

M340_Misfire mean value for current trip, cylinder 4	2
M330_Misfire mean value for current trip, cylinder 3	3
M350_Misfire mean value for current trip, cylinder 5	3
M005_Engine roughness reference value	-32768 $\mu$ s
M095_Sensor wheel adaptation, 1 = active	0
M100_Ignition counter misfire detection	0
M090_Sensor wheel adaptation, 1 = ended	1
M410_Misfire counter for current trip, cylinder 1	0
M460_Misfire counter for current trip, cylinder 6	0
M420_Misfire counter for current trip, cylinder 2	0
M440_Misfire counter for current trip, cylinder 4	0
M430_Misfire counter for current trip, cylinder 3	0
M450_Misfire counter for current trip, cylinder 5	0
P010_Pressure upstream of throttle valve	1000.23 hPa
T240_Exhaust gas temperature ahead of turbocharger	186.29 $^{\circ}$ C
L180_Tank ventilation status	Inactive
L190_Pressure, tank vent line	1199.82 hPa
S030_Specified mass air flow, secondary air	0.00 kg/h
S010_Secondary-air mass, bank 1	0.00 kg/h
S020_Secondary-air mass, bank 2	0.00 kg/h
H065_Manifold pressure actual value (measured)	1000.90 hPa
H110_Manifold pressure setpoint value	1051.47695 hPa
H040_Correction factor, mass air flow	-8.704 %
H105_Manifold pressure (filtered)	1000.15 hPa
P025_Boost pressure actual value (filtered)	1000.15 hPa
SE08_Position of cruise control stalk (F1 Help)	Main switch ON
Z211_Overspeed range 1: Number of ignitions	124
Z211_Overspeed range 1: operating hours	23.03803 h
Z212_Overspeed range 2: Number of ignitions	58
Z212_Overspeed range 2: operating hours	23.03800 h
Z213_Overspeed range 3: Number of ignitions	3
Z213_Overspeed range 3: operating hours	7.30775 h
Z214_Overspeed range 4: Number of ignitions	0
Z214_Overspeed range 4: operating hours	0.00000 h
Z215_Overspeed range 5: Number of ignitions	0

Z215_Overspeed range 5: operating hours	0.00000 h
Z216_Overspeed range 6: Number of ignitions	0
Z216_Overspeed range 6: operating hours	0.00000 h
A205_Distance calculated in control unit	3774 km
A330_Counter, synchronization loss during start/stop	0
B080_Flow control valve pulse/duty factor	0.871 %
N060_Intake camshaft adjustment angle, bank 1	0.000 °crk
N070_Intake camshaft adjustment angle, bank 2	0.000 °crk
T170_Coolant shutoff valve, clutch oil (PDK), 1 = activated	0
T172_Coolant shutoff valve for transmission gearwheel oil, 1 = activated	0
T120_Engine compartment temperature (sensor)	0.7471 V
C010_Feedback: neutral sensor (PWM)	0 %
P160_Boost pressure adjuster feedback, bank 1	22 %
P170_Boost pressure adjuster feedback, bank 2	22 %
P140_Activation of boost pressure adjuster, bank 1	22 %
P150_Activation of boost pressure adjuster, bank 2	22 %
H020_Mass air flow, total	0.0000 kg/h
C020_Adapted neutral position mean value	-180.000 degrees
M120_Misfire counter for all ignitions	7657 -
C022_Neutral position adaptation, 1 = complete	0
A300_Engine compartment purge fan activation stage 1, 1 = active	0
A310_Engine compartment purge fan activation stage 2, 1 = active	0
SE02_Clutch switch down, 1 = actuated	0
L400_Bank 1 fuel trim adaptation load range (FRA), 1 = active	0
L410_Bank 2 fuel trim adaptation load range (FRA), 1 = active	0
C042_Adaptation of upper shift gate (1,3,5,7,R), 1 = complete	0
C062_Adaptation of lower shift gate (2,4,6), 1 = complete	0
C012_Feedback: neutral sensor (voltage)	0.0000 V
C040_Adapted mean value, upper shift gate (1,3,5,7,R)	0.0000 V
	0.0000 V