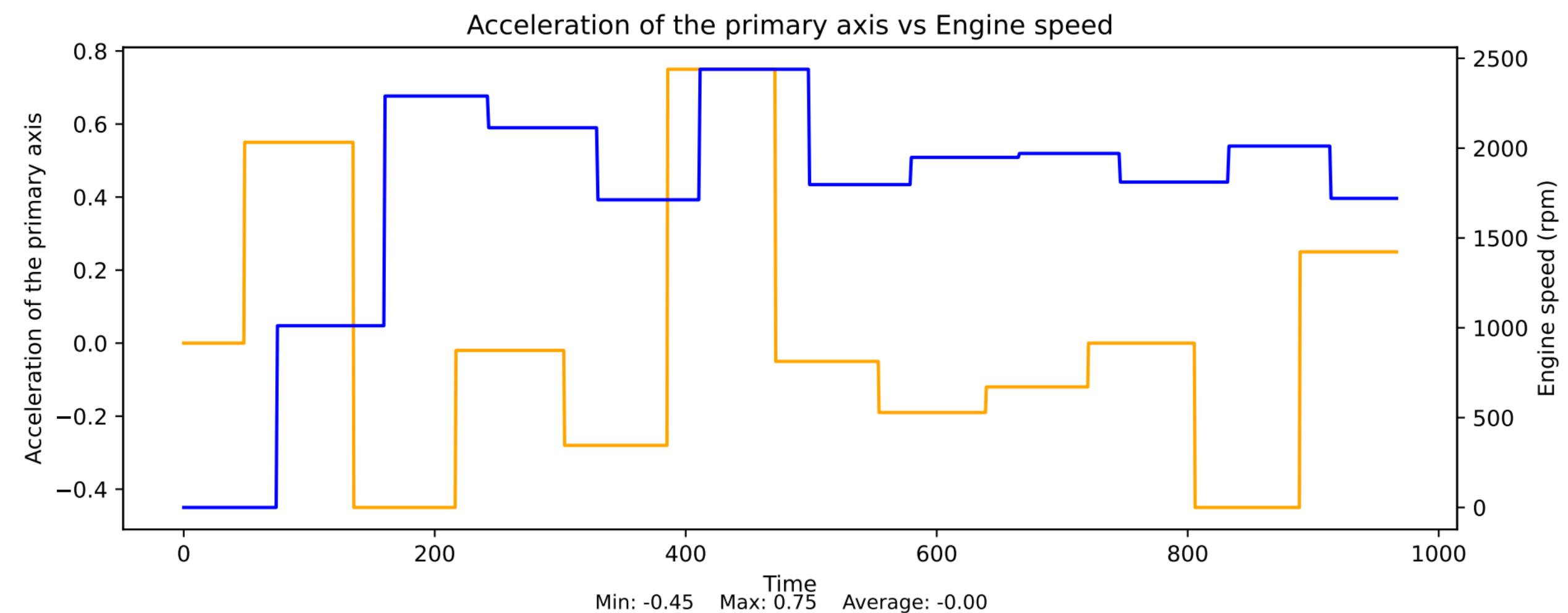
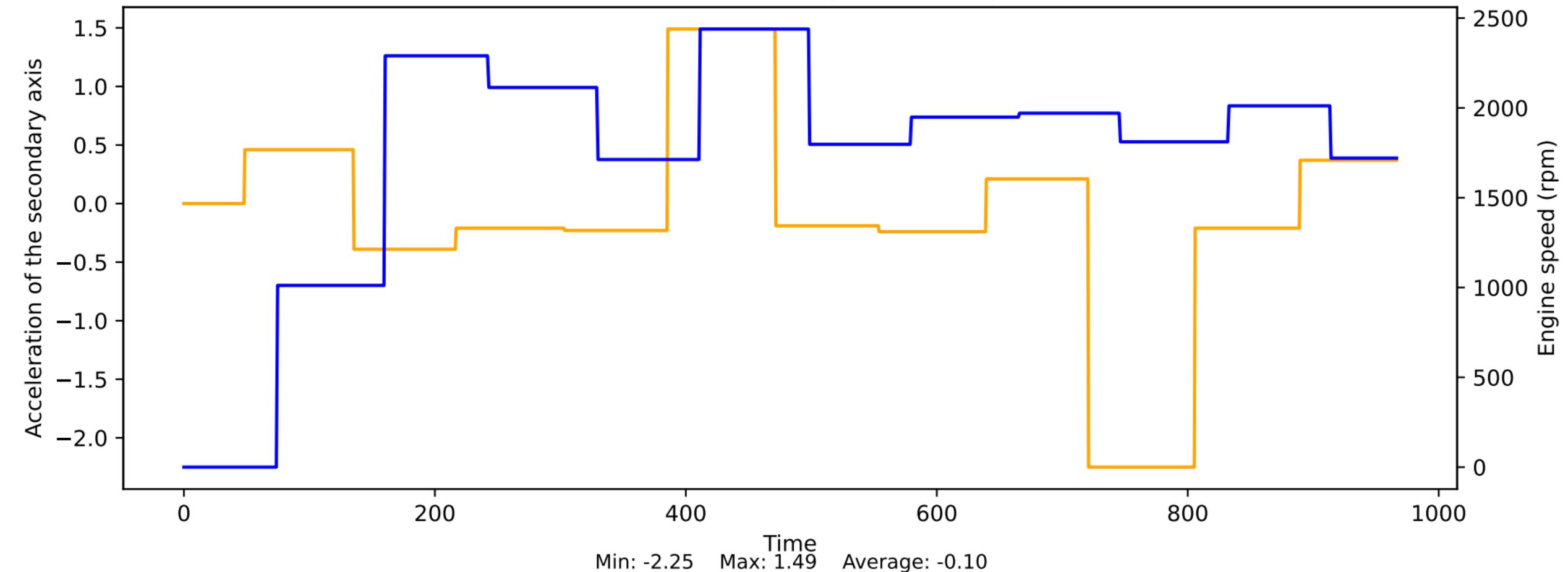


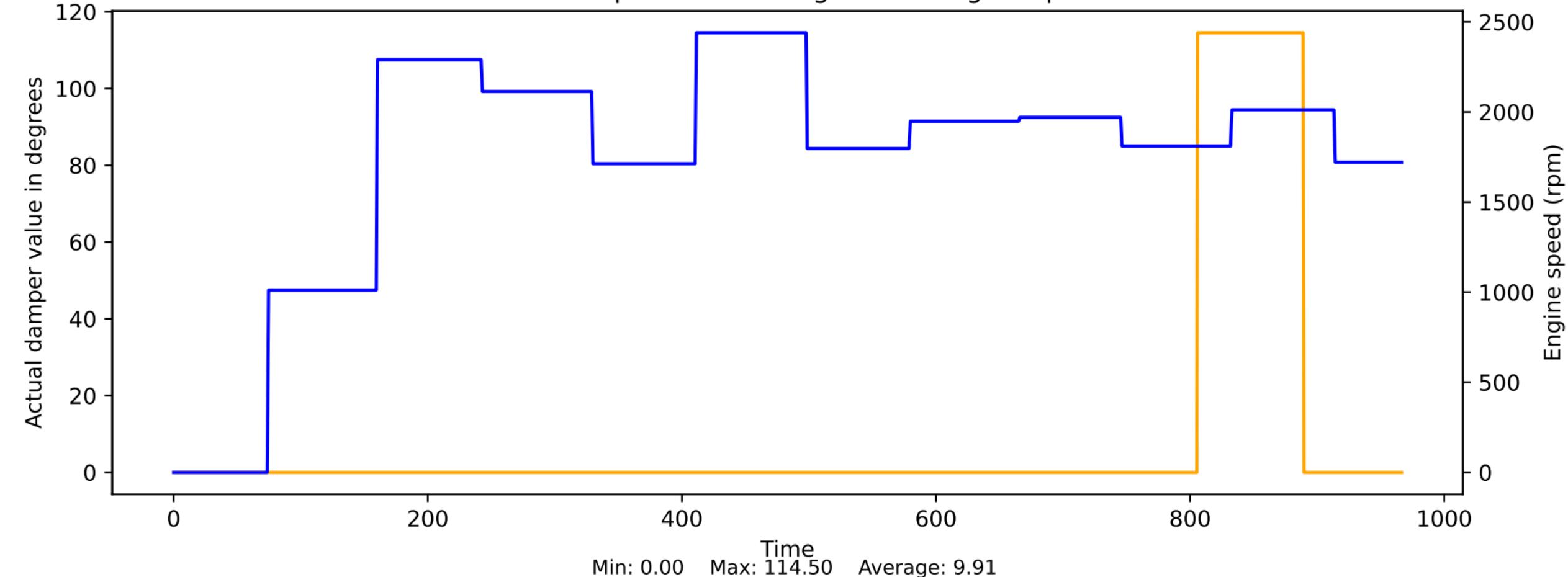
# Acceleration of the primary axis vs Engine speed



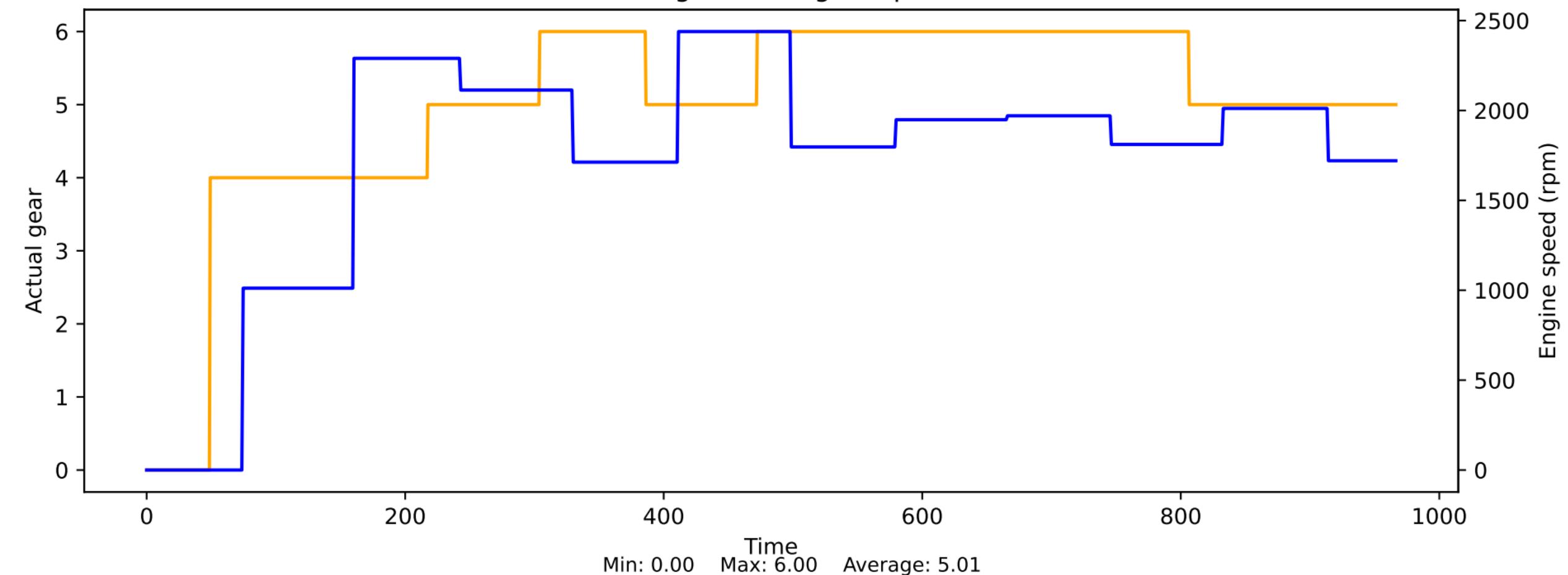
## Acceleration of the secondary axis vs Engine speed



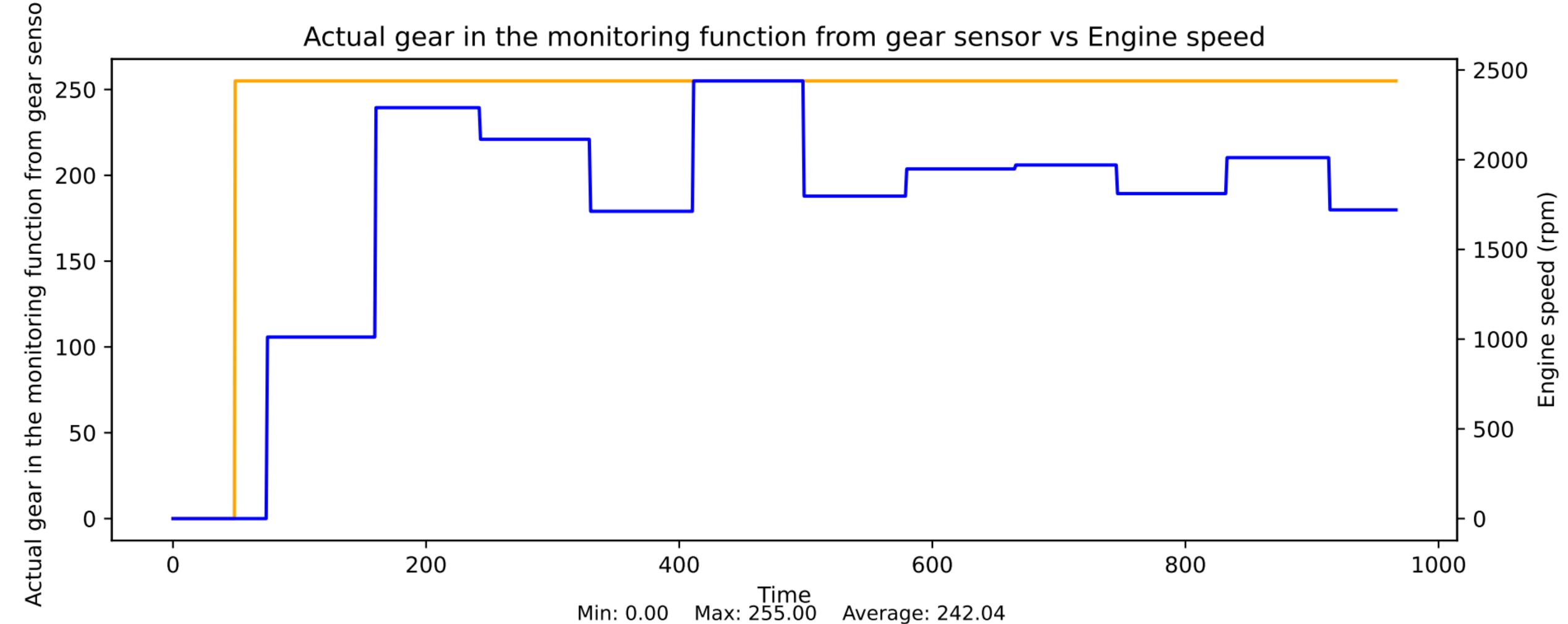
Actual damper value in degrees vs Engine speed



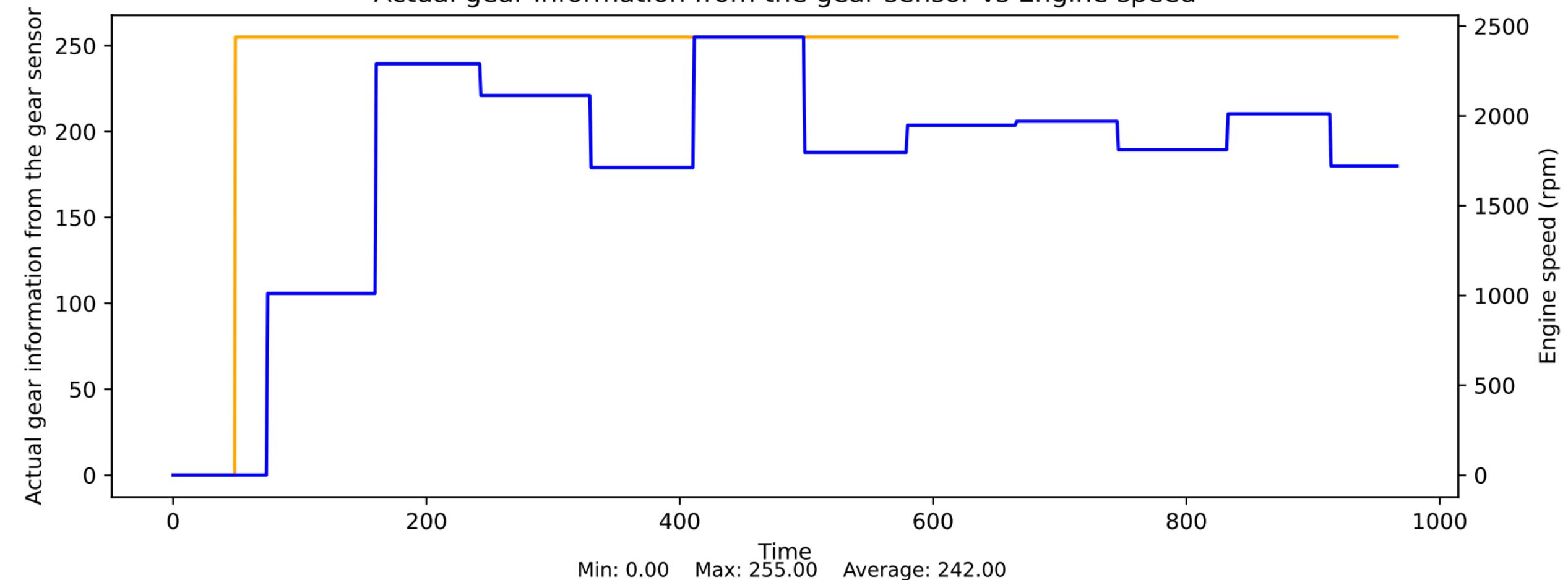
### Actual gear vs Engine speed



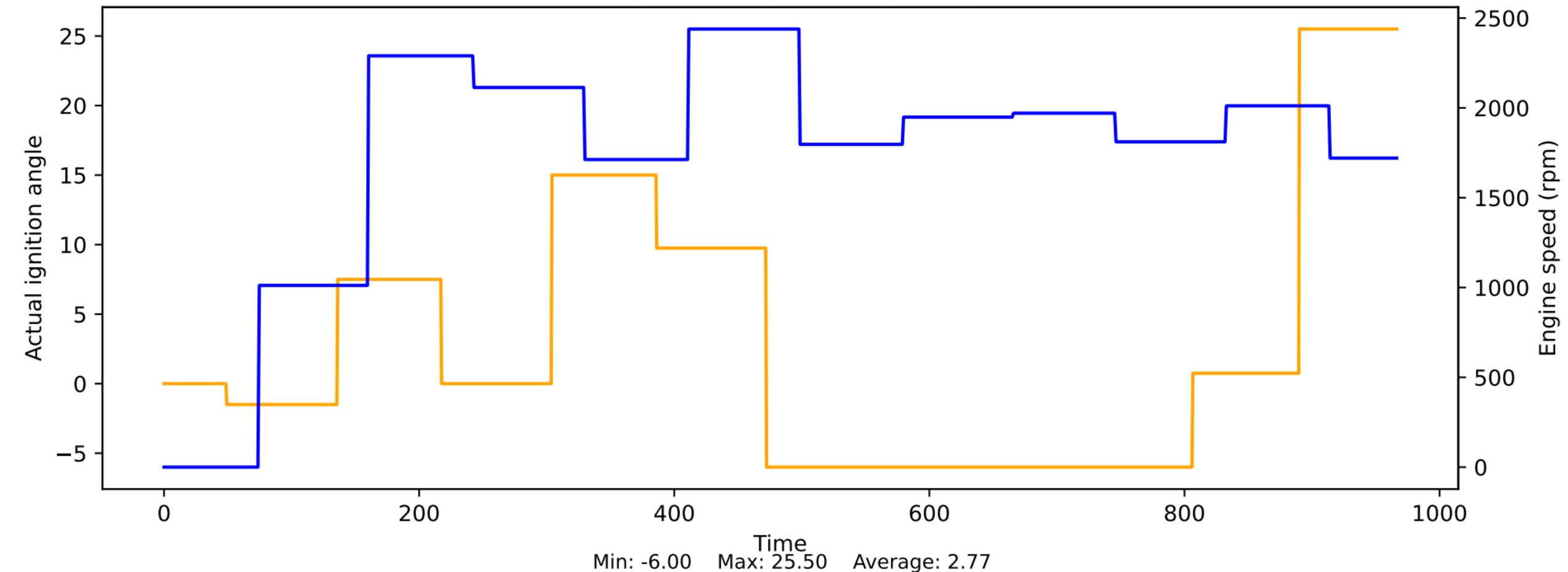
Actual gear in the monitoring function from gear sensor vs Engine speed



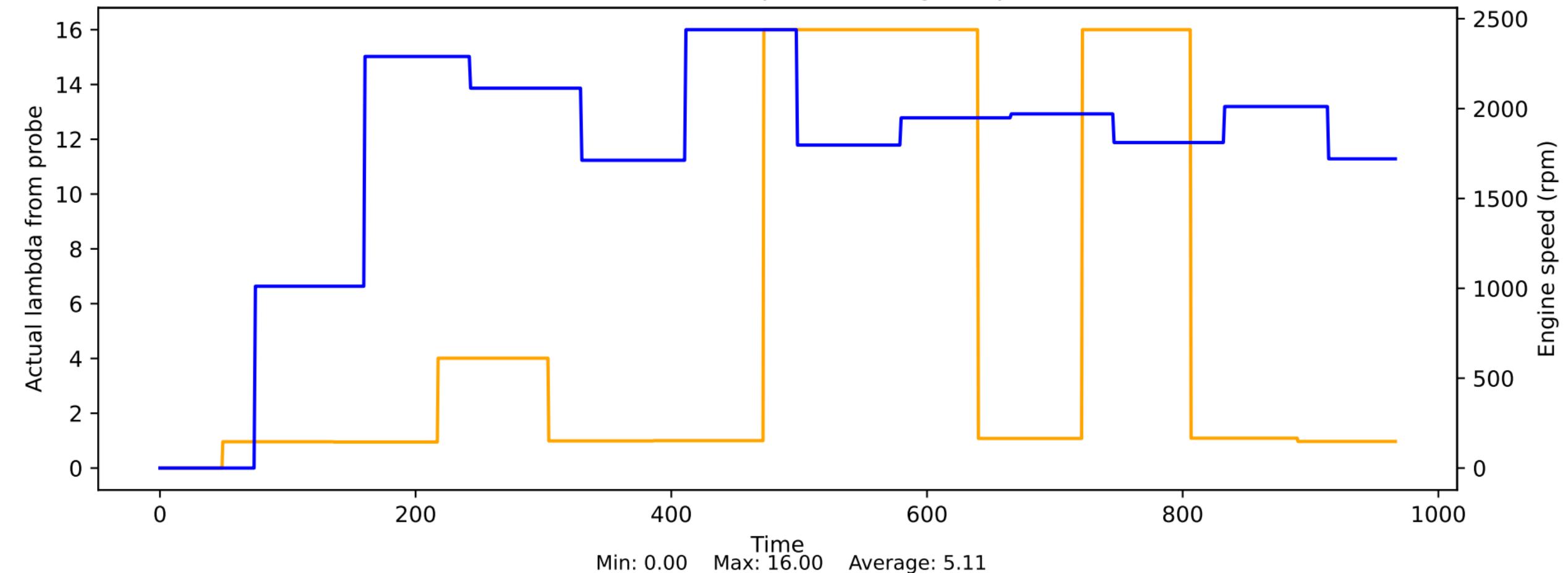
Actual gear information from the gear sensor vs Engine speed



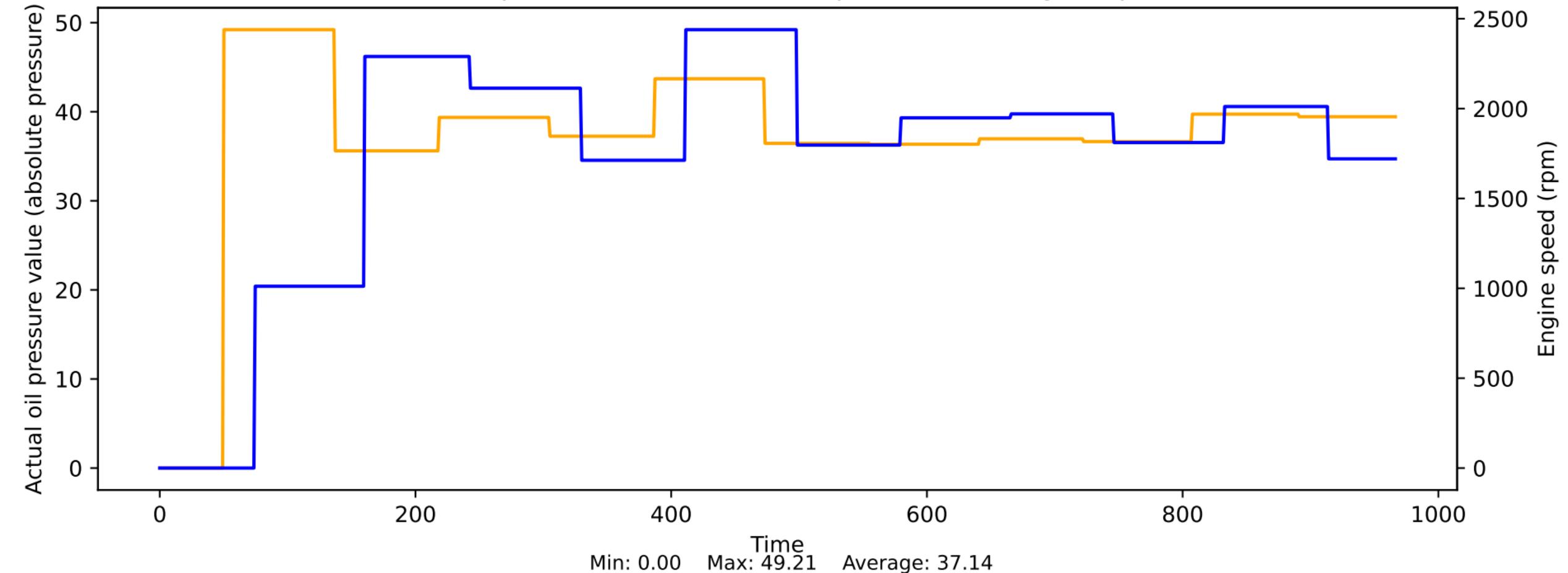
### Actual ignition angle vs Engine speed



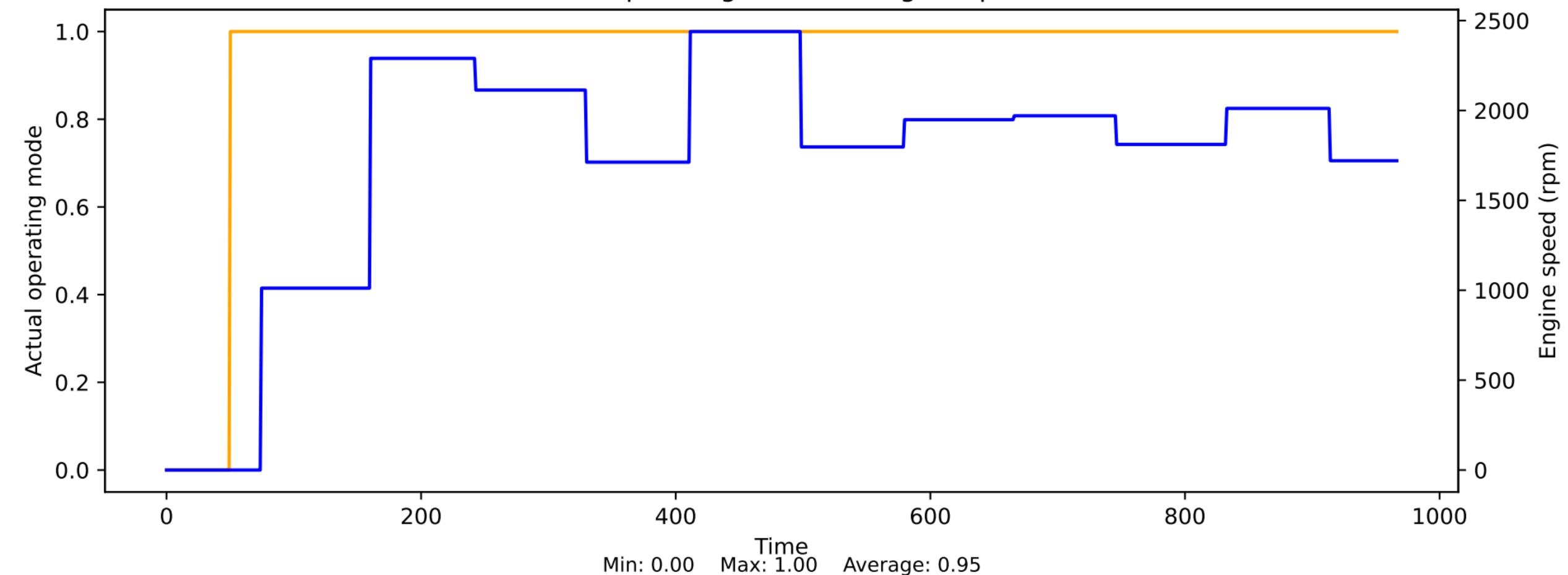
### Actual lambda from probe vs Engine speed



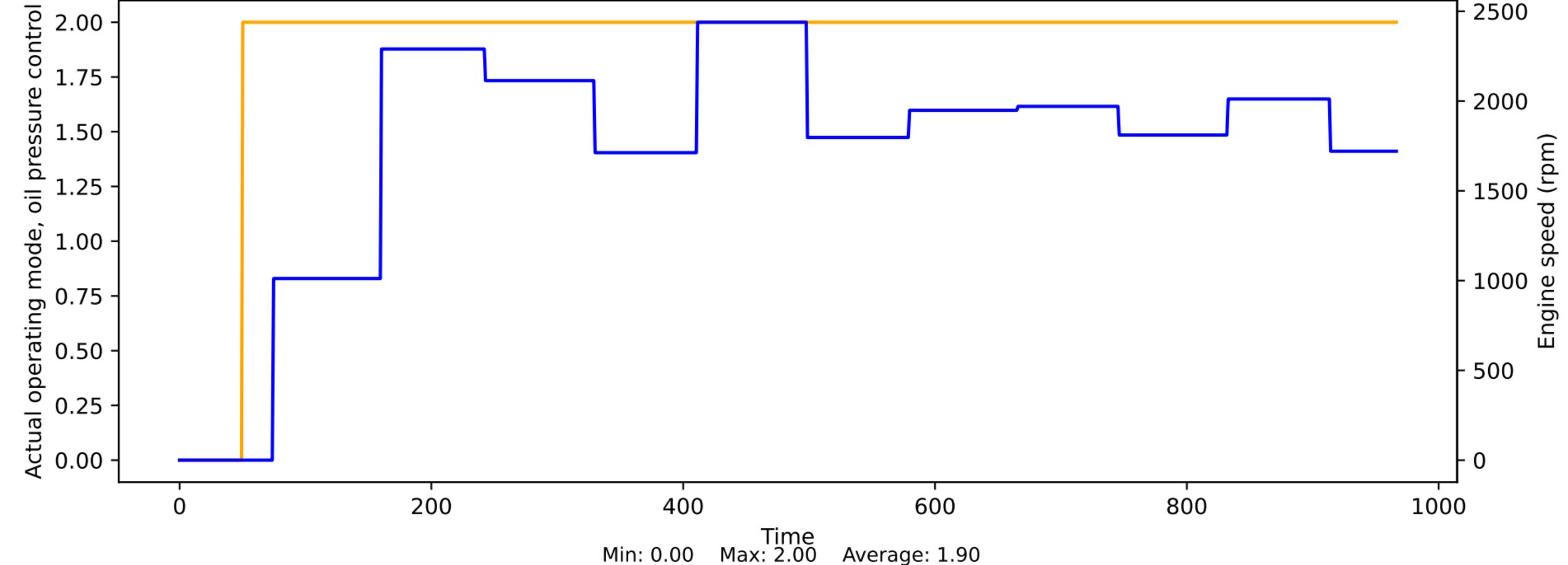
Actual oil pressure value (absolute pressure) vs Engine speed



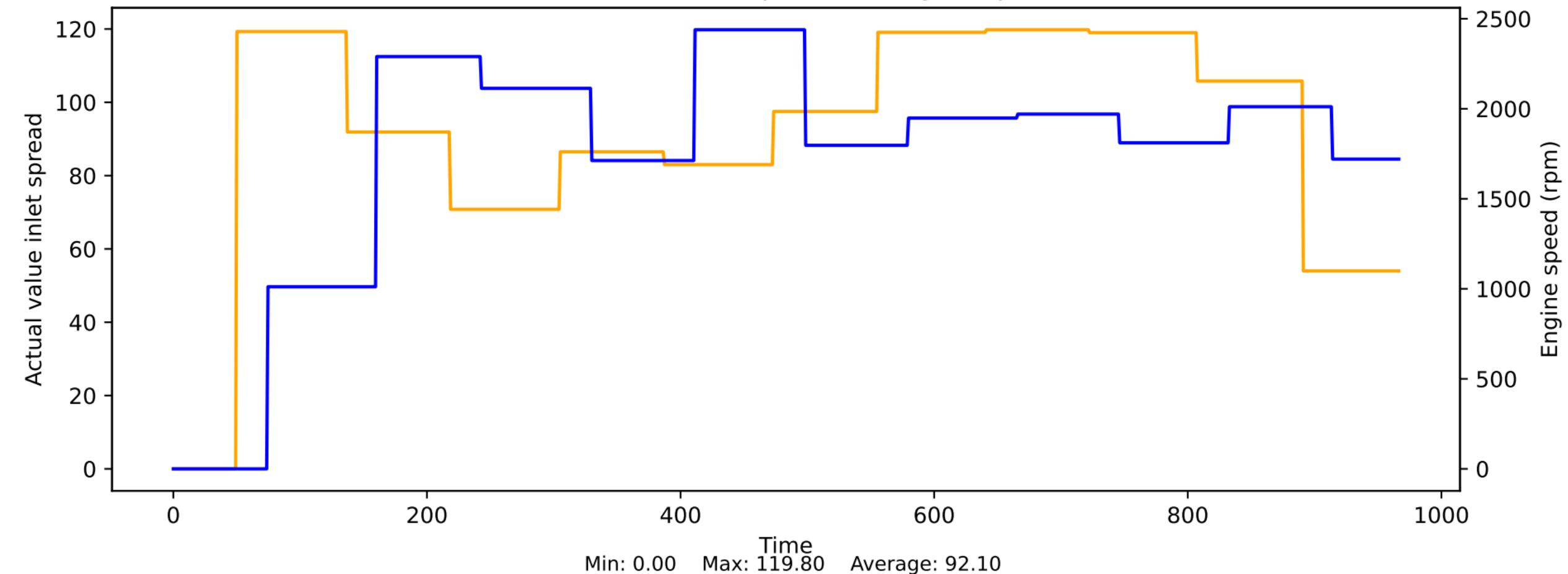
## Actual operating mode vs Engine speed



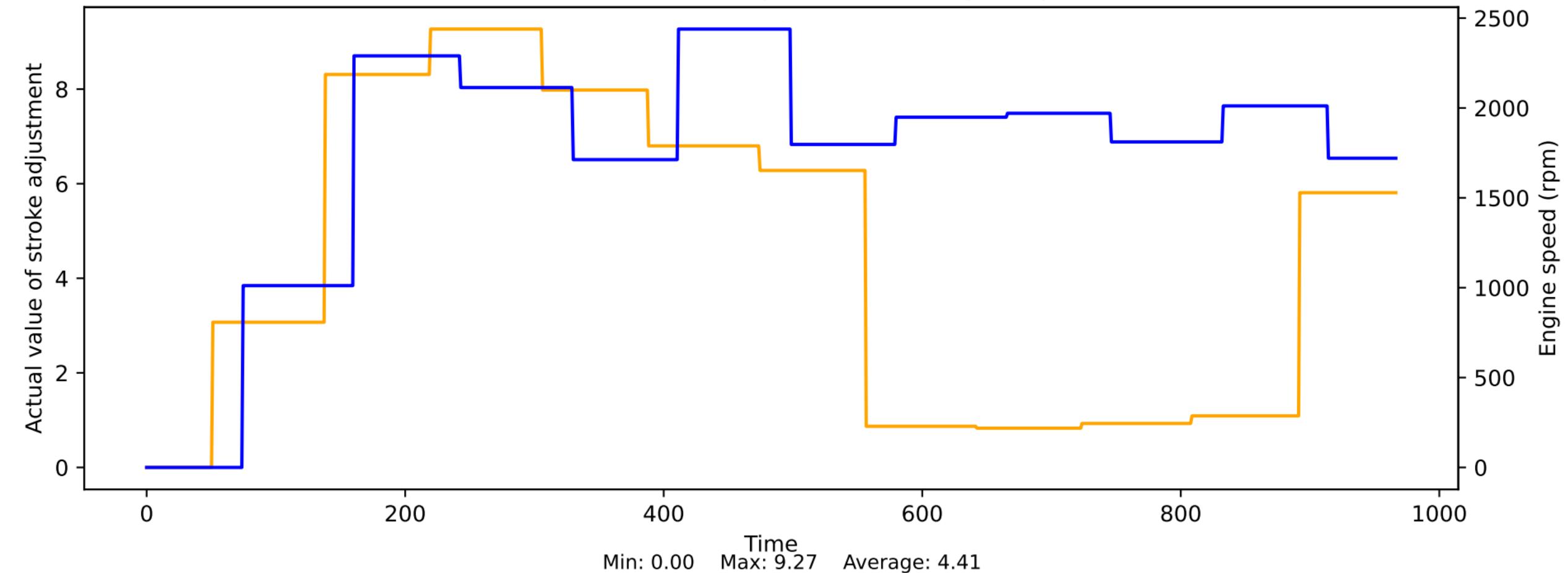
### Actual operating mode, oil pressure control vs Engine speed



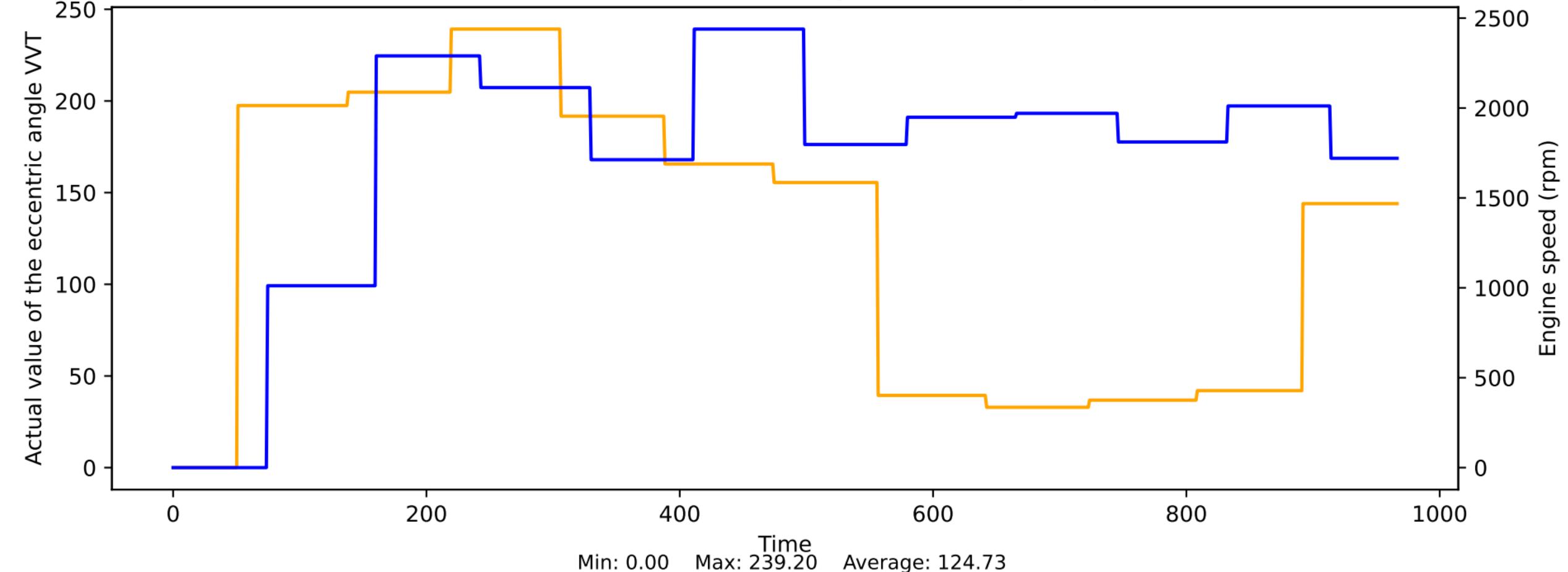
### Actual value inlet spread vs Engine speed



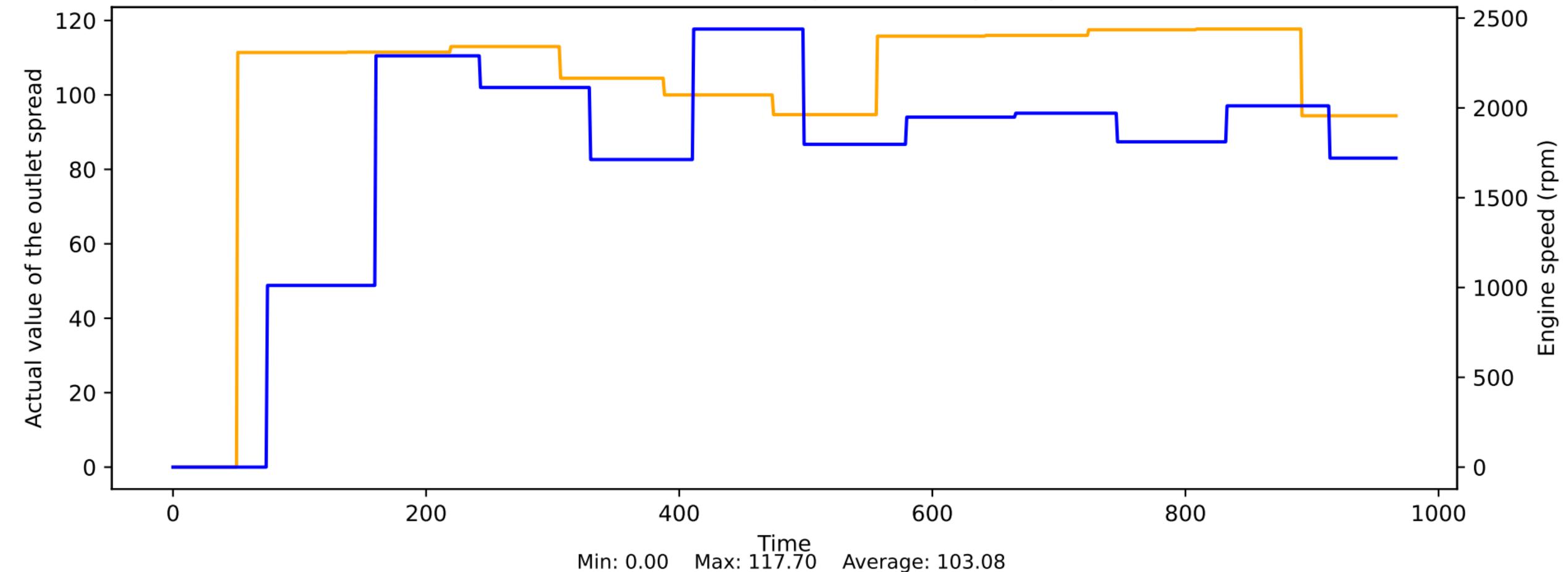
### Actual value of stroke adjustment vs Engine speed



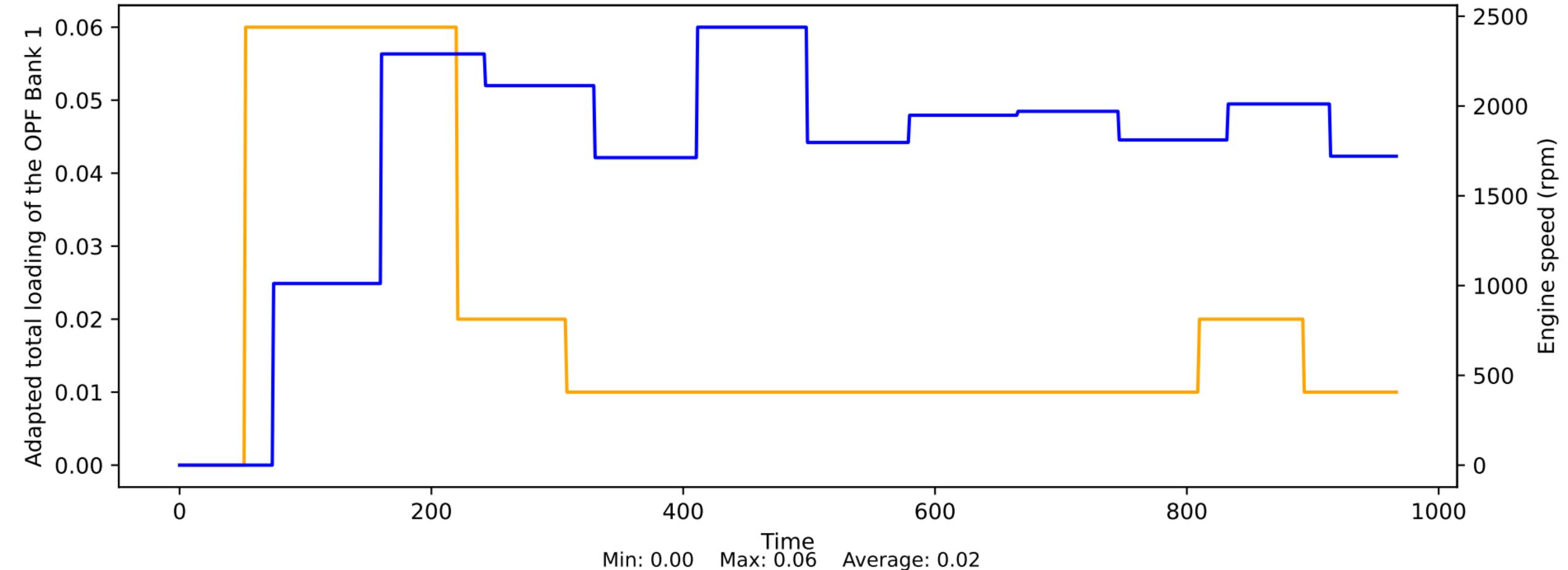
Actual value of the eccentric angle VVT vs Engine speed



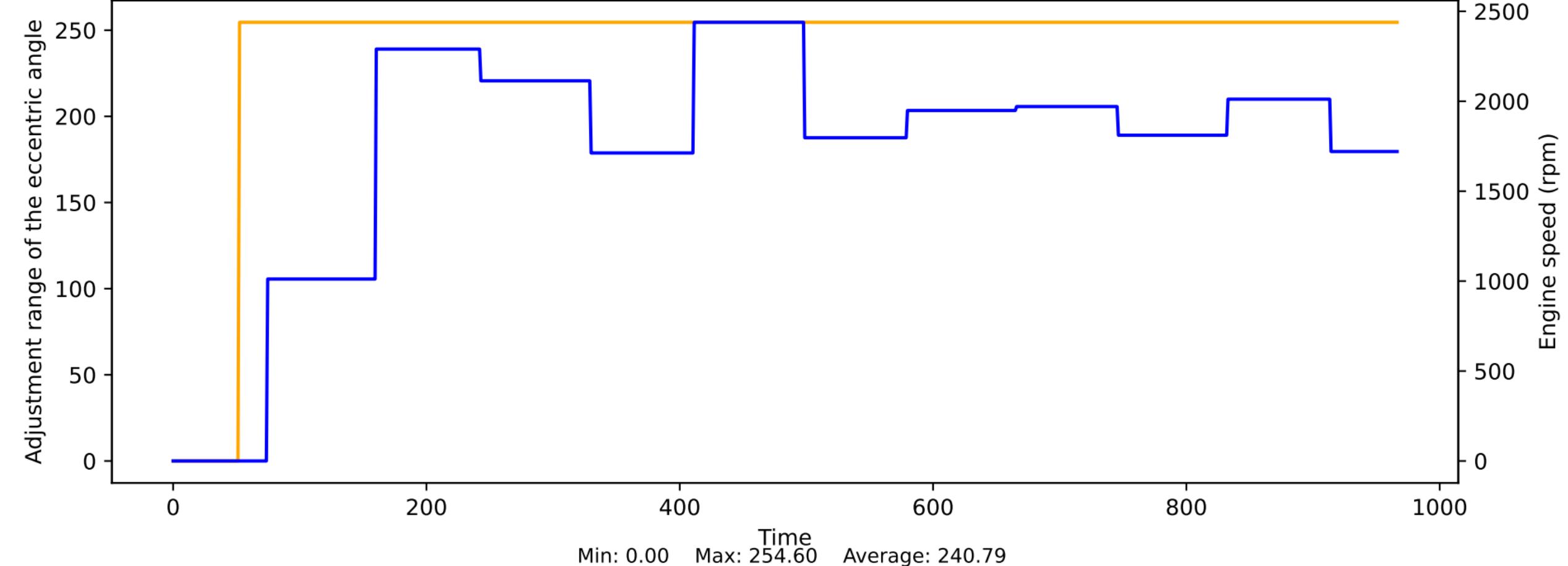
Actual value of the outlet spread vs Engine speed



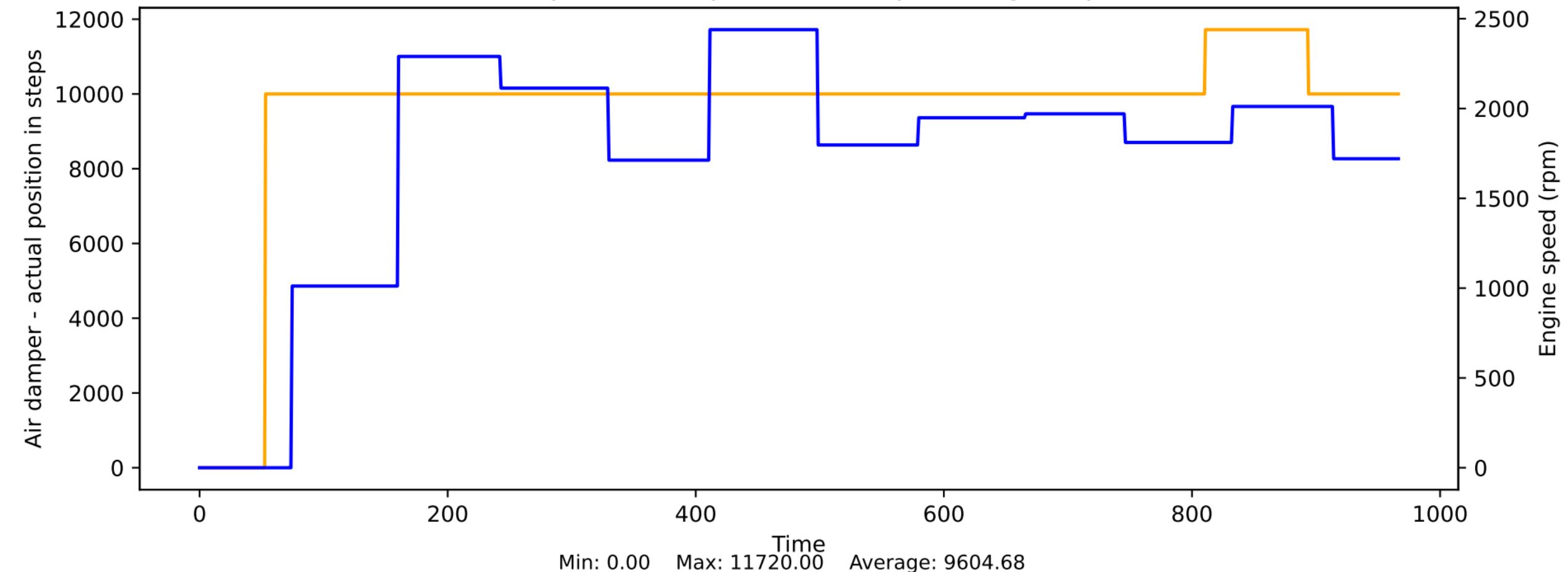
Adapted total loading of the OPF Bank 1 vs Engine speed



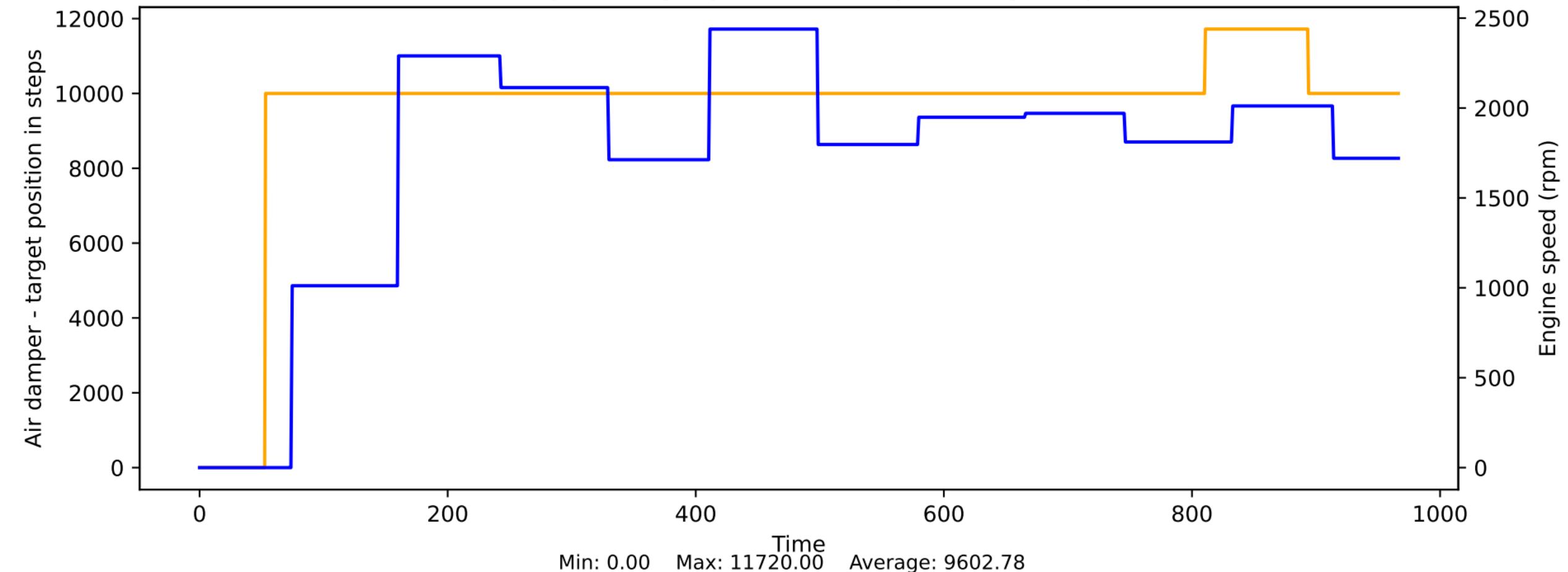
## Adjustment range of the eccentric angle vs Engine speed



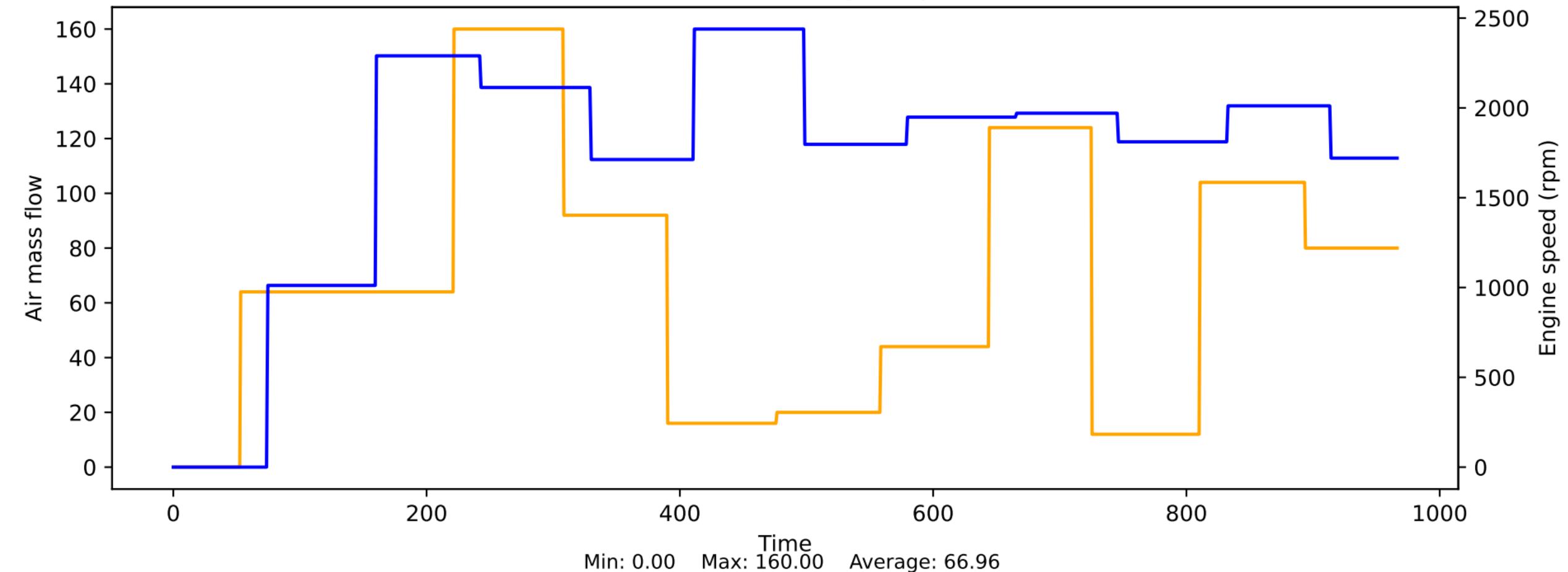
# Air damper - actual position in steps vs Engine speed



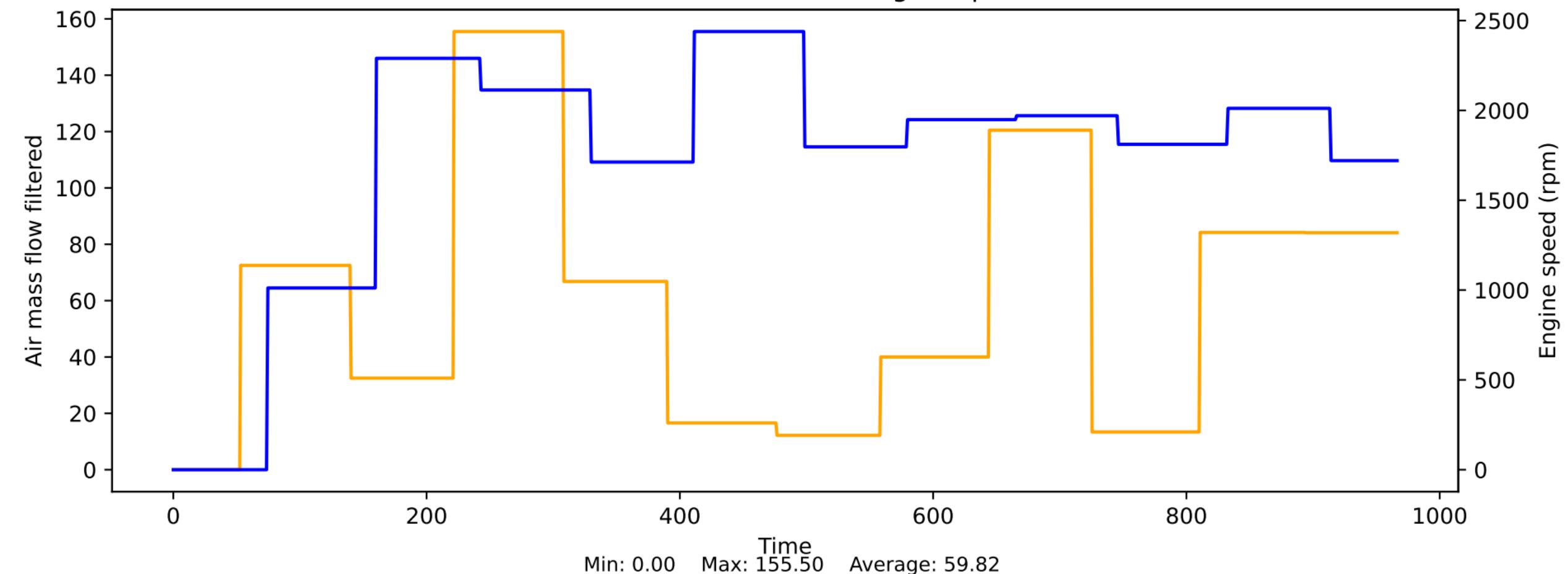
### Air damper - target position in steps vs Engine speed



