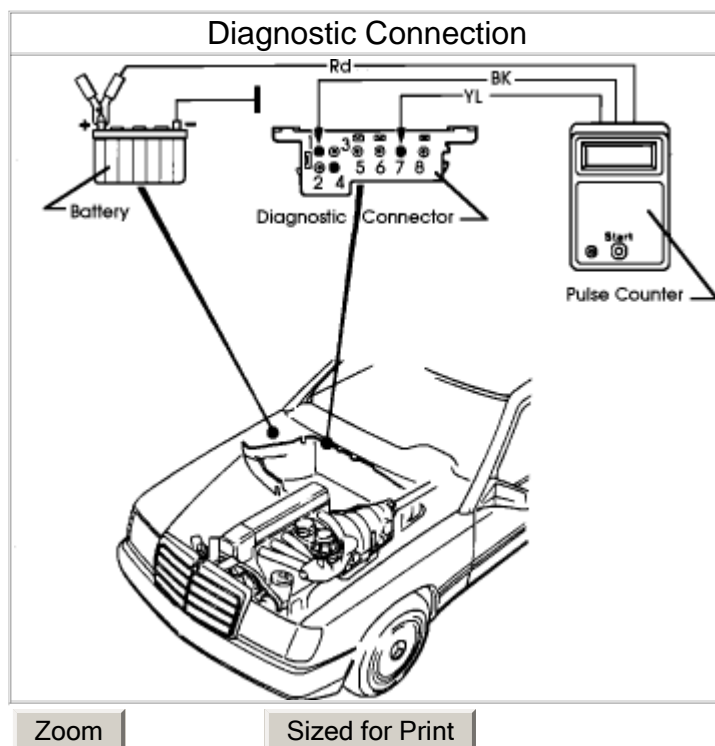


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[Vehicle Level](#) → [Heating and Air Conditioning](#) → [Testing and Inspection](#) → [Testing and Inspection Procedures](#) → [Automatic Air Conditioning \(Auto A/C\)](#) → [On Board Diagnosis](#) → [Connecting Test Equipment and Reading Diagnostic Trouble Codes](#) ←

Connecting Test Equipment and Reading Diagnostic Trouble Codes[Notes](#)

Testing with the impulse counter should be carried out for rapid fault diagnosis. The impulse counter output shows only existing faults, since the ACC system does not have memory capabilities. If one or more faults are indicated, repair as necessary and repeat the test. Be sure that fuse #7 is good, the battery voltage is between 11-14 volts and the temperature selector wheel is set to 22°C.

1. Connect the impulse counter to the on-board diagnostic connector.
 - Black lead of the impulse counter to socket 1
 - Yellow lead of the impulse counter to socket 7
 - Red lead of the impulse counter to battery positive terminal.
2. Turn the ignition to the "ON" position.

- The LED "U Batt" will be illuminated. If the LED "U BATT" does not illuminate, check for voltage between socket 1 of the on-board diagnostic connector and the positive terminal of the battery. If the voltage is not between 11-14 volts, check for an open circuit or loose ground connection.
 - Test for voltage between socket 7 and socket 1 of the diagnostic connector. The voltage should be 6 - 12 volts.
3. Depress the start button for 2 - 4 seconds.
- Fault codes will be indicated by the number in the impulse counter display window. Take note of the impulse display number.
 - Faults are displayed in ascending order.
 - The number 1 indicates that no faults are stored in memory.
 - During the impulse readout, The LED indicator in the fresh air/recirculation switch will blink.
4. Repeat step 3 until all faults are indicated. After all fault codes have been displayed, pushing the start button again for 2 - 4 seconds will repeat the fault code readout sequence.

Impulse Display Results (DTC's)	
Impulse display	Component
1	All functions "o.k."
2	Temperature sensor interior air, short circuit
3	Temperature sensor interior air, interruption
4	Temperature sensor outside air, short circuit
5	Temperature sensor outside air, interruption
6	Temperature sensor evaporator, short circuit
7	Temperature sensor evaporator, interruption
8	Temperature sensor heat exchanger, short circuit
9	Temperature sensor heat exchanger, interruption
12	Temperature sensor coolant, short circuit
13	Temperature sensor coolant, interruption
30	Circulating pump, short circuit
31	Mono valve, short circuit
33	Control unit compressor cutoff, short circuit
34	Auxiliary fan 2nd stage (activation), short circuit
50	Switchover valve defroster nozzle flaps (large lift), short circuit
51	Switchover valve defroster nozzle flaps (small lift), short circuit
52	Switchover valve footwell flaps, short circuit
54	Switchover valve center nozzle flap, short circuit
55	Switchover valve diverter air flap, short circuit
56	Switchover valve fresh/recirculated air flap (large lift), short circuit
57	Switchover valve fresh/recirculated air flap (small lift), short circuit

