Name	Title	DTC	Component	OBDCode	OBD System(Readiness)	Esercial Remark	Test Condition	Fault Detection	Defect Debouncing	Fault Healing	Healing Debouncing	Egnition/Reaction	Fid Name	Fid Description	Fault Disabling	Disabled	Failure Cause	Failure Repair	Fault Storage	Debouncing Faster Forward	Reset On Afterrun	Reset Behaviour	Disable Behavior	Classification	Error Priority Class	Flexibo OBD scan tool	Long Term Factors	Performance Locator	Datasurement	DIN/MPR	EVS	EVS ON	EVS OFF	Wiki	Validation (MIL on)	Healing (MIL OFF)	Erasing Memory	Erasing pending Sealed	Erasing pending Unsealed	Web Cockpit Name	Web Cockpit Description	DTC SAE (DPM PIM)	DTC'HI & DTC'MLs	Mono Code
AirTCBoostCurr	Air Filter Clogging first level warning	0B3D-7	Air Filter	P2266-65 Air Filter Restriction/Air Leak Between Air Filter and MAF/Bank 1 Signal Above Allowable Range	Air Filter Clogging is detected via a Filter Clogging Switch connected via Hardware pin. Two warning level are foreseen, second level intervention if no action is taken after first level warning, normally reducing engine torque. The measuring channel AirTCBoostCurr_mA_rng contains the status of the Air filter.	- Engine on time in current driving cycle (Eng2hs_t2hs2hr) > 1.00min - Engine speed > 400.00rpm	Air filter restriction status: AirTCBoostCurr_mA.bit is TRUE (==1)	Defect condition exceeded cumulatively > 500.00ms Failure is detected if active for 20% of the time	Air filter restriction status: AirTCBoostCurr_mA.bit is FALSE (==0)	Healing condition fulfilled cumulatively > 500.00ms Failure healed if not active for 75% of the time	According to Fids	C:/TqL.Com/SSMArch/c:/C:/TqL.Com/Hard/Vol	C:/TqL/Indicate clogged air filter status C:/TM.Indicate clogged air filter status with warning		Air filter is clogged	Clean or replace air filter	Fault stored in the ECU	Debouncing active if faster passed	Reset on initialization in case of interrupted afterrun	Reset on initialization	Debouncing level 'Never if monitoring disabled (by disable mask)	Fault	1/ non OBD	NO	NO	none			no lamp (OFF)	Time (lifc)	Time (lifc)	OFF	2 Driving cycle (start-stop or Running time 60min)	2 Driving cycle (start-stop Afterrun)	40 Warm Up cycle (Temp rise > 22°C, End temp > 226K°C)	40 Warm Up cycle (Temp rise > 22°C, End temp > 226K°C)	40 Warm Up cycle (Temp rise > 22°C, End temp > 226K°C)	1) Eqm_rdcg_CUST 2) VehV_c_CUST 3) NCX_rEeKmBok_CUST 4) CEngSd7_t_CUST 5) BattU_c_CUST 6) CoEng_rK_CUST 7) EnvT_c_CUST 8) EnvP_c_CUST 9) Air_pCACin_CUST 10) Air_tCACin_CUST 11) CrCt_tEemy_CUST 12) CrCt_pEemy_CUST 13) Air_tMAfUs_CUST 14) EnAr_tSamCrtCalUs_CUST 15) PCR_pExhPreSnsr_CUST 16) EnAr_pExhPreSnsrCal_CUST 17) EnAr_pExhPreSnsrCalMod_CUST 18) EnAr_pExhPreSnsrCalMod_Bytet_CUST 19) EnAr_pExhPreSnsrCalMod_Bytet_CUST 20) EnAr_pExhPreSnsrCalMod_Bytet_CUST 21) EnAr_pExhPreSnsrCalMod_Bytet_CUST 22) Signals_Default 23) Signals_Default 24) Signals_Default 25) Signals_Default 26) Signals_Default 27) Signals_Default 28) Signals_Default 29) Signals_Default 30) Signals_Default	1) Engine speed 2) Vehicle Speed 3) Current Fuel Injector Quantity (without fuel balancing control) 4) Actual Engine Coolant Temperature 5) Battery Voltage 6) Engine Operation State: * engine stand still ; * ready for start - wait for engine speed ; 2* cranking ; 3*engine running ; 4* engine stop request by key 15 (run down phase); 5* afterrun phase (engine stand still) 7) Environmental Temperature (in humidity sensor) 8) Ambient Pressure 9) Boost