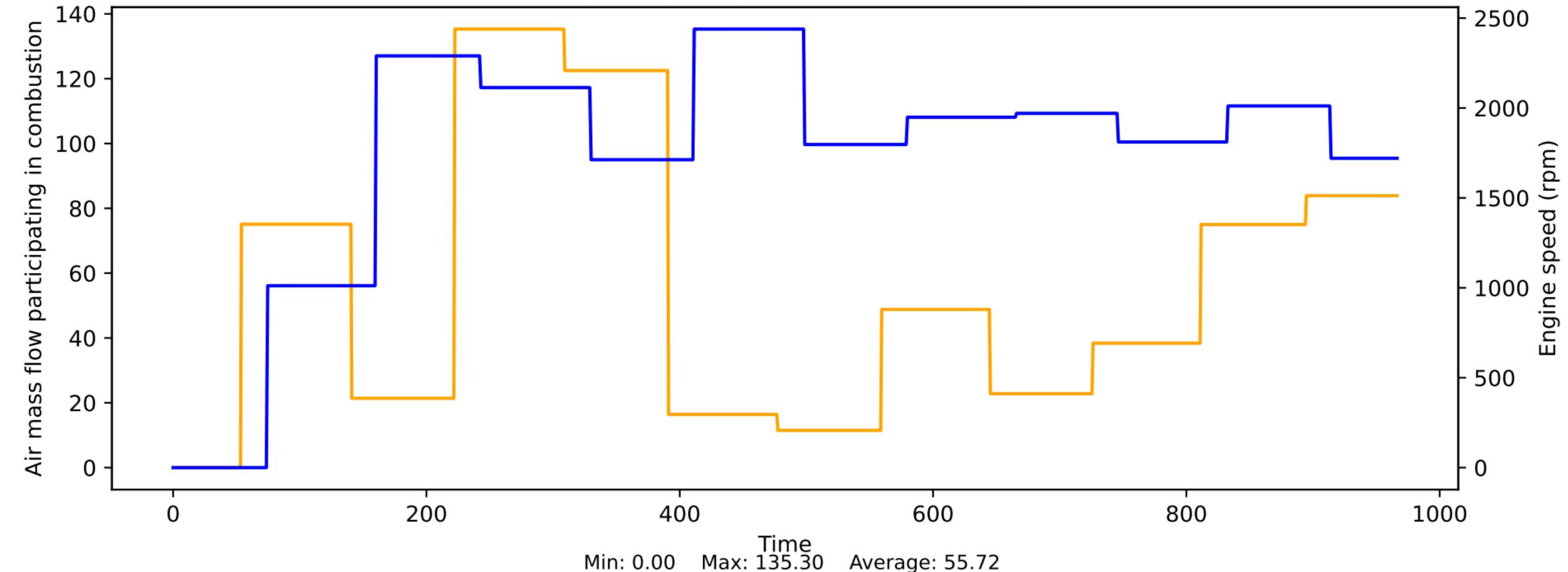
### Air mass flow vs Engine speed



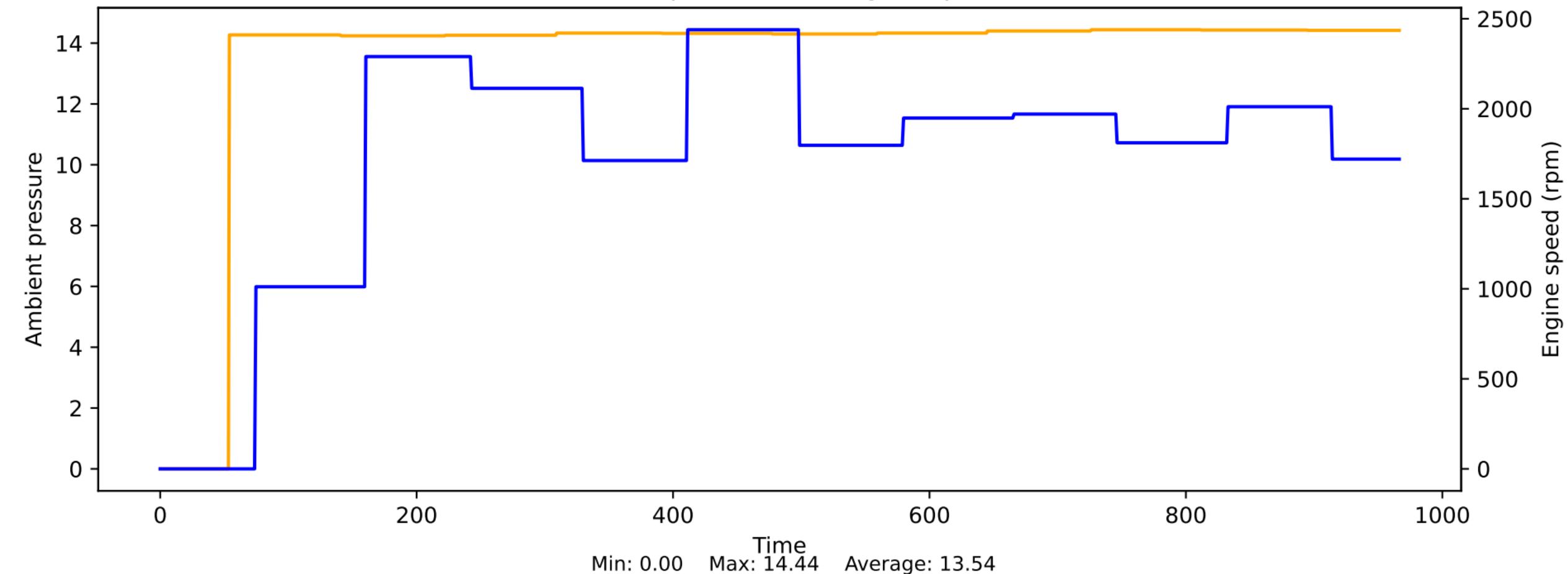
### Air mass flow filtered vs Engine speed



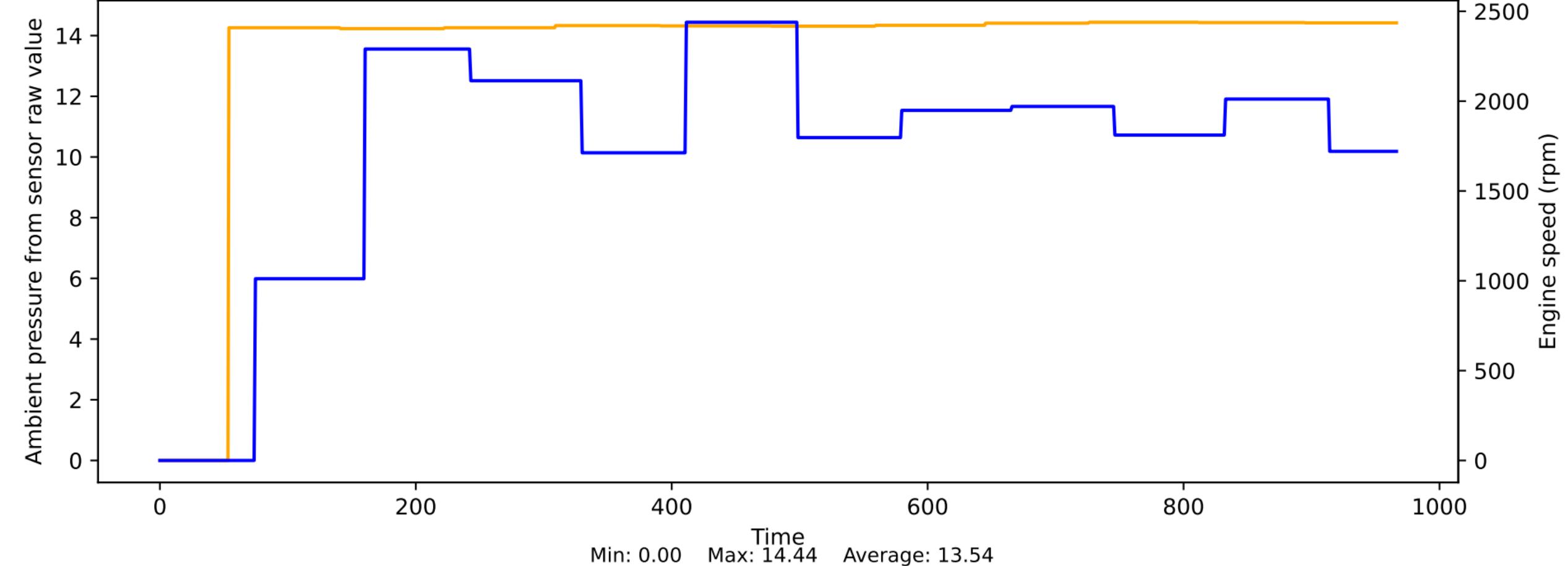
## Air mass flow participating in combustion vs Engine speed



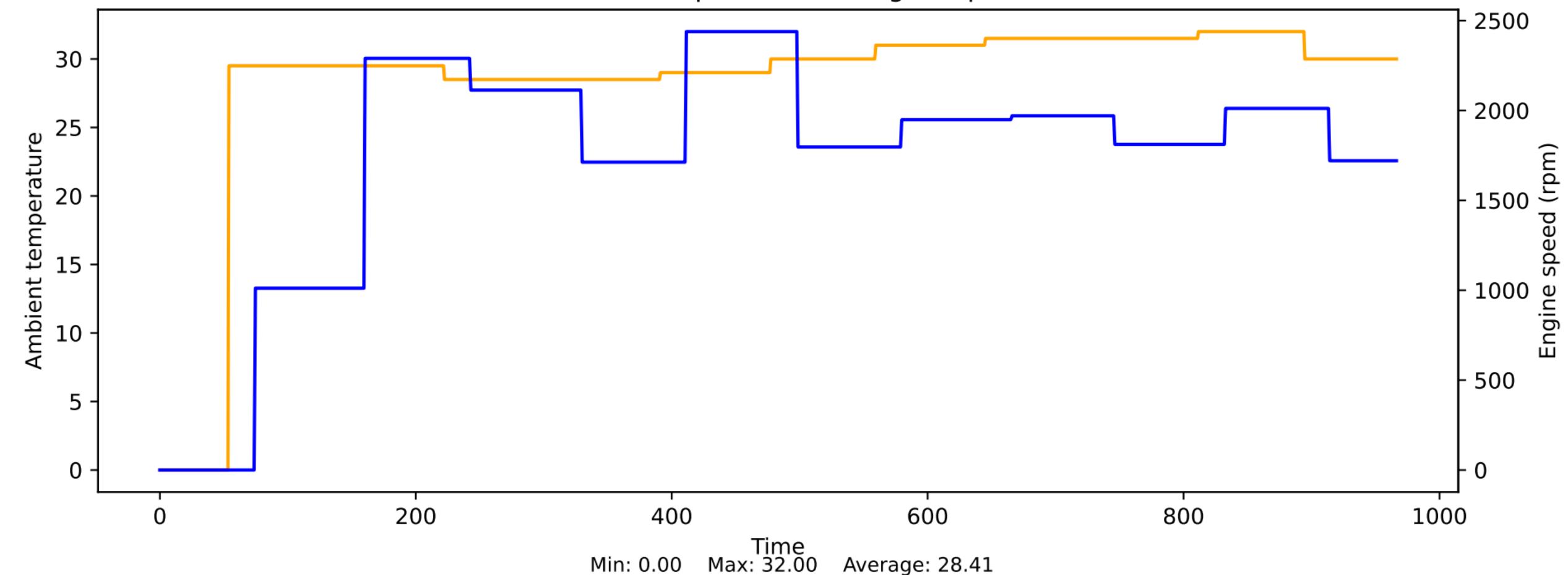
### Ambient pressure vs Engine speed



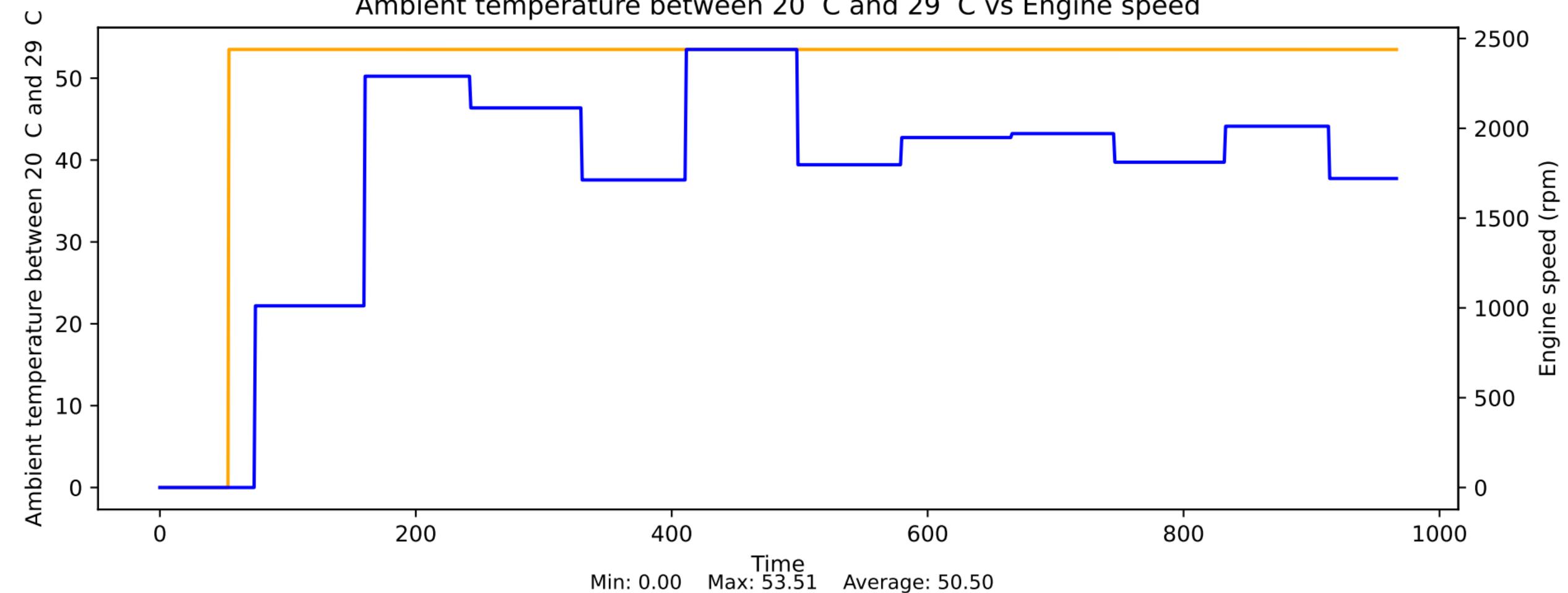
### Ambient pressure from sensor raw value vs Engine speed



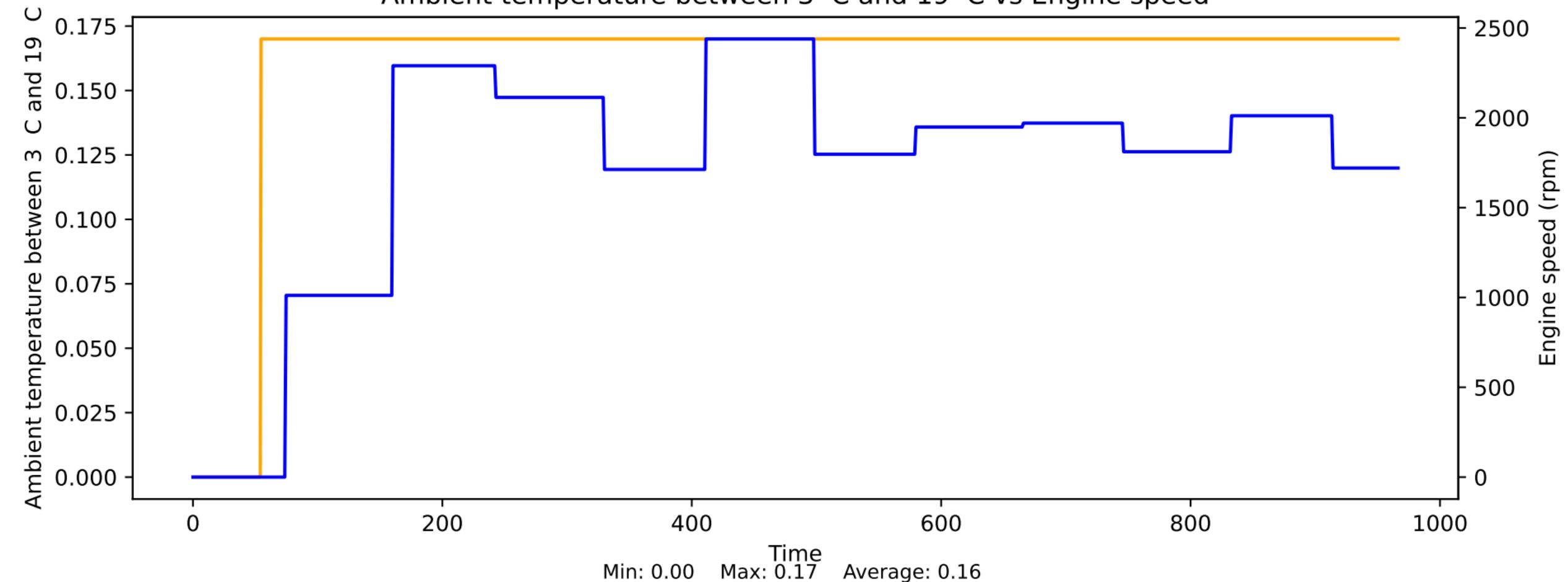
### Ambient temperature vs Engine speed



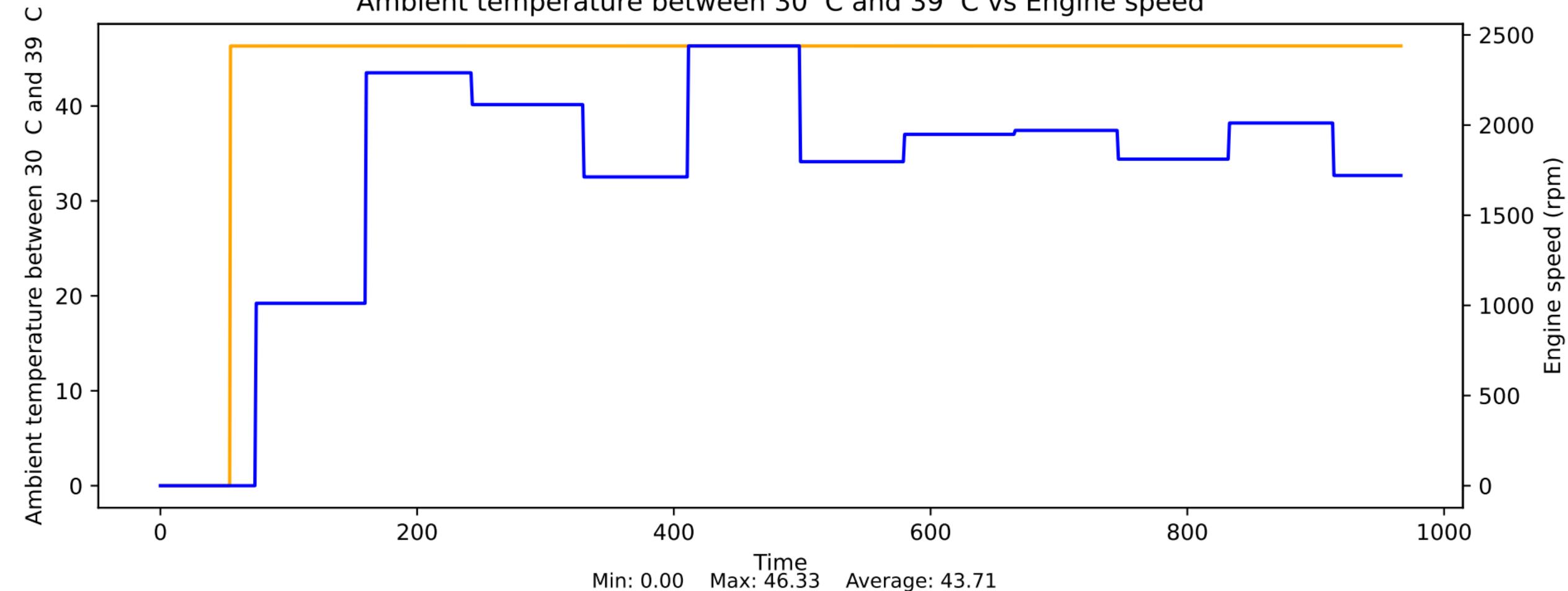
Ambient temperature between 20 °C and 29 °C vs Engine speed



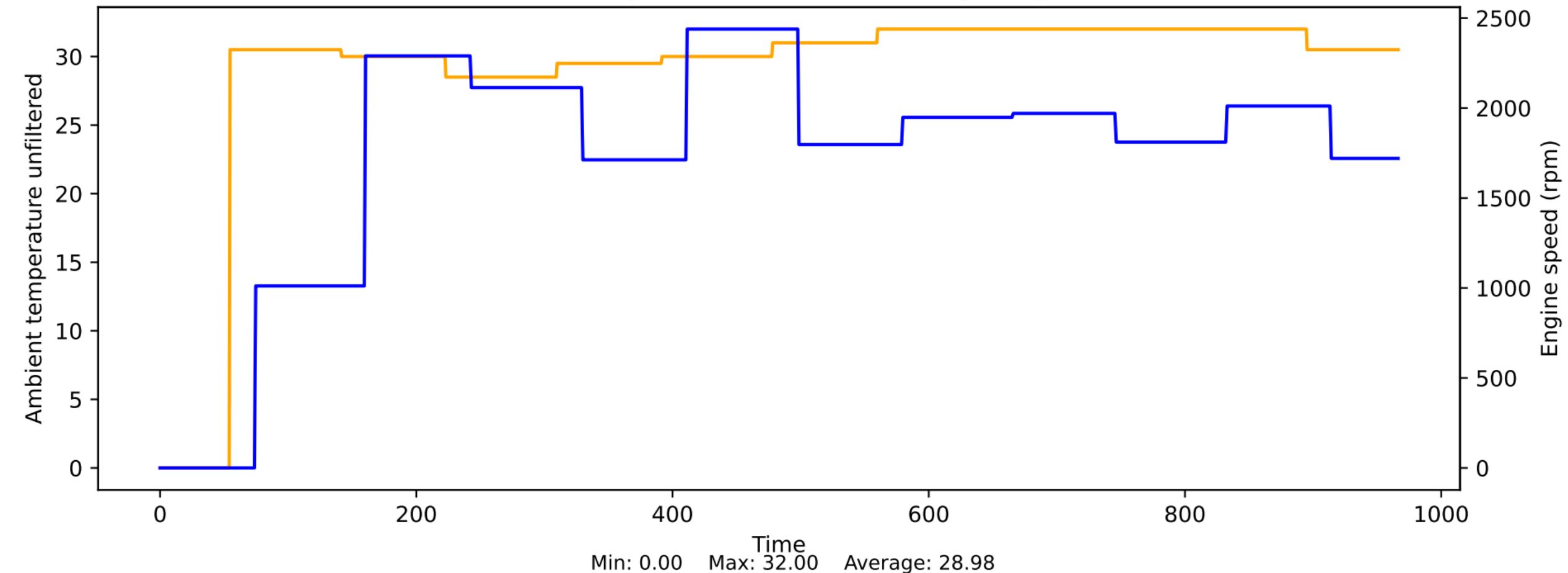
Ambient temperature between 3 °C and 19 °C vs Engine speed



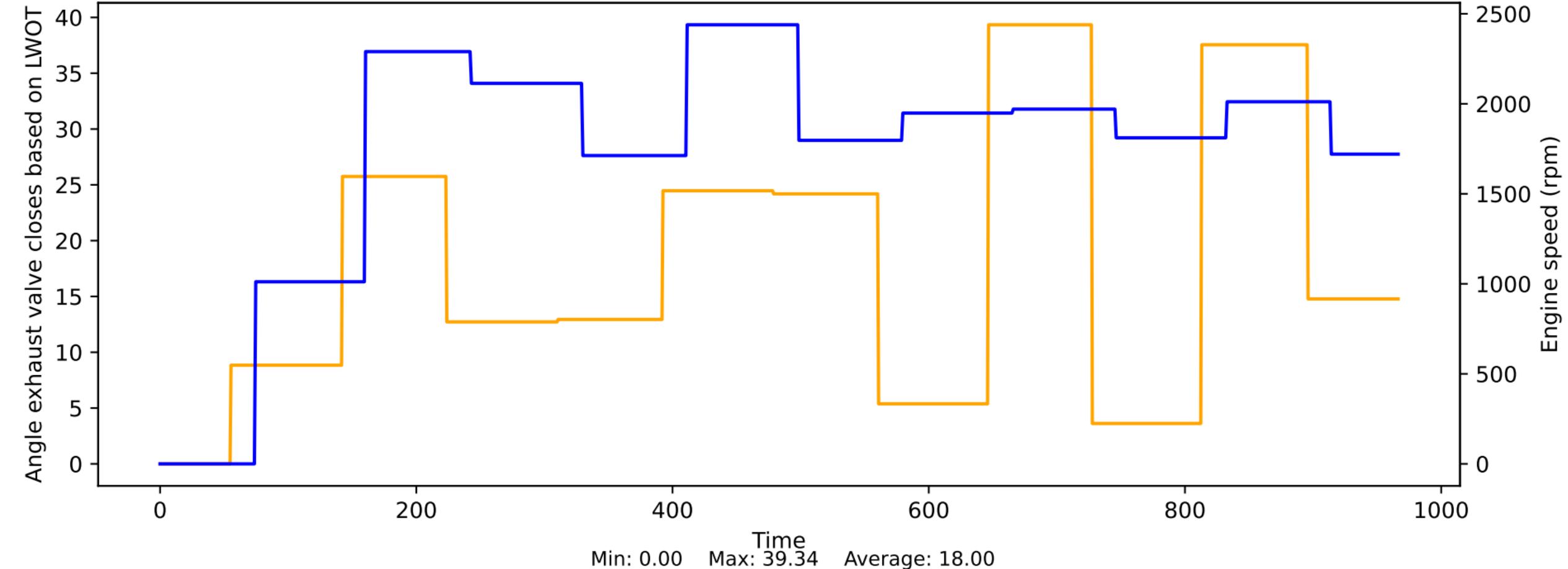
Ambient temperature between 30 °C and 39 °C vs Engine speed



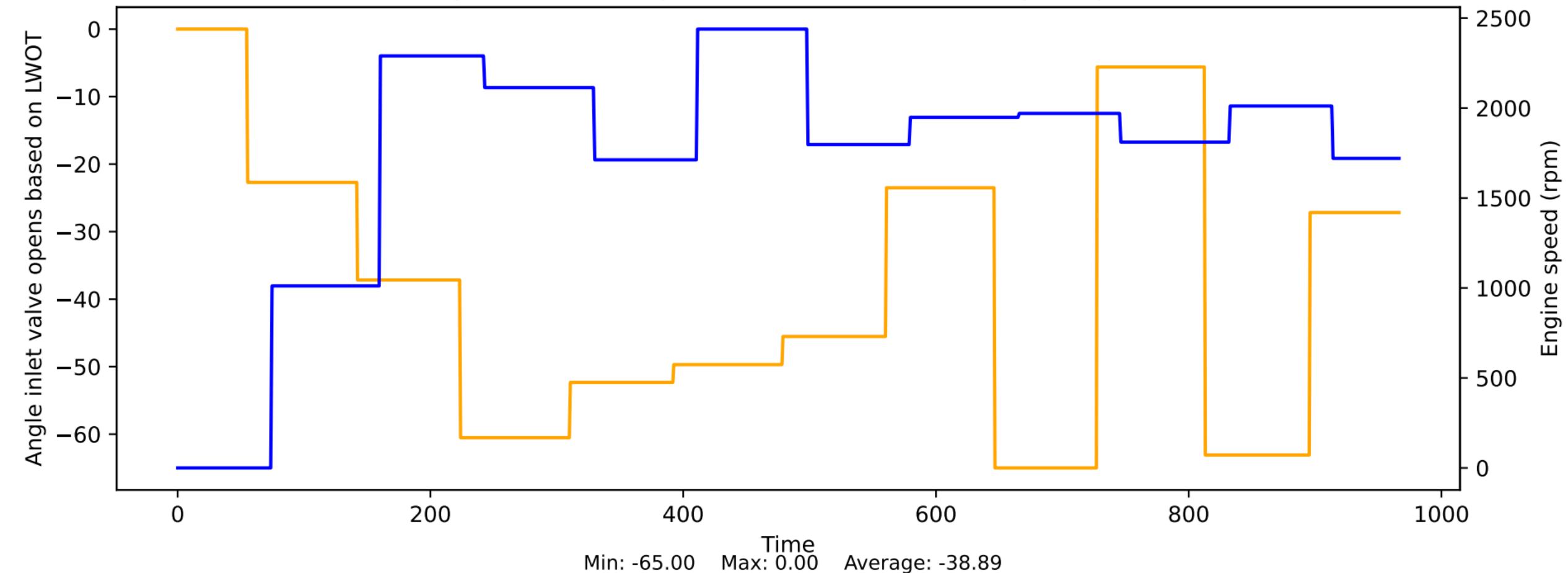
### Ambient temperature unfiltered vs Engine speed



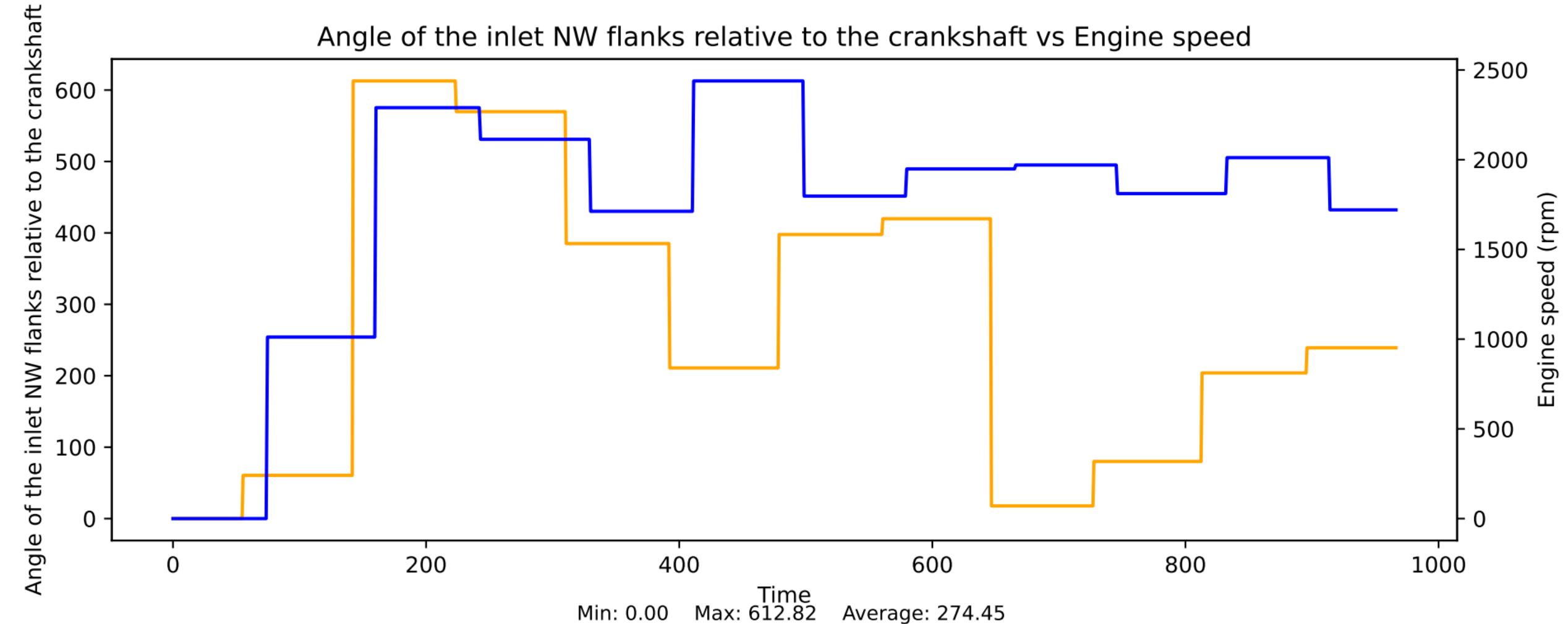
# Angle exhaust valve closes based on LWOT vs Engine speed



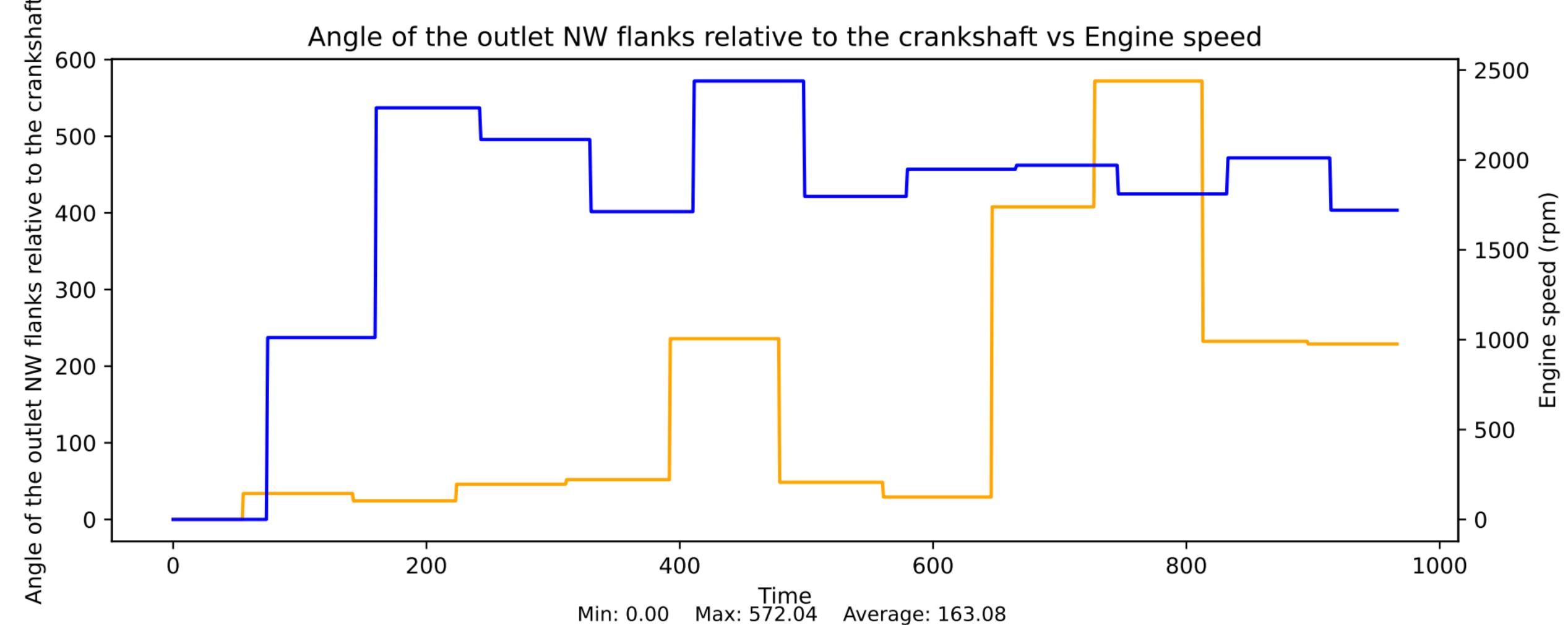
Angle inlet valve opens based on LWOT vs Engine speed



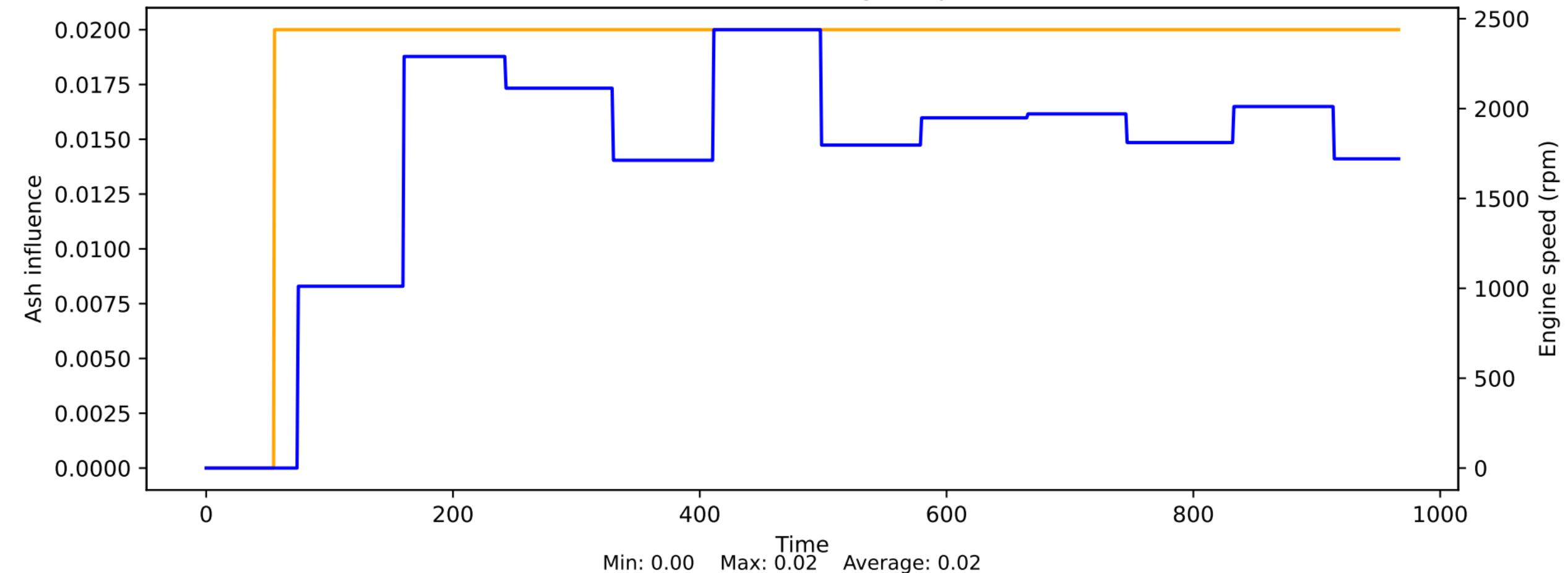
Angle of the inlet NW flanks relative to the crankshaft vs Engine speed



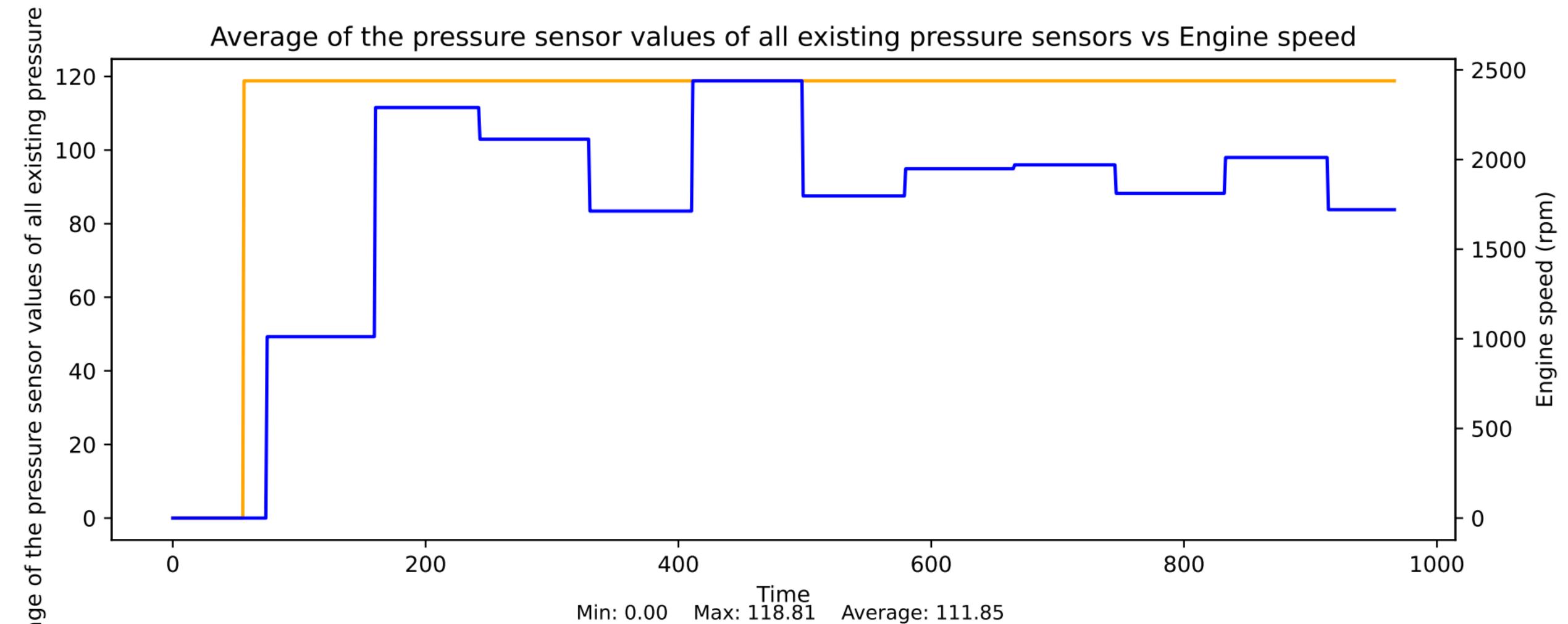
# Angle of the outlet NW flanks relative to the crankshaft vs Engine speed



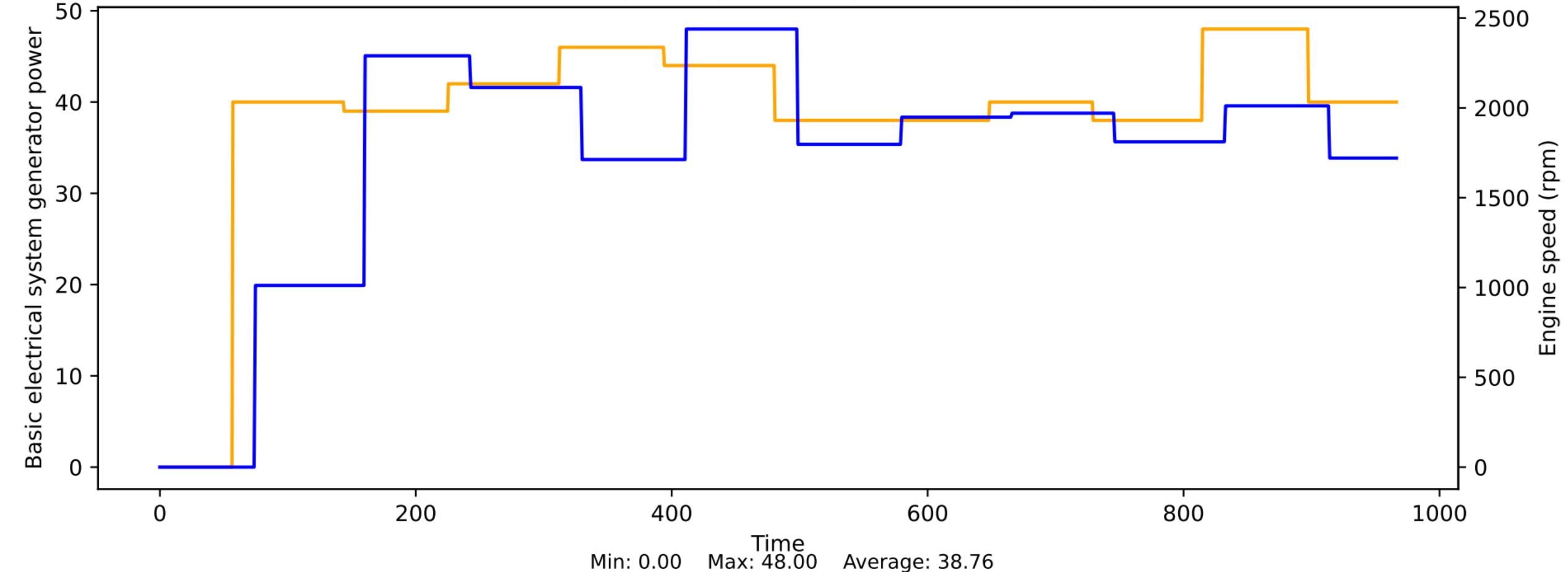
## Ash influence vs Engine speed



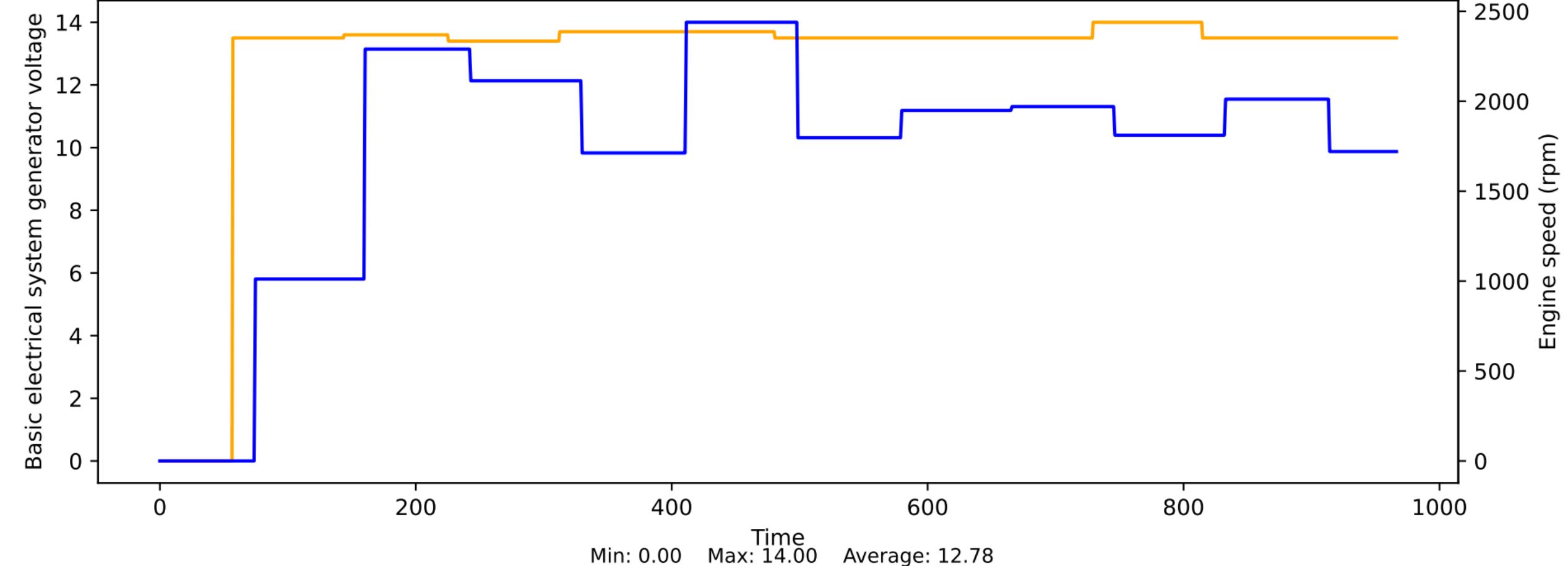
# Average of the pressure sensor values of all existing pressure sensors vs Engine speed



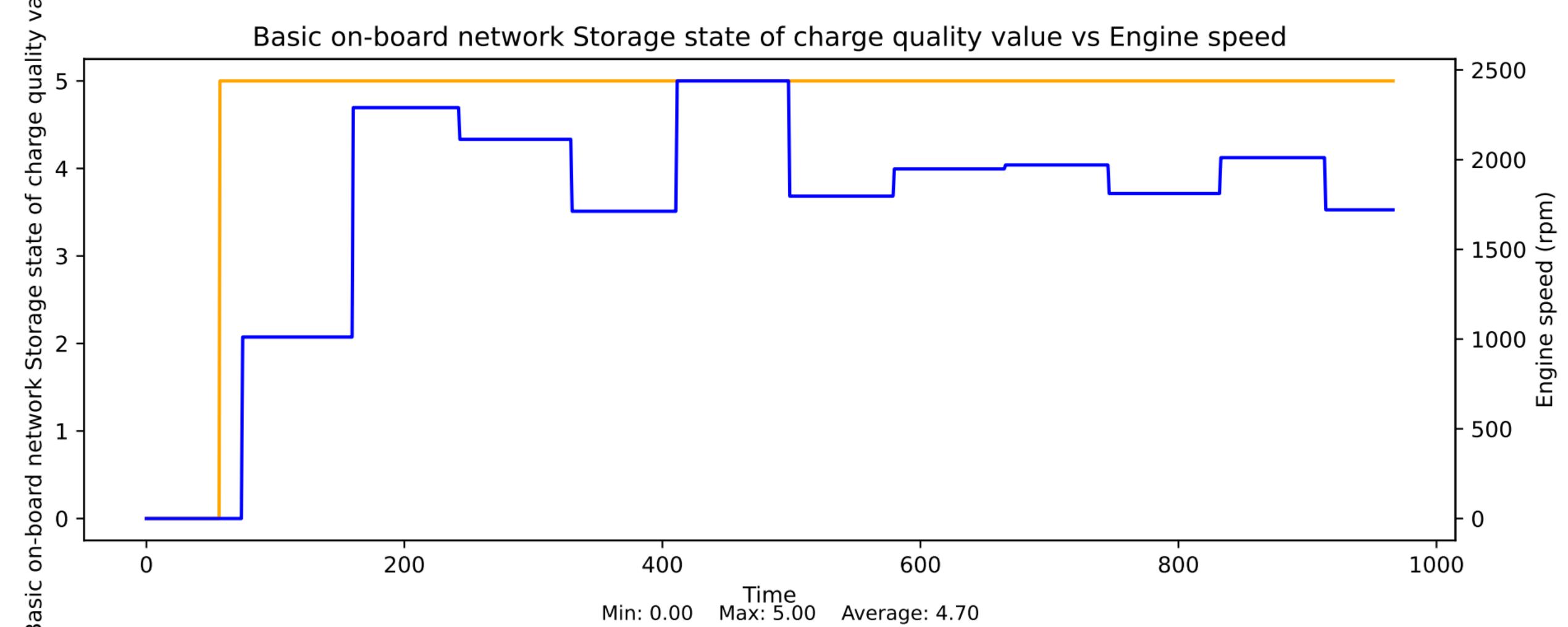
# Basic electrical system generator power vs Engine speed



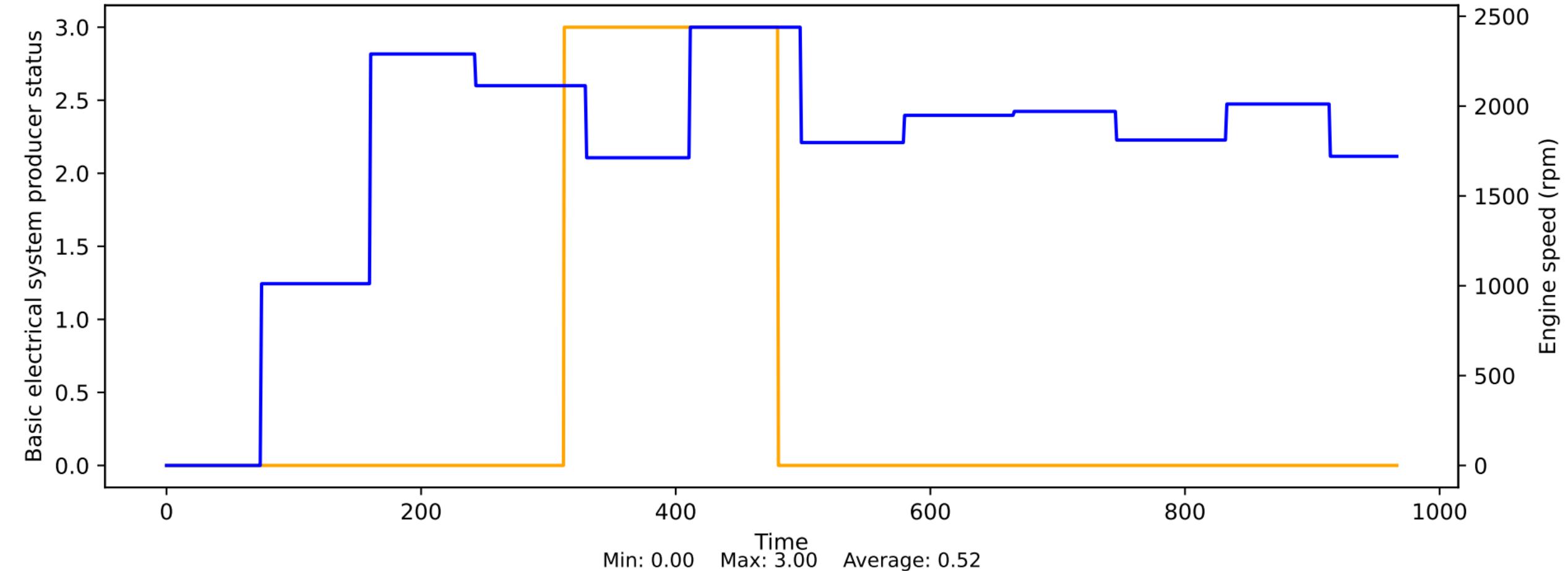
## Basic electrical system generator voltage vs Engine speed



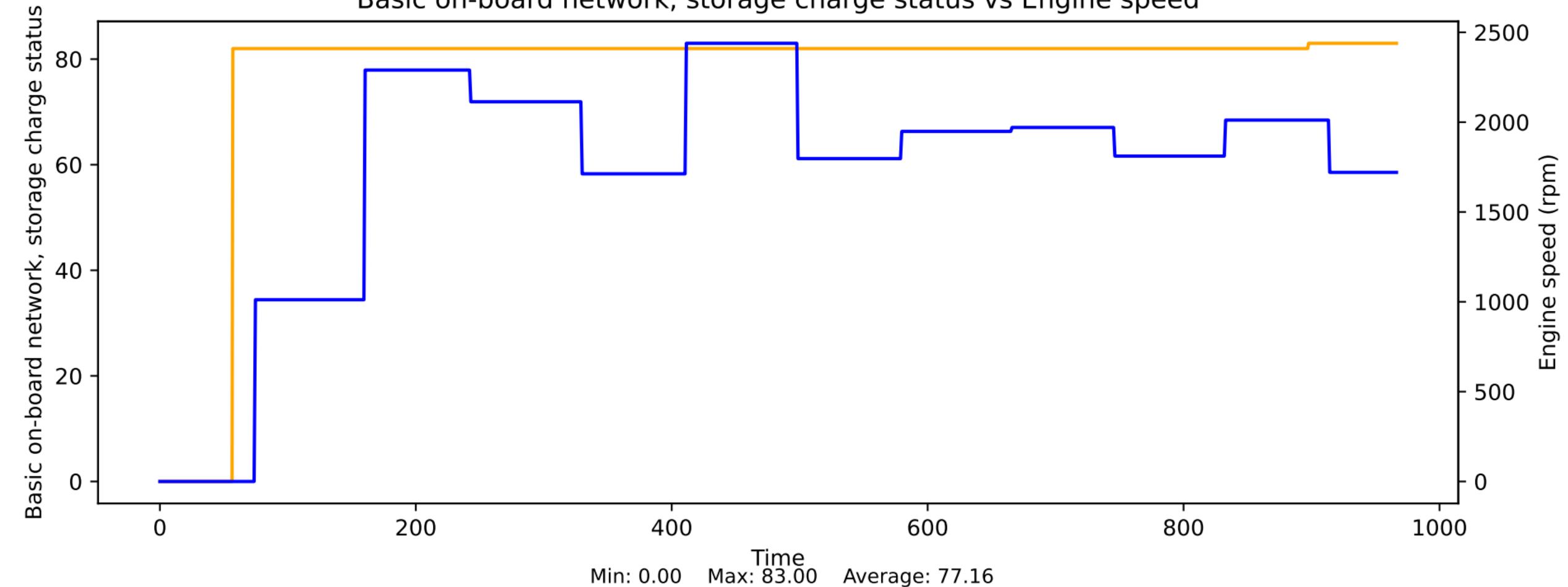
# Basic on-board network Storage state of charge quality value vs Engine speed



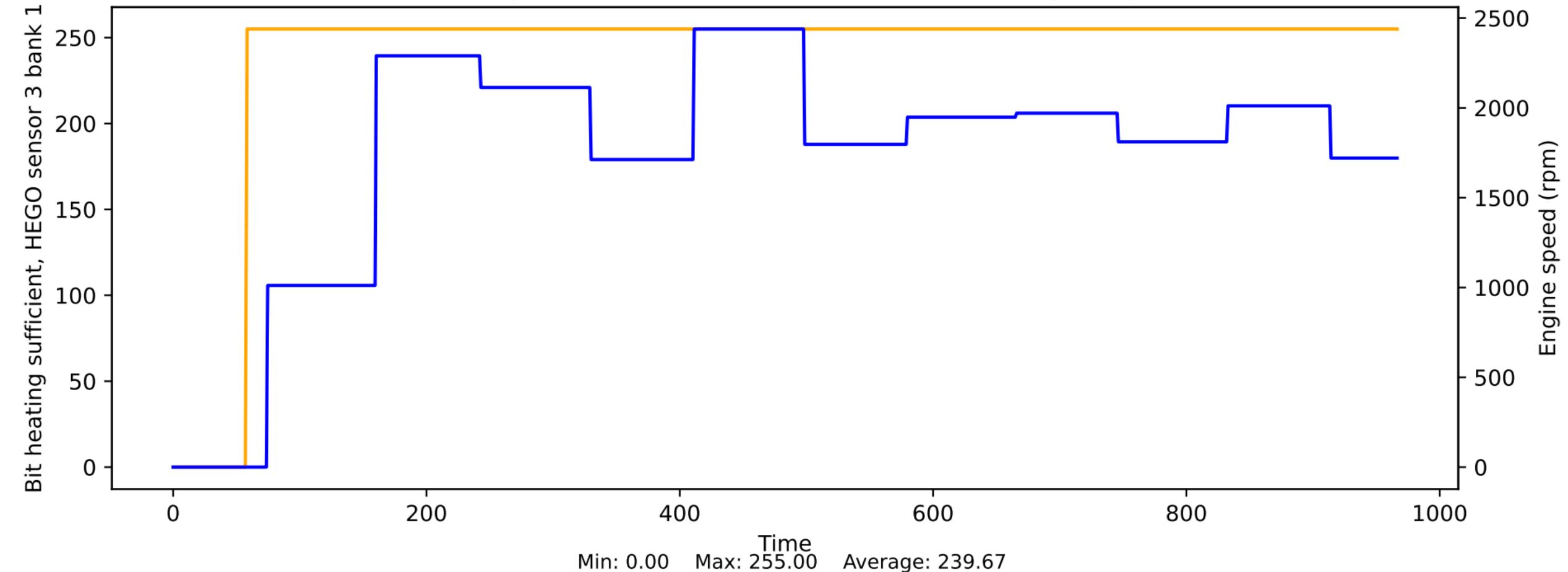
### Basic electrical system producer status vs Engine speed



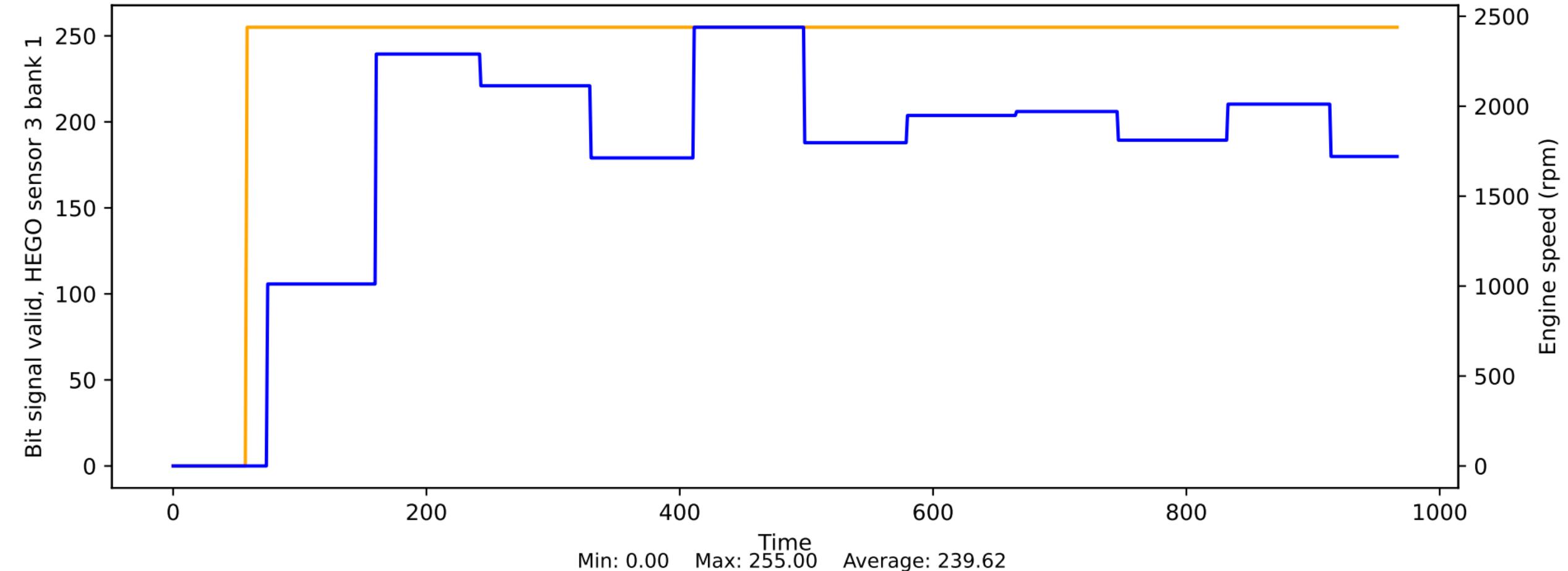
## Basic on-board network, storage charge status vs Engine speed



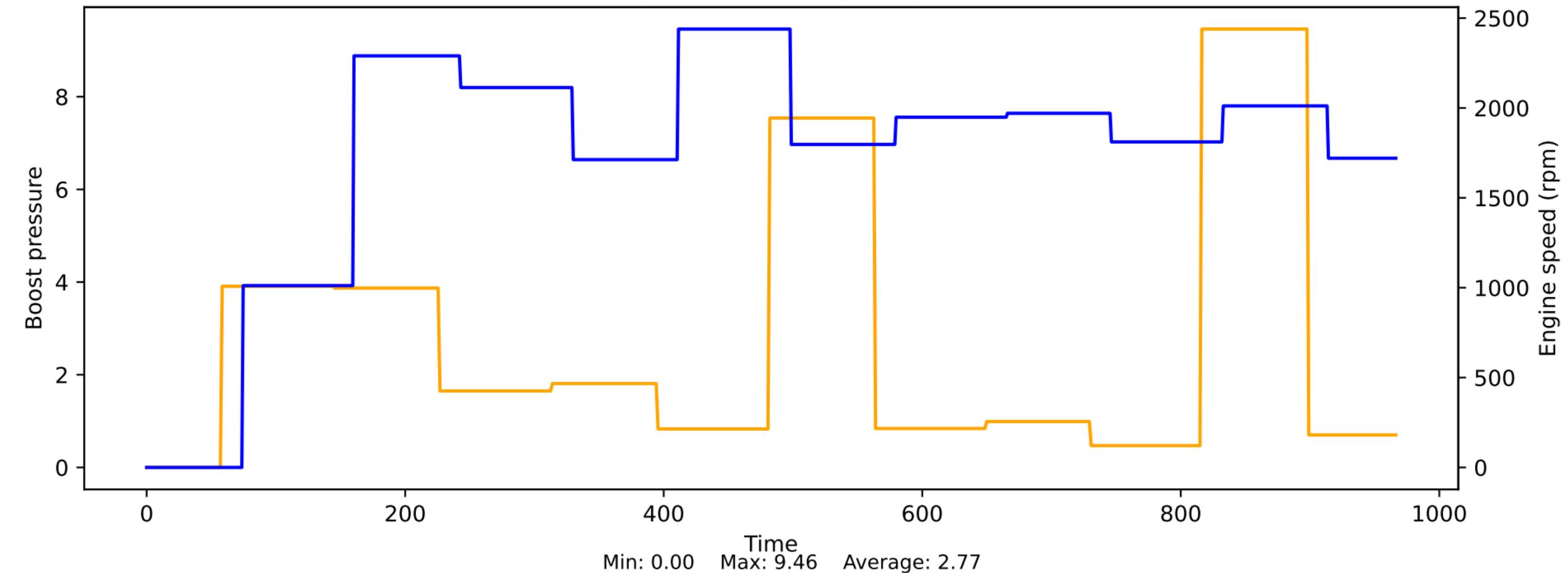
Bit heating sufficient, HEGO sensor 3 bank 1 vs Engine speed



