Engine and AC electric suction fan with integrated control). Short circuit to ground
1636 - [4] Check component M4/7 (Engine and AC electric suction fan with integrated control). Signal wire OPEN CIRCUIT
1636 - [8] Check component M4/7 (Engine and AC electric suction fan with integrated control). Thermal overload of control module N3/9 (CDI control unit)
1664 - [1] Check component N33/2 (Heater booster control module). Short circuit to positive
1664 - [2] Check component N33/2 (Heater booster control module). Short circuit to ground
1664 - [4] Check component N33/2 (Heater booster control module). Signal line is interrupted.
1664 - [8] Check component N33/2 (Heater booster control module). Excess temperature in engine control module
1681 - [1] Airbag signal Engine emergency off signal from airbag control module
1681 - [8] Airbag signal Short circuit to positive
1705 - [4] Check component S40/3 (Clutch pedal switch). Signal fault
1705 - [8] Check component S40/3 (Clutch pedal switch). Plausibility
2008 - [1] B4/6 Rail pressure sensor offset test Value is above limit.
2008 - [2] B4/6 Rail pressure sensor offset test Value is below limit.
2009 - [1] Check component B76 (Fuel filter water level sensor). FAULTY
2009 - [2] Check component B76 (Fuel filter water level sensor). Water in the fuel filter.
2009 - [4] Check component B76 (Fuel filter water level sensor). Water in the fuel filter.
2011 - [1] Check component B2/5 (Hot film mass air flow sensor). Sensitivity drift Air mass ratio for calculated quantity (top)
2011 - [2] Check component B2/5 (Hot film mass air flow sensor). Sensitivity drift Air mass ratio for calculated quantity (bottom)
2012 - [8] Check component B11/4 (Coolant temperature sensor). The dynamic test was not plausible.
2013 - [1] Check component B14 (Ambient temperature display temperature sensor). The signal voltage is too high.

2013 - [2] Check component B14 (Ambient temperature display temperature sensor). The signal voltage is too low.
2014 - [1] Check component B40 (Oil sensor (oil level, temperature and quality)). Value is above limit.
2014 - [2] Check component B40 (Oil sensor (oil level, temperature and quality)). Value is below limit.
2014 - [4] Check component B40 (Oil sensor (oil level, temperature and quality)). Oil temperature is implausible.
2014 - [8] Check component B40 (Oil sensor (oil level, temperature and quality)). Plausibility
2015 - [1] Rail pressure monitoring via volume control valve The rail pressure is too low.
2016 - [1] Rail pressure monitoring via volume control valve The rail pressure is too high.
2016 - [2] Rail pressure monitoring via volume control valve The pressure reduction during deceleration is implausible.
2016 - [4] Rail pressure monitoring via volume control valve Standard deviation in deceleration mode
2016 - [8] Rail pressure monitoring via volume control valve Standard deviation in idle
2017 - [1] Rail pressure monitoring via volume control valve The rail pressure is too low.
2017 - [2] Rail pressure monitoring via volume control valve The rail pressure is too low.
2018 - [1] Rail pressure monitoring via volume control valve The rail pressure is too high.
2019 - [1] Rail pressure monitoring via pressure control valve The rail pressure is too low.
2019 - [2] Rail pressure monitoring via pressure control valve The rail pressure is too low for the engine speed.
2020 - [1] Rail pressure monitoring via pressure control valve The rail pressure is too high for the closed pressure regulator valve.
2020 - [4] Rail pressure monitoring via pressure control valve The rail pressure is too high.
2021 - [1] Rail pressure monitoring via pressure control valve The rail pressure is too low.
2023 - [1] Rail pressure monitoring via pressure control valve The rail pressure is too high.
2024 - [1] Check component B2/5b1 (Intake air temperature sensor). The signal voltage is too high.
2024 - [2] Check component B2/5b1 (Intake air temperature sensor). The signal voltage is too low.
2025 - [1] Check component B28/5 (Pressure sensor downstream of air cleaner). The signal voltage is too high.
2025 - [2] Check component B28/5 (Pressure sensor downstream of air cleaner). The signal voltage is too low.
2025 - [8] Check component B28/5 (Pressure sensor downstream of air cleaner). The atmospheric pressure between component B28/5 (Pressure sensor downstream of air cleaner) and component N3/9 (CDI control unit) is implausible.
2026 - [1] Check component G3/2 (O2 sensor upstream of KAT). Short circuit to positive
2026 - [2] Check component G3/2 (O2 sensor upstream of KAT). Short circuit to ground
2026 - [4] Check component G3/2 (O2 sensor upstream of KAT). Signal line is interrupted.
2026 - [8] Check component G3/2 (O2 sensor upstream of KAT). Test voltage supply.
2028 - [1] Pump current (G3/2 (O2 sensor upstream of KAT)) of oxygen sensor Short circuit to positive
2028 - [2] Pump current (G3/2 (O2 sensor upstream of KAT)) of oxygen sensor Short circuit to ground
2028 - [4] Pump current (G3/2 (O2 sensor upstream of KAT)) of oxygen sensor Battery severely discharged/ faulty
2028 - [8] Pump current (G3/2 (O2 sensor upstream of KAT)) of oxygen sensor Battery severely discharged/ faulty