Pressure (after intercooler) 10) Boost Air Temperature upstream of the inlet valve (Boost) 11) Fuel Temperature (after speed up functionality) 12) Oil Temperature 13) Oil Pressure value filtered for sending via CAN 14) Intake Air Temperature upstream of the inlet valve (Boost) 15) Fuel Rail Pressure 16) Crank Case Ventilation Pressure 17) Active operation mode Byte 1: * 0= Reg Range 4 (0 =Reg Range 2) ; * 1= Reg Range 3 ; * 2= Reg Range 2 ; * 3= Reg Range 1 ; * 4= Reg Range 0 ; * 5= Reg Range 1 ; * 6= Reg Range 2 ; * 7= Reg Range 3 ; * direct switch over 18) Active operation mode Byte 2: * 0= Pos 0 ; 1= Pos 1 ; 2= Pos 2 ; 3= Pos 3 ; 4= Pos 4 ; 5= Pos 5 ; 6= Pos 6 ; 7= Pos 7 ; 8= Pos 8 ; 9= Pos 9 ; 10= Pos 10 ; 11= Pos 11 ; 12= Pos 12 ; 13= Pos 13 ; 14= Pos 14 ; 15= Pos 15 ; 16= Pos 16 ; 17= Pos 17 ; 18= Pos 18 ; 19= Pos 19 ; 20= Pos 20 ; 21= Pos 21 ; 22= Pos 22 ; 23= Pos 23 ; 24= Pos 24 ; 25= Pos 25 ; 26= Pos 26 ; 27= Pos 27 ; 28= Pos 28 ; 29= Pos 29 ; 30= Pos 30 ; 31= Pos 31 ; 32= Pos 32 ; 33= Pos 33 ; 34= Pos 34 ; 35= Pos 35 ; 36= Pos 36 ; 37= Pos 37 ; 38= Pos 38 ; 39= Pos 39 ; 40= Pos 40 ; 41= Pos 41 ; 42= Pos 42 ; 43= Pos 43 ; 44= Pos 44 ; 45= Pos 45 ; 46= Pos 46 ; 47= Pos 47 ; 48= Pos 48 ; 49= Pos 49 ; 50= Pos 50 ; 51= Pos 51 ; 52= Pos 52 ; 53= Pos 53 ; 54= Pos 54 ; 55= Pos 55 ; 56= Pos 56 ; 57= Pos 57 ; 58= Pos 58 ; 59= Pos 59 ; 60= Pos 60 ; 61= Pos 61 ; 62= Pos 62 ; 63= Pos 63 ; 64= Pos 64 19) Active operation mode Byte 3: actually no inserting 20) Active operation mode Byte 4: 1* Normal operation ; 2* DPF regeneration ; 4* DPF regeneration 2 / 64 * Cold-start mode / others: contact helpdesk 21) Time since engine-start 22) Default signal (crafting selected) 23) Default signal (crafting selected)	631-15	6B0D0F	6B0D
AirTCBoostCurr_d	Air Filter Clogging second level warning	0B3D-15	Air Filter	P2266-65 Air Filter Restriction/Air Leak Between Air Filter and MAF/Bank 1 Signal Above Allowable Range	Air Filter Clogging is detected via a Filter Clogging Switch connected via Hardware pin. Two warning level are foreseen, second level intervention if no action is taken after first level warning, normally reducing engine torque. The measuring channel AirTCBoostCurr_mA_rng contains the status of the Air filter.	Monitoring is active if ECU initialized since at least 1 driving cycle (Eng2hs_t2hs2hr > 0.00min) and Ignition is not in cranking mode. - 600.00ms after startup if engine is running, if engine is not running, 10.00s after ignition on + 100.00ms since at least 200.00ms. While none of the CAN-controllers is in bus-off state. - Battery voltage (Terminal 30) is in bus-off state since at least 100.00ms. ECU is out in afterrun and if Terminal 15 is ON - Engine on time in current driving cycle (Eng2hs_t2hs2hr) > 0.00min - Engine speed > 400.00rpm	Air filter restriction status: AirTCBoostCurr_mA.bit is TRUE (==1) for longer than 30.00min	Immediate	In the next startup if Air filter restriction status AirTCBoostCurr_mA.bit, after checking the fail condition.	