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IMPULSE (FAULT) DISPLAY RESULTS

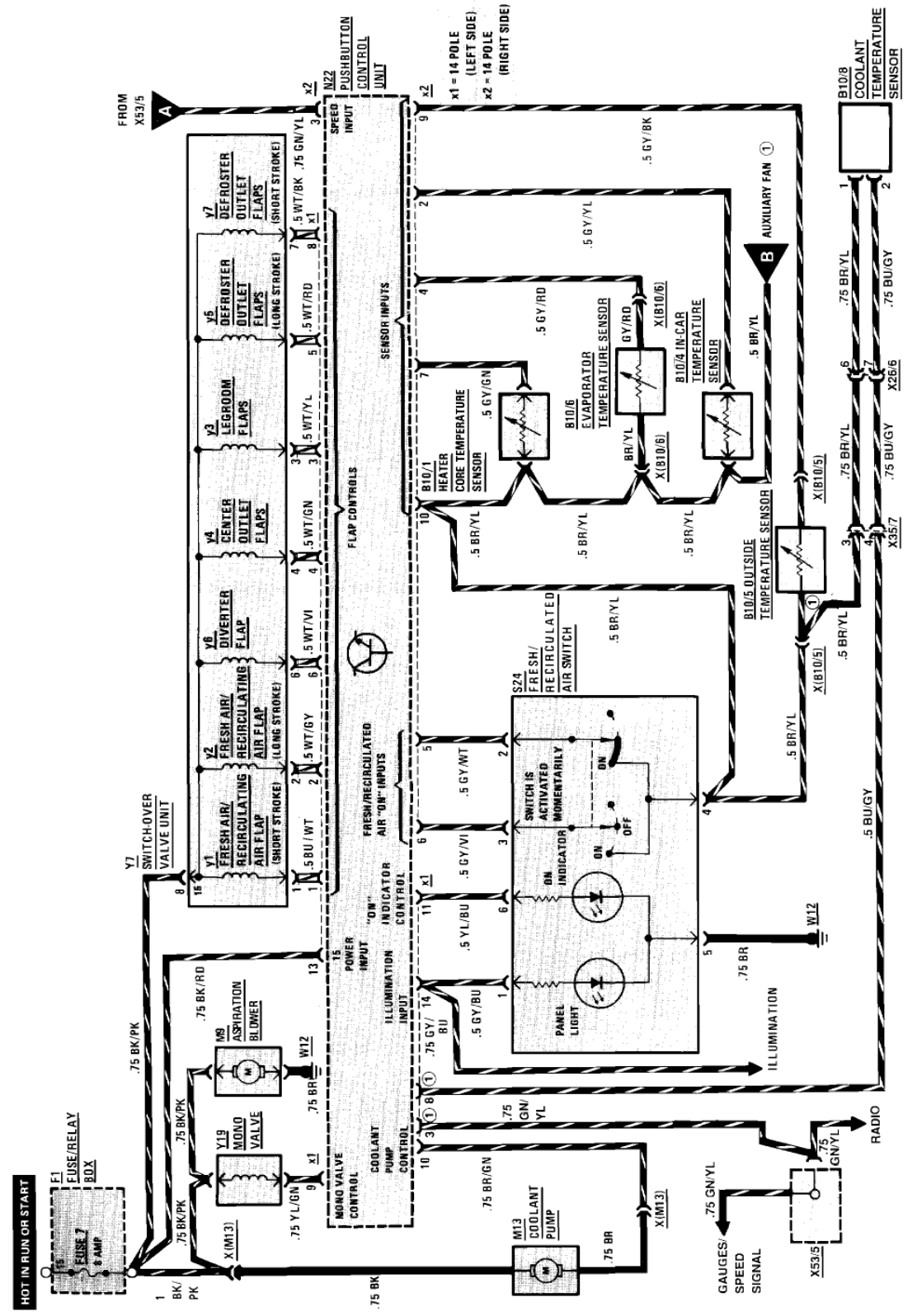
- Refer to the IMPULSE DISPLAY RESULTS, then proceed to **DIAGNOSTIC CHARTS** for specific diagnosis.
5. Repair the indicated faults. Be sure to turn the ignition switch to the "OFF" position before disconnecting connectors or components unless otherwise directed by testing procedures.

