ACTIVE CURVE SYSTEM malfunction in instrument cluster.

## Topic number

Version
Design group
Date
Validity

LI32.34-P-058736
1
32.34 Roll control (WR)

03-21-2014
MODEL 166 with AIRMATIC (code 489) and ACS (ACTIVE CURVE SYSTEM, code 468)

Reason for change
Reason for block

## Complaint:

ACTIVE CURVE SYSTEM malfunction in instrument cluster in combination with the following fault codes in the ACS control unit:
P100000: The oil pressure at the front axle is too low. (Veh. up to approx. 7/2012)
P100200: The oil pressure at the rear axle is too low. (Veh. up to approx. 7/2012)
P1C9C00: The oil pressure at the front axle is too low. (Current veh.)
P1C9E00: The oil pressure at the rear axle is too low. (Current veh.)
In addition, the following complaints may occur depending on symptoms:
Gushing/flow noises from the front or rear axle area when cornering.
Oil leaking via the ACS reservoir.

## Cause:

Residual air in the system.
As a result, a fault code is logged and the message appears in the instrument cluster.

Remedy:

1. Check intake line for tight seating at oil reservoir and at pump (it should not rotate; replace if necessary)
2. Fill oil reservoir up to upper line of $60^{\circ}$ marking
3. Start engine and observe fill level
4. If the fill level drops, switch off engine and correct oil level, multiple times if necessary, until it can no longer be detected to drop.
5. If the fill level is stable, run engine at idle until there are no more bubbles in the oil reservoir
6. When the oil reservoir is free of bubbles, start the bleeding routine.
7. If there is severe foaming in the oil reservoir, abort the routine and top up the oil again, then run the engine until the reservoir is free of bubbles.
8. Restart the bleeding routine, observing the fill level and watching for foaming.
9. When the foaming stops, the high-pressure test can be started.
10. If the test is passed, again check that the fill level in the reservoir is at the correct level; correct if necessary.

## Symptoms

Chassis/suspension / Chassis, noises / Whistling
Chassis/suspension / Suspension characteristic / Oil ejection
Chassis/suspension / Suspension/Dampening / Roll control / Nonfunctional

Control unit/fault code

| Control unit | Fault code | Fault text |
| :--- | :--- | :--- |
| Roll control - Roll control (N51/ <br> 6) (ARS166) | P100000 | The oil pressure at the front axle is too low. |
| Roll control - Roll control (N51/ <br> 6) (ARS166) | P100200 | The oil pressure at the rear axle is too low. |
| Roll control - Roll control (N51/ <br> 6) (ARS166) | P1C9C00 | The oil pressure at the front axle is too low. _ |
| Roll control - Roll control (N51/ <br> 6) (ARS166) | P1C9E00 | The oil pressure at the rear axle is too low. _ |

## Parts

| Part number | ES1 | ES2 | Designation | Quantity | Note | EPC <br> Other <br> ma- <br> ke <br> part |  |
| :--- | :--- | :--- | :--- | :--- | :--- | :--- | :--- |
| A 166 320 0855 |  |  | Intake hose | 1 | Valid for M276 | X |  |
| A 001 989 24 03 |  | Multigrade oil | 1 | As required, also known as <br> Pentosin. | X |  |  |
| A 166 320 0355 |  | Intake hose | 1 | Valid for M278 / M157 | X |  |  |
| A 166 320 1055 |  | Intake hose | 1 | Valid for OM642 | X |  |  |

## Work units

| Op. no. | Operation text | Time | Damage <br> code | Note |
| :--- | :--- | :--- | :--- | :--- |
| $32-6981$ | REPLACE LINE FOR ACTIVE ROLL <br> STABILIZATION, LOCATION:..... |  | 3260404 |  |
| $32-6983$ | CHECK OIL LEVEL OF ACTIVE ROLL <br> STABILIZATION, CORRECT (AFTER <br> CHECK) | 32707 S1 |  |  |
| $32-6990$ | FILL/BLEED ACTIVE ROLL STABILIZA- <br> TION (AFTER CHECK) |  | 32707 S1 |  |


| WIS-References | Note | Allocation |  |
| :--- | :--- | :--- | :--- |
| Document number | Title | Remedy |  |
| AR32.22-P-0021GQ | Fill and bleed Active Roll <br> Stabilization |  | Remedy |
| BB00.40-P-0345-00A | Hydraulic fluids (Specificati- <br> on 345.0) |  |  |


| Validity |  |  |
| :---: | :---: | :---: |
| Vehicle | Engine | Transmission |
| GL (166) | ${ }^{*}$ | ${ }^{*}$ |


| $\mathrm{M}(166)$ | $* *$ | ${ }^{*}$ |
| :---: | :---: | :---: |

Full model designation breakdown

| Vehicle | Engine | Transmission |
| :---: | :---: | :---: |
| 166.003 | 651.960 | 722.908 |
| 166.004 | 651.960 | 722.908 |
| 166.023 | 642.826 | 722.903 |
| 166.023 | 642.826 | 725.031 |
| 166.024 | 642.826 | 722.903 |
| 166.024 | 642.826 | 725.031 |
| 166.055 | 276.955 | 722.906 |
| 166.056 | 276.821 | 722.904 |
| 166.056 | 276.925 | 722.904 |
| 166.057 | 276.955 | 722.906 |
| 166.058 | 276.955 | 722.906 |
| 166.059 | 276.821 | 722.904 |
| 166.062 | 276.821 | 722.904 |
| 166.073 | 278.928 | 722.909 |
| 166.073 | 278.928 | 725.031 |
| 166.073 | 278.928 | 725.032 |
| 166.074 | 157.982 | 722.905 |
| 166.074 | 157.982 | 722.931 |
| 166.823 | 642.826 | 722.903 |
| 166.823 | 642.826 | 725.031 |
| 166.824 | 642.826 | 722.903 |
| 166.824 | 642.826 | 725.031 |
| 166.856 | 276.821 | 722.904 |
| 166.864 | 276.821 | 722.904 |
| 166.865 | 276.821 | 722.904 |
| 166.872 | 278.928 | 722.909 |
| 166.872 | 278.928 | 725.031 |
| 166.872 | 278.928 | 725.032 |
| 166.872 | 278.928 | 725.033 |
| 166.873 | 278.928 | 722.909 |
| 166.873 | 278.928 | 725.031 |
| 166.873 | 278.928 | 725.032 |
| 166.873 | 278.928 | 725.033 |
| 166.874 | 157.982 | 722.905 |
| 166.874 | 157.982 | 722.931 |

