

DTC INDEX**128i, 328i, 328xi, 525i, 528i, 528xi, 530i, 530xi, X3, X5, Z4****SELF-DIAGNOSTICS DTCS****SELF-DIAGNOSTICS DIAGNOSTIC TROUBLE CODE (DTC) LIST**

DTC	Description
DTC P0010	'A' Camshaft Position - Actuator Circuit/Open (Bank 1) (SIG)
DTC P0012	'A' Camshaft Position - Timing Over-Retarded (Bank 1) (PLAUS)
DTC P0013	'B' Camshaft Position - Actuator Circuit/Open (Bank 1) (SIG)
DTC P0015	'B' Camshaft Position - Timing Over-Retarded (Bank 1) (PLAUS)
DTC P0016	Crankshaft Position - Camshaft Position Correlation (Bank 1 Sensor A) (MAX)
DTC P0017	Crankshaft Position - Camshaft Position Correlation (Bank 1 Sensor B) (MAX)
DTC P0030	HO2S Heater Control Circuit (Bank 1 Sensor 1) (SIG)
DTC P0031	HO2S Heater Control Circuit Low (Bank 1 Sensor 1) (MIN)
DTC P0032	HO2S Heater Control Circuit High (Bank 1 Sensor 1) (MAX)
DTC P0036	HO2S Heater Control Circuit (Bank 1 Sensor 2) (SIG)
DTC P0037	HO2S Heater Control Circuit Low (Bank 1 Sensor 2) (MIN)
DTC P0038	HO2S Heater Control Circuit High (Bank 1 Sensor 2) (MAX)
DTC P0040	O2 Sensor Signals Swapped Bank 1 Sensor 1/Bank 2 Sensor 1 (PLAUS)
DTC P0041	O2 Sensor Signals Swapped Bank 1 Sensor 2 / Bank 2 Sensor 2 (PLAUS)
DTC P0050	HO2S Heater Control Circuit (Bank 2 Sensor 1) (SIG)
DTC P0051	HO2S Heater Control Circuit Low (Bank 2 Sensor 1) (MIN)
DTC P0052	HO2S Heater Control Circuit High (Bank 2 Sensor 1) (MAX)
DTC P0056	HO2S Heater Control Circuit (Bank 2 Sensor 2) (SIG)
DTC P0057	HO2S Heater Control Circuit Low (Bank 2 Sensor 2) (MIN)
DTC P0058	HO2S Heater Control Circuit High (Bank 2 Sensor 2) (MAX)
DTC P0070	Ambient Air Temperature Sensor Circuit (SIG)
DTC P0071	Ambient Air Temperature Sensor Range/Performance (PLAUS)
DTC P0072	Ambient Air Temperature Sensor Circuit Low (MIN)
DTC P0073	Ambient Air Temperature Sensor Circuit High (MAX)
DTC P00B2	Radiator Coolant Temperature Sensor Circuit Range/Performance (PLAUS)
DTC P00B3	Radiator Coolant Temperature Sensor Circuit Low (MIN)
DTC P00B4	Radiator Coolant Temperature Sensor Circuit High (MAX)
DTC P0100	Mass or Volume Air Flow 'A' Circuit (MAX)
DTC P0111	Intake Air Temperature Sensor 1 Circuit Range/Performance (Bank 1) (PLAUS)
DTC P0112	Intake Air Temperature Sensor 1 Circuit Low (Bank 1) (MIN)
DTC P0113	Intake Air Temperature Sensor 1 Circuit High (Bank 1) (MAX)
DTC P0117	Engine Coolant Temperature Sensor 1 Circuit Low (MIN)
DTC P0118	Engine Coolant Temperature Sensor 1 Circuit High (MAX)
DTC P0121	Throttle/Pedal Position Sensor/Switch 'A' Circuit Range/Performance (PLAUS)
DTC P0122	Throttle/Pedal Position Sensor/Switch 'A' Circuit Low (MIN)
DTC P0123	Throttle/Pedal Position Sensor/Switch 'A' Circuit High (MAX)
DTC P0128	Coolant Thermostat (Coolant Temperature Below Thermostat Regulating Temperature) (PLAUS)
DTC P0131	O2 Sensor Circuit Low Voltage (Bank 1 Sensor 1) (MIN)
DTC P0132	O2 Sensor Circuit High Voltage (Bank 1 Sensor 1) (MAX)
DTC P0133	O2 Sensor Circuit Slow Response (Bank 1 Sensor 1) (MAX)
DTC P0135	O2 Sensor Heater Circuit (Bank 1 Sensor 1) (MAX)

<u>DTC P0135</u>	O2 Sensor Heater Circuit (Bank 1 Sensor 1) (MIN)
<u>DTC P0137</u>	O2 Sensor Circuit Low Voltage (Bank 1 Sensor 2) (MIN)
<u>DTC P0138</u>	O2 Sensor Circuit High Voltage (Bank 1 Sensor 2) (MAX)
<u>DTC P0139</u>	O2 Sensor Circuit Slow Response (Bank 1 Sensor 2) (PLAUS)
<u>DTC P0140</u>	O2 Sensor Circuit No Activity Detected (Bank 1 Sensor 2) (SIG)
<u>DTC P0141</u>	O2 Sensor Heater Circuit (Bank 1 Sensor 2) (MAX)
<u>DTC P0151</u>	O2 Sensor Circuit Low Voltage (Bank 2 Sensor 1) (MIN)
<u>DTC P0152</u>	O2 Sensor Circuit High Voltage (Bank 2 Sensor 1) (MAX)
<u>DTC P0153</u>	O2 Sensor Circuit Slow Response (Bank 2 Sensor 1) (MAX)
<u>DTC P0155</u>	O2 Sensor Heater Circuit (Bank 2 Sensor 1) (MAX)
<u>DTC P0155</u>	O2 Sensor Heater Circuit (Bank 2 Sensor 1) (MIN)
<u>DTC P0157</u>	O2 Sensor Circuit Low Voltage (Bank 2 Sensor 2) (MIN)
<u>DTC P0158</u>	O2 Sensor Circuit High Voltage (Bank 2 Sensor 2) (MAX)
<u>DTC P0159</u>	O2 Sensor Circuit Slow Response (Bank 2 Sensor 2) (PLAUS)
<u>DTC P0160</u>	O2 Sensor Circuit No Activity Detected (Bank 2 Sensor 2) (SIG)
<u>DTC P0161</u>	O2 Sensor Heater Circuit (Bank 2 Sensor 2) (MAX)
<u>DTC P0171</u>	System Too Lean (Bank 1) (MAX)
<u>DTC P0172</u>	System Too Rich (Bank 1) (MIN)
<u>DTC P0174</u>	System Too Lean (Bank 2) (MAX)
<u>DTC P0175</u>	System Too Rich (Bank 2) (MIN)
<u>DTC P0201</u>	Injector Circuit/Open - Cylinder 1 (SIG)
<u>DTC P0202</u>	Injector Circuit/Open - Cylinder 2 (SIG)
<u>DTC P0203</u>	Injector Circuit/Open - Cylinder 3 (SIG)
<u>DTC P0204</u>	Injector Circuit/Open - Cylinder 4 (SIG)
<u>DTC P0205</u>	Injector Circuit/Open - Cylinder 5 (SIG)
<u>DTC P0206</u>	Injector Circuit/Open - Cylinder 6 (SIG)
<u>DTC P0221</u>	Throttle/Pedal Position Sensor/Switch 'B' Circuit Range/Performance (PLAUS)
<u>DTC P0222</u>	Throttle/Pedal Position Sensor/Switch 'B' Circuit Low (MIN)
<u>DTC P0223</u>	Throttle/Pedal Position Sensor/Switch 'B' Circuit High (MAX)
<u>DTC P0261</u>	Cylinder 1 Injector Circuit Low (MIN)
<u>DTC P0262</u>	Cylinder 1 Injector Circuit High (MAX)
<u>DTC P0264</u>	Cylinder 2 Injector Circuit Low (MIN)
<u>DTC P0265</u>	Cylinder 2 Injector Circuit High (MAX)
<u>DTC P0267</u>	Cylinder 3 Injector Circuit Low (MIN)
<u>DTC P0268</u>	Cylinder 3 Injector Circuit High (MAX)
<u>DTC P0270</u>	Cylinder 4 Injector Circuit Low (MIN)
<u>DTC P0271</u>	Cylinder 4 Injector Circuit High (MAX)
<u>DTC P0273</u>	Cylinder 5 Injector Circuit Low (MIN)
<u>DTC P0274</u>	Cylinder 5 Injector Circuit High (MAX)
<u>DTC P0276</u>	Cylinder 6 Injector Circuit Low (MIN)
<u>DTC P0277</u>	Cylinder 6 Injector Circuit High (MAX)
<u>DTC P0300</u>	Random/Multiple Cylinder Misfire Detected (MAX)
<u>DTC P0300</u>	Random/Multiple Cylinder Misfire Detected (MIN)
<u>DTC P0300</u>	Random/Multiple Cylinder Misfire Detected (PLAUS)
<u>DTC P0300</u>	Random/Multiple Cylinder Misfire Detected (SIG)
<u>DTC P0301</u>	Cylinder 1 Misfire Detected (MAX)
<u>DTC P0301</u>	Cylinder 1 Misfire Detected (MIN)
<u>DTC P0301</u>	Cylinder 1 Misfire Detected (SIG)
<u>DTC P0302</u>	Cylinder 2 Misfire Detected (MAX)

<u>DTC P0302</u>	Cylinder 2 Misfire Detected (MIN)
<u>DTC P0302</u>	Cylinder 2 Misfire Detected (SIG)
<u>DTC P0303</u>	Cylinder 3 Misfire Detected (MAX)
<u>DTC P0303</u>	Cylinder 3 Misfire Detected (MIN)
<u>DTC P0303</u>	Cylinder 3 Misfire Detected (SIG)
<u>DTC P0304</u>	Cylinder 4 Misfire Detected (MAX)
<u>DTC P0304</u>	Cylinder 4 Misfire Detected (MIN)
<u>DTC P0304</u>	Cylinder 4 Misfire Detected (SIG)
<u>DTC P0305</u>	Cylinder 5 Misfire Detected (MAX)
<u>DTC P0305</u>	Cylinder 5 Misfire Detected (MIN)
<u>DTC P0305</u>	Cylinder 5 Misfire Detected (SIG)
<u>DTC P0306</u>	Cylinder 6 Misfire Detected (MAX)
<u>DTC P0306</u>	Cylinder 6 Misfire Detected (MIN)
<u>DTC P0306</u>	Cylinder 6 Misfire Detected (SIG)
<u>DTC P0313</u>	Misfire Detected With Low Fuel (MIN)
<u>DTC P0326</u>	Knock Sensor 1 Circuit Range/Performance (Bank 1 or Single Sensor) (PLAUS)
<u>DTC P0327</u>	Knock Sensor 1 Circuit Low (Bank 1 or Single Sensor) (MIN)
<u>DTC P0328</u>	Knock Sensor 1 Circuit High (Bank 1 or Single Sensor) (MAX)
<u>DTC P0335</u>	Crankshaft Position Sensor 'A' Circuit (MAX)
<u>DTC P0335</u>	Crankshaft Position Sensor 'A' Circuit (MIN)
<u>DTC P0340</u>	Camshaft Position Sensor 'A' Circuit (Bank 1 or Single Sensor) (MAX)
<u>DTC P0341</u>	Camshaft Position Sensor 'A' Circuit Range/Performance (Bank 1 or Single Sensor) (MAX)
<u>DTC P0344</u>	Camshaft Position Sensor 'A' Circuit Intermittent (Bank 1 or Single Sensor) (MAX)
<u>DTC P0351</u>	Ignition Coil 'A' Primary/Secondary Circuit (MAX)
<u>DTC P0352</u>	Ignition Coil 'B' Primary/Secondary Circuit (MAX)
<u>DTC P0353</u>	Ignition Coil 'C' Primary/Secondary Circuit (MAX)
<u>DTC P0354</u>	Ignition Coil 'D' Primary/Secondary Circuit (MAX)
<u>DTC P0355</u>	Ignition Coil 'E' Primary/Secondary Circuit (MAX)
<u>DTC P0356</u>	Ignition Coil 'F' Primary/Secondary Circuit (MAX)
<u>DTC P0365</u>	Camshaft Position Sensor 'B' Circuit (Bank 1) (MAX)
<u>DTC P0366</u>	Camshaft Position Sensor 'B' Circuit Range/Performance (Bank 1) (MAX)
<u>DTC P0369</u>	Camshaft Position Sensor 'B' Circuit Intermittent (Bank 1) (MAX)
<u>DTC P0370</u>	Timing Reference High Resolution Signal 'A' (MAX)
<u>DTC P0370</u>	Timing Reference High Resolution Signal 'A' (MAX)
<u>DTC P0370</u>	Timing Reference High Resolution Signal 'A' (MIN)
<u>DTC P0373</u>	Timing Reference High Resolution Signal 'A' Intermittent/Erratic Pulses (MAX)
<u>DTC P0420</u>	Catalyst System Efficiency Below Threshold (Bank 1) (MAX)
<u>DTC P0420</u>	Catalyst System Efficiency Below Threshold (Bank 1) (MIN)
<u>DTC P0430</u>	Catalyst System Efficiency Below Threshold (Bank 2) (MAX)
<u>DTC P0430</u>	Catalyst System Efficiency Below Threshold (Bank 2) (MIN)
<u>DTC P0440</u>	Evaporative Emission System (PLAUS)
<u>DTC P0441</u>	Evaporative Emission System Incorrect Purge Flow (SIG)
<u>DTC P0442</u>	Evaporative Emission System Leak Detected (Small Leak) (MAX)
<u>DTC P0444</u>	Evaporative Emission System Purge Control Valve Circuit Open (SIG)
<u>DTC P0456</u>	Evaporative Emission System Leak Detected (Very Small Leak) (MIN)
<u>DTC P0458</u>	Evaporative Emission System Purge Control Valve Circuit Low (MIN)
<u>DTC P0459</u>	Evaporative Emission System Purge Control Valve Circuit High (MAX)
<u>DTC P0461</u>	Fuel Level Sensor 'A' Circuit Range/Performance (PLAUS)

<u>DTC P0462</u>	Fuel Level Sensor 'A' Circuit Low (MIN)
<u>DTC P0463</u>	Fuel Level Sensor 'A' Circuit High (MAX)
<u>DTC P0475</u>	Exhaust Pressure Control Valve (SIG)
<u>DTC P0477</u>	Exhaust Pressure Control Valve Low (MIN)
<u>DTC P0478</u>	Exhaust Pressure Control Valve High (MAX)
<u>DTC P0480</u>	Fan 1 Control Circuit (SIG)
<u>DTC P0491</u>	Secondary Air Injection System Insufficient Flow (Bank 1) (MAX)
<u>DTC P0492</u>	Secondary Air Injection System Insufficient Flow (Bank 2) (MIN)
<u>DTC P0500</u>	Vehicle Speed Sensor 'A' (SIG)
<u>DTC P0503</u>	Vehicle Speed Sensor 'A' Intermittent/Erratic/High (PLAUS)
<u>DTC P0506</u>	Idle Air Control System RPM Lower Than Expected (MIN)
<u>DTC P0507</u>	Idle Air Control System RPM Higher Than Expected (MAX)
<u>DTC P0512</u>	Starter Request Circuit (MAX)
<u>DTC P0512</u>	Starter Request Circuit (MIN)
<u>DTC P0512</u>	Starter Request Circuit (SIG)
<u>DTC P0520</u>	Engine Oil Pressure Sensor/Switch Circuit (SIG)
<u>DTC P0521</u>	Engine Oil Pressure Sensor/Switch Range/ Performance (PLAUS)
<u>DTC P0522</u>	Engine Oil Pressure Sensor/Switch Low (MIN)
<u>DTC P0523</u>	Engine Oil Pressure Sensor/Switch High (MAX)
<u>DTC P0524</u>	Engine Oil Pressure Too Low (MIN)
<u>DTC P0571</u>	Brake Switch 'A' Circuit (PLAUS)
<u>DTC P0597</u>	Thermostat Heater Control Circuit/Open (SIG)
<u>DTC P0598</u>	Thermostat Heater Control Circuit Low (MIN)
<u>DTC P0599</u>	Thermostat Heater Control Circuit High (MAX)
<u>DTC P0604</u>	Internal Control Module Random Access Memory (RAM) Error (MAX)
<u>DTC P0604</u>	Internal Control Module Random Access Memory (RAM) Error (MIN)
<u>DTC P0604</u>	Internal Control Module Random Access Memory (RAM) Error (MIN)
<u>DTC P0605</u>	Internal Control Module Read Only Memory (ROM) Error (MAX)
<u>DTC P0606</u>	ECM/PCM Processor (SIG)
<u>DTC P060C</u>	Internal Control Module Main Processor Performance (PLAUS)
<u>DTC P0620</u>	Generator Control Circuit (MAX)
<u>DTC P0620</u>	Generator Control Circuit (SIG)
<u>DTC P062F</u>	Internal Control Module EEPROM Error (PLAUS)
<u>DTC P062F</u>	Internal Control Module EEPROM Error (SIG)
<u>DTC P062F</u>	Internal Control Module EEPROM Error (SIG)
<u>DTC P0645</u>	A/C Clutch Relay Control Circuit (SIG)
<u>DTC P0646</u>	A/C Clutch Relay Control Circuit Low (MIN)
<u>DTC P0647</u>	A/C Clutch Relay Control Circuit High (MAX)
<u>DTC P0668</u>	PCM/ECM/TCM Internal Temperature Sensor Circuit Low (MIN)
<u>DTC P0669</u>	PCM/ECM/TCM Internal Temperature Sensor Circuit High (MAX)
<u>DTC P0686</u>	ECM/PCM Power Relay Control Circuit Low (MIN)
<u>DTC P0687</u>	ECM/PCM Power Relay Control Circuit High (MAX)
<u>DTC P0691</u>	Fan 1 Control Circuit Low (MIN)
<u>DTC P0692</u>	Fan 1 Control Circuit High (MAX)
<u>DTC P0703</u>	Brake Switch 'B' Circuit (PLAUS)
<u>DTC P0831</u>	Clutch Pedal Switch 'A' Circuit Low (MIN)
<u>DTC P0832</u>	Clutch Pedal Switch 'A' Circuit High (MAX)
<u>DTC P0A14</u>	Engine Mount 'A' Control Circuit/Open (MAX)
<u>DTC P0A14</u>	Engine Mount 'A' Control Circuit/Open (MIN)