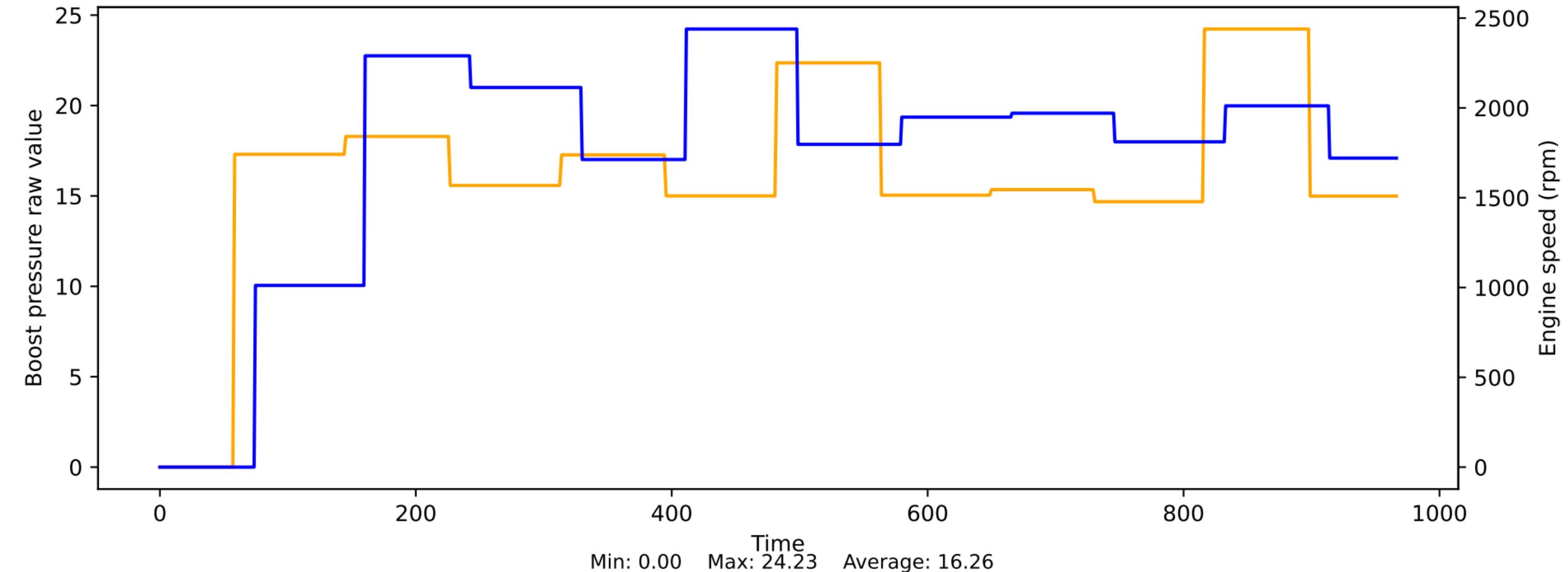
Bit signal valid, HEGO sensor 3 bank 1 vs Engine speed



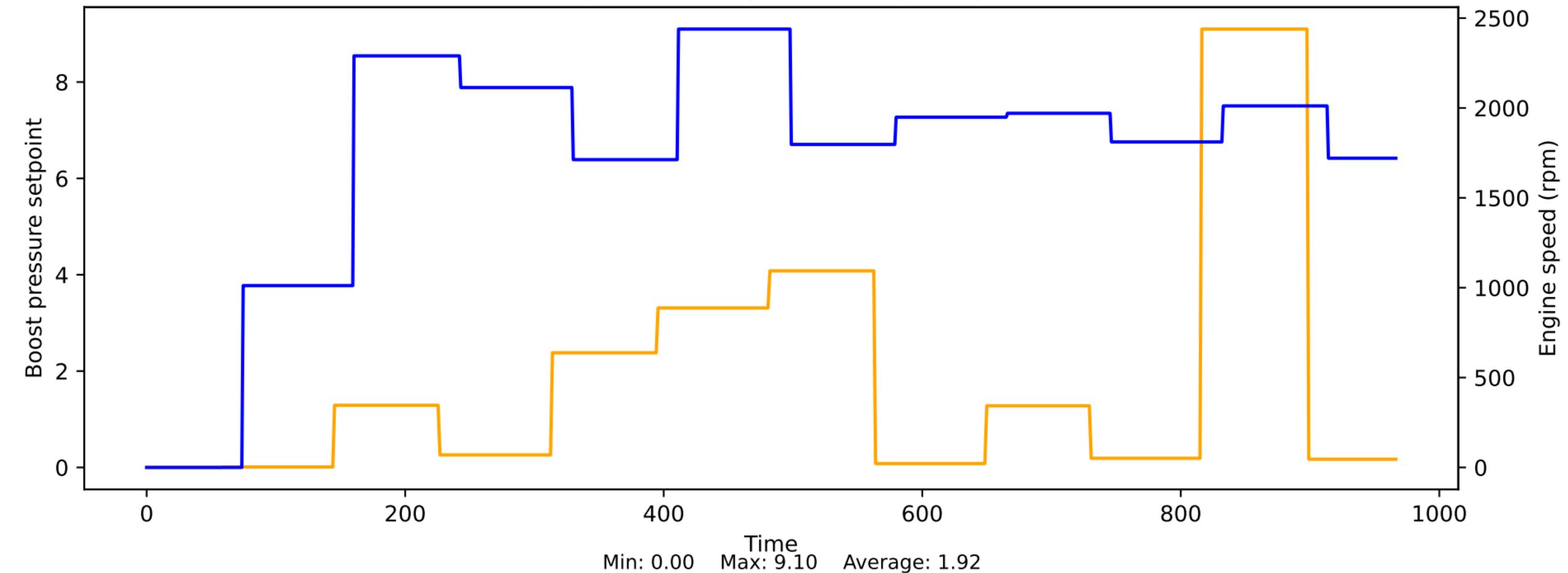
## Boost pressure vs Engine speed



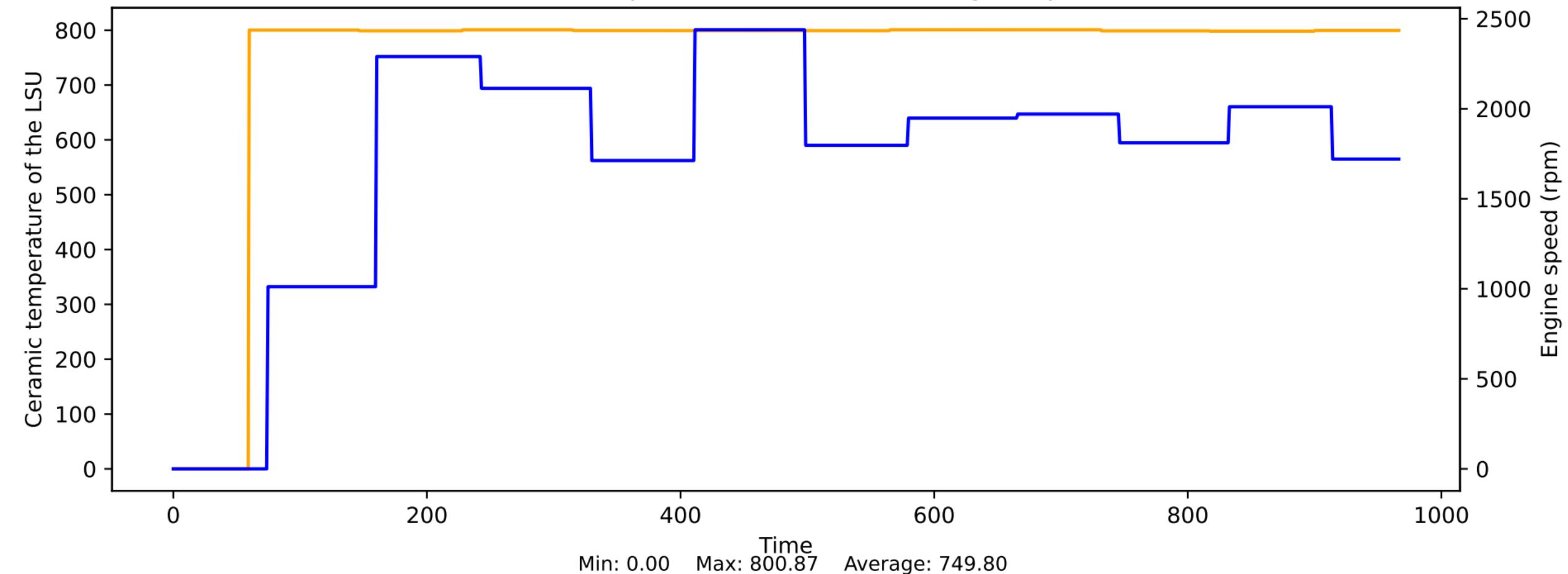
### Boost pressure raw value vs Engine speed



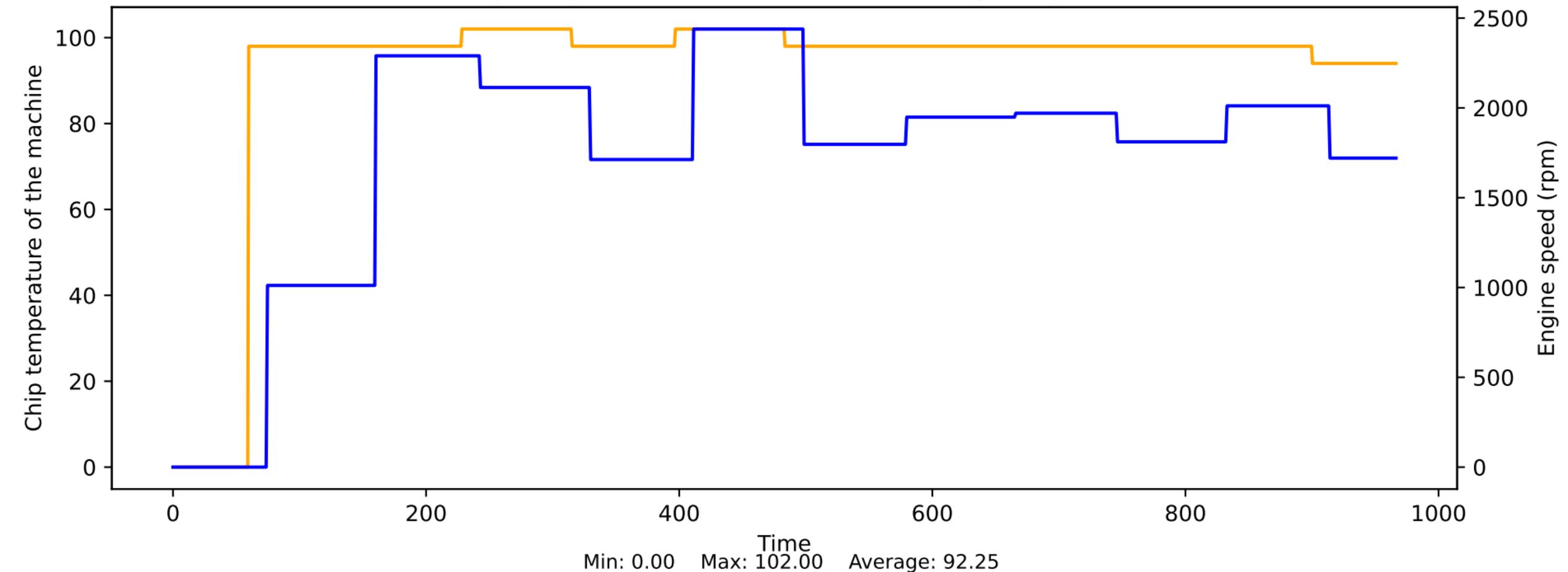
## Boost pressure setpoint vs Engine speed



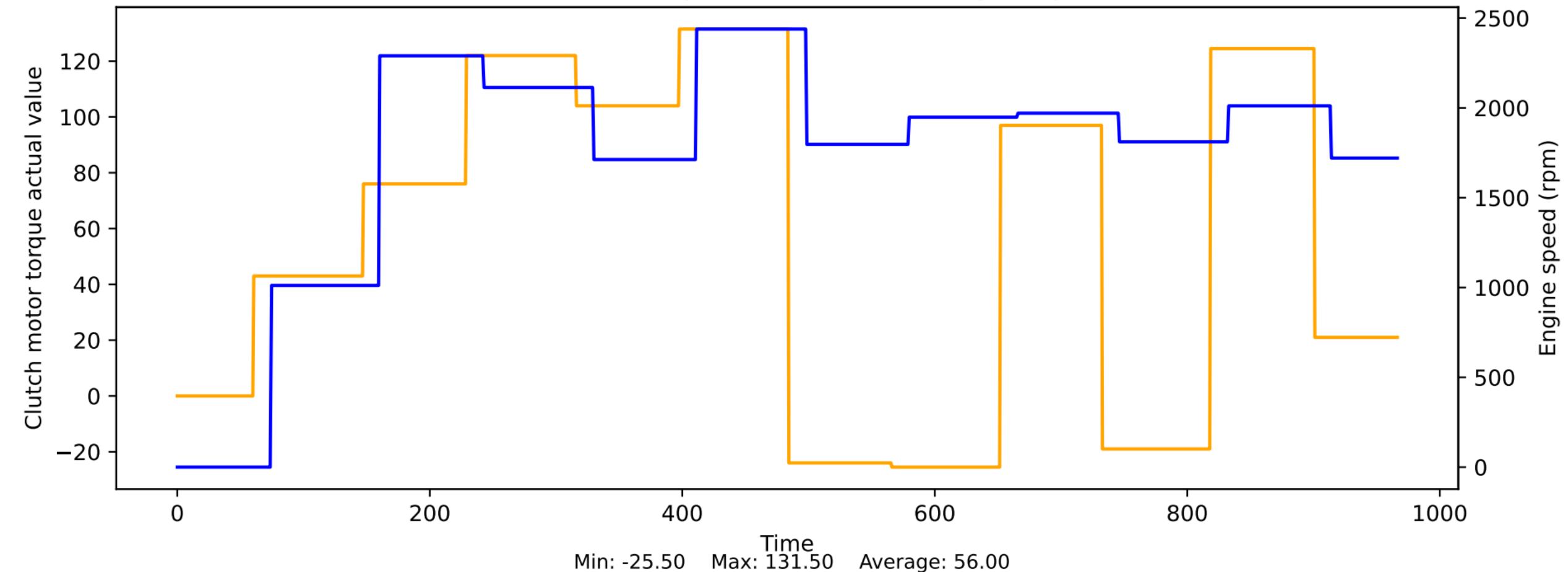
### Ceramic temperature of the LSU vs Engine speed



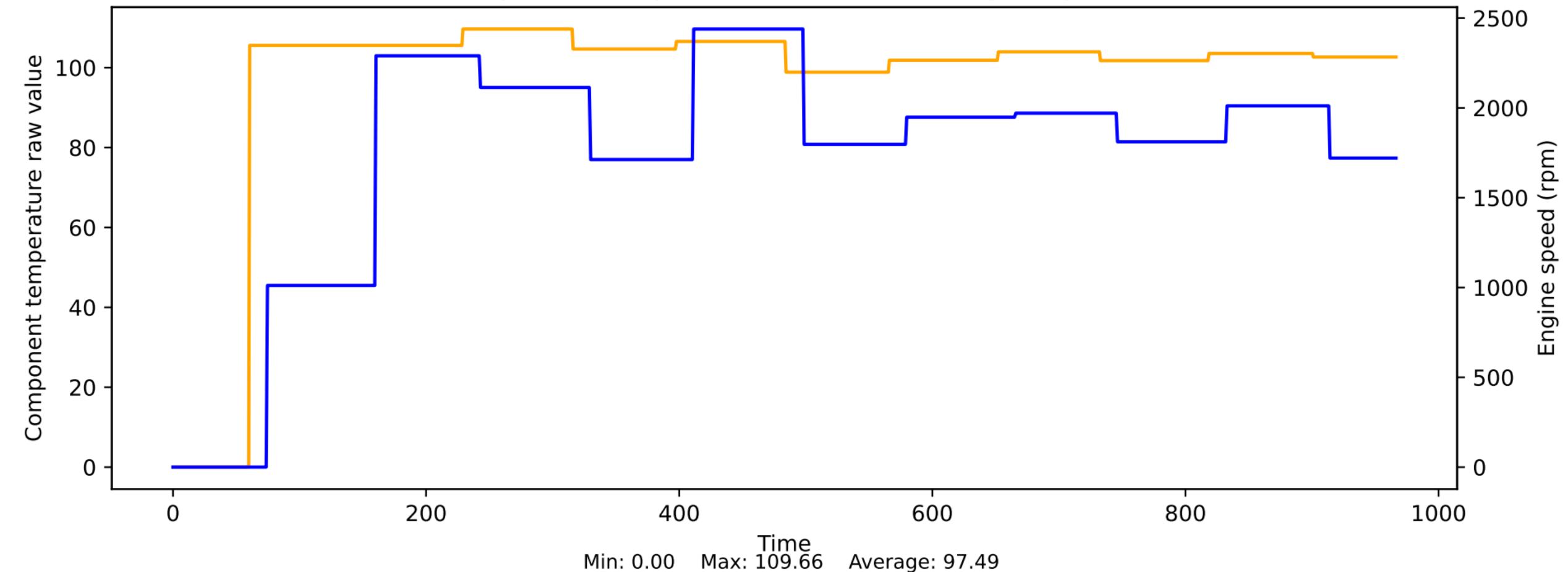
### Chip temperature of the machine vs Engine speed



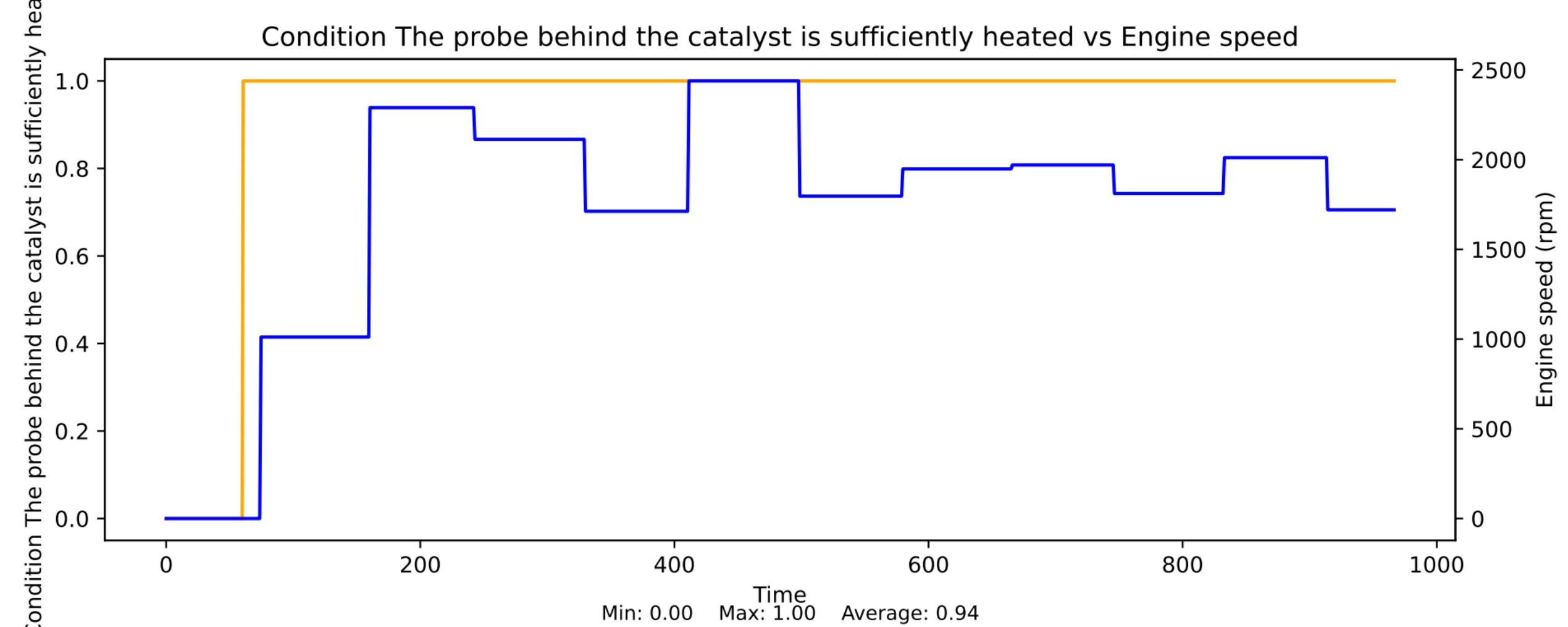
### Clutch motor torque actual value vs Engine speed



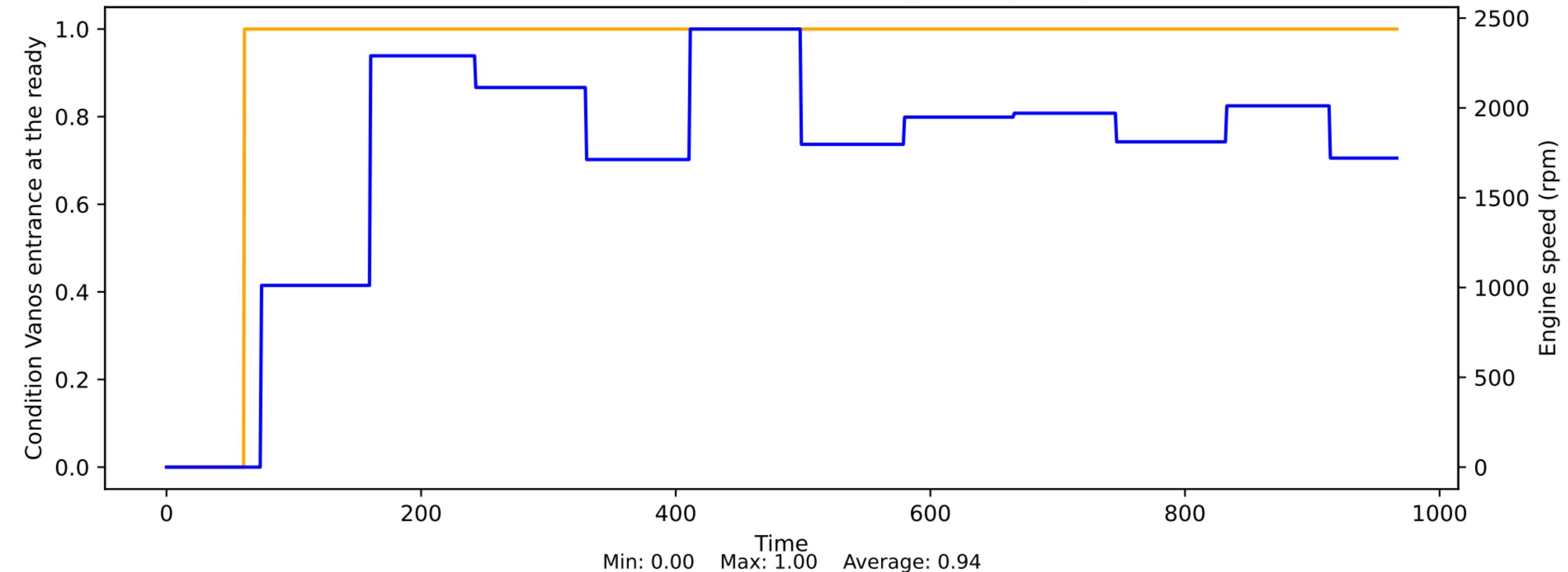
### Component temperature raw value vs Engine speed



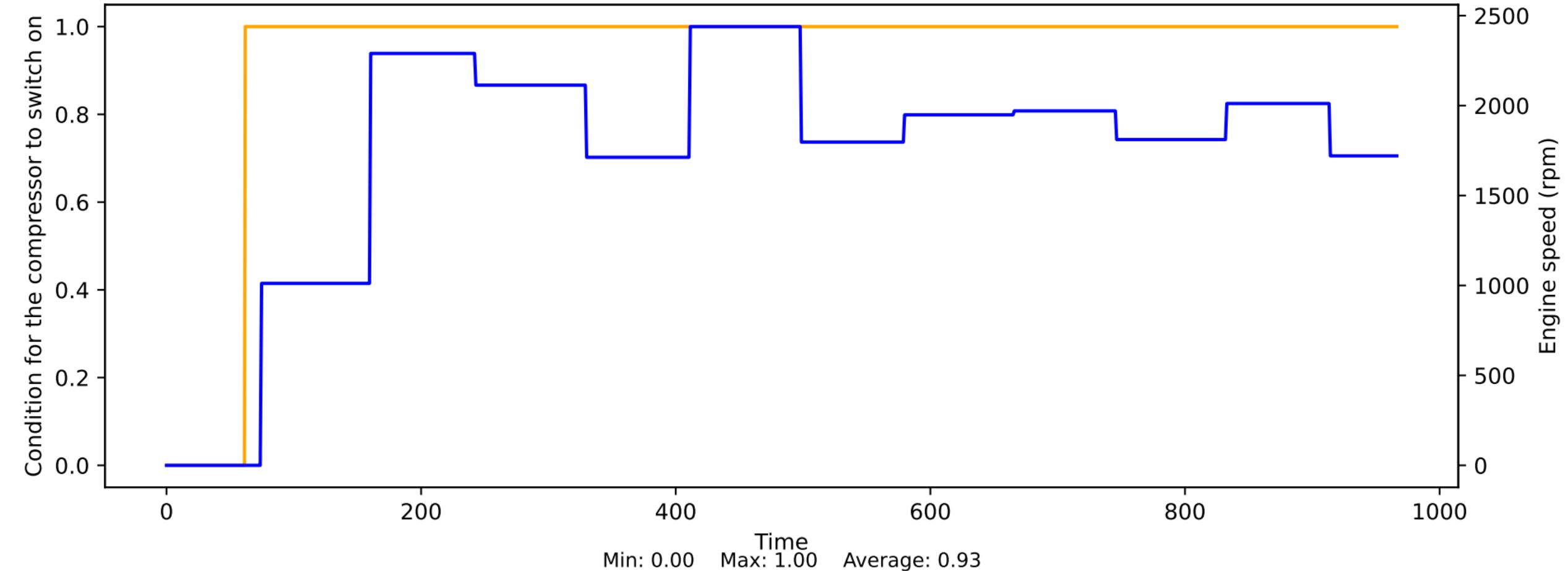
# Condition The probe behind the catalyst is sufficiently heated vs Engine speed



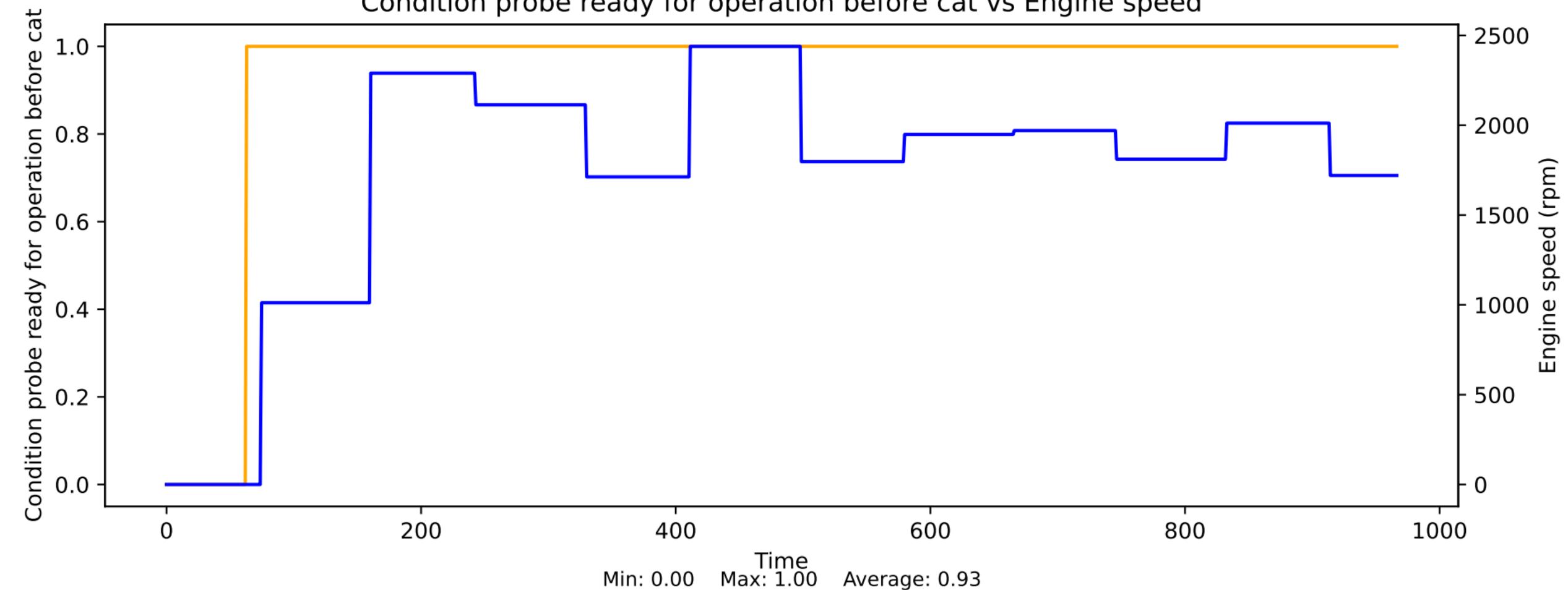
Condition Vanos entrance at the ready vs Engine speed



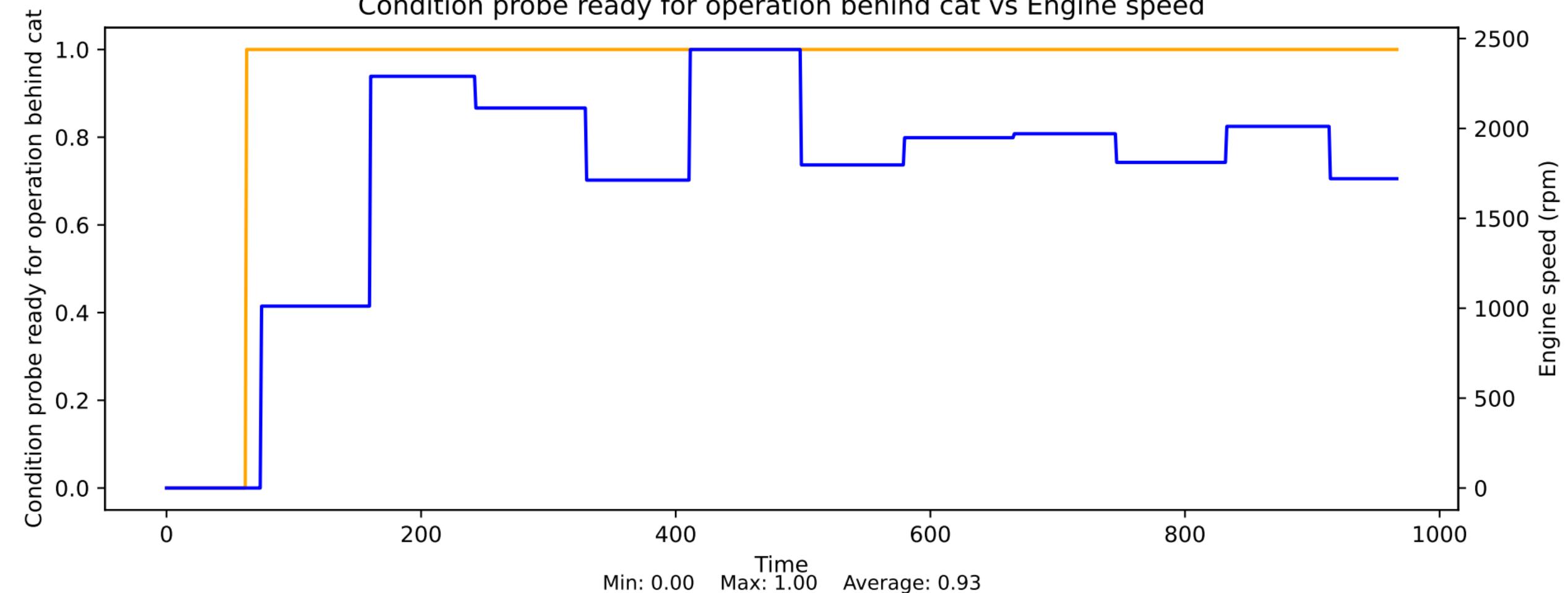
Condition for the compressor to switch on vs Engine speed



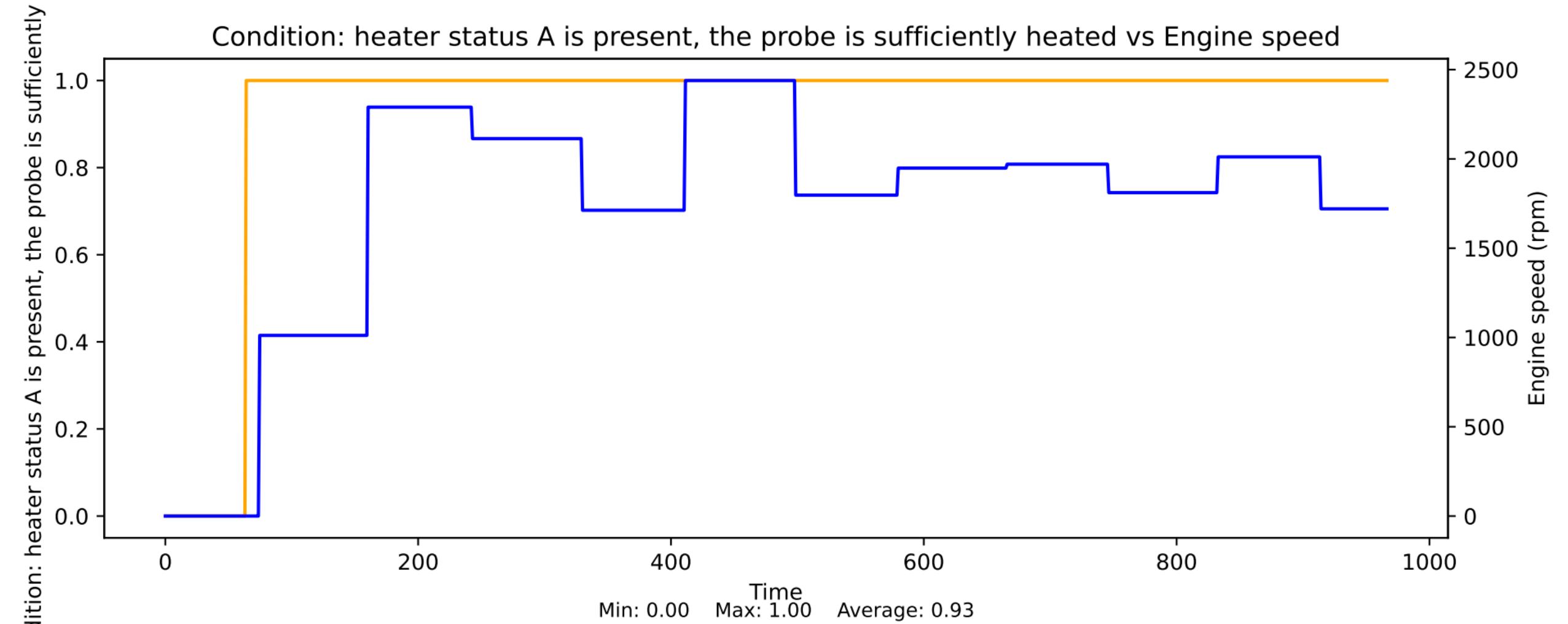
Condition probe ready for operation before cat vs Engine speed



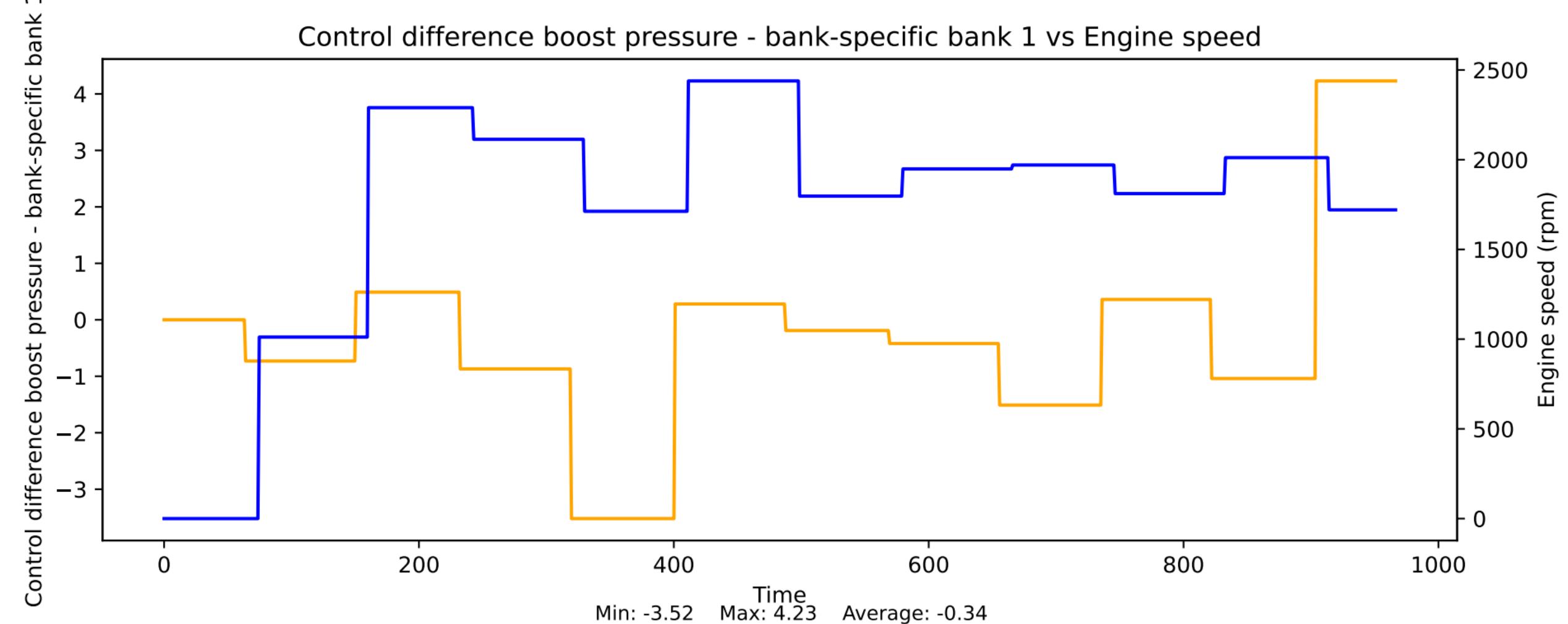
Condition probe ready for operation behind cat vs Engine speed



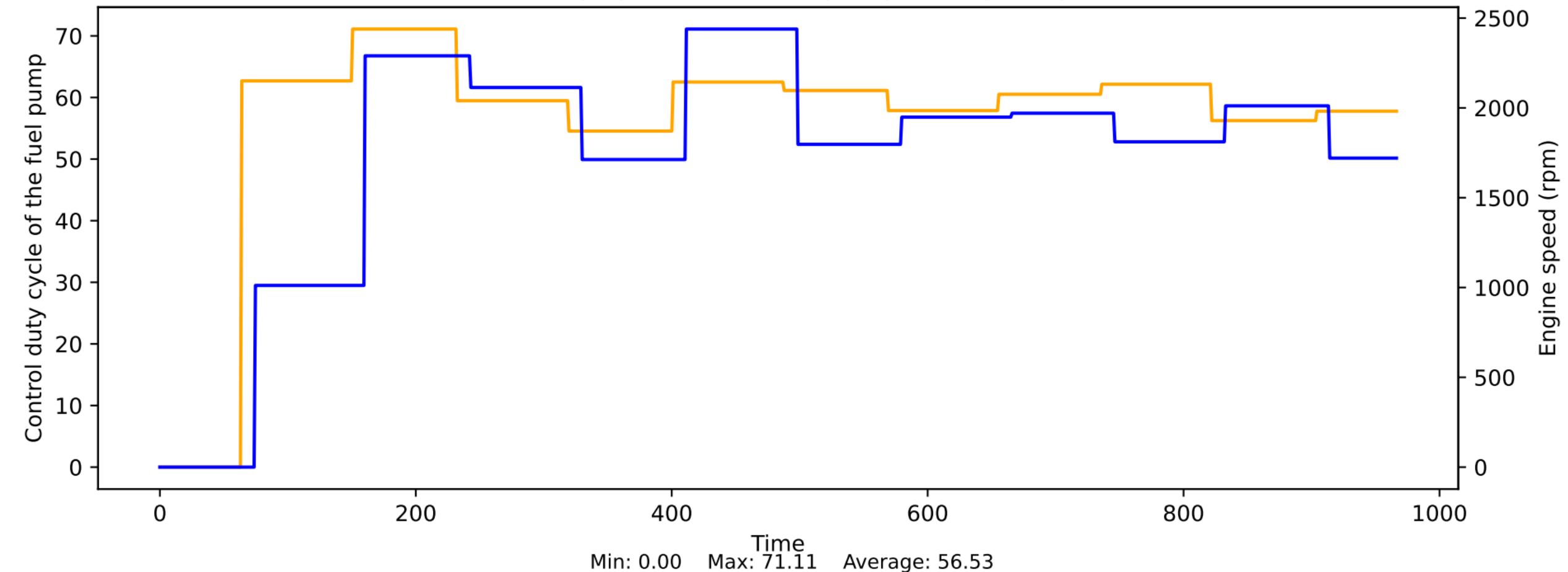
Condition: heater status A is present, the probe is sufficiently heated vs Engine speed



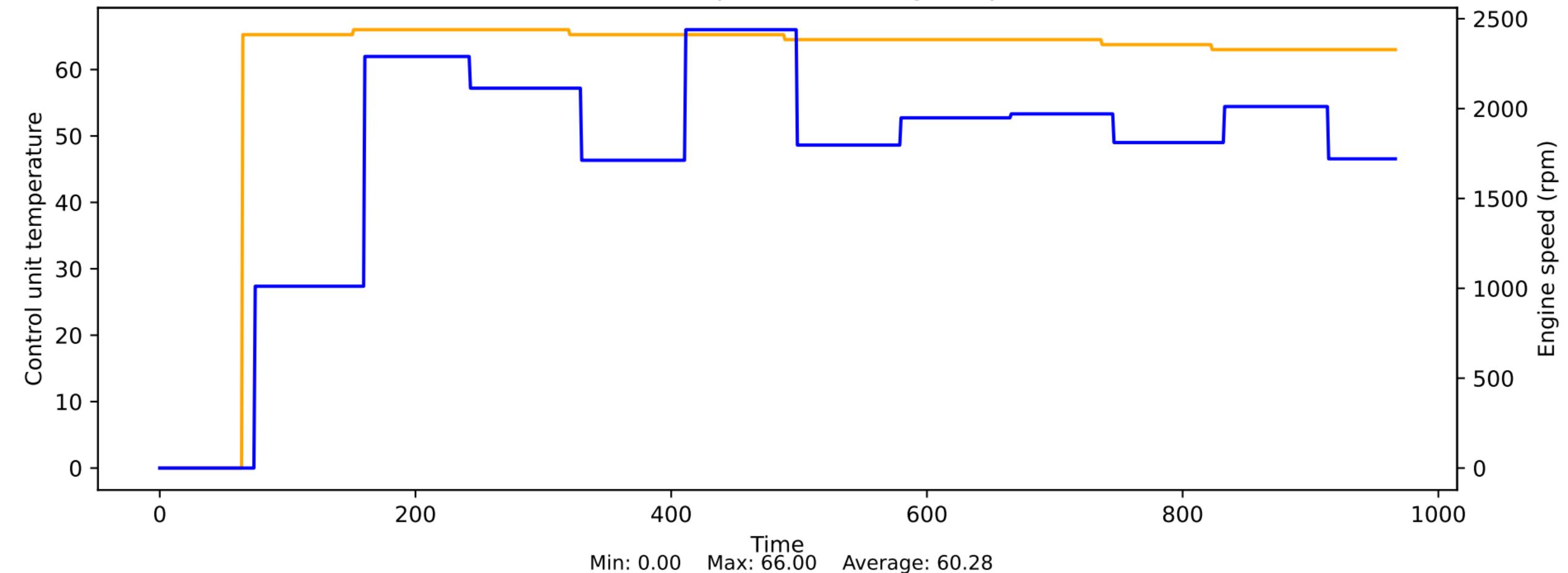
# Control difference boost pressure - bank-specific bank 1 vs Engine speed



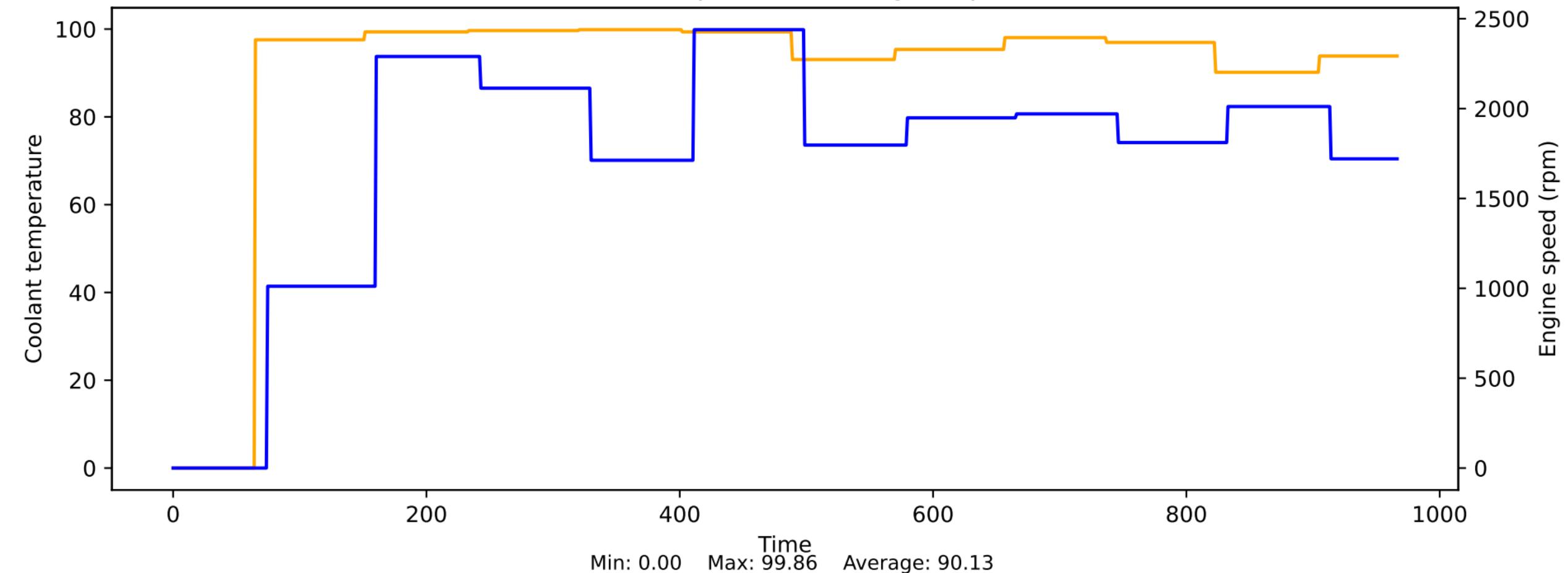
### Control duty cycle of the fuel pump vs Engine speed



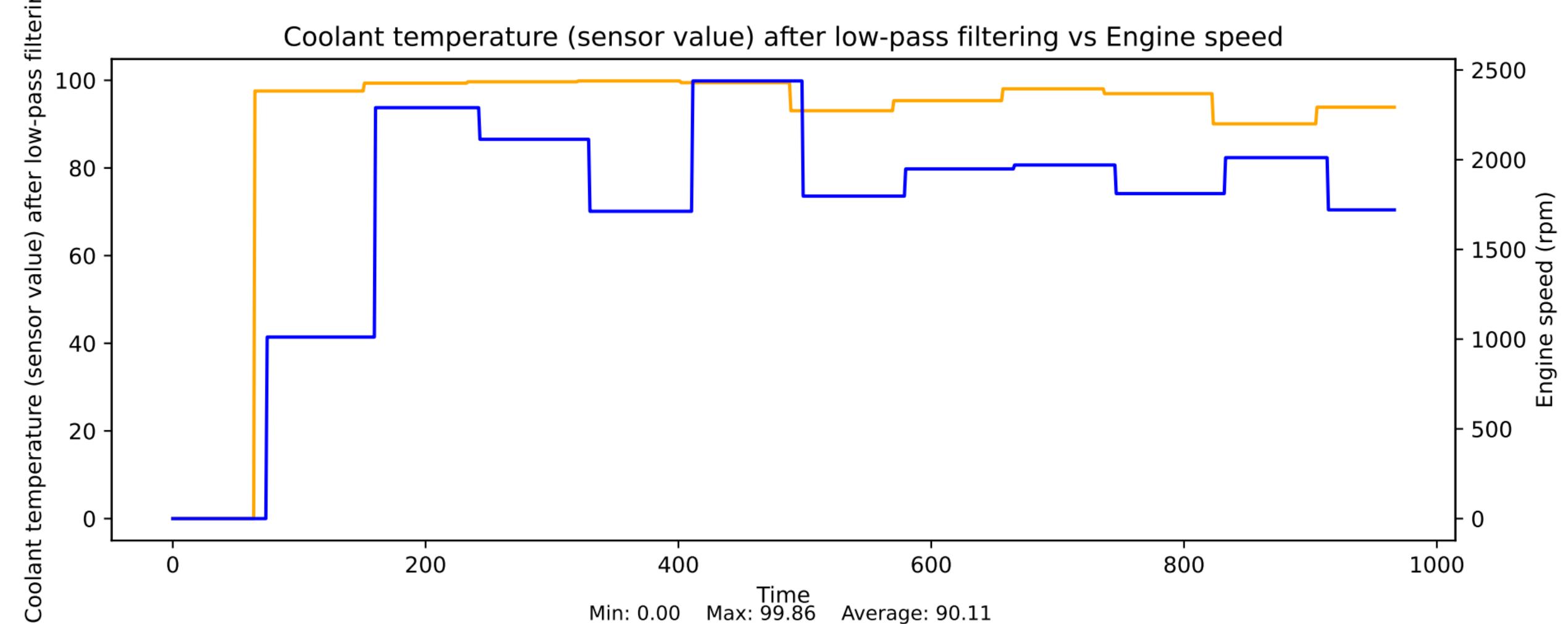
### Control unit temperature vs Engine speed



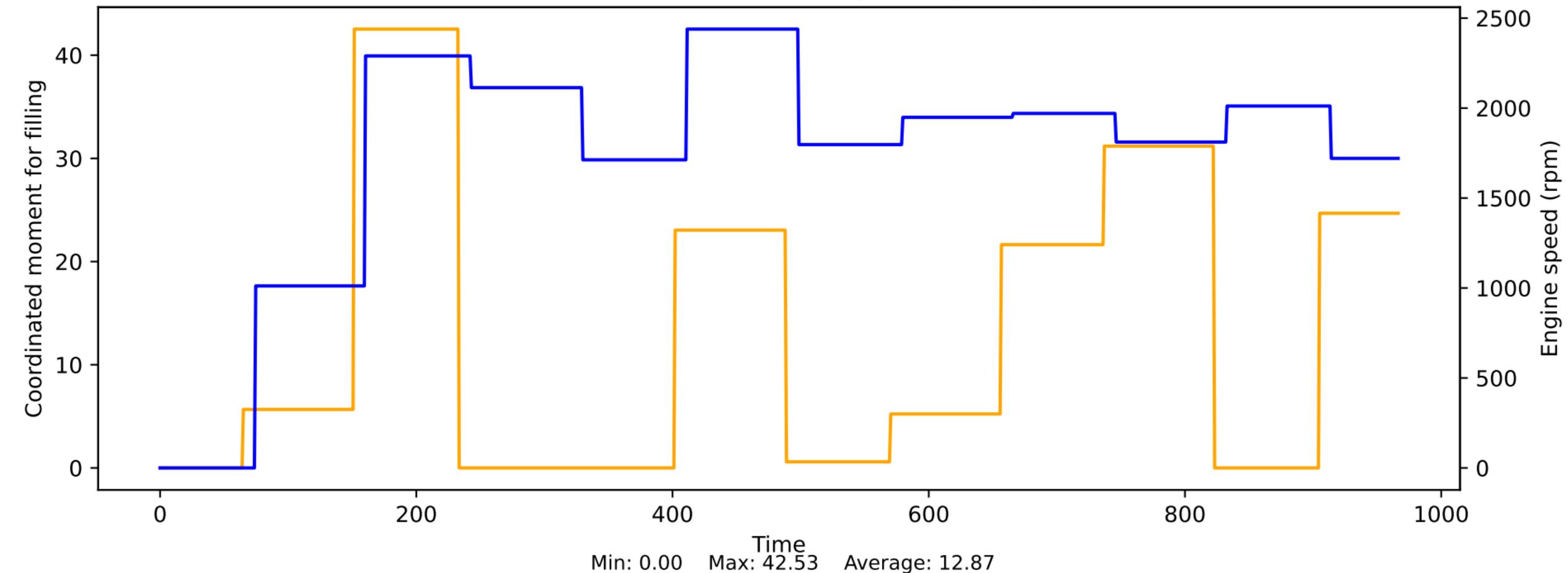
### Coolant temperature vs Engine speed



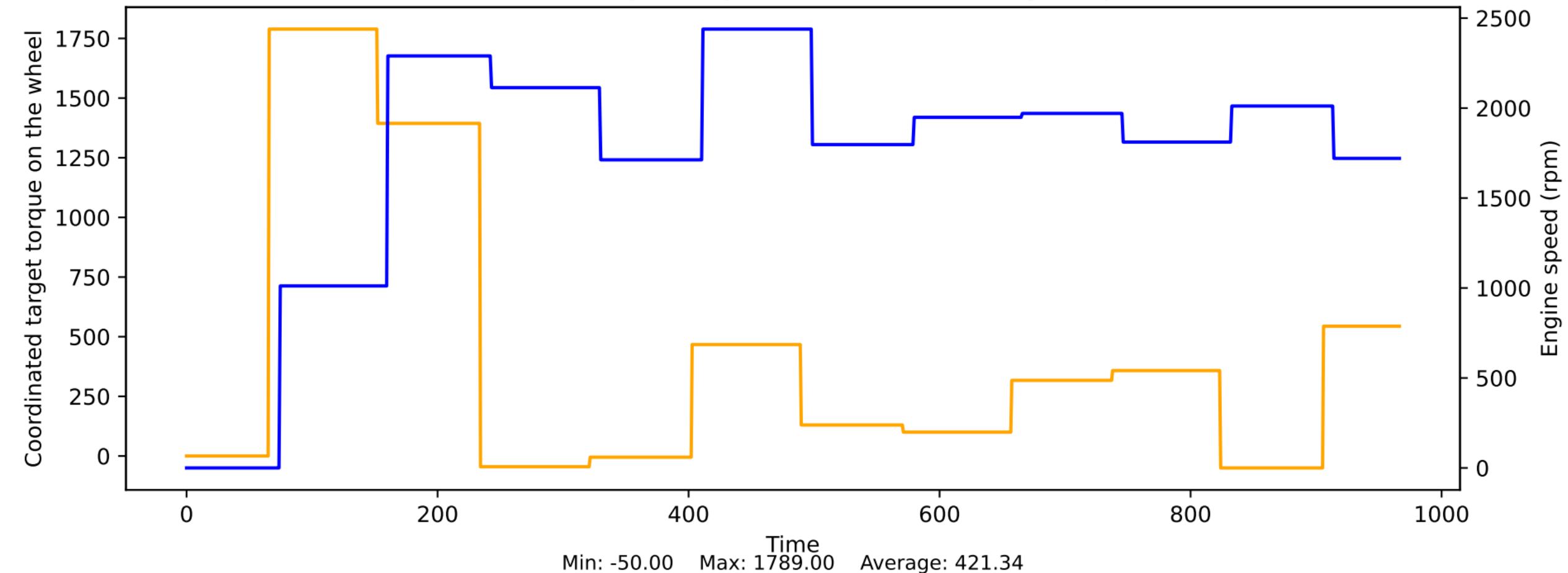
Coolant temperature (sensor value) after low-pass filtering vs Engine speed



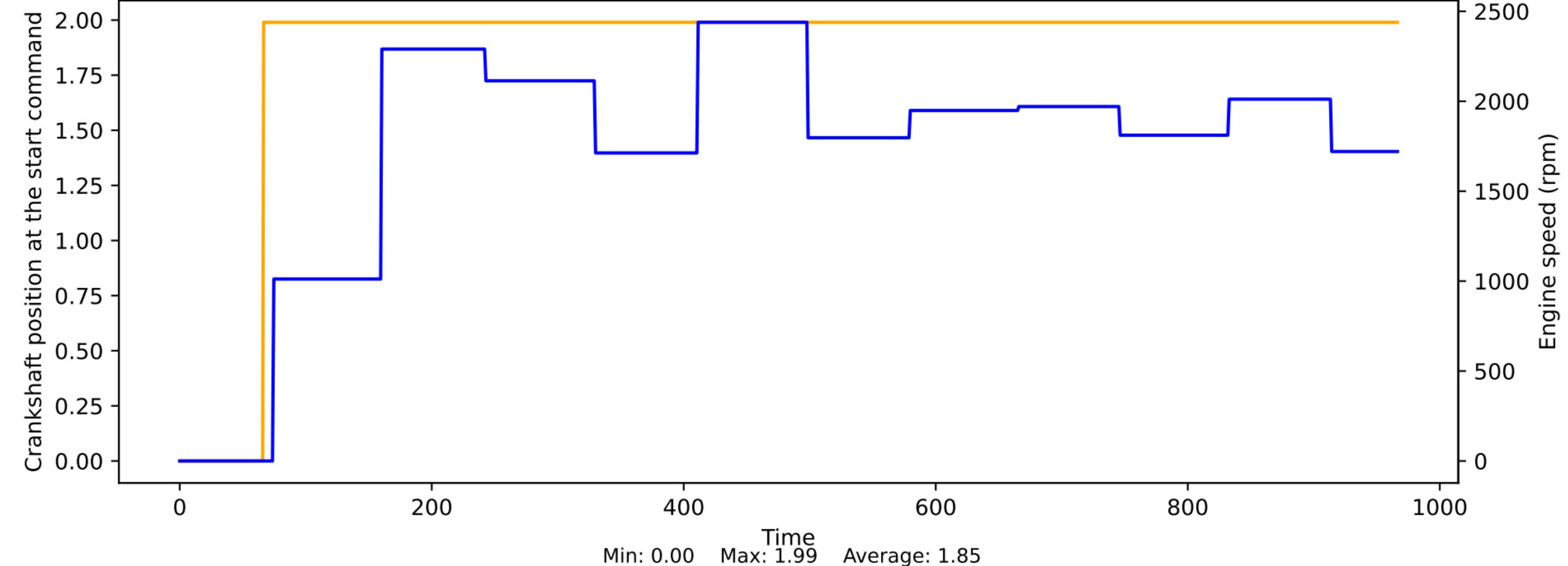
### Coordinated moment for filling vs Engine speed



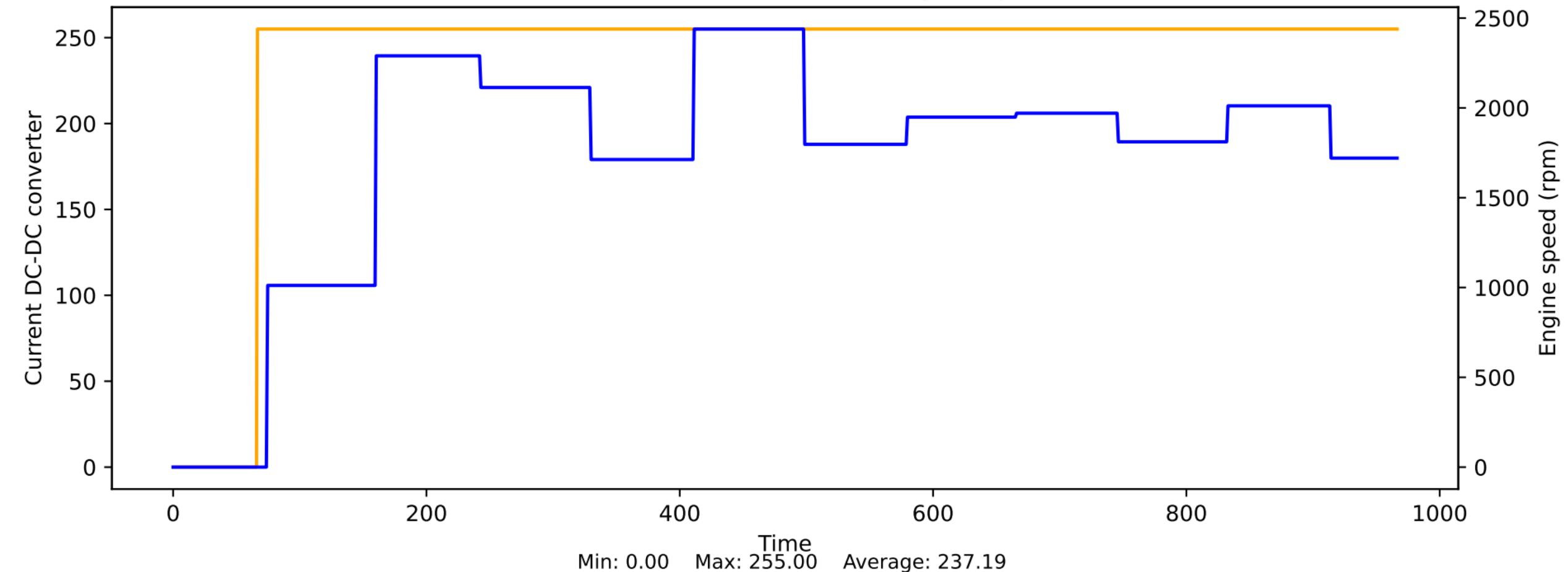
### Coordinated target torque on the wheel vs Engine speed



