

Diagnosis – Diagnostic Trouble Code (DTC) Memory (PSE)

Preparation for Test:

1. Review C/1, C/2, 11, 12, 13, 20, 21, 22, 31, 32
2. Voltage supply to all control modules and CAN data lines ok,
3. Unlock vehicle via Radio/IR remote central locking,
4. Fuses OK,
5. Battery voltage 11 to 14 V,
6. Connect the Hand-Held Tester (HHT) to X11/4, according to diagram, see section 0,
5. Check for additional DTC's in ATA control module.



The DTC memory can only be readout and erased via the HHT. Entry into the DTC memory for DAS is via the HHT display: Functions; Locking systems; Central locking or Remote trunk release; DTC memory. When reading out the DTC's, it is possible that not all DTC's of the systems CL, OSB, MVA, RHR, RTR are located in the PSE control module (A37). DTC's not found in the PSE control module may be found in the Signal pick-up and activation module (SAM) (N10/1) or Lower control field control module (N72).



Readout DTC memory and note failure codes.
Perform repairs of noted failures as per fault table.
Interrupt PSE control module power supply for approx. 3 seconds to erase safety memory.
Since the DTC memory has been integrated into the combination control module (N10-1 or N10-3), DTC memory must be erased after replacement of the PSE control module.

> Ω resistance too great
< Ω resistance too low
ΓΓ+ short circuit to positive (POS)
ΓΓ- short circuit to ground (GND)
-//- open circuit

Abbreviations:

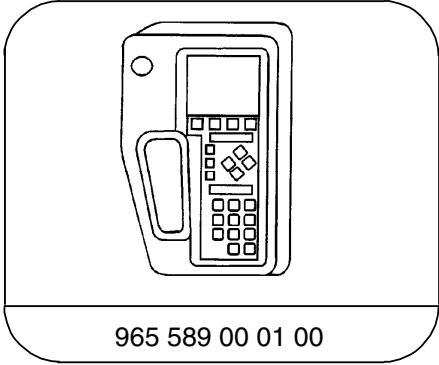
PSE: PSE control module

SAM: Signal pick-up and activation module

UBF: Lower control field control module

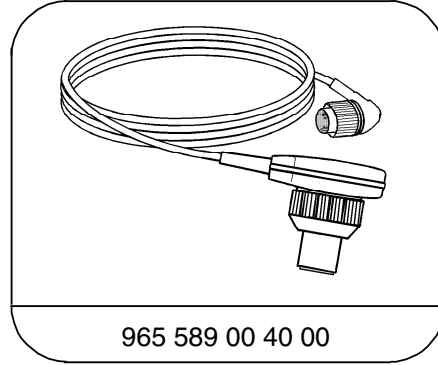
The above noted abbreviations are in the third column of the following DTC memory table in **bold type** to advise of hints (regarding in which of the control modules the DTC is stored).

Special Tools



965 589 00 01 00


Hand-Held-Tester



965 589 00 40 00


Test cable

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DTC 	Possible cause	Hints	Test step/Remedy ¹⁾
B1116	RHR unlocking switch (S6/1s3), signal > 25 sec.	SRM	See AD80.20-P-6003-01B
B1117	Interior switch (CL) (S6/1s2), signal > 25 sec.	SRM	23 (PSE/CL) ⇒ 1.0
B1124	Remote trunk release switch (N72s15), signal > 25 sec.	UBF	See AD80.20-P-6002-03B
B1436 012	Central locking, drivers door – safety switch time exceeded or pneumatic demand to high.	PSE	33 (PSE/CL) ⇒ 1.0, 33 (PSE/CL) ⇒ 2.0
B1436 013	Central locking, fuel filler flap – safety switch time exceeded or pneumatic demand to high .	PSE	33 (PSE/CL) ⇒ 5.0, 33 (PSE/CL) ⇒ 6.0
B1436 014	Central locking, passenger door/rear doors – safety switch time exceeded or pneumatic demand to high .	PSE	33 (PSE/CL) ⇒ 3.0, 33 (PSE/CL) ⇒ 4.0

1) Observe Preparation for Test, see 22.

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DTC 	Possible cause	Hints	Test step/Remedy ¹⁾
B1437	Safety switch time for retractable head restraint (RHR) pneumatic demand too high.	PSE	See AD80.20-P-8003-01A
B1438	Safety switch time for orthopedic seat backrest (OSB) pneumatic demand too high.	PSE	See AD80.20-P-8004-01A See AD80.20-P-8004-01B See AD80.20-P-8004-01C See AD80.20-P-8004-01D
B1439	Safety switch time for manifold vacuum assist (MVA) exceeded or pneumatic demand too high.	PSE	See AD80.20-P-8005-01B
B1440	Safety switch time for remote trunk release (RTR) exceeded or pneumatic demand too high.	PSE	See AD80.20-P-8002-01B
B1729	PSE control module (A37)		Replace PSE control module (A37).

1) Observe Preparation for Test, see 22.