<u>DTC P0A14</u>	Engine Mount 'A' Control Circuit/Open (SIG)
<u>DTC P0A14</u>	Engine Mount 'A' Control Circuit/Open (SIG)
<u>DTC P0A15</u>	Engine Mount 'A' Control Circuit Low (MIN)
<u>DTC P0A16</u>	Engine Mount 'A' Control Circuit High (MAX)
<u>DTC P0A3B</u>	Generator Over Temperature (MAX)
<u>DTC P0A3B</u>	Generator Over Temperature (MAX)
<u>DTC P1004</u>	VVT-Guiding Sensor Solenoid Loss (Bank 1) (MAX)
<u>DTC P1006</u>	VVT-Guiding Sensor Parity Error (Bank 1) (SIG)
<u>DTC P1012</u>	VVT-Reference Sensor Solenoid Loss (Bank 1) (MAX)
<u>DTC P1014</u>	VVT-Reference Sensor Parity Error (Bank 1) (SIG)
<u>DTC P1017</u>	VVT-Sensors Plausibility (Bank 1) (PLAUS)
<u>DTC P1017</u>	VVT-Sensors Plausibility (Bank 1) (PLAUS)
<u>DTC P1019</u>	VVT-Supply Voltage Sensors High Input (Bank 1) (MAX)
<u>DTC P101A</u>	VVT-Self-Learning Function, Stops Not Learned (MAX)
<u>DTC P101A</u>	VVT-Self-Learning Function, Stops Not Learned (MIN)
<u>DTC P101A</u>	VVT-Self-Learning Function, Stops Not Learned (SIG)
<u>DTC P1020</u>	VVT-Supply Voltage Sensors Low Input (Bank 1) (MIN)
<u>DTC P1023</u>	VVT-Self-Learning Function Faulty Adjustment Range (Bank 1) (MAX)
<u>DTC P1024</u>	VVT-Self-Learning Function Faulty Lower Learning Range (Bank 1) (MIN)
<u>DTC P102B</u>	VVT-Guiding Sensor Diagnostic Error (Bank 1) (MIN)
<u>DTC P102C</u>	VVT-Reference Sensor Diagnostic Error (Bank 1) (MIN)
<u>DTC P1030</u>	VVT-Actuator Monitoring Position Control, Control Deviation (Bank 1) (PLAUS)
<u>DTC P1030</u>	VVT-Actuator Monitoring Position Control, Control Deviation (Bank 1) (SIG)
<u>DTC P103A</u>	VVT-System Current Too High (MAX)
<u>DTC P1041</u>	Internal VVT-Control Module EEPROM Error (Bank 1) (PLAUS)
<u>DTC P1047</u>	VVT-Control Circuit High Input (Bank 1) (MAX)
<u>DTC P1048</u>	VVT-Control Circuit Low Input (Bank 1) (MIN)
<u>DTC P1049</u>	VVT-Control Circuit Engine Cables Short Circuit (Bank 1) (SIG)
<u>DTC P1055</u>	VVT-Supply Voltage Control Motor High Input (Bank 1) (MAX)
<u>DTC P1056</u>	VVT-Supply Voltage Control Motor Low Input (Bank 1) (MIN)
<u>DTC P1057</u>	VVT-Supply Voltage Control Motor Electrical (Bank 1) (PLAUS)
<u>DTC P105A</u>	Internal Control Module VVT Error, Current Too High (MAX)
<u>DTC P105B</u>	Internal Control Module VVT Error, Voltage Too Low (MIN)
<u>DTC P1062</u>	VVT-Limp Home Request Full Stroke Position Not Reached (Bank 1) (SIG)
<u>DTC P1064</u>	VVT-Value Comparison Starting Position/Parking Position Plausibility (Bank 1) (MAX)
<u>DTC P1075</u>	VVT-Overload Protection (Bank 1) (MAX)
<u>DTC P1076</u>	VVT-Overload Protection ECU-Temperature High Input (Bank 1) (SIG)
<u>DTC P1078</u>	VVT-Overload Protection Control Motor Current High Input (Bank 1) (MIN)
<u>DTC P107A</u>	VVT-Overload Protection Control Motor Current Too High (MAX)
<u>DTC P107B</u>	VVT-Overload Protection Control Motor Temperature Too High (MIN)
<u>DTC P107C</u>	VVT-Overload Protection Temperature Too High (MIN)
<u>DTC P107C</u>	VVT-Overload Protection Temperature Too High (SIG)
<u>DTC P1104</u>	Differential Pressure Sensor Intake Manifold Pressure Too Low (Bank 1) (MIN)
<u>DTC P1105</u>	Differential Pressure Sensor Intake Manifold Pressure Too High (Bank 1) (MAX)
<u>DTC P110D</u>	Throttle Position Sensor A and B Range/Performance (PLAUS)
<u>DTC P111E</u>	Intake Air Temperature Sensor 1 Maximum Temperature Implausible (Bank 1) (MAX)

<u>DTC P111F</u>	Intake Air Temperature Sensor 1 Minimum Temperature Implausible (Bank 1) (MIN)
<u>DTC P1124</u>	Differential Pressure Sensor Intake Manifold Offset (Bank 1) (PLAUS)
<u>DTC P112C</u>	O2 Sensor Negative Current or Positive Current Control Circuit/Open (Bank 1 Sensor 1) (MIN)
<u>DTC P112C</u>	O2 Sensor Negative Current or Positive Current Control Circuit/Open (Bank 1 Sensor 1) (SIG)
<u>DTC P112D</u>	O2 Sensor Negative Current or Positive Current Control Circuit/Open (Bank 2 Sensor 1) (MIN)
<u>DTC P112D</u>	O2 Sensor Negative Current or Positive Current Control Circuit/Open (Bank 2 Sensor 1) (SIG)
<u>DTC P1130</u>	O2 Sensor Circuit Dynamic Test (Bank 1 Sensor 2) (PLAUS)
<u>DTC P1131</u>	O2 Sensor Circuit Dynamic Test (Bank 2 Sensor 2) (PLAUS)
<u>DTC P114A</u>	Post Catalyst Fuel Trim Via Oxygen Sensor System Too Rich (Bank 1) (MAX)
<u>DTC P114B</u>	Post Catalyst Fuel Trim Via Oxygen Sensor System Too Lean (Bank 1) (MIN)
<u>DTC P114C</u>	Post Catalyst Fuel Trim Via Oxygen Sensor System Too Rich (Bank 2) (MAX)
<u>DTC P114D</u>	Post Catalyst Fuel Trim Via Oxygen Sensor System Too Lean (Bank 2) (MIN)
<u>DTC P114F</u>	Air Mass Flow Sensor Defective (MIN)
<u>DTC P115A</u>	Mass or Volume Air Flow 'A' Maximum Exceeded (MAX)
<u>DTC P116C</u>	Air Mass Flow Sensor Signal Range (MAX)
<u>DTC P116D</u>	Air Mass Flow Sensor Signal Gradient Error (MIN)
<u>DTC P116E</u>	Air Mass Flow Sensor Signal Electrical (SIG)
<u>DTC P1197</u>	Differential Pressure Sensor Intake Manifold High Input (Bank 1) (MAX)
<u>DTC P1198</u>	Differential Pressure Sensor Intake Manifold Low Input (Bank 1) (MIN)
<u>DTC P1214</u>	Fuel Pump Speed Too High (MAX)
<u>DTC P1215</u>	Fuel Pump Speed Too Low (MIN)
<u>DTC P1216</u>	Fuel Pump Emergency Operation (SIG)
<u>DTC P1217</u>	Fuel Pump Overtemperature Condition (PLAUS)
<u>DTC P1230</u>	Fuel Pump Relay Primary Circuit (SIG)
<u>DTC P1234</u>	Fuel Pump Relay Primary Circuit Low (MIN)
<u>DTC P1236</u>	Fuel Pump Relay Primary Circuit High (MAX)
<u>DTC P1244</u>	Fuel Pump Emergency Cut-Off (SIG)
<u>DTC P1300</u>	Camshaft Position Sensor 'A' Segment Timing Error (Bank 1) (MAX)
<u>DTC P1301</u>	Ignition Monitoring Cylinder 1 Spark Duration Too Short (MIN)
<u>DTC P1302</u>	Ignition Monitoring Cylinder 2 Spark Duration Too Short (MIN)
<u>DTC P1303</u>	Ignition Monitoring Cylinder 3 Spark Duration Too Short (MIN)
<u>DTC P1304</u>	Ignition Monitoring Cylinder 4 Spark Duration Too Short (MIN)
<u>DTC P1305</u>	Ignition Monitoring Cylinder 5 Spark Duration Too Short (MIN)
<u>DTC P1306</u>	Ignition Monitoring Cylinder 6 Spark Duration Too Short (MIN)
<u>DTC P130A</u>	Camshaft Position Sensor 'B' Segment Timing Error (Bank 1) (MAX)
<u>DTC P1327</u>	Knock Sensor 2 Circuit Low Input (Bank 1) (MIN)
<u>DTC P1328</u>	Knock Sensor 2 Circuit High Input (Bank 1) (MAX)
<u>DTC P135B</u>	Knock Sensor 2 Circuit Range/Performance (Bank 1) (PLAUS)
<u>DTC P1383</u>	Ignition Monitoring Malfunction (SIG)
<u>DTC P1396</u>	Crankshaft Position Sensor Segment Timing Plausibility (MIN)
<u>DTC P1407</u>	Fuel Level Signal 1 (PLAUS)
<u>DTC P1408</u>	Fuel Level Signal 2 (PLAUS)
<u>DTC P140A</u>	Secondary Air Injection System Insufficient Total Flow (Bank 1 and Bank 2) (SIG)
<u>DTC P140E</u>	Cylinder Injection Cut-Off, Fuel Level Too Low (PLAUS)

<u>DTC P1413</u>	Secondary Air Injection Pump Relay Control Circuit Signal Low (MIN)
<u>DTC P1414</u>	Secondary Air Injection Pump Relay Control Circuit Signal High (MAX)
<u>DTC P1415</u>	Mass or Volume Air Flow Too Low (MIN)
<u>DTC P1417</u>	Throttle Control Incorrect Air Supply (SIG)
<u>DTC P1424</u>	Mass or Volume Air Flow Too High (MAX)
<u>DTC P1434</u>	Diagnostic Module Tank Leakage (DM-TL) (SIG)
<u>DTC P143B</u>	Direct Ozone Reduction Catalyst Temperature Sensor Wrong Code (PLAUS)
<u>DTC P143C</u>	Direct Ozone Reduction Catalyst Temperature/Radiator Coolant Temperature Correlation (SIG)
<u>DTC P143E</u>	Direct Ozone Reduction Catalyst Temperature Sensor Gradient Too Low (PLAUS)
<u>DTC P1447</u>	Diagnostic Module Tank Leakage (DM-TL) Pump Current Too High during Switching Solenoid Test (PLAUS)
<u>DTC P1448</u>	Diagnostic Module Tank Leakage (DM-TL) Pump Current Too Low (MIN)
<u>DTC P1449</u>	Diagnostic Module Tank Leakage (DM-TL) Pump Current Too High (MAX)
<u>DTC P1453</u>	Secondary Air Injection Pump Relay Control Circuit Electrical (SIG)
<u>DTC P14C0</u>	Fan Mechanical or Hardware Defect (PLAUS)
<u>DTC P14C1</u>	Radiator Shutter Mechanical or Hardware Defect (PLAUS)
<u>DTC P14C2</u>	DISA (Differentiated Intake Manifold) Actuator 1 Mechanical or Hardware Defect (PLAUS)
<u>DTC P14C3</u>	DISA (Differentiated Intake Manifold) Actuator 2 Mechanical or Hardware Defect (PLAUS)
<u>DTC P14C4</u>	Radiator Shutter (Upper) Mechanical (MIN)
<u>DTC P14C5</u>	Radiator Shutter (Upper) Hardware Defect (MAX)
<u>DTC P14C6</u>	Radiator Shutter (Lower) Electrical (MAX)
<u>DTC P150A</u>	Battery Sensor BSD (Bit Serial Data Interface) Extended Communication Circuit (MAX)
<u>DTC P150B</u>	Battery Sensor BSD (Bit Serial Data Interface) Communication Circuit (SIG)
<u>DTC P150B</u>	Battery Sensor BSD (Bit Serial Data Interface) Communication Circuit (SIG)
<u>DTC P150C</u>	Battery Sensor Firmware Implausible (PLAUS)
<u>DTC P150D</u>	Battery Sensor Temperature Error (MAX)
<u>DTC P150E</u>	Battery Sensor Voltage Error (SIG)
<u>DTC P150F</u>	Battery Sensor Current Error (PLAUS)
<u>DTC P1511</u>	DISA (Differentiated Intake Manifold) Control Circuit Electrical (MAX)
<u>DTC P1511</u>	DISA (Differentiated Intake Manifold) Control Circuit Electrical (MIN)
<u>DTC P1511</u>	DISA (Differentiated Intake Manifold) Control Circuit Electrical (SIG)
<u>DTC P1511</u>	DISA (Differentiated Intake Manifold) Control Circuit Electrical (SIG)
<u>DTC P1512</u>	DISA (Differentiated Intake Manifold) Control Circuit Signal Low (MIN)
<u>DTC P1512</u>	DISA (Differentiated Intake Manifold) Control Circuit Signal Low (MIN)
<u>DTC P1513</u>	DISA (Differentiated Intake Manifold) Control Circuit Signal High (MAX)
<u>DTC P1513</u>	DISA (Differentiated Intake Manifold) Control Circuit Signal High (MAX)
<u>DTC P1515</u>	Engine Off Timer Plausibility (PLAUS)
<u>DTC P151A</u>	Battery Sensor Terminal 15/30 Wakeup Circuit (MAX)
<u>DTC P151B</u>	Battery Sensor Wakeup Circuit (PLAUS)
<u>DTC P151C</u>	Battery Sensor System Error (SIG)
<u>DTC P1521</u>	Engine Oil Quality Sensor Communication Error (SIG)
<u>DTC P1540</u>	Driving Dynamics Control Switch High Input (MAX)
<u>DTC P1541</u>	Driving Dynamics Control Switch Low Input (MIN)
<u>DTC P1551</u>	Engine Off Timer Timeout (SIG)
<u>DTC P1553</u>	Engine Position System 'B' Performance (Bank 1) (MAX)

<u>DTC P1554</u>	Engine Position System 'A' Performance (Bank 1) (MAX)
<u>DTC P155A</u>	Multifunction Steering Wheel (MFL) Interface, Toggle-Bit Fault (MAX)
<u>DTC P155A</u>	Multifunction Steering Wheel (MFL) Interface, Toggle-Bit Fault (MIN)
<u>DTC P155A</u>	Multifunction Steering Wheel (MFL) Interface, Toggle-Bit Fault (PLAUS)
<u>DTC P1561</u>	Cold Start Idle Air Control System RPM Lower Than Expected (Bank 1) (MIN)
<u>DTC P1562</u>	Cold Start Idle Air Control System RPM Higher Than Expected (Bank 1) (MAX)
<u>DTC P1563</u>	Multifunction Steering Wheel (MFL) Rocker Switch Defective (PLAUS)
<u>DTC P1576</u>	Multifunction Steering Wheel (MFL) Interface, Bit Error (PLAUS)
<u>DTC P1582</u>	Oil Pump Circuit High (MAX)
<u>DTC P1583</u>	Oil Pump Circuit Low (MIN)
<u>DTC P1584</u>	Oil Pump Circuit Open (SIG)
<u>DTC P1586</u>	Engine Oil Quality Sensor Temperature Measurement (MAX)
<u>DTC P1587</u>	Engine Oil Quality Sensor Level Measurement (MIN)
<u>DTC P1588</u>	Engine Oil Quality Sensor Permeability Measurement (PLAUS)
<u>DTC P15A1</u>	Engine Oil Pressure Control, Mechanical, Solenoid Valve Sticking In Fully Energized Position (Minimum Oil Pressure) (MAX)
<u>DTC P15A2</u>	Engine Oil Pressure Control, Mechanical, Solenoid Valve Sticking In De-Energized Position (Maximum Oil Pressure) (MIN)
<u>DTC P15A3</u>	Engine Oil Pressure Too High (MAX)
<u>DTC P15A6</u>	Engine Oil Pressure Too High Before Start (MAX)
<u>DTC P15A7</u>	Engine Oil Pressure Too Low Before Start (MIN)
<u>DTC P15B0</u>	Terminal 15 Sense Circuit Input High (MAX)
<u>DTC P15B1</u>	Terminal 15 Sense Circuit Input Low (MIN)
<u>DTC P15B2</u>	Terminal 15 Sense Circuit CAS Error (SIG)
<u>DTC P15B3</u>	Terminal 15 Sense Circuit Range/Performance (PLAUS)
<u>DTC P160A</u>	Powermanagement Exhaustive Discharge (MIN)
<u>DTC P160B</u>	Powermanagement Defective (PLAUS)
<u>DTC P160C</u>	Powermanagement Overvoltage (MAX)
<u>DTC P160D</u>	Powermanagement Undervoltage (MIN)
<u>DTC P160E</u>	Powermanagement Operation Without Battery (SIG)
<u>DTC P160F</u>	Powermanagement No-Load Current Error (PLAUS)
<u>DTC P1618</u>	Control Module Self-Test, AD-Converter Monitoring (PLAUS)
<u>DTC P1625</u>	Pedal Position Sensor Potentiometer Supply Channel 2 Electrical (PLAUS)
<u>DTC P1632</u>	Throttle Valve Adaptation Conditions Not Met (Bank 1) (MAX)
<u>DTC P1633</u>	Throttle Valve Adaptation Limp-Home Position Unknown (Bank 1) (MIN)
<u>DTC P1634</u>	Throttle Valve Adaptation Spring Test Failed (Bank 1) (MAX)
<u>DTC P1635</u>	Throttle Valve Adaptation Lower Mechanical Stop Not Adapted (Bank 1) (MAX)
<u>DTC P1636</u>	Throttle Valve Control Circuit (Bank 1) (SIG)
<u>DTC P1637</u>	Throttle Valve Position Control, Control Deviation (Bank 1) (MAX)
<u>DTC P1638</u>	Throttle Valve Position Control Throttle Stuck Temporarily (Bank 1) (MAX)
<u>DTC P1639</u>	Throttle Valve Position Control Throttle Stuck Permanently (Bank 1) (MAX)
<u>DTC P1644</u>	Throttle Valve Adaptation Stop Relearning Lower Mechanical Stop (Bank 1) (PLAUS)
<u>DTC P164C</u>	Pedal Position Sensor Potentiometer Supply Channel 1 Electrical (PLAUS)
<u>DTC P165A</u>	EWS (Electronic Immobilizer) Interface to ECM, Hardware Error (MAX)
<u>DTC P165B</u>	EWS (Electronic Immobilizer) Interface to ECM, Checksum Error (PLAUS)
<u>DTC P165C</u>	EWS (Electronic Immobilizer) Data, No Available Storage Possibility (MAX)
<u>DTC P165D</u>	EWS (Electronic Immobilizer) Data, Faulty Release Code Storage (MIN)
<u>DTC P165E</u>	EWS (Electronic Immobilizer) Data, Checksum Error (PLAUS)
<u>DTC P165F</u>	Internal Control Module Measurement Error Oxygen Sensor Heating (Bank 1,