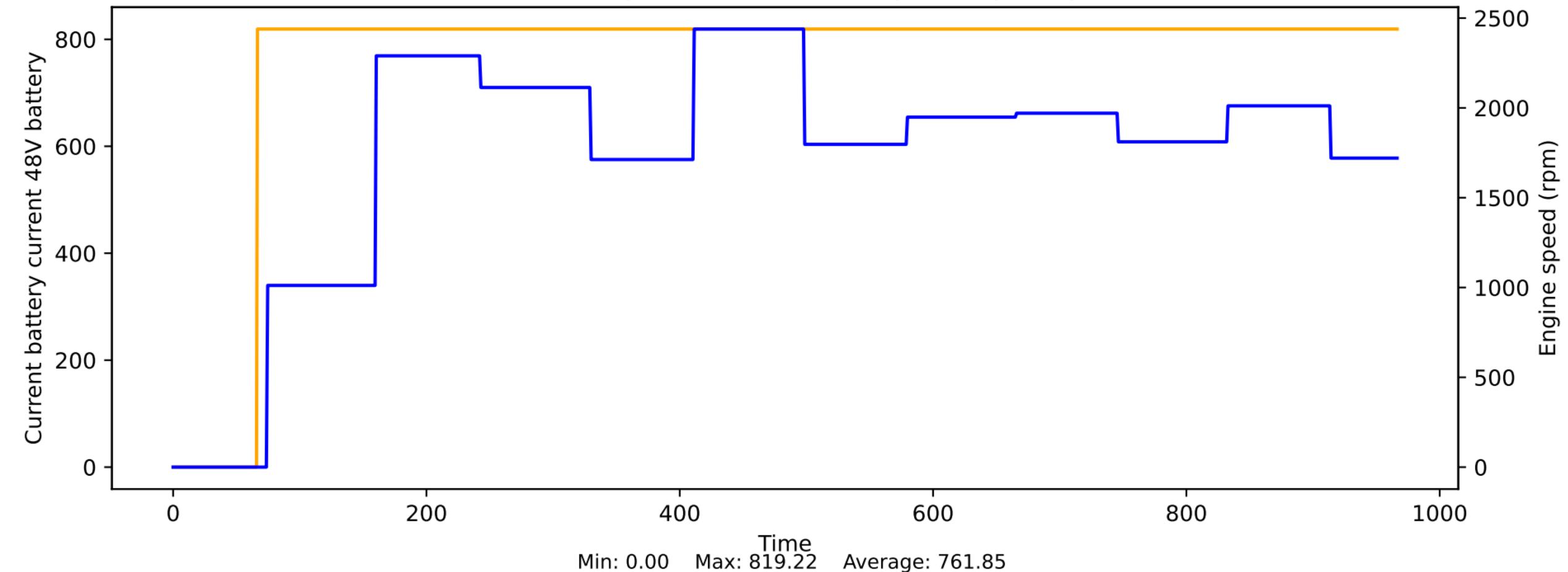
## Crankshaft position at the start command vs Engine speed



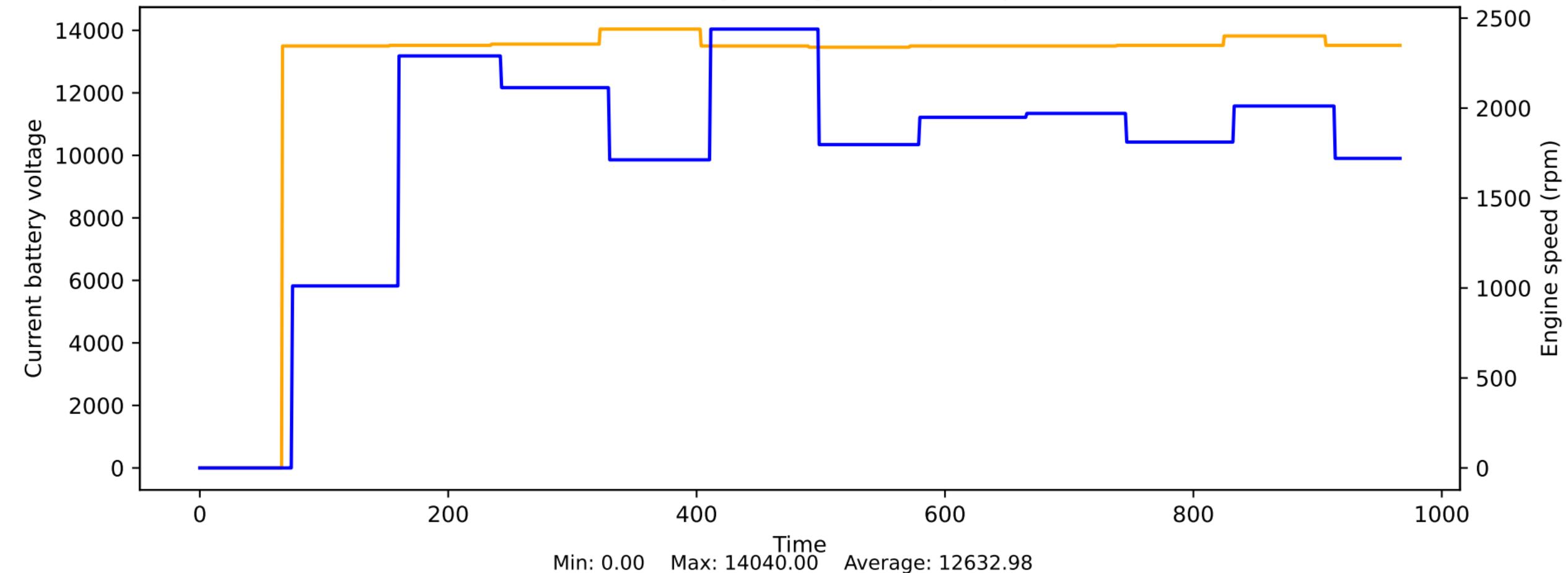
### Current DC-DC converter vs Engine speed



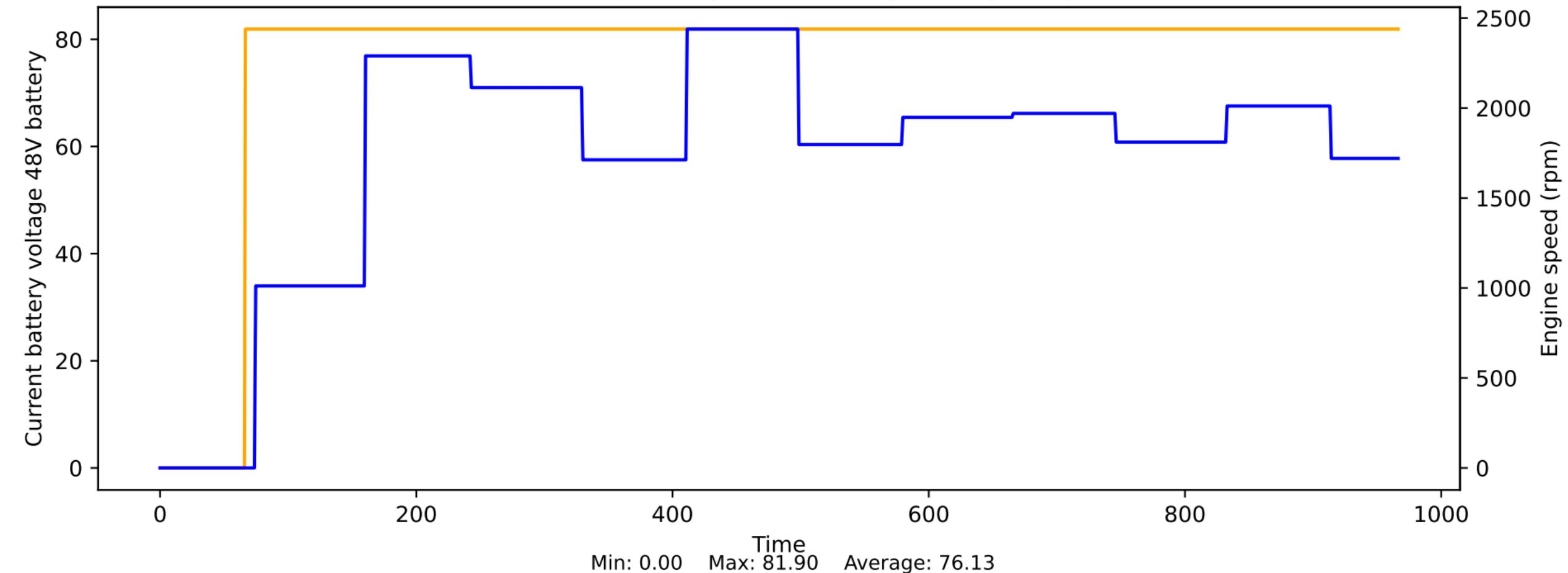
Current battery current 48V battery vs Engine speed



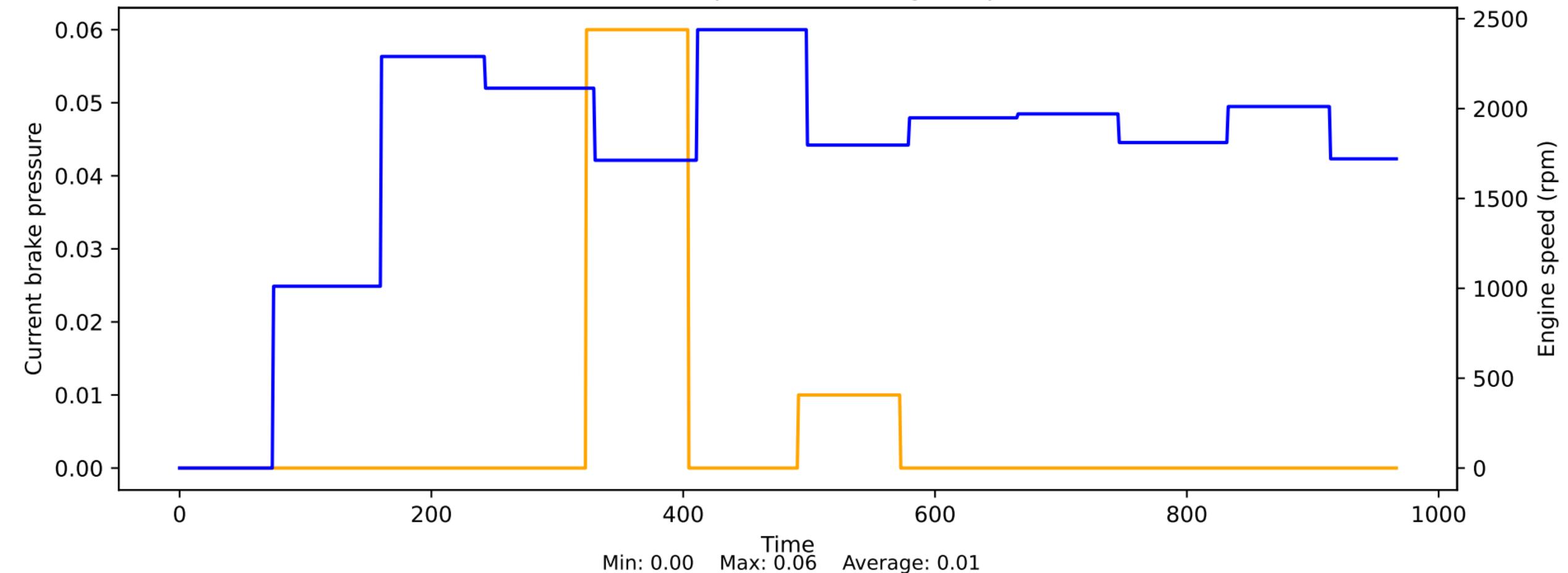
### Current battery voltage vs Engine speed



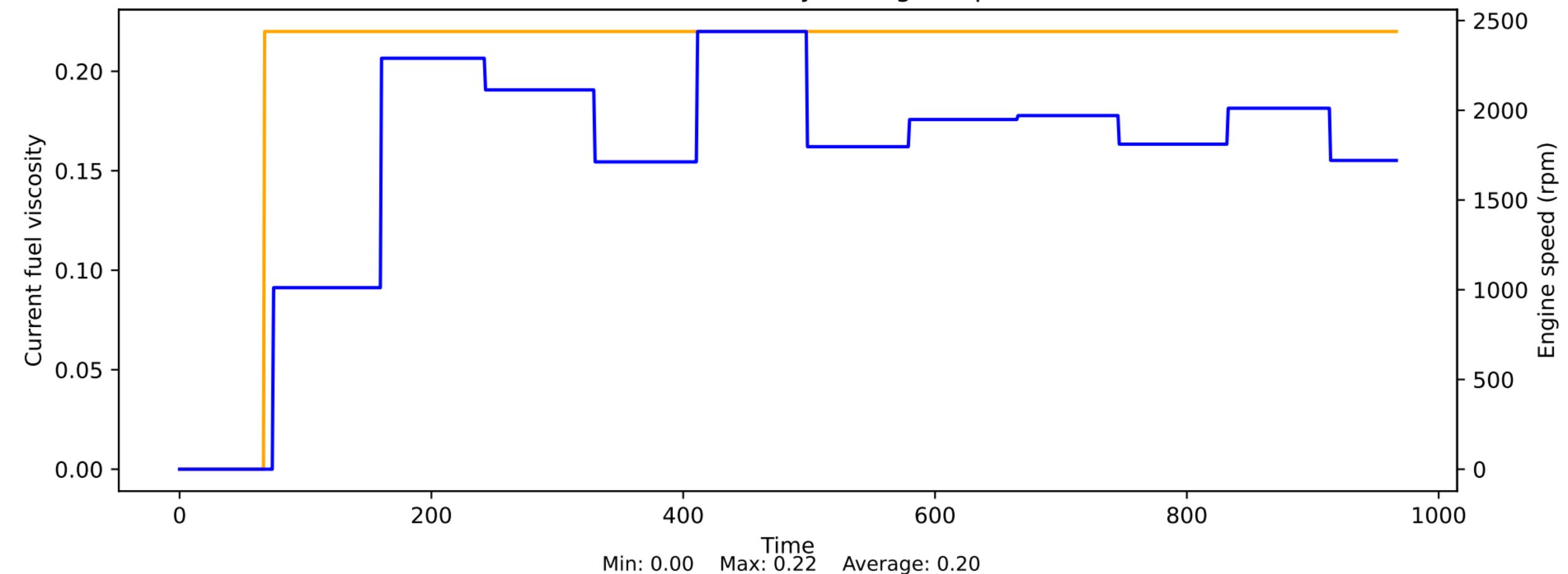
### Current battery voltage 48V battery vs Engine speed

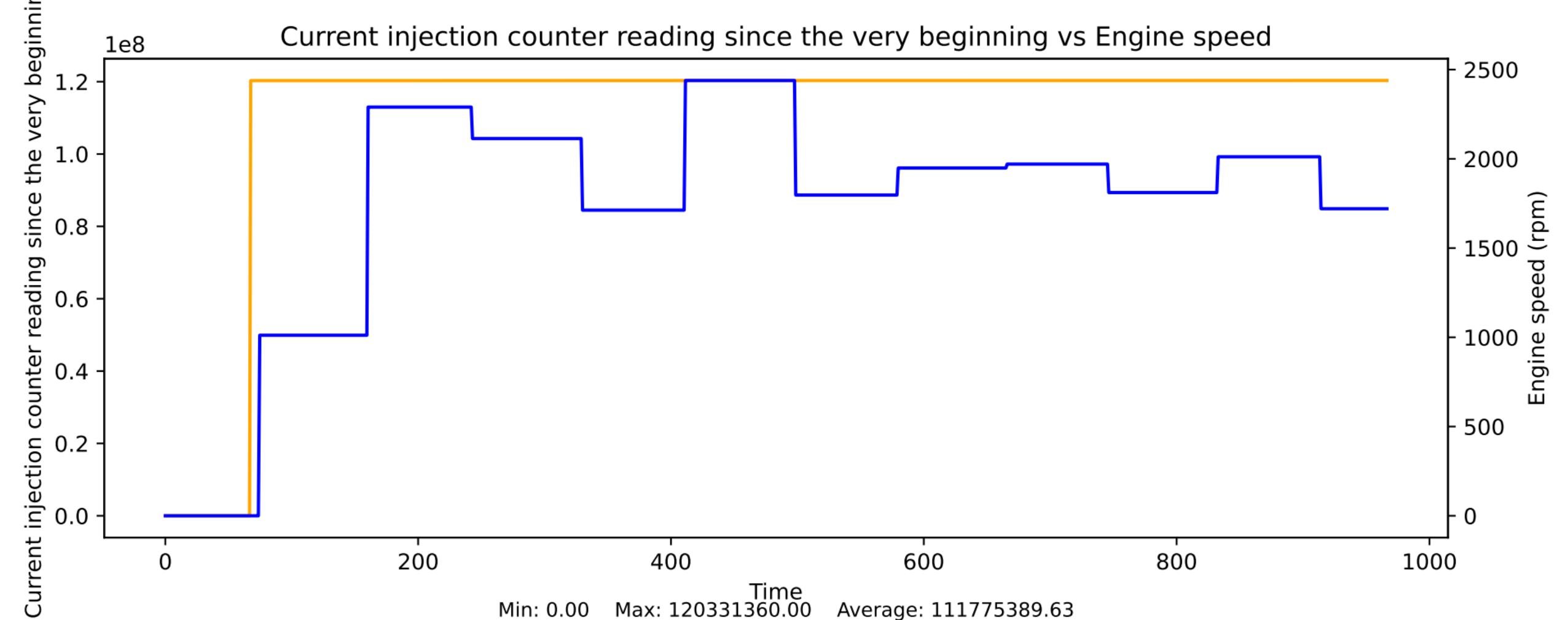


### Current brake pressure vs Engine speed

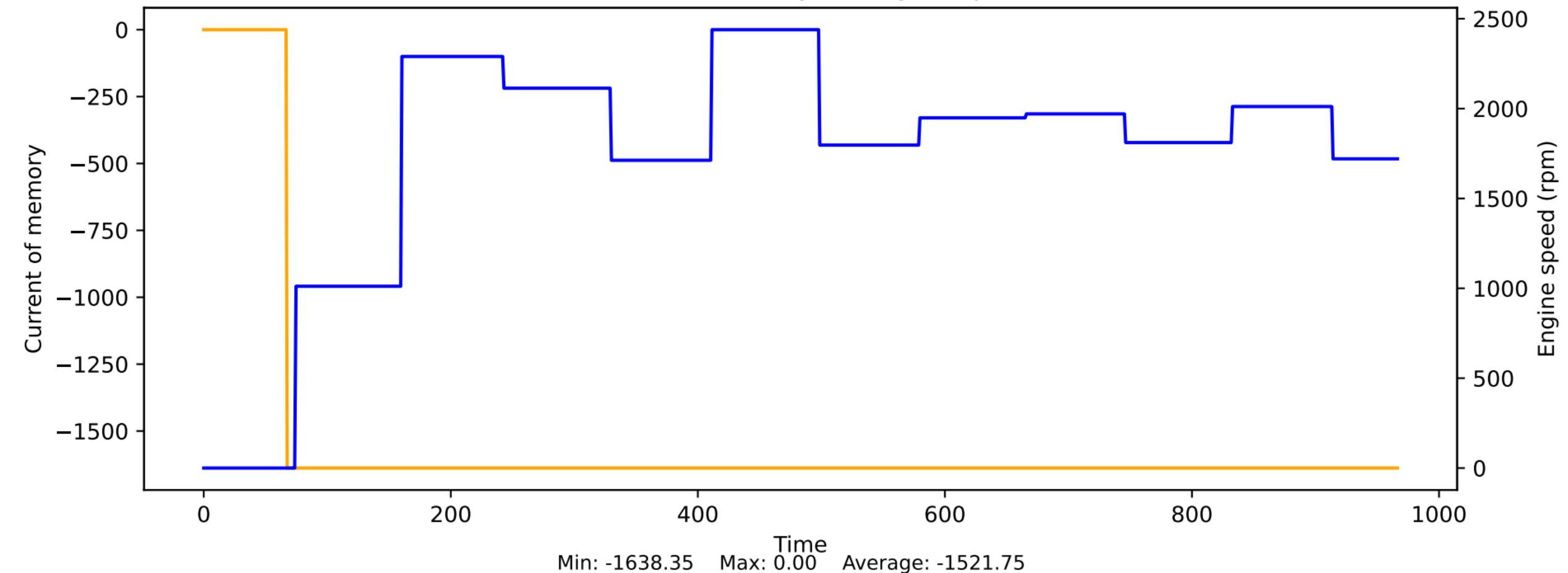


### Current fuel viscosity vs Engine speed

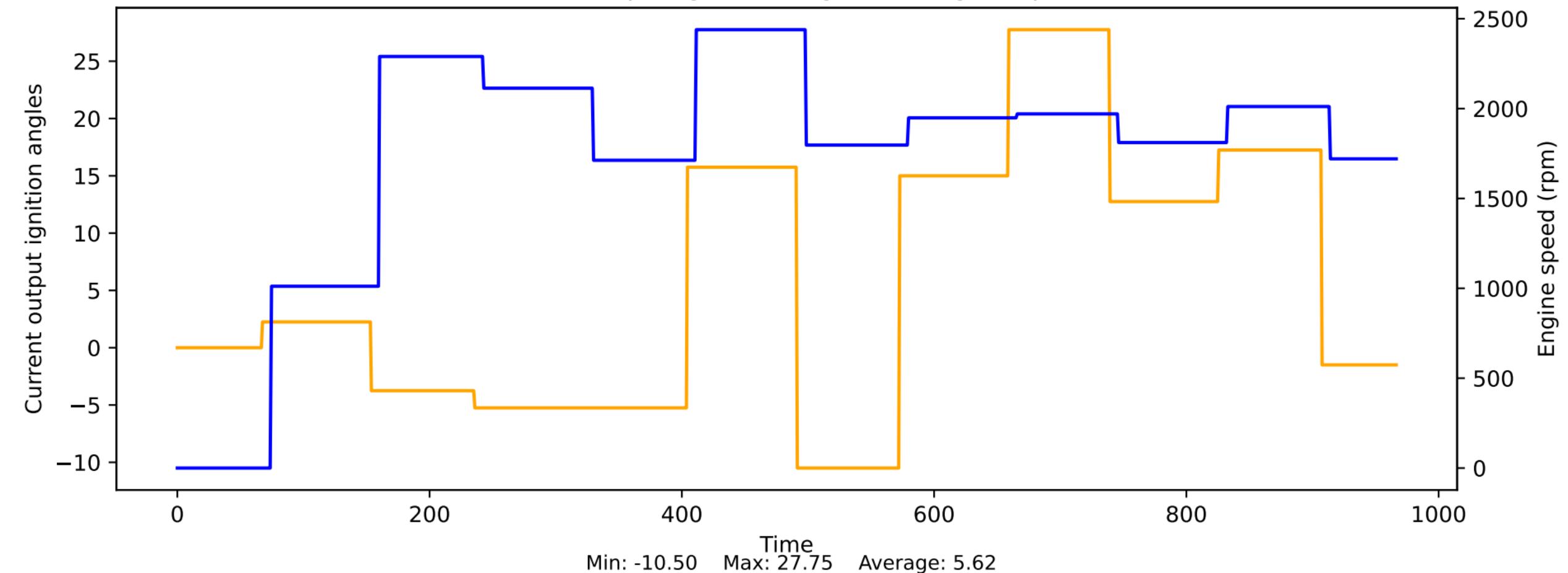




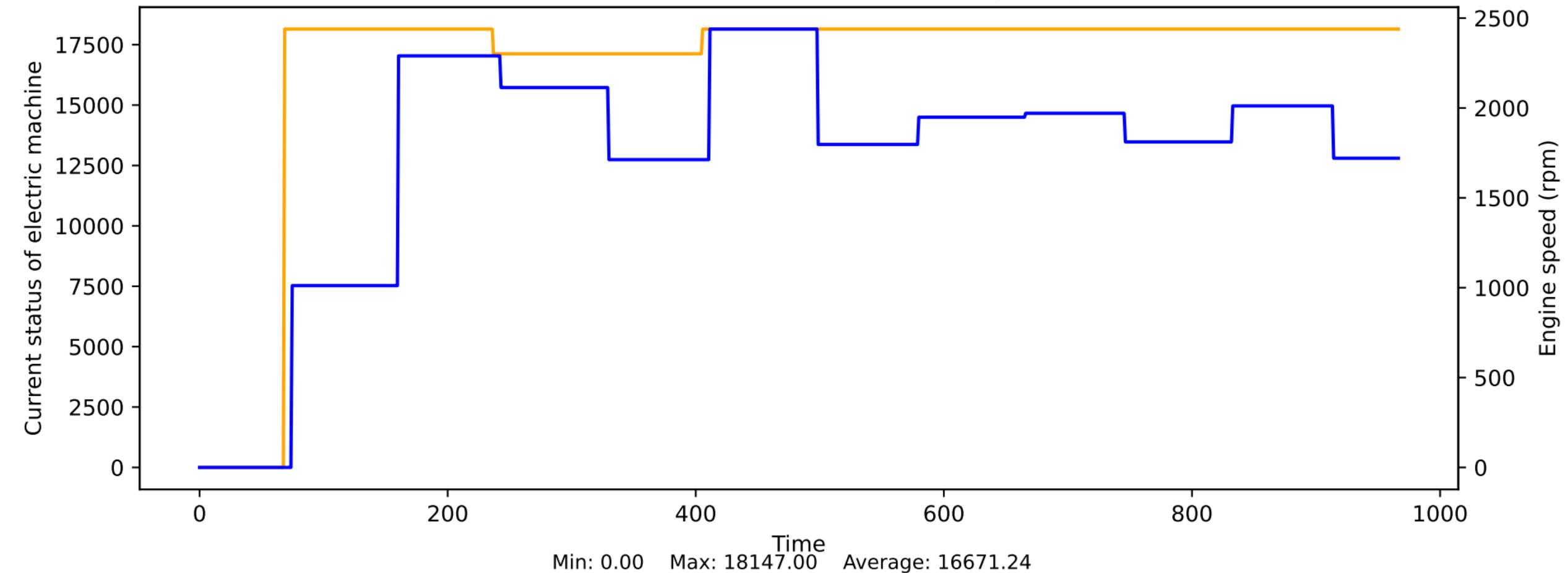
### Current of memory vs Engine speed



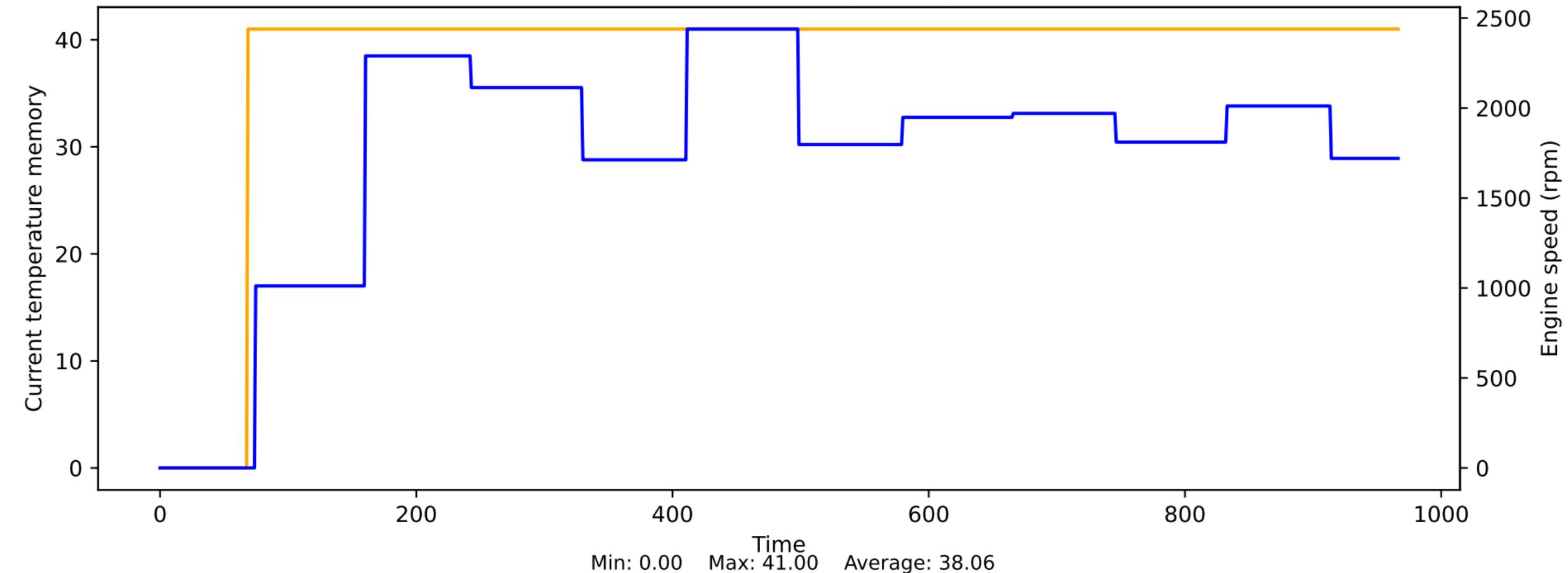
### Current output ignition angles vs Engine speed



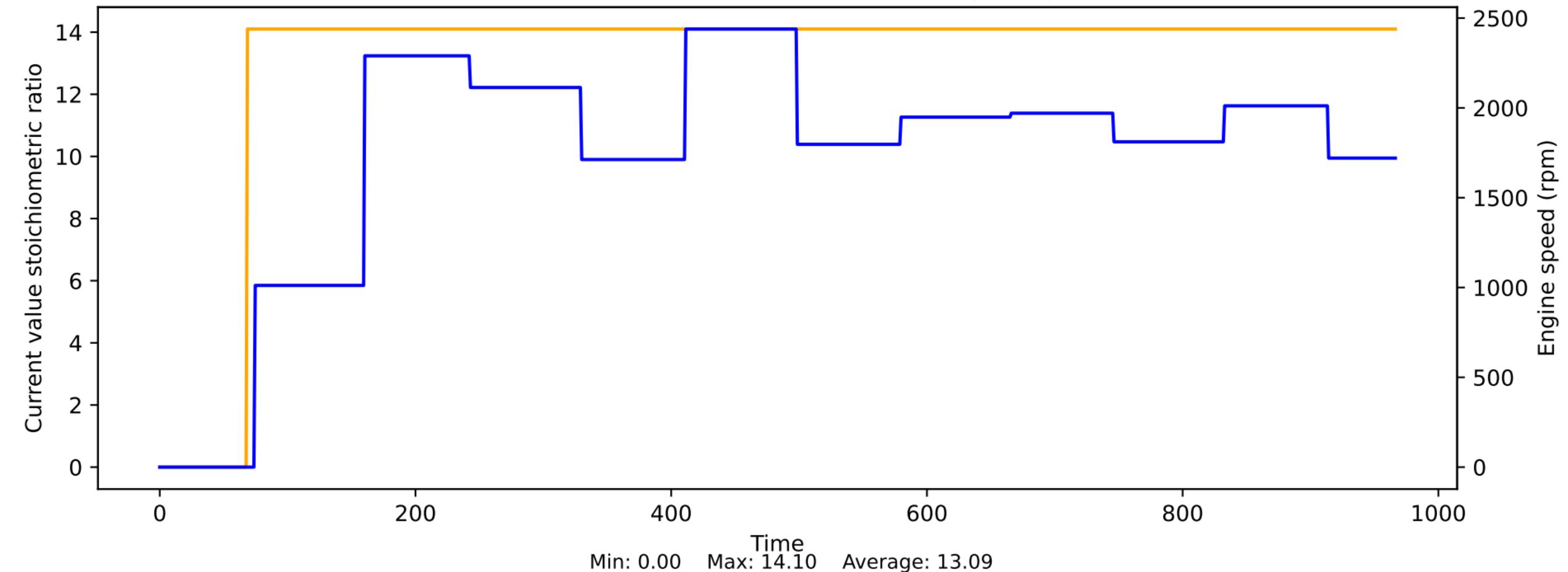
### Current status of electric machine vs Engine speed



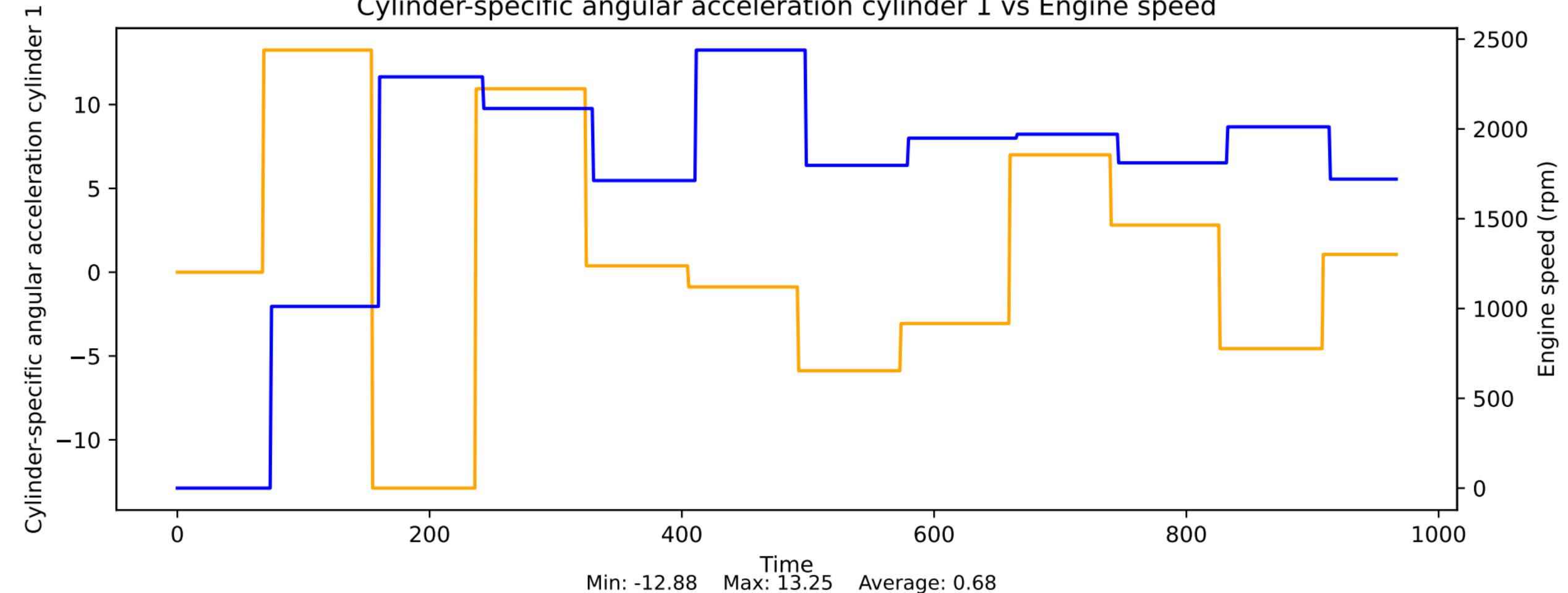
### Current temperature memory vs Engine speed



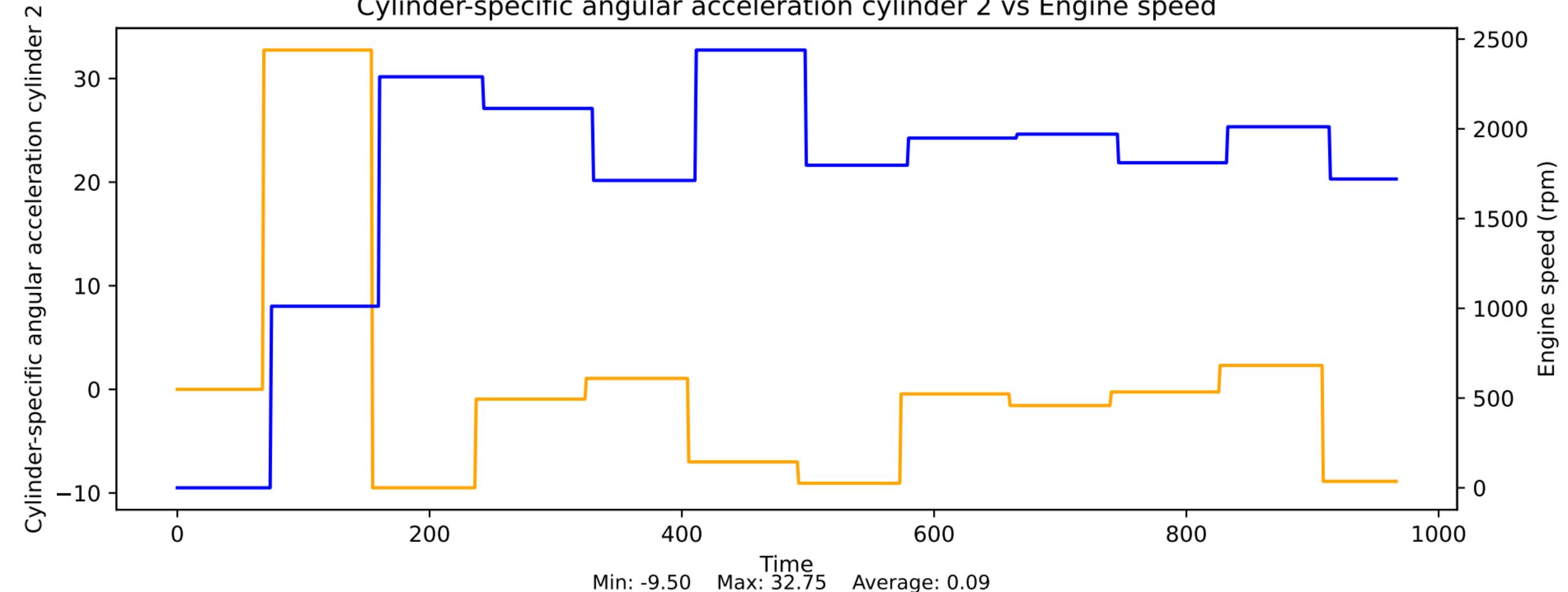
### Current value stoichiometric ratio vs Engine speed



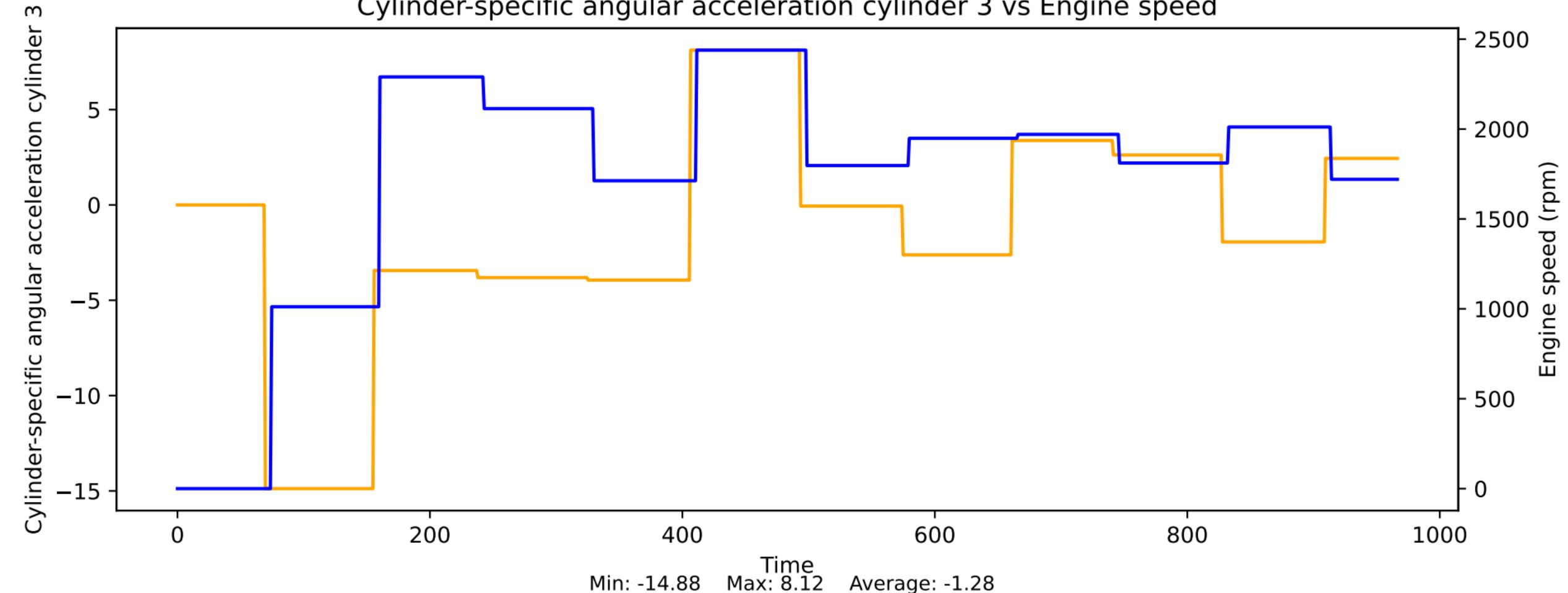
### Cylinder-specific angular acceleration cylinder 1 vs Engine speed



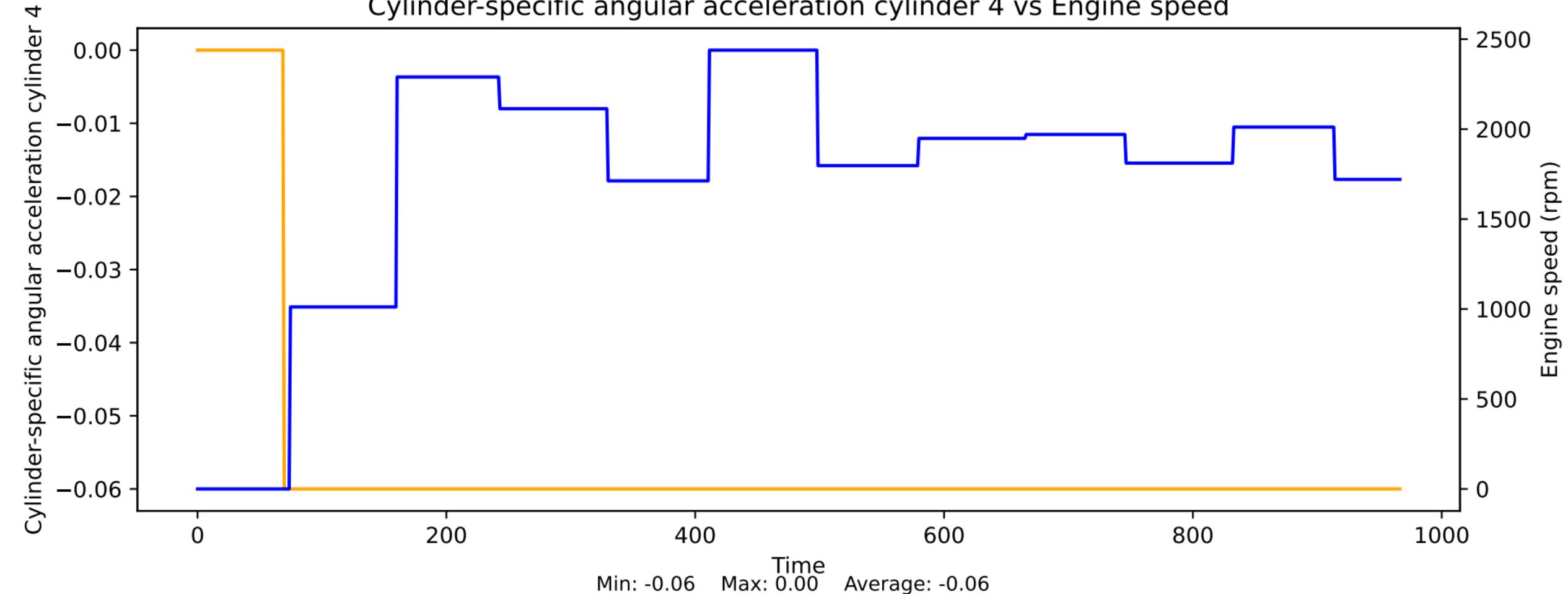
### Cylinder-specific angular acceleration cylinder 2 vs Engine speed



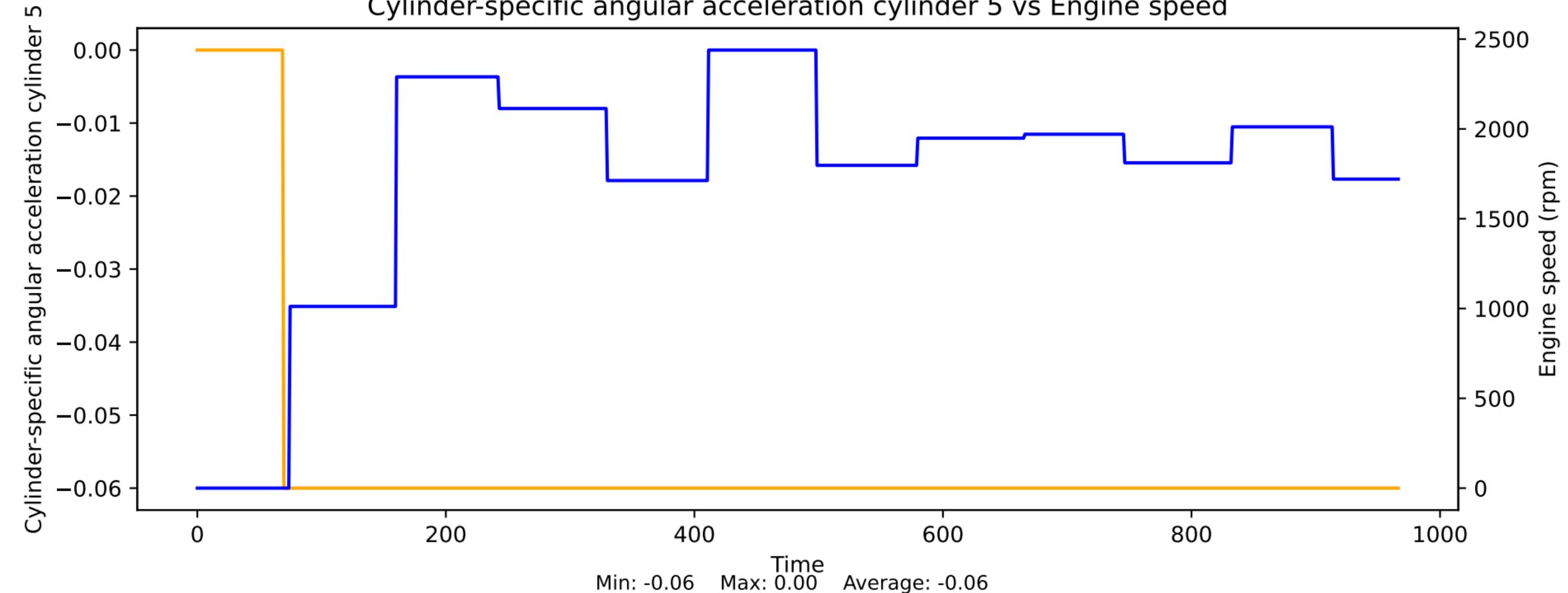
### Cylinder-specific angular acceleration cylinder 3 vs Engine speed



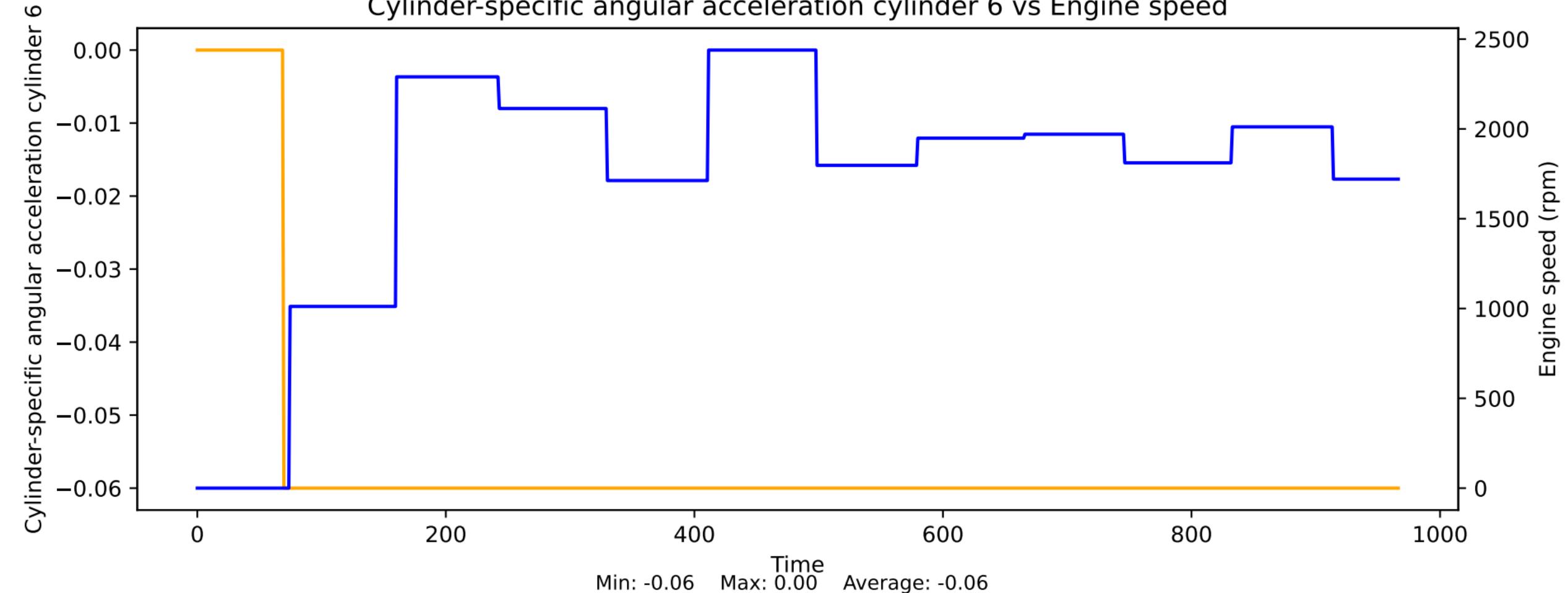
### Cylinder-specific angular acceleration cylinder 4 vs Engine speed



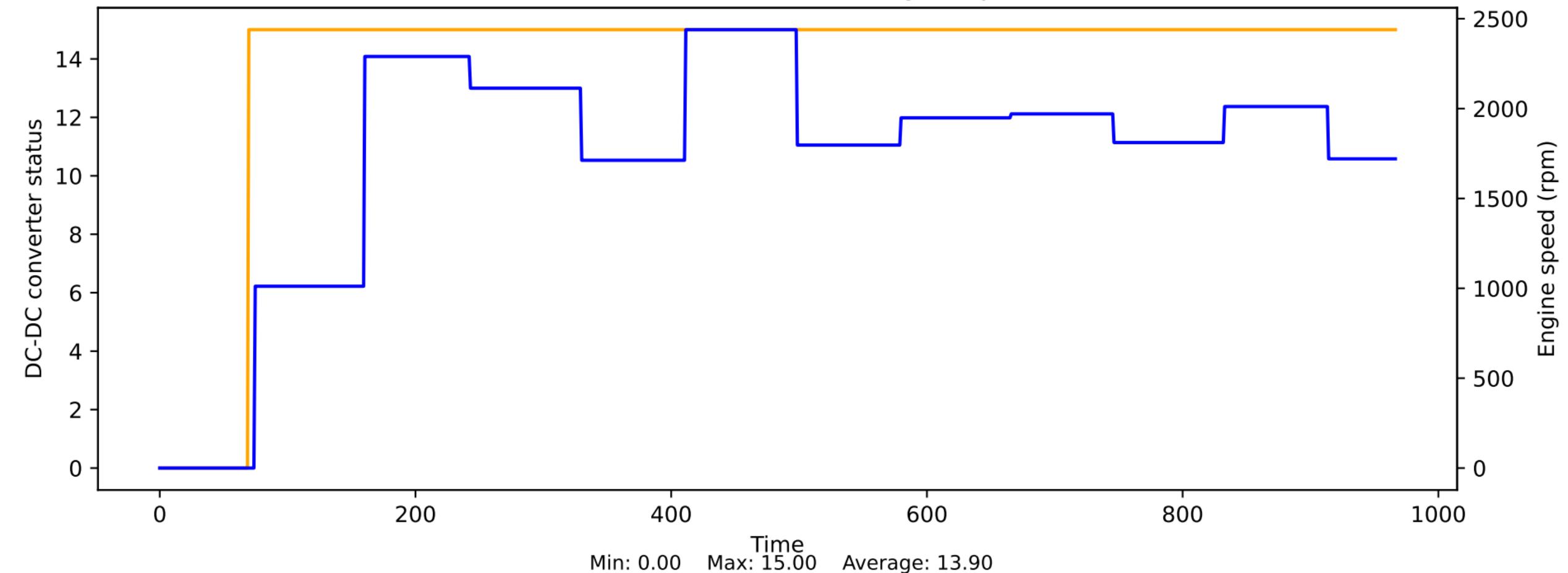
### Cylinder-specific angular acceleration cylinder 5 vs Engine speed



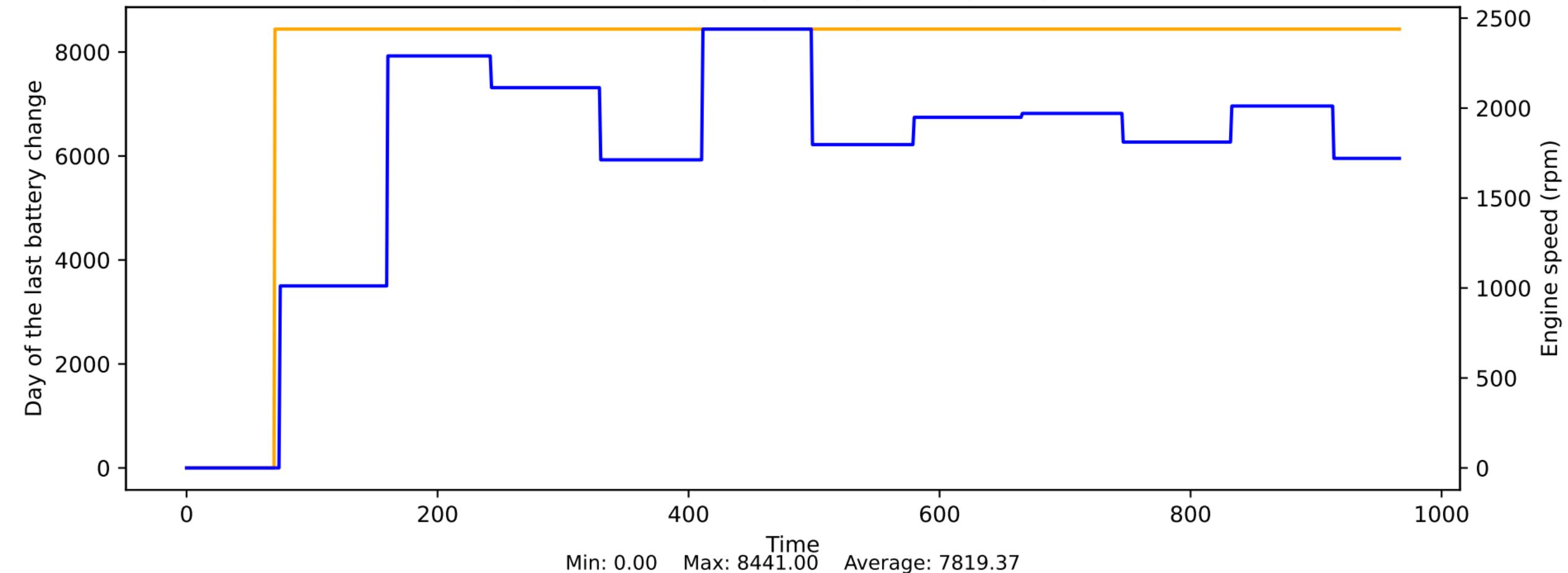
### Cylinder-specific angular acceleration cylinder 6 vs Engine speed



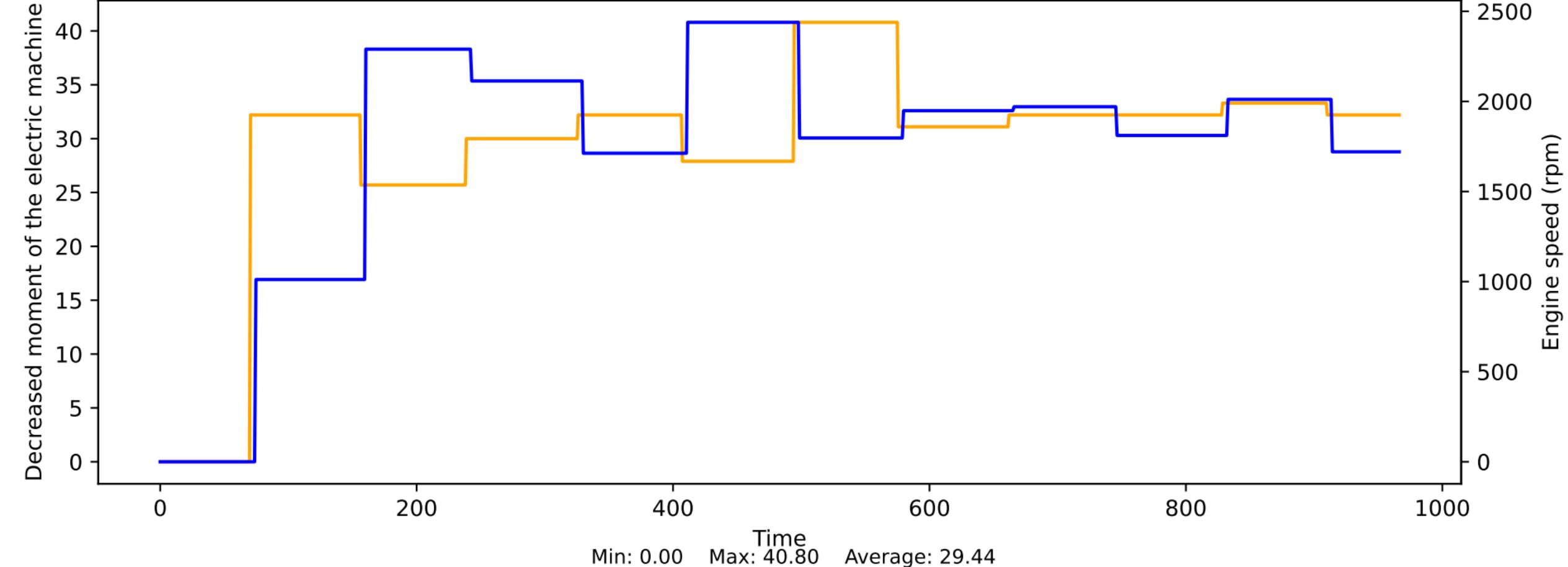
### DC-DC converter status vs Engine speed



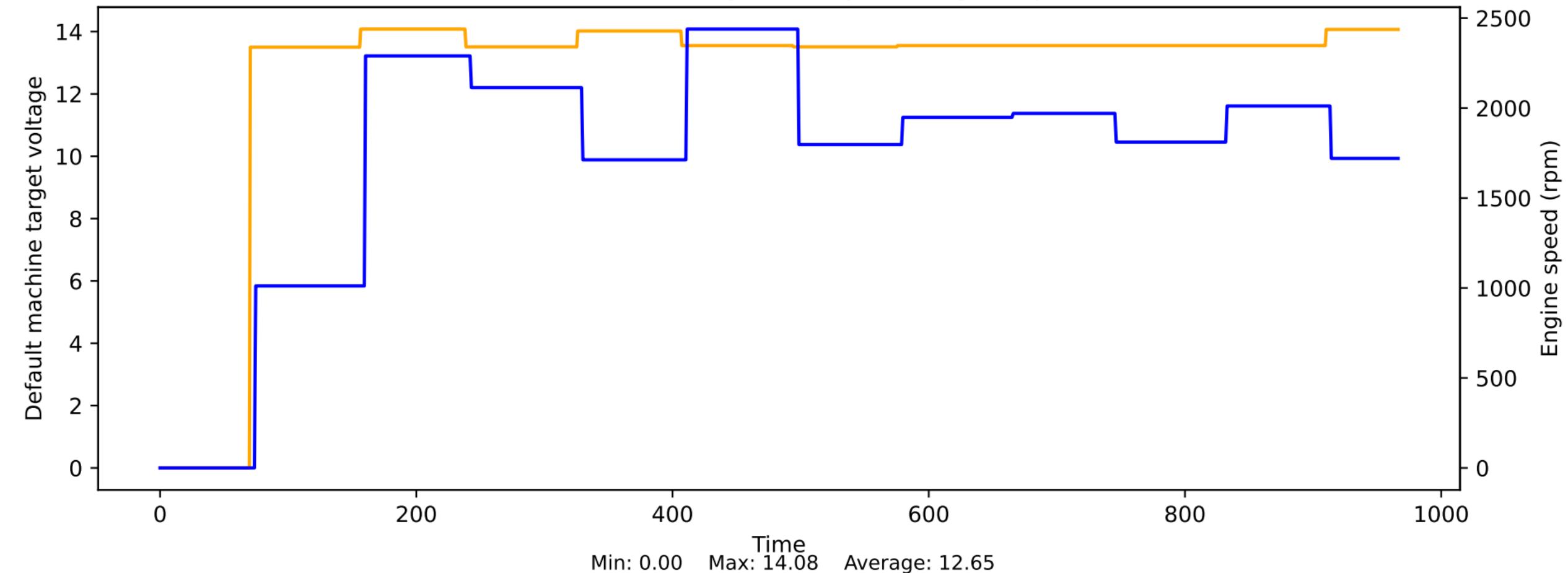
### Day of the last battery change vs Engine speed