Immediate	According to Fids	C:/TqL.Com/SSMArch/c:/C:/TqL.Com/Hard/Vol	C:/TqL/Indicate clogged air filter status C:/TM.Indicate clogged air filter status with warning		Air filter is clogged	Clean or replace air filter	Fault stored in the ECU	Debouncing active if faster passed	Reset on initialization in case of interrupted afterrun	Reset on initialization	Debouncing level 'Never if monitoring disabled (by disable mask)	Fault	1/ non OBD	NO	NO	none			no lamp (OFF)	Time (lifc)	Time (lifc)	OFF	2 Driving cycle (start-stop or Running time 60min)	2 Driving cycle (start-stop Afterrun)	40 Warm Up cycle (Temp rise > 22°C, End temp > 226K°C)	40 Warm Up cycle (Temp rise > 22°C, End temp > 226K°C)	40 Warm Up cycle (Temp rise > 22°C, End temp > 226K°C)	1) Eqm_rdcg_CUST 2) VehV_c_CUST 3) NCX_rEeKmBok_CUST 4) CEngSd7_t_CUST 5) BattU_c_CUST 6) CoEng_rK_CUST 7) EnvT_c_CUST 8) EnvP_c_CUST 9) Air_pCACin_CUST 10) Air_tCACin_CUST 11) CrCt_tEemy_CUST 12) CrCt_pEemy_CUST 13) Air_tMAfUs_CUST 14) EnAr_tSamCrtCalUs_CUST 15) PCR_pExhPreSnsr_CUST 16) EnAr_pExhPreSnsrCal_CUST 17) EnAr_pExhPreSnsrCalMod_Bytet_CUST 18) EnAr_pExhPreSnsrCalMod_Bytet_CUST 19) EnAr_pExhPreSnsrCalMod_Bytet_CUST 20) EnAr_pExhPreSnsrCalMod_Bytet_CUST 21) SrSur_bMSDrEnve_CUST 22) Signals_Default 23) Signals_Default 24) Signals_Default 25) Signals_Default 26) Signals_Default 27) Signals_Default 28) Signals_Default 29) Signals_Default 30) Signals_Default	1) Engine speed 2) Vehicle Speed 3) Current Fuel Injector Quantity (without fuel balancing control) 4) Actual Engine Coolant Temperature 5) Battery Voltage 6) Engine Operation State: * engine stand still ; * ready for start - wait for engine speed ; 2* cranking ; 3*engine running ; 4* engine stop request by key 15 (run down phase); 5* afterrun phase (engine stand still) 7) Environmental Temperature (in humidity sensor) 8) Ambient Pressure 9) Boost Pressure (after intercooler) 10) Boost Air Temperature upstream of the inlet valve (Boost) 11) Fuel Temperature (after speed up functionality) 12) Oil Temperature 13) Oil Pressure value filtered for sending via CAN 14) Intake Air Temperature upstream of the inlet valve (Boost) 15) Fuel Rail Pressure 16) Crank Case Ventilation Pressure 17) Active operation mode Byte 1: * 0= Reg Range 4 (0 =Reg Range 2) ; * 1= Reg Range 3 ; * 2= Reg Range 2 ; * 3= Reg Range 1 ; * 4= Reg Range 0 ; * 5= Reg Range 1 ; * 6= Reg Range 2 ; * 7= Reg Range 3 ; * direct switch over 18) Active operation mode Byte 2: * 0= Pos 0 ; 1= Pos 1 ; 2= Pos 2 ; 3= Pos 3 ; 4= Pos 4 ; 5= Pos 5 ; 6= Pos 6 ; 7= Pos 7 ; 8= Pos 8 ; 9= Pos 9 ; 10= Pos 10 ; 11= Pos 11 ; 12= Pos 12 ; 13= Pos 13 ; 14= Pos 14 ; 15= Pos 15 ; 16= Pos 16 ; 17= Pos 17 ; 18= Pos 18 ; 19= Pos 19 ; 20= Pos 20 ; 21= Pos 21 ; 22= Pos 22 ; 23= Pos 23 ; 24= Pos 24 ; 25= Pos 25 ; 26= Pos 26 ; 27= Pos 27 ; 28= Pos 28 ; 29= Pos 29 ; 30= Pos 30 ; 31= Pos 31 ; 32= Pos 32 ; 33= Pos 33 ; 34= Pos 34 ; 35= Pos 35 ; 36= Pos 36 ; 37= Pos 37 ; 38= Pos 38 ; 39= Pos 39 ; 40= Pos 40 ; 41= Pos 41 ; 42= Pos 42 ; 43= Pos 43 ; 44= Pos 44 ; 45= Pos 45 ; 46= Pos 46 ; 47= Pos 47 ; 48= Pos 48 ; 49= Pos 49 ; 50= Pos 50 ; 51= Pos 51 ; 52= Pos 52 ; 53= Pos 53 ; 54= Pos 54 ; 55= Pos 55 ; 56= Pos 56 ; 57= Pos 57 ; 58= Pos 58 ; 59= Pos 59 ; 60= Pos 60 ; 61= Pos 61 ; 62= Pos 62 ; 63= Pos 63 ; 64= Pos 64 19) Active operation mode Byte 3: actually no inserting 20) Active operation mode Byte 4: 1* Normal operation ; 2* DPF regeneration ; 4* DPF regeneration 2 / 64 * Cold-start mode / others: contact helpdesk 21) Time since engine-start 22) Default signal (crafting selected) 23) Default signal (crafting selected)	631-16	6B0D10	6B0D