	Sensor 1) (SIG)
<u>DTC P1660</u>	EWS (Electronic Immobilizer) Telegram Error (MIN)
<u>DTC P1661</u>	Timeout EWS (Electronic Immobilizer) - Telegram (SIG)
<u>DTC P1667</u>	EWS (Electronic Immobilizer) Start Value Not Yet Programmed (MIN)
<u>DTC P1667</u>	EWS (Electronic Immobilizer) Start Value Not Yet Programmed (PLAUS)
<u>DTC P1668</u>	EWS (Electronic Immobilizer) Start Value Destroyed (SIG)
<u>DTC P166A</u>	Control Module Self-Test, LDM (Longitudinal Dynamics Management) Monitoring (SIG)
<u>DTC P166B</u>	LDM (Longitudinal Dynamics Management) Torque Request inspite of Brake Signal (MAX)
<u>DTC P166C</u>	LDM (Longitudinal Dynamics Management) Torque Request Implausible (PLAUS)
<u>DTC P166F</u>	Internal Control Module Measurement Error Oxygen Sensor Heating (Bank 2, Sensor 1) (SIG)
<u>DTC P1675</u>	Throttle Valve Actuator Start Test Re-Adaptation Required (MAX)
<u>DTC P1694</u>	Throttle Valve Actuator Start Test Spring Test and Limp-Home Position Failed (SIG)
<u>DTC P169A</u>	Throttle Valve Actuator Start Test Limp-Home Position Failed (MIN)
<u>DTC P16A0</u>	Internal Control Module Memory Check Sum Error in Boot Software (MAX)
<u>DTC P16A1</u>	Internal Control Module Memory Check Sum Error in Application Software (MIN)
<u>DTC P16A2</u>	Internal Control Module Memory Check Sum Error in Data (SIG)
<u>DTC P16A3</u>	Internal Control Module Non-Volatile Memory (NVMY) Error (MAX)
<u>DTC P16A4</u>	Timeout Control Module Knock Sensor SPI-Bus (SIG)
<u>DTC P16A5</u>	Timeout Control Module Multiple Output Stage SPI-Bus (SIG)
<u>DTC P16A6</u>	Control Module Self-Test, Cruise Control Monitoring (MAX)
<u>DTC P16A7</u>	Control Module Self-Test, Hot Film Air Mass Meter Monitoring (MAX)
<u>DTC P16A8</u>	Control Module Self-Test, Throttle Position Monitoring (MIN)
<u>DTC P16A9</u>	Control Module Self-Test, Speed Monitoring Reset (PLAUS)
<u>DTC P16B0</u>	Control Module Self-Test, Pedal Position Sensor Monitoring (PLAUS)
<u>DTC P16B1</u>	Control Module Self-Test, Idle Air Control System Integrated Component Plausibility (MAX)
<u>DTC P16B2</u>	Control Module Self-Test, Idle Air Control System PD-Component Plausibility (MIN)
<u>DTC P16B3</u>	Control Module Self-Test, MSR (Engine-Drag-Torque Control) Monitoring (MAX)
<u>DTC P16B4</u>	Control Module Self-Test, DCC (Dynamic Cruise Control) Monitoring (MIN)
<u>DTC P16B5</u>	Control Module Self-Test, AMT (Automatic Manual Transmission) Monitoring (SIG)
<u>DTC P16B6</u>	Control Module Self-Test, ETC Monitoring (PLAUS)
<u>DTC P16B7</u>	Control Module Self-Test, Clutch Torque Monitoring Maximum Value Plausibility (MAX)
<u>DTC P16B8</u>	Control Module Self-Test, Clutch Torque Monitoring Minimum Value Plausibility (MIN)
<u>DTC P16B9</u>	Control Module Self-Test, Torque Loss Monitoring (SIG)
<u>DTC P16C0</u>	Control Module Self-Test, Driving Dynamics Control Switch Monitoring (PLAUS)
<u>DTC P16C1</u>	Control Module Self-Test, Torque Monitoring Current Indicated Value Plausibility (PLAUS)
<u>DTC P16C1</u>	Control Module Self-Test, Torque Monitoring Current Indicated Value Plausibility (PLAUS)

<u>DTC P16C2</u>	Control Module Self-Test, Speed Limitation Monitoring (PLAUS)
<u>DTC P16C5</u>	Main Relay Switching Delay (MIN)
<u>DTC P16C6</u>	CAN Timeout BSD (Bit Serial Data Interface) (MAX)
<u>DTC P16C6</u>	CAN Timeout BSD (Bit Serial Data Interface) (MAX)
<u>DTC P16C6</u>	CAN Timeout BSD (Bit Serial Data Interface) (MAX)
<u>DTC P16C6</u>	CAN Timeout BSD (Bit Serial Data Interface) (MIN)
<u>DTC P16C6</u>	CAN Timeout BSD (Bit Serial Data Interface) (MIN)
<u>DTC P16C6</u>	CAN Timeout BSD (Bit Serial Data Interface) (PLAUS)
<u>DTC P16C6</u>	CAN Timeout BSD (Bit Serial Data Interface) (PLAUS)
<u>DTC P16C6</u>	CAN Timeout BSD (Bit Serial Data Interface) (SIG)
<u>DTC P16C6</u>	CAN Timeout BSD (Bit Serial Data Interface) (SIG)
<u>DTC P16C6</u>	CAN Timeout BSD (Bit Serial Data Interface) (SIG)
<u>DTC P16C6</u>	CAN Timeout BSD (Bit Serial Data Interface) (SIG)
<u>DTC P16C8</u>	Serial Communication Link EKP (Electrical Fuel Pump) (SIG)
<u>DTC P2067</u>	Fuel Level Sensor 'B' Circuit Low (MIN)
<u>DTC P2068</u>	Fuel Level Sensor 'B' Circuit High (MAX)
<u>DTC P2088</u>	'A' Camshaft Position Actuator Control Circuit Low (Bank 1) (MIN)
<u>DTC P2089</u>	'A' Camshaft Position Actuator Control Circuit High (Bank 1) (MAX)
<u>DTC P2090</u>	'B' Camshaft Position Actuator Control Circuit Low (Bank 1) (MIN)
<u>DTC P2091</u>	'B' Camshaft Position Actuator Control Circuit High (Bank 1) (MAX)
<u>DTC P2096</u>	Post Catalyst Fuel Trim System Too Lean (Bank 1) (MIN)
<u>DTC P2097</u>	Post Catalyst Fuel Trim System Too Rich (Bank 1) (MAX)
<u>DTC P2098</u>	Post Catalyst Fuel Trim System Too Lean (Bank 2) (MIN)
<u>DTC P2099</u>	Post Catalyst Fuel Trim System Too Rich (Bank 2) (MAX)
<u>DTC P2120</u>	Throttle/Pedal Position Sensor/Switch 'D' Circuit (PLAUS)
<u>DTC P2122</u>	Throttle/Pedal Position Sensor/Switch 'D' Circuit Low (MIN)
<u>DTC P2123</u>	Throttle/Pedal Position Sensor/Switch 'D' Circuit High (MAX)
<u>DTC P2127</u>	Throttle/Pedal Position Sensor/Switch 'E' Circuit Low (MIN)
<u>DTC P2128</u>	Throttle/Pedal Position Sensor/Switch 'E' Circuit High (MAX)
<u>DTC P2138</u>	Throttle/Pedal Position Sensor/Switch 'D'/'E' Voltage Correlation (PLAUS)
<u>DTC P213F</u>	Fuel Pump System Fault - Forced Engine Shutdown (SIG)
<u>DTC P2183</u>	Engine Coolant Temperature Sensor 2 Circuit Range/Performance (PLAUS)
<u>DTC P2184</u>	Engine Coolant Temperature Sensor 2 Circuit Low (MIN)
<u>DTC P2185</u>	Engine Coolant Temperature Sensor 2 Circuit High (MAX)
<u>DTC P2195</u>	O2 Sensor Signal Biased/Stuck Lean (Bank 1 Sensor 1) (MAX)
<u>DTC P2196</u>	O2 Sensor Signal Biased/Stuck Rich (Bank 1 Sensor 1) (MAX)
<u>DTC P2197</u>	O2 Sensor Signal Biased/Stuck Lean (Bank 2 Sensor 1) (MAX)
<u>DTC P2198</u>	O2 Sensor Signal Biased/Stuck Rich (Bank 2 Sensor 1) (MAX)
<u>DTC P2228</u>	Barometric Pressure Circuit Low (MIN)
<u>DTC P2229</u>	Barometric Pressure Circuit High (MAX)
<u>DTC P2243</u>	O2 Sensor Reference Voltage Circuit/Open (Bank 1 Sensor 1) (MAX)
<u>DTC P2247</u>	O2 Sensor Reference Voltage Circuit/Open (Bank 2 Sensor 1) (MAX)
<u>DTC P2270</u>	O2 Sensor Signal Biased/Stuck Lean (Bank 1 Sensor 2) (MIN)
<u>DTC P2271</u>	O2 Sensor Signal Biased/Stuck Rich (Bank 1 Sensor 2) (MAX)
<u>DTC P2272</u>	O2 Sensor Signal Biased/Stuck Lean (Bank 2 Sensor 2) (MIN)
<u>DTC P2273</u>	O2 Sensor Signal Biased/Stuck Rich (Bank 2 Sensor 2) (MAX)
<u>DTC P2297</u>	O2 Sensor Out of Range During Deceleration (Bank 1 Sensor 1) (MAX)
<u>DTC P2298</u>	O2 Sensor Out of Range During Deceleration (Bank 2 Sensor 1) (MAX)
<u>DTC P2299</u>	Brake Pedal Position/Accelerator Pedal Position Incompatible (PLAUS)

<u>DTC P2400</u>	Evaporative Emission System Leak Detection Pump Control Circuit/Open (SIG)
<u>DTC P2401</u>	Evaporative Emission System Leak Detection Pump Control Circuit Low (MIN)
<u>DTC P2402</u>	Evaporative Emission System Leak Detection Pump Control Circuit High (MAX)
<u>DTC P240A</u>	Evaporative Emission System Leak Detection Pump Heater Control Circuit/Open (SIG)
<u>DTC P240B</u>	Evaporative Emission System Leak Detection Pump Heater Control Circuit Low (MIN)
<u>DTC P240C</u>	Evaporative Emission System Leak Detection Pump Heater Control Circuit High (MAX)
<u>DTC P2414</u>	O2 Sensor Exhaust Sample Error (Bank 1 Sensor 1) (MAX)
<u>DTC P2415</u>	O2 Sensor Exhaust Sample Error (Bank 2 Sensor 1) (MAX)
<u>DTC P2418</u>	Evaporative Emission System Switching Valve Control Circuit/Open (SIG)
<u>DTC P2419</u>	Evaporative Emission System Switching Valve Control Circuit Low (MIN)
<u>DTC P2420</u>	Evaporative Emission System Switching Valve Control Circuit High (MAX)
<u>DTC P250A</u>	Engine Oil Level Sensor Circuit (SIG)
<u>DTC P250B</u>	Engine Oil Level Sensor Circuit Range/Performance (PLAUS)
<u>DTC P250F</u>	Engine Oil Level Too Low (MIN)
<u>DTC P252A</u>	Engine Oil Quality Sensor Circuit (MIN)
<u>DTC P252A</u>	Engine Oil Quality Sensor Circuit (PLAUS)
<u>DTC P252A</u>	Engine Oil Quality Sensor Circuit (SIG)
<u>DTC P252A</u>	Engine Oil Quality Sensor Circuit (SIG)
<u>DTC P2568</u>	Direct Ozone Reduction Catalyst Temperature Sensor Circuit Range/Performance (PLAUS)
<u>DTC P2569</u>	Direct Ozone Reduction Catalyst Temperature Sensor Circuit Low (MIN)
<u>DTC P2570</u>	Direct Ozone Reduction Catalyst Temperature Sensor Circuit High (MAX)
<u>DTC P2626</u>	O2 Sensor Pumping Current Trim Circuit/Open (Bank 1 Sensor 1) (PLAUS)
<u>DTC P2629</u>	O2 Sensor Pumping Current Trim Circuit/Open (Bank 2 Sensor 1) (PLAUS)
<u>DTC P300A</u>	Controlled Air Guiding Circuit High (MAX)
<u>DTC P300B</u>	Controlled Air Guiding Circuit Low (MIN)
<u>DTC P300C</u>	Controlled Air Guiding Circuit (SIG)
<u>DTC P3022</u>	O2 Sensor Disturbed SPI Communication To WRAF-IC (Bank 1 Sensor 1) (MIN)
<u>DTC P3023</u>	O2 Sensor Disturbed SPI Communication to WRAF-IC (Bank 2 Sensor 1) (MIN)
<u>DTC P3024</u>	O2 Sensor Initialization Error WRAF-IC (Bank 1 Sensor 1) (MAX)
<u>DTC P3025</u>	O2 Sensor Initialization Error WRAF-IC (Bank 2 Sensor 1) (MAX)
<u>DTC P316A</u>	Engine Coolant Temperature Signal Stuck High (PLAUS)
<u>DTC P3196</u>	Cold Start Radiator Coolant Temperature Sensor Signal High (MAX)
<u>DTC P3197</u>	Radiator Coolant Temperature Gradient Too High (PLAUS)
<u>DTC P3198</u>	Engine Coolant Temperature 1 Gradient Too High (PLAUS)
<u>DTC P3199</u>	Engine Coolant Temperature Signal Stuck (PLAUS)
<u>DTC P3202</u>	Powertrain CAN, CAN Chip Cut-Off (SIG)
<u>DTC P3205</u>	Local CAN, CAN Chip CutOff (SIG)
<u>DTC P321E</u>	Ambient Pressure Sensor Maximum Pressure Implausible (MAX)
<u>DTC P321F</u>	Ambient Pressure Sensor Minimum Pressure Implausible (MIN)
<u>DTC P3223</u>	Generator Mechanical (PLAUS)
<u>DTC P3226</u>	E-Box Control Circuit Fan High Input (MAX)
<u>DTC P3227</u>	E-Box Control Circuit Fan Low Input (MIN)
<u>DTC P3228</u>	E-Box Control Circuit Fan Open Circuit (SIG)
<u>DTC P3235</u>	Control Module Monitoring Version Coding Plausibility (PLAUS)
<u>DTC P324A</u>	Generator Type Implausible (MAX)