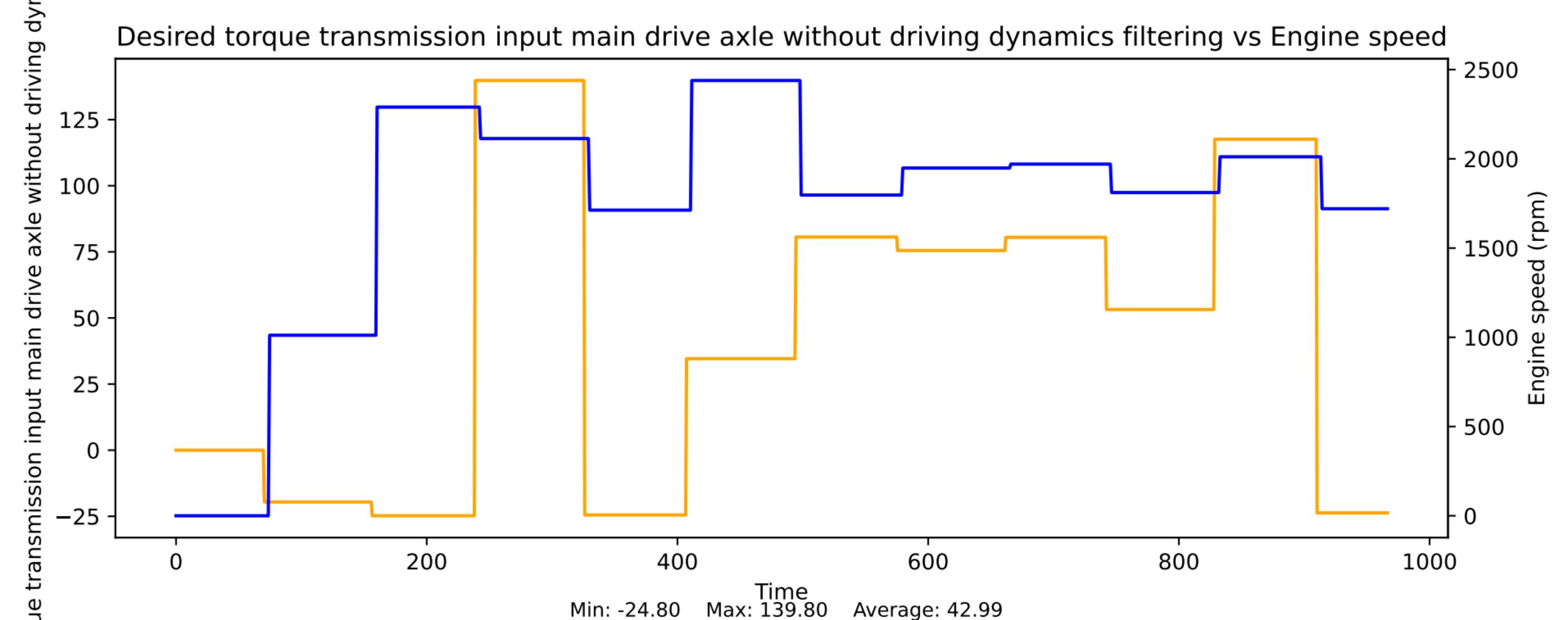


## Decreased moment of the electric machine vs Engine speed

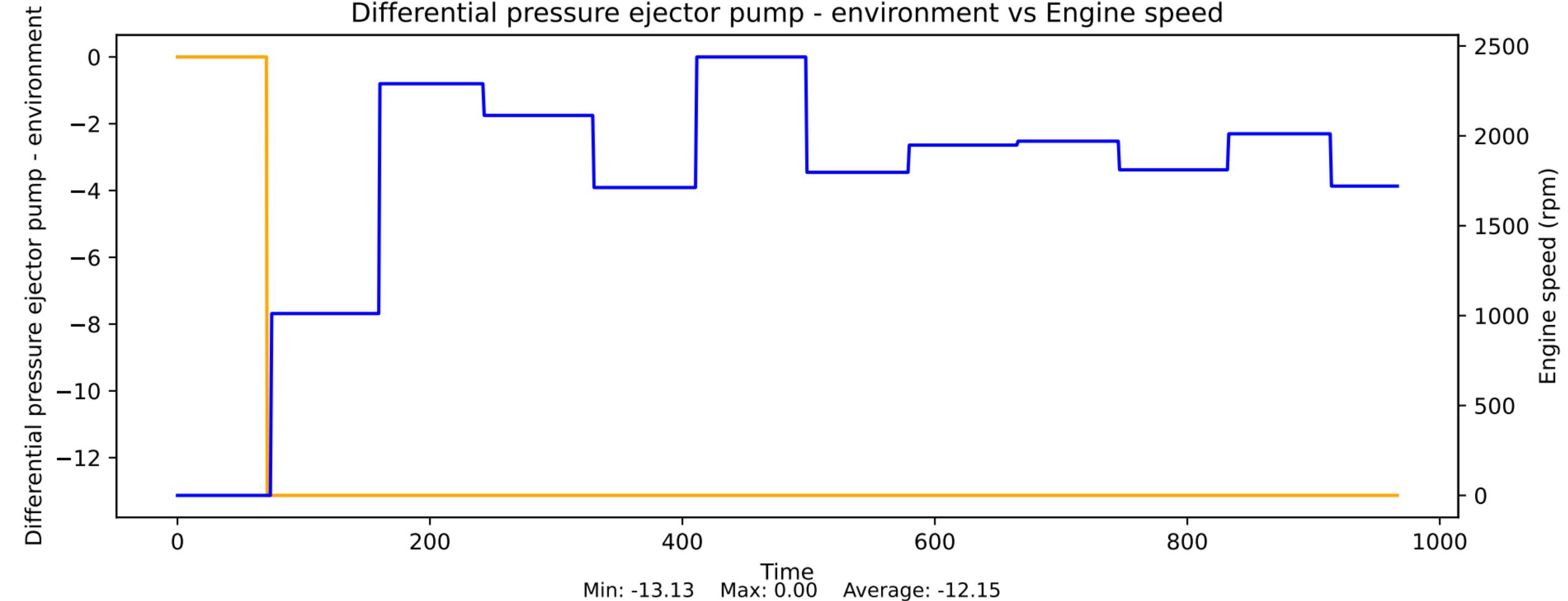


### Default machine target voltage vs Engine speed

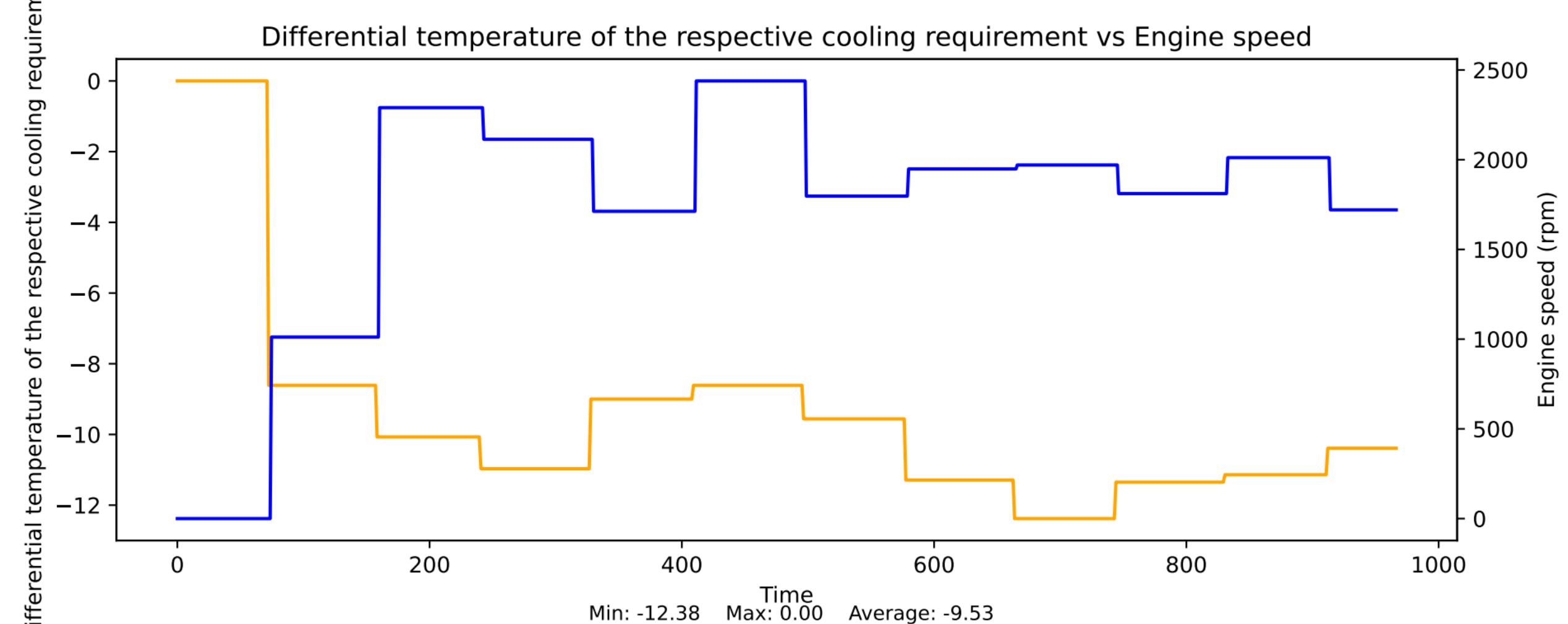




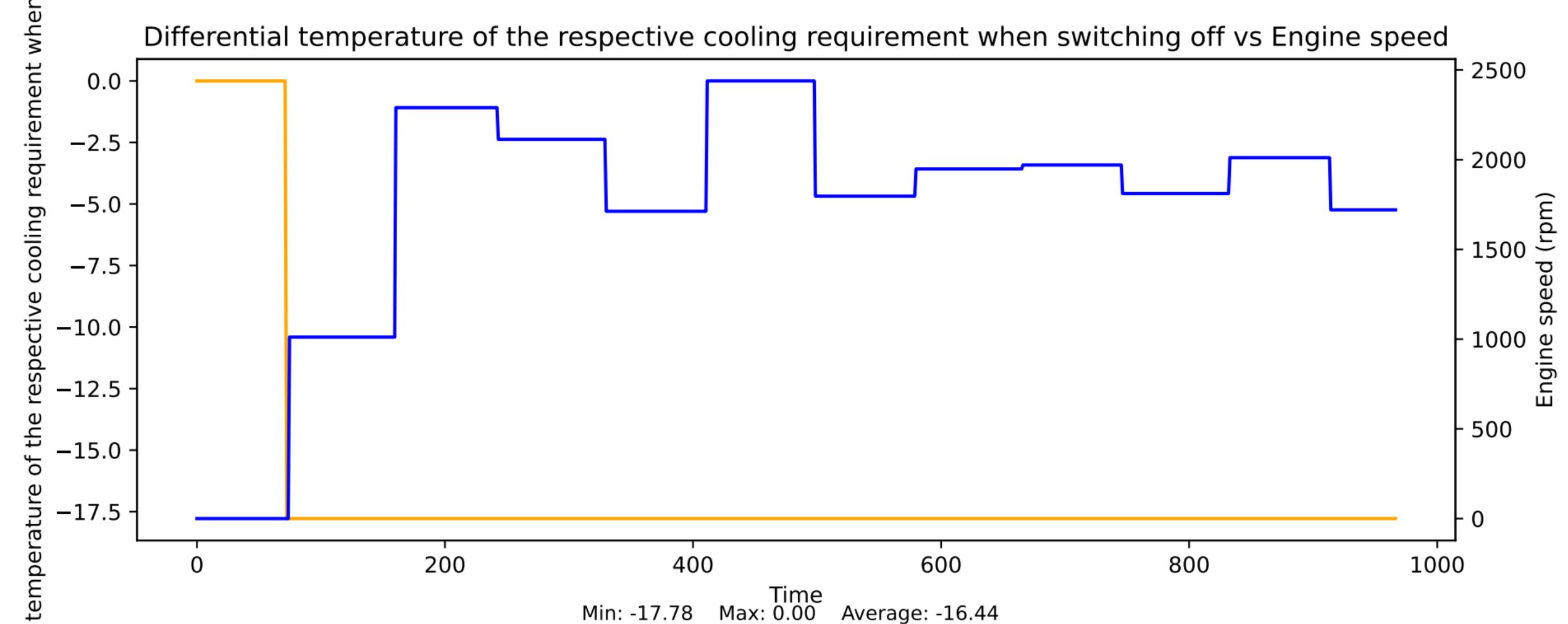
## Differential pressure ejector pump - environment vs Engine speed



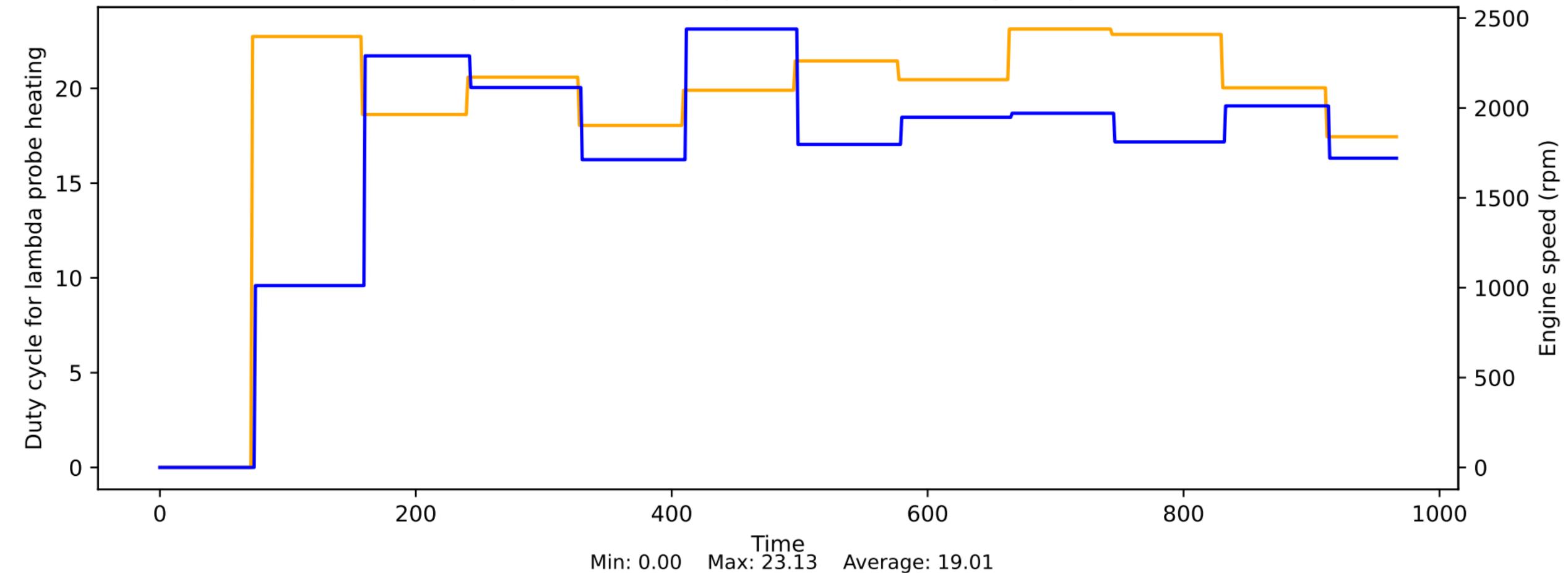
Differential temperature of the respective cooling requirement vs Engine speed



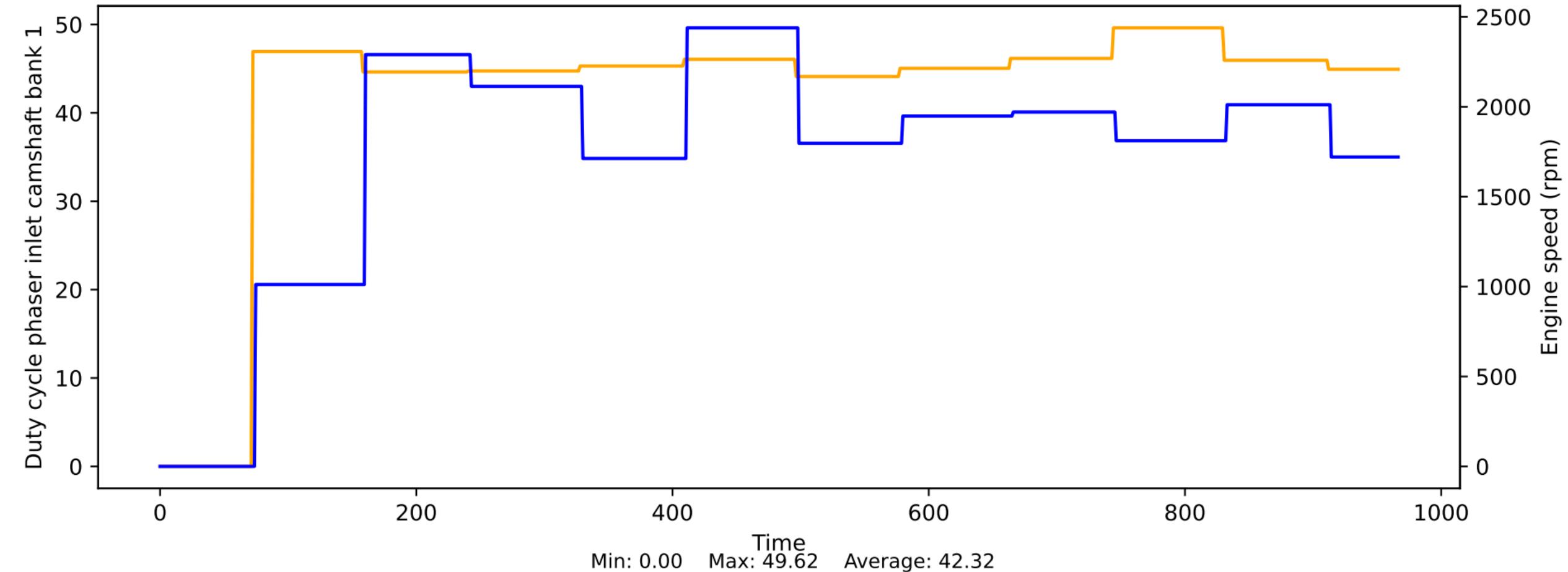
# Differential temperature of the respective cooling requirement when switching off vs Engine speed



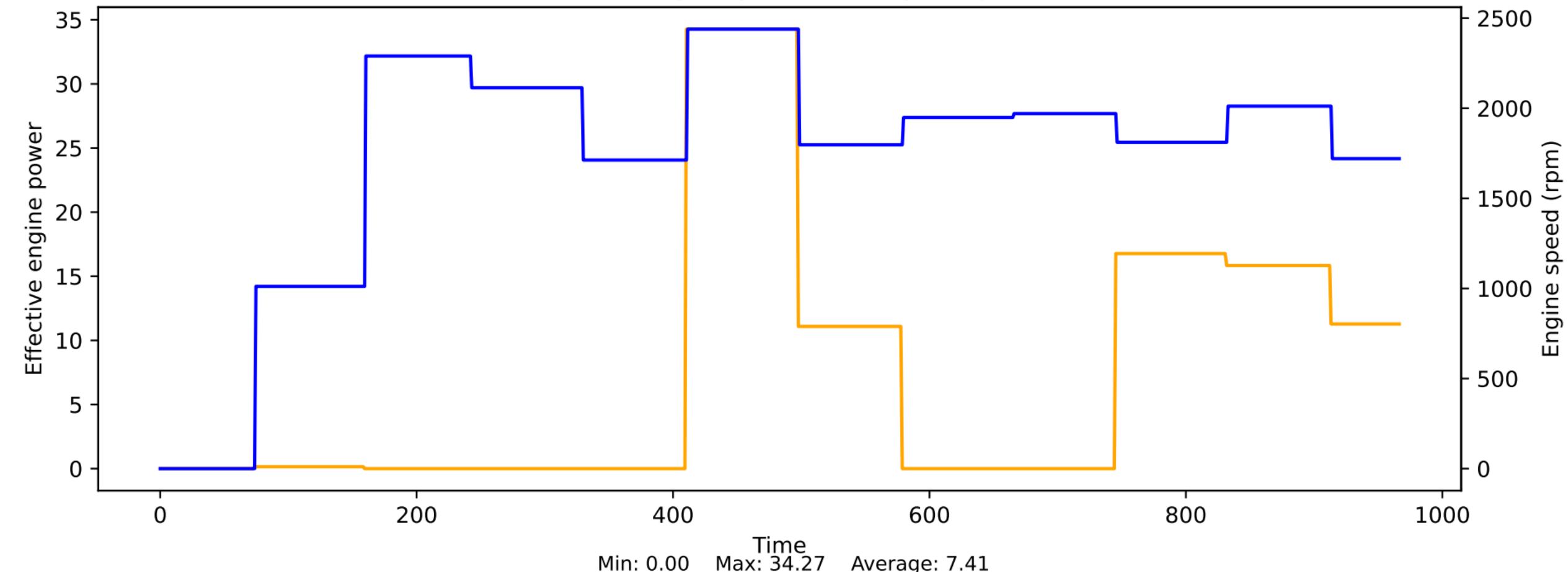
### Duty cycle for lambda probe heating vs Engine speed



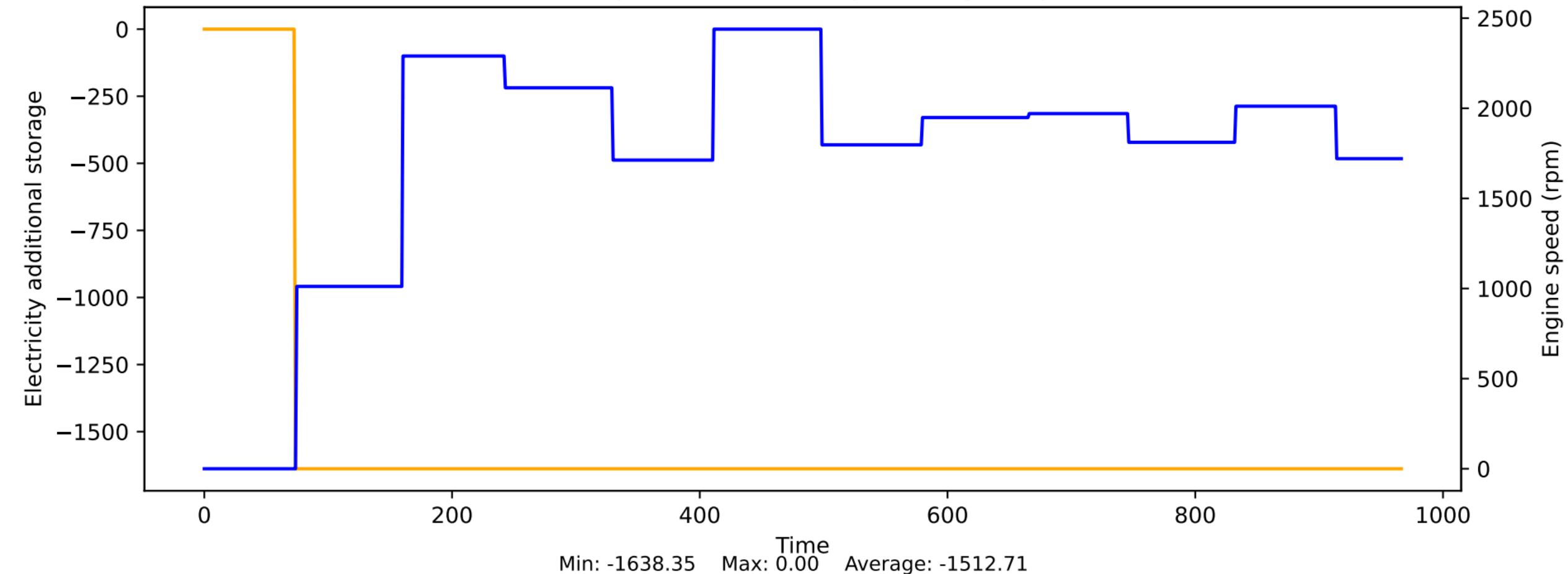
### Duty cycle phaser inlet camshaft bank 1 vs Engine speed



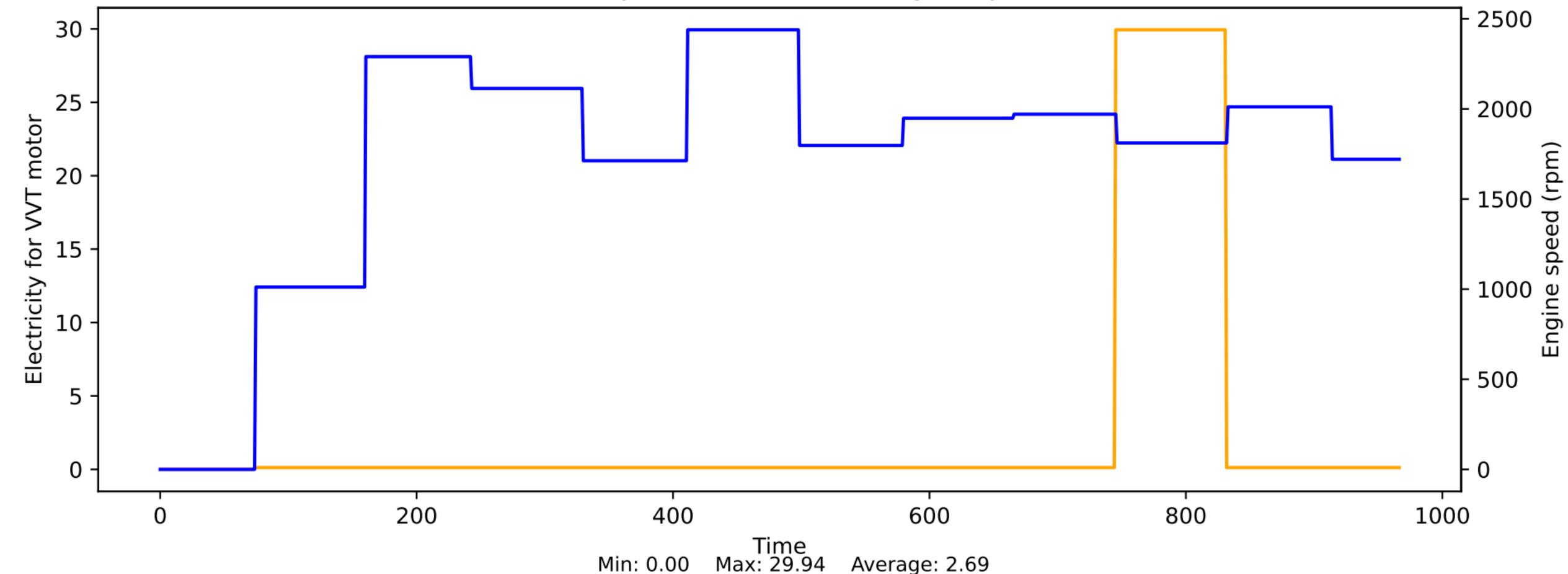
## Effective engine power vs Engine speed



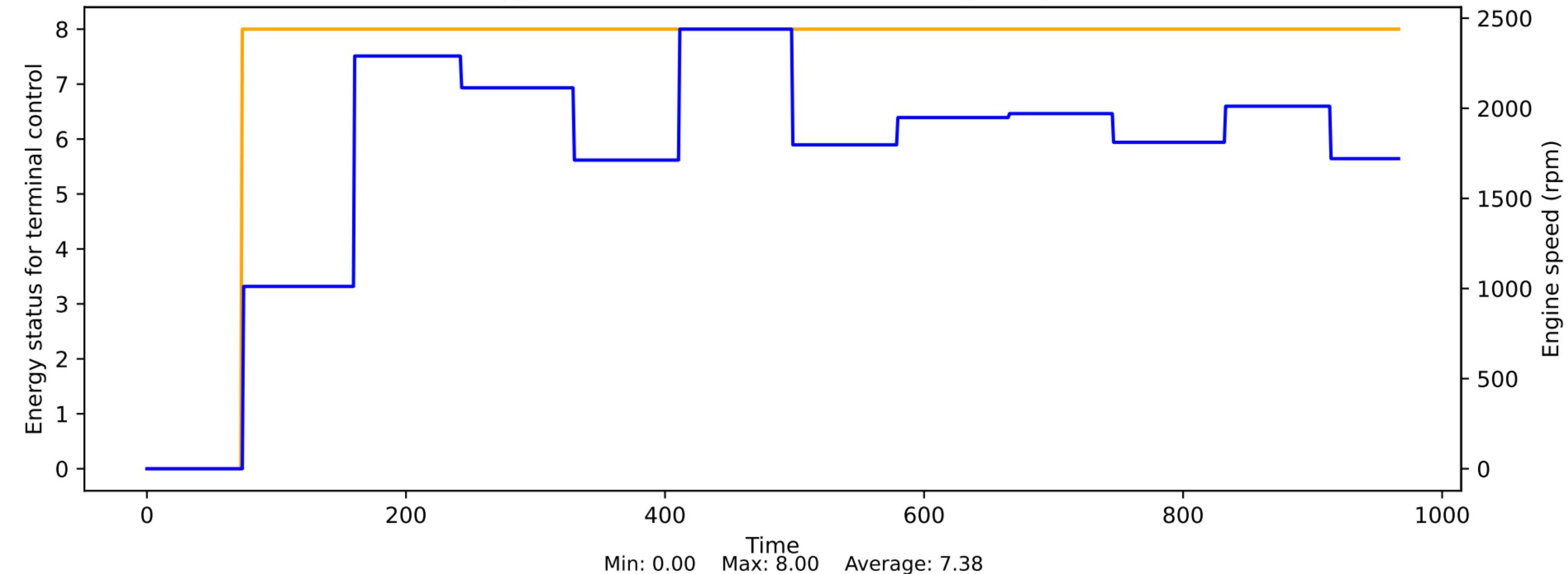
### Electricity additional storage vs Engine speed



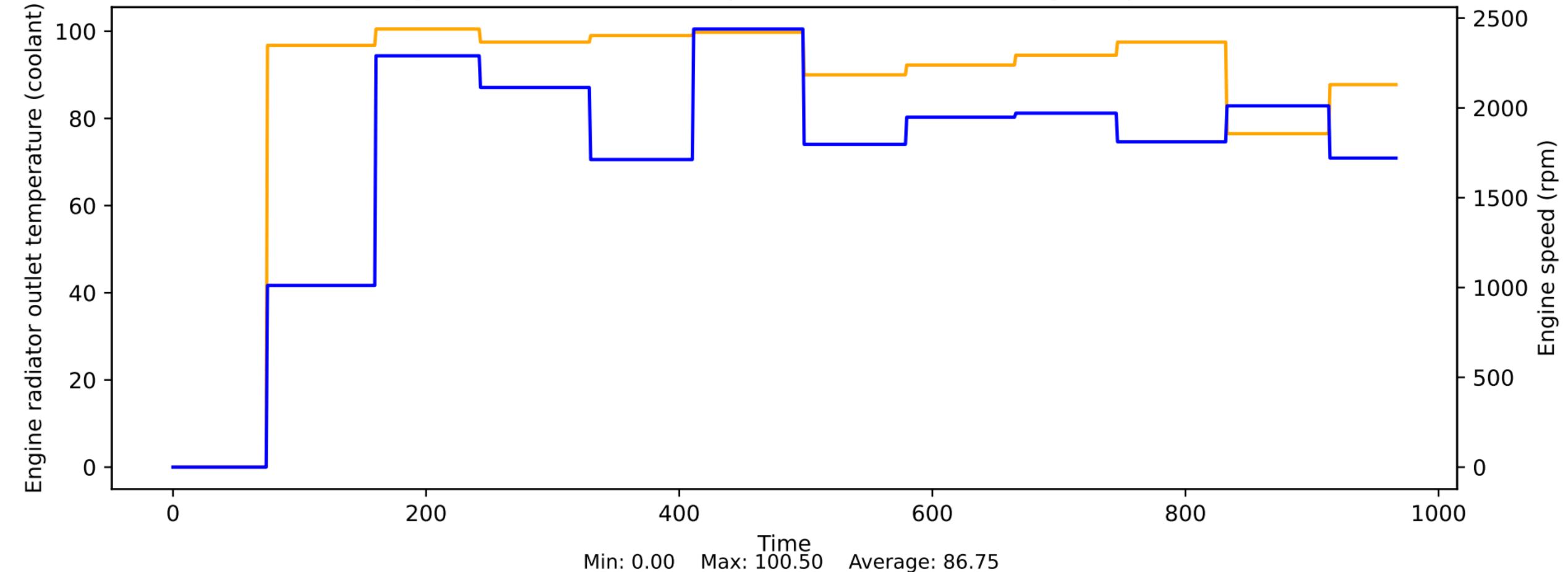
## Electricity for VVT motor vs Engine speed



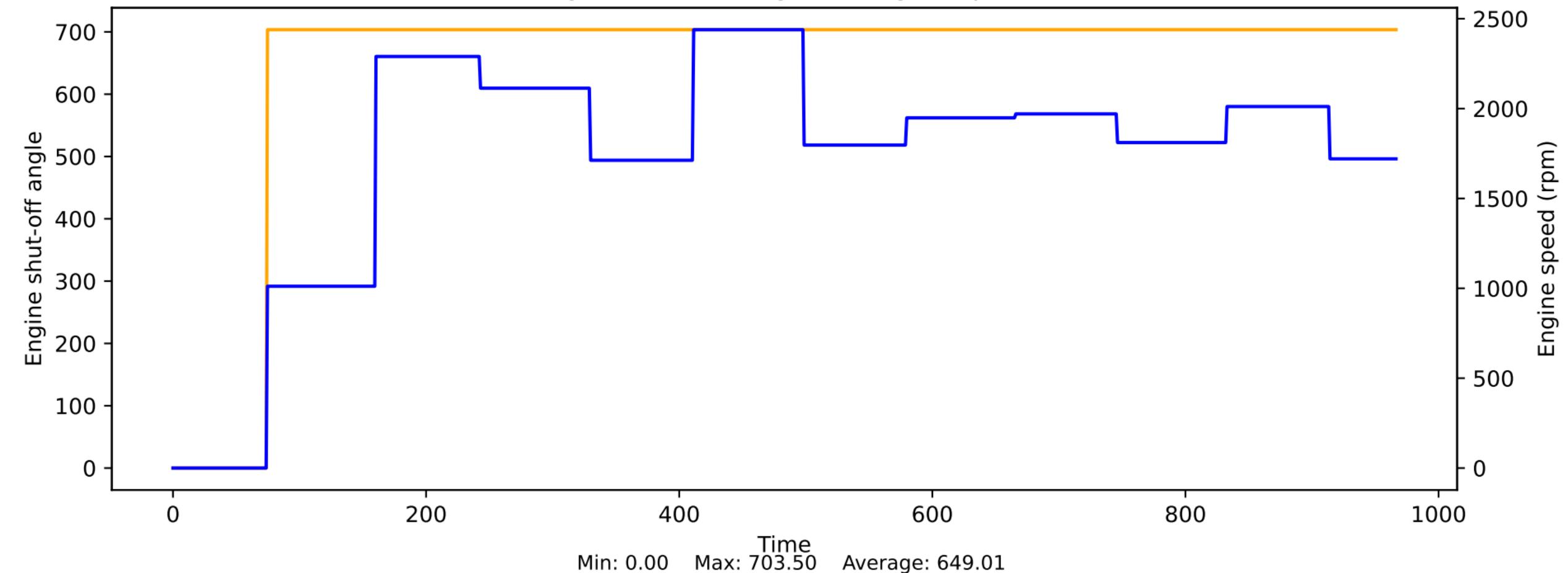
### Energy status for terminal control vs Engine speed



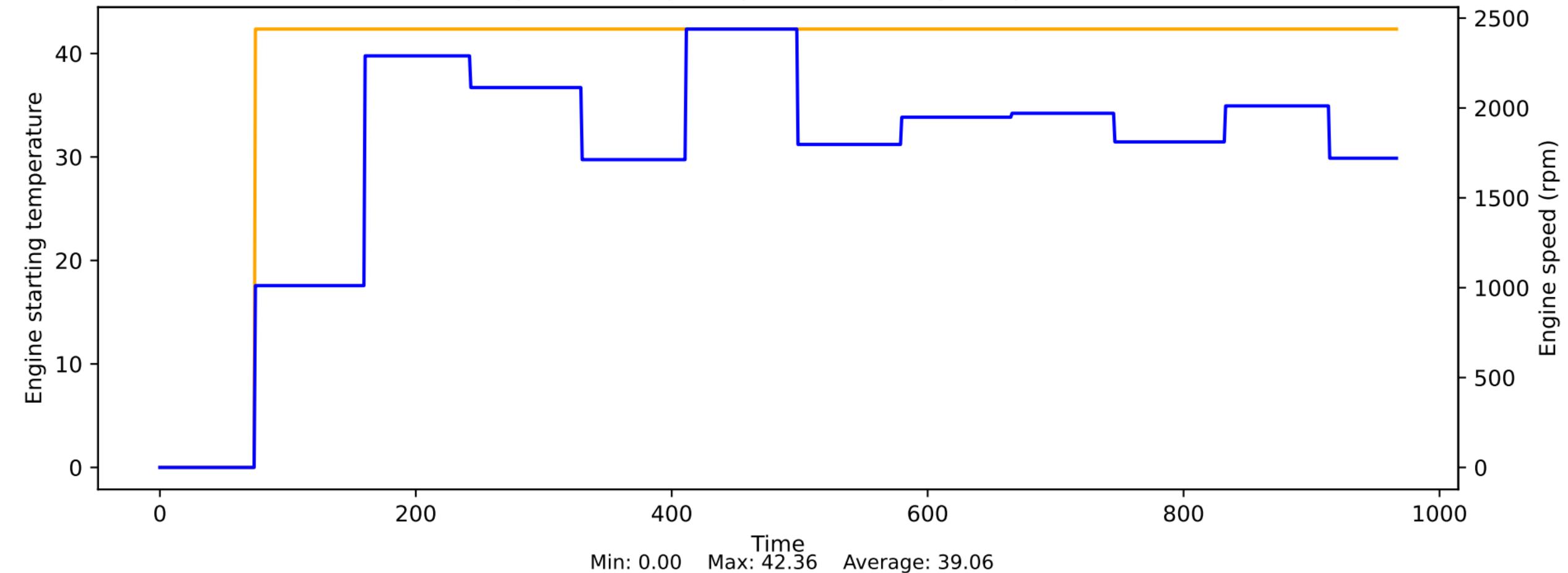
### Engine radiator outlet temperature (coolant) vs Engine speed



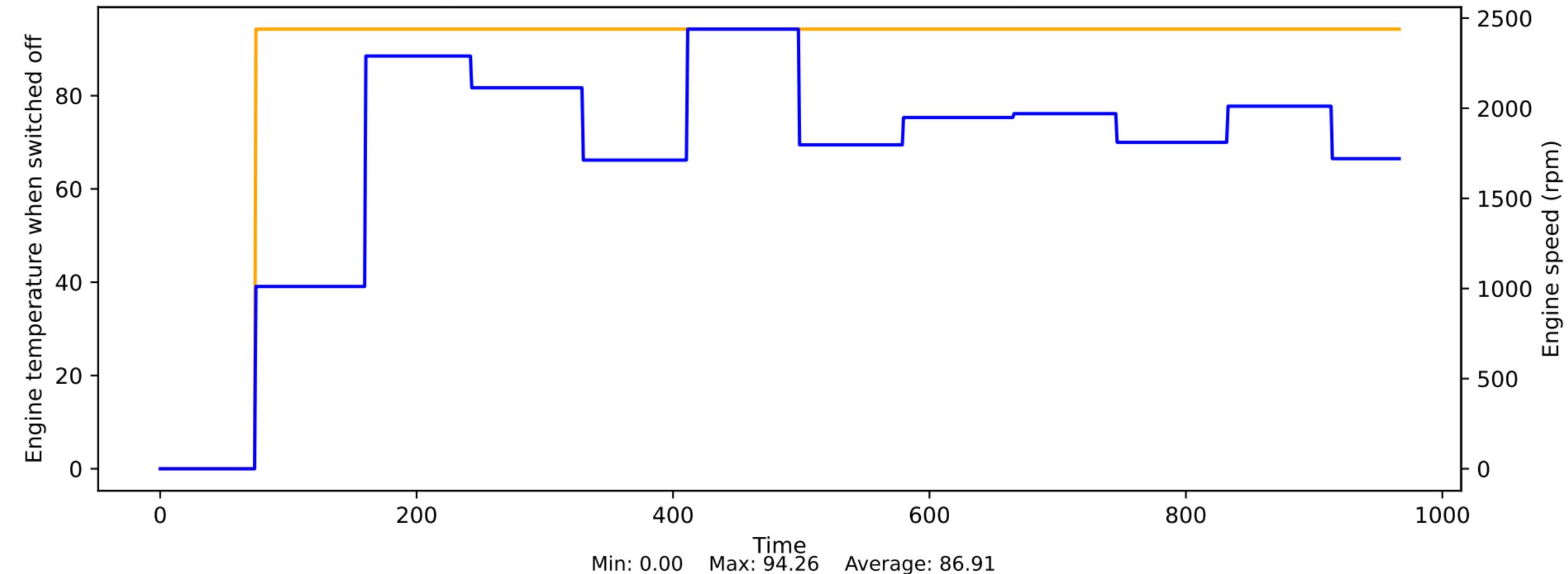
## Engine shut-off angle vs Engine speed



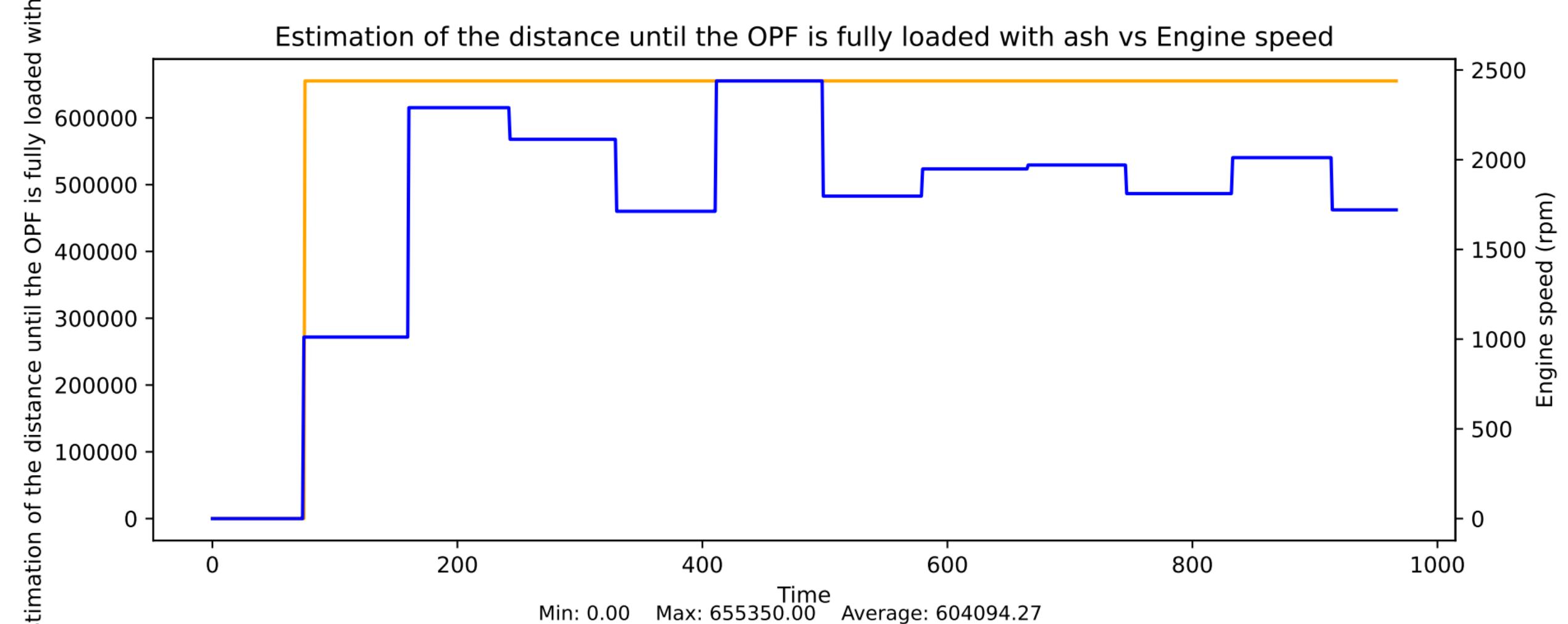
### Engine starting temperature vs Engine speed



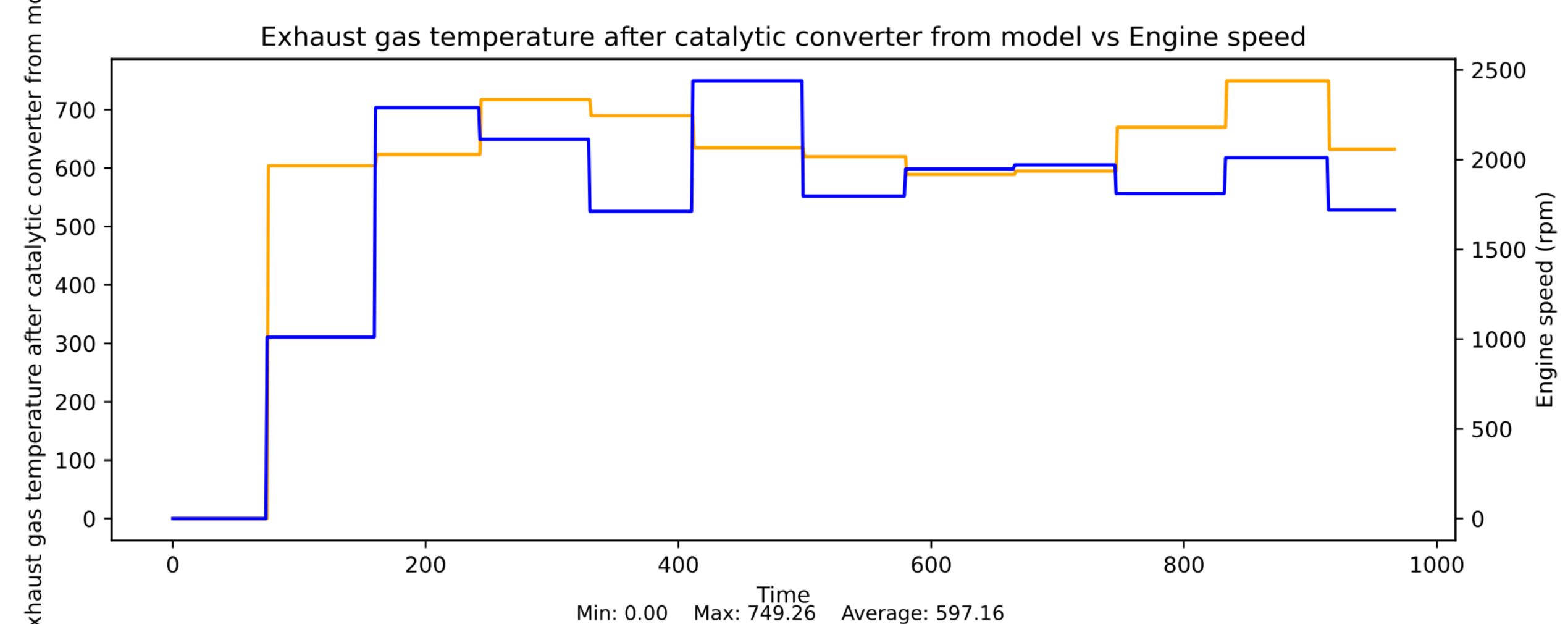
### Engine temperature when switched off vs Engine speed



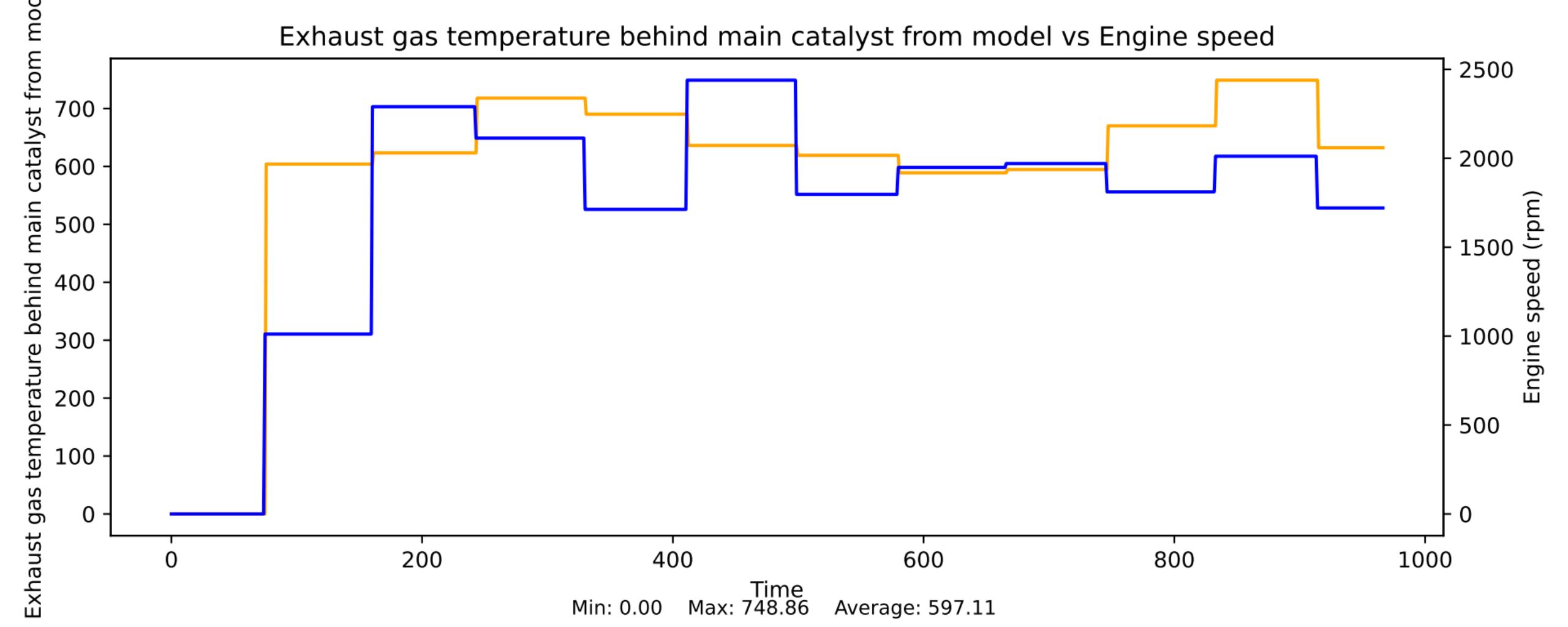
# Estimation of the distance until the OPF is fully loaded with ash vs Engine speed



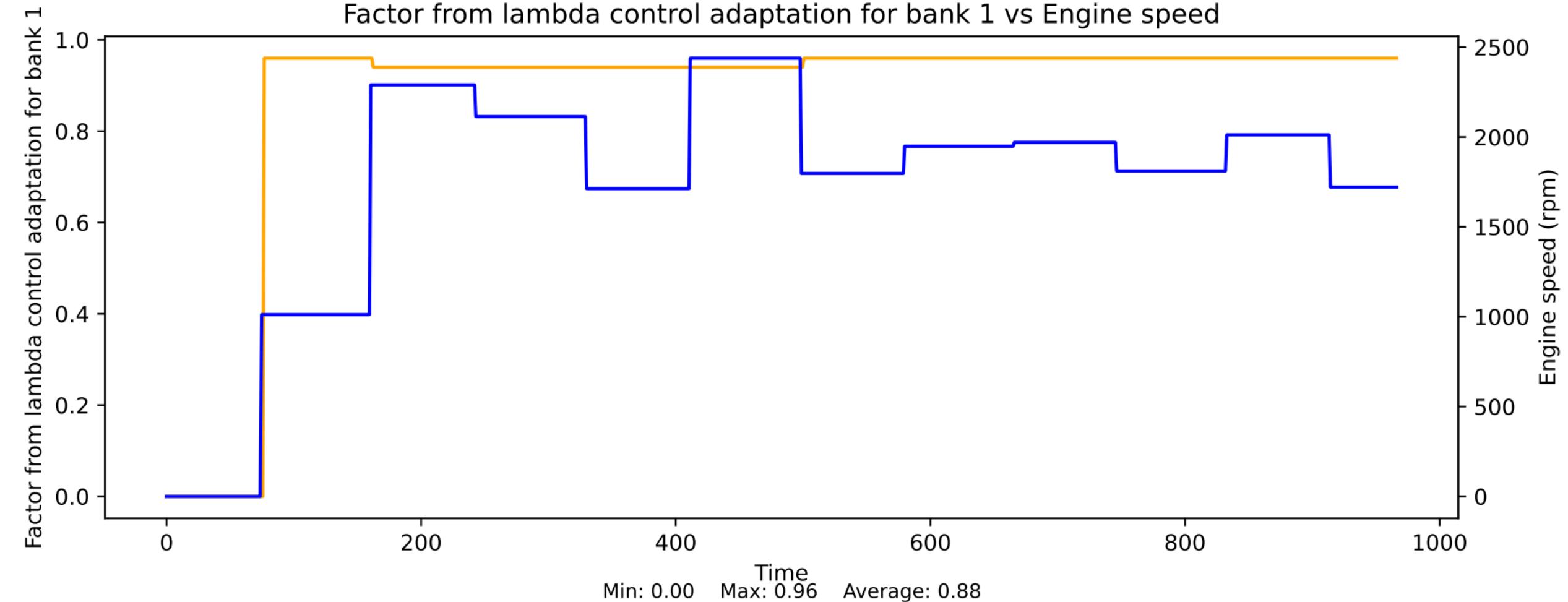
# Exhaust gas temperature after catalytic converter from model vs Engine speed



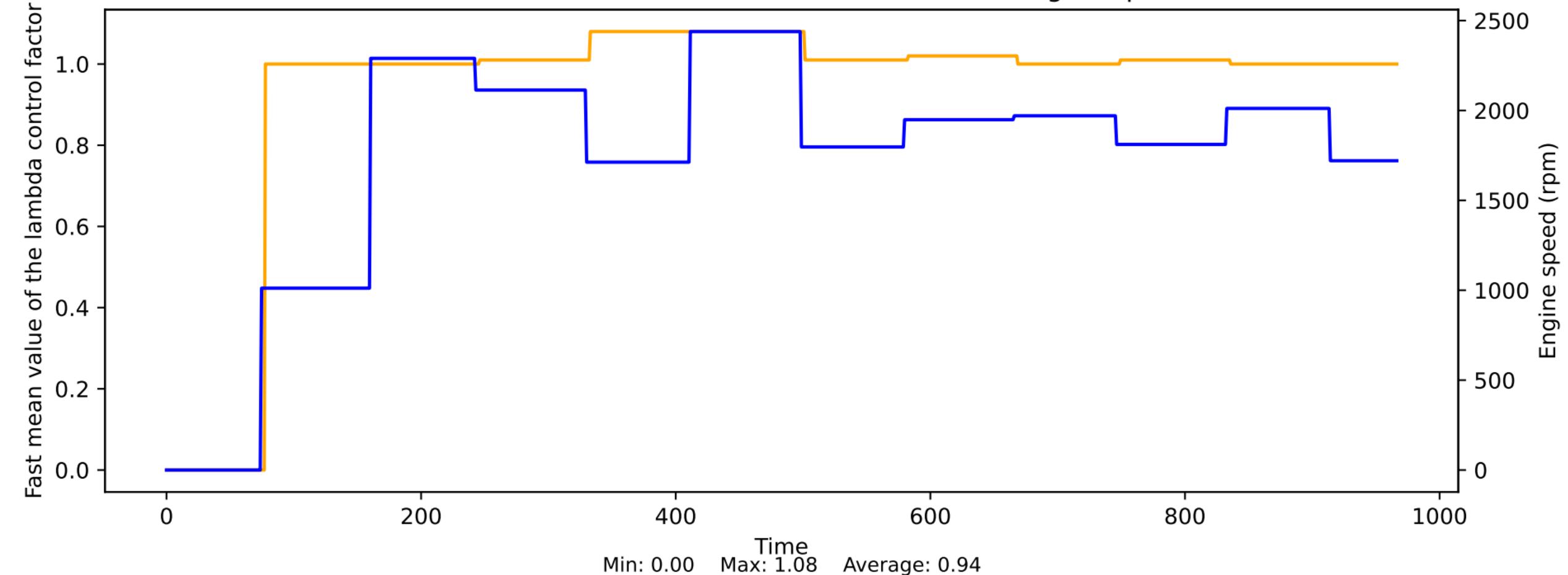
# Exhaust gas temperature behind main catalyst from model vs Engine speed



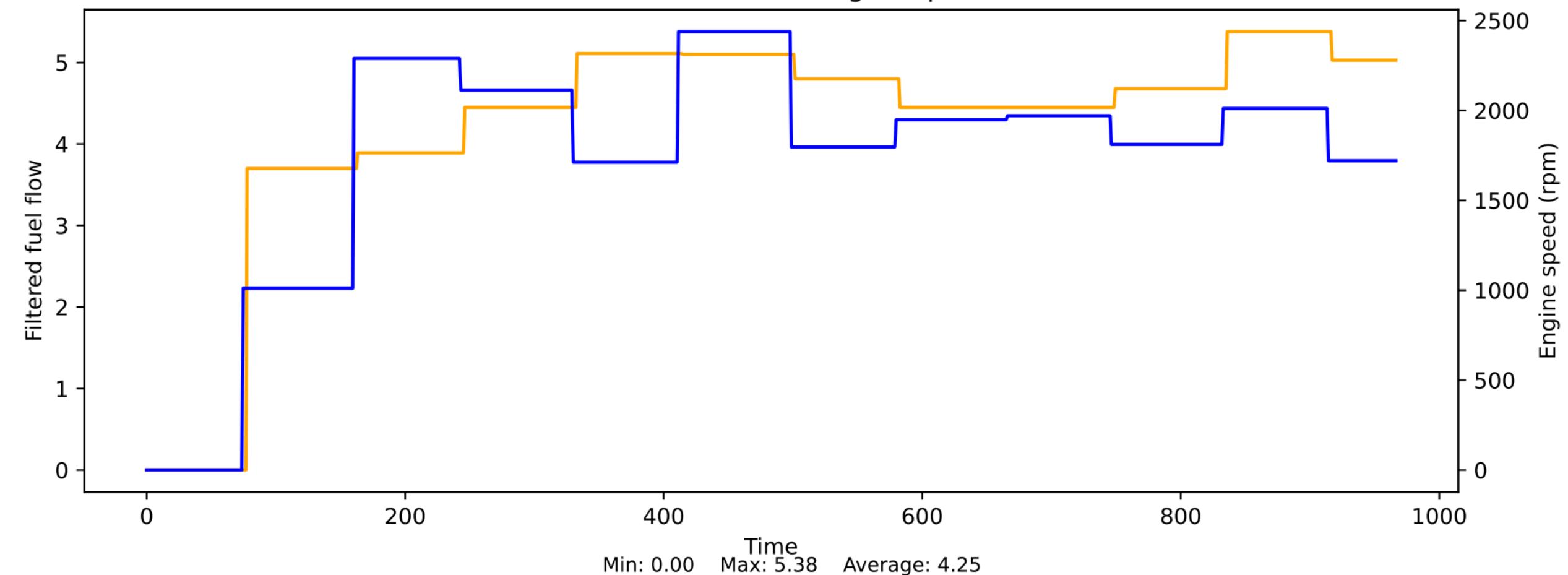
Factor from lambda control adaptation for bank 1 vs Engine speed



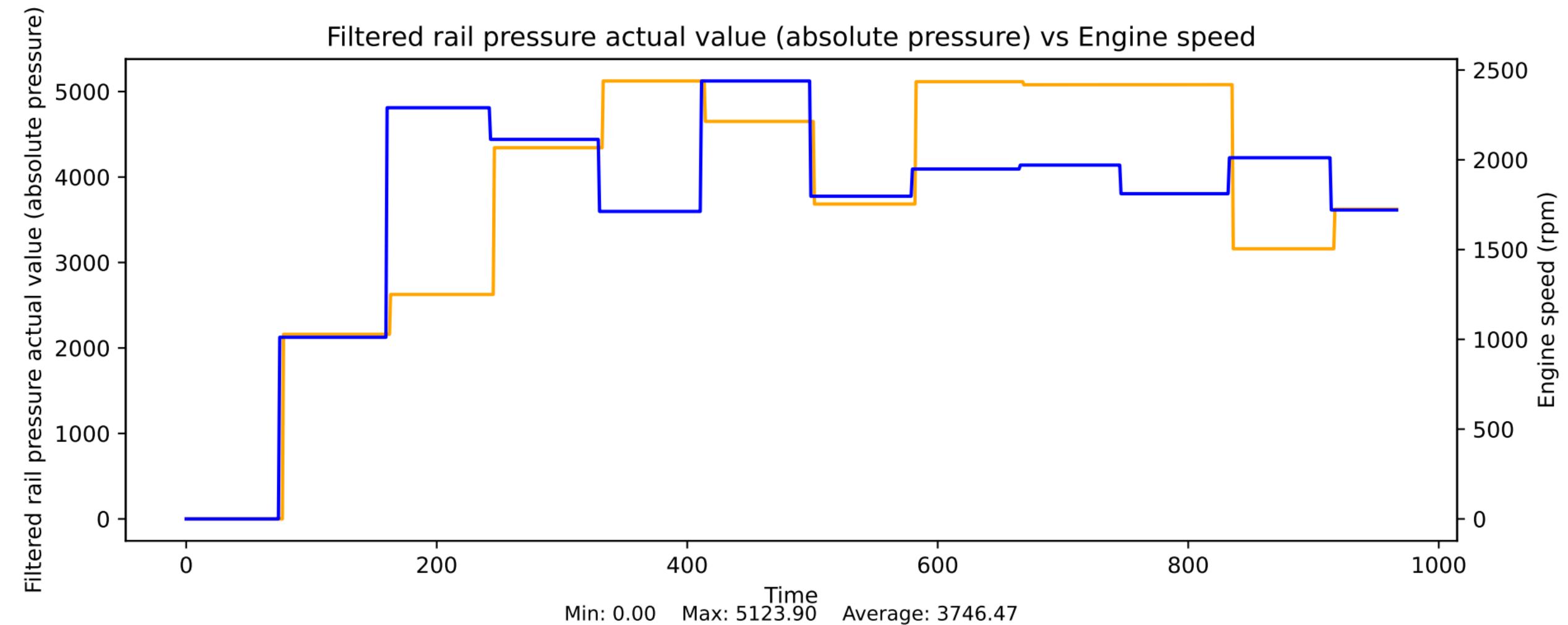
### Fast mean value of the lambda control factor vs Engine speed



