		ME-SFI control module (N3/10), function monitoring fault
1	Fault code (USA Display on generic scan tool)	**P203B** Fault in function monitoring which occurred first **(P0221)** **P203C** Second function monitoring fault with highest priority **(P0221)**
2	Fault storage Activation of malfunction indicator lamp for engine diagnosis (EURO3/4) or CHECK ENGINE (MIL) USA	after the end of the test period and faults after two successive driving cycles with faults
3	Frequency of the test	continuous
4	Checked signal or status	Functions in ME-SFI control module
5	i	Replace ME-SFI control module in the event of a fault. If additionally faults from the hot film mass air flow sensor are stored, first check the hot film mass air flow sensor. The following faults are detected: - Fault in monitoring engine moment - Fault in monitoring the injection order for cylinder shut-off - Fault in monitoring blocking time for cylinder shut-off - Fault in monitoring air mass - Fault in monitoring pushbutton switch for cruise control/variable cruise control - Fault in monitoring stop lamp switch - Fault in monitoring ETC - Fault in monitoring Distronic - Fault in monitoring ESP - Fault in monitoring pedal value sensor signals - Fault in monitoring throttle valve actual value potentiometer - Fault in monitoring speed signal - Fault in monitoring ignition timing - Fault in monitoring fault response of the electronic accelerator pedal - Fault in monitoring A/D-converter for pedal value sensor signals
		Function monitoring protects the electronic accelerator pedal in order to rule out incorrect responses, such as sudden acceleration. The limp-home mode function is activated in the event of a fault Function monitoring in the ME-SFI control module operates in parallel and independent of the actual function computers. If the deviations between the function monitoring and function computer are too large, a fault is stored. Fault storage takes place for Distronic, ESP, ETC, stop lamp switch and selector lever module only when no faults are detected at the associated components and CAN signals.