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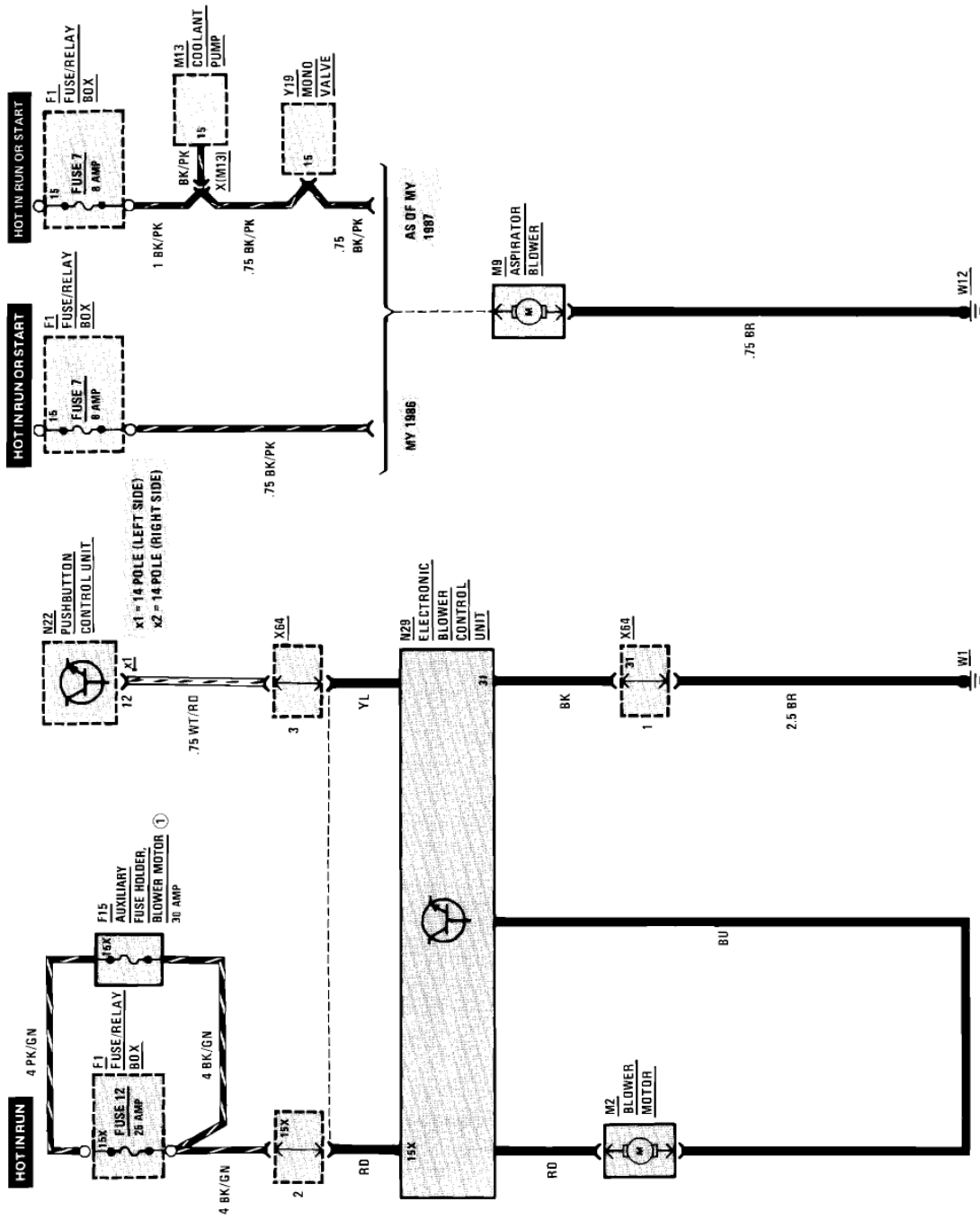
AUTOMATIC CLIMATE CONTROL AIR DELIVERY