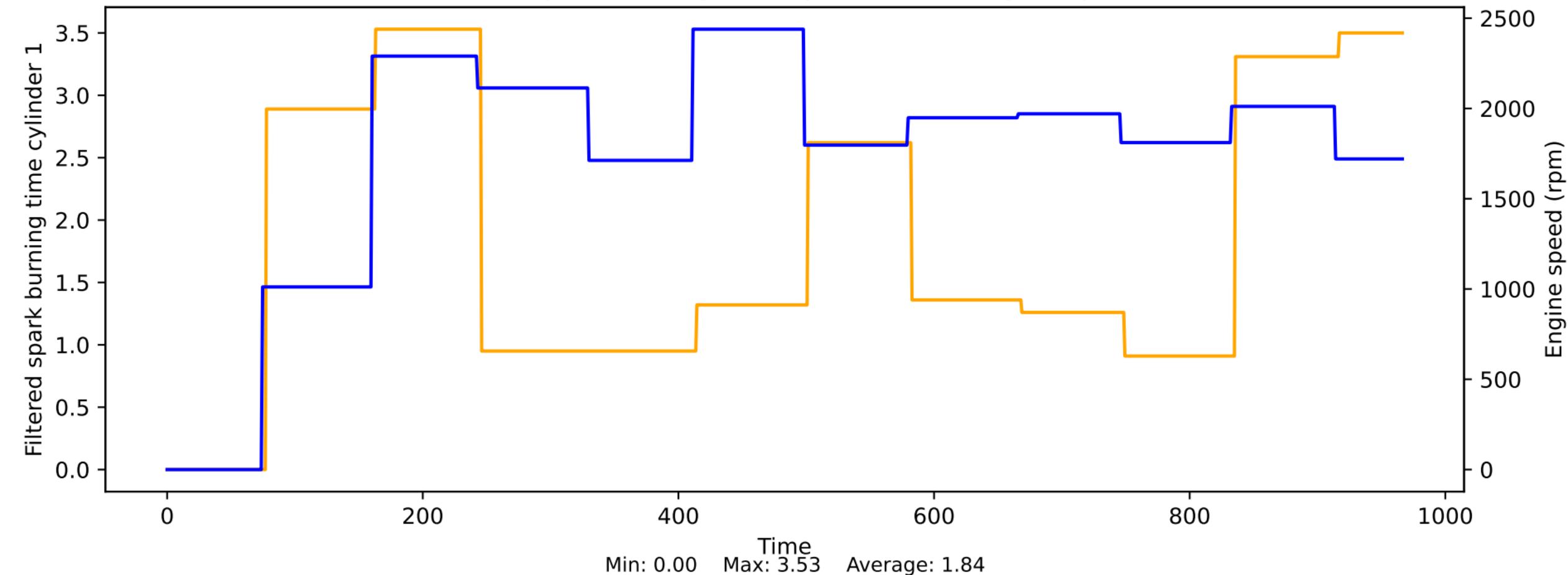
### Filtered fuel flow vs Engine speed



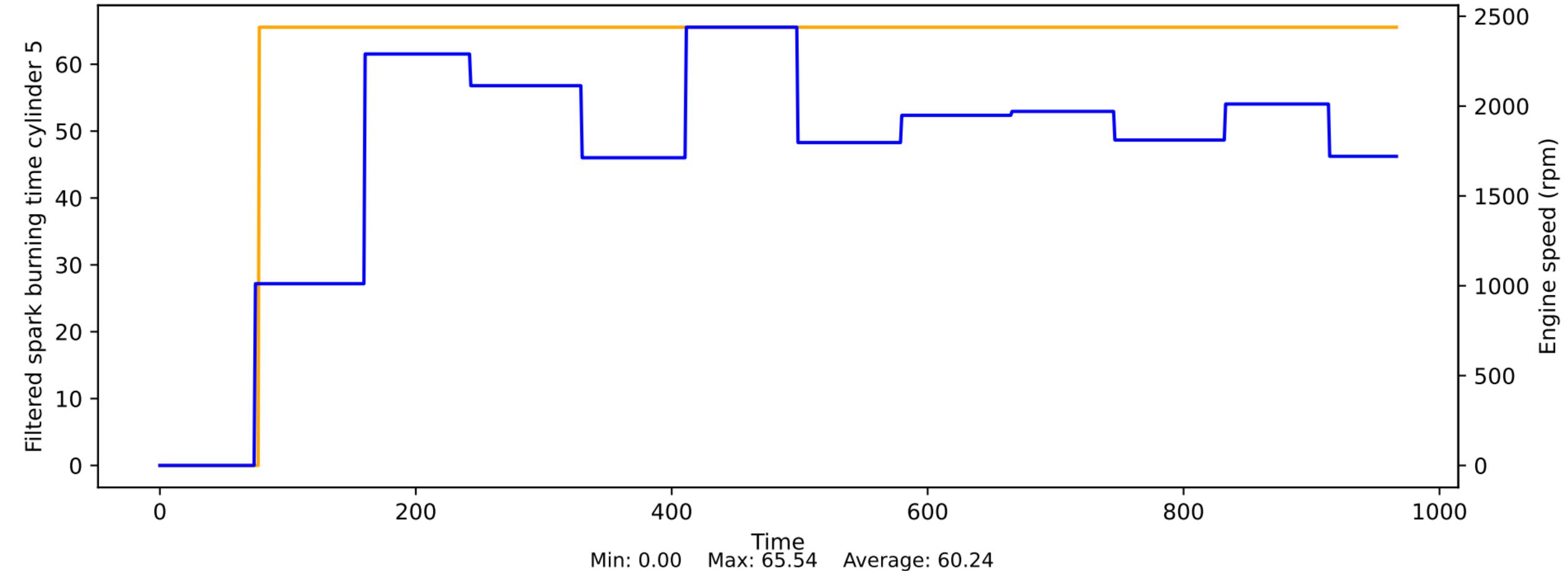
Filtered rail pressure actual value (absolute pressure) vs Engine speed



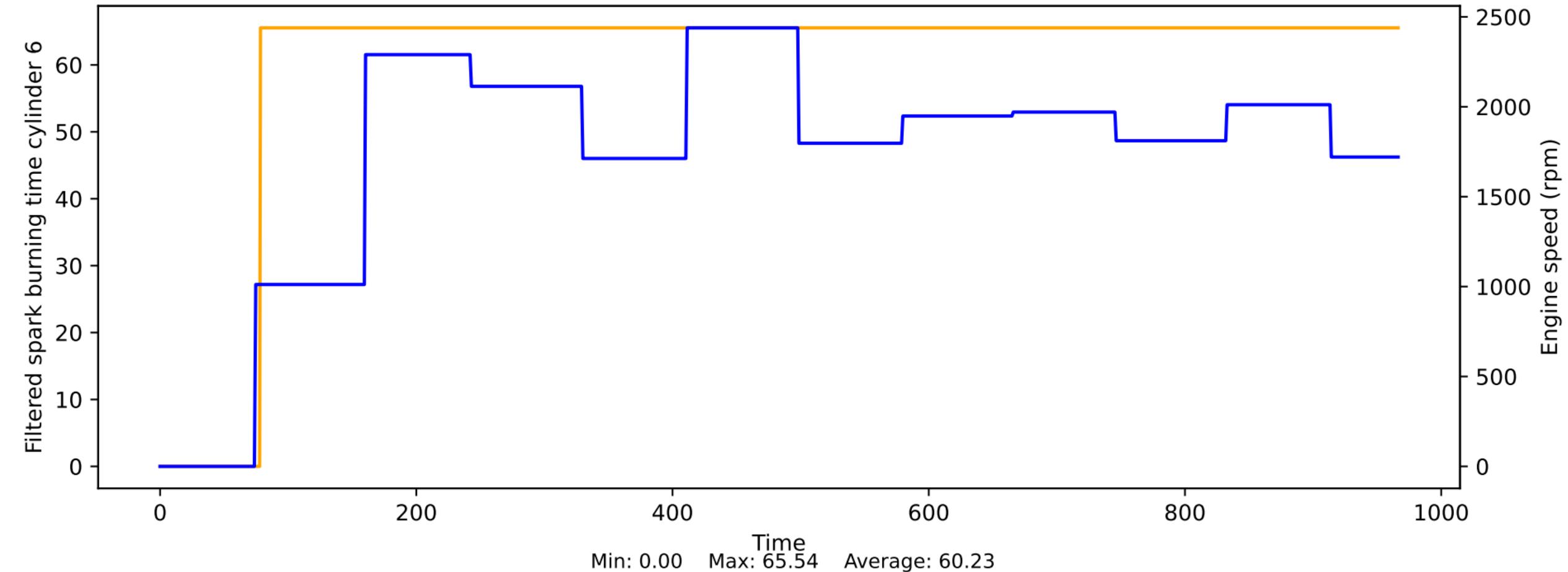
### Filtered spark burning time cylinder 1 vs Engine speed



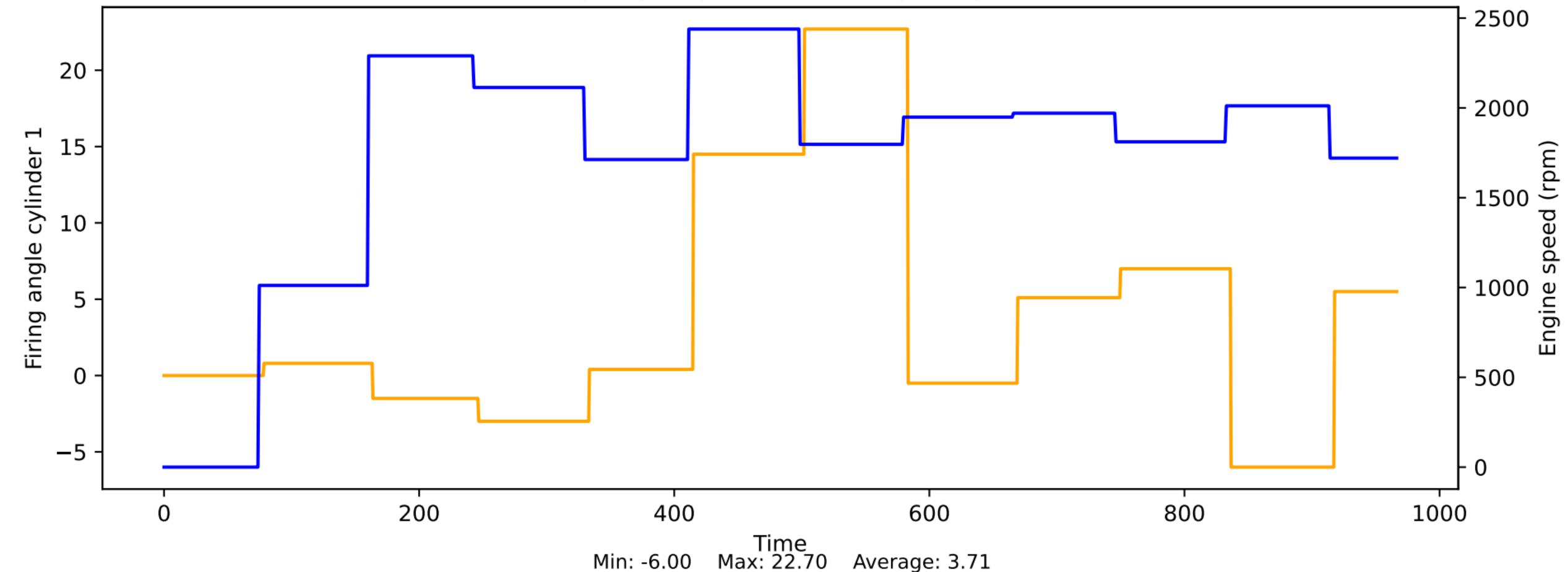
### Filtered spark burning time cylinder 5 vs Engine speed



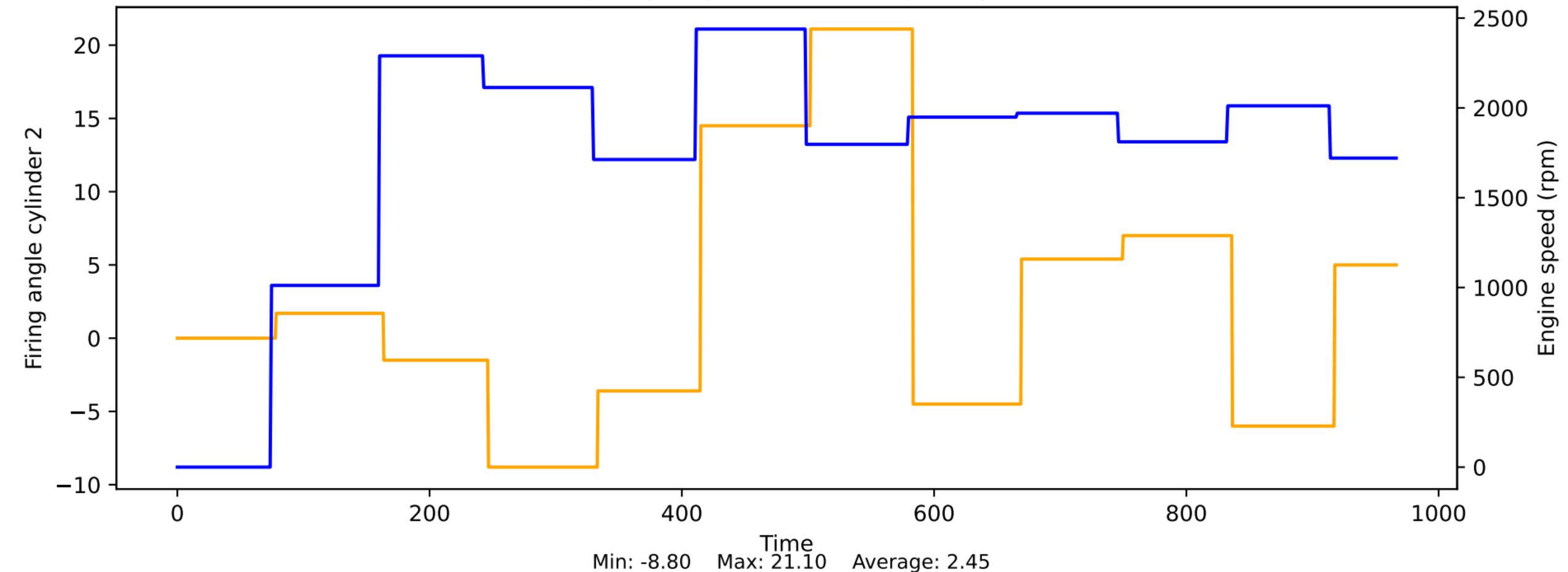
### Filtered spark burning time cylinder 6 vs Engine speed



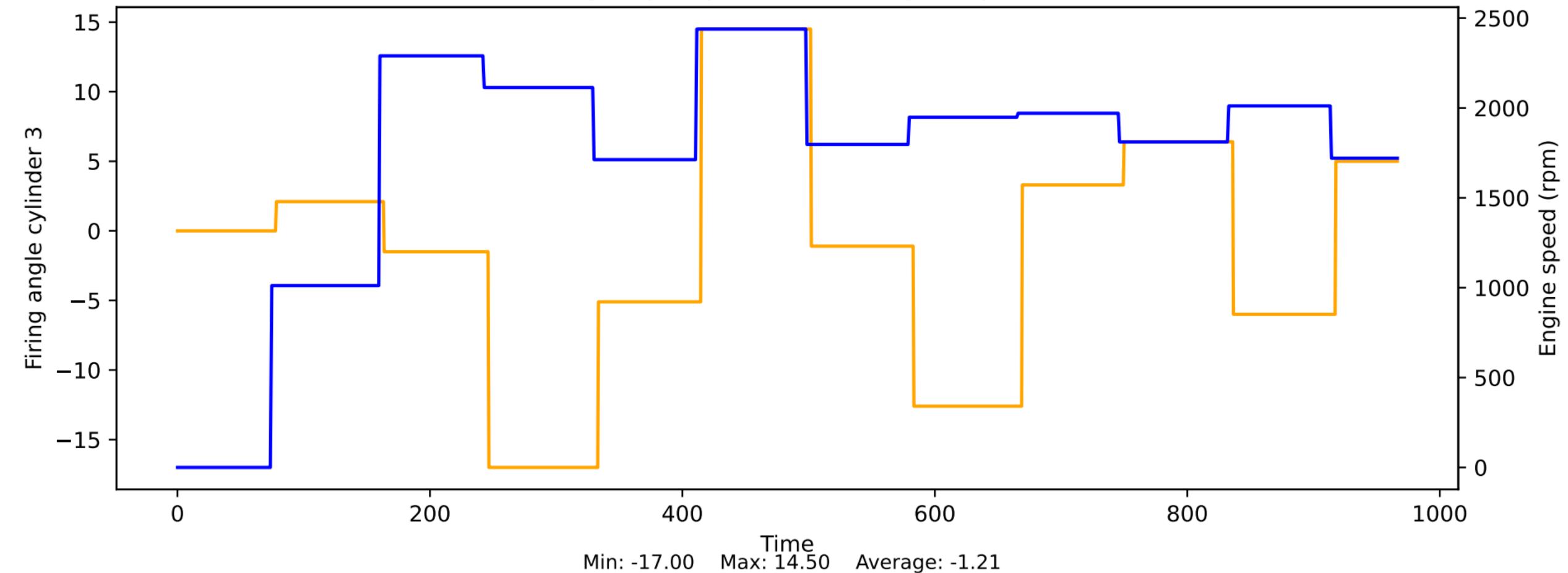
### Firing angle cylinder 1 vs Engine speed



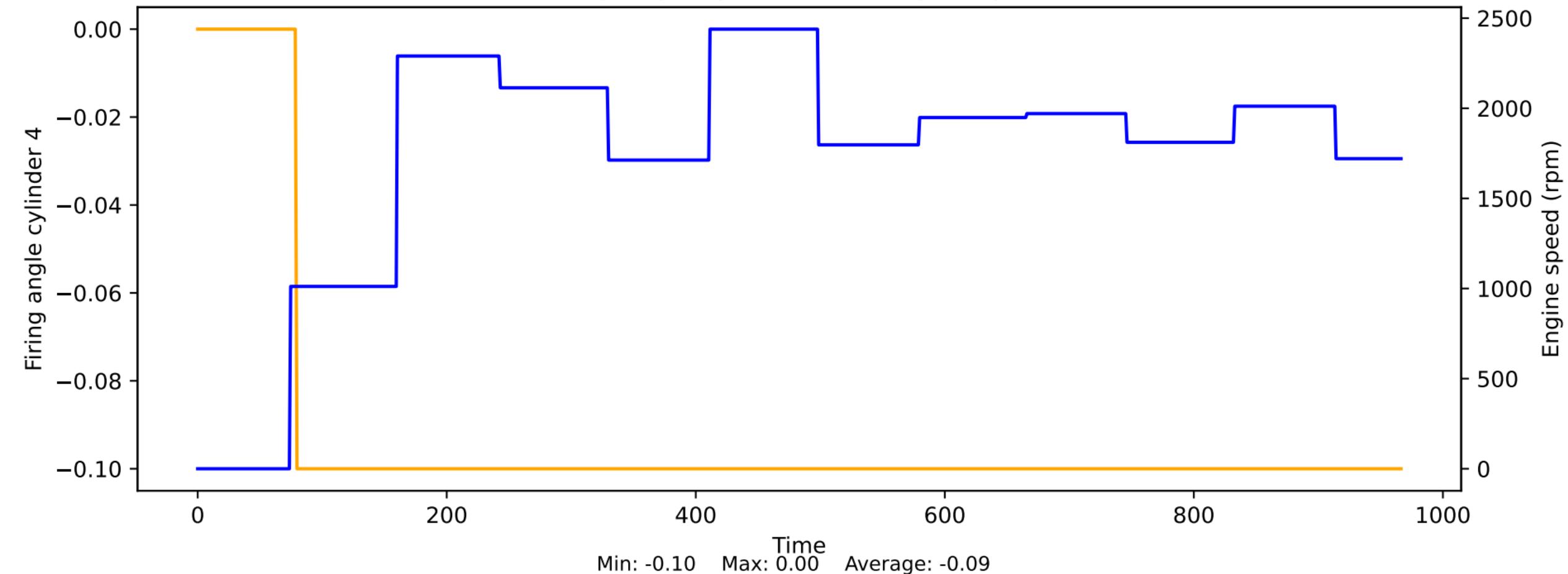
### Firing angle cylinder 2 vs Engine speed



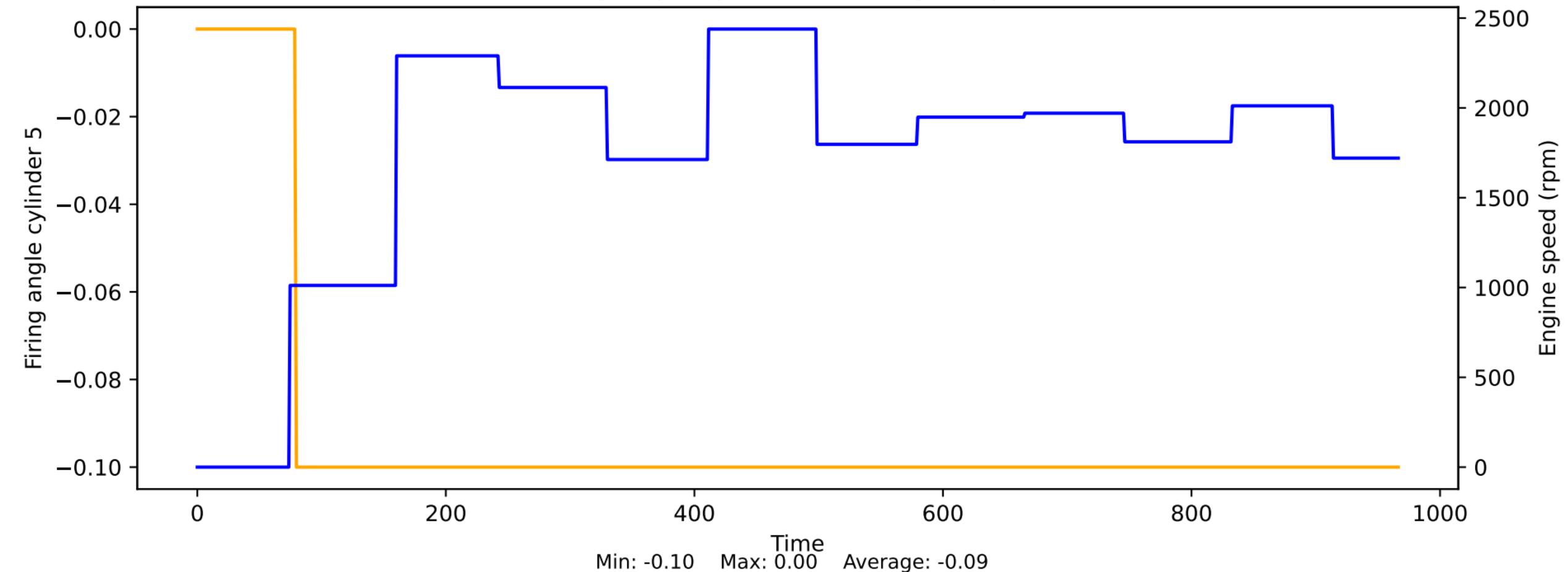
### Firing angle cylinder 3 vs Engine speed



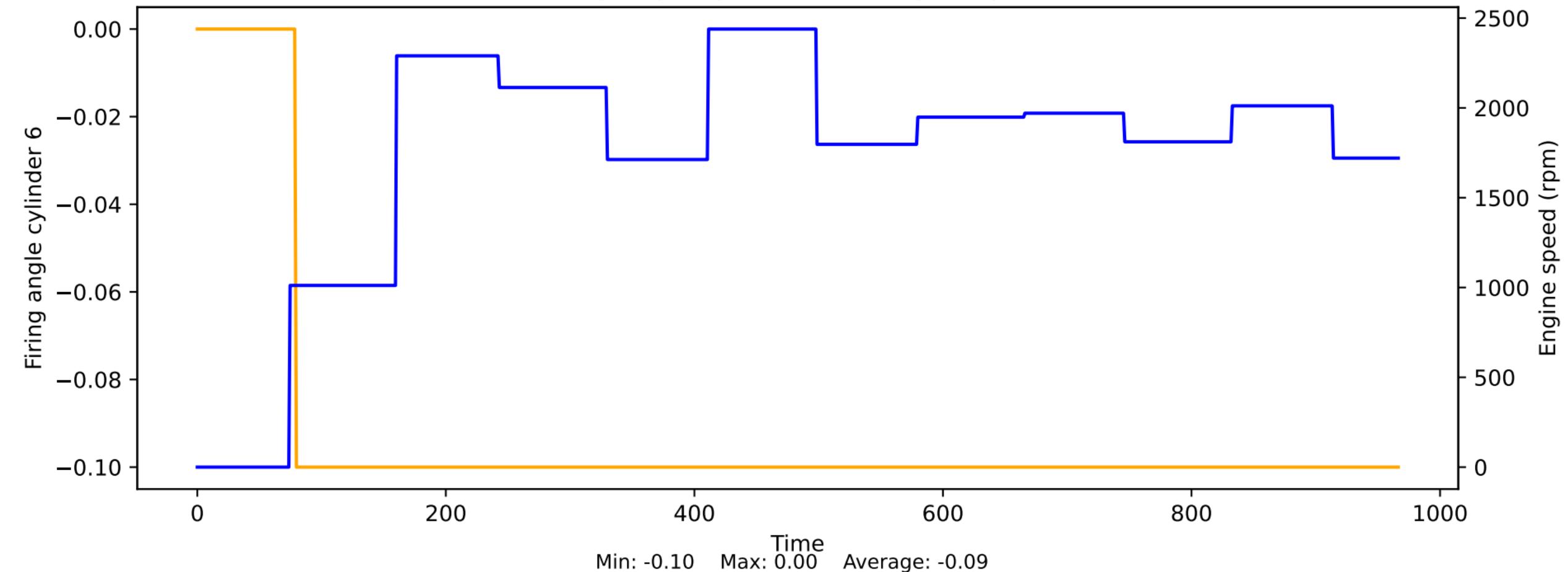
### Firing angle cylinder 4 vs Engine speed



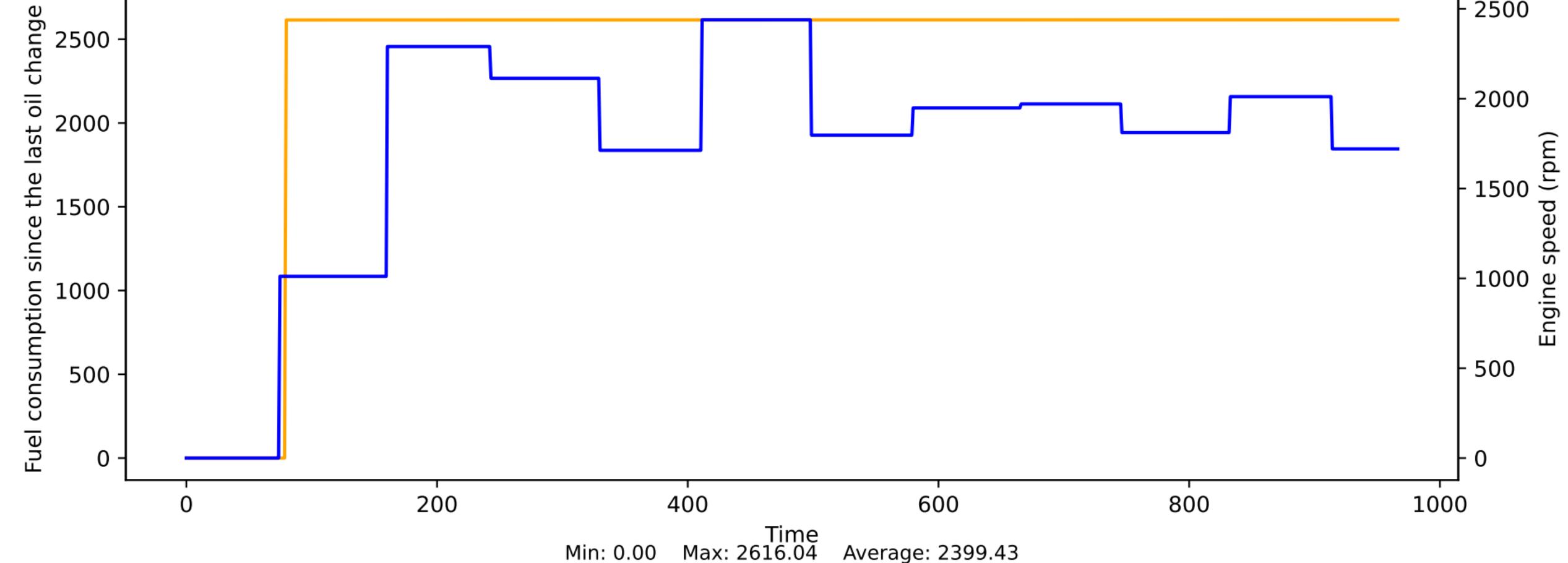
### Firing angle cylinder 5 vs Engine speed



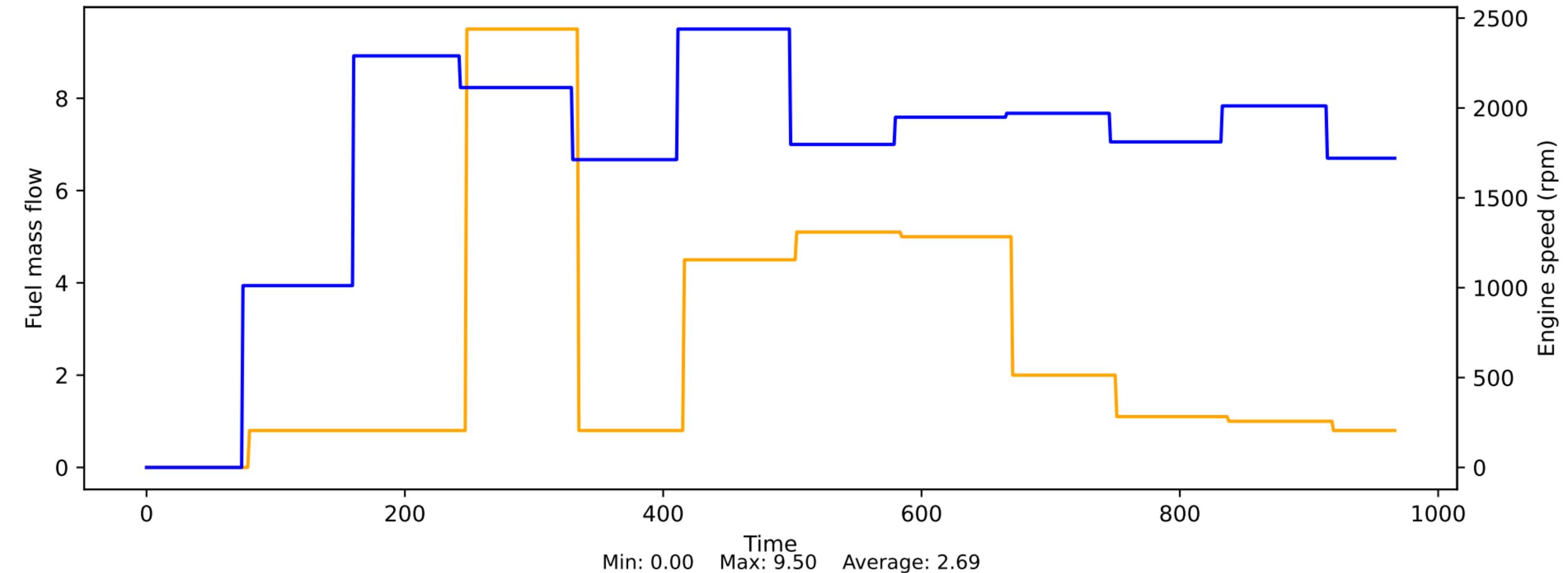
### Firing angle cylinder 6 vs Engine speed



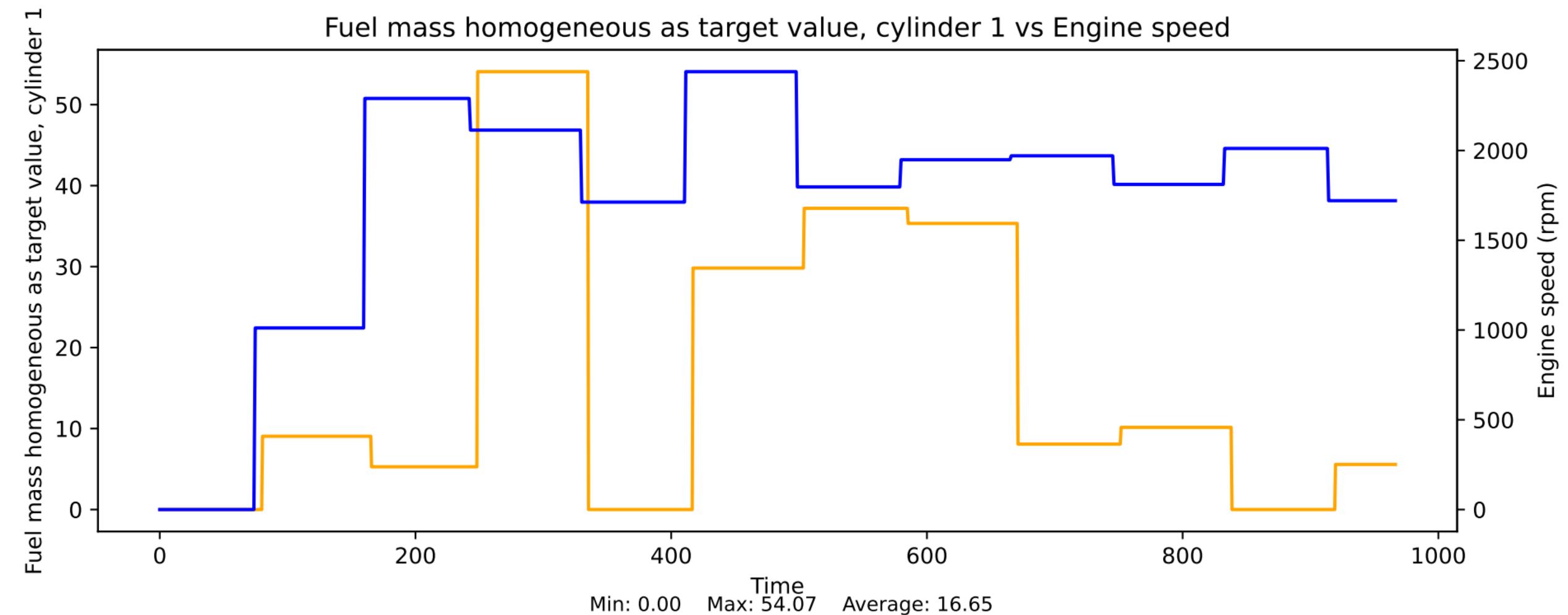
### Fuel consumption since the last oil change vs Engine speed



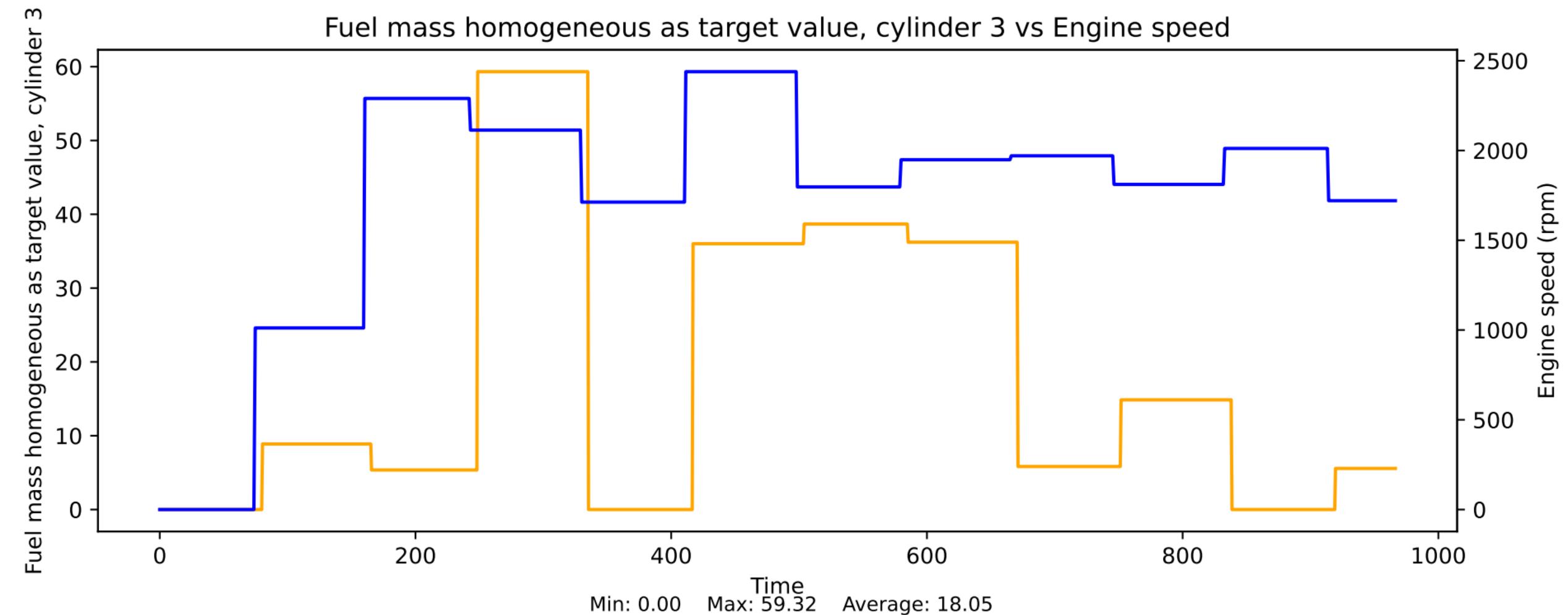
## Fuel mass flow vs Engine speed



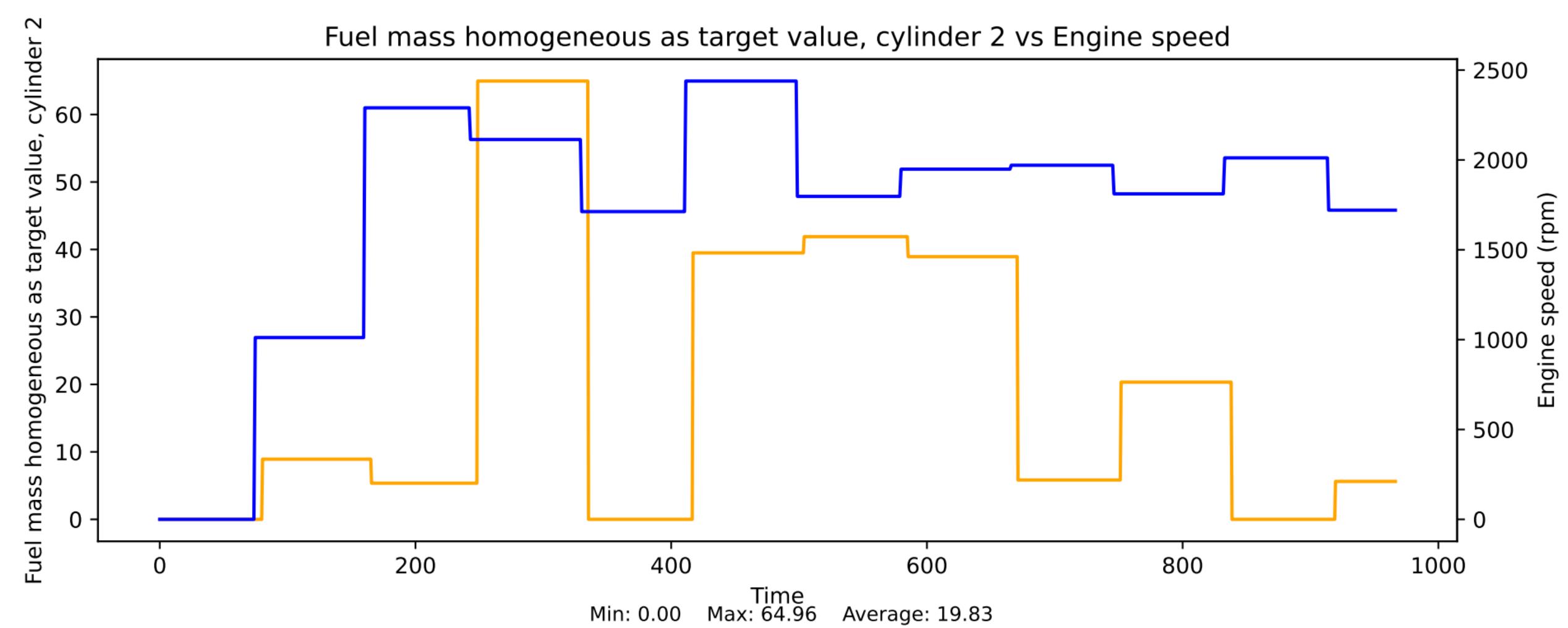
# Fuel mass homogeneous as target value, cylinder 1 vs Engine speed



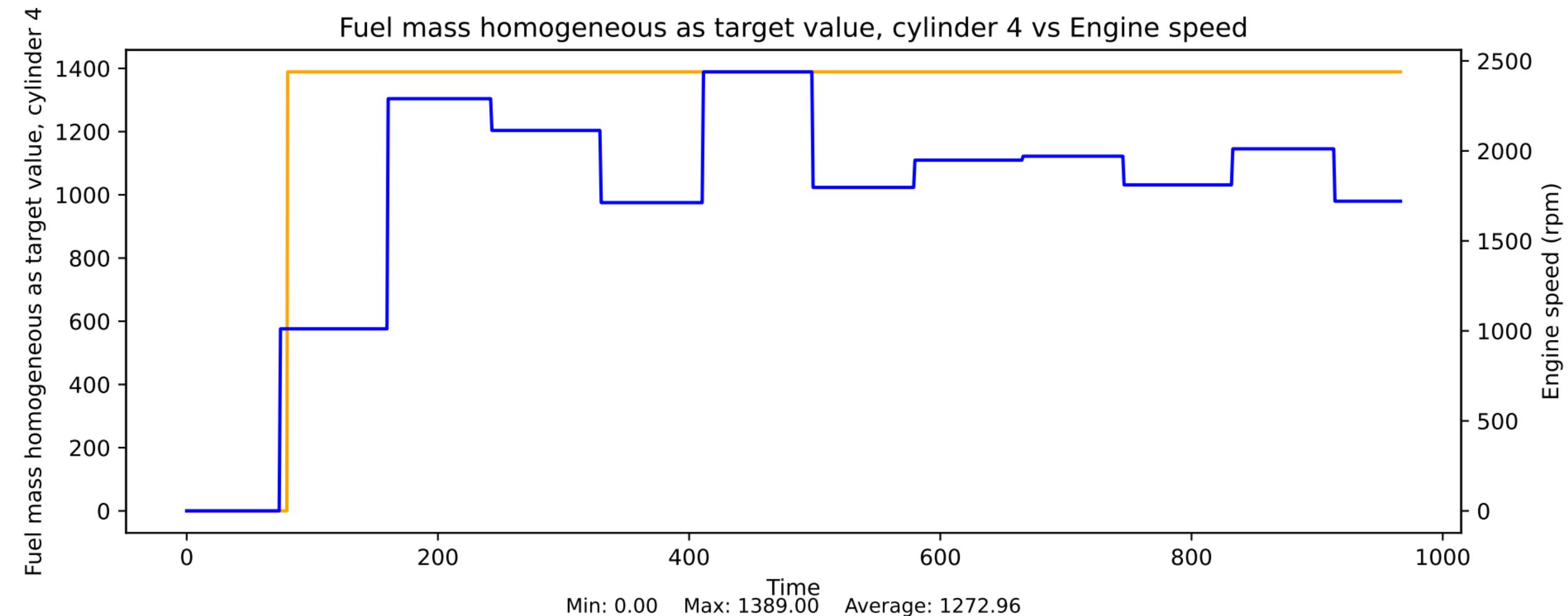
Fuel mass homogeneous as target value, cylinder 3 vs Engine speed



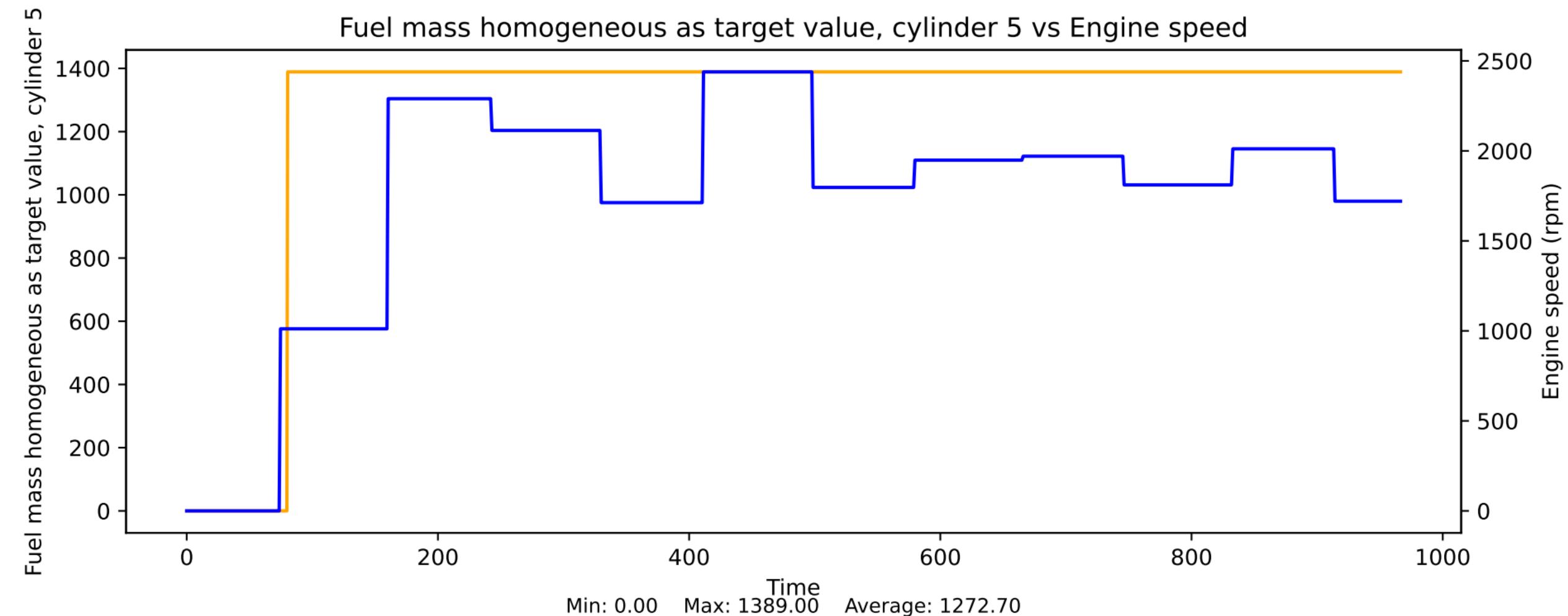
# Fuel mass homogeneous as target value, cylinder 2 vs Engine speed



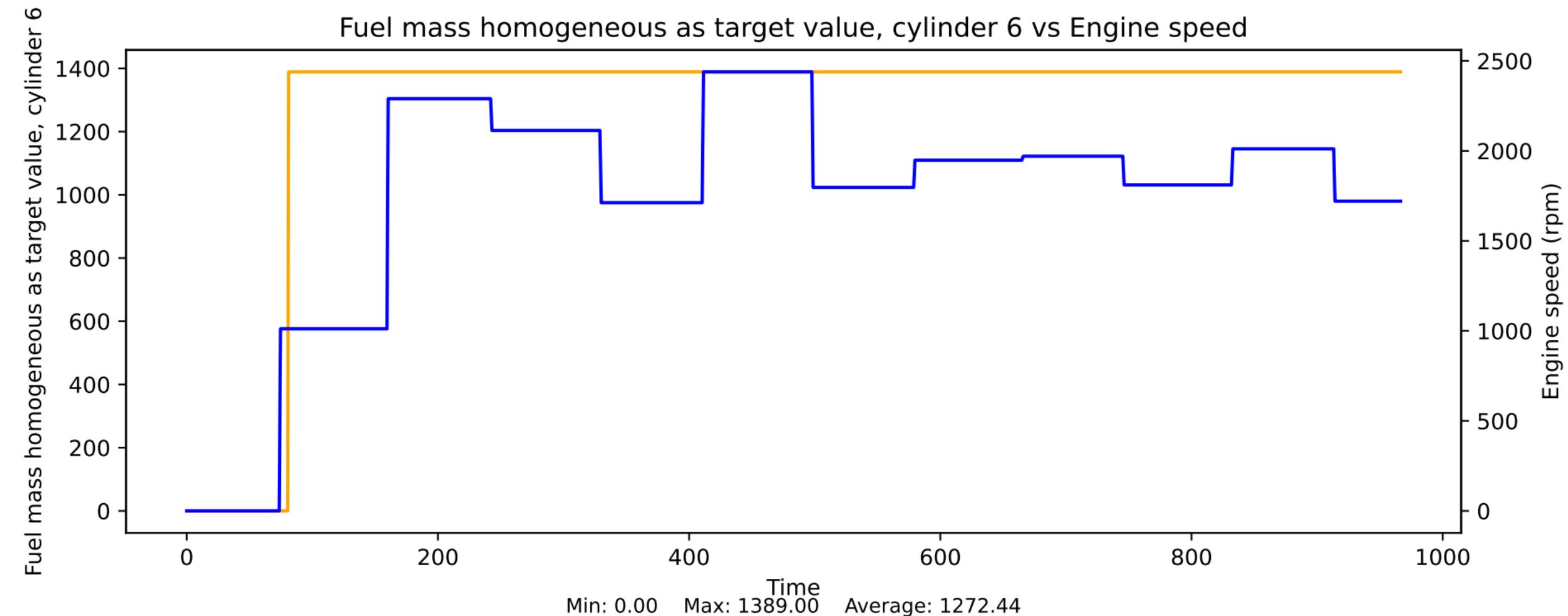
Fuel mass homogeneous as target value, cylinder 4 vs Engine speed



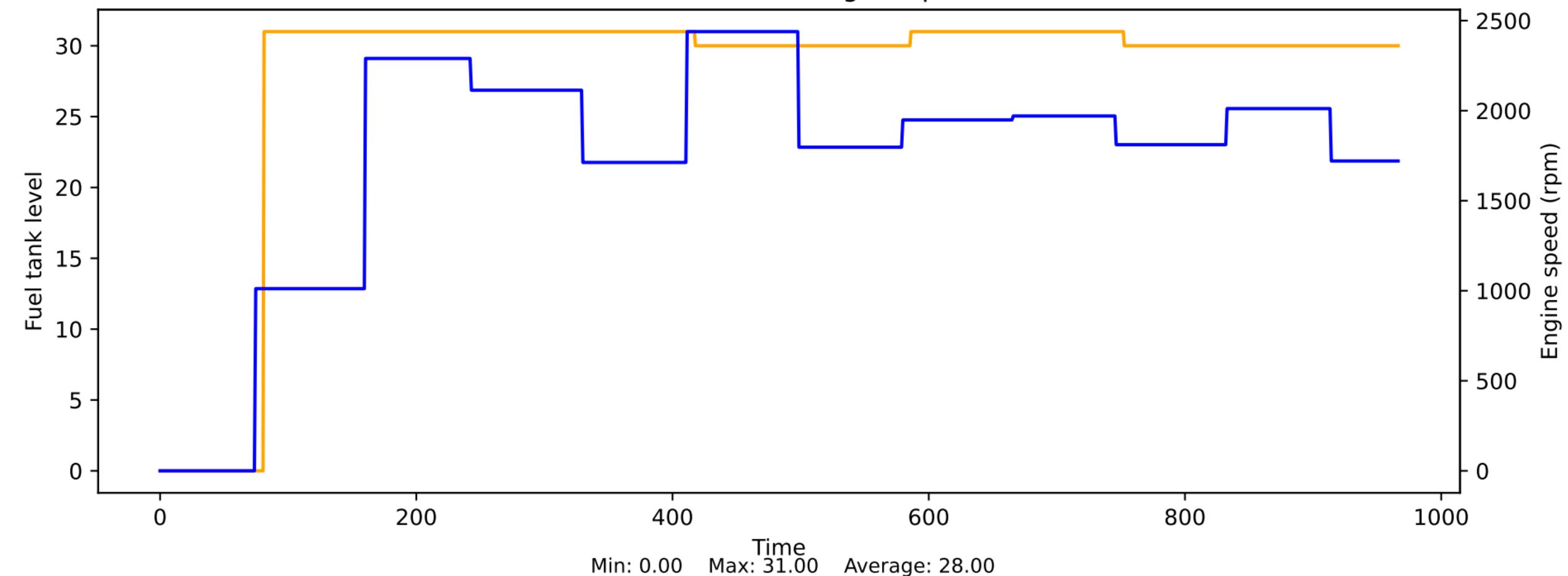
Fuel mass homogeneous as target value, cylinder 5 vs Engine speed



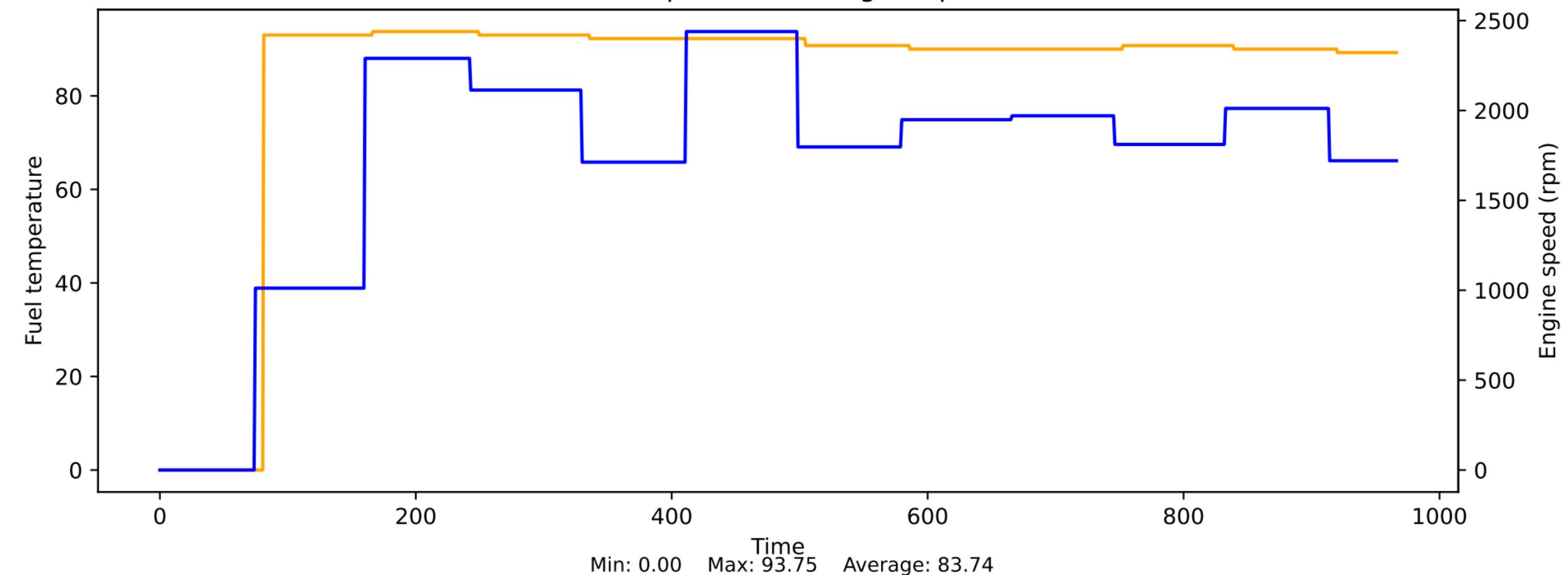
Fuel mass homogeneous as target value, cylinder 6 vs Engine speed



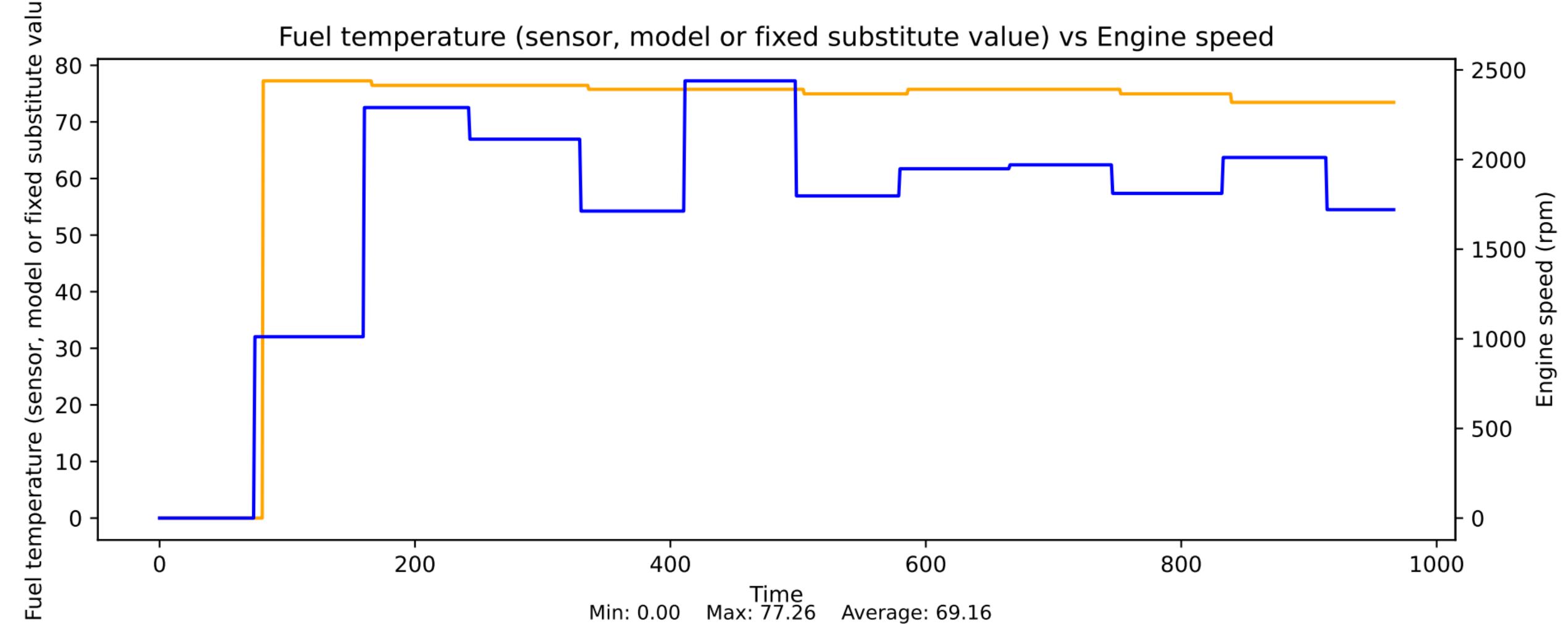
### Fuel tank level vs Engine speed



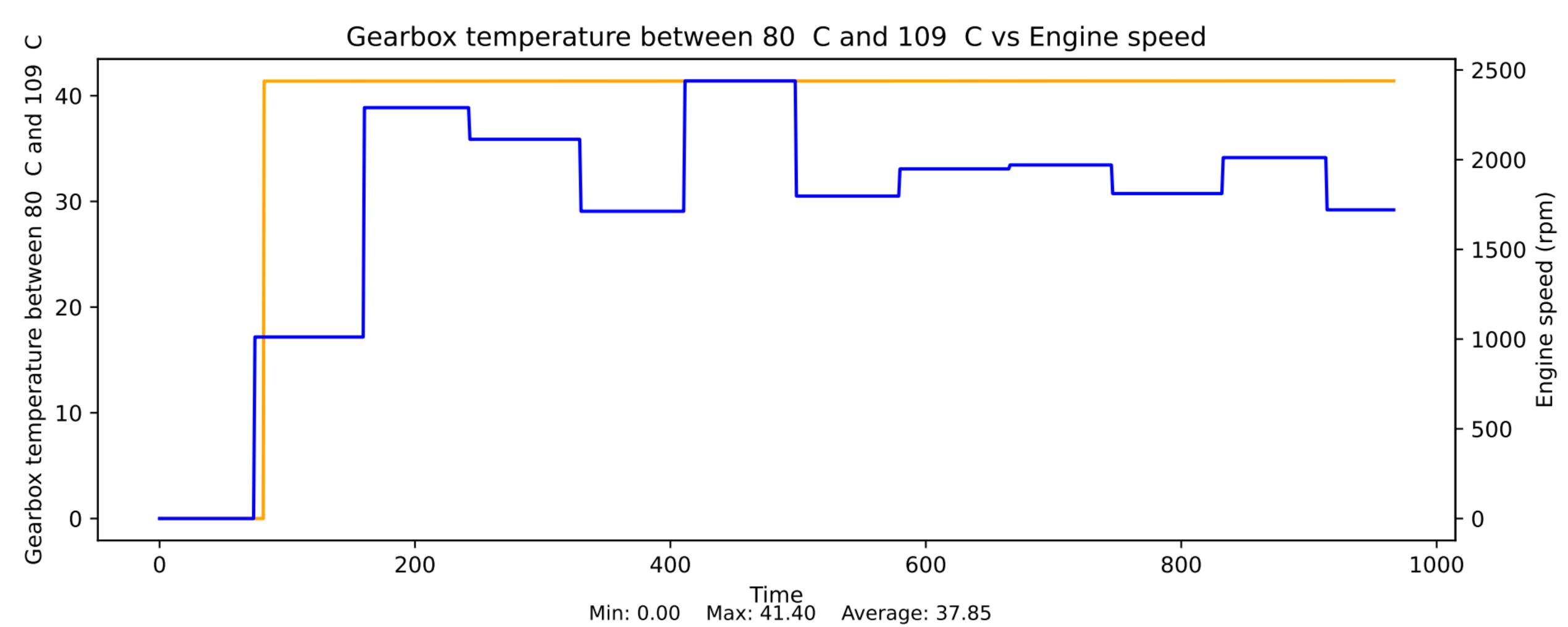
### Fuel temperature vs Engine speed



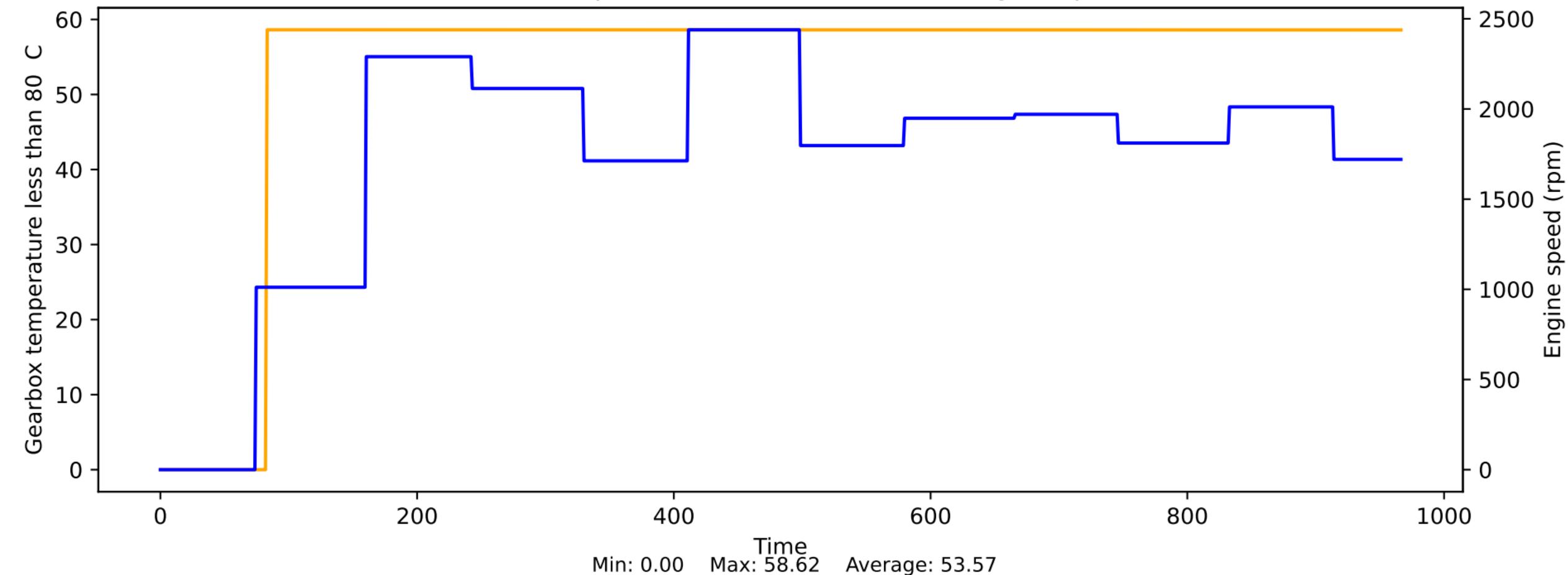
# Fuel temperature (sensor, model or fixed substitute value) vs Engine speed