<u>DTC P324A</u>	Generator Type Implausible (MIN)
<u>DTC P324C</u>	Generator Over Temperature Calculated (MAX)
<u>DTC P324C</u>	Generator Over Temperature Calculated (MAX)
<u>DTC P324E</u>	Generator Regulator Type Implausible (MAX)
<u>DTC P3255</u>	Generator Voltage in Starting Phase above Threshold (MAX)
<u>DTC P325A</u>	Generator Electrical Error Calculated (MAX)
<u>DTC U0101</u>	Lost Communication With TCM (SIG)
<u>DTC U0126</u>	Lost Communication With Steering Angle Sensor Module (SIG)
<u>DTC U0137</u>	Lost Communication With Trailer Brake Control Module (SIG)
<u>DTC U0155</u>	Lost Communication With Instrument Panel Cluster (IPC) Control Module (SIG)
<u>DTC U0167</u>	Lost Communication With Vehicle Immobilizer Control Module (SIG)
<u>DTC U1100</u>	Lost Communication With ASC/DSC (SIG)
<u>DTC U1100</u>	Lost Communication With ASC/DSC (SIG)
<u>DTC U1100</u>	Lost Communication With ASC/DSC (SIG)
<u>DTC U1101</u>	Lost Communication With Ambient Temperatur/Relative Time (SIG)
<u>DTC U1102</u>	Message Monitoring Actuation Cruise Control/ACC Alive Check (MIN)
<u>DTC U1103</u>	Lost Communication With Actuation Cruise Control/ACC (SIG)
<u>DTC U1104</u>	Message Monitoring Actuation Cruise Control/ACC Check Sum Error (PLAUS)
<u>DTC U1105</u>	Message Monitoring Torque Request ACC Alive Check (MIN)
<u>DTC U1106</u>	Lost Communication With Torque Request ACC (SIG)
<u>DTC U1107</u>	Message Monitoring Torque Request ACC Check Sum Error (PLAUS)
<u>DTC U1108</u>	Message Monitoring Torque Request Steering Alive Check (MIN)
<u>DTC U1108</u>	Message Monitoring Torque Request Steering Alive Check (MIN)
<u>DTC U1109</u>	Lost Communication With Torque Request Steering (SIG)
<u>DTC U1109</u>	Lost Communication With Torque Request Steering (SIG)
<u>DTC U110A</u>	Message Monitoring Torque Request Steering Check Sum Error (PLAUS)
<u>DTC U110A</u>	Message Monitoring Torque Request Steering Check Sum Error (PLAUS)
<u>DTC U110B</u>	Message Monitoring Torque Request DSC Alive Check (MIN)
<u>DTC U110C</u>	Lost Communication With Torque Request DSC (SIG)
<u>DTC U110D</u>	Message Monitoring Torque Request DSC Check Sum Error (PLAUS)
<u>DTC U110E</u>	Message Monitoring Torque Request ETC Alive Check (MIN)
<u>DTC U110E</u>	Message Monitoring Torque Request ETC Alive Check (MIN)
<u>DTC U110F</u>	Lost Communication With Torque Request ETC (SIG)
<u>DTC U110F</u>	Lost Communication With Torque Request ETC (SIG)
<u>DTC U1110</u>	Message Monitoring Torque Request ETC Check Sum Error (MIN)
<u>DTC U1110</u>	Message Monitoring Torque Request ETC Check Sum Error (MIN)
<u>DTC U1110</u>	Message Monitoring Torque Request ETC Check Sum Error (PLAUS)
<u>DTC U1110</u>	Message Monitoring Torque Request ETC Check Sum Error (PLAUS)
<u>DTC U1110</u>	Message Monitoring Torque Request ETC Check Sum Error (PLAUS)
<u>DTC U1110</u>	Message Monitoring Torque Request ETC Check Sum Error (PLAUS)
<u>DTC U1110</u>	Message Monitoring Torque Request ETC Check Sum Error (SIG)
<u>DTC U1110</u>	Message Monitoring Torque Request ETC Check Sum Error (SIG)
<u>DTC U1110</u>	Message Monitoring Torque Request ETC Check Sum Error (SIG)
<u>DTC U1114</u>	Message Monitoring Vehicle Mode Status Alive Check (MIN)
<u>DTC U1115</u>	Lost Communication With Vehicle Mode Status (SIG)
<u>DTC U1116</u>	Message Monitoring Vehicle Mode Status Check Sum Error (PLAUS)
<u>DTC U1118</u>	Lost Communication With Speed (SIG)
<u>DTC U111A</u>	Lost Communication With Transmission Data (SIG)
<u>DTC U111B</u>	Lost Communication With Transmission Data2 (SIG)

<u>DTC U11C</u>	Lost Communication With Mileage/Range (SIG)
<u>DTC U11D</u>	Message Monitoring Terminal Status Alive Check (MIN)
<u>DTC U11E</u>	Lost Communication With Terminal Status (SIG)
<u>DTC U11F</u>	Message Monitoring Terminal Status Check Sum Error (PLAUS)
<u>DTC U1120</u>	Lost Communication With Steering Wheel Angle (SIG)
<u>DTC U1121</u>	Lost Communication With Power Management Battery Voltage (SIG)
<u>DTC U1122</u>	Lost Communication With Power Management Charge Voltage (SIG)
<u>DTC U1123</u>	Message Monitoring ARS-Module Status Alive Check (MIN)
<u>DTC U1124</u>	Lost Communication With ARS-Module Status (SIG)
<u>DTC U1126</u>	Lost Communication With DSC Status (SIG)
<u>DTC U1128</u>	Lost Communication With EKP (Electrical Fuel Pump) Status (SIG)
<u>DTC U1129</u>	Lost Communication With Reverse Status (SIG)
<u>DTC U112A</u>	Message Monitoring Instrument Pack Status Alive Check (MIN)
<u>DTC U112B</u>	Lost Communication With Instrument Pack Status (SIG)
<u>DTC U112B</u>	Lost Communication With Instrument Pack Status (SIG)
<u>DTC U112B</u>	Lost Communication With Instrument Pack Status (SIG)
<u>DTC U112C</u>	Lost Communication With Heat Flow/Load Moment A/C (SIG)
<u>DTC U112D</u>	Lost Communication With Control Crash Cut-Off EKP (Electrical Fuel Pump) (SIG)
<u>DTC U1130</u>	Lost Communication With Radiator Shutter (Upper) (PLAUS)
<u>DTC U1132</u>	Lost Communication With Generator via BSD (Bit Serial Data Interface) (MAX)
<u>DTC U1132</u>	Lost Communication With Generator via BSD (Bit Serial Data Interface) (SIG)
<u>DTC U1134</u>	Lost Communication With Lamp Status (SIG)
<u>DTC U1135</u>	Lost Communication With Status Water Valve (SIG)
<u>DTC U113A</u>	Lost Communication With Central Locking System Status (SIG)
<u>DTC U113C</u>	Lost Communication With Time/Date (SIG)
<u>DTC U113D</u>	Lost Communication With Wheel Torque Management Request/Driveline (SIG)
<u>DTC U113E</u>	Lost Communication With Display Transmission Data (SIG)
<u>DTC U1154</u>	Lost Communication With Message 2 TCM (SIG)
<u>DTC U1155</u>	Message Monitoring 2 TCM Check Sum Error (PLAUS)
<u>DTC U1156</u>	Message Monitoring 2 TCM Alive Check (MIN)
<u>DTC U1160</u>	Lost Communication With Message 2 TCM (SIG)
<u>DTC U1161</u>	Message Monitoring 3 TCM Alive Check (MIN)
<u>DTC U1162</u>	Message Monitoring 3 TCM Check Sum Error (PLAUS)
<u>DTC U1166</u>	Message Monitoring EWS (Electronic Immobilizer) - Frame Error (MIN)
<u>DTC U1167</u>	Message Monitoring Direct Ozone Reduction Catalyst Temperature Sensor Frame Error (SIG)
<u>DTC U1168</u>	Message Monitoring Direct Ozone Reduction Catalyst Temperature Sensor Check Sum Error (PLAUS)

DTC INDEX**N55****DIAGNOSTIC TROUBLE CODE INDEX****DTC INDEX**

DTC	Application
P0420	<u>CATALYST MONITORING</u>
P0300, P0301, P0302, P0303, P0304	<u>MISFIRE DETECTION</u>
P1449, P1448; P1447, P1434, P0442, P0456	<u>EVAP SYSTEM WITH DIAGNOSTIC MODULE TANK LEAKAGE DIAGNOSTIC</u>
P0440, P2421, P143F, P149D	<u>EVAP SYSTEM CANISTER PURGE VALVE MONITORING</u>
P0462, P2067, P0463, P2068	<u>FUEL LEVEL SENSOR MONITORING</u>
P115C, P115D	<u>MASS AIR FLOW RATIONALITY AND RANGE MONITORING</u>
P0100, P0102, P0103	<u>MASS AIRFLOW SENSOR CIRCUIT CONTINUITY MONITORING</u>
P2177, P2178, P306D, P306E	<u>FUEL SYSTEM MONITORING</u>
P102A	<u>FRONT OXYGEN SENSOR'S HEATER CONTROL DIAGNOSTIC</u>
P2097, P2096, P2195, P2196	<u>FRONT OXYGEN SENSOR RATIONALITY MONITORING</u>
P0133	<u>FRONT OXYGEN SENSOR'S RESPONSE RATE MONITOR</u>
P2414	<u>FRONT OXYGEN SENSOR VOLTAGE MONITORING</u>
P2251, P2243, P2297, P2237, P3018, P0132, P0131, P3022, P3024, P3014, P3012	<u>FRONT OXYGEN SENSOR INTEGRATED CIRCUIT EVALUATION DIAGNOSTIC</u>
P0136, P0138, P0137	<u>REAR OXYGEN SENSOR OPERATIONAL READINESS DIAGNOSTIC</u>
P0141	<u>REAR OXYGEN SENSOR HEATING DIAGNOSTIC</u>
P2270, P2271	<u>REAR OXYGEN SENSOR AGING DIAGNOSTIC</u>
P013A	<u>REAR OXYGEN SENSOR'S RESPONSE RATE MONITOR</u>
P0128	<u>THERMOSTAT DIAGNOSTIC</u>
P050B, P13EA, P1562, P1561, P0507, P0506, P15D, P15DF	<u>COLD START EMISSION REDUCTION STRATEGY</u>
P1634, P1631, P16BC, P1628, P1629, P1644, P1632, P16E6, P1633	<u>THROTTLE BODY DIAGNOSTIC</u>
P2103, P061F, P2100, P1639, P1638, P2118; P11AA	<u>THROTTLE VALVE CONTROL UNIT</u>
P169F	<u>THROTTLE COMPOSITE FAULTS</u>
P0118, P0117, P3198, P112B, P0116, P10D5, P10D4	<u>ENGINE COOLANT TEMPERATURE SENSOR DIAGNOSTIC</u>
P0113, P0112, P0111, P0127, P11C9, P10C9, P105D	<u>INTAKE AIR TEMPERATURE SENSOR DIAGNOSTIC</u>
P007D, P007C, P007B, P10D2, P10B8, P10D0, P10D1, P10B4	<u>CHARGE AIR TEMPERATURE SENSOR DIAGNOSTIC</u>
P110F, P0073, P0072, P0071	<u>AMBIENT AIR TEMPERATURE SENSOR</u>
P2228, P2229, P0129, P11CB, P1247	<u>AMBIENT PRESSURE SENSOR DIAGNOSTIC</u>

P119A, P119B, P112E, P112F	<u>MANIFOLD ABSOLUTE PRESSURE SENSOR DIAGNOSTIC</u>
P0237, P0238, P12A0, P12A1, P12DA, P12DB	<u>SUPERCHARGER BOOST PRESSURE DIAGNOSTIC</u>
P12B8, P12B9, P0299, P0234, P1255, P1250	<u>AMBIENT, BOOST, AND MANIFOLD ABSOLUTE PRESSURE COMPARISON</u>
P0503, P152B, P152A, P0501, P15DA, P15DB, P15DC, P15DD	<u>VEHICLE SPEED DIAGNOSTIC</u>
P15FA, P15FB, P15FC, P15FD, P15E8, P15E9, P15FE, P15FA, P15FB, P15FC, P15FD, P15E8, P15E9	<u>ENGINE OFF TIMER MONITORING</u>
P0335, P0336	<u>CRANKSHAFT SIGNAL DIAGNOSTIC</u>
P1338, P1339	<u>CAMSHAFT POSITION OFFSET DIAGNOSTIC</u>
P0342, P0367, P0343, P0368, P0341, P0366	<u>CAMSHAFT POSITION SENSOR DIAGNOSTIC</u>
P0012, P0015, P13C0, P13C9	<u>VARIABLE VALVE TIMING DIAGNOSTIC</u>
P052B, P054B	<u>VARIABLE VALVE TIMING FOR COLD STARTS DIAGNOSTIC</u>
P13AE, P13BE, P13AF, P13BF, P13B8, P13C7, P13B9, P13C8	<u>KNOCK SENSOR LINE DIAGNOSTIC</u>
P0327, P1327, P0328, P1328	<u>KNOCK SENSOR DIAGNOSTIC</u>
P3148, P3149, P3150, P3151, P3152, P3153, P3154, P3155, P3156, P3157, P3158, P3159, P3160, P3161, P3162, P3163, P3164, P3165, P3148, P3149, P3150, P3151, P3152, P3153, P3154, P3155, P3156, P3157, P3158, P3159, P3160, P3161, P3162, P3163, P3164, P3165, P3100, P3101, P3102, P3103, P3104, P3105, P3106, P3107, P3108, P3109, P3110, P3111, P3112, P3113, P3114, P3115, P3116, P3117, P3118, P3119, P3120, P3121, P3122, P3123, P16A5	<u>HIGH PRESSURE INJECTION VALVES POWER STAGES DIAGNOSTIC</u>
P306F	<u>INJECTION DEACTIVATION</u>
P302A, P302C, P306A	<u>HIGH PRESSURE FUEL CONTROL SYSTEM DIAGNOSTIC</u>
P0193, P0192, P10CE, P10CF, P0087, P0088, P10D9	<u>DIAGNOSIS OF FUEL RAIL PRESSURE SENSOR</u>
P15D9, P15ED, P15F8	<u>TERMINAL 15 POWER SUPPLY DIAGNOSTIC</u>
P0687	<u>SYSTEM VOLTAGE DIAGNOSTIC</u>
P1047, P1048, P10F4, P10F5, P10F6, P10E5, P10DF, P1030, P10E0	<u>VALVETRONIC MONITORING</u>
U119B, U1101, U1118, U116D, U0123, U1117, U1195, U11C6, U1119, U1196, U11C7, U1185, P10DC, P3202, U119E, P10DD, U1190	<u>COMMUNICATIONS MONITORING</u>
P0444, P0458, P0459, P2418, P2419, P2420, P149A, P149B, P149C, P2400, P2401, P2402, P240A, P240B, P240C, P0030, P0031, P0032, P0036, P0037, P0038, P0597, P0598, P0599, P0010, P2088, P2089, P0013, P2090, P2091, P0001, P0003, P0004, P10D6, P10D7,	<u>OUTPUT STAGES DIAGNOSTICS</u>

P10D8,

Copyright 2016 Mitchell Repair Information Company, LLC. All Rights Reserved.

Article GUID: A00689230

cardiagn.com

REMINDER INDICATOR (RESET PROCEDURES)

BMW - 1982-16

BRAKE PAD REPLACEMENT REMINDER

NOTE: To determine the appropriate reset procedure, refer to [BRAKE PAD REPLACEMENT REMINDER RESET INDEX](#). Only vehicles listed in this index have a specific brake pad warning light reset procedure. For other vehicles, perform [PROCEDURE 1](#) first. If light does not reset, perform [PROCEDURE 2](#). If the above procedures are not successful, connect vehicle to DIS tester, access Instrument Cluster/IKE, then "clear fault memory".

NOTE: Brake pad warning light should go out after replacement of brake pad thickness sensor. If warning light does not go out, turn ignition on, engine off, for 30-45 seconds. Warning light should go out. If the above procedure is not successful, connect vehicle to DIS tester, access Instrument Cluster/IKE, then "clear fault memory".

NOTE: The base instrument cluster OIL SERVICE INSPECTION display is located on the bottom of the cluster, to the right of center. The base cluster is also equipped with a graphic display of the car that shows if a door or the trunk lid is open. The high instrument cluster OIL SERVICE INSPECTION display is located on the bottom of the cluster, to the left of center.

BRAKE PAD REPLACEMENT REMINDER RESET INDEX

Model & Year	Reset Procedure
5-Series	
1997-00 (w/High Inst.Cluster)	Brake Pad Replacement Reminder Reset - Procedure 1
1997-00 (w/Base Inst.Cluster)	Brake Pad Replacement Reminder Reset - Procedure 2
7-Series	
1997-00	Brake Pad Replacement Reminder Reset - Procedure 1

BRAKE PAD REPLACEMENT REMINDER RESET - PROCEDURE 1

To reset light after replacing brake pads, turn ignition on with engine off. Wait 30 seconds. Brake pad warning indicator light will switch off.

BRAKE PAD REPLACEMENT REMINDER RESET - PROCEDURE 2

Start engine. Brake pad warning indicator will switch off.

EMISSIONS MAINTENANCE REMINDER

NOTE: To determine the appropriate reset procedure, refer to [EMISSIONS MAINTENANCE REMINDER RESET INDEX](#). Only vehicles listed in this index have an Oxygen Sensor Warning Light.

EMISSIONS MAINTENANCE REMINDER RESET INDEX

Model & Year	Reset Procedure
All Models	
1983 & Earlier	Emissions Maintenance Reminder Reset - Procedure 1
1984 & Later	Emissions Maintenance Reminder Reset - Procedure 2

NOTE: Most vehicles are equipped with a Malfunction Indicator Light (MIL) or check engine light. If light comes on and remains on while driving, the vehicle requires some type of repair. See appropriate service and repair information. After repairing fault(s) and clearing fault code(s), the Malfunction Indicator Light (MIL) or check engine light should go out. Some models may use a dual-function indicator light, which is also used to indicate emission component service is due. After performing required service, reset indicator light.

EMISSIONS MAINTENANCE REMINDER RESET - PROCEDURE 1

1. Every 30,000 miles (25,000 miles on 528i) the Oxygen Sensor Warning light in dash will come on as a reminder to replace the oxygen sensor.

NOTE: On 528e models, pull the protective metal plate off before removing oxygen sensor.

2. On 528e models, no interval reset switch is provided. After replacing sensor, remove instrument panel. Remove and discard bulb for OXYGEN sensor light.
3. On all other models, trace speedometer cable to interval switch (in-line with cable, mounted on frame rail left of transmission). Press White reset button. See [Fig. 1](#). Ensure warning light is out.

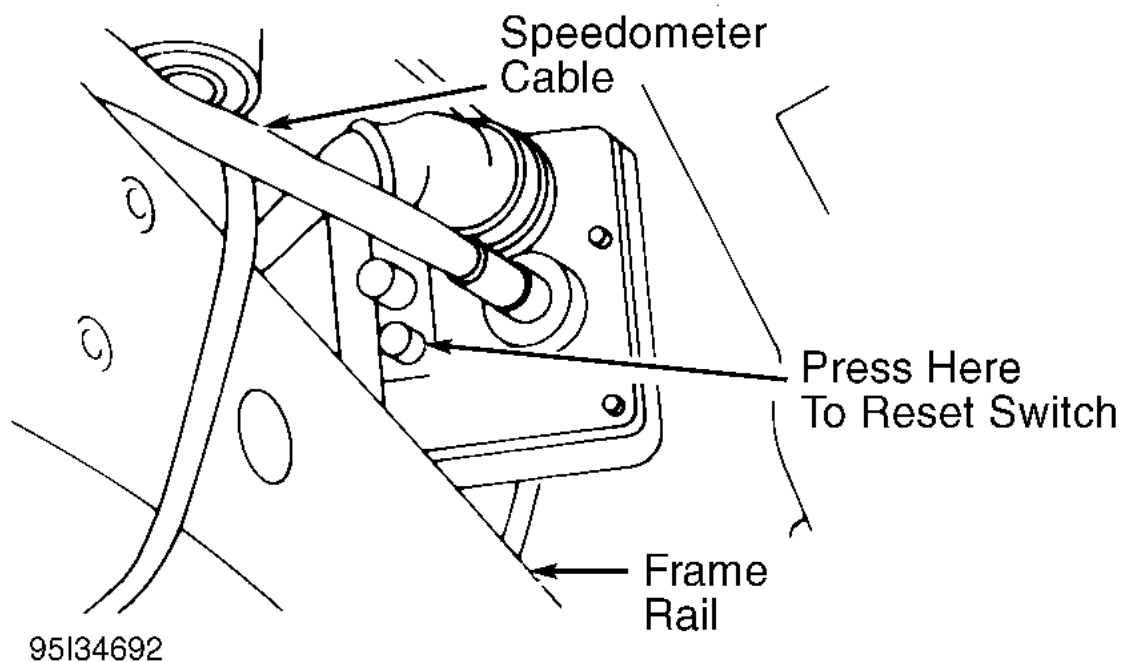


Fig. 1: Locating Oxygen Sensor Warning Light Reset Switch (All BMW Models Before 1983)

Courtesy of BMW OF NORTH AMERICA, INC.