AirTMotPheat_B	Selected Temperature sensor 1 delivering implausible value (check description for details)	AC00-2	Temperature Sensor	P0069-64 Intake Air Temperature Sensor 1 Circuit Range / Performance Signal Plausibility Failure	Up to five temperature sensors can be monitored for mutual plausibility. If the sensor assigned to position A of plausibility check is clearly identified as delivering a not plausible temperature value, the fault is set. Environmental temperature sensor (EnvT_c) is monitored here	The value of temperature sensor at ECM-Intot configured here is compared with to all other temperature values used for the plausibility check using a map with limit differences depending on engine Off time (Air_tDiffPlausMax_MAP). If it is identified as deviating from normal value the fault is set.	Once in a driving cycle at ECM-start if an engine-cold-start has been detected - monitoring not inhibited by another failure (Fid_AirTMotPheat.DiDk not set) - engine-speed = 0 - Engine OFF time > 10.00h	Defect condition exceeded cumulatively > 300.00ms Failure is detected if active for 20% of the time	Temperature value measured for the considered sensor is plausible. Healing possible only at next plausible check (after ECM-restart)	Healing condition fulfilled cumulatively > 500.00ms Failure healed if not active for 75% of the time	None except FIDs	C:/TqL.AirTMotPheatDmpt	C:/TM.Inhibit temperature sampling		The temperature sensor is drifted	Check temperature sensor	Fault stored in the ECU	Debouncing active if faster passed	Reset on initialization in case of interrupted afterrun	Reset on initialization	Debouncing level 'Never if monitoring disabled (by disable mask)	Fault	1/ non OBD	NO	NO	none			no lamp (OFF)	Time (lifc)	Time (lifc)	OFF	2 Driving cycle (start-stop or Running time 60min)	2 Driving cycle (start-stop Afterrun)	40 Warm Up cycle (Temp rise > 22°C, End temp > 226K°C)	40 Warm Up cycle (Temp rise > 22°C, End temp > 226K°C)	40 Warm Up cycle (Temp rise > 22°C, End temp > 226K°C)	1) Eqm_rdcg_CUST 2) VehV_c_CUST 3) NCX_rEeKmBok_CUST 4) CEngSd7_t_CUST 5) BattU_c_CUST 6) CoEng_rK_CUST 7) EnvT_c_CUST 8) EnvP_c_CUST 9) Air_pCACin_CUST 10) Air_tCACin_CUST 11) CrCt_tEemy_CUST 12) CrCt_pEemy_CUST 13) Air_tMAfUs_CUST 14) EnAr_tSamCrtCalUs_CUST 15) PCR_pExhPreSnsr_CUST 16) EnAr_pExhPreSnsrCal_CUST 17) EnAr_pExhPreSnsrCalMod_Bytet_CUST 18) EnAr_pExhPreSnsrCalMod_Bytet_CUST 19) EnAr_pExhPreSnsrCalMod_Bytet_CUST 20) EnAr_pExhPreSnsrCalMod_Bytet_CUST 21) SrSur_bMSDrEnve_CUST 22) Signals_Default 23) Signals_Default 24) Signals_Default 25) Signals_Default 26) Signals_Default 27) Signals_Default 28) Signals_Default 29) Signals_Default 30) Signals_Default	1) Engine speed 2) Vehicle Speed 3) Current Fuel Injector Quantity (without fuel balancing control) 4) Actual Engine Coolant Temperature 5) Battery Voltage 6) Engine Operation State: * engine stand still ; * ready for start - wait for engine speed ; 2* cranking ; 3*engine running ; 4* engine stop request by key 15 (run down phase); 5* afterrun phase (engine stand still) 7) Environmental Temperature (in humidity sensor) 8) Ambient Pressure 9) Boost Pressure (after intercooler) 10) Boost Air Temperature upstream of the inlet valve (Boost) 11) Fuel Temperature (after speed up functionality) 12) Oil Temperature 13) Oil Pressure value filtered for sending via CAN 14) Intake Air Temperature upstream of the inlet valve (Boost) 15) Fuel Rail Pressure 16) Crank Case Ventilation Pressure 17) Active operation mode Byte 1: * 0= Reg Range 4 (0 =Reg Range 2) ; * 1= Reg Range 3 ; * 2= Reg Range 2 ; * 3= Reg Range 1 ; * 4= Reg Range 0 ; * 5= Reg Range 1 ; * 6= Reg Range 2 ; * 7= Reg Range 3 ; * direct switch over 18) Active operation mode Byte 2: * 0= Pos 0 ; 1= Pos 1 ; 2= Pos 2 ; 3= Pos 3 ; 4= Pos 4 ; 5= Pos 5 ; 6= Pos 6 ; 7= Pos 7 ; 8= Pos 8 ; 9= Pos 9 ; 10= Pos 10 ; 11= Pos 11 ; 12= Pos 12 ; 13= Pos 13 ; 14= Pos 14 ; 15= Pos 15 ; 16= Pos 16 ; 17= Pos 17 ; 18= Pos 18 ; 19= Pos 19 ; 20= Pos 20 ; 21= Pos 21 ; 22= Pos 22 ; 23= Pos 23 ; 24= Pos 24 ; 25= Pos 25 ; 26= Pos 26 ; 27= Pos 27 ; 28= Pos 28 ; 29= Pos 29 ; 30= Pos 30 ; 31= Pos 31 ; 32= Pos 32 ; 33= Pos 33 ; 34= Pos 34 ; 35= Pos 35 ; 36= Pos 36 ; 37= Pos 37 ; 38= Pos 38 ; 39= Pos 39 ; 40= Pos 40 ; 41= Pos 41 ; 42= Pos 42 ; 43= Pos 43 ; 44= Pos 44 ; 45= Pos 45 ; 46= Pos 46 ; 47= Pos 47 ; 48= Pos 48 ; 49= Pos 49 ; 50= Pos 50 ; 51= Pos 51 ; 52= Pos 52 ; 53= Pos 53 ; 54= Pos 54 ; 55= Pos 55 ; 56= Pos 56 ; 57= Pos 57 ; 58= Pos 58 ; 59= Pos 59 ; 60= Pos 60 ; 61= Pos 61 ; 62= Pos 62 ; 63= Pos 63 ; 64= Pos 64 19) Active operation mode Byte 3: actually no inserting 20) Active operation mode Byte 4: 1* Normal operation ; 2* DPF regeneration ; 4* DPF regeneration 2 / 64 * Cold-start mode / others: contact helpdesk 21) Time since engine-start 22) Default signal (crafting selected) 23) Default signal (crafting selected)	170-2	AC0002	AC00
AirTMotPheat_c	Selected Temperature sensor 2 delivering implausible value (check description for details)	AC00-6	Temperature Sensor	P0110-64 Intake Air Temperature Sensor 1 Circuit Bank 1 Signal Plausibility Failure	Up to five temperature sensors can be monitored for mutual plausibility. If the sensor assigned to position C of plausibility check is clearly identified as delivering a not plausible temperature value, the fault is set. Fuel temperature sensor value upstream (Air_tMAfUs) is monitored here	Once in a driving cycle at ECM-start if an engine-cold-start has been detected - monitoring not inhibited by another failure (Fid_AirTMotPheat.DiDk not set) - engine-speed = 0 - Engine OFF time > 10.00h	The value of temperature sensor at ECM-Intot configured here is compared with to all other temperature values used for the plausibility check using a map with limit differences depending on engine Off time (Air_tDiffPlausMax_MAP). If it is identified as deviating from normal value the fault is set.	Defect condition exceeded cumulatively > 300.00ms Failure is detected if active for 20% of the time	Temperature value measured for the considered sensor is plausible. Healing possible only at next plausible check (after ECM-restart)	Healing condition fulfilled cumulatively > 500.00ms Failure healed if not active for 75% of the time	None except FIDs	C:/TqL.AirTMotPheatDmpt	C:/TM.Inhibit temperature sampling		The temperature sensor is drifted	Check temperature sensor	Fault stored in the ECU	Debouncing active if faster passed	Reset on initialization in case of interrupted afterrun	Reset on initialization	Debouncing level 'Never if monitoring disabled (by disable mask)	Fault	1/ non OBD	NO	NO	none			no lamp (OFF)	Time (lifc)	Time (lifc)	OFF	2 Driving cycle (start-stop or Running time 60min)	2 Driving cycle (start-stop Afterrun)	40 Warm Up cycle (Temp rise > 22°C, End temp > 226K°C)	40 Warm Up cycle (Temp rise > 22°C, End temp > 226K°C)	40 Warm Up cycle (Temp rise > 22°C, End temp > 226K°C)	1) Eqm_rdcg_CUST 2) VehV_c_CUST 3) NCX_rEeKmBok_CUST 4) CEngSd7_t_CUST 5) BattU_c_CUST 6) CoEng_rK_CUST 7) EnvT_c_CUST 8) EnvP_c_CUST 9) Air_pCACin_CUST 10) Air_tCACin_CUST 11) CrCt_tEemy_CUST 12) CrCt_pEemy_CUST 13) Air_tMAfUs_CUST 14) EnAr_tSamCrtCalUs_CUST 15) PCR_pExhPreSnsr_CUST 16) EnAr_pExhPreSnsrCal_CUST 17) EnAr_pExhPreSnsrCalMod_Bytet_CUST 18) EnAr_pExhPreSnsrCalMod_Bytet_CUST 19) EnAr_pExhPreSnsrCalMod_Bytet_CUST 20) EnAr_pExhPreSnsrCalMod_Bytet_CUST 21) SrSur_bMSDrEnve_CUST 22) Signals_Default 23) Signals_Default 24) Signals_Default 25) Signals_Default 26) Signals_Default 27) Signals_Default 28) Signals_Default 29) Signals_Default 30) Signals_Default	1) Engine speed 2) Vehicle Speed 3) Current Fuel Injector Quantity (without fuel balancing control) 4) Actual Engine Coolant Temperature 5) Battery Voltage 6) Engine Operation State: * engine stand still ; * ready for start - wait for engine speed ; 2* cranking ; 3*engine running ; 4* engine stop request by key 15 (run down phase); 5* afterrun phase (engine stand still) 7) Environmental Temperature (in humidity sensor) 8) Ambient Pressure 9) Boost Pressure (after intercooler) 10) Boost Air Temperature upstream of the inlet valve (Boost) 11) Fuel Temperature (after speed up functionality) 12) Oil Temperature 13) Oil Pressure value filtered for sending via CAN 14) Intake Air Temperature upstream of the inlet valve (Boost) 15) Fuel Rail Pressure 16) Crank Case Ventilation Pressure 17) Active operation mode Byte 1: * 0= Reg Range 4 (0 =Reg Range 2) ; * 1= Reg Range 3 ; * 2= Reg Range 2 ; * 3= Reg Range 1 ; * 4= Reg Range 0 ; * 5= Reg Range 1 ; * 6= Reg Range 2 ; * 7= Reg Range 3 ; * direct switch over 18) Active operation mode Byte 2: * 0= Pos 0 ; 1= Pos 1 ; 2= Pos 2 ; 3= Pos 3 ; 4= Pos 4 ; 5= Pos 5 ; 6= Pos 6 ; 7= Pos 7 ; 8= Pos 8 ; 9= Pos 9 ; 10= Pos 10 ; 11= Pos 11 ; 12= Pos 12 ; 13= Pos 13 ; 14= Pos 14 ; 15= Pos 15 ; 16= Pos 16 ; 17= Pos 17 ; 18= Pos 18 ; 19= Pos 19 ; 20= Pos 20 ; 21= Pos 21 ; 22= Pos 22 ; 23= Pos 23 ; 24= Pos 24 ; 25= Pos 25 ; 26= Pos 26 ; 27= Pos 27 ; 28= Pos 28 ; 29= Pos 29 ; 30= Pos 30 ; 31= Pos 31 ; 32= Pos 32 ; 33= Pos 33 ; 34= Pos 34 ; 35= Pos 35 ; 36= Pos 36 ; 37= Pos 37 ; 38= Pos 38 ; 39= Pos 39 ; 40= Pos 40 ; 41= Pos 41 ; 42= Pos 42 ; 43= Pos 43 ; 44= Pos 44 ; 45= Pos 45 ; 46= Pos 46 ; 47= Pos 47 ; 48= Pos 48 ; 49= Pos 49 ; 50= Pos 50 ; 51= Pos 51 ; 52= Pos 52 ; 53= Pos 53 ; 54= Pos 54 ; 55= Pos 55 ; 56= Pos 56 ; 57= Pos 57 ; 58= Pos 58 ; 59= Pos 59 ; 60= Pos 60 ; 61= Pos 61 ; 62= Pos 62 ; 63= Pos 63 ; 64= Pos 64 19) Active operation mode Byte 3: actually no inserting 20) Active operation mode Byte 4: 1* Normal operation ; 2* DPF regeneration ; 4* DPF regeneration 2 / 64 * Cold-start mode / others: contact helpdesk 21) Time since engine-start 22) Default signal (crafting selected) 23) Default signal (crafting selected)	171-2	AB0032	AB00
AirTMotPheat_d	Selected Temperature sensor 3 delivering implausible value (check description for details)	AB3A-2	Temperature Sensor	P2270-64 Ambient Air Temperature Sensor Circuit Range / Performance Signal Plausibility Failure	Up to five temperature sensors can be monitored for mutual plausibility. If the sensor assigned to position D of plausibility check is clearly identified as delivering a not plausible temperature value, the fault is set. Oil temperature sensor (Oil_tSens) is monitored here	Once in a driving cycle at ECM-start if an engine-cold-start has been detected - monitoring not inhibited by another failure (Fid_AirTMotPheat.DiDk not set) - engine-speed = 0 - Engine OFF time > 10.00h	The value of temperature sensor at ECM-Intot configured here is compared with to all other temperature values used for the plausibility check using a map with limit differences depending on engine Off time (Air_tDiffPlausMax_MAP). If it is identified as deviating from normal value the fault is set.	