2030 - [1] Check component G3/2 (O2 sensor upstream of KAT). Short circuit to positive
2030 - [2] Check component G3/2 (O2 sensor upstream of KAT). Short circuit to ground
2030 - [4] Check component G3/2 (O2 sensor upstream of KAT). Battery severely discharged/ faulty
2030 - [8] Check component G3/2 (O2 sensor upstream of KAT). The battery is defective.
2032 - [1] Check component G3/2 (O2 sensor upstream of KAT). Voltage is too high.
2032 - [2] Check component G3/2 (O2 sensor upstream of KAT). Voltage is too low.
2032 - [4] Check component G3/2 (O2 sensor upstream of KAT). Voltage is too high.
2034 - [1] Check component G3/2 (O2 sensor upstream of KAT). The calibration value is too high.
2034 - [2] Check component G3/2 (O2 sensor upstream of KAT). The calibration value is too low.
2035 - [1] Check component G3/1 (O2 sensor downstream TWC). The calibration value is too high.
2035 - [2] Check component G3/1 (O2 sensor downstream TWC). The calibration value is too low.
2036 - [1] Check component G3/2 (O2 sensor upstream of KAT). The internal resistance is too high.
2036 - [2] Check component G3/2 (O2 sensor upstream of KAT). The internal resistance is too low.
2038 - [1] Check component G3/2 (O2 sensor upstream of KAT). The internal resistance is too high.
2038 - [2] Check component G3/2 (O2 sensor upstream of KAT). The internal resistance is too low.
2040 - [1] Check component B40 (Oil sensor (oil level, temperature and quality)). Oil level Value is above limit.
2040 - [4] Check component B40 (Oil sensor (oil level, temperature and quality)). Oil level Invalid value
2040 - [8] Check component B40 (Oil sensor (oil level, temperature and quality)). Oil level Plausibility
2041 - [1] Check component B40 (Oil sensor (oil level, temperature and quality)). Oil quality Value is above limit.
2041 - [4] Check component B40 (Oil sensor (oil level, temperature and quality)). Oil quality Invalid value
2041 - [8] Check component B40 (Oil sensor (oil level, temperature and quality)). Oil quality Implausible value
2042 - [1] Check component B40 (Oil sensor (oil level, temperature and quality)). Water in the oil (milky clouding with smears) The water content is too high.
2043 - [1] Check component B6/1 (Camshaft Hall sensor). No signal
2043 - [2] Check component B6/1 (Camshaft Hall sensor). Signal faulty
2044 - [1] Check component B6/1 (Camshaft Hall sensor). No signal
2044 - [2] Check component B6/1 (Camshaft Hall sensor). Temporarily invalid signal
2045 - [1] Check component L5 (Crankshaft position sensor). No signal
2045 - [2] Check component L5 (Crankshaft position sensor). Signal faulty
2046 - [1] Test components B6/1 (Camshaft Hall sensor) and L5 (Crankshaft position sensor). There was a temporary loss of signal transmission.
2046 - [2] Test components B6/1 (Camshaft Hall sensor) and L5 (Crankshaft position sensor). Temporarily invalid signal
2047 - [1] Rail pressure monitoring via volume control valve The rail pressure is too low.

2048 - [1] Rail pressure monitoring via volume control valve The pressure reduction during deceleration is implausible.
2050 - [1] Rail pressure monitoring via volume control valve The on/off ratio in neutral is not plausible.
2051 - [1] Rail pressure monitoring via pressure control valve The rail pressure is too low.
2056 - [1] Rail pressure monitoring via pressure control valve The rail pressure is too high.
2057 - [4] Check component G3/2 (O2 sensor upstream of KAT). Signal faulty
2059 - [0] Check component G3/2 (O2 sensor upstream of KAT).
2059 - [4] Check component G3/2 (O2 sensor upstream of KAT). The signal voltage is too high.
2061 - [1] Check component B40 (Oil sensor (oil level, temperature and quality)). Signal faulty
2062 - [2] Check component B40 (Oil sensor (oil level, temperature and quality)). Error in pulse monitoring of first cycle
2062 - [4] Check component B40 (Oil sensor (oil level, temperature and quality)). Error in pulse monitoring of synchronization pause
2062 - [8] Check component B40 (Oil sensor (oil level, temperature and quality)). Error in pulse monitoring of on/off ratio
2063 - [1] Check component B2/5b1 (Intake air temperature sensor). Value is above limit.
2063 - [2] Check component B2/5b1 (Intake air temperature sensor). Value is below limit.
2064 - [4] Check component B2/5b1 (Intake air temperature sensor). Reference voltage Impermissible range
2065 - [1] Check component B2/5 (Hot film mass air flow sensor). The voltage supply is too high
2065 - [2] Check component B2/5 (Hot film mass air flow sensor). The voltage supply is too low.
2066 - [1] Check component B2/5 (Hot film mass air flow sensor). Value is above limit.
2066 - [2] Check component B2/5 (Hot film mass air flow sensor). Value is below limit.
2066 - [4] Check component B2/5 (Hot film mass air flow sensor). Implausible value
2067 - [1] Check component B2/5 (Hot film mass air flow sensor). Value is above limit.
2067 - [2] Check component B2/5 (Hot film mass air flow sensor). Value is below limit.
2067 - [4] Check component B2/5 (Hot film mass air flow sensor). Mass air flow sensor (raw value) SHORT CIRCUIT / IDLE SPEED
2068 - [1] Check component B2/5 (Hot film mass air flow sensor). On/off ratio of reference signal is too large.
2068 - [2] Check component B2/5 (Hot film mass air flow sensor). On/off ratio of reference signal is too small.
2068 - [4] Check component B2/5 (Hot film mass air flow sensor). SHORT CIRCUIT / IDLE SPEED
2069 - [8] Check actual values of components B19/7 (Upstream TWC [KAT] temperature sensor) and B19/9 (Temperature sensor upstream of diesel particulate filter) for plausibility. Plausibility / Calculated temperature at TWC
2070 - [8] Check actual values of components B19/7 (Upstream TWC [KAT] temperature sensor) and B19/9 (Temperature sensor upstream of diesel particulate filter) for plausibility. Plausibility WITH Temperature sensors
2071 - [8] Monitoring: Check component G3/2 (O2 sensor upstream of KAT). Plausibility
2073 - [2] Monitoring: Check component G3/2 (O2 sensor upstream of KAT). Value is below limit.
2073 - [8] Monitoring: Check component G3/2 (O2 sensor upstream of KAT). Plausibility
2076 - [2] Check component G3/2 (O2 sensor upstream of KAT). Value is below limit.