REVISIONS: ① MODELS 400E/500E

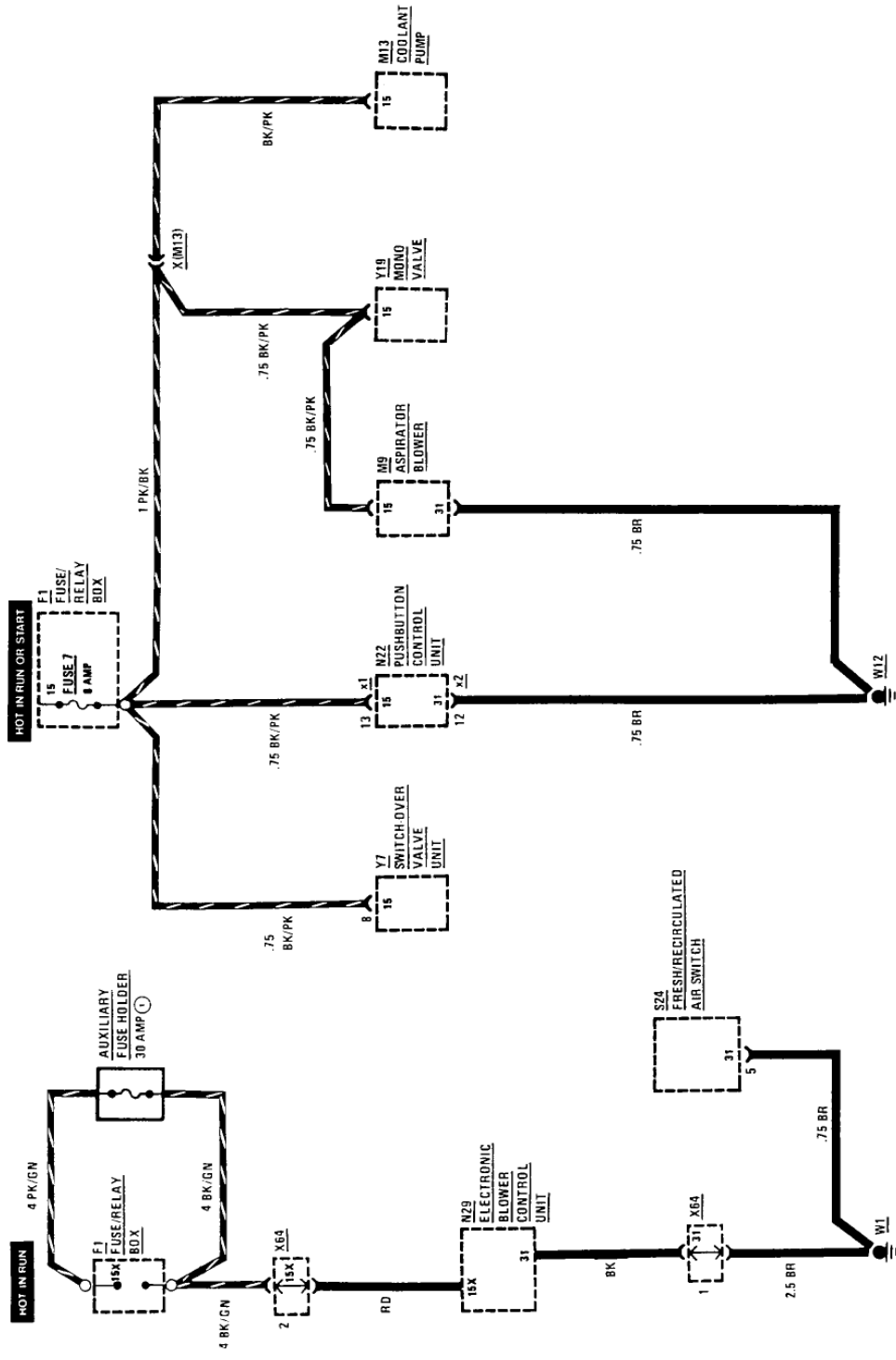
AUTOMATIC CLIMATE CONTROL BLOWER CONTROL