Defect condition exceeded cumulatively > 300.00ms Failure is detected if active for 20% of the time	Temperature value measured for the considered sensor is plausible. Healing possible only at next plausible check (after ECM-restart)	Healing condition fulfilled cumulatively > 500.00ms Failure healed if not active for 75% of the time	None except FIDs	C:/TqL.AirTMotPheatDmpt	C:/TM.Inhibit temperature sampling		The temperature sensor is drifted	Check temperature sensor	Fault stored in the ECU	Debouncing active if faster passed	Reset on initialization in case of interrupted afterrun	Reset on initialization	Debouncing level 'Never if monitoring disabled (by disable mask)	Fault	1/ non OBD	NO	NO	none			no lamp (OFF)	Time (lifc)	Time (lifc)	OFF	2 Driving cycle (start-stop or Running time 60min)	2 Driving cycle (start-stop Afterrun)	40 Warm Up cycle (Temp rise > 22°C, End temp > 226K°C)	40 Warm Up cycle (Temp rise > 22°C, End temp > 226K°C)	40 Warm Up cycle (Temp rise > 22°C, End temp > 226K°C)	1) Eqm_rdcg_CUST 2) VehV_c_CUST 3) NCX_rEeKmBok_CUST 4) CEngSd7_t_CUST 5) BattU_c_CUST 6) CoEng_rK_CUST 7) EnvT_c_CUST 8) EnvP_c_CUST 9) Air_pCACin_CUST 10) Air_tCACin_CUST 11) CrCt_tEemy_CUST 12) CrCt_pEemy_CUST 13) Air_tMAfUs_CUST 14) EnAr_tSamCrtCalUs_CUST 15) PCR_pExhPreSnsr_CUST 16) EnAr_pExhPreSnsrCal_CUST 17) EnAr_pExhPreSnsrCalMod_Bytet_CUST 18) EnAr_pExhPreSnsrCalMod_Bytet_CUST 19) EnAr_pExhPreSnsrCalMod_Bytet_CUST 20) EnAr_pExhPreSnsrCalMod_Bytet_CUST 21) SrSur_bMSDrEnve_CUST 22) Signals_Default 23) Signals_Default 24) Signals_Default 25) Signals_Default 26) Signals_Default 27) Signals_Default 28) Signals_Default 29) Signals_Default 30) Signals_Default	1) Engine speed 2) Vehicle Speed 3) Current Fuel Injector Quantity (without fuel balancing control) 4) Actual Engine Coolant Temperature 5) Battery Voltage 6) Engine Operation State: * engine stand still ; * ready for start - wait for engine speed ; 2* cranking ; 3*engine running ; 4* engine stop request by key 15 (run down phase); 5* afterrun phase (engine stand still) 7) Environmental Temperature (in humidity sensor) 8) Ambient Pressure 9) Boost Pressure (after intercooler) 10) Boost Air Temperature upstream of the inlet valve (Boost) 11) Fuel Temperature (after speed up functionality) 12) Oil Temperature 13) Oil Pressure value filtered for sending via CAN 14) Intake Air Temperature upstream of the inlet valve (Boost) 15) Fuel Rail Pressure 16) Crank Case Ventilation Pressure 17) Active operation mode Byte 1: * 0= Reg Range 4 (0 =Reg Range 2) ; * 1= Reg Range 3 ; * 2= Reg Range 2 ; * 3= Reg Range 1 ; * 4= Reg Range 0 ; * 5= Reg Range 1 ; * 6= Reg Range 2 ; * 7= Reg Range 3 ; * direct switch over 18) Active operation mode Byte 2: * 0= Pos 0 ; 1= Pos 1 ; 2= Pos 2 ; 3= Pos 3 ; 4= Pos 4 ; 5= Pos 5 ; 6= Pos 6 ; 7= Pos 7 ; 8= Pos 8 ; 9= Pos 9 ; 10= Pos 10 ; 11= Pos 11 ; 12= Pos 12 ; 13= Pos 13 ; 14= Pos 14 ; 15= Pos 15 ; 16= Pos 16 ; 17= Pos 17 ; 18= Pos 18 ; 19= Pos 19 ; 20= Pos 20 ; 21= Pos 21 ; 22= Pos 22 ; 23= Pos 23 ; 24= Pos 24 ; 25= Pos 25 ; 26= Pos 26 ; 27= Pos 27 ; 28= Pos 28 ; 29= Pos 29 ; 30= Pos 30 ; 31= Pos 31 ; 32= Pos 32 ; 33= Pos 33 ; 34= Pos 34 ; 35= Pos 35 ; 36= Pos 36 ; 37= Pos 37 ; 38= Pos 38 ; 39= Pos 39 ; 40= Pos 40 ; 41= Pos 41 ; 42= Pos 42 ; 43= Pos 43 ; 44= Pos 44 ; 45= Pos 45 ; 46= Pos 46 ; 47= Pos 