2078 - [1] Check component B28/8 (Pressure differential sensor (DPF)). Value is above limit.
2078 - [2] Check component B28/8 (Pressure differential sensor (DPF)). Value is below limit.
2078 - [8] Check component B28/8 (Pressure differential sensor (DPF)). Plausibility Tml.15 ON
2079 - [1] Purge control Diesel particulate filter Engine protection is active. Differential pressure : Value is above limit.
2080 - [8] Check component B28/8 (Pressure differential sensor (DPF)). Signal implausible
2081 - [1] Check component B28/8 (Pressure differential sensor (DPF)). Pressure : Value is above limit.
2081 - [2] Check component B28/8 (Pressure differential sensor (DPF)). Pressure : Value is below limit.
2081 - [8] Check component B28/8 (Pressure differential sensor (DPF)). Plausibility
2082 - [8] Check component B28/8 (Pressure differential sensor (DPF)). Plausibility error due to defective hose lines
2083 - [8] Check component B28/8 (Pressure differential sensor (DPF)). Plausibility error due to defective hose lines
2084 - [1] Diesel particulate filter Flow monitoring of air mass The air mass is too large.
2084 - [2] Diesel particulate filter Flow monitoring of air mass The air mass is too small.
2086 - [1] Check actual values of components B19/7 (Upstream TWC [KAT] temperature sensor) and B19/9 (Temperature sensor upstream of diesel particulate filter) for plausibility. The temperature upstream of the particulate filter is too high.
2086 - [2] Check actual values of components B19/7 (Upstream TWC [KAT] temperature sensor) and B19/9 (Temperature sensor upstream of diesel particulate filter) for plausibility. The temperature upstream of the particulate filter is too low.
2086 - [8] Check actual values of components B19/7 (Upstream TWC [KAT] temperature sensor) and B19/9 (Temperature sensor upstream of diesel particulate filter) for plausibility. Plausibility
2087 - [1] Check component Air filter. Air cleaner dirty
2087 - [8] Check component Air filter. The air cleaner is clogged.
2088 - [1] Check component B2/5b1 (Intake air temperature sensor). On/off ratio: Value is above limit.
2088 - [2] Check component B2/5b1 (Intake air temperature sensor). On/off ratio: Value is below limit.
2089 - [1] Check component B60 (Exhaust back pressure sensor). Voltage is too high.
2089 - [2] Check component B60 (Exhaust back pressure sensor). Voltage is too low.
2089 - [8] Check component B60 (Exhaust back pressure sensor). Plausibility
2093 - [1] Check component B2/5b1 (Intake air temperature sensor). Value is above limit.
2093 - [2] Check component B2/5b1 (Intake air temperature sensor). Value is below limit.
2094 - [1] Check component B2/5b1 (Intake air temperature sensor). Value is above limit.
2094 - [2] Check component B2/5b1 (Intake air temperature sensor). Value is below limit.
2100 - [1] Check component M3 (Fuel pump). Short circuit to positive
2100 - [2] Check component M3 (Fuel pump). Short circuit to ground
2100 - [4] Check component M3 (Fuel pump). Signal line is interrupted.
2100 - [8] Check component M3 (Fuel pump). Thermal overload of control module N3/9 (CDI control unit)
2104 - [1] Check system 'Starter control'. Short circuit to positive
2110 - [1] Check component Y100/1 (Right charge pressure positioner). Short circuit to positive
2111 - [2] Check component Y100/1 (Right charge pressure positioner). Short circuit to ground

2112 - [4] Check component Y100/1 (Right charge pressure positioner). Signal line is interrupted.
2112 - [8] Check component Y100/1 (Right charge pressure positioner). Thermal overload of control module N3/9 (CDI control unit)
2113 - [1] Misfiring detection Cylinder 1 The number of misfirings is too high.
2114 - [1] Misfiring detection Cylinder 2 The number of misfirings is too high.
2115 - [1] Misfiring detection Cylinder 3 The number of misfirings is too high.
2116 - [1] Misfiring detection Cylinder 4 The number of misfirings is too high.
2119 - [1] Check component Y27/9 (Left EGR positioner). Short circuit to positive
2120 - [2] Check component Y27/9 (Left EGR positioner). Short circuit to ground
2121 - [4] Check component Y27/9 (Left EGR positioner). Signal line is interrupted.
2121 - [8] Check component Y27/9 (Left EGR positioner). Thermal overload of control module N3/9 (CDI control unit)
2122 - [1] Engine shutoff paths Control unit N3/9 (CDI control unit) detects a defective control loop.
2122 - [2] Engine shutoff paths Control unit N3/9 (CDI control unit) detects a defective control loop.
2122 - [4] Engine shutoff paths Voltage monitoring / Overvoltage
2122 - [8] Engine shutoff paths Voltage monitoring / Undervoltage
2123 - [1] Check injector bank 1. Short circuit
2123 - [2] Check injector bank 1. Short circuit to ground
2123 - [4] Check injector bank 1. Short circuit of injection valve bank selector switch
2123 - [8] Check injector bank 1. General error
2124 - [1] Check injector bank 2. Short circuit
2124 - [2] Check injector bank 2. Short circuit to ground
2124 - [4] Check injector bank 2. Short circuit of injection valve bank selector switch
2124 - [8] Check injector bank 2. General error
2125 - [8] Check component Y74 (Pressure control valve). An error occurred during the cutout test
2126 - [1] Check component M16/5 (Throttle valve actuator). Short circuit to positive
2127 - [2] Check component M16/5 (Throttle valve actuator). Short circuit to ground
2128 - [4] Check component M16/5 (Throttle valve actuator). Signal line is interrupted.
2128 - [8] Check component M16/5 (Throttle valve actuator). Thermal overload of control module N3/9 (CDI control unit)
2129 - [1] Check component M55 (Inlet port shutoff motor). Short circuit to positive
2130 - [2] Check component M55 (Inlet port shutoff motor). Short circuit to ground
2131 - [4] Check component M55 (Inlet port shutoff motor). Signal line is interrupted.
2131 - [8] Check component M55 (Inlet port shutoff motor). Thermal overload of control module N3/9 (CDI control unit)
2132 - [1] Check component N14/2 (Glow output stage). Short circuit to positive
2132 - [2] Check component N14/2 (Glow output stage). Short circuit to ground
2132 - [4] Check component N14/2 (Glow output stage). Signal line is interrupted.
2132 - [8] Check component N14/2 (Glow output stage). Thermal overload of control module N3/9 (CDI control unit)
2133 - [1] Glow plug Cylinder 1 FAULTY
2133 - [2] Glow plug Cylinder 1 Short circuit
2133 - [4] Glow plug Cylinder 1 Check lines between Cylinder 1 and N14/2 (Glow output stage)
2133 - [8] Glow plug Cylinder 1 Excess temperature

