

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

Preparation for Test:

1. Unlock vehicle via remote central locking,
2. Battery voltage 11 – 14 V,
3. Fuses ok,
4. Review C/1, 20, 21, 22, 31, 32,
5. Connect the Hand-Held Tester (HHT) to X11/4, according to diagram, see section 0. Readout and note DTCS's.



The DTC memory can only be readout and erased via the HHT.

DTC's can be readout only for models 129 and 140.

Voltage supply to control modules and CAN data lines ok.

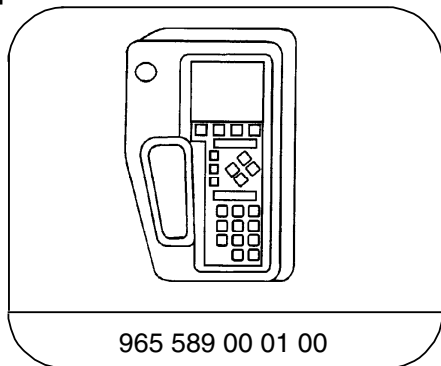
Readout DTC memory and note failure codes.

Perform repairs of noted failures as per fault table. There is a separate fault table for each model in this section.

Interrupt PSE control module power supply for approx. 3 seconds to erase safety memory.

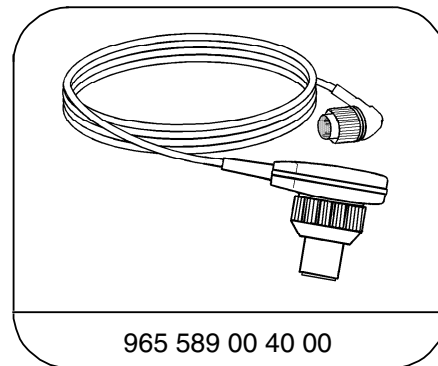
Since the DTC memory has been integrated into the combination control module (N10-1 or N10-3), DTC memory must be erased after replacement of the PSE control module.

Special Tools



965 589 00 01 00

Hand-Held-Tester



965 589 00 40 00

Test cable



> Ω resistance too great

< Ω resistance too low

Γ + short circuit to positive (POS)

Γ - short circuit to ground (GND)

-// - open circuit



Actual values for Model 140 and 170 only, see 11


The tests and activations within the Function Test Section (11) can be performed using the HHT.



Within 12, the DTC's are arranged by model, please see header as necessary.

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

Model 129 only

DTC 	Possible cause	Hints	Test step/Remedy ¹⁾
012	Central locking, driver's door – safety switch time exceeded.		32 PSE ⇒ 1.0, 32 PSE ⇒ 2.0, 32 PSE/CL ⇒ 1.0, 32 PSE/CL ⇒ 2.0
013	Central locking, fuel filler flap – safety switch time exceeded.		32 PSE ⇒ 7.0, 32 PSE ⇒ 8.0, 32 PSE/CL ⇒ 5.0, 32 PSE/CL ⇒ 6.0
014	Central locking, passenger door – safety switch time exceeded.		32 PSE ⇒ 3.0, 32 PSE ⇒ 4.0, 32 PSE/CL ⇒ 3.0, 32 PSE/CL ⇒ 4.0


¹⁾ Observe Preparation for Test, see 22.

3.5 Pneumatic System Equipment (PSE)

Models 129, 140, 170 as of M. Y. 1998

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

Model 140 only

DTC 	Possible cause	Hints	Test step/Remedy ¹⁾
002	Central locking: air demand too high		32 PSE/CL ⇒ 1.0, 32 PSE/CL ⇒ 2.0, 32 PSE/CL ⇒ 3.0, 32 PSE/CL ⇒ 4.0, 32 PSE/CL ⇒ 5.0, 32 PSE/CL ⇒ 6.0, 32 PSE/CL ⇒ 7.0, 32 PSE/CL ⇒ 8.0
003	Retractable trunk lid grip: air demand too high	D.M., B&A, Vol. 1, section 3.1, 32	
004	RHR/RTR : air demand too high		See AD80.20-P-8003-01A, AD80.20-P-8002-01A
005	Multi-contour seat backrest (OSB): air demand too high		See AD80.20-P-8004-01A, AD80.20-P-8004-01B
006	MVA: vacuum too low		See AD80.20-P-8005-01A
007	Lock switch circuit 1 (S86/1, S87/1, S88/1): Resistance too high		4.10 23 4.10 23
008	Lock switch circuit 2 (S86/1, S87/1, S88/1): Resistance too high		4.10 23 4.10 23
009	RHR release switch (S52): Resistance too high		See AD80.20-P-6003-01A


1) Observe Preparation for Test, see 22.