AS OF MY 1986



REVISIONS: ① AS OF CHASSIS END NUMBER A292112/F023505

AUTOMATIC CLIMATE CONTROL POWER AND GROUND DISTRIBUTION AS OF MY 1987



REVISIONS: ① AS OF CHASSIS END NUMBER A292112/F023505

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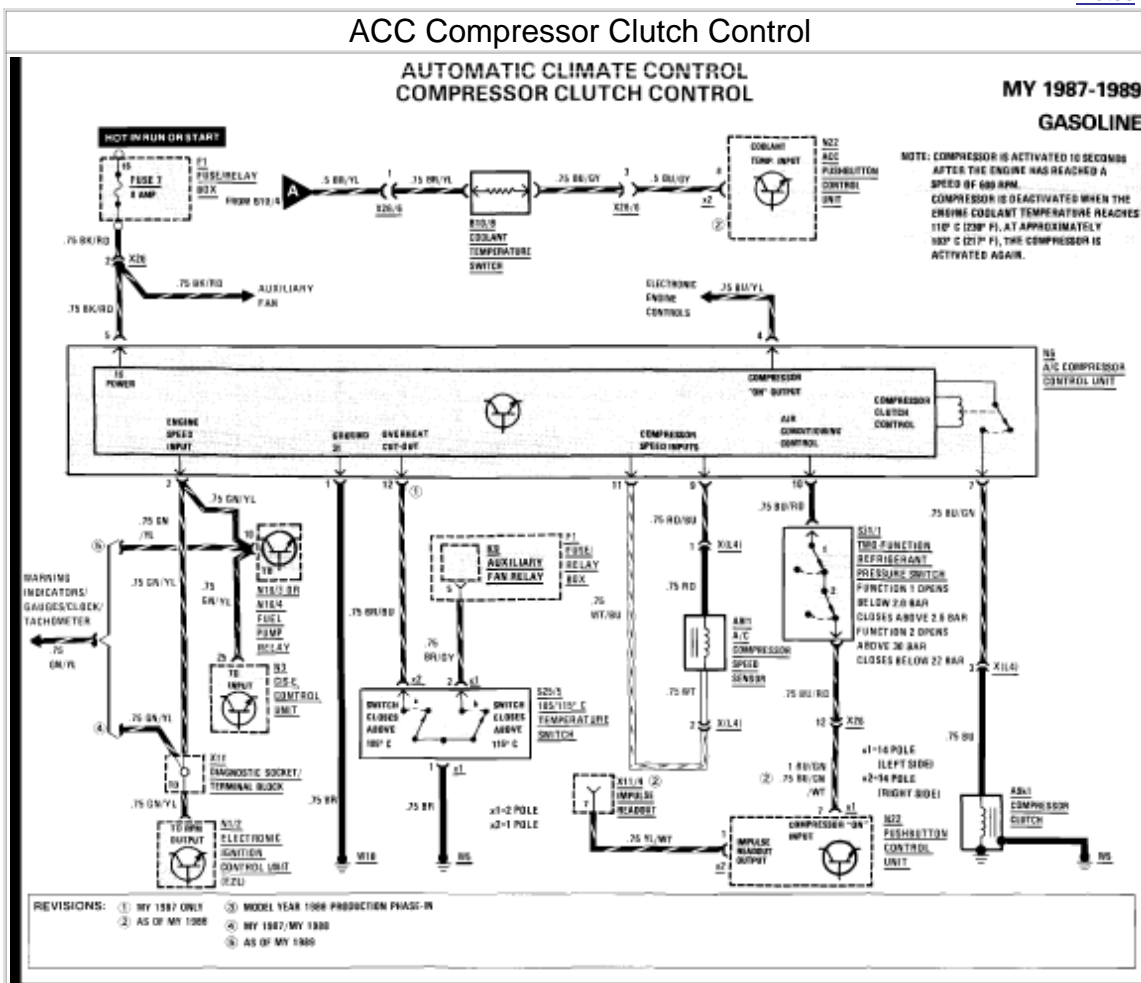
1988 Mercedes Benz 300CE (124 Chassis) L6-2960cc 3.0L SOHC (103)

Vehicle Level → Heating and Air Conditioning → Diagrams → Electrical Diagrams → Compressor Clutch Control ←

Compressor Clutch Control

Electrical Diagrams

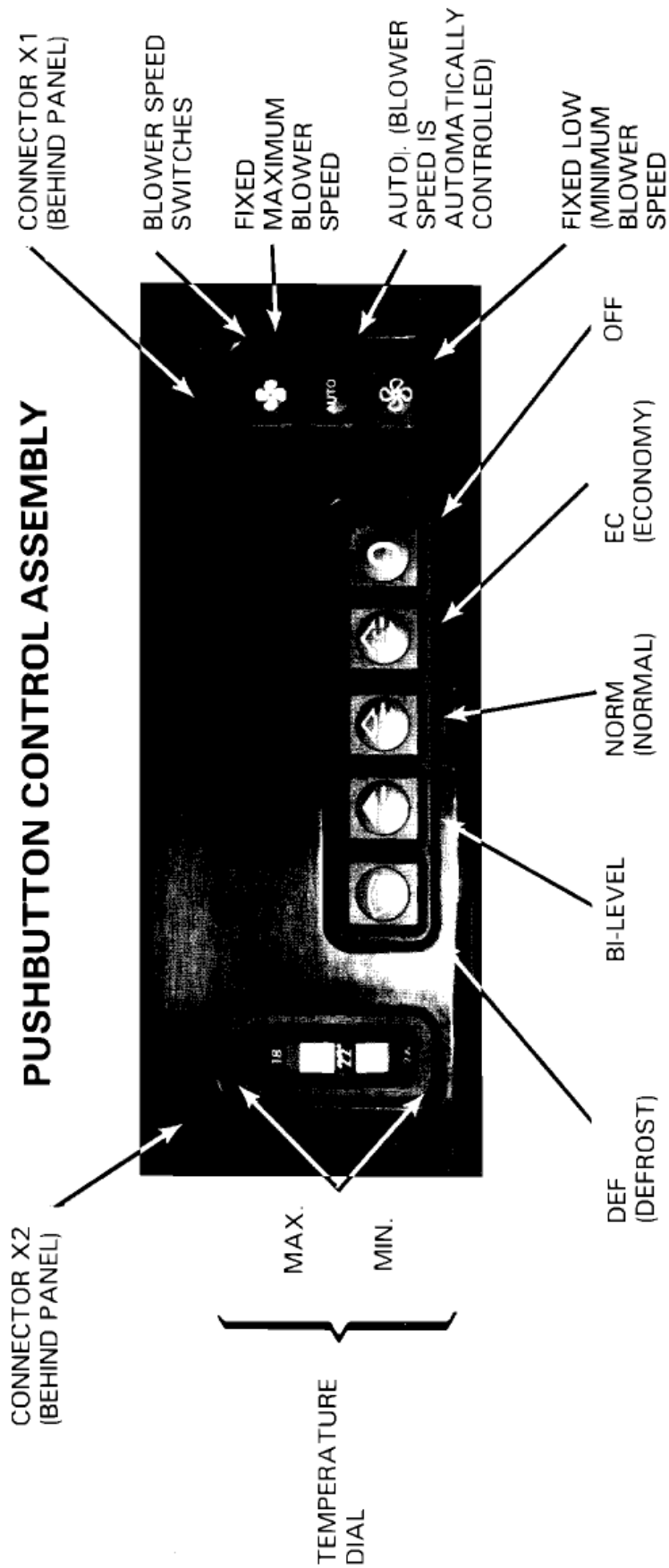
[Notes](#)