2134 - [1] Glow plug Cylinder 2 FAULTY
2134 - [2] Glow plug Cylinder 2 Short circuit
2134 - [4] Glow plug Cylinder 2 Check lines between Cylinder 2 and N14/2 (Glow output stage)
2134 - [8] Glow plug Cylinder 2 Excess temperature
2135 - [1] Glow plug Cylinder 3 FAULTY
2135 - [2] Glow plug Cylinder 3 Short circuit
2135 - [4] Glow plug Cylinder 3 Check lines between Cylinder 3 and N14/2 (Glow output stage)
2135 - [8] Glow plug Cylinder 3 Excess temperature
2136 - [1] Glow plug Cylinder 4 FAULTY
2136 - [2] Glow plug Cylinder 4 Short circuit
2136 - [4] Glow plug Cylinder 4 Check lines between Cylinder 4 and N14/2 (Glow output stage)
2136 - [8] Glow plug Cylinder 4 Excess temperature
2139 - [1] Check injector bank 1. High-resistance short circuit of entire injection valve bank
2139 - [4] Check injector bank 1. Signal line is interrupted.
2140 - [1] Check injector bank 2. High-resistance short circuit of entire injection valve bank
2140 - [4] Check injector bank 2. Signal line is interrupted.
2141 - [4] Check component Y76y1 (Fuel injector cylinder 1). Signal line is interrupted.
2142 - [4] Check component Y76y2 (Fuel injector cylinder 2). Signal line is interrupted.
2143 - [4] Check component Y76y3 (Fuel injector cylinder 3). Signal line is interrupted.
2144 - [4] Check component Y76y4 (Fuel injector cylinder 4). Signal line is interrupted.
2152 - [2] Check system 'Starter control'. Short circuit to ground
2153 - [4] Check system 'Starter control'. Signal line is interrupted.
2153 - [8] Check system 'Starter control'. Thermal overload of control module N3/9 (CDI control unit)
2195 - [1] Heating Check component G3/2 (O2 sensor upstream of KAT). Short circuit to positive
2195 - [2] Heating Check component G3/2 (O2 sensor upstream of KAT). Short circuit to ground
2195 - [4] Heating Check component G3/2 (O2 sensor upstream of KAT). Signal line is interrupted.
2195 - [8] Heating Check component G3/2 (O2 sensor upstream of KAT). Thermal overload of control module N3/9 (CDI control unit)
2197 - [4] Check component Y94 (Quantity control valve). Signal line is interrupted.
2197 - [8] Check component Y94 (Quantity control valve). Thermal overload of control module N3/9 (CDI control unit)
2198 - [1] Check component Y94 (Quantity control valve). Short circuit to positive
2199 - [2] Check component Y94 (Quantity control valve). Short circuit to ground
2201 - [1] No or incorrect CAN message from control unit N73 (EIS [EZS] control unit) Timeout of chip with ID (ID111) or (ID240)
2203 - [4] External quantity control by control module N63/1 (DTR control module) Torque error
2203 - [8] External quantity control by control module N63/1 (DTR control module) Plausibility
2204 - [4] External quantity control by control module N15/3 (ETC [EGS] control unit) Torque error
2204 - [8] External quantity control by control module N15/3 (ETC [EGS] control unit) Plausibility

2205 - [1] Check component A1e58 (Engine diagnosis malfunction indicator lamp). Short circuit to positive
2205 - [2] Check component A1e58 (Engine diagnosis malfunction indicator lamp). Short circuit to ground
2205 - [4] Check component A1e58 (Engine diagnosis malfunction indicator lamp). Signal line is interrupted.
2205 - [8] Check component A1e58 (Engine diagnosis malfunction indicator lamp). Thermal overload of control module N3/9 (CDI control unit)
2208 - [1] Check CAN bus. - Brake signal Plausibility
2217 - [1] Transmission control ETC FAULT 0
2218 - [1] Transmission control ETC FAULT 1
2219 - [1] Transmission control ETC FAULT 2
2220 - [1] Transmission control ETC FAULT 3
2221 - [1] Transmission control ETC FAULT 4
2222 - [1] Transmission control ETC FAULT 5
2223 - [1] Transmission control ETC FAULT 6
2224 - [1] Transmission control ETC FAULT 7
2225 - [1] Transmission control ETC FAULT 8
2226 - [1] Transmission control ETC FAULT 9
2227 - [1] Transmission control ETC FAULT 10
2228 - [1] Transmission control ETC FAULT 11
2229 - [1] Transmission control ETC FAULT 12
2230 - [1] Transmission control ETC FAULT 13
2231 - [1] Transmission control ETC FAULT 14
2232 - [1] Transmission control ETC FAULT 15
2233 - [1] Engine emergency off signal from control unit N15/3 (ETC [EGS] control unit) Switch off engine.
2234 - [1] External quantity control by ESP Quantity control is physically implausible.
2235 - [1] External quantity control by ETC Quantity control is physically implausible.
2236 - [4] No or incorrect CAN message from control unit N63/1 (DTR control module) Torque error
2236 - [8] No or incorrect CAN message from control unit N63/1 (DTR control module) Plausibility
2238 - [0] No or incorrect CAN message from control unit N2/7 (Restraint systems control unit)
2239 - [2] No or incorrect CAN message from control unit A7/3 (Traction system hydraulic unit) CAN signal 'Parity'
2240 - [2] No or incorrect CAN message from control unit N49 (Steering angle sensor) Coding error
2240 - [4] No or incorrect CAN message from control unit N49 (Steering angle sensor) Capacity exceeded
2240 - [8] No or incorrect CAN message from control unit N49 (Steering angle sensor) NOT INITIALIZED
2241 - [0] No or incorrect CAN message from control unit A7/3 (Traction system hydraulic unit)
2242 - [1] No or incorrect CAN message from control unit A7/3 (Traction system hydraulic unit) Plausibility
2245 - [1] Check component G2/5 (200A alternator with bit synchronous interface). Communication fault
2245 - [2] Check component G2/5 (200A alternator with bit synchronous interface). 2

2245 - [4] Check component G2/5 (200A alternator with bit synchronous interface). 4
2245 - [8] Check component G2/5 (200A alternator with bit synchronous interface). 8
2246 - [1] Check component A1e5 (Generator charge indicator/warning lamp). Short circuit to positive
2246 - [2] Check component A1e5 (Generator charge indicator/warning lamp). Short circuit to ground
2246 - [4] Check component A1e5 (Generator charge indicator/warning lamp). Signal line is interrupted.
2246 - [8] Check component A1e5 (Generator charge indicator/warning lamp). Thermal overload of control module N3/9 (CDI control unit)
2247 - [1] Check component G2 (generator). Bidirectional bus driver interface Short circuit to positive
2247 - [2] Check component G2 (generator). Bidirectional bus driver interface Short circuit to ground or open circuit
2247 - [8] Check component G2 (generator). Bidirectional bus driver interface Thermal overload of control module N3/9 (CDI control unit)
2248 - [0] Check component G2 (generator).
2248 - [4] Check component G2 (generator). Electrical fault
2249 - [0] Check component G2 (generator).
2249 - [4] Check component G2 (generator). Mechanical fault
2250 - [0] Check component G2 (generator).
2250 - [4] Check component G2 (generator). Alternator temperature is too high or too low.
2251 - [4] Check system 'N47-5 (ESP, SPS [PML] and BAS control unit)'. Wheel speed signal is implausible.
2251 - [8] Check system 'N47-5 (ESP, SPS [PML] and BAS control unit)'. Malfunction in vehicle dynamics control
2257 - [1] Check component N14/2 (Glow output stage). Relay is faulty.
2257 - [2] Check component N14/2 (Glow output stage). Voltage is too low.
2257 - [4] Check component N14/2 (Glow output stage). FAULTY
2257 - [8] Check component N14/2 (Glow output stage). Current CLOSED MAJOR
2258 - [1] No CAN message from control unit ETC. Transmission fault
2258 - [2] No CAN message from control unit ETC. No signal
2269 - [4] Check component B14 (Ambient temperature display temperature sensor). Signal fault
2272 - [1] Reverse gear activates the rpm limitation. Plausibility
2273 - [1] No CAN message from control unit N82 (Battery control module). Emergency running
2273 - [4] No CAN message from control unit N82 (Battery control module). Emergency running FAULTY
2306 - [1] Sensor supply voltage 2 The signal voltage is too high.
2306 - [2] Sensor supply voltage 2 The signal voltage is too low.
2317 - [1] Check component A1e26 (CHECK ENGINE malfunction indicator lamp). Short circuit to positive
2317 - [2] Check component A1e26 (CHECK ENGINE malfunction indicator lamp). Short circuit to ground
2317 - [4] Check component A1e26 (CHECK ENGINE malfunction indicator lamp). Signal line is interrupted.
2317 - [8] Check component A1e26 (CHECK ENGINE malfunction indicator lamp). Excess temperature in engine control module
2319 - [1] Analogue-digital converter Reference voltage Value is above limit.

2319 - [2] Analogue-digital converter Reference voltage Value is below limit.
2319 - [4] Analogue-digital converter Test pulse error
2319 - [8] Analogue-digital converter Consequential fault
2321 - [8] N3/9 (CDI control unit) Plausibility Watchdog: program run fault
2322 - [1] Redundant shutoff monitoring Torque request from drive software not plausible
2323 - [8] N3/9 (CDI control unit) (SPI) Fault
2325 - [1] N3/9 (CDI control unit) Injector monitor module Module CY33X: Internal parity error
2325 - [2] N3/9 (CDI control unit) Injector monitor module Module CY33X: Internal program error
2325 - [4] N3/9 (CDI control unit) Injector monitor module CY33X: YSEL Test FAULTY
2325 - [8] N3/9 (CDI control unit) Injector monitor module Module CY33X: Timeout error for at least 1 cylinder
2327 - [8] Plausibility B37 (Accelerator pedal sensor) / Brake The signal from component B37 (Accelerator pedal sensor) is implausible.
2328 - [1] Incorrect ignition or combustion misfiring Irregular combustion in deceleration mode
2329 - [1] N3/9 (CDI control unit) (SPI) Fault Communication with module CJ940
2330 - [8] N3/9 (CDI control unit) Recovery error Restart complete.
2331 - [1] Supply voltage CJ940 Voltage is too high.
2331 - [2] Supply voltage CJ940 Voltage is too low.
2332 - [1] Sensor supply voltage 3 The signal voltage is too high.
2332 - [2] Sensor supply voltage 3 The signal voltage is too low.
2333 - [4] Vehicle speed Cruise control Wheel speed IMPLAUSIBLE
2334 - [1] N3/9 (CDI control unit) N99 (DC/DC converter control module) Value is above limit.
2334 - [2] N3/9 (CDI control unit) N99 (DC/DC converter control module) Value is below limit.
2334 - [4] N3/9 (CDI control unit) N99 (DC/DC converter control module) Status 'DC_STARTED' not exited.
2334 - [8] N3/9 (CDI control unit) N99 (DC/DC converter control module) Status 'DC_LOW' not exited.
2335 - [4] N3/9 (CDI control unit) Injector switch Short circuit
2338 - [1] Cruise control monitoring The acceleration allowed via the cruise control has been exceeded.
2338 - [2] Cruise control monitoring The deceleration allowed via the cruise control has been exceeded.
2339 - [1] Check variant coding. EEPROM: checksum error
2339 - [2] Check variant coding. Checksum data faulty
2339 - [4] Check variant coding. Invalid data record selection
2339 - [8] Check variant coding. Invalid coding
2340 - [8] N3/9 (CDI control unit) Quantity correction Plausibility
2341 - [1] N3/9 (CDI control unit) Runtime manager The runtime for one program has been exceeded.
2341 - [8] N3/9 (CDI control unit) Runtime manager System overload
2342 - [4] N3/9 (CDI control unit) Runtime manager Interrupts are no longer taken into account (timeout).
2342 - [8] N3/9 (CDI control unit) Runtime manager Internal timers deviate from one another.
2343 - [1] Redundant shutoff monitoring Rpm calculation in deceleration mode
2344 - [8] Kickdown recognition Plausibility
2345 - [1] Check system 'Exhaust gas recirculation control'. The air mass is too small.
2346 - [2] Check system 'Exhaust gas recirculation control'. The air mass is too large.

2347 - [1] Control unit EEPROM error MT has been coded as AT.
2347 - [2] Control unit EEPROM error AT has been coded as MT.
2347 - [4] Control unit EEPROM error Fault when writing the EEPROM
2347 - [8] Control unit EEPROM error No CAN reception during coding
2348 - [1] Check system 'Charge pressure control'. Charge pressure is too low.
2349 - [2] Check system 'Charge pressure control'. Charge pressure is too high.
2351 - [2] N3/9 (CDI control unit) (CJ940) Supply voltage CLOSED MINOR
2352 - [1] Quantity Fuel injection Limited number of injections due to excessively high volumetric efficiency
2352 - [2] Quantity Fuel injection Limited number of injections due to excessively low injection quantity
2352 - [4] Quantity Fuel injection Limited number of injections due to incorrect software
2352 - [8] Quantity Fuel injection Limited number of injections due to the internal temperature of the control unit
2353 - [8] N3/9 (CDI control unit) Chip for oxygen sensor Plausibility
2355 - [1] Check system 'Exhaust gas recirculation control'. The air mass is too small.
2355 - [2] Check system 'Exhaust gas recirculation control'. The air mass is too large.
2356 - [8] N3/9 (CDI control unit) Recovery error
2357 - [8] N3/9 (CDI control unit) Recovery error
2358 - [8] N3/9 (CDI control unit) Recovery error
2359 - [1] Check charge air system. Too low boost pressure
2359 - [2] Check charge air system. Boost pressure too high
2360 - [4] N3/9 (CDI control unit) Fault CY370
2361 - [1] N3/9 (CDI control unit) Interior temperature sensor Voltage is too high.
2361 - [2] N3/9 (CDI control unit) Interior temperature sensor Voltage is too low.
2362 - [4] N3/9 (CDI control unit) Monitoring of the quartz frequency of chip CY370
2363 - [4] N3/9 (CDI control unit) The RAM module of the CY370 control module is faulty.
2364 - [1] N3/9 (CDI control unit) Control module programming Control unit memory is defective.
2364 - [2] N3/9 (CDI control unit) Control module programming Code or data faulty.
2364 - [4] N3/9 (CDI control unit) Control module programming Compatibility error between code and data
2364 - [8] N3/9 (CDI control unit) Control module programming General error
2366 - [2] N3/9 (CDI control unit)
2367 - [2] N3/9 (CDI control unit) Chip for oxygen sensor The voltage supply is too low.
2386 - [8] Replace component N3/9 (CDI control unit). Internal fault
2500 - [4] Check component Y74 (Pressure control valve). Signal line is interrupted.
2500 - [8] Check component Y74 (Pressure control valve). Thermal overload of control module N3/9 (CDI control unit)
2501 - [1] Check component Y74 (Pressure control valve). Short circuit to positive
2502 - [2] Check component Y74 (Pressure control valve). Short circuit to ground
2503 - [1] Injector cylinder 1 SHORT CIRCUIT
2503 - [2] Injector cylinder 1 Short circuit Cylinder Selector switch
2504 - [1] Injector cylinder 2 Short circuit
2504 - [2] Injector cylinder 2 Short circuit Cylinder Selector switch
2505 - [1] Injector cylinder 3 Short circuit
2505 - [2] Injector cylinder 3 Short circuit Cylinder Selector switch
2506 - [1] Injector cylinder 4 Short circuit
2506 - [2] Injector cylinder 4 Short circuit Cylinder Selector switch