3.5 Pneumatic System Equipment (PSE)

Models 129, 140, 170 as of M. Y. 1998

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

Model 140 only

DTC 	Possible cause	Hints	Test step/Remedy ¹⁾
010	Interior CL switch (S85): Resistance too high		23 PSE/CL ⇒ 1.0
011	Left front door switch (S17/3, S17/4): Resistance too high		23 PSE ⇒ 3.0
012	Remote trunk release switch (S15): Resistance too high		See AD80.20-P-6002-01A
013	Rotary tumbler/trunk lid microswitch (S88/1): Resistance too high		See AD80.20-P-6002-02A
014	Lock switch circuit 1 (S86/1, S87/1, S88/1): Signal > 2 minutes		4.10 23 4.10 23
015	Lock switch circuit 2 (S86/1, S87/1, S88/1): Signal > 2 minutes		4.10 23 4.10 23
016	Interior CL switch (S85): Signal > 2 minutes		23 PSE/CL ⇒ 2.0
017	RHR release switch (S52): Signal > 2 minutes		See AD80.20-P-6003-01A
018	RTR release switch (S15): Signal > 2 minutes		See AD80.20-P-6002-01A


¹⁾ Observe Preparation for Test, see 22.

3.5 Pneumatic System Equipment (PSE)

Models 129, 140, 170 as of M. Y. 1998

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

Model 170 only

DTC 	Possible cause	Hints	Test step/Remedy ¹⁾
012	Central locking, driver's door – safety switch time exceeded.		32 PSE ⇒ 1.0, 32 PSE ⇒ 2.0, 32 PSE/CL ⇒ 1.0, 32 PSE/CL ⇒ 2.0
013	Central locking, fuel filler flap – safety switch time exceeded.		32 PSE ⇒ 7.0, 32 PSE ⇒ 8.0, 32 PSE/CL ⇒ 5.0, 32 PSE/CL ⇒ 6.0
014	Central locking, passenger door – safety switch time exceeded.		32 PSE ⇒ 3.0, 32 PSE ⇒ 4.0, 32 PSE/CL ⇒ 3.0, 32 PSE/CL ⇒ 4.0
B1000	Combination control module (N10-3)		Replace combination control module.
B1010	Low voltage		
B1011	System voltage too high		


¹⁾ Observe Preparation for Test, see 22.

3.5 Pneumatic System Equipment (PSE)

Models 129, 140, 170 as of M. Y. 1998

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


Model 170 only

DTC 	Possible cause	Hints	Test step/Remedy ¹⁾
B1021	CAN: no communication with PSE control module		23 PSE ⇒ 9.0, 23 PSE ⇒ 10.0, 23 PSE ⇒ 11.0, 23 PSE ⇒ 12.0, 23 PSE ⇒ 13.0, 23 PSE ⇒ 14.0, 23 PSE ⇒ 15.0
B1024	CAN: Data line-Low		23 PSE ⇒ 9.0, 23 PSE ⇒ 10.0, 23 PSE ⇒ 11.0, 23 PSE ⇒ 12.0, 23 PSE ⇒ 13.0, 23 PSE ⇒ 14.0, 23 PSE ⇒ 15.0
B1025	CAN: Data line-High		23 PSE ⇒ 9.0, 23 PSE ⇒ 10.0, 23 PSE ⇒ 11.0, 23 PSE ⇒ 12.0, 23 PSE ⇒ 13.0, 23 PSE ⇒ 14.0, 23 PSE ⇒ 15.0

¹⁾ Observe Preparation for Test, see 22.

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

Model 170 only

DTC 	Possible cause	Hints	Test step/Remedy ¹⁾
B1100	Control line SN1/SN2 from N54/3 to N10-3, Г1– short circuit to ground (GND) Г1+ short circuit to positive (POS)		4.10 23, 4.10 23, 4.10 23, 4.10 23,
B1436	Central locking, driver's door – safety switch time exceeded.		32 PSE ⇒ 1.0, 32 PSE ⇒ 2.0, 32 PSE/CL ⇒ 1.0, 32 PSE/CL ⇒ 2.0
B1436	Central locking, fuel filler flap – safety switch time exceeded.		32 PSE ⇒ 7.0, 32 PSE ⇒ 8.0, 32 PSE/CL ⇒ 5.0, 32 PSE/CL ⇒ 6.0
B1436	Central locking, passenger door – safety switch time exceeded.		32 PSE ⇒ 3.0, 32 PSE ⇒ 4.0, 32 PSE/CL ⇒ 3.0, 32 PSE/CL ⇒ 4.0
B1729	PSE control module, combined functions, (A37)		Replace PSE (A37).

1) Observe Preparation for Test, see 22.