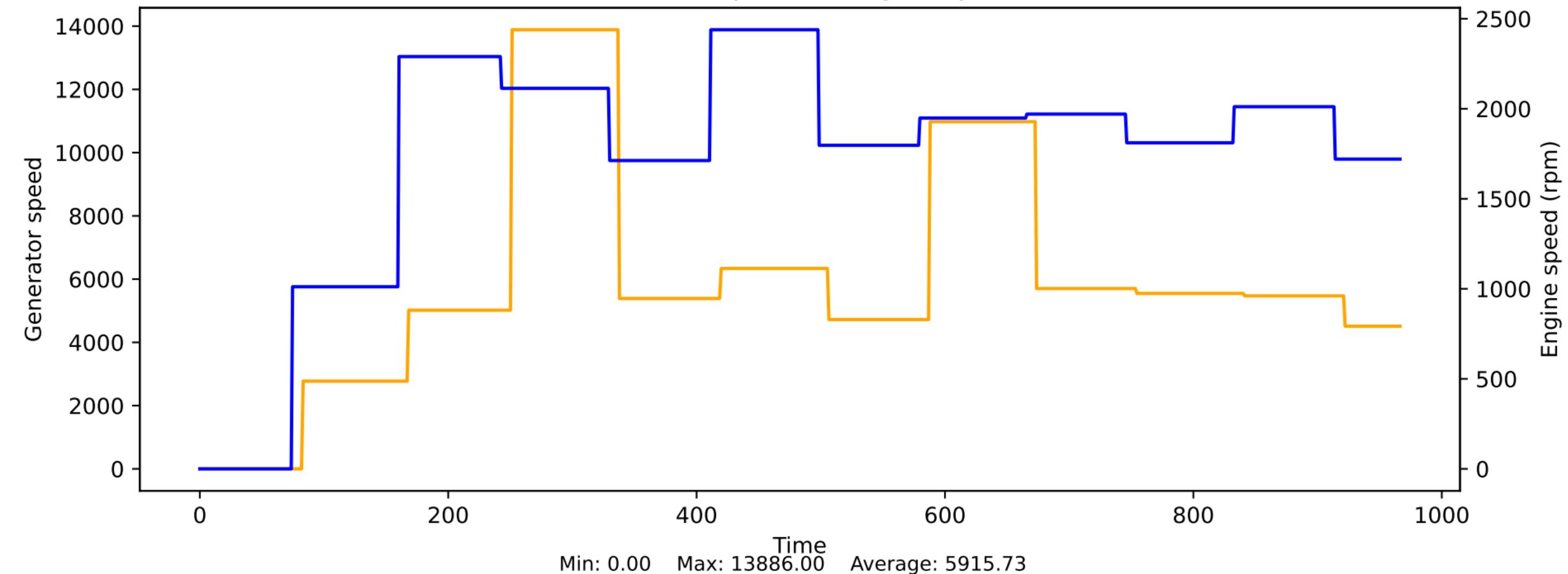
# Gearbox temperature between 80 °C and 109 °C vs Engine speed



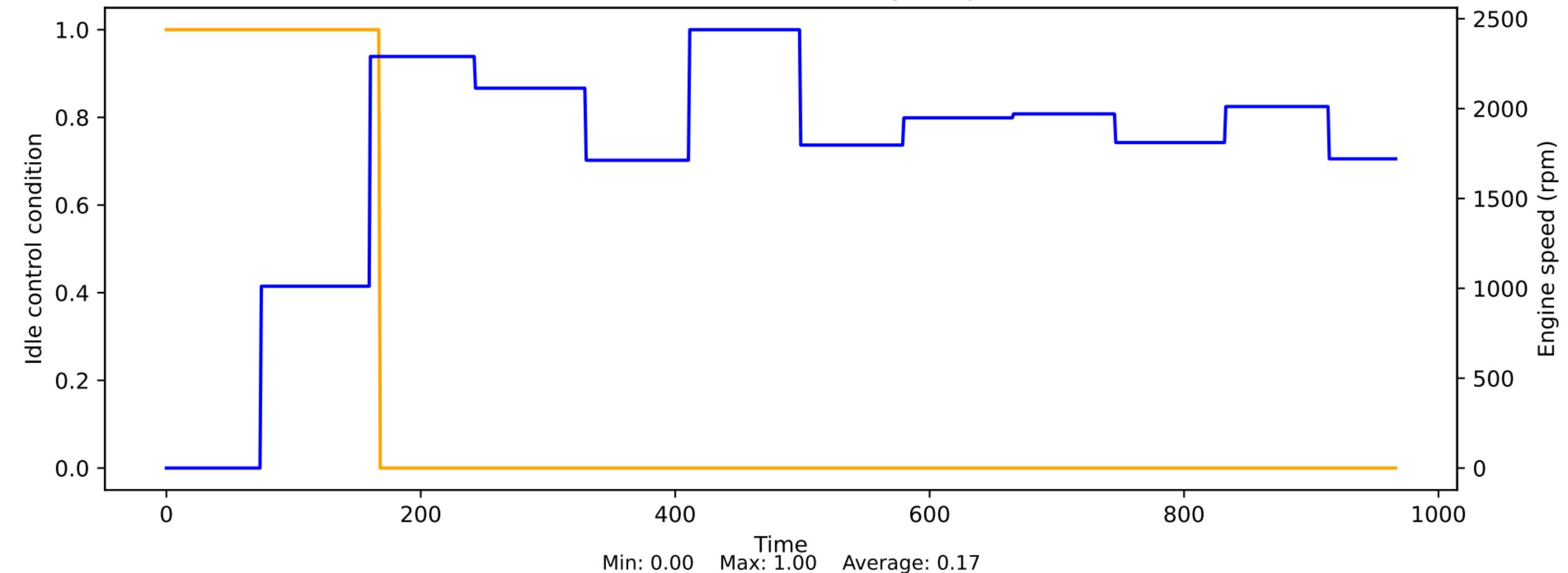
### Gearbox temperature less than 80 °C vs Engine speed



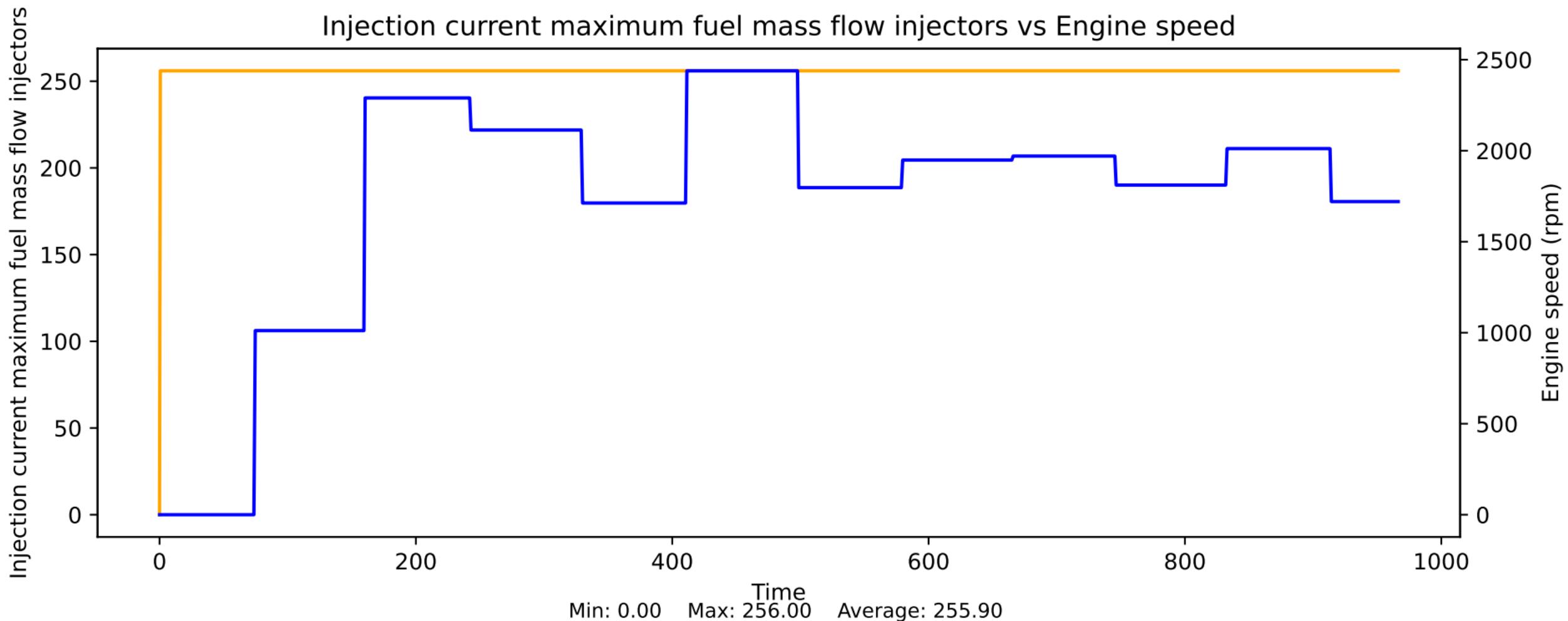
### Generator speed vs Engine speed



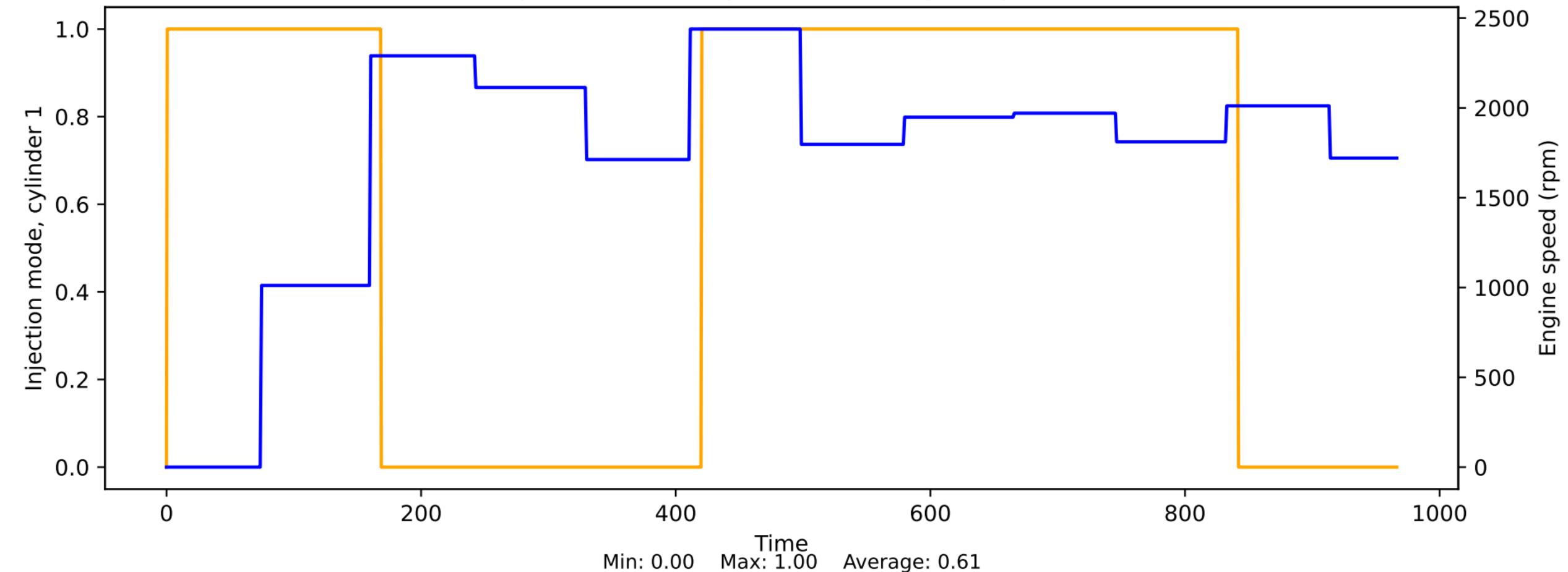
### Idle control condition vs Engine speed



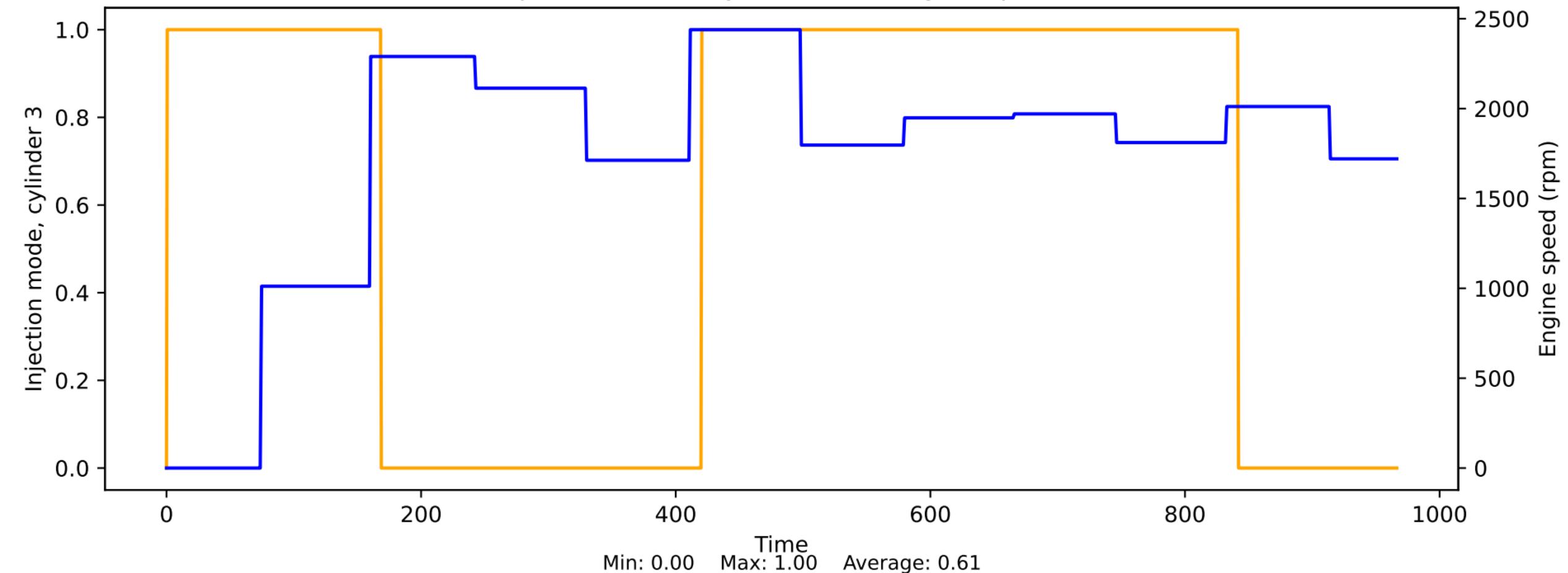
# Injection current maximum fuel mass flow injectors vs Engine speed



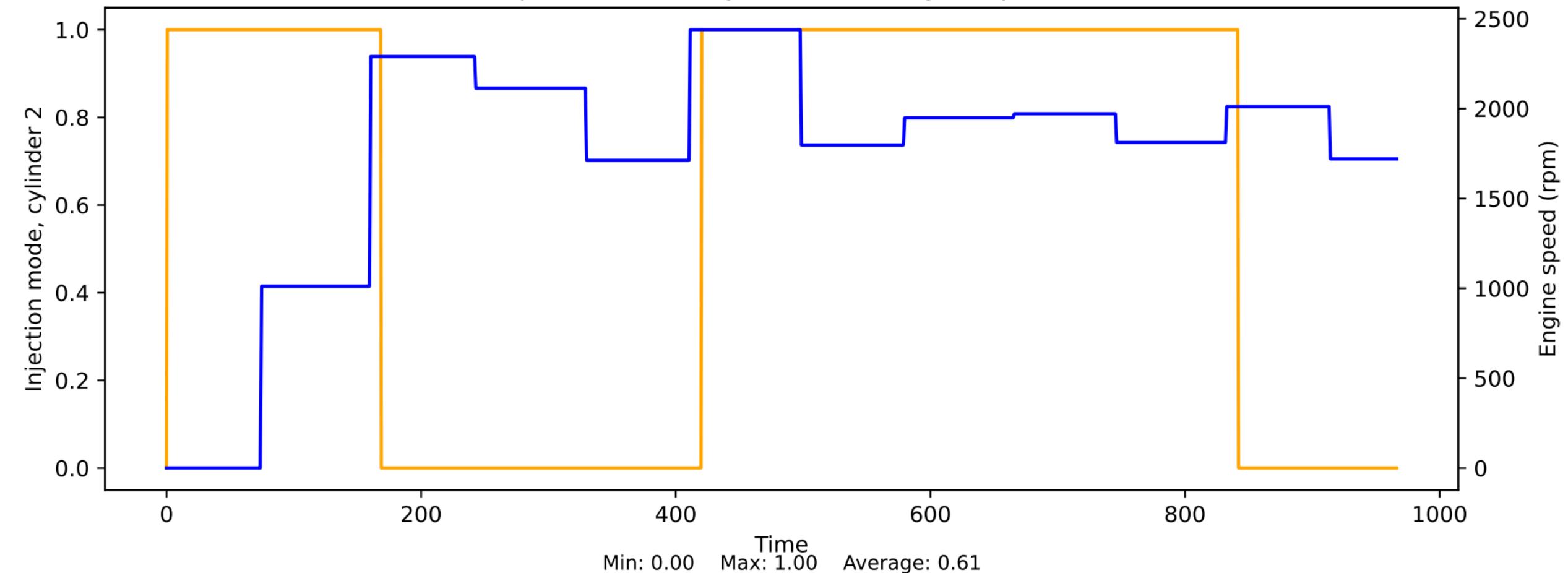
# Injection mode, cylinder 1 vs Engine speed



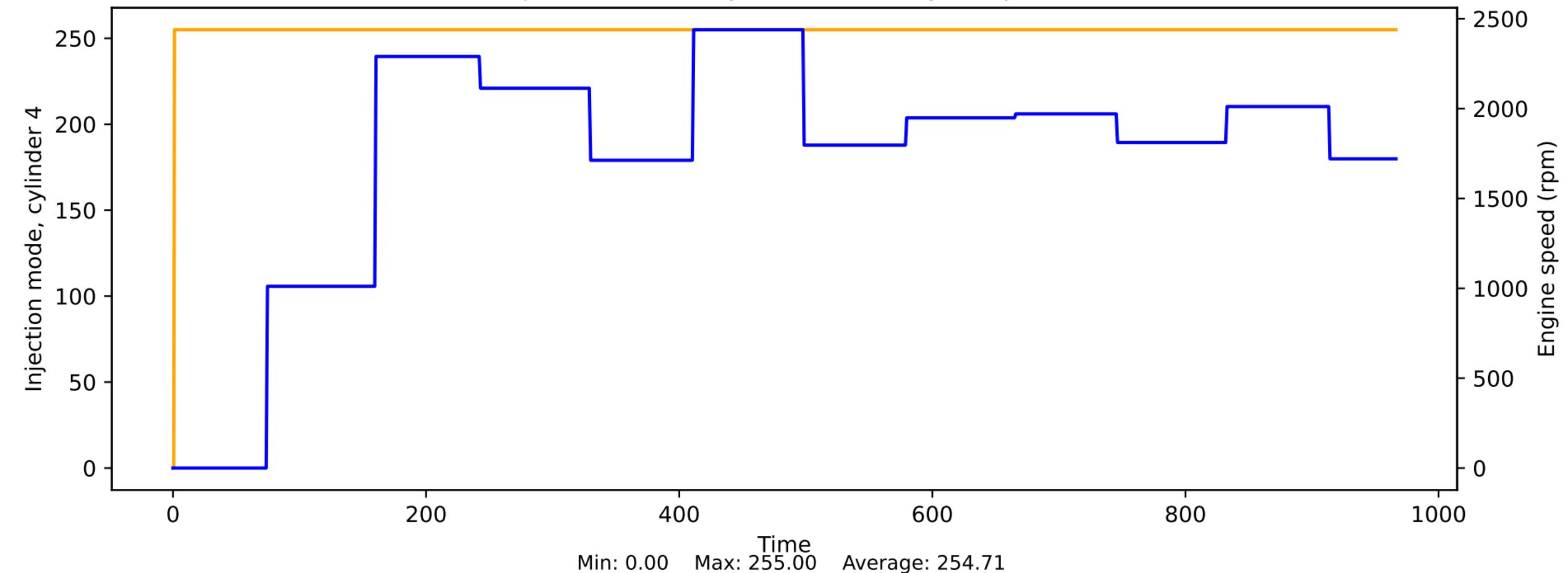
### Injection mode, cylinder 3 vs Engine speed



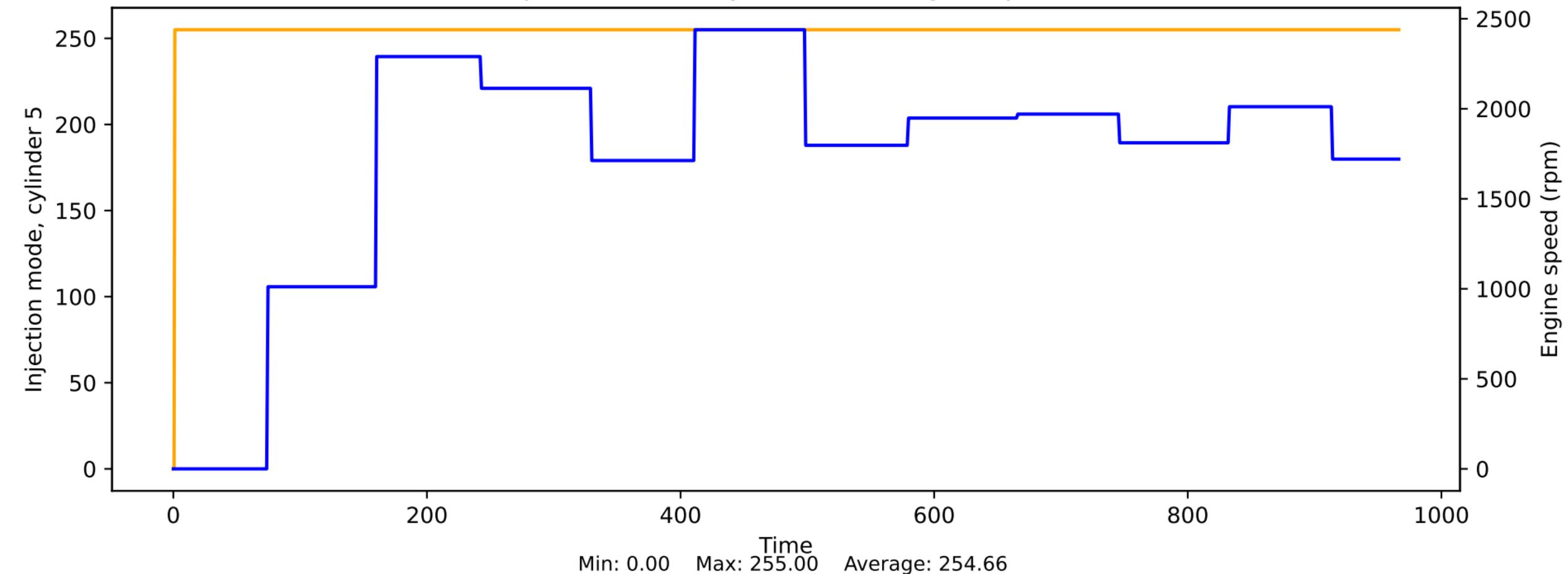
## Injection mode, cylinder 2 vs Engine speed



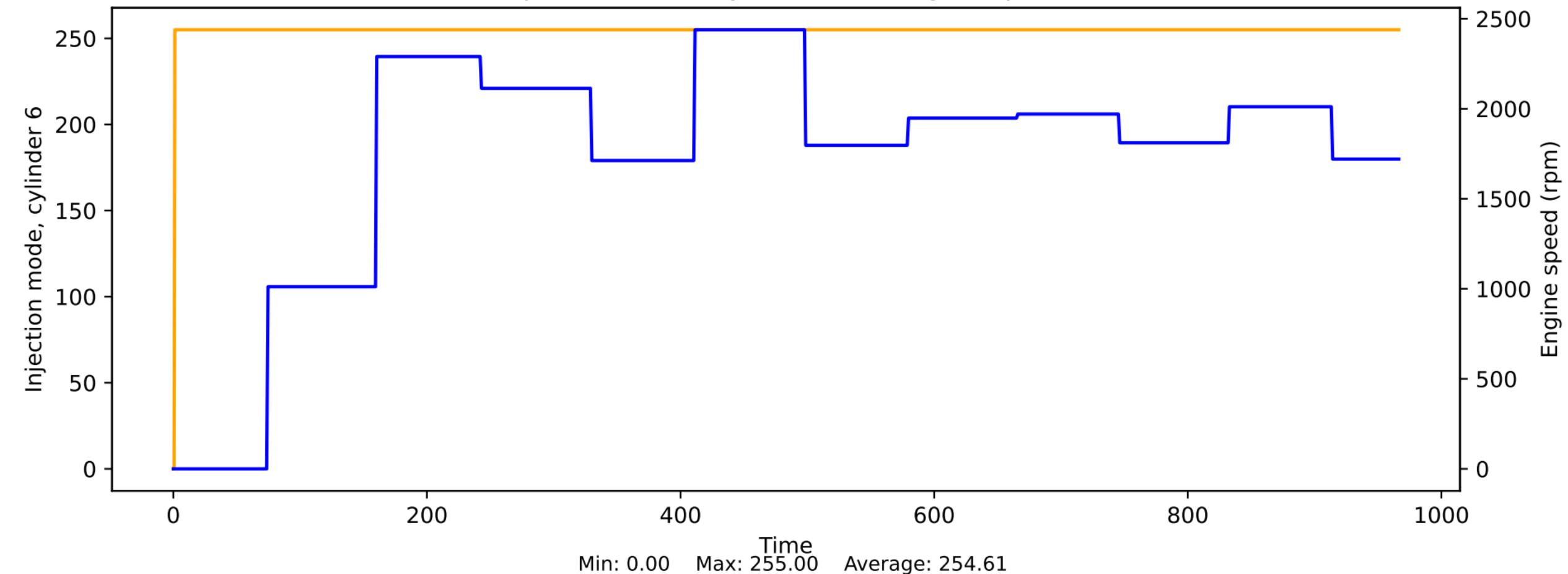
### Injection mode, cylinder 4 vs Engine speed



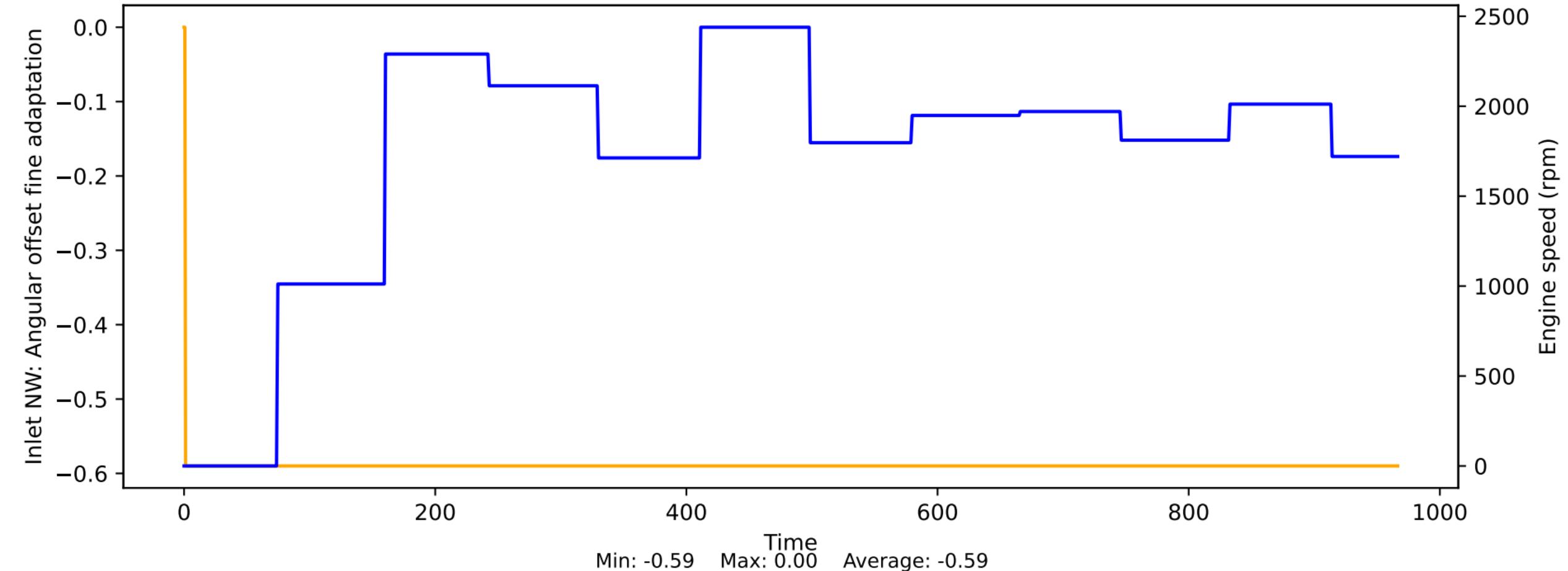
### Injection mode, cylinder 5 vs Engine speed



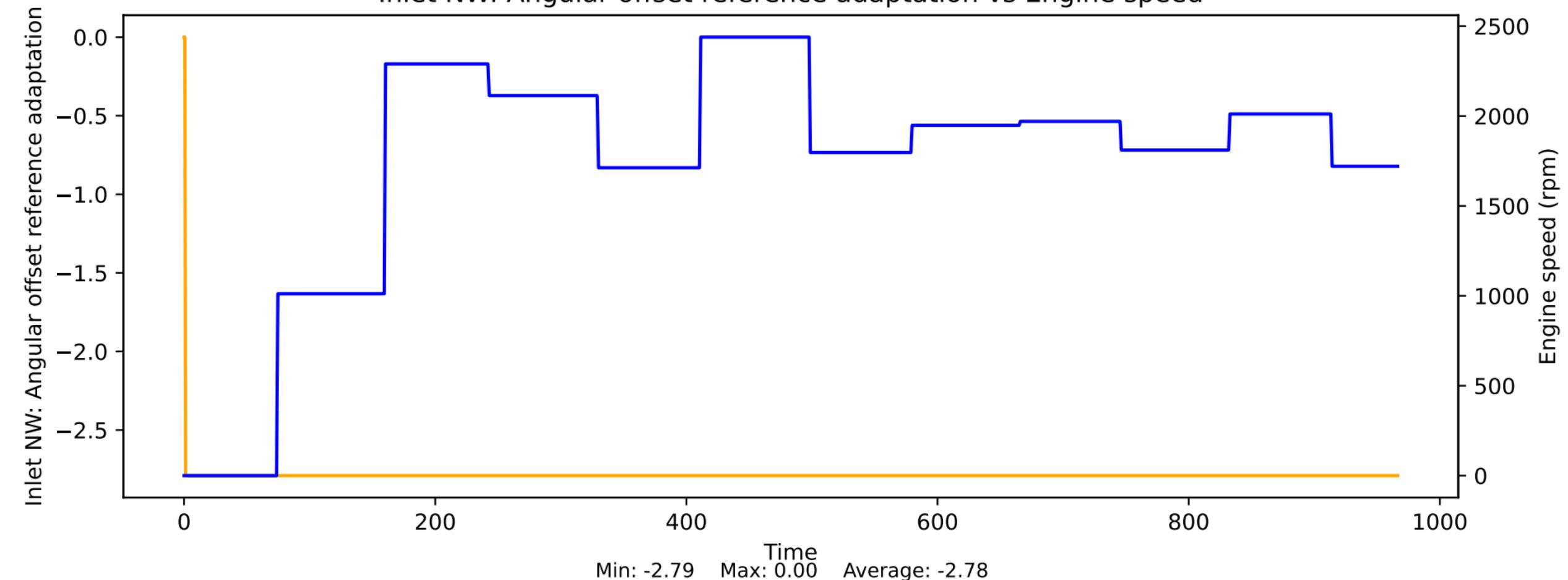
### Injection mode, cylinder 6 vs Engine speed



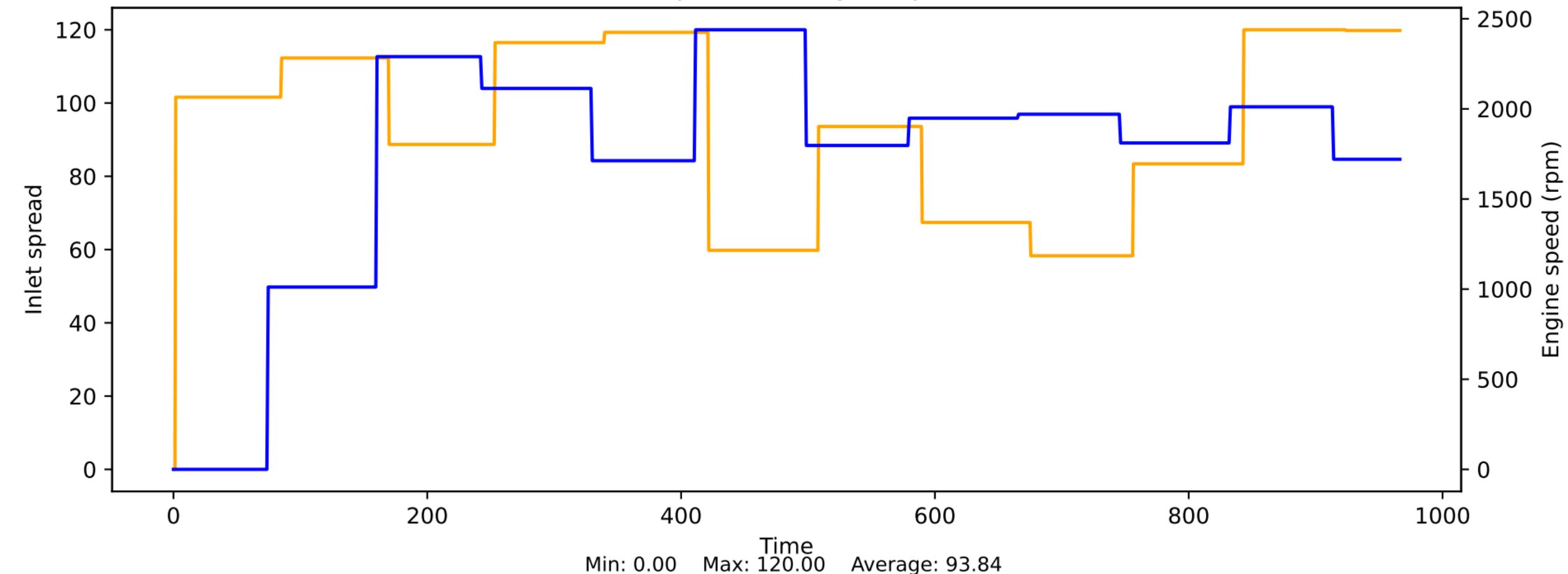
# Inlet NW: Angular offset fine adaptation vs Engine speed



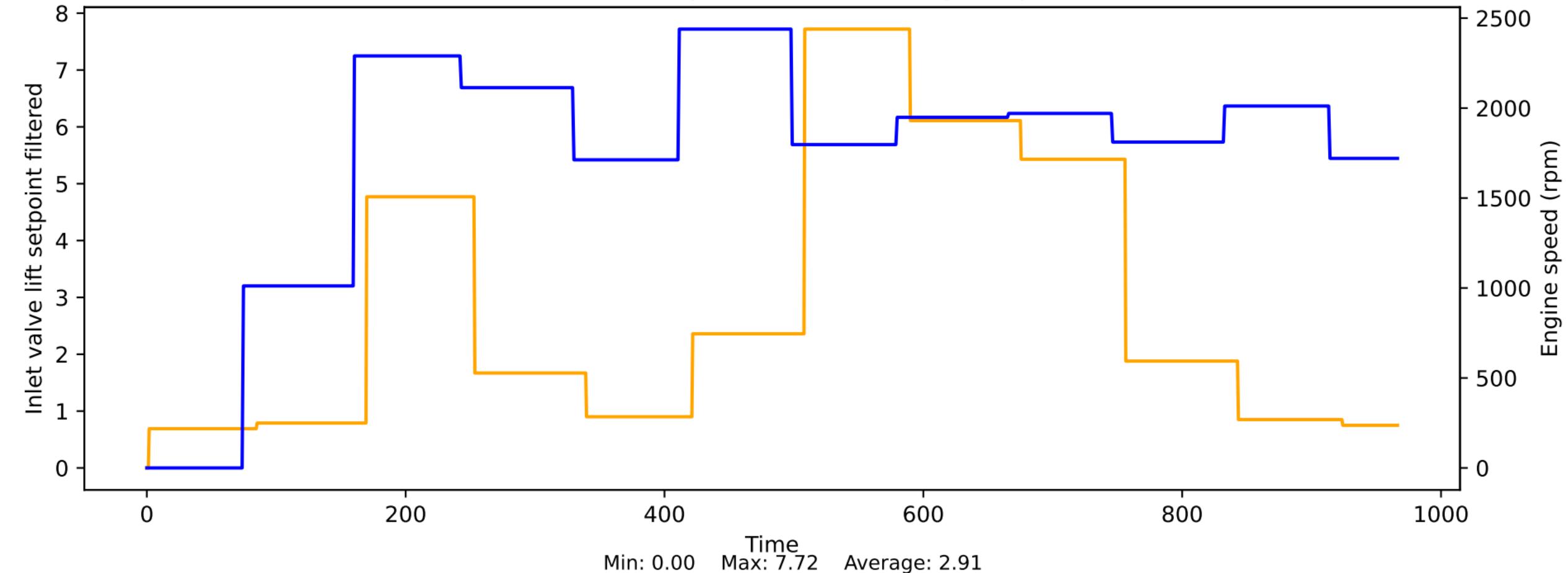
# Inlet NW: Angular offset reference adaptation vs Engine speed



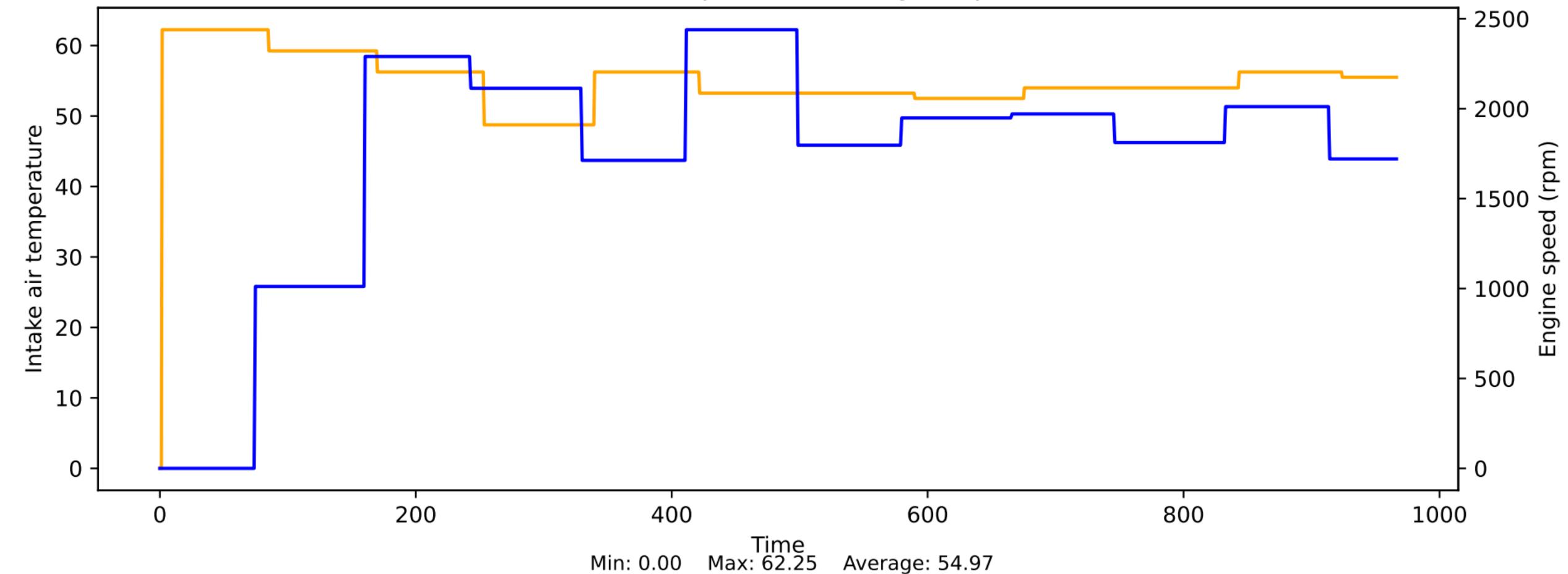
### Inlet spread vs Engine speed



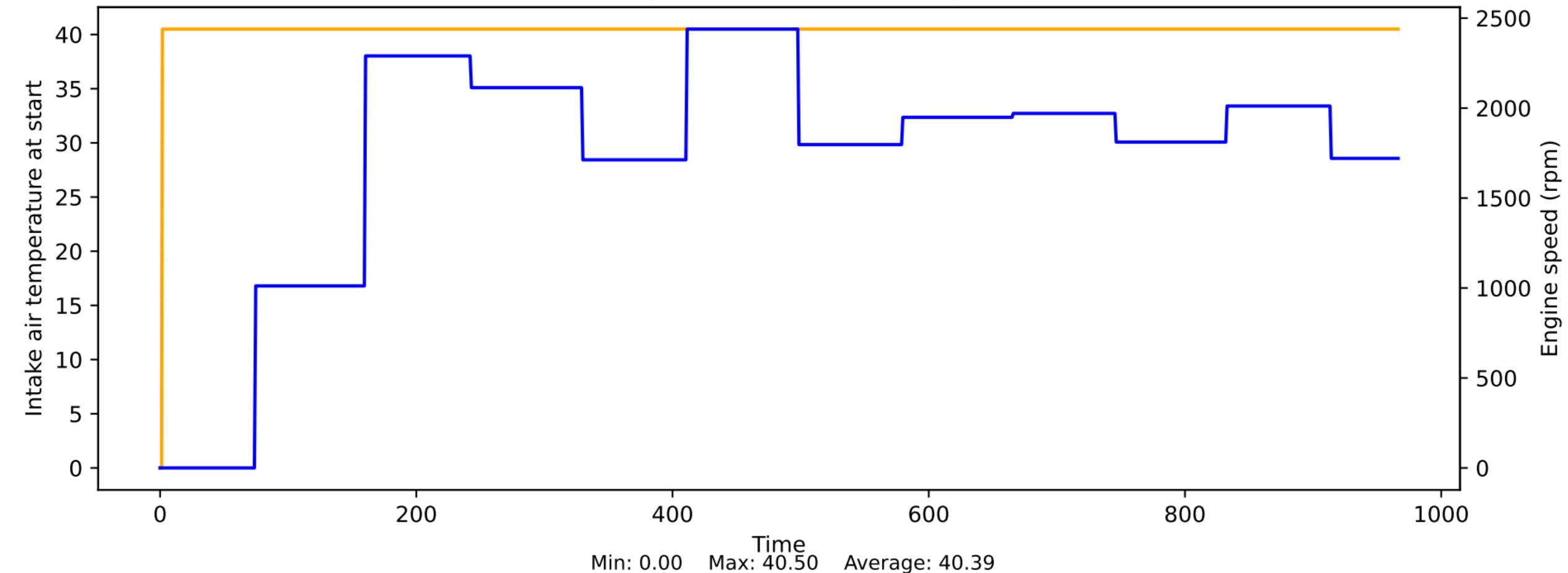
### Inlet valve lift setpoint filtered vs Engine speed



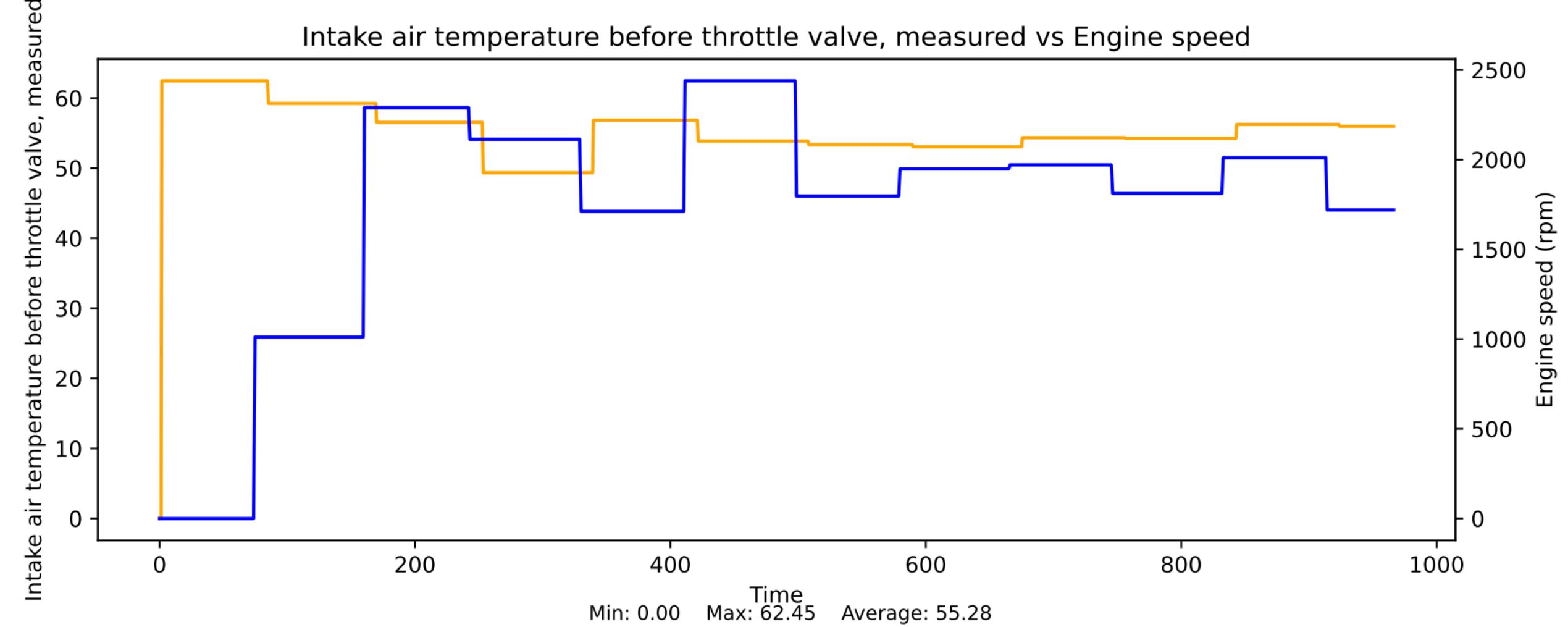
## Intake air temperature vs Engine speed



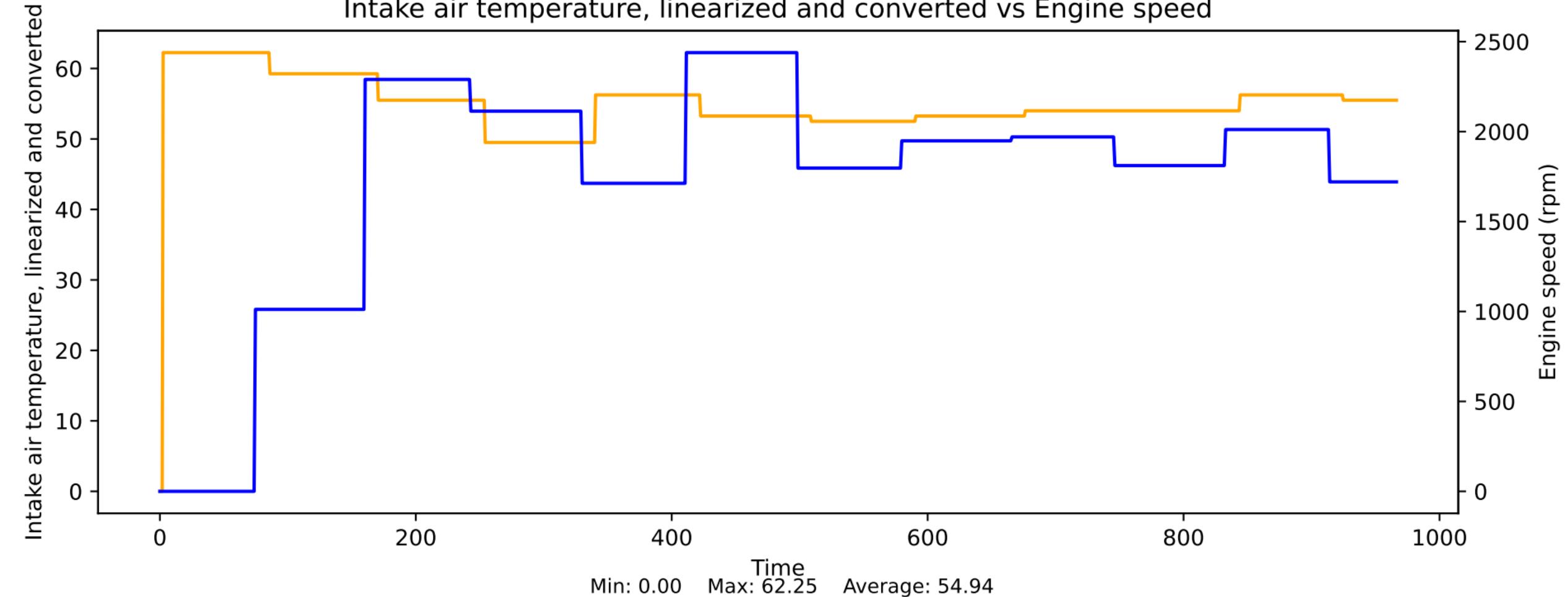
### Intake air temperature at start vs Engine speed



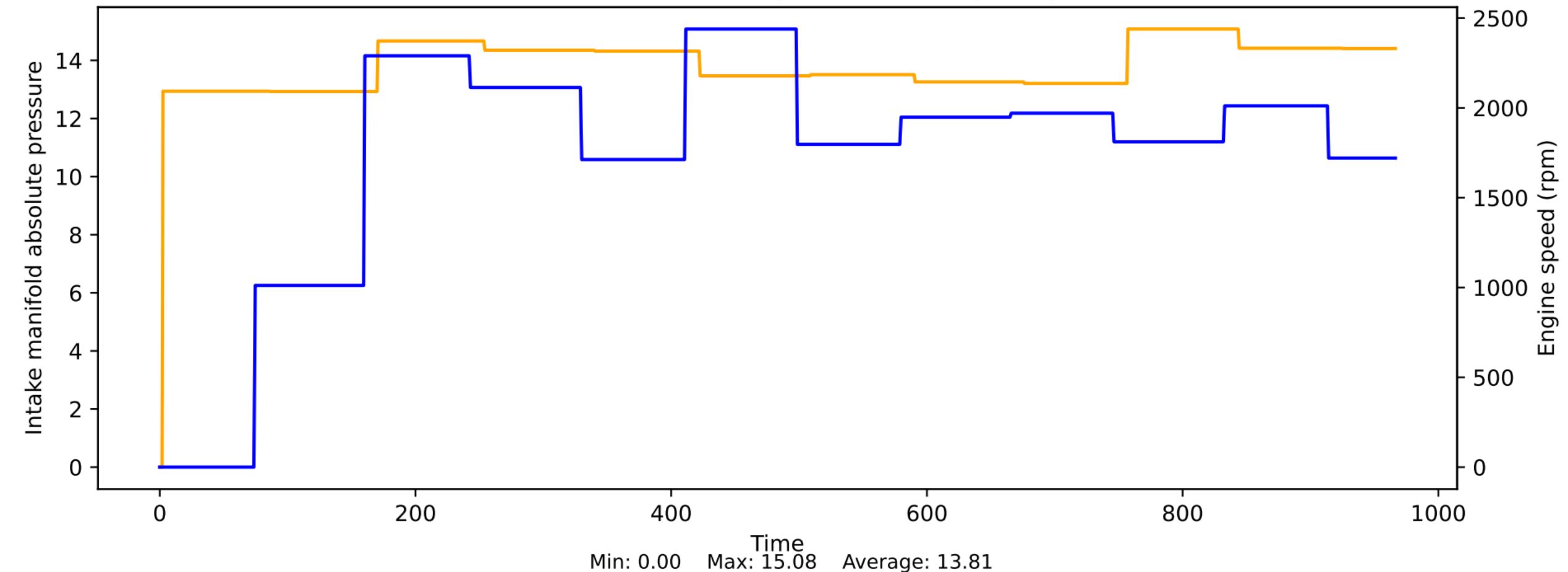
# Intake air temperature before throttle valve, measured vs Engine speed



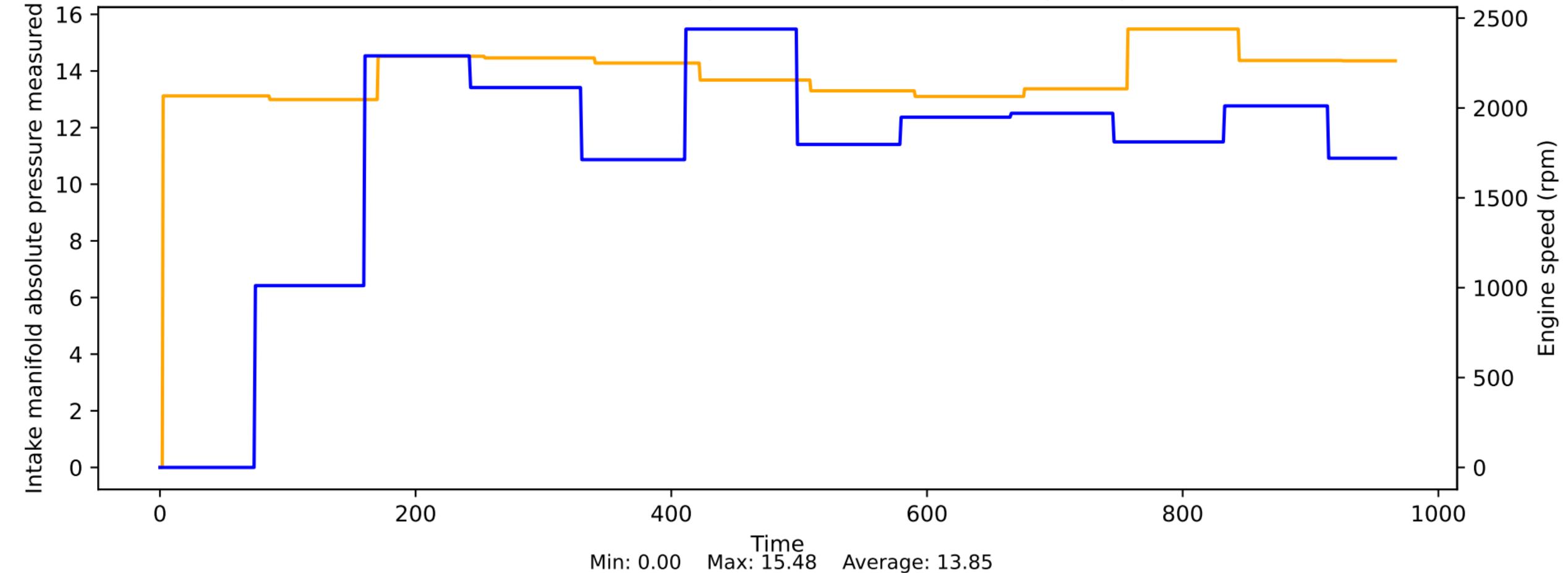
### Intake air temperature, linearized and converted vs Engine speed