2509 - [1] Check component N33/2 (Heater booster control module). Generator load signal is implausible.
2509 - [2] Check component N33/2 (Heater booster control module). Positioner signals fault.
2510 - [1] Check component Y100/1 (Right charge pressure positioner). Positioner signals fault.
2510 - [2] Check component Y100/1 (Right charge pressure positioner). Positioner signals fault Y.
2511 - [1] Check component Y27/9 (Left EGR positioner). Positioner signals fault.
2511 - [2] Check component Y27/9 (Left EGR positioner). Positioner signals fault Y.
2512 - [1] Check component M16/5 (Throttle valve actuator). Positioner signals fault.
2512 - [2] Check component M16/5 (Throttle valve actuator). Positioner signals fault Y.
2513 - [1] Check component M55 (Inlet port shutoff motor). Positioner signals fault.
2513 - [2] Check component M55 (Inlet port shutoff motor). Positioner signals fault Y.
2514 - [1] Check component R39/1 (Vent line heater element). Short circuit to positive
2514 - [2] Check component R39/1 (Vent line heater element). Short circuit to ground
2514 - [4] Check component R39/1 (Vent line heater element). Signal line is interrupted.
2514 - [8] Check component R39/1 (Vent line heater element). Thermal overload of control module N3/9 (CDI control unit)
2515 - [1] Check component Y85 (EGR [AGR] cooler bypass flap switchover valve). Short circuit to positive
2516 - [2] Check component Y85 (EGR [AGR] cooler bypass flap switchover valve). Short circuit to ground
2517 - [4] Check component Y85 (EGR [AGR] cooler bypass flap switchover valve). Signal line is interrupted.
2517 - [8] Check component Y85 (EGR [AGR] cooler bypass flap switchover valve). Thermal overload of control module N3/9 (CDI control unit)
2518 - [1] Check component M4/3 (engine/AC electric suction fan). Positioner signals fault.
2518 - [2] Check component M4/3 (engine/AC electric suction fan). Positioner signals fault Y.
2521 - [8] Check system 'Starter control'. Start attempt without starter actuation
2526 - [1] Test signal cable to component Y100/1 (Right charge pressure positioner). Short circuit to positive
2526 - [2] Test signal cable to component Y100/1 (Right charge pressure positioner). Short circuit to ground
2526 - [4] Test signal cable to component Y100/1 (Right charge pressure positioner). Signal line is interrupted.
2526 - [8] Test signal cable to component Y100/1 (Right charge pressure positioner). Thermal overload of control module N3/9 (CDI control unit)
2527 - [1] Check component Y27/9 (Left EGR positioner). Short circuit to positive
2527 - [2] Check component Y27/9 (Left EGR positioner). Short circuit to ground
2527 - [4] Check component Y27/9 (Left EGR positioner). Signal line is interrupted.
2527 - [8] Check component Y27/9 (Left EGR positioner). Thermal overload of control module N3/9 (CDI control unit)
2528 - [1] Check component Y85 (EGR [AGR] cooler bypass flap switchover valve). Short circuit to positive
2528 - [2] Check component Y85 (EGR [AGR] cooler bypass flap switchover valve). Short circuit to ground
2528 - [4] Check component Y85 (EGR [AGR] cooler bypass flap switchover valve). Signal line is interrupted.
2528 - [8] Check component Y85 (EGR [AGR] cooler bypass flap switchover valve). Thermal overload of control module N3/9 (CDI control unit)

2529 - [1] Check component M16/5 (Throttle valve actuator). Short circuit to positive
2529 - [2] Check component M16/5 (Throttle valve actuator). Short circuit to ground
2529 - [4] Check component M16/5 (Throttle valve actuator). Signal line is interrupted.
2529 - [8] Check component M16/5 (Throttle valve actuator). Thermal overload of control module N3/9 (CDI control unit)
2530 - [1] Check component M55 (Inlet port shutoff motor). Short circuit to positive
2530 - [2] Check component M55 (Inlet port shutoff motor). Short circuit to ground
2530 - [4] Check component M55 (Inlet port shutoff motor). Signal line is interrupted.
2530 - [8] Check component M55 (Inlet port shutoff motor). Excess temperature in engine control module
2531 - [1] Zero quantity calibration for the injector of cylinder 1 Upper range limit for measuring point 0
2531 - [2] Zero quantity calibration for the injector of cylinder 1 Lower range limit for measuring point 0
2531 - [4] Zero quantity calibration for the injector of cylinder 1 Upper range limit for measuring point 1
2531 - [8] Zero quantity calibration for the injector of cylinder 1 Lower range limit for measuring point 1
2532 - [1] Zero quantity calibration for the injector of cylinder 2 Upper range limit for measuring point 0
2532 - [2] Zero quantity calibration for the injector of cylinder 2 Lower range limit for measuring point 0
2532 - [4] Zero quantity calibration for the injector of cylinder 2 Upper range limit for measuring point 1
2532 - [8] Zero quantity calibration for the injector of cylinder 2 Lower range limit for measuring point 1
2533 - [1] Zero quantity calibration for the injector of cylinder 3 Upper range limit for measuring point 0
2533 - [2] Zero quantity calibration for the injector of cylinder 3 Lower range limit for measuring point 0
2533 - [4] Zero quantity calibration for the injector of cylinder 3 Upper range limit for measuring point 1
2533 - [8] Zero quantity calibration for the injector of cylinder 3 Lower range limit for measuring point 1
2534 - [1] Zero quantity calibration for the injector of cylinder 4 Upper range limit for measuring point 0
2534 - [2] Zero quantity calibration for the injector of cylinder 4 Lower range limit for measuring point 0
2534 - [4] Zero quantity calibration for the injector of cylinder 4 Upper range limit for measuring point 1
2534 - [8] Zero quantity calibration for the injector of cylinder 4 Lower range limit for measuring point 1
2537 - [1] Check component N14/2 (Glow output stage). Short circuit to positive
2537 - [2] Check component N14/2 (Glow output stage). Short circuit to ground
2537 - [8] Check component N14/2 (Glow output stage). Diagnosis FAULT
2538 - [2] Check component N14/2 (Glow output stage). Glow time control FAULTY
2538 - [4] Check component N14/2 (Glow output stage). Communication fault
2538 - [8] Check component N14/2 (Glow output stage). Excess temperature in engine control module
2553 - [8] Monitoring of mean quantity adaptation Plausibility