EMISSIONS MAINTENANCE REMINDER RESET - PROCEDURE 2

NOTE: Some late production (February 1985 and later) BMW models have a reset button on rear of the light control assembly located near pedal assembly. Press button to reset light after servicing oxygen sensor.

No reset switch is provided. When oxygen sensor light comes on, service oxygen sensor. Remove and discard bulb from indicator.

MAINTENANCE SERVICE REMINDER

NOTE: This is sometimes referred to as the "Oil Change Light" or "Oil Service Light".

NOTE: The service indicator can only be reset using the reset mode in the instrument cluster or by using BMW hardware. This procedure applies to 3-Series from production date 9/99, and 5-Series and 7-Series from production date 9/00 (except 2002-05 7-Series and 2004-05 5-Series) without an engine compartment diagnostic connector.

- On models that still use the round diagnostic connector in engine compartment, use SIA reset tool to reset service lights. See [MAINTENANCE SERVICE REMINDER RESET - PROCEDURE 1](#).
- On models without the round diagnostic connector in the engine compartment, the use of the SIA reset tool is not possible. See [MAINTENANCE SERVICE REMINDER RESET - PROCEDURE 2](#).
- For 2002-up models with condition based service (CBS) interval system reset procedure, see [MAINTENANCE SERVICE REMINDER RESET - PROCEDURE 3](#).

NOTE: Starting in 1983 and ending on some models in 1999, service indicator on instrument panel consists of 5 Green, 3 Red and one Yellow Light Emitting Diodes (LED) and the inscriptions OIL SERVICE and INSPECTION. When ignition is on, as many as 5 Green LEDs will light up. The Green LEDs go out when the engine is started. If the Yellow LED glows and one of the inscriptions comes on and remains on when the engine is started, maintenance service is due immediately. When maintenance interval has been exceeded (after approximately 1000 miles) the Red LED's will come on in addition to the Yellow LED as a reminder for servicing.

Beginning on some models in 1999, a new method for displaying the service interval is used. Colored LEDs are no longer used to display the amount of time until the next service or inspection is due. The actual mileage remaining until the next service will be displayed for five seconds when the ignition is first switched on. The text OIL SERVICE or INSPECTION will also illuminate to show which service is due. A minus symbol (-) before the mileage display indicates that a service is past due.

The 2002-12 models with condition based service (CBS) interval system uses an entirely different service interval system. See [MAINTENANCE SERVICE REMINDER RESET - PROCEDURE 3](#).

NOTE: To determine the appropriate reset procedure, refer to [MAINTENANCE SERVICE REMINDER RESET INDEX](#). Only vehicles listed in this index have a service interval reminder.

MAINTENANCE SERVICE REMINDER RESET INDEX

Model & Year	Reset Procedure
Models With Engine Compartment Diagnostic Connector	
1983-05	Maintenance Service Reminder Reset - Procedure 1
Models Without Engine Compartment Diagnostic Connector	
2001-05	Maintenance Service Reminder Reset - Procedure 2
Models Without Condition Based Service (CBS) Interval System	

2004-05	Maintenance Service Reminder Reset - Procedure 3
Models With Condition Based Service (CBS) Interval System	
2002-06	Maintenance Service Reminder Reset - Procedure 4 or Maintenance Service Reminder Reset - Procedure 6
2007-16	Maintenance Service Reminder Reset - Procedure 5 or Maintenance Service Reminder Reset - Procedure 6

MAINTENANCE SERVICE REMINDER RESET - PROCEDURE 1

1. To reset instrument cluster SIA OIL SERVICE indicator, turn ignition switch to ON position. Connect Service Indicator Resetter (62 1 110) to diagnosis connector in engine compartment. See [Fig. 2](#).
2. Press Yellow OIL SERVICE button. Green LED will illuminate. Wait until Yellow LED illuminates and then goes out again. Ensure that OIL SERVICE indicator has been reset.
3. To reset SERVICE INTERVAL indicator, press Red INSPECTION service button for inspection. Green LED illuminates. Wait until Red LED illuminates and then goes out again. Turn ignition switch to OFF position, wait 20 seconds and repeat procedure in order to adapt interval of annual inspection to inspection. Ensure that SERVICE INTERVAL indicator has been reset.

Reset Buttons

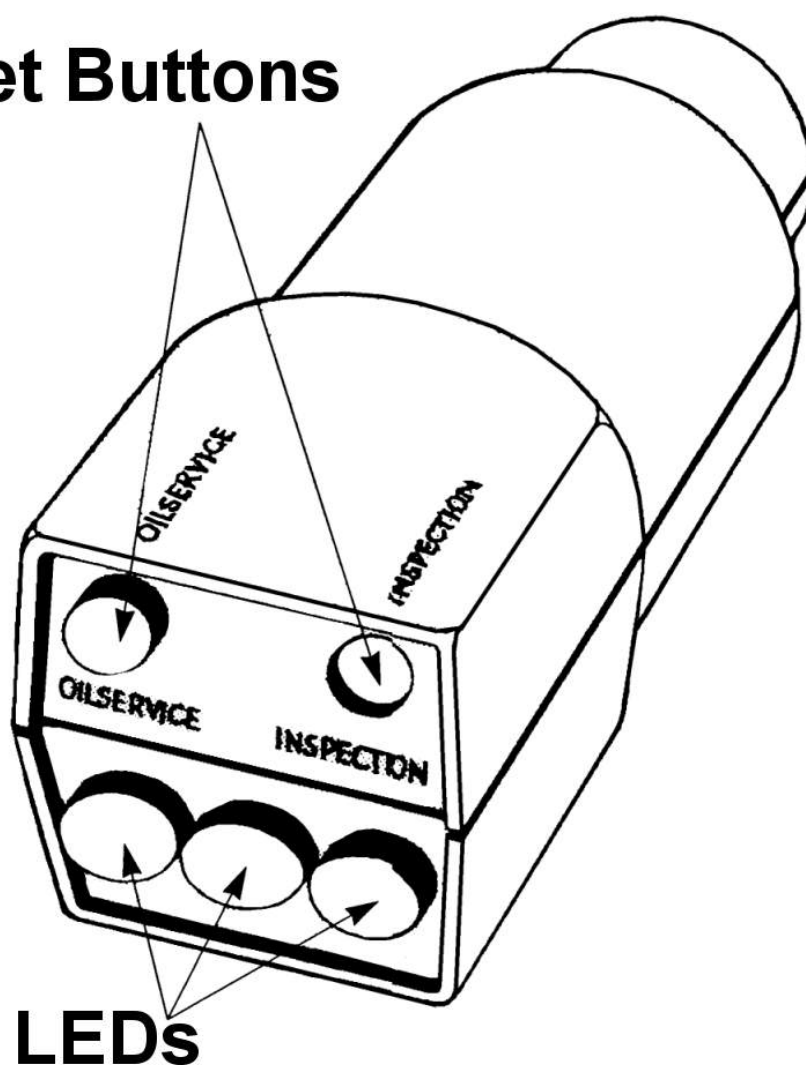


Fig. 2: Identifying BMW Service Interval Reset Tool

Courtesy of BMW OF NORTH AMERICA, INC.

MAINTENANCE SERVICE REMINDER RESET - PROCEDURE 2

Reset service light by performing the following:

1. Ignition key must be in OFF position.

2. Press and hold trip odometer reset button in the instrument cluster (left button), and turn ignition key to first position.
3. Keep the button pressed for approximately 5 seconds until one of the following words appear in the display: "OIL SERVICE", or "INSPECTION", with "RESET".
4. Release reset button and press it again until "RESET" begins to flash in the display. See [Fig. 3](#) and [Fig. 4](#).
5. Service due is shown with "RESET" if coded minimum consumption limit has been reached and resetting is possible. If "RESET" is not shown, minimum limit has not been reached and resetting is not possible.
6. While "RESET" is flashing, press left button briefly to reset service interval. After display has shown new interval, following will appear: "END SIA".
7. System can only be reset again after 2.5 gallons of fuel have been consumed.

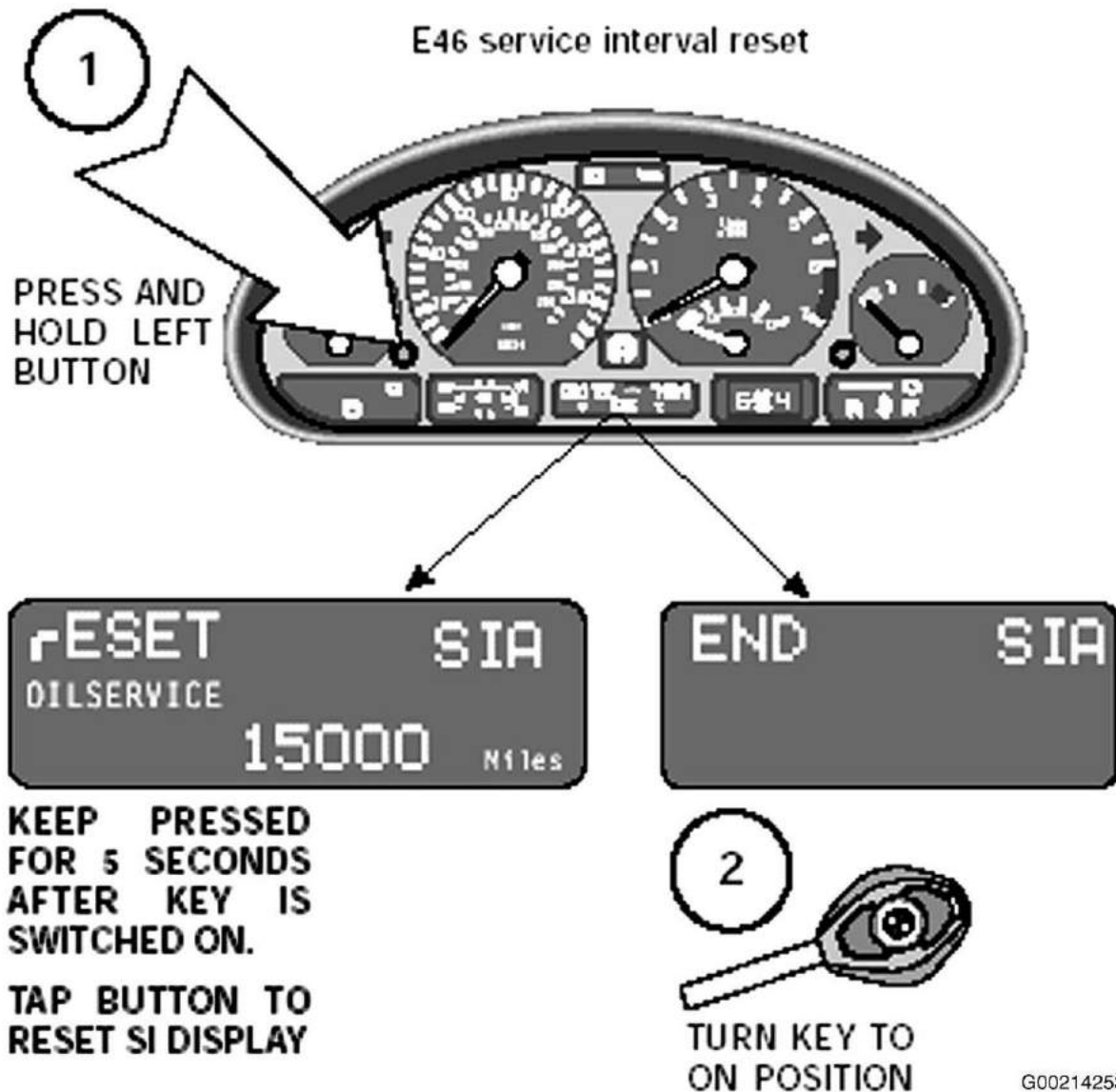


Fig. 3: Resetting Service Interval Light (E46)
 Courtesy of BMW OF NORTH AMERICA, INC.

E39 service interval reset (High Version)

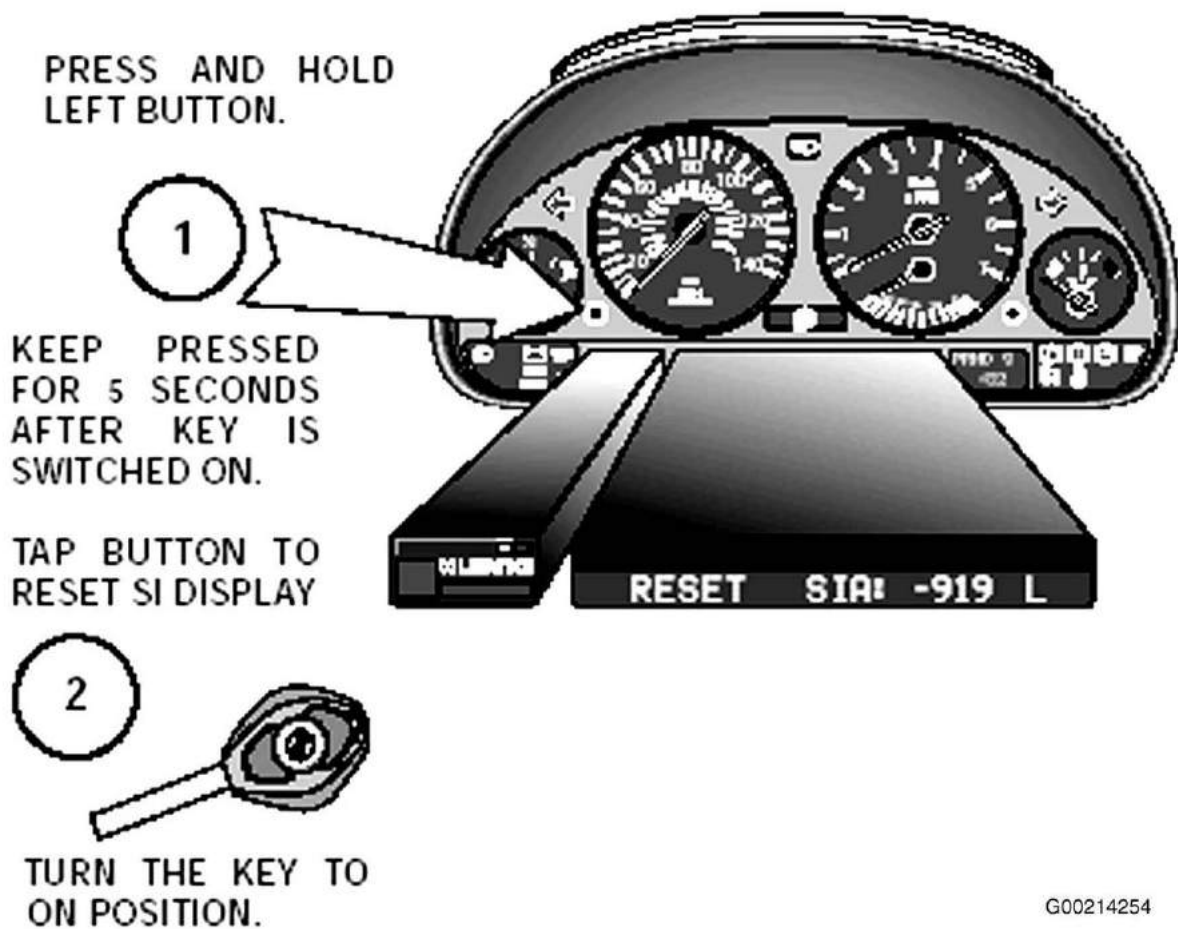


Fig. 4: Resetting Service Interval Light (E39)

Courtesy of BMW OF NORTH AMERICA, INC.

MAINTENANCE SERVICE REMINDER RESET - PROCEDURE 3

The BMW maintenance system SIA IV (service interval indicator) is used on X3 models (E83). The service interval indicator is a system subject to constant development which in its development stages has been integrated in various model series such as E85 (Z4) and E46 (3 and M3-Series).

The service indicator appears in the LC display in the instrument cluster's speedometer. The indicator is shown for 5 seconds in the LC display after terminal R is "ON". See [Fig. 5](#).



G00313209

Fig. 5: Identifying Service Interval Indicator

Courtesy of BMW OF NORTH AMERICA, INC.

Resetting Service Interval Indicator

Resetting the service interval indicator for the oil service and inspection procedures can only be done by pressing the left button (1) in the instrument cluster. See [Fig. 6](#).



1. Button for Reset of Trip Odometer, Time, and Service Interval
2. Button For Display of Time and Service Interval

Fig. 6: Identifying Service Interval Indicator Reset Button

Courtesy of BMW OF NORTH AMERICA, INC.

MAINTENANCE SERVICE REMINDER RESET - PROCEDURE 4

NOTE: On some models an appropriate scan tool may be used to reset CBS service schedules. By using suitable diagnostic equipment connected to the vehicle diagnostic connector it is possible to reset CBS service schedules at any time. By selecting the 'CBS' option, the diagnostic equipment will gather information regarding the current state of CBS items from their relevant modules on the CAN network. See [MAINTENANCE SERVICE REMINDER RESET - PROCEDURE 6](#).

NOTE: Use this procedure on vehicles with an instrument panel like the ones shown in [Fig. 7](#), [Fig. 8](#), or [Fig. 9](#). If vehicle has an instrument panel like the one shown in [Fig. 10](#), see [MAINTENANCE SERVICE REMINDER RESET - PROCEDURE 5](#).

Models using a Condition Based Service (CBS) service interval system, which displays a Service Need Display (SND). When ignition is on, Service Need Display appears under the speedometer in the instrument cluster for 10 seconds in the place where the fuel tank level is normally displayed. The first line corresponds to the mileage dependent service items. It specifies the mileage when the next service is due.

If the mileage is exceeded (service overdue), it appears with a minus sign. The second line corresponds to the time dependent service items and is displayed by a clock symbol. It specifies the weeks/months/years when the next service is due. If the service is overdue, it appears with a minus sign. The actual service item (with additional information) can be viewed in the control display.

Service reset is accomplished using instrument cluster:

1. Insert key into ignition.
2. Press ignition start/stop button without depressing the clutch or brake, and wait for the service reminder to disappear.
3. Immediately after the service reminder indicator goes out, press and hold the odometer reset button or stalk. After 3 secs a warning triangle will appear, keep the odometer button pressed and after another 2-3

secs an oil can will appear.

NOTE: If the odometer button is pressed too long (10 secs in total), German writing will appear (giving the software level/ can bus etc. of the vehicle). This indicates that you've overshoot the reset procedure and you need to re-start from the beginning.

4. The service menu should now be displayed. Use the button (twist if the switch is a stalk - or if a button, tap repeatedly) to scroll up/down through the various service items.

NOTE: On newer models, it may be the rocker/toggle switch on the turn indicator lever that is used to scroll up/down through the various service items. See [Fig. 9](#).

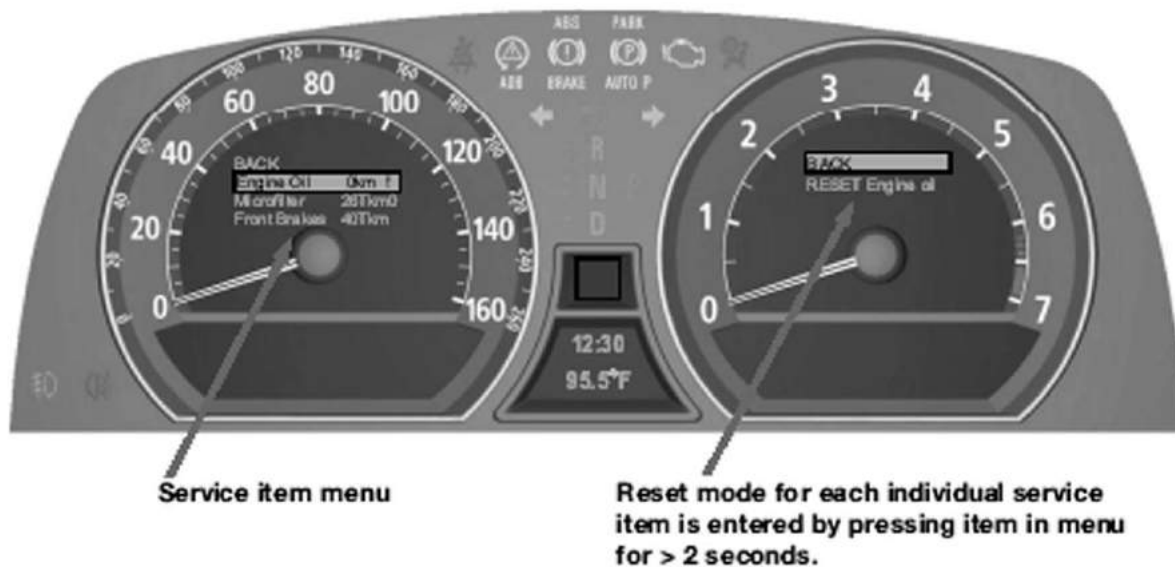
5. When the item to be reset is showing, press the BC button on end of turn indicator lever. "Reset" should now appear in the display. Press in and hold the BC button for 2-3 secs and a whirling clock icon will be displayed. The reset procedure for the selected service item is done.
6. Scroll up/down to select another item (as in step 4), or press the ignition start/stop button to exit.

NOTE: Residual wear or remaining time are specified (possibly with a minus sign). The "1" symbol means that you can reset service operation (early production vehicles may show an "F"), while a "0" indicates it is not resettable (the first 20 percent of the service interval is also protected against accidental reset). For additional information about Condition Based Service (CBS), see [RESETTING AND CORRECTING CONDITION BASED SERVICE](#) under PROGRAMMING in SELF-DIAGNOSIS - 7-SERIES article.



G00214255

Fig. 7: Identifying Condition Based Service (CBS) Instrument Panel Controls (Typical)
Courtesy of BMW OF NORTH AMERICA, INC.



G00214256

Fig. 8: Identifying Condition Based Service (CBS) Instrument Panel Controls (Typical)
 Courtesy of BMW OF NORTH AMERICA, INC.

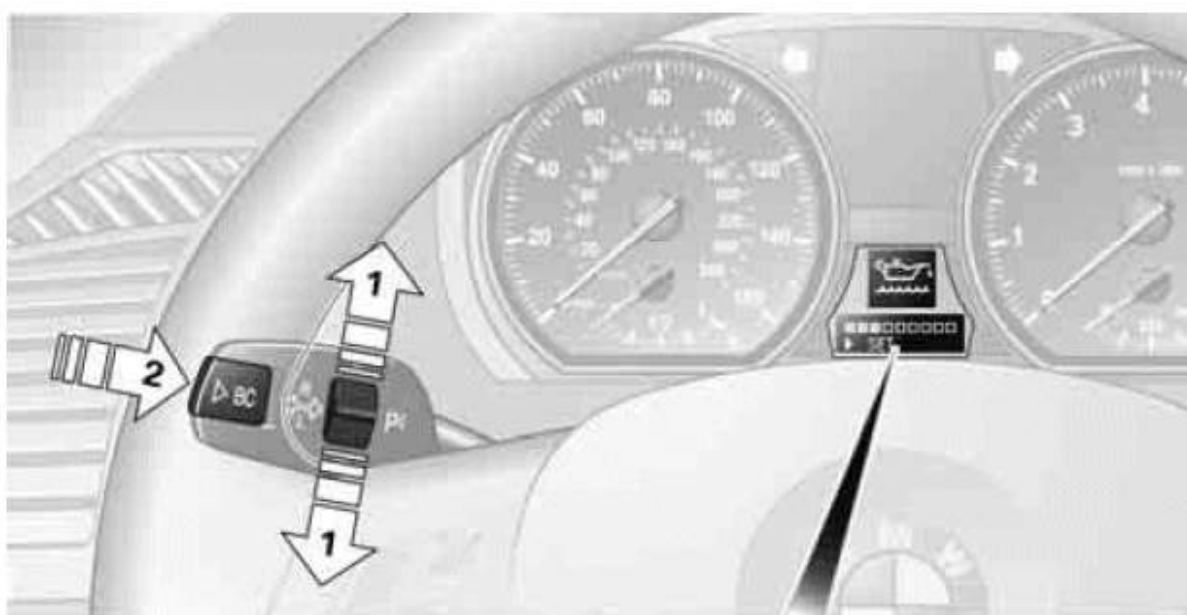


Fig. 9: Identifying Condition Based Service (CBS) Instrument Panel Controls (Typical)
 Courtesy of BMW OF NORTH AMERICA, INC.

MAINTENANCE SERVICE REMINDER RESET - PROCEDURE 5

NOTE:

On some models an appropriate scan tool may be used to reset CBS service schedules. By using suitable diagnostic equipment connected to the vehicle diagnostic connector it is possible to reset CBS service schedules at any time. By selecting the 'CBS' option, the diagnostic equipment will gather information regarding the current state of CBS items from their relevant modules on the CAN network. See [MAINTENANCE SERVICE REMINDER RESET - PROCEDURE 6](#).

NOTE: Use this procedure on vehicles with an instrument panel like the one shown in [Fig. 10](#). If vehicle has an instrument panel like the ones shown in [Fig. 7](#), [Fig. 8](#), or [Fig. 9](#), see [MAINTENANCE SERVICE REMINDER RESET - PROCEDURE 4](#)

On-the-vehicle service operations can be reset at the instrument panel.

NOTE: A reset is only possible in the car if:

- There is no Check Control message
- Availability of the service job is under 90%
- On-board date must be correctly set

NOTE: Resetting of a service job must always be carried out after a maintenance measure has been completed.

IMPORTANT: If engine oil and vehicle check are reset at the same time, always reset engine oil first.

1. Switch the ignition on.
2. Press the odometer reset button (1) until the 1st service job appears in the display (2) - 6 to 10 seconds. See [Fig. 10](#).
3. Bring up the next item by briefly pressing the button again.
4. Select the desired service job.
5. If a reset is possible, this is displayed in the instrument panel as "Reset executable". See [Fig. 11](#).
6. Start the reset by pressing the button for 3 seconds.
7. Confirm text message "Execute reset?" by pressing the button for 3 seconds again. See [Fig. 12](#).
8. The status of the reset is indicated in the display by a progress bar and in text as "Reset running". See [Fig. 13](#).
9. The reset is confirmed after completion as "Reset successful". See [Fig. 14](#).

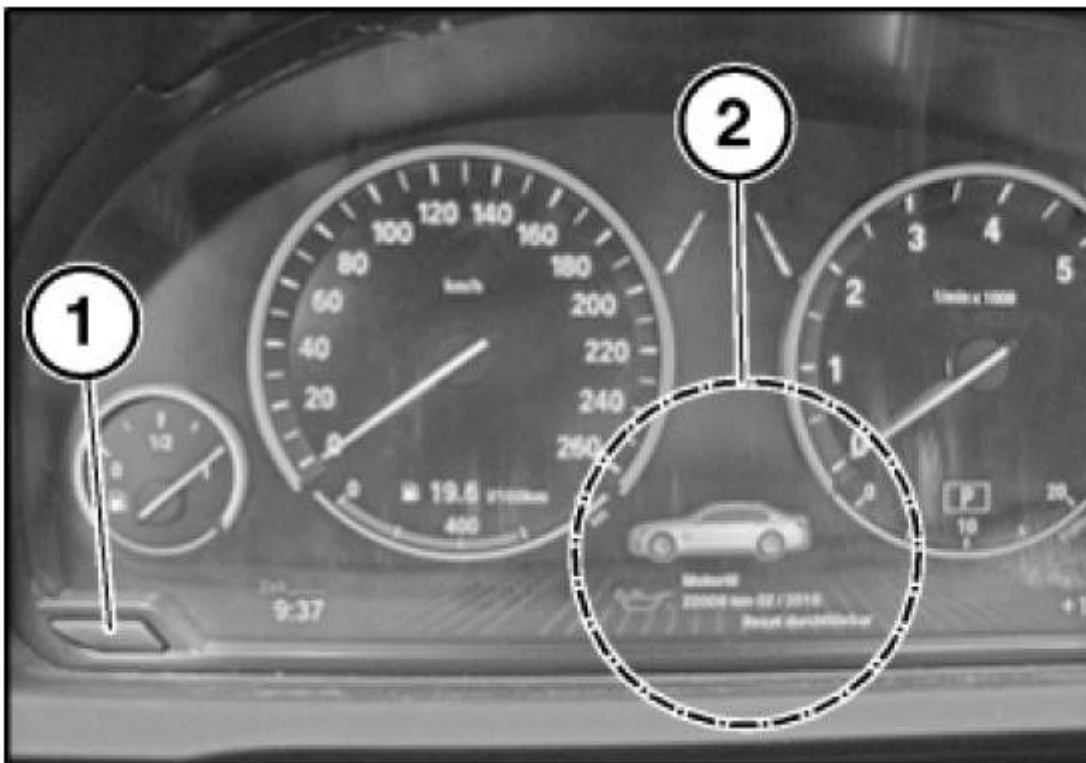


Fig. 10: Identifying Condition Based Service (CBS) Instrument Panel Controls & Display (1 of 5)
Courtesy of BMW OF NORTH AMERICA, INC.

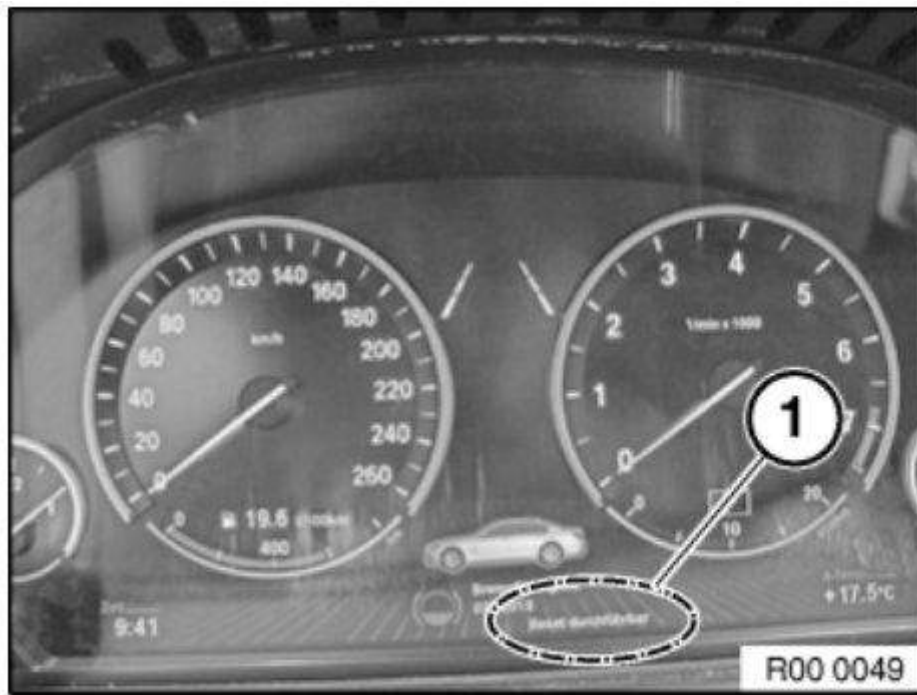


Fig. 11: Identifying Condition Based Service (CBS) Instrument Panel Controls & Display (2 of 5)
 Courtesy of BMW OF NORTH AMERICA, INC.



Fig. 12: Identifying Condition Based Service (CBS) Instrument Panel Controls & Display (3 of 5)
 Courtesy of BMW OF NORTH AMERICA, INC.

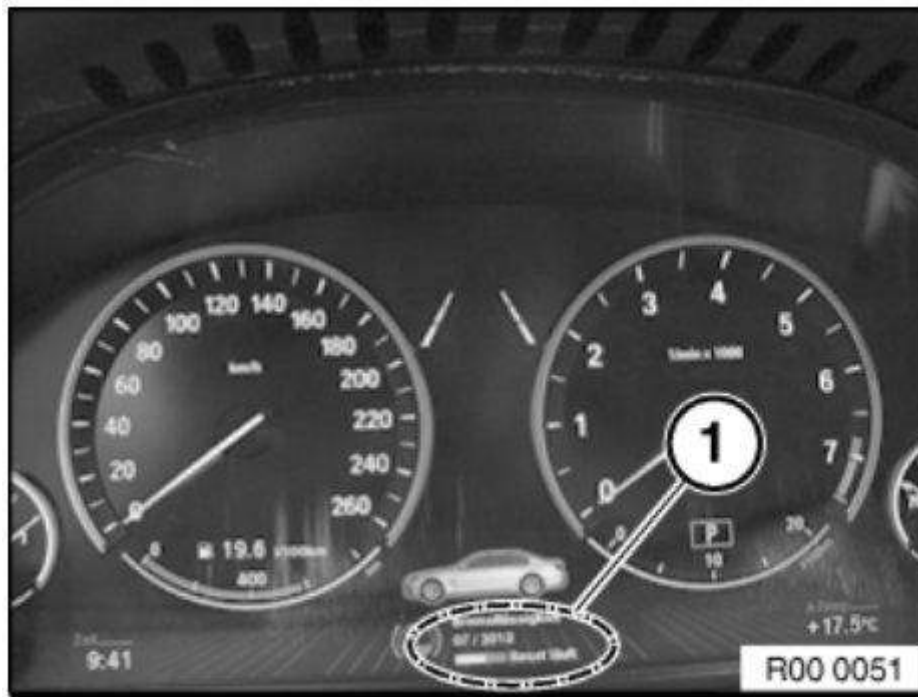


Fig. 13: Identifying Condition Based Service (CBS) Instrument Panel Controls & Display (4 of 5)
 Courtesy of BMW OF NORTH AMERICA, INC.

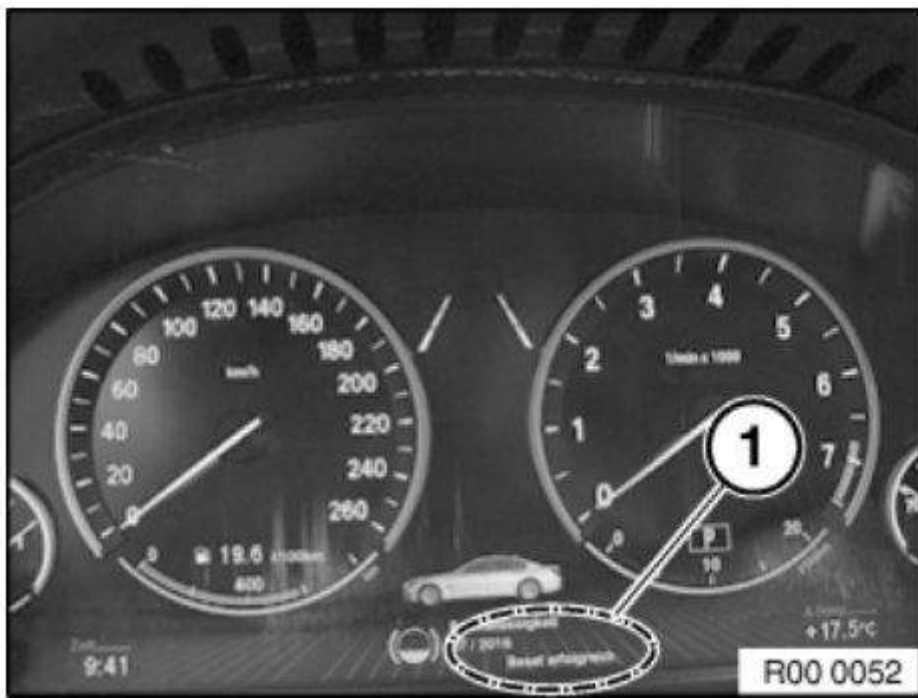


Fig. 14: Identifying Condition Based Service (CBS) Instrument Panel Controls & Display (5 of 5)
 Courtesy of BMW OF NORTH AMERICA, INC.

MAINTENANCE SERVICE REMINDER RESET - PROCEDURE 6

CBS Reset Using BMW Diagnosis System

Although the CBS maintenance jobs can be reset using in-car controls, it is recommended that **IMPORTANT:** the reset procedure be done via the diagnosis system. It is only possible to code the statutory intervals specific to individual countries with the diagnosis system.

To be able to check and/or correct the car's on-board date properly, the diagnosis system requires the correctly set tester system date.

IMPORTANT: The jobs may only be reset after the service measure has been completed.

The brake pads can only be reset with a new brake pad wear sensor.

The CBS jobs can be reset via the diagnosis system on the following path:

- Start diagnosis
- Carry out vehicle identification
- Function Selection
- Service Functions
- Maintenance
- CBS Reset

TIRE PRESSURE MONITOR SYSTEM REMINDER

NOTE: If a tire pressure has been adjusted, or a wheel or tire has been changed or replaced, or repairs have been made to air spring suspension, the TPM system must be reinitialized. System must be reinitialized both before and after pulling a trailer.

CAUTION: When driving with snow chains or a space-saver spare tire, DO NOT initialize the system.

NOTE: To determine the appropriate reset procedure, refer to [TIRE PRESSURE MONITOR SYSTEM REMINDER INDEX](#). Only vehicles listed in this index have a TPMS reset.

TIRE PRESSURE MONITOR SYSTEM REMINDER INDEX

Model & Year	Reset Procedure
1-Series (128i & 135i)	
2008	TPMS Reminder Reset - Procedure 6
2009-13	TPMS Reminder Reset- Procedure 7
2-Series	
2014-16	TPMS Reminder Reset - Procedure 7
3-Series	
2001-08	TPMS Reminder Reset - Procedure 1
2009-16	TPMS Reminder Reset - Procedure 7
5-Series	
2001-03	TPMS Reminder Reset - Procedure 1
2004-09	TPMS Reminder Reset - Procedure 6
2010-16	TPMS Reminder Reset - Procedure 7
6-Series	
2004-09	TPMS Reminder Reset - Procedure 6
2010-10	TPMS Reminder Reset - Procedure 7
2012-16	TPMS Reminder Reset - Procedure 7
7-Series	
2002-05	TPMS Reminder Reset - Procedure 2
2006-16	TPMS Reminder Reset - Procedure 7
ActiveHybrid Series	
2012-16	TPMS Reminder Reset - Procedure 7
Alpina	

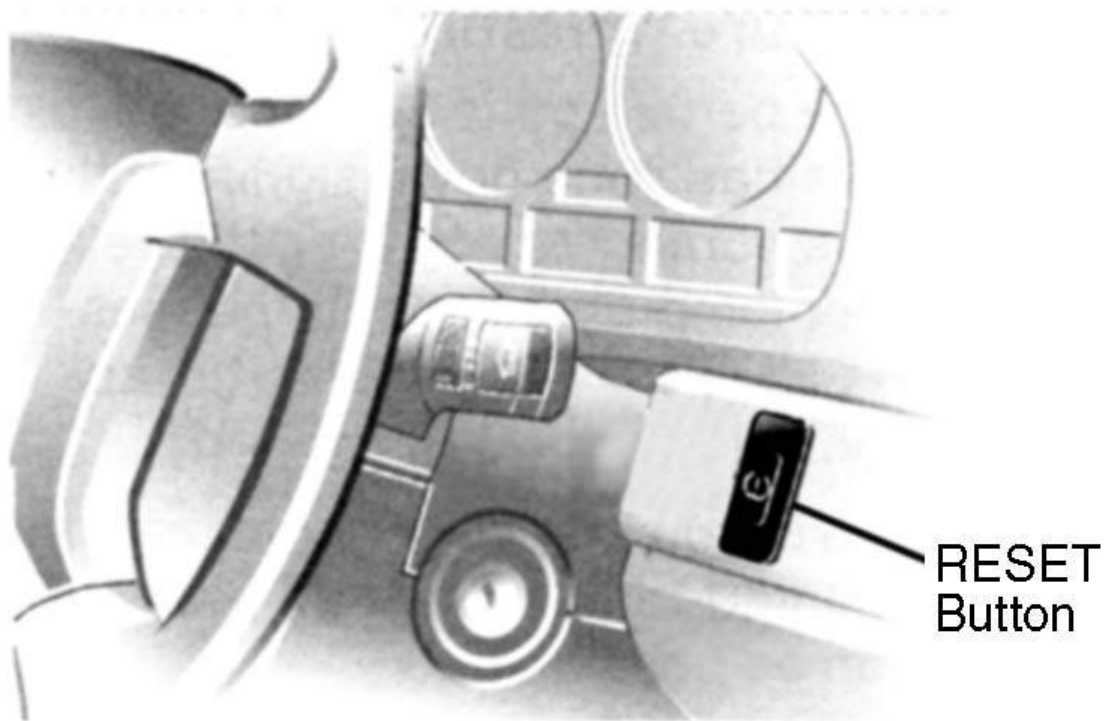
2007-08	TPMS Reminder Reset - Procedure 4
2011-16	TPMS Reminder Reset - Procedure 7
i-Series	
2014-16	TPMS Reminder Reset - Procedure 7
M2	
2014-16	TPMS Reminder Reset - Procedure 7
M3	
2001-06	TPMS Reminder Reset - Procedure 1
2008	TPMS Reminder Reset - Procedure 6
2009-16	TPMS Reminder Reset - Procedure 7
M4	
2016	TPMS Reminder Reset - Procedure 7
M5	
2002-03	TPMS Reminder Reset - Procedure 3
2006-08	TPMS Reminder Reset - Procedure 6
2009-16	TPMS Reminder Reset - Procedure 7
M6	
2006-07	TPMS Reminder Reset - Procedure 6
2008-10	TPMS Reminder Reset - Procedure 7
2012-16	TPMS Reminder Reset - Procedure 7
M-Coupe & M-Roadster	
2006-08	TPMS Reminder Reset - Procedure 5
X1	
2013-16	TPMS Reminder Reset - Procedure 7
X3	
2004-10	TPMS Reminder Reset - Procedure 5
2011-16	TPMS Reminder Reset - Procedure 7
X4	
2015-16	TPMS Reminder Reset - Procedure 7
X5 & X5 M	
2001-05	TPMS Reminder Reset - Procedure 1
2006	TPMS Reminder Reset - Procedure 5
2007-16	TPMS Reminder Reset - Procedure 7
X6 & X6 M	
2008-16	TPMS Reminder Reset - Procedure 7
Z3	
2001-02	TPMS Reminder Reset - Procedure 1
Z4	
2003-06	TPMS Reminder Reset - Procedure 1
2007-08	TPMS Reminder Reset - Procedure 5
2009-16	TPMS Reminder Reset - Procedure 7
Z8	
2001-03	TPMS Reminder Reset - Procedure 1

TPMS REMINDER RESET - PROCEDURE 1

1. Set the tire pressure on all wheels to specification.
2. Turn ignition switch to ON position, with engine off.
3. Press reset button (for no longer than 10 seconds) until tire pressure warning light illuminates Yellow for a few seconds. See [Fig. 15](#), [Fig. 16](#), [Fig. 17](#), or [Fig. 21](#) .

NOTE: On some X5 models, the reset button is marked "RDC".

4. Drive vehicle. Initialization is automatically completed during the drive, without any feedback issued.



G00251683

Fig. 15: Locating TPM System Reset Button (5-Series)

Courtesy of BMW OF NORTH AMERICA, INC.



Fig. 16: Locating TPM System Reset Button (3-Series & X5 - Typical)

Courtesy of BMW OF NORTH AMERICA, INC.

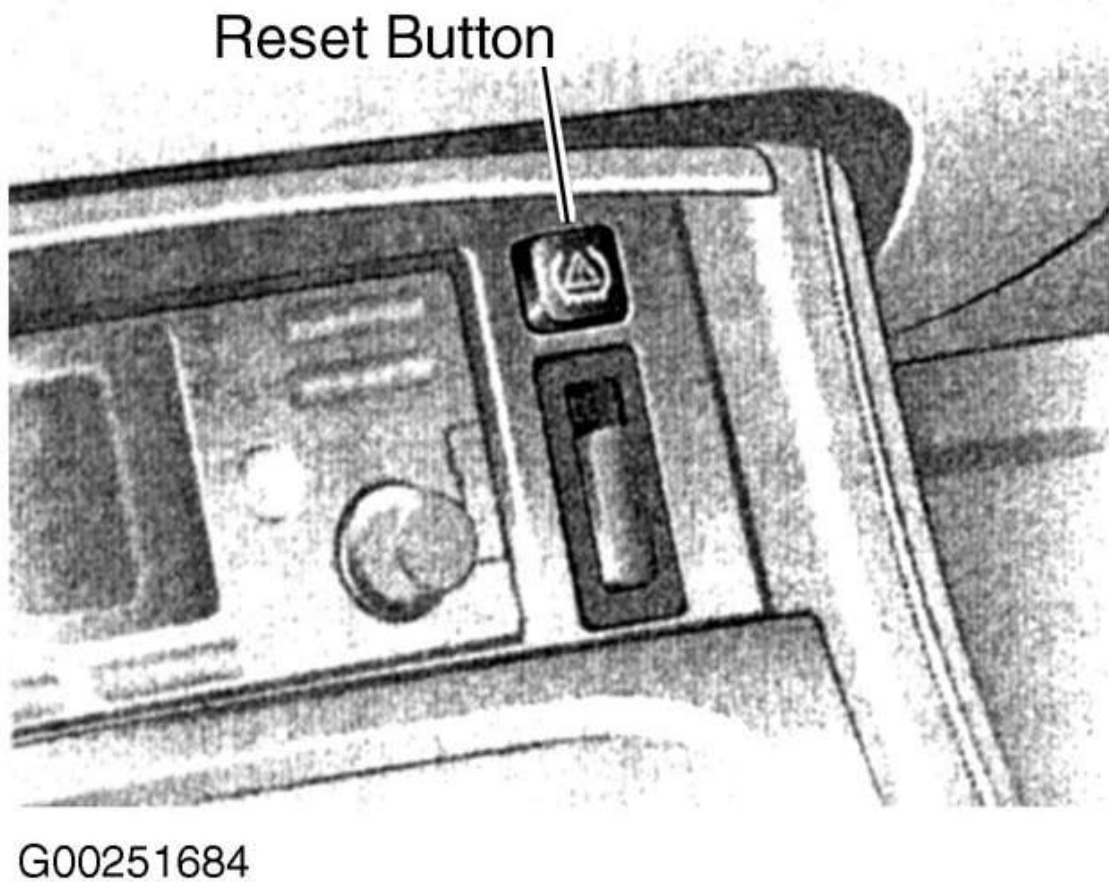


Fig. 17: Locating TPM System Reset Button (Z28)
Courtesy of BMW OF NORTH AMERICA, INC.

TPMS REMINDER RESET - PROCEDURE 2

NOTE: The initialization finishes during driving, which can be interrupted at any time. When driving resumes, the initialization is continued automatically.

1. Set the tire pressure of all wheels to specification.
2. Start engine, but do not start driving.
3. On Control Center, select "RPA" from the "SETTINGS" menu and confirm selection. The initialization menu will appear. See [Fig. 18](#).
4. Select "SET" and confirm selection.
5. Drive vehicle. The message "FTM IS BEING INITIALIZED" will be displayed. See [Fig. 19](#).

NOTE: It takes at least 10 minutes before the TPM system can detect and report a flat tire.

6. Select counterclockwise left arrow button and confirm to exit from menu.



Fig. 18: Identifying TPM System Reinitialization Messages (1 Of 2)

Courtesy of BMW OF NORTH AMERICA, INC.

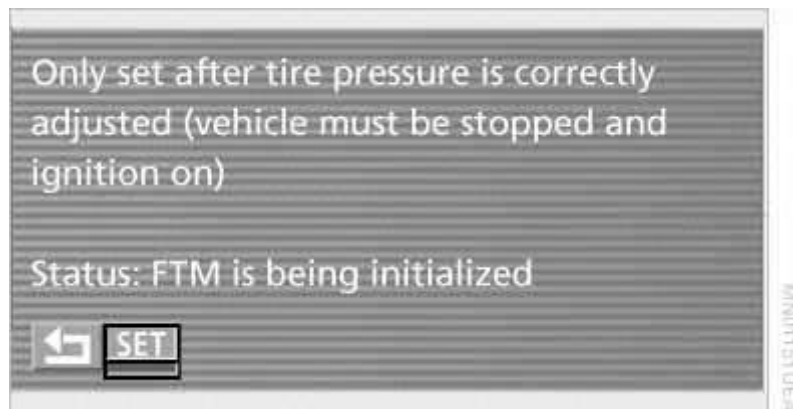


Fig. 19: Identifying TPM System Reinitialization Messages (2 Of 2)

Courtesy of BMW OF NORTH AMERICA, INC.

TPMS REMINDER RESET - PROCEDURE 3

NOTE: The initialization finishes during driving, which can be interrupted at any time. When driving resumes, the initialization is continued automatically.

1. Set the tire pressure of all wheels to specification.
2. Start the engine.
3. Press iDrive knob down once to enter Vehicle Info.
4. Select Settings.
5. Select Vehicle Tires.
6. Select TPM.
7. Select Reset.
8. Scroll to Yes.
9. Select "YES" and press the controller.
10. After selecting Yes, drive vehicle until tires on iDrive screen turn green.

TPMS REMINDER RESET - PROCEDURE 4

NOTE: The initialization finishes during driving, which can be interrupted at any time. When driving resumes, the initialization is continued automatically.

1. Set the tire pressure of all wheels to specification.
2. Press "MENU" button to open start menu.
3. Open the i-menu of the Control Center.

4. Select "SETTINGS" and press the controller.
5. Select "VEHICLE" and press the controller. See [Fig. 20](#).
6. Select "TIRES: TPM" and press controller.
7. Start engine, but do not start driving.
8. Select "RESET" and press the controller.
9. Select "YES" and press the controller.
10. Drive vehicle. The message "RESETTING TPM...." will be displayed. Initialization is automatically completed during the drive. When initialization is complete, "STATUS: TPM ACTIVE" message will be displayed.

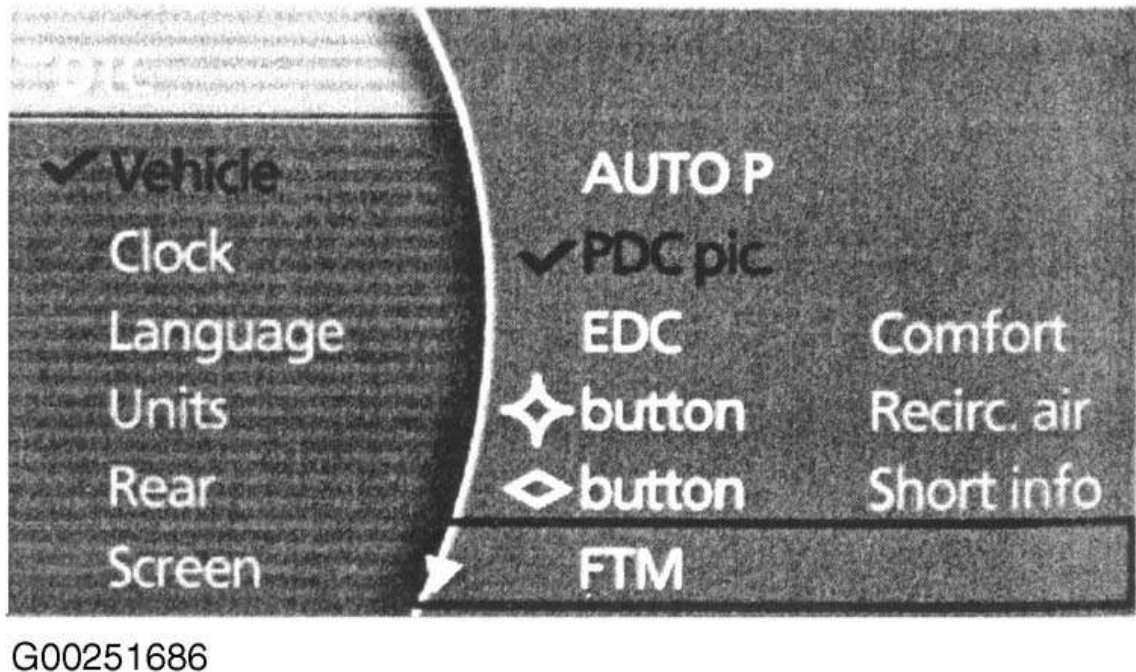
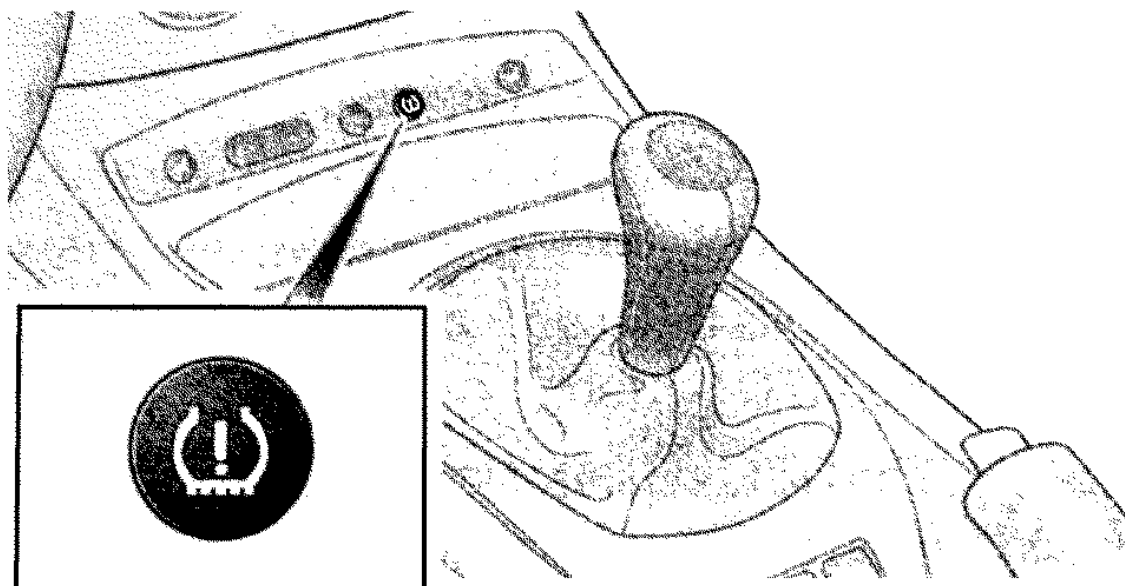


Fig. 20: Identifying TPM System Reinitialization Messages
 Courtesy of BMW OF NORTH AMERICA, INC.

TPMS REMINDER RESET - PROCEDURE 5

CAUTION: When driving with snow chains or a space-saver spare tire, DO NOT initialize the system.

1. Set the tire pressure of all wheels to specification.
2. Start engine, but do not start driving.
3. Press reset button (for no longer than 10 seconds) until tire pressure warning light illuminates Yellow for a few seconds. See [Fig. 21](#), [Fig. 22](#) or [Fig. 23](#).
4. Drive vehicle. Initialization is automatically completed during the drive, without any feedback issued.



G00225521

Fig. 21: Locating TPM System Reset Button (Z4, M-Coupe & Roadster)
 Courtesy of BMW OF NORTH AMERICA, INC.

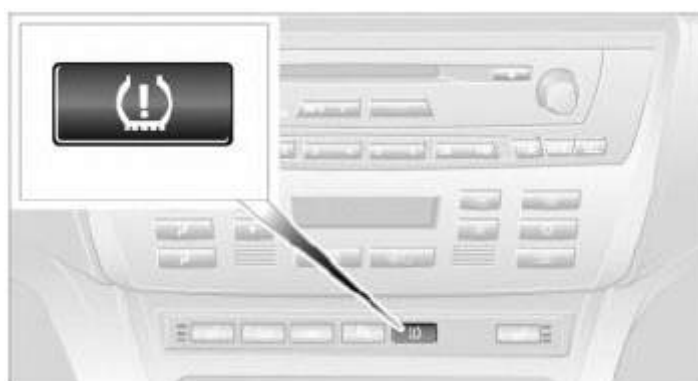
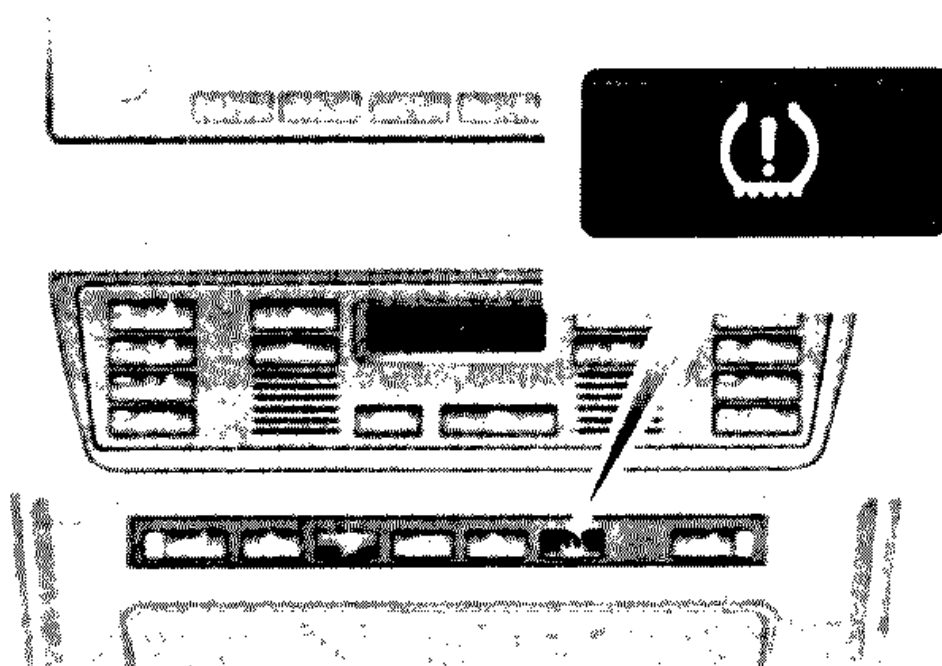


Fig. 22: Locating TPM System Reset Button (X3)
 Courtesy of BMW OF NORTH AMERICA, INC.



G00251688

Fig. 23: Locating TPM System Reset Button (X5)
Courtesy of BMW OF NORTH AMERICA, INC.

TPMS REMINDER RESET - PROCEDURE 6

Resetting TPM With iDrive

1. Set the tire pressure of all wheels to specification.
2. Turn ignition switch ON.
3. Press controller to call up I menu. See [Fig. 24](#).
4. Select SETTINGS and press controller.
5. Select CAR/TIRES and press controller.
6. If necessary, switch to top field and select TIRES/RDC and press controller.
7. Start engine.
8. Select CONFIRM TIRE PRESSURE and press controller.
9. Drive vehicle. Initialization is automatically completed during the drive, without any feedback issued.



Fig. 24: Locating TPM System Reset Button (With iDrive)
Courtesy of BMW OF NORTH AMERICA, INC.

Resetting TPM Without iDrive

1. Set the tire pressure of all wheels to specification.
2. Start engine.
3. Move turn signal lever up or down until TPM warning symbol and RESET appears. See [Fig. 25](#).
4. Press BC button on end of turn signal lever to confirm selection.
5. Press and hold BC button for approximately 5 seconds until a CHECK/TICK appears after RESET.
6. Drive vehicle. Initialization is automatically completed during the drive, without any feedback issued.

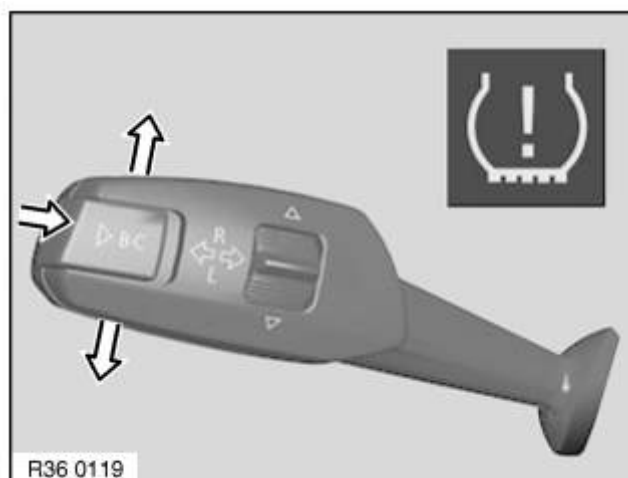


Fig. 25: Locating TPM System Reset Button (Without iDrive)

Courtesy of BMW OF NORTH AMERICA, INC.

TPMS REMINDER RESET - PROCEDURE 7

With iDrive

Indirect System (Flat Tire Monitor)

CAUTION: Do not initialize the system while snow chains are attached.

NOTE: Each time a tire inflation pressure has been corrected or a wheel or tire has been changed, reset the system.

Initialization:

1. Using the iDrive MENU button, choose:
2. "Vehicle Info"
3. "Vehicle status"
4. "Reset"
5. Start the engine.
6. Start the initialization using "Reset". See [Fig. 26](#).
7. Start to drive.

The initialization is completed during driving, which can be interrupted at any time. When driving resumes, the initialization is continued automatically.

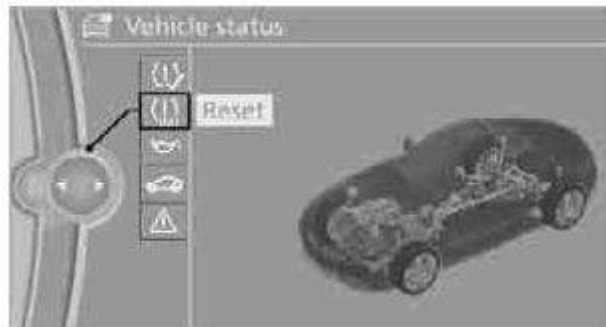


Fig. 26: iDrive Showing "Reset" Display

Courtesy of BMW OF NORTH AMERICA, INC.

Checking FTM Status:

1. Using the iDrive MENU button, choose:
2. "Vehicle Info"
3. "Vehicle status"
4. "Flat Tire Monitor"
5. The status will be displayed. See [Fig. 27](#).



Fig. 27: iDrive Showing Tire Monitor Status

Courtesy of BMW OF NORTH AMERICA, INC.

Direct System (Tire Pressure Monitor)

NOTE: Each time a tire inflation pressure has been corrected or a wheel or tire has been changed, reset the system.

TPMS Status indicator on the Control Display:

The color of the tires represents the status of the tires and the system. TPM takes into account that tire pressures change while the vehicle is being driven. The tire pressures do not need to be corrected unless the TPM instructs you to do so by means of color indicators.

- **Green:** The tire inflation pressure corresponds to the established target value. "TPM active" appears on the Control Display.
- **One Wheel Yellow:** There is a flat tire or substantial loss of tire pressure in the indicated tire. A message appears on the Control Display.
- **All Wheels Yellow:** There is a flat tire or substantial loss of tire pressure in several tires. A message appears on the Control Display.
- **Gray:** The system cannot detect a puncture. Possible reasons for this:
 - TPM is being reset.
 - Temporary malfunction caused by systems or devices using the same radio frequency.
 - Malfunction.

Reset Procedure:

1. Using the iDrive MENU button, choose:
2. "Vehicle Info"
3. "Vehicle status"
4. "Perform Reset"
5. Start the engine (or switch to Drive Readiness position). Do not begin driving.
6. Start the reset using "Perform Reset". See [Fig. 26](#).
7. Start to drive.
8. The tires are shown in gray and "Resetting TPM..." is displayed.

After driving a few minutes, the set inflation pressures in the tires are accepted as the target values to be monitored. The system reset is completed during your drive, and can be interrupted at any time. When driving resumes, the reset is continued automatically. On the Control Display, the tires are shown in green and "TPM active" is displayed again.

IMPORTANT: If a flat tire is detected while the system is resetting and determining the inflation pressures, all tires on the Control Display are displayed in yellow. The message "Low tire!" is shown.

System Reset Failure:

- **Message For Unsuccessful System Reset:** The warning lamp lights up yellow. A message will appear on the Control Display. Check the tire inflation pressure and reset the system.
- **Malfunction:** The small warning lamp flashes in yellow and then lights up continuously; the larger warning lamp comes on in yellow. On the Control Display, the tires are shown in gray and a message appears. No punctures can be detected. This type of message is shown in the following situations:
 - If there is a malfunction. Have the system checked.
 - If a wheel without TPM electronics has been mounted.
 - If TPM is temporarily malfunctioning due to other systems or devices using the same radio frequency.

Without iDrive

Indirect System (Flat Tire Monitor)

CAUTION: Do not initialize the system while snow chains are attached.

NOTE: Each time a tire inflation pressure has been corrected or a wheel or tire has been changed, reset the system.

Reset:

1. Start the engine.
2. Lightly push button 1 on the turn indicator. See [Fig. 28](#).
3. Lever the turn indicator up or down repeatedly until the tire monitor symbol appears in the display, accompanied by the word "RESET". See [Fig. 28](#).
4. Press button 2 to confirm your choice of the Flat Tire Monitor.
5. Press button 2 for approx. 5 seconds until the a check mark is shown next to the "RESET" display.
6. Drive the vehicle.

The initialization is completed during driving, which can be interrupted at any time. When driving resumes, the initialization is continued automatically.

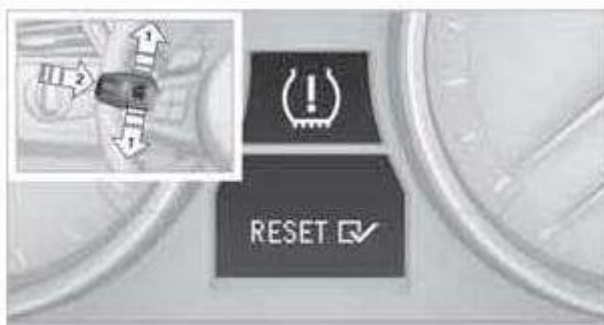
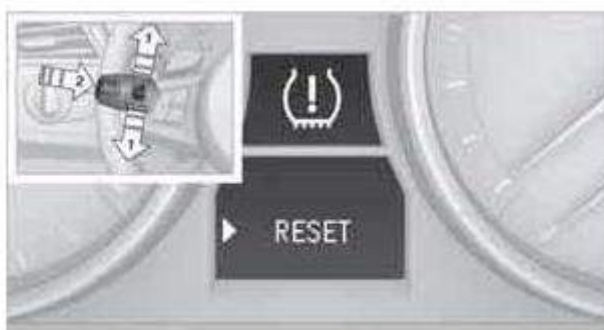


Fig. 28: Flat Tire Monitor Status Display
Courtesy of BMW OF NORTH AMERICA, INC.

Direct System (Tire Pressure Monitor)

CAUTION: Do not initialize the system while snow chains are attached.

NOTE: Each time a tire inflation pressure has been corrected or a wheel or tire has been changed, reset the system.

IMPORTANT: The system does not work correctly if it has not been reset; for example, a flat tire may be indicated even though the tire inflation pressures are correct. The system is inactive and cannot indicate a flat tire if a wheel without TPM electronics, such as a compact spare wheel, has been mounted, or if TPM is temporarily malfunctioning due to other systems or devices using the same radio frequency.

Reset:

1. Start the engine.
2. Lightly push button 1 on the turn indicator. See [Fig. 29](#).
3. Lever the turn indicator up or down repeatedly until the tire monitor symbol appears in the display, accompanied by the word "RESET". See [Fig. 29](#).
4. Press button 2 to confirm your choice of the Tire Pressure Monitor. In the display, "ACTIVE" will appear above "RESET". See [Fig. 29](#).
5. Press button 2 for approx. 5 seconds. In the display, "RESETTING" will now appear above "RESET". See [Fig. 29](#).
6. Drive the vehicle.

After driving a few minutes, the set inflation pressures in the tires are accepted as the target values to be monitored. The system reset is completed during your drive, and can be interrupted at any time. When driving resumes, the reset is continued automatically. The indicator lamp goes out after the system reset is completed.

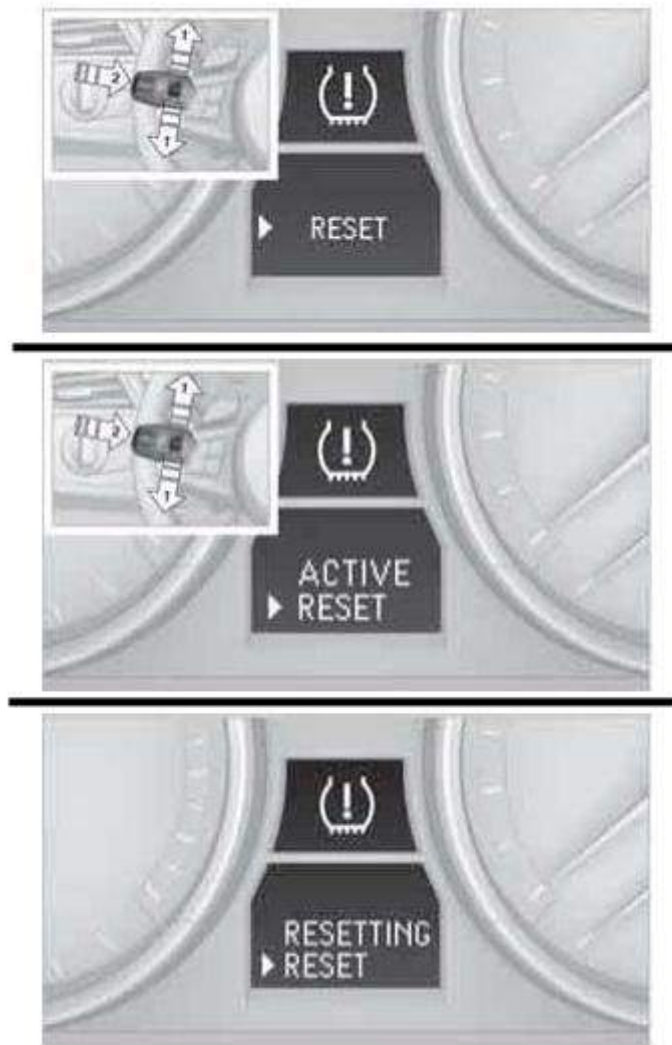


Fig. 29: Tire Pressure Monitor Status Display
 Courtesy of BMW OF NORTH AMERICA, INC.

System Reset Failure:

- **Message For Unsuccessful System Reset:** The warning lamp lights up yellow. The system was not reset. Check the tire inflation pressure and reset the system.
- **Malfunction:** The small warning lamp flashes in yellow and then lights up continuously; the larger warning lamp comes on in yellow. On the Control Display, the tires are shown in gray and a message appears. No punctures can be detected. This type of message is shown in the following situations:
 - If there is a malfunction. Have the system checked.
 - If a wheel without TPM electronics has been mounted.
 - If TPM is temporarily malfunctioning due to other systems or devices using the same radio frequency.