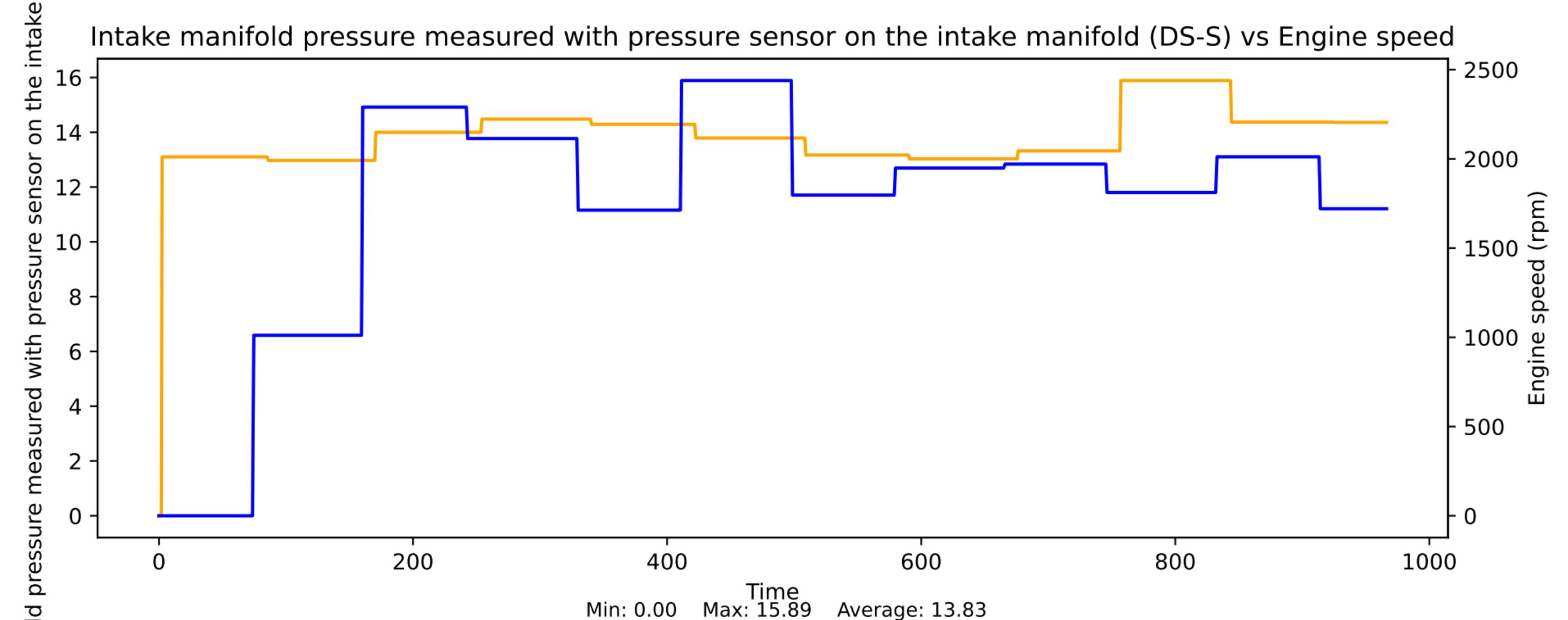


# Intake manifold absolute pressure vs Engine speed

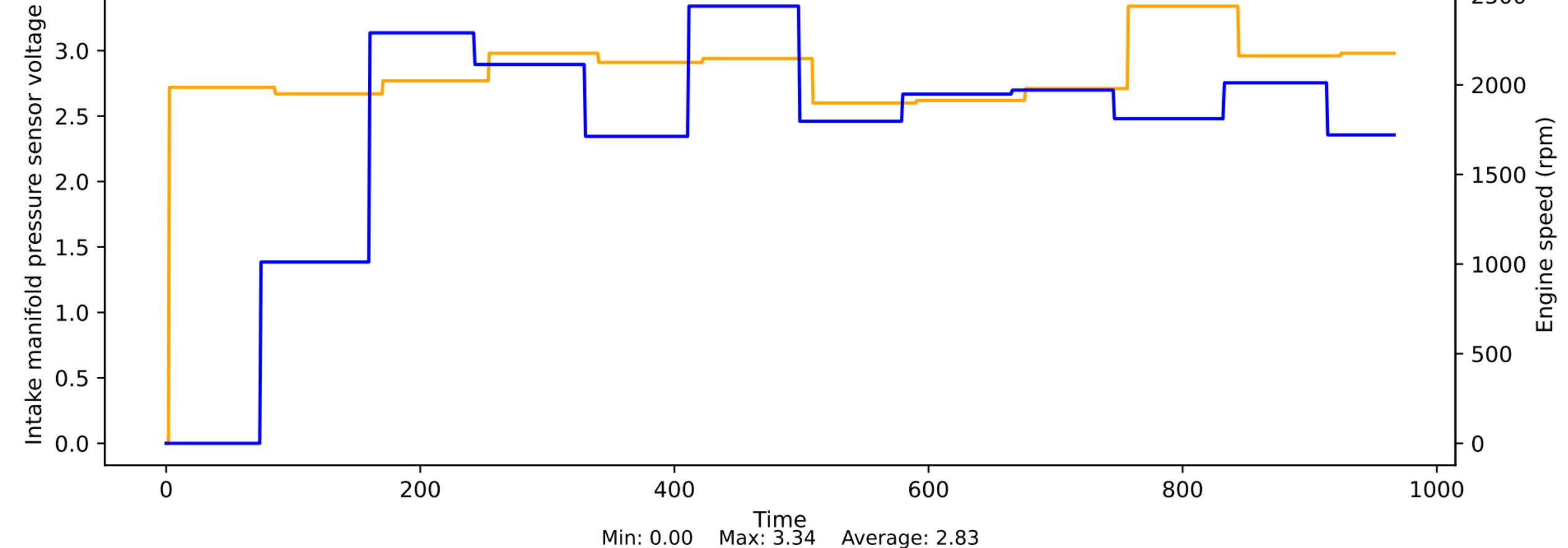


# Intake manifold absolute pressure measured vs Engine speed



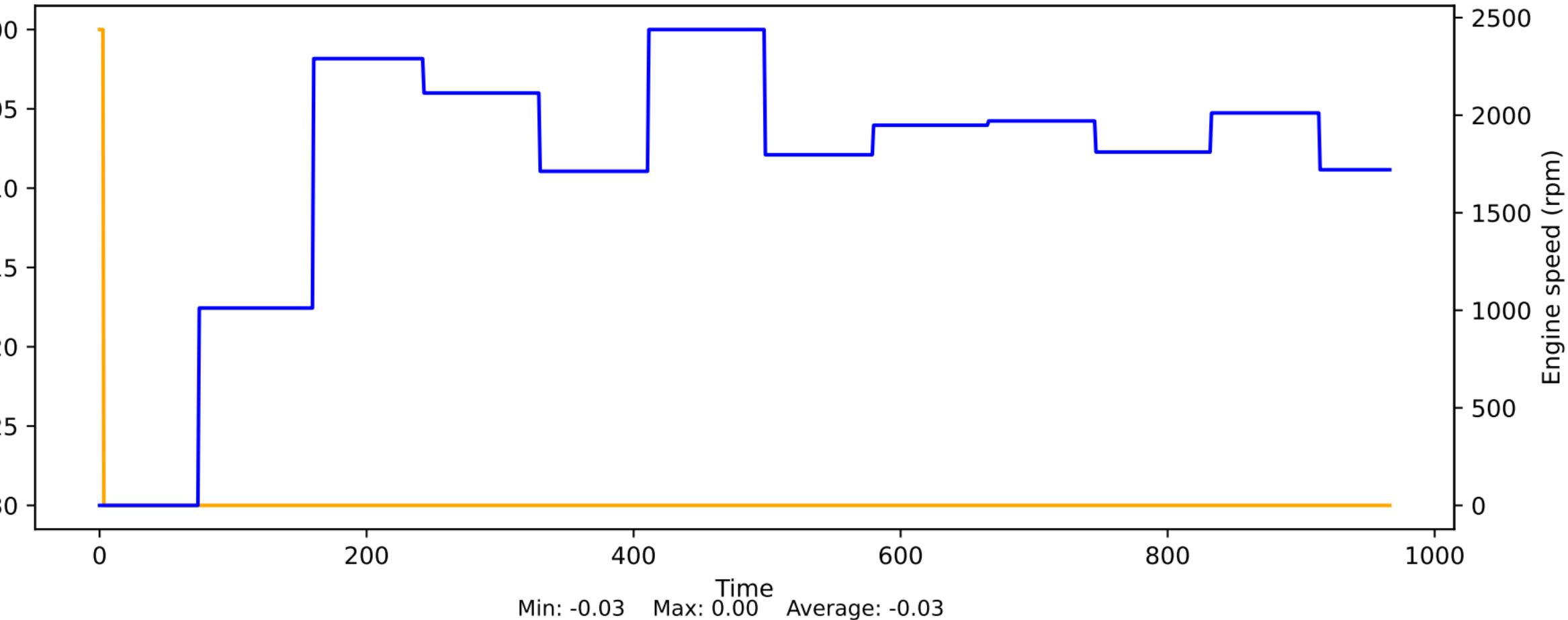


# Intake manifold pressure sensor voltage vs Engine speed

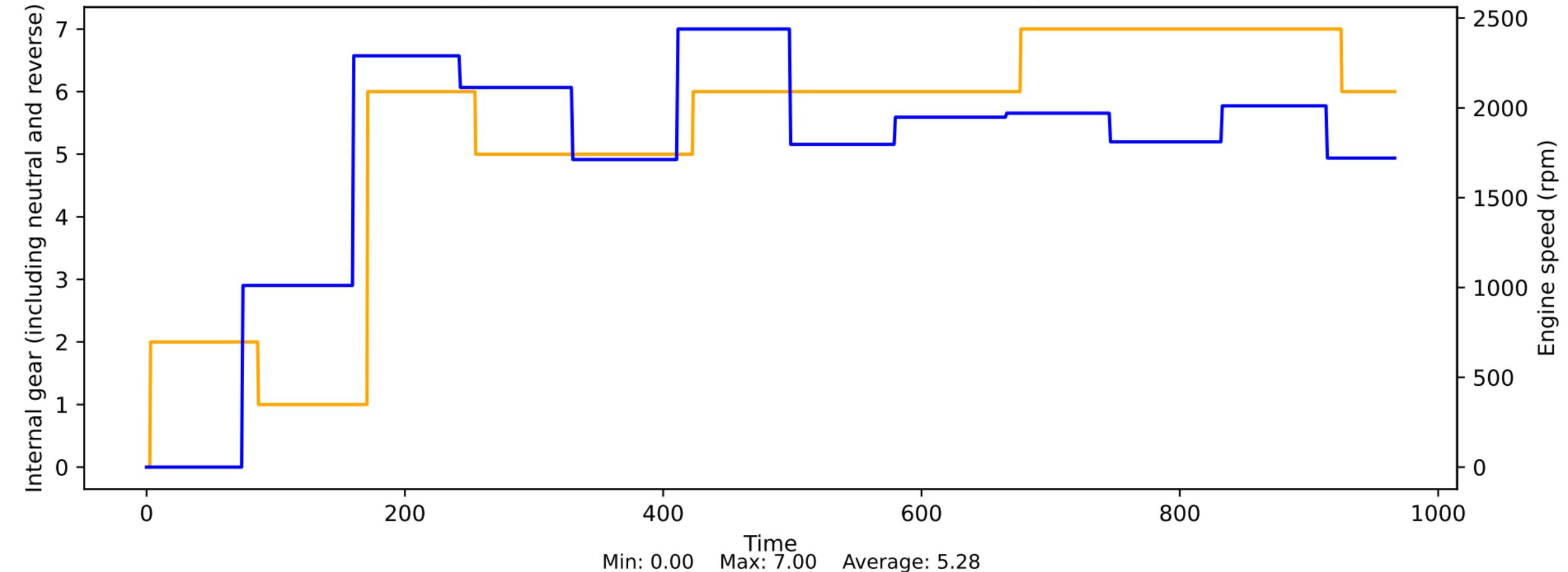


# Integrated offset stroke adaptation vs Engine speed

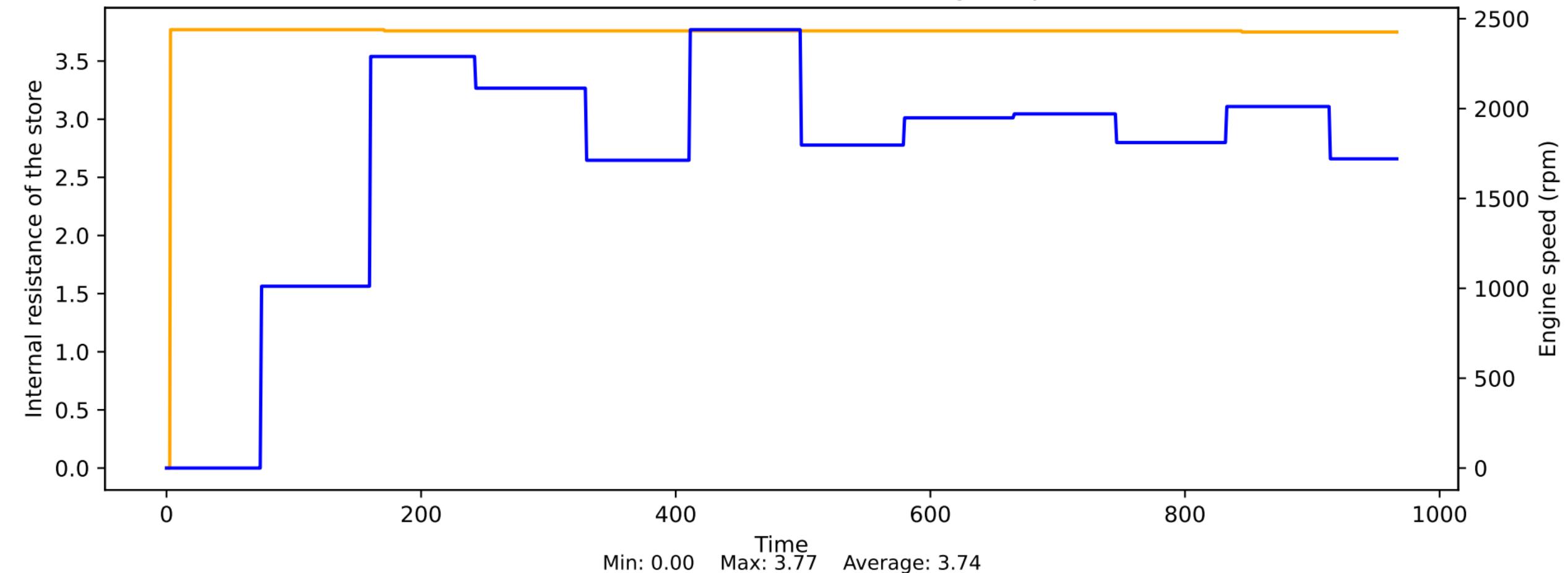
Integrated offset stroke adaptation



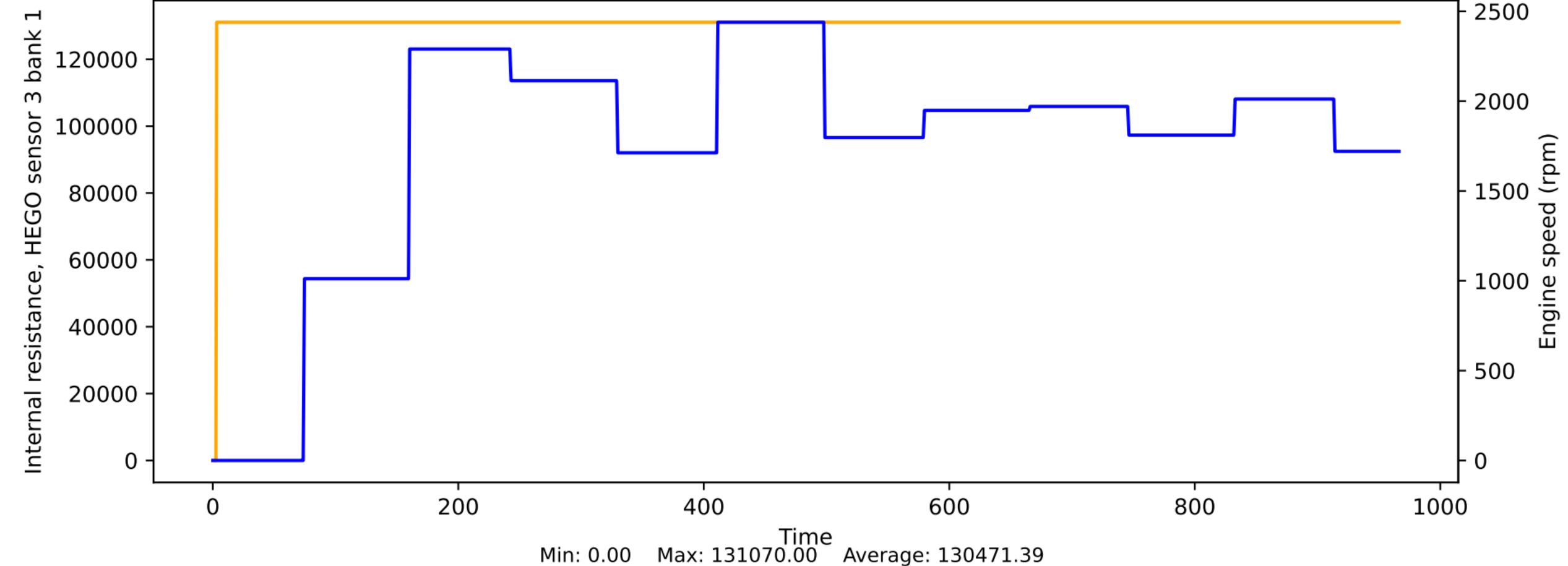
# Internal gear (including neutral and reverse) vs Engine speed



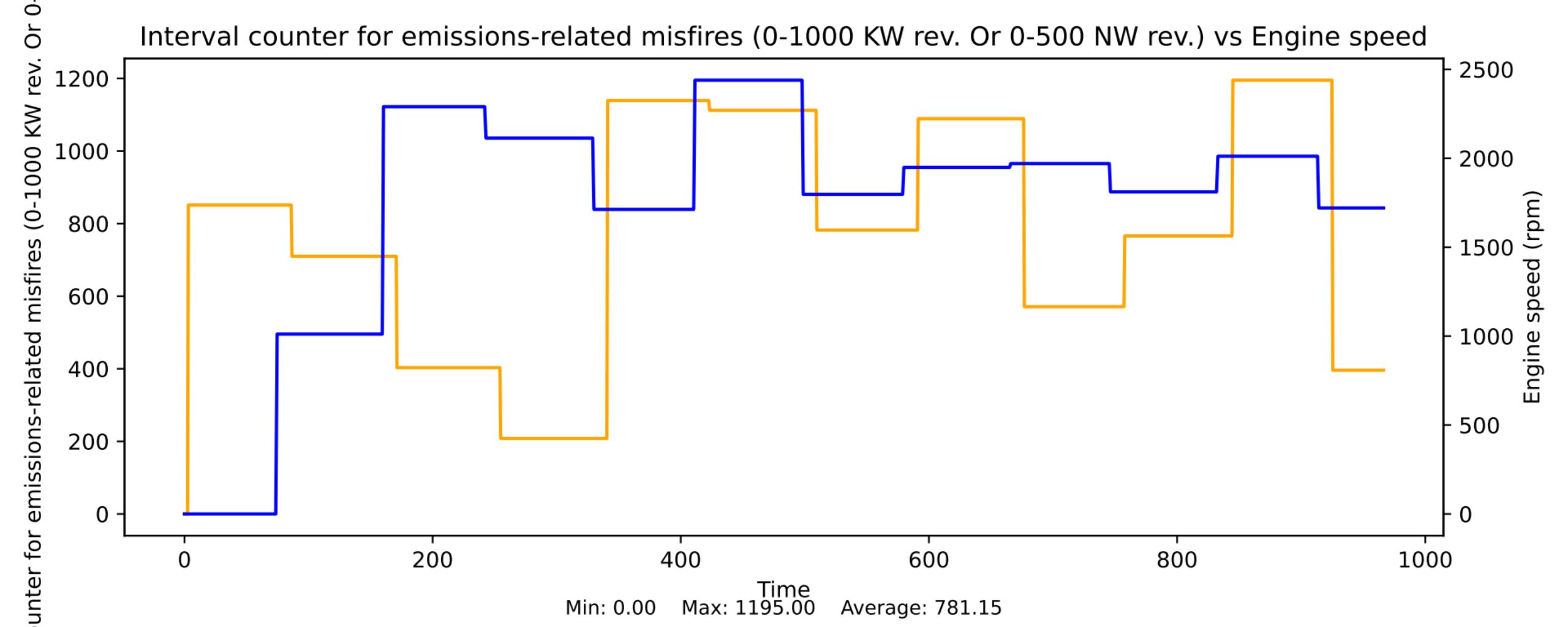
### Internal resistance of the store vs Engine speed



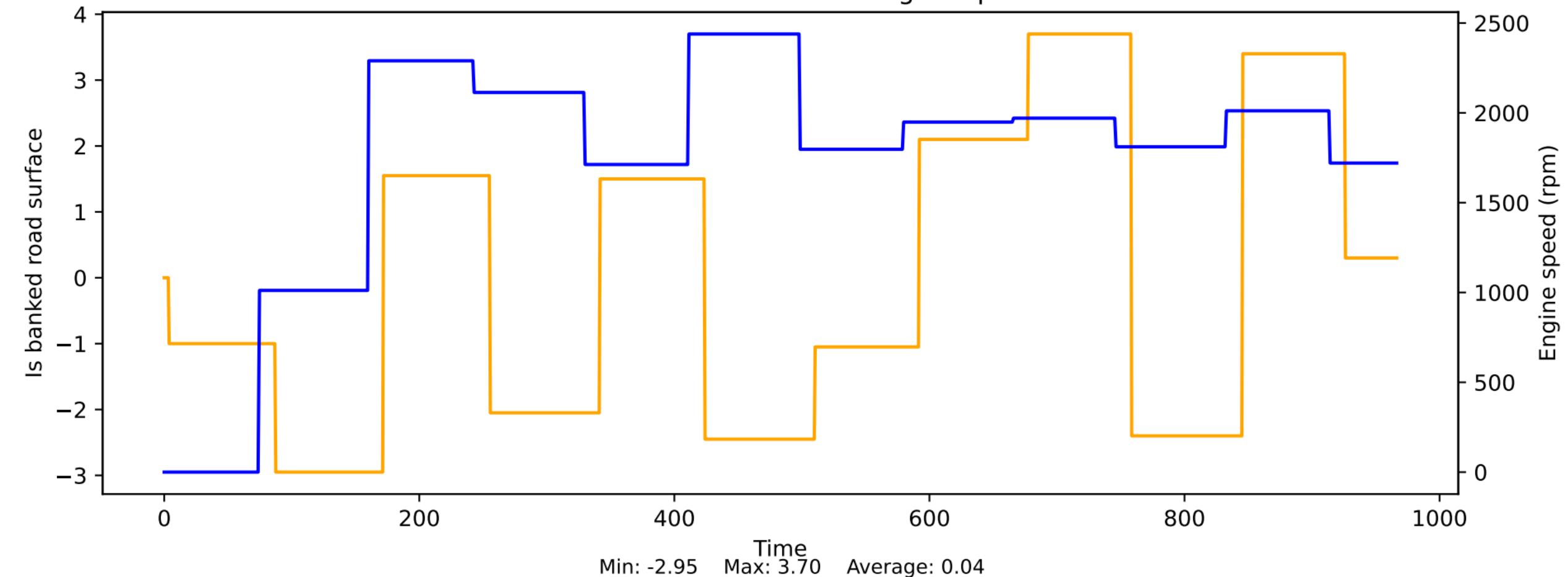
Internal resistance, HEGO sensor 3 bank 1 vs Engine speed



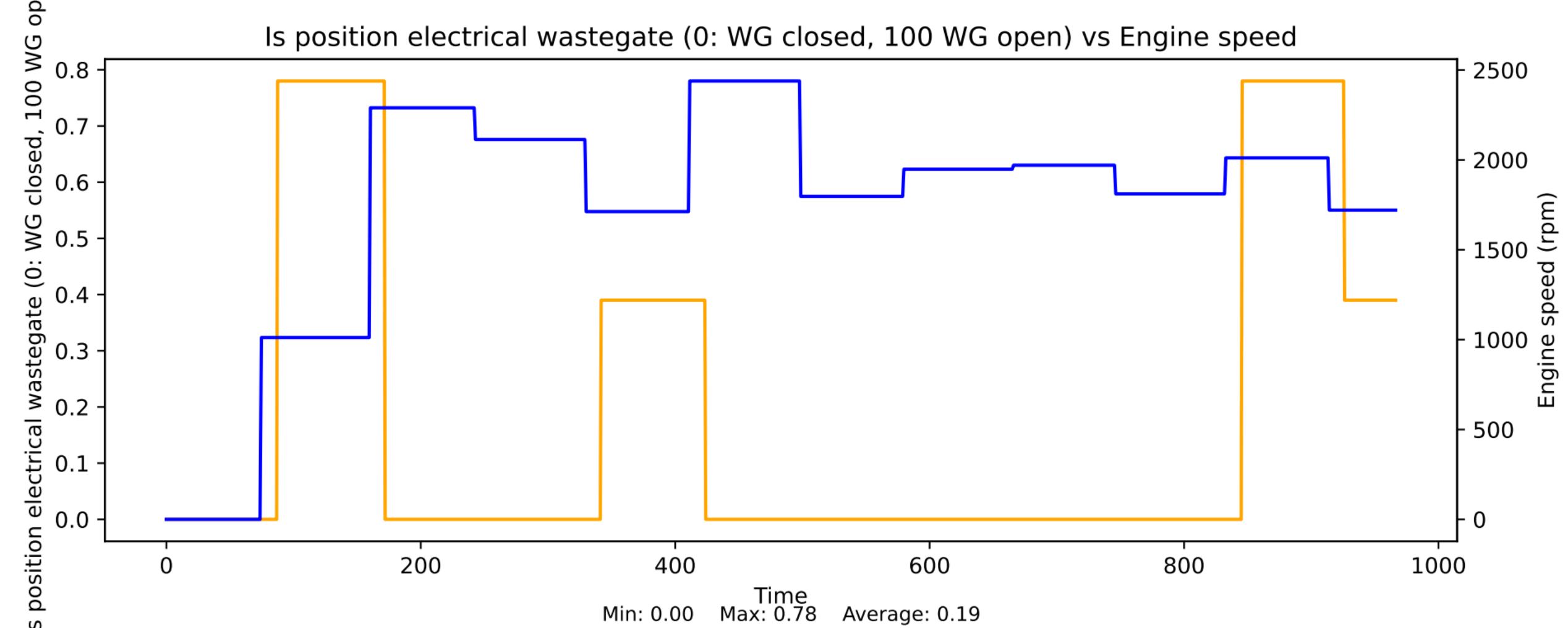
# Interval counter for emissions-related misfires (0-1000 KW rev. Or 0-500 NW rev.) vs Engine speed



# Is banked road surface vs Engine speed



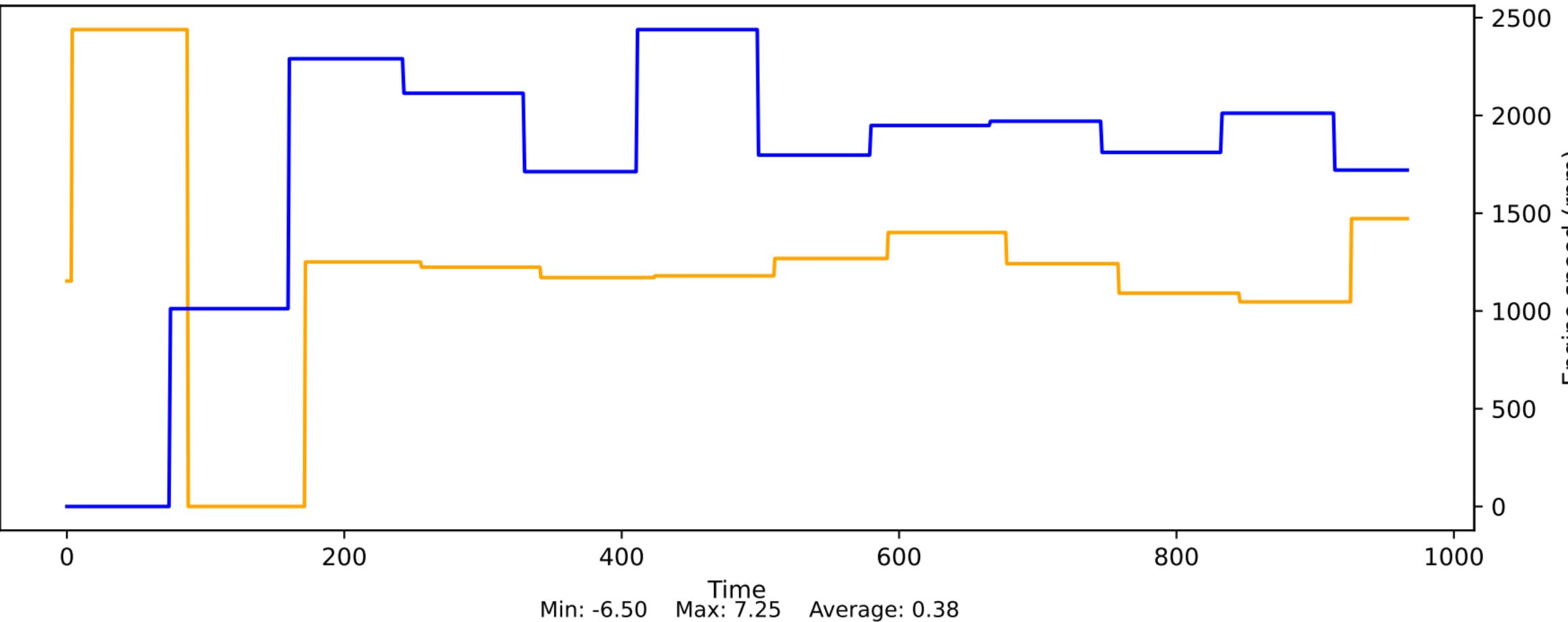
Is position electrical wastegate (0: WG closed, 100 WG open) vs Engine speed



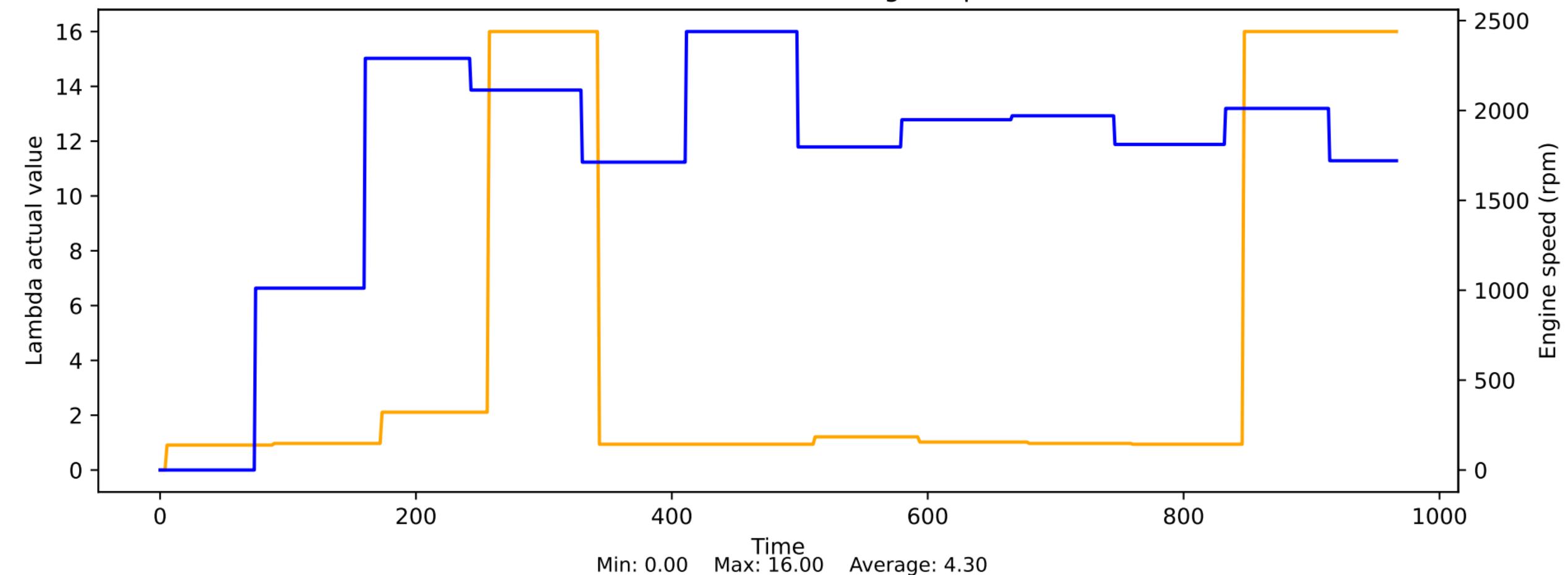
# Is the longitudinal slope of the roadway vs Engine speed

Is the longitudinal slope of the roadway

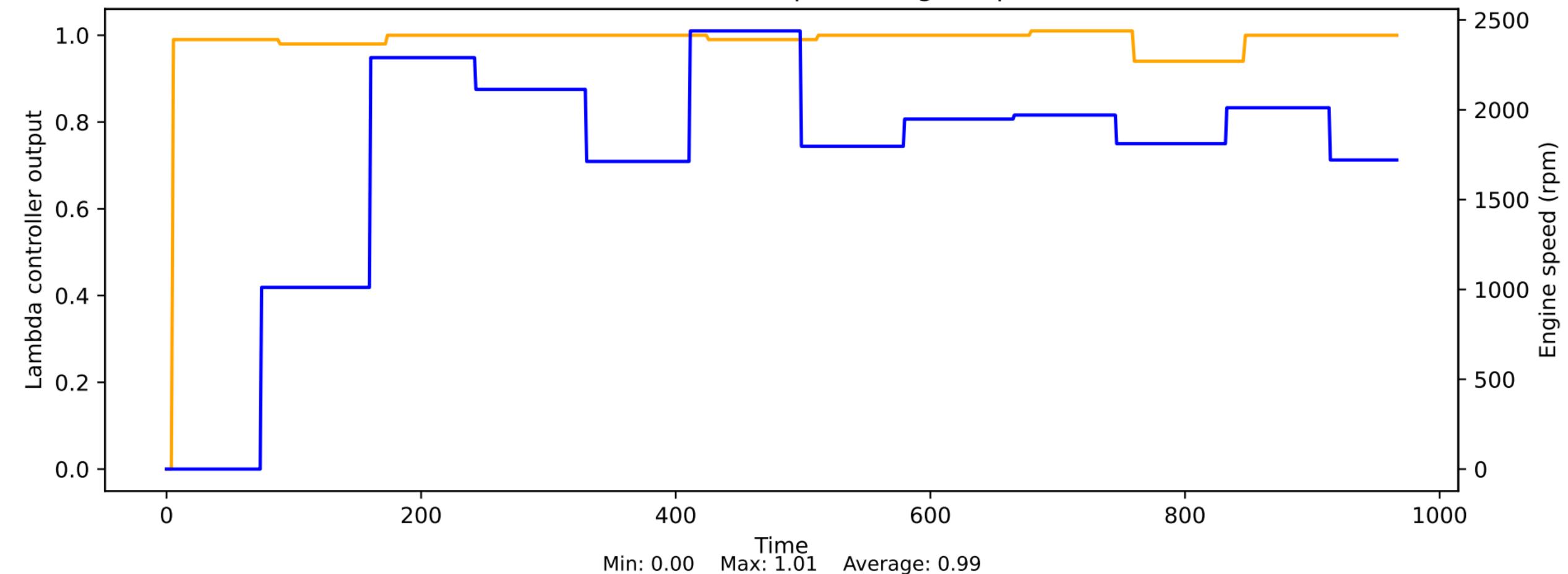
Engine speed (rpm)



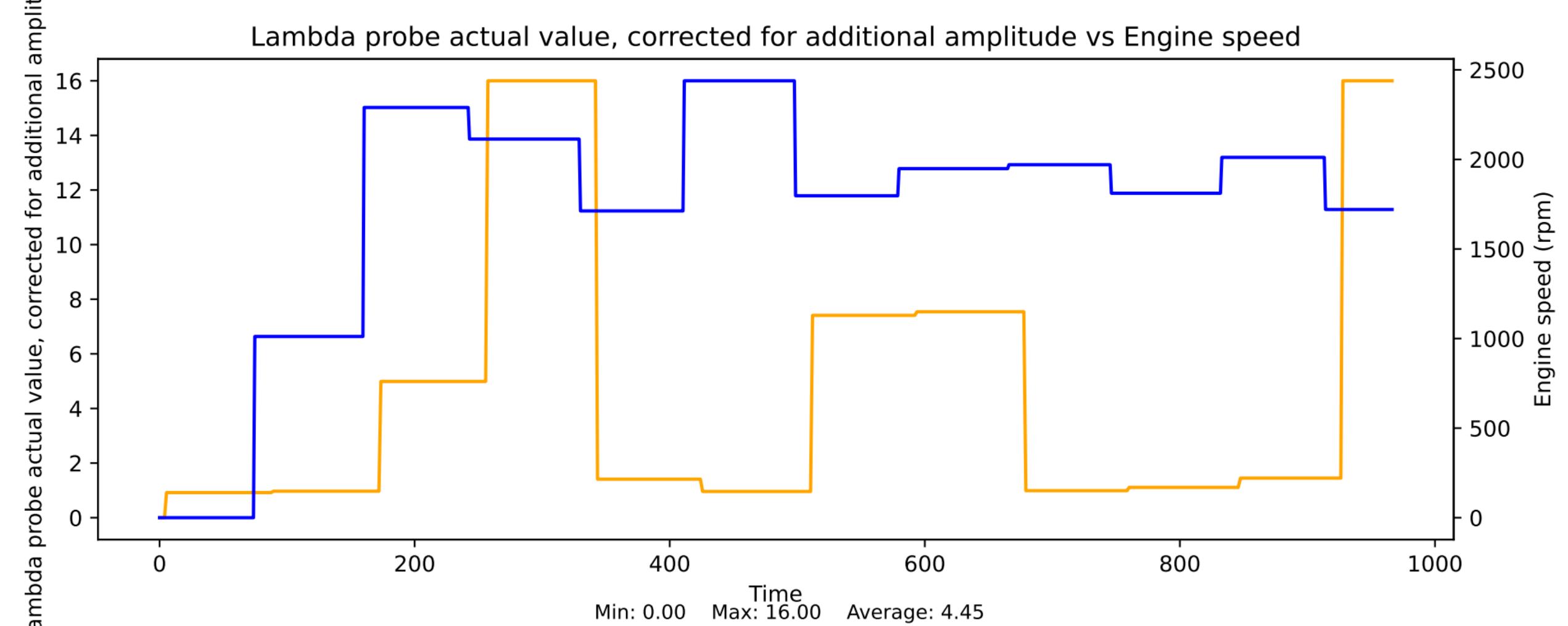
### Lambda actual value vs Engine speed



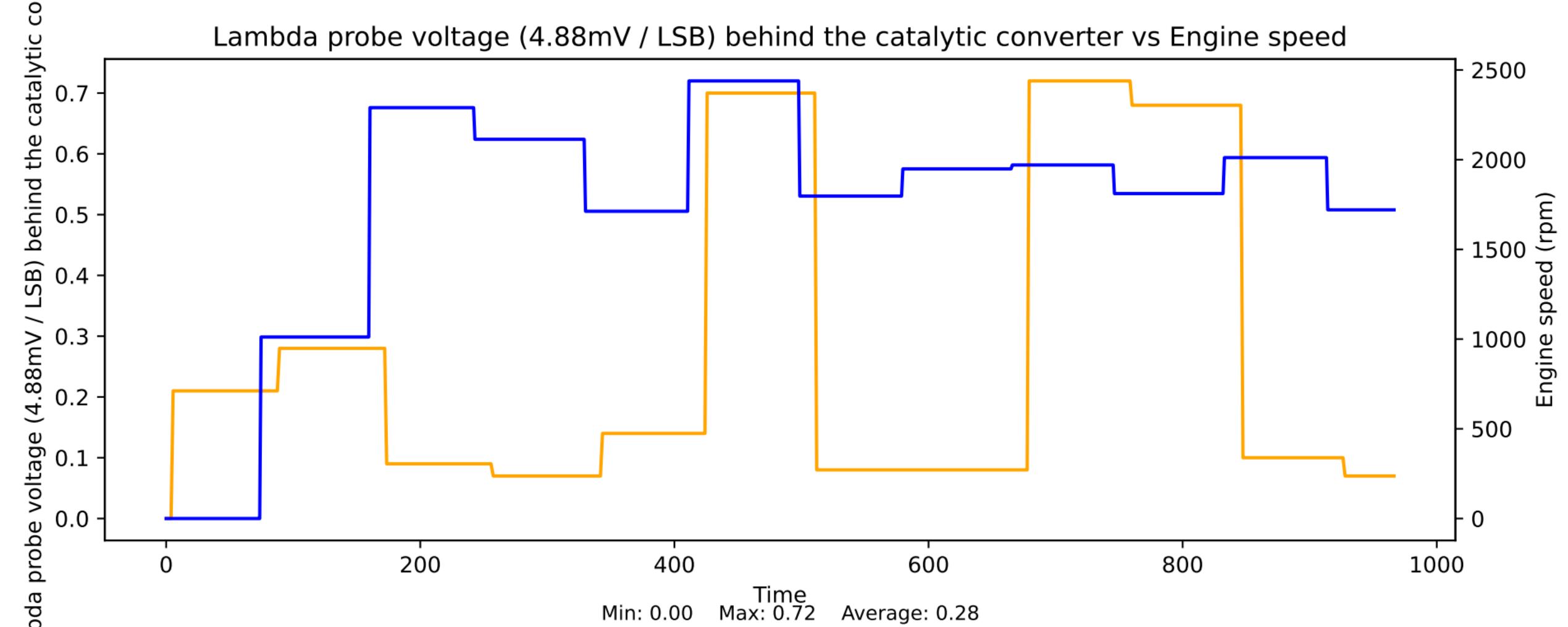
### Lambda controller output vs Engine speed



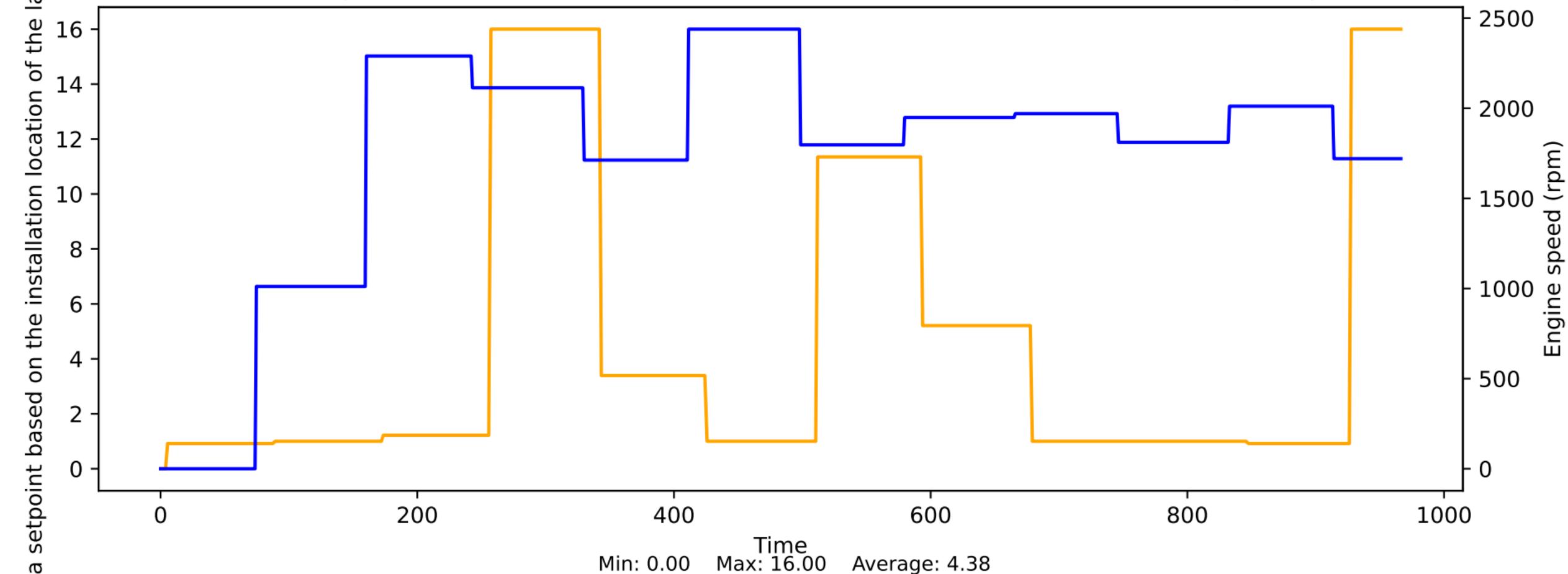
# Lambda probe actual value, corrected for additional amplitude vs Engine speed



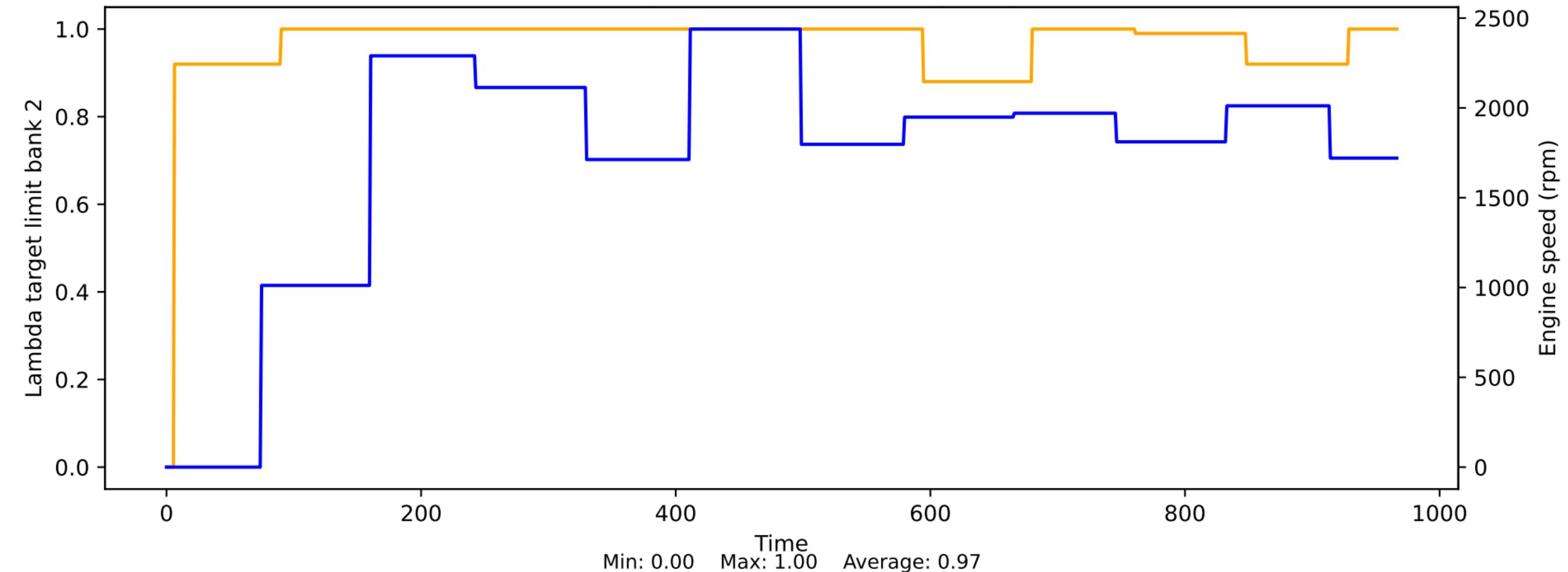
Lambda probe voltage (4.88mV / LSB) behind the catalytic converter vs Engine speed



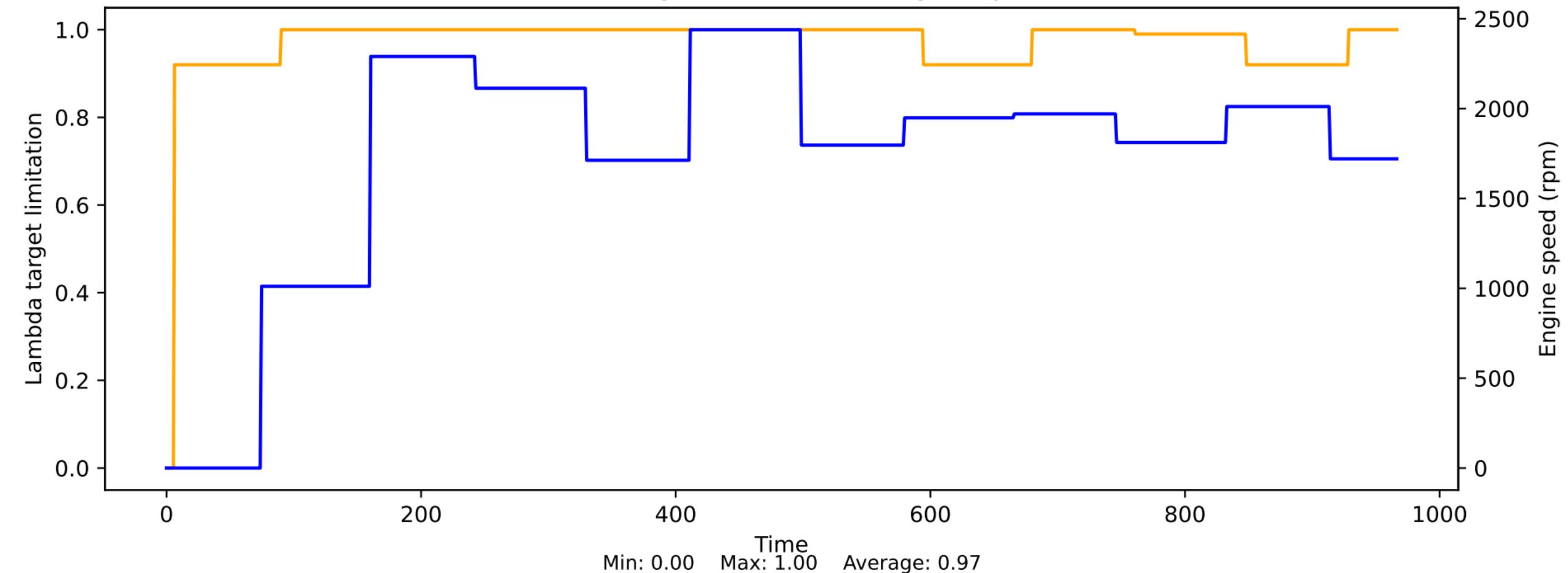
# Lambda setpoint based on the installation location of the lambda sensor vs Engine speed



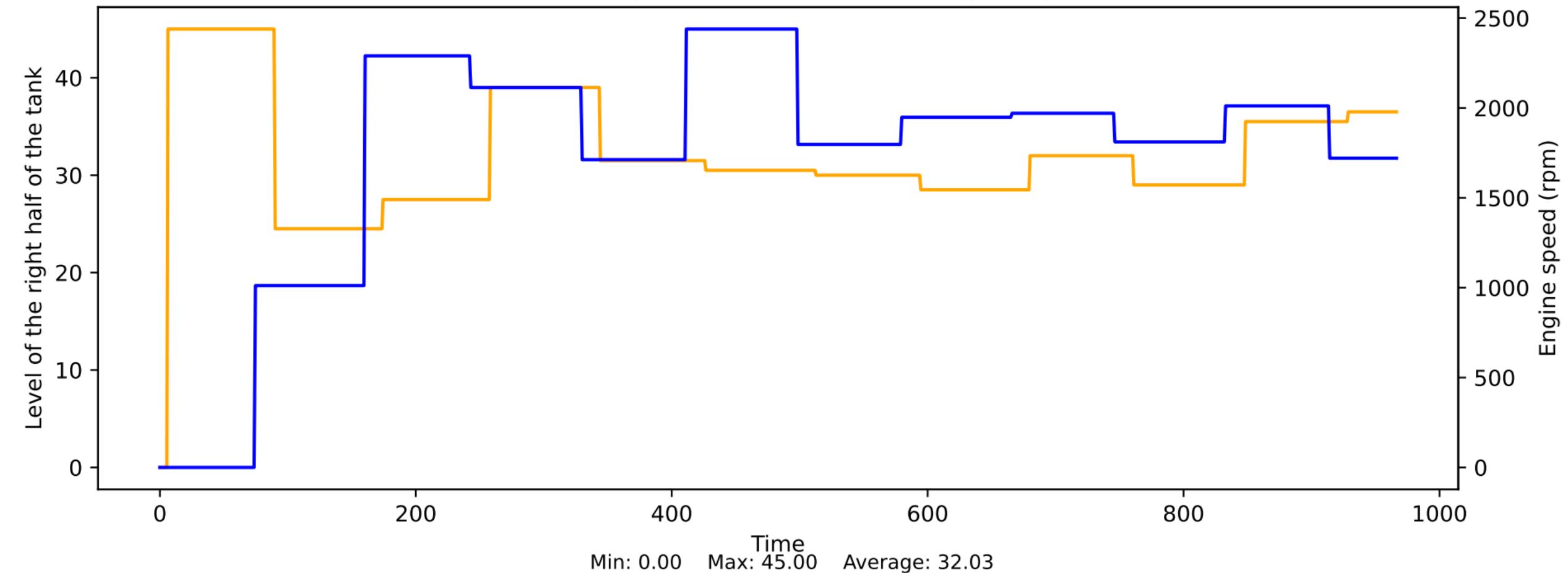
### Lambda target limit bank 2 vs Engine speed



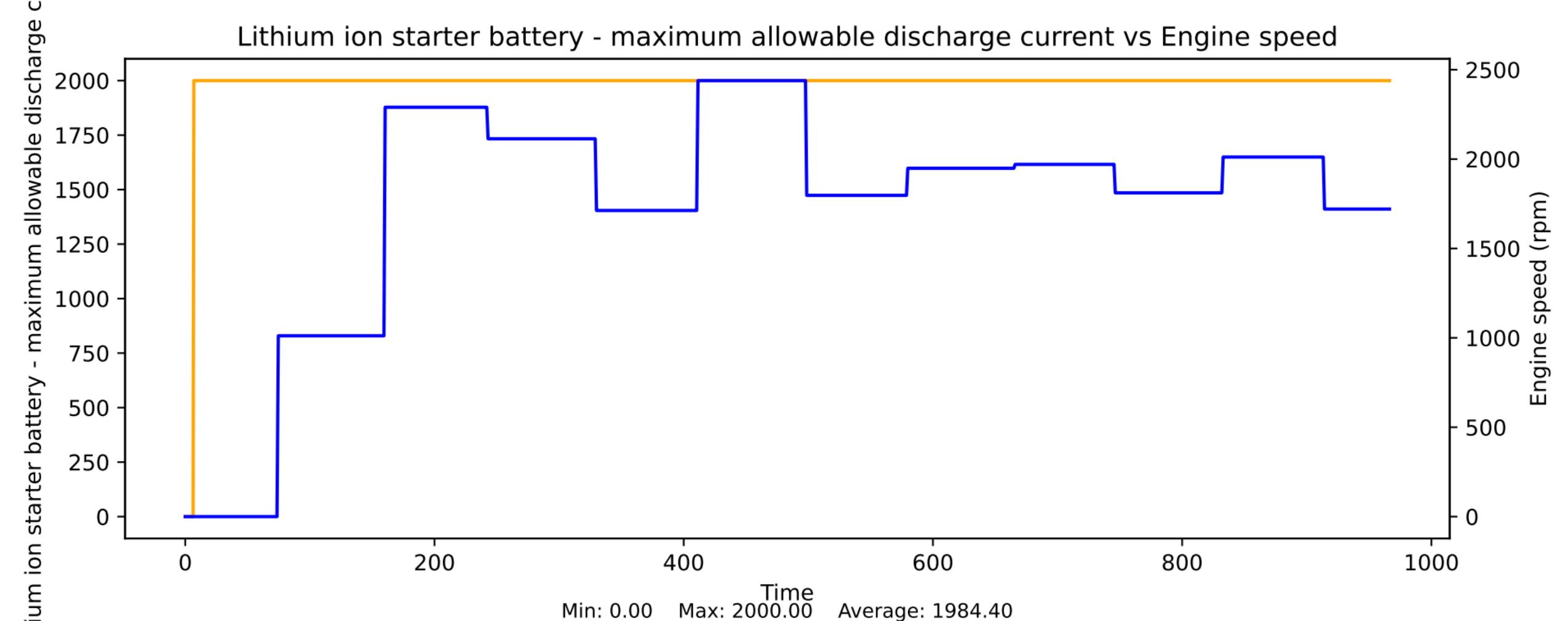
## Lambda target limitation vs Engine speed



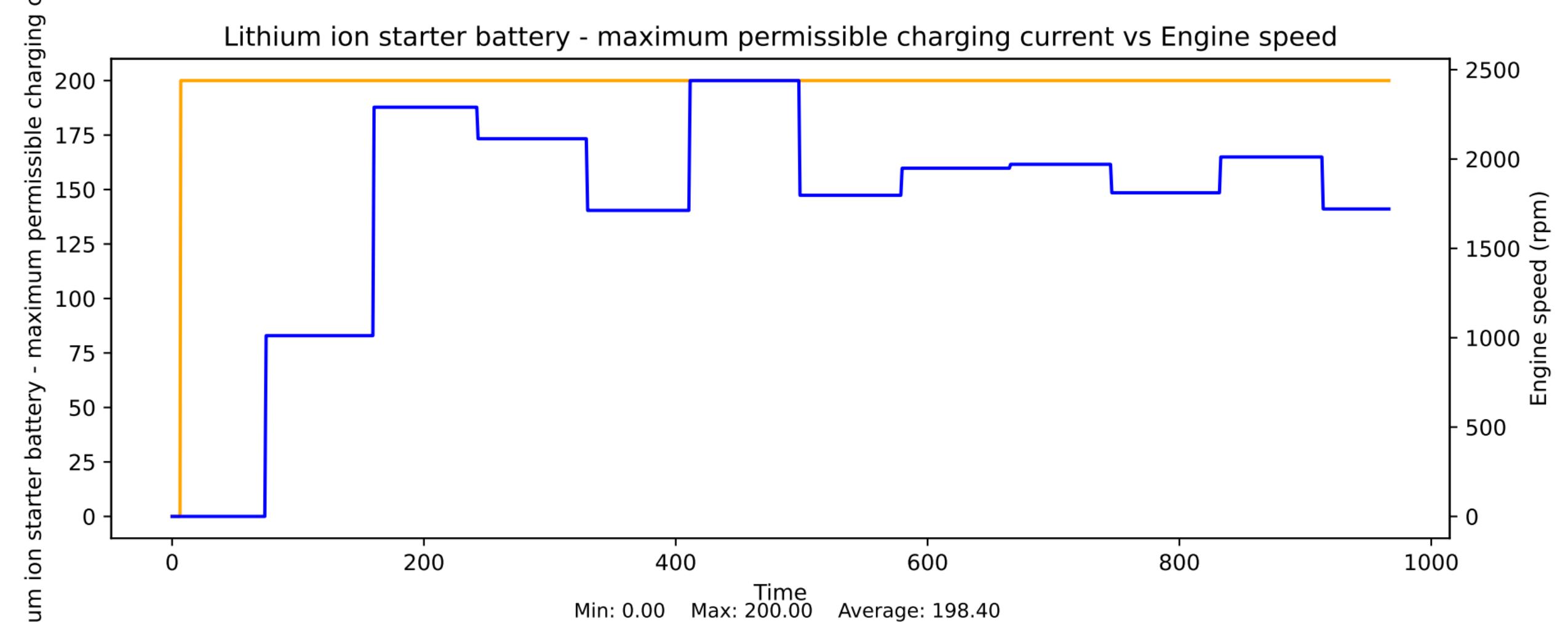
# Level of the right half of the tank vs Engine speed



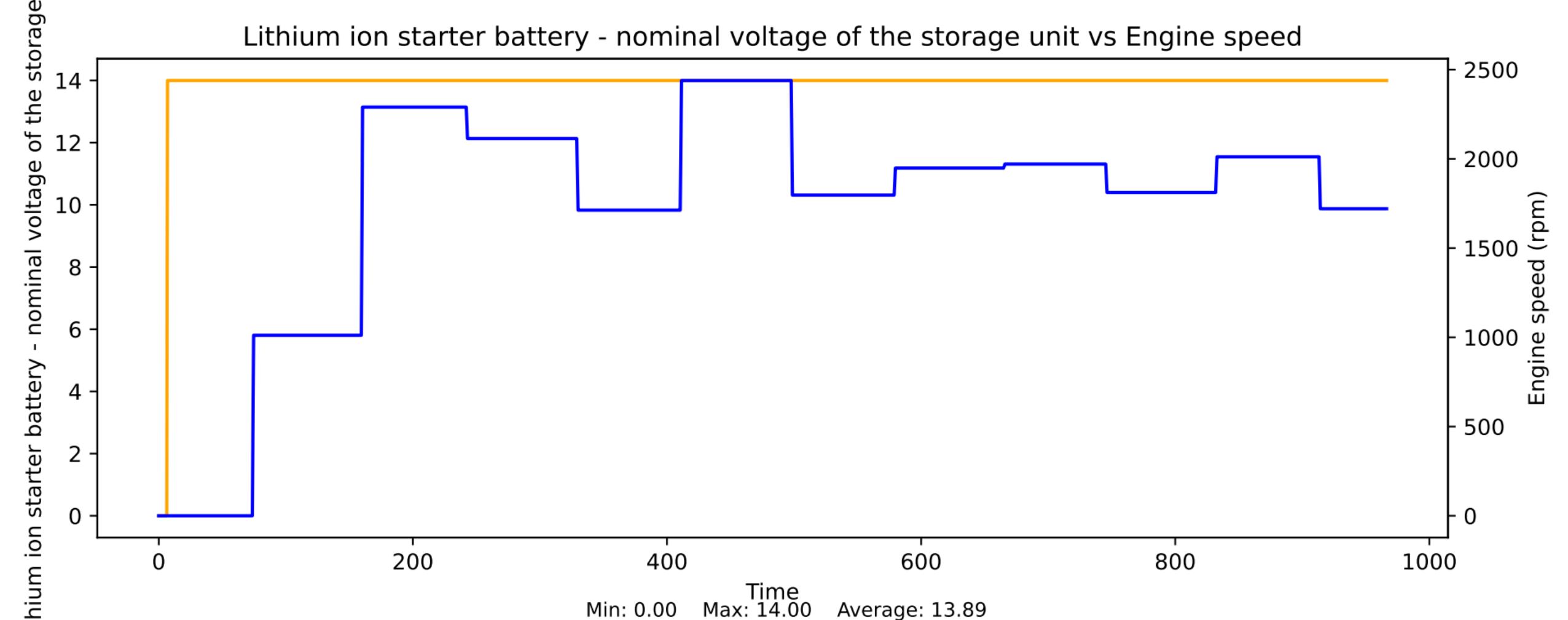
# Lithium ion starter battery - maximum allowable discharge current vs Engine speed



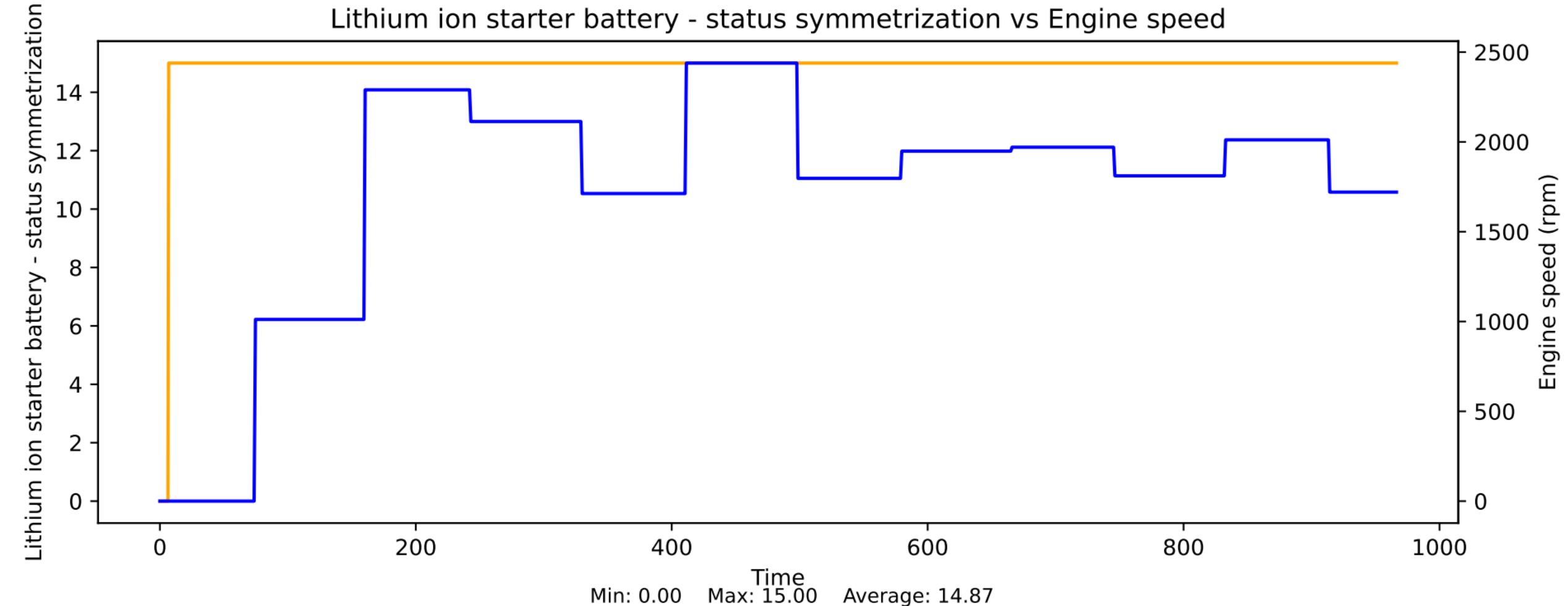
# Lithium ion starter battery - maximum permissible charging current vs Engine speed



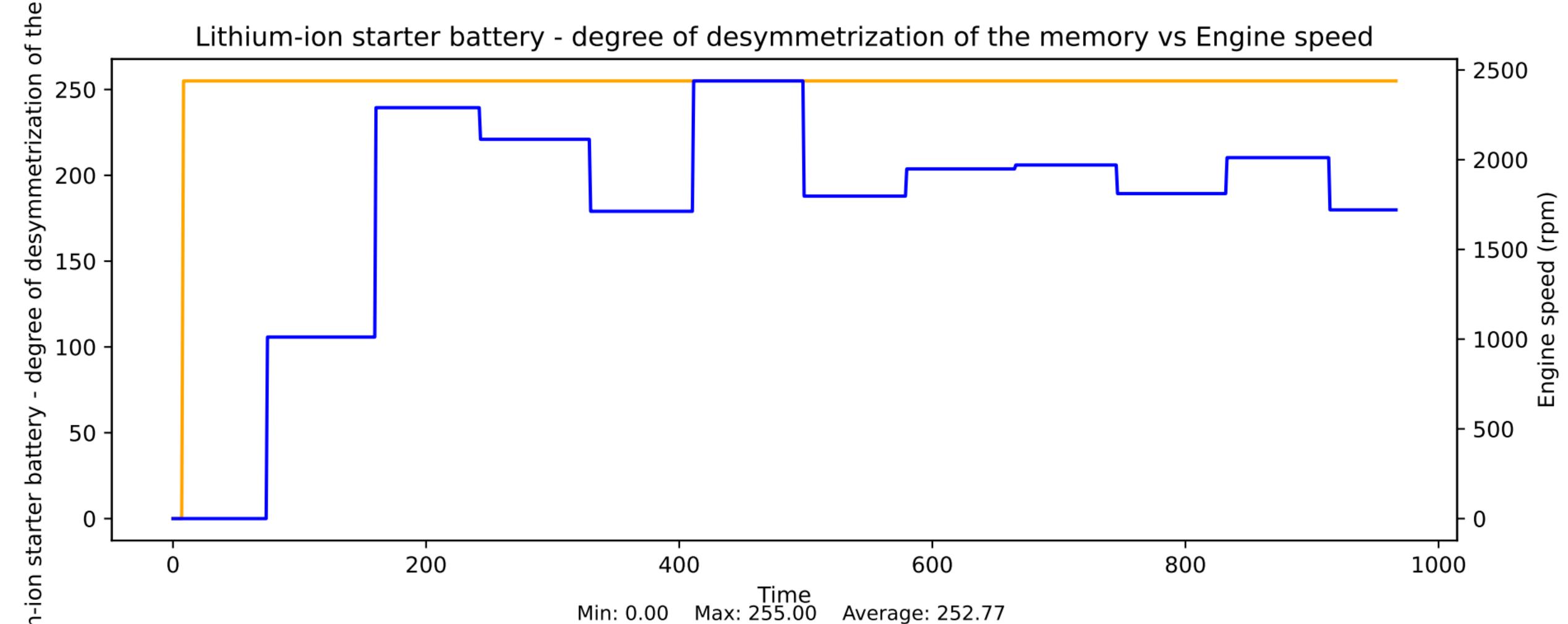
# Lithium ion starter battery - nominal voltage of the storage unit vs Engine speed