2561 - [1] Zero quantity calibration for the injector of cylinder 1 Upper learning range reached.
2561 - [2] Zero quantity calibration for the injector of cylinder 1 Lower learning range reached.
2562 - [1] Zero quantity calibration for the injector of cylinder 2 Upper learning range reached.
2562 - [2] Zero quantity calibration for the injector of cylinder 2 Lower learning range reached.
2563 - [1] Zero quantity calibration for the injector of cylinder 3 Upper learning range reached.
2563 - [2] Zero quantity calibration for the injector of cylinder 3 Lower learning range reached.
2564 - [1] Zero quantity calibration for the injector of cylinder 4 Upper learning range reached.
2564 - [2] Zero quantity calibration for the injector of cylinder 4 Lower learning range reached.
2574 - [1] Zero quantity calibration for the injector of cylinder 1 The maximum actuation period of the injector was exceeded.
2574 - [2] Zero quantity calibration for the injector of cylinder 1 The minimum actuation period of the injector was not attained.
2575 - [1] Zero quantity calibration for the injector of cylinder 2 The maximum actuation period of the injector was exceeded.
2575 - [2] Zero quantity calibration for the injector of cylinder 2 The minimum actuation period of the injector was not attained.
2576 - [1] Zero quantity calibration for the injector of cylinder 3 The maximum actuation period of the injector was exceeded.
2576 - [2] Zero quantity calibration for the injector of cylinder 3 The minimum actuation period of the injector was not attained.
2577 - [1] Zero quantity calibration for the injector of cylinder 4 The maximum actuation period of the injector was exceeded.
2577 - [2] Zero quantity calibration for the injector of cylinder 4 The minimum actuation period of the injector was not attained.
2578 - [1] Zero quantity calibration for the injector of cylinder 5 The maximum actuation period of the injector was exceeded.
2578 - [2] Zero quantity calibration for the injector of cylinder 5 The minimum actuation period of the injector was not attained.
2579 - [1] Zero quantity calibration for the injector of cylinder 6 The maximum actuation period of the injector was exceeded.
2579 - [2] Zero quantity calibration for the injector of cylinder 6 The minimum actuation period of the injector was not attained.
2594 - [1] Check component Y85 (EGR [AGR] cooler bypass flap switchover valve). Short circuit to positive
2595 - [2] Check component Y85 (EGR [AGR] cooler bypass flap switchover valve). Short circuit to ground
2596 - [4] Check component Y85 (EGR [AGR] cooler bypass flap switchover valve). Signal line is interrupted.
2596 - [8] Check component Y85 (EGR [AGR] cooler bypass flap switchover valve). Thermal overload of control module N3/9 (CDI control unit)
2600 - [1] Mass air flow sensor Sensor 1 The air mass is too large.
2600 - [2] Mass air flow sensor Sensor 1 The air mass is too small.
2601 - [1] Mass air flow sensor Sensor 2 The air mass is too large.
2601 - [2] Mass air flow sensor Sensor 2 The air mass is too small.
2602 - [1] Mass air flow sensor Sensor 1 The air mass is too large.
2602 - [2] Mass air flow sensor Sensor 1 The air mass is too small.
2602 - [4] Mass air flow sensor Sensor 1 Short circuit / Open circuit
2603 - [1] Mass air flow sensor Sensor 2 The air mass is too large.
2603 - [2] Mass air flow sensor Sensor 2 The air mass is too small.
2603 - [4] Mass air flow sensor Sensor 2 Short circuit / Open circuit

2604 - [1] Mass air flow sensor Sensor 1 On/off ratio of reference signal is too large.
2604 - [2] Mass air flow sensor Sensor 1 On/off ratio of reference signal is too small.
2604 - [4] Mass air flow sensor Sensor 1 On/off ratio: FAULTY
2605 - [1] Mass air flow sensor Sensor 2 On/off ratio of reference signal is too large.
2605 - [2] Mass air flow sensor Sensor 2 On/off ratio of reference signal is too small.
2605 - [4] Mass air flow sensor Sensor 2 On/off ratio: FAULTY
2606 - [1] Test components B6/1 (Camshaft Hall sensor) and L5 (Crankshaft position sensor). Offset of the crankshaft and camshaft signal
2607 - [0] Check component B19/7 (Upstream TWC [KAT] temperature sensor).
2607 - [1] Check component B19/7 (Upstream TWC [KAT] temperature sensor). Excessive variation between actual and specified temperatures
2608 - [0] Check component B19/8 (Downstream TWC [KAT] temperature sensor).
2608 - [1] Check component B19/8 (Downstream TWC [KAT] temperature sensor). Excessive variation between actual and specified temperatures
2609 - [1] Monitoring of catalytic converter temperature during particulate filter regeneration Catalytic converter temperature is not OK.
2610 - [1] Monitoring of nitrogen oxide content of catalytic converter Catalytic converter fault
2611 - [0] Monitoring of nitrogen oxide content of the catalytic converter during particulate filter regeneration
2611 - [1] Monitoring of nitrogen oxide content of the catalytic converter during particulate filter regeneration Lambda value is too high.
2612 - [0] Monitoring of nitrogen oxide content of the catalytic converter during particulate filter regeneration
2612 - [2] Monitoring of nitrogen oxide content of the catalytic converter during particulate filter regeneration Lambda value is too low.
2613 - [0] Monitoring of sulfur monoxide content on oxygen sensor
2613 - [1] Monitoring of sulfur monoxide content on oxygen sensor Sulfur monoxide content on oxygen sensor is too high.
2614 - [0] Monitoring of sulfur monoxide content in catalytic converter
2614 - [1] Monitoring of sulfur monoxide content in catalytic converter The sulfur content of the catalytic converter is too high.
2615 - [0] Monitoring of sulfur monoxide content in catalytic converter
2615 - [1] Monitoring of sulfur monoxide content in catalytic converter The sulfur content of the catalytic converter is too high.
2616 - [1] Monitoring of exhaust back pressure The air mass is too small.
2616 - [2] Monitoring of exhaust back pressure The air mass is too large.
2617 - [1] Check system 'Exhaust gas recirculation'. The air mass is too small.
2617 - [2] Check system 'Exhaust gas recirculation'. The air mass is too large.
2618 - [1] Lambda control during particulate filter regeneration Upper range limit of oxygen sensor upstream of catalytic converter
2618 - [2] Lambda control during particulate filter regeneration Lower range limit of oxygen sensor upstream of catalytic converter
2619 - [1] Exhaust gas temperature control during particulate filter regeneration Temperature deviation too high
2619 - [2] Exhaust gas temperature control during particulate filter regeneration Temperature deviation too low
2620 - [1] Boost pressure control during particulate filter regeneration Charge pressure is too low.
2620 - [2] Boost pressure control during particulate filter regeneration Charge pressure is too high.

2621 - [1] Ash content of diesel particulate filter Plausibility
2621 - [2] Ash content of diesel particulate filter TOO HIGH
2621 - [8] Ash content of diesel particulate filter Plausibility
2622 - [2] Oxidation effect of catalytic converter Oxidation effect from catalytic converter is less than expected.
2623 - [1] Check component B2/5 (Hot film mass air flow sensor). Offset drift at idle
2624 - [1] Check component B2/5 (Hot film mass air flow sensor). Offset drift under engine load
2625 - [8] Check component B50 (Fuel temperature sensor). Plausibility
2626 - [1] Diesel particulate filter The soot content of the particulate filter is too high for regeneration.
2626 - [8] Diesel particulate filter FULL
2632 - [8] Check system 'Charge pressure control'. Charge pressure is too high.
2634 - [1] Rail pressure monitoring via volume control valve Rail pressure deviation due to air forming in the system when the fuel tank is run empty
2635 - [1] Rail pressure monitoring via volume control valve Rail pressure deviation too high compared with fuel flow rate Air forming in the system when the fuel tank is run empty
2636 - [1] Rail pressure monitoring via volume control valve Rail pressure too low due to air forming in the system when the fuel tank is run empty
2637 - [1] Rail pressure monitoring via pressure control valve Rail pressure deviation due to air forming in the system when the fuel tank is run empty
2638 - [1] Rail pressure monitoring via pressure control valve Rail pressure deviation due to air forming in the system when the fuel tank is run empty
2639 - [1] Rail pressure monitoring via pressure control valve Rail pressure too low due to air forming in the system when the fuel tank is run empty
2640 - [1] Rail pressure monitoring via pressure control valve The measured pressure is implausible in relation to the power consumption of the pressure regulator valve. Air forming in the system when the fuel tank is run empty
2641 - [8] Check component B60 (Exhaust back pressure sensor). Plausibility
2642 - [1] Alternator load increase during particulate filter regeneration Glow: ON
2643 - [1] Rail pressure monitoring via volume control valve Specified value of quantity control valve implausible during deceleration when the fuel tank is run empty
2648 - [8] Check component B19/7 (Upstream TWC [KAT] temperature sensor). Plausibility
2649 - [8] Check component B19/8 (Downstream TWC [KAT] temperature sensor). Plausibility
2670 - [8] Test components B10/5 (Ambient air temperature sensor) and B2/5b1 (Intake air temperature sensor). Plausibility B2/5b1 (Intake air temperature sensor) B10/5 (Ambient air temperature sensor)
2679 - [4] Check component B76 (Fuel filter water level sensor). FAULTY
2810 - [1] Transmission torque limitation Transmission in limp-home mode
2817 - [8] No or incorrect CAN message from control unit Instrument cluster Signal faulty
Event 0500 - [0] Test vehicle speed signal.
Event 0500 - [4] Test vehicle speed signal. Implausible wheelspeed
Event 0600 - [1] CAN signal faulty CAN bus OFF
Event 0703 - [8] Check component S9/1 (Stop lamp switch). The braking signal sent from the traction system via the CAN bus is implausible.
Event 1612 - [8] Test signal at terminal 15. Plausibility error in signal over CAN or hardware line
Event 2013 - [4] Check component B14 (Ambient temperature display temperature sensor). CAN signal faulty

Event 2025 - [4] Check component B28/5 (Pressure sensor downstream of air cleaner). CAN signal faulty
Event 2203 - [1] External quantity control by control module N63/1 (DTR control module) Toggle error
Event 2203 - [2] External quantity control by control module N63/1 (DTR control module) CAN signal 'Parity'
Event 2204 - [1] External quantity control by control module N15/3 (ETC [EGS] control unit) Toggle error
Event 2204 - [2] External quantity control by control module N15/3 (ETC [EGS] control unit) CAN signal 'Parity'
Event 2208 - [2] Check CAN bus. - Brake signal CAN signal 'Parity'
Event 2209 - [1] No or incorrect CAN message from control unit N47-5 (ESP and BAS control module) Timeout (ID200 bzw. ID208 bzw. ID300)
Event 2210 - [1] No or incorrect CAN message from control unit N15/5 (Electronic selector lever module control unit) Timeout (ID230)
Event 2211 - [1] No or incorrect CAN message from control unit N15/3 (ETC [EGS] control unit) Timeout (ID218)
Event 2212 - [1] No or incorrect CAN message from control unit Instrument cluster Timeout of chip with ID (ID408) or (ID410)
Event 2213 - [1] No or incorrect CAN message from control unit N80 (Steering column module) Timeout (ID238)
Event 2214 - [1] CAN signal faulty Timeout
Event 2215 - [1] CAN transmission error of signal from component S40/4 (CC switch with variable speed limiter) CAN signal 'Parity'
Event 2216 - [1] CAN transmission error of signal from component S40/4 (CC switch with variable speed limiter) Toggle error
Event 2236 - [1] No or incorrect CAN message from control unit N63/1 (DTR control module) Toggle error
Event 2236 - [2] No or incorrect CAN message from control unit N63/1 (DTR control module) CAN signal 'Parity'
Event 2238 - [1] No or incorrect CAN message from control unit N2/7 (Restraint systems control unit) Toggle error
Event 2239 - [1] No or incorrect CAN message from control unit A7/3 (Traction system hydraulic unit) Toggle error
Event 2240 - [1] No or incorrect CAN message from control unit N49 (Steering angle sensor) CAN signal 'Parity'
Event 2241 - [1] No or incorrect CAN message from control unit A7/3 (Traction system hydraulic unit) Timeout
Event 2242 - [2] No or incorrect CAN message from control unit A7/3 (Traction system hydraulic unit) CAN signal 'Parity'
Event 2243 - [1] No or incorrect CAN message from control unit N93 (Central gateway control unit) Timeout (ID410)
Event 2244 - [1] No or incorrect CAN message from control unit A1 (Instrument cluster) Timeout (ID408)
Event 2254 - [1] No or incorrect CAN message from control unit N93 (Central gateway control unit) Timeout

Filename: F:\Programme\Das\trees\pkw\motordie\CDI3_UP\menues\MNFCLIST.S
Cell co-ordinate: 3 , 3