

**Check Engine Light on, DTCs P15B700, P18B400,
P16CE00, P178200, P18D300, P178100, P15E100**

| | |
|-------------------|-----------------------|
| Topic number | LI14.00-N-061960 |
| Version | 1 |
| Design group | 14.00 General |
| Date | 08-03-2015 |
| Validity | 906 with OM642 Engine |
| Reason for change | |
| Reason for block | |

Complaint:

Check Engine Light on, DTCs P15B700, P18B400, P16CE00,P178200, P18D300,P178100, P15E100

Cause:

Loose Ground pin on Drivetrain CAN bus X30/41

| Attachments | |
|------------------------------|-----------------------------|
| File | Description |
| Drivetrain CAN Block (1).jpg | Pin detached from CAN Block |
| Drivetrain CAN Block (3).jpg | Circuit board view |
| Drivetrain CAN Block (4).jpg | Side view of CAN Block |

Remedy:

Replace CAN Block (Drivetrain CAN bus X30/41)

| Symptoms |
|--|
| Power generation / Engine management / Engine management indicator lamp / Engine diagnosis / lit |

| Control unit/fault code | | |
|---|------------|---|
| Control unit | Fault code | Fault text |
| CDI60Common Rail Diesel Injection (CR60NFZ) | P15B700 | One or more signals sent from control unit SCR via the CAN bus is implausible. |
| CDI60Common Rail Diesel Injection (CR60NFZ) | P18B400 | One or more signals sent from control unit 'N118/5 (AdBlue® control unit)' via the CAN bus is implausible. (MOPF) |
| CDI60Common Rail Diesel Injection (CR60NFZ) | P178200 | Operational fault of component SCR catalytic converter |
| CDI60Common Rail Diesel Injection (CR60NFZ) | P16CE00 | The AdBlue® system has not yet been tested. The frequency counter 'Possible engine starts' is active. (MOPF) |
| CDI60Common Rail Diesel Injection (CR60NFZ) | P18D300 | Monitoring function-Fault in function 'SCR catalytic converter' |

XENTRY

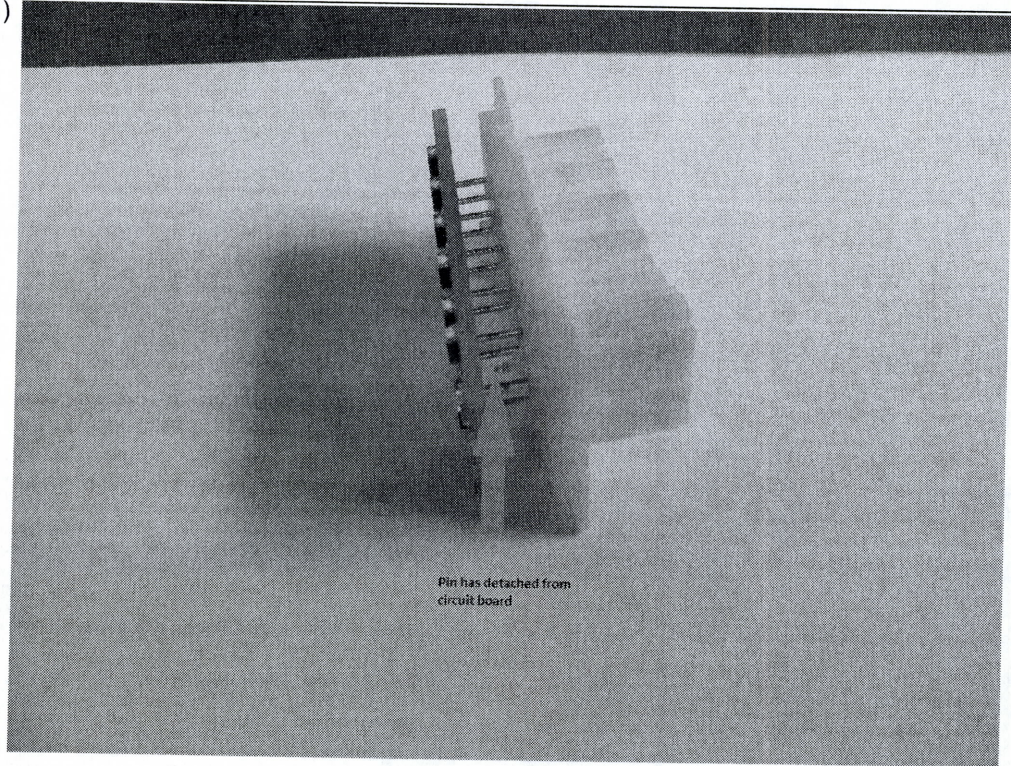
| | | |
|--|---------|--|
| CDI60Common Rail Diesel In-jection (CR60NFZ) | P178100 | Event:No CAN message was received from control unit N118/5 (AdBlue® control unit). |
| CDI60Common Rail Diesel In-jection (CR60NFZ) | P15E100 | Sensor CAN bus OFF error |