47 ; 48= Pos 48 ; 49= Pos 49 ; 50= Pos 50 ; 51= Pos 51 ; 52= Pos 52 ; 53= Pos 53 ; 54= Pos 54 ; 55= Pos 55 ; 56= Pos 56 ; 57= Pos 57 ; 58= Pos 58 ; 59= Pos 59 ; 60= Pos 60 ; 61= Pos 61 ; 62= Pos 62 ; 63= Pos 63 ; 64= Pos 64 19) Active operation mode Byte 3: actually no inserting 20) Active operation mode Byte 4: 1* Normal operation ; 2* DPF regeneration ; 4* DPF regeneration 2 / 64 * Cold-start mode / others: contact helpdesk 21) Time since engine-start 22) Default signal (crafting selected) 23) Default signal (crafting selected)	172-2	AB0032	AB00
AirTMotPheat_e	Selected Temperature sensor 4 delivering implausible value (check description for details)	AB3A-3	Temperature Sensor	P2271-64 Ambient Air Temperature Sensor Circuit Low Signal Plausibility Failure	Up to five temperature sensors can be monitored for mutual plausibility. If the sensor assigned to position E of plausibility check is clearly identified as delivering a not plausible temperature value, the fault is set. Oil temperature sensor (Oil_tSens) is monitored here	Once in a driving cycle at ECM-start if an engine-cold-start has been detected - monitoring not inhibited by another failure (Fid_AirTMotPheat.DiDk not set) - engine-speed = 0 - Engine OFF time > 10.00h	The value of temperature sensor at ECM-Intot configured here is compared with to all other temperature values used for the plausibility check using a map with limit differences depending on engine Off time (Air_tDiffPlausMax_MAP). If it is identified as deviating from normal value the fault is set.	Defect condition exceeded cumulatively > 300.00ms Failure is detected if active for 20% of the time	Temperature value measured for the considered sensor is plausible. Healing possible only at next plausible check (after ECM-restart)	Healing condition fulfilled cumulatively > 500.00ms Failure healed if not active for 75% of the time	None except FIDs	C:/TqL.AirTMotPheatDmpt	C:/TM.Inhibit temperature sampling		The temperature sensor is drifted	Check temperature sensor	Fault stored in the ECU	Debouncing active if faster passed	Reset on initialization in case of interrupted afterrun	Reset on initialization	Debouncing level 'Never if monitoring disabled (by disable mask)	Fault	1/ non OBD	NO	NO	none			no lamp (OFF)	Time (lifc)	Time (lifc)	OFF	2 Driving cycle (start-stop or Running time 60min)	2 Driving cycle (start-stop Afterrun)	40 Warm Up cycle (Temp rise > 22°C, End temp > 226K°C)	40 Warm Up cycle (Temp rise > 22°C, End temp > 226K°C)	40 Warm Up cycle (Temp rise > 22°C, End temp > 226K°C)	1) Eqm_rdcg_CUST 2) VehV_c_CUST 3) NCX_rEeKmBok_CUST 4) CEngSd7_t_CUST 5) BattU_c_CUST 6) CoEng_rK_CUST 7) EnvT_c_CUST 8) EnvP_c_CUST 9) Air_pCACin_CUST 10) Air_tCACin_CUST 11) CrCt_tEemy_CUST 12) CrCt_pEemy_CUST 13) Air_tMAfUs_CUST 14) EnAr_tSamCrtCalUs_CUST 15) PCR_pExhPreSnsr_CUST 16) EnAr_pExhPreSnsrCal_CUST 17) EnAr_pExhPreSnsrCalMod_Bytet_CUST 18) EnAr_pExhPreSnsrCalMod_Bytet_CUST 19) EnAr_pExhPreSnsrCalMod_Bytet_CUST 20) EnAr_pExhPreSnsrCalMod_Bytet_CUST 21) SrSur_bMSDrEnve_CUST 22) Signals_Default 23) Signals_Default 24) Signals_Default 25) Signals_Default 26) Signals_Default 27) Signals_Default 28) Signals_Default 29) Signals_Default 30) Signals_Default	1) Engine speed 2) Vehicle Speed 3) Current Fuel Injector Quantity (without fuel balancing control) 4) Actual Engine Coolant Temperature 5) Battery Voltage 6) Engine Operation State: *

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