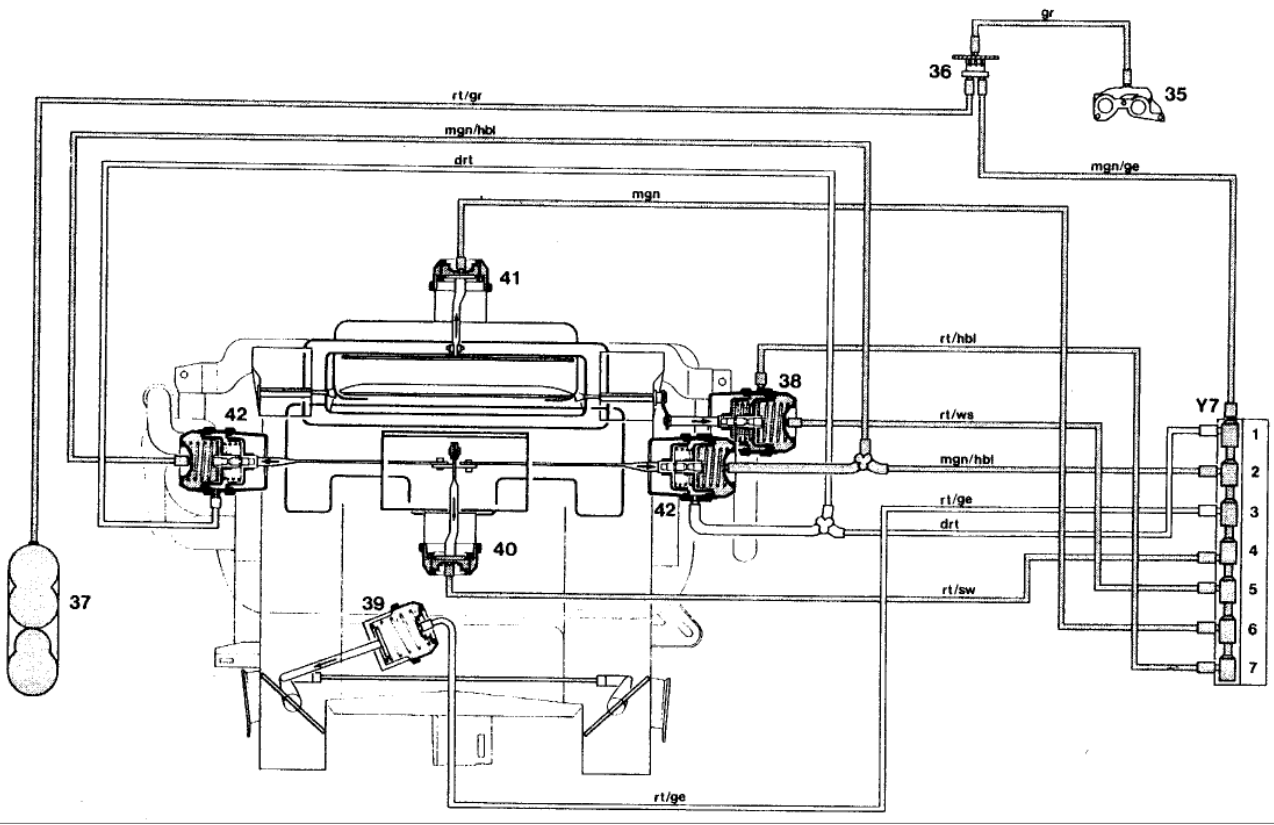
Zoom

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PUSHBUTTON CONTROL ASSEMBLY



NOTE: ONLY ONE FUNCTION IS TO BE SELECTED AT ANY ONE TIME



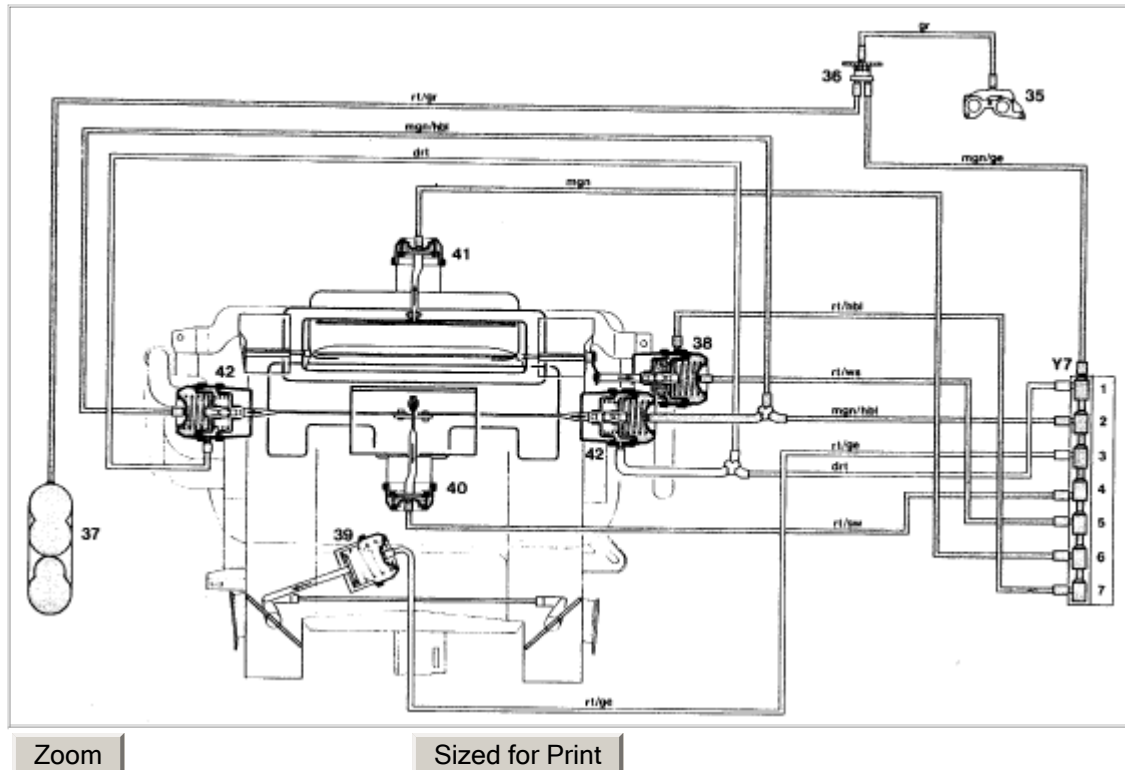
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Component Search:

OK


[Conversion Calculator](#)
1988 Mercedes Benz 300CE (124 Chassis) L6-2960cc 3.0L SOHC (103)
[Vehicle Level](#) → [Heating and Air Conditioning](#) → [Diagrams](#) → [Vacuum and Vapor Hose Diagrams](#) → [Automatic Climate Control](#) ←

Automatic Climate Control

[Notes](#)


Y7 [Switchover valve unit](#), 7-times

y1 [Switchover valve](#) for fresh/recirculation [air flap](#) (small lift*)

y2 [Switchover valve](#) for fresh/recirculation [air flap](#) (large lift*)

y3 [Switchover valve](#) for footwell flaps

y4 Switchover valve for center nozzle flap

y5 [Switchover valve](#) for defroster nozzle flaps (large lift*)

y6 [Switchover valve](#) for diverter [air flap](#)

- y7 Switchover valve for defroster nozzle flaps (small lift*)
- 35 Vacuum connection to intake manifold
- 36 Check Valve
- 37 Vacuum Reservoir (except on diesel models)
- 38 [Vacuum element](#) for defroster nozzle flaps
- 39 Vacuum element for footwell flaps
- 40 Vacuum element for center nozzle flap
- 41 [Vacuum element](#) for diverter [air flap](#)
- 42 Vacuum element for fresh/recirculation air flap

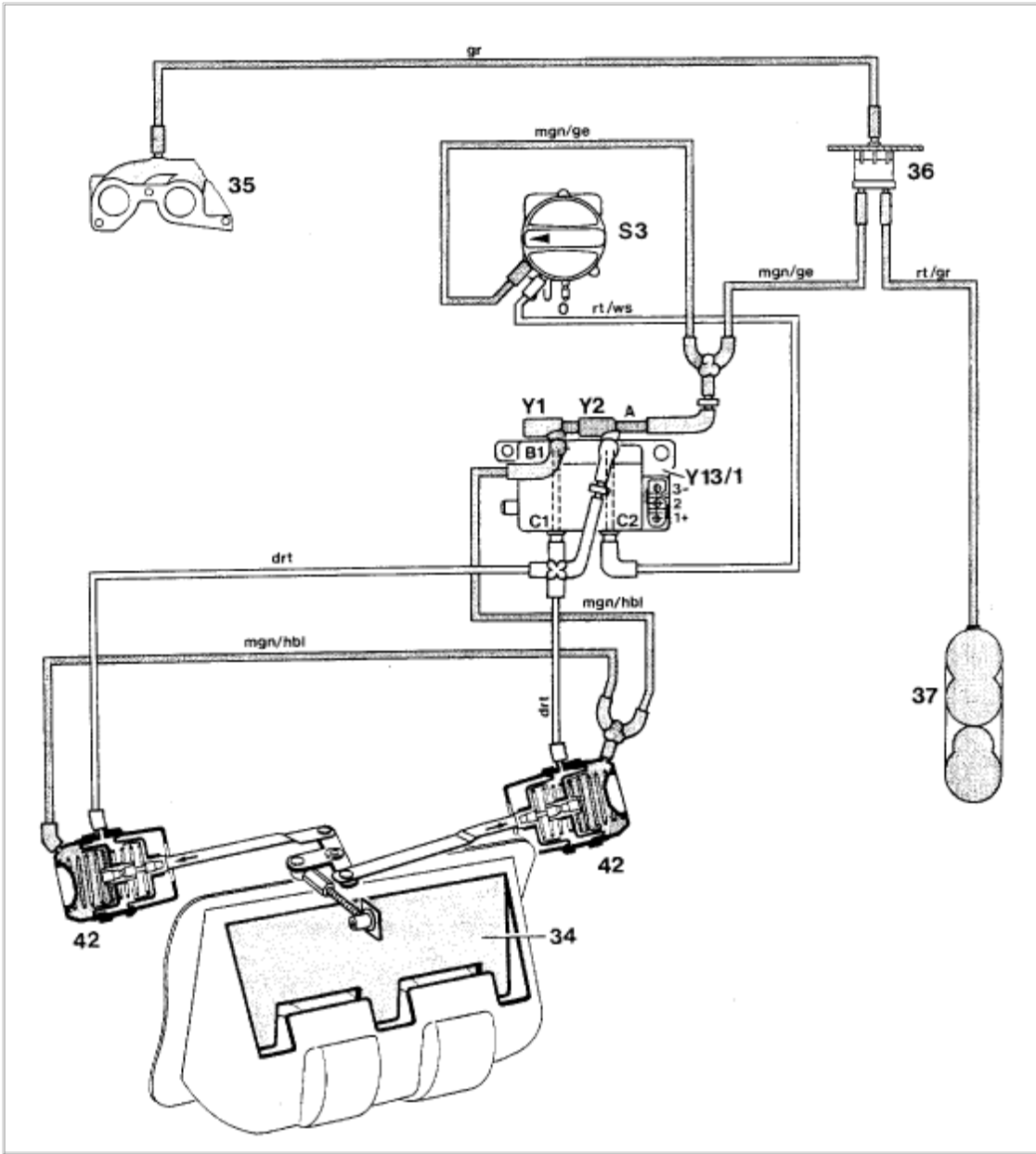
Color Code :

- bl = blue
- hbl = light blue
- drt = dark red
- ge = yellow
- mgn = medium green
- gr = gray
- rt = red
- ws = white
- sw = black
- dgn = dark green

* small lift = short stroke, large lift = long stroke

- S3 Blower switch (Air quantity switch)
- Y13 [Switchover valve](#), fresh air/recirculated [air flap](#)
- 34 Fresh/recirculated air flap
- 35 Vacuum connection on intake manifold
- 36 Check valve
- 37 Vacuum supply tank (except diesel models)
- 42 2-stage [vacuum element](#) for fresh/recirculated [air flap](#)

From 09/87 to 07/91



Zoom

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