| Parts | | | | | | |
|-----------------|-----|-----|-------------------|----------|----------------------|-----|
| Part number | ES1 | ES2 | Designation | Quantity | Note | EPC |
| A 005 546 10 40 | | | Distributor Block | 1 | Drivetrain CAN Block | X |

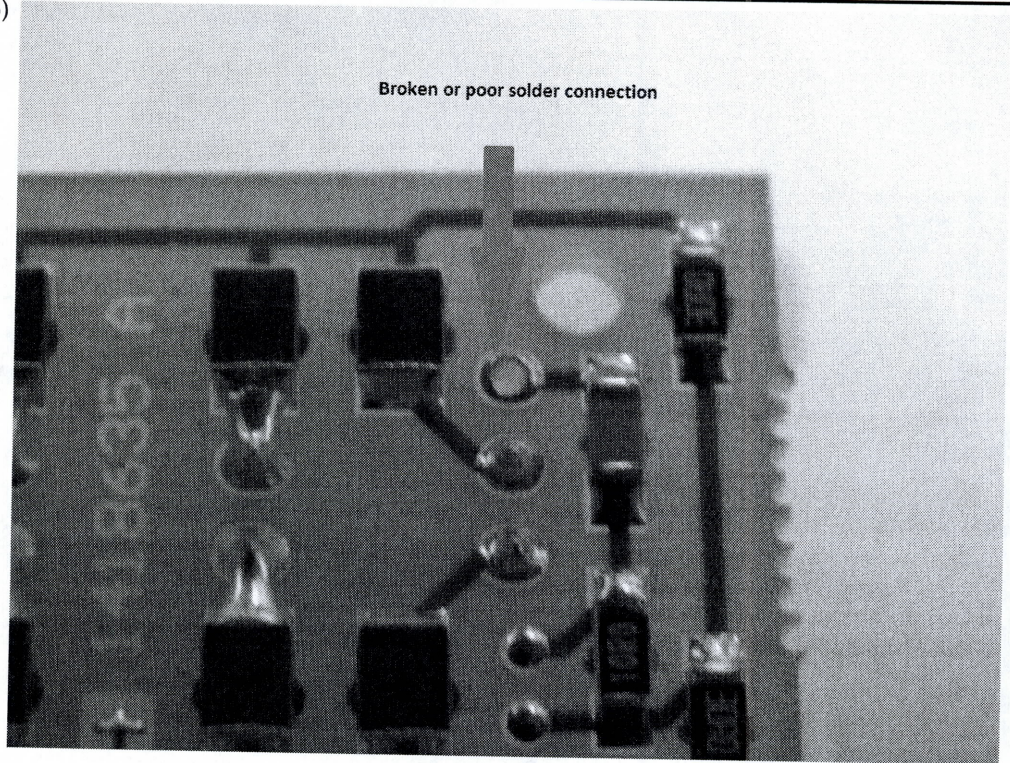
| Validity | | |
|--------------|--------|--------------|
| Vehicle | Engine | Transmission |
| Sprinter III | 642 | * |

Attachments

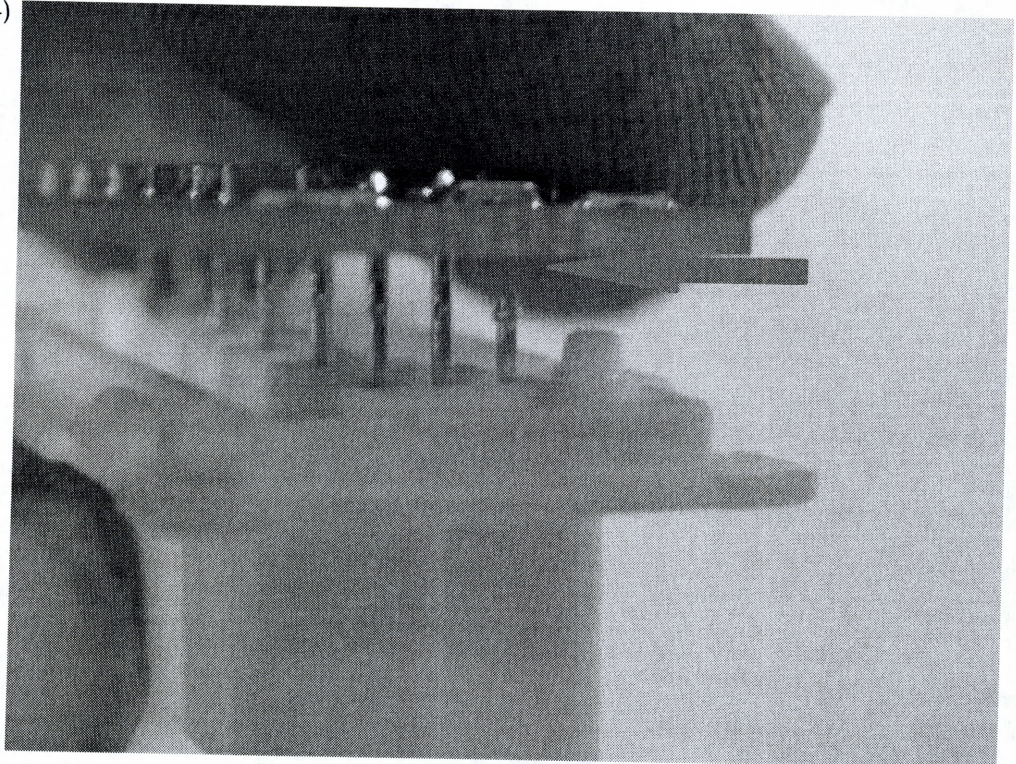
Drivetrain CAN Block (1)
.jpg:



Drivetrain CAN Block (3)
.jpg:



Drivetrain CAN Block (4)
.jpg:



Check Engine Light on, DTCs P15B700, P18B400, P178100, P15E100

| | |
|-------------------|------------------------|
| Topic number | LI14.00-N-061960 |
| Version | 2 |
| Design group | 14.00 General |
| Date | 08-04-2015 |
| Validity | 906 with OM642 Engine |
| Reason for change | Update applicable DTCs |
| Reason for block | |

Complaint:

Check Engine Light on, DTCs P15B700, P18B400, P178100, P15E100

Cause:

Due to CAN message interruption the Engine control unit may set multiple CAN codes.

This can be caused by component failure (i.e. Loose Ground pin on Drivetrain CAN bus X30/41)

| Attachments | |
|------------------------------|-----------------------------|
| File | Description |
| Drivetrain CAN Block (1).jpg | Pin detached from CAN Block |
| Drivetrain CAN Block (3).jpg | Circuit board view |
| Drivetrain CAN Block (4).jpg | Side view of CAN Block |

Remedy:

Follow the complete guided tests for the existing codes, if the testing is not conclusive then inspect CAN Block (Drivetrain CAN bus X30/41) for a loose contact and replace if a malfunction is found.

| Symptoms |
|--|
| Power generation / Engine management / Engine management indicator lamp / Engine diagnosis / lit |

| Control unit/fault code | | |
|---|------------|---|
| Control unit | Fault code | Fault text |
| CDI60Common Rail Diesel Injection (CR60NFZ) | P15B700 | One or more signals sent from control unit SCR via the CAN bus is implausible. |
| CDI60Common Rail Diesel Injection (CR60NFZ) | P18B400 | One or more signals sent from control unit 'N118/5 (AdBlue® control unit)' via the CAN bus is implausible. (MOPF) |
| CDI60Common Rail Diesel Injection (CR60NFZ) | P178100 | Event:No CAN message was received from control unit N118/5 (AdBlue® control unit). |
| CDI60Common Rail Diesel Injection (CR60NFZ) | P15E100 | Sensor CAN bus OFF error |

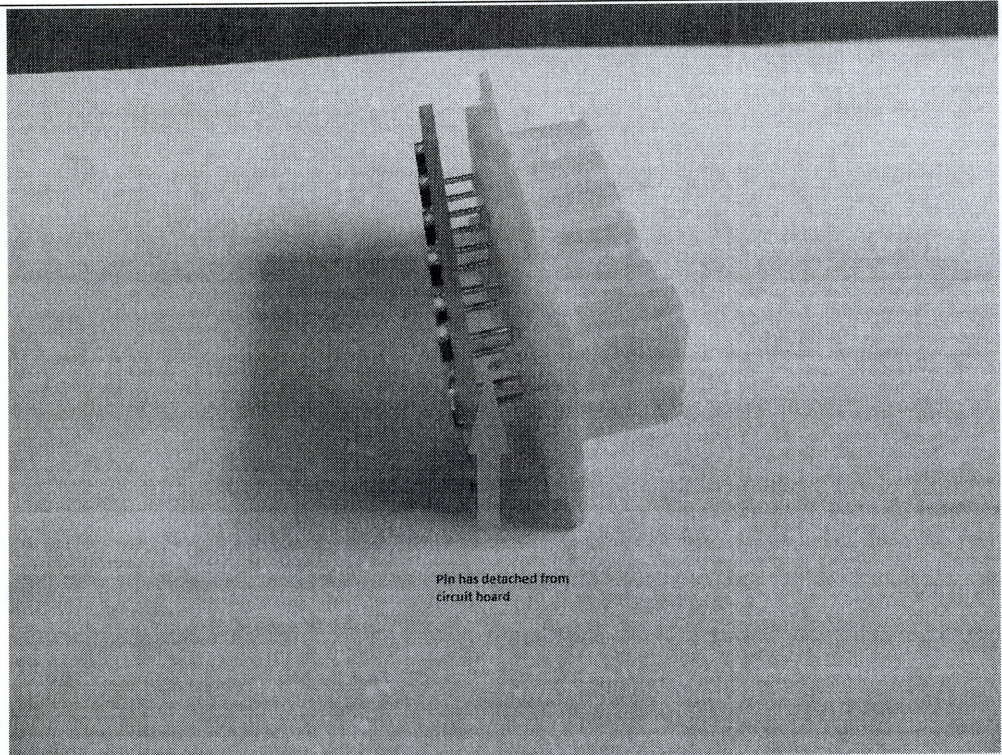
XENTRY

| Parts | | | | | | |
|-----------------|-----|-----|-------------------|----------|----------------------|-----|
| Part number | ES1 | ES2 | Designation | Quantity | Note | EPC |
| A 005 546 10 40 | | | Distributor Block | 1 | Drivetrain CAN Block | X |

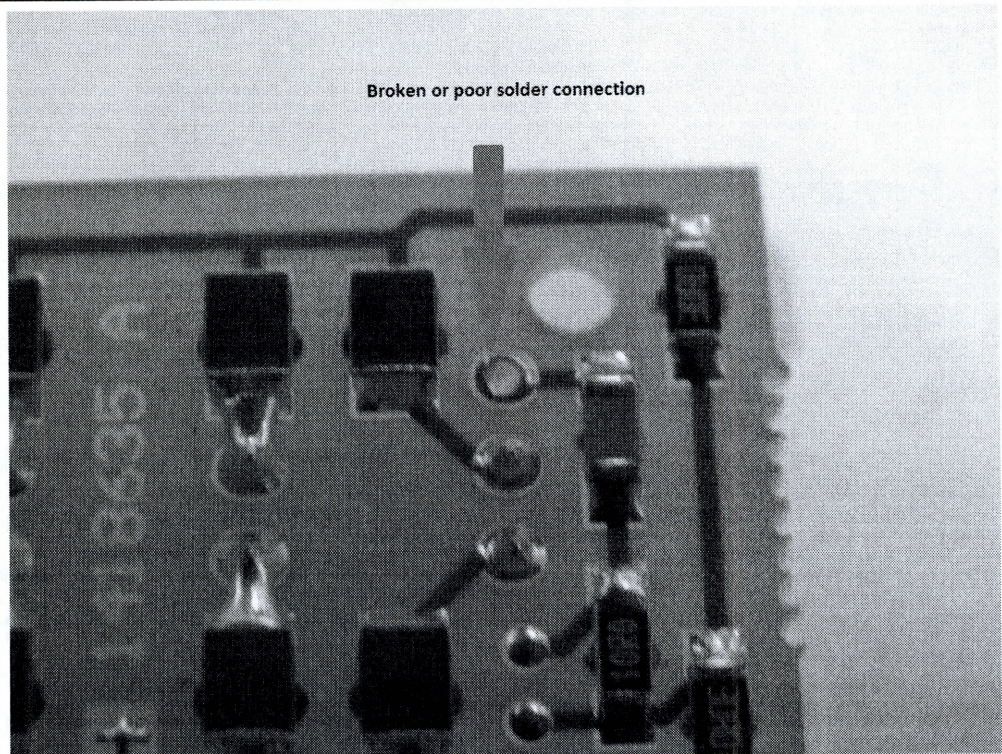
| Validity | | |
|--------------|--------|--------------|
| Vehicle | Engine | Transmission |
| Sprinter III | 642 | * |

Attachments

Drivetrain CAN Block (1)
.jpg:



Drivetrain CAN Block (3)
.jpg:



Drivetrain CAN Block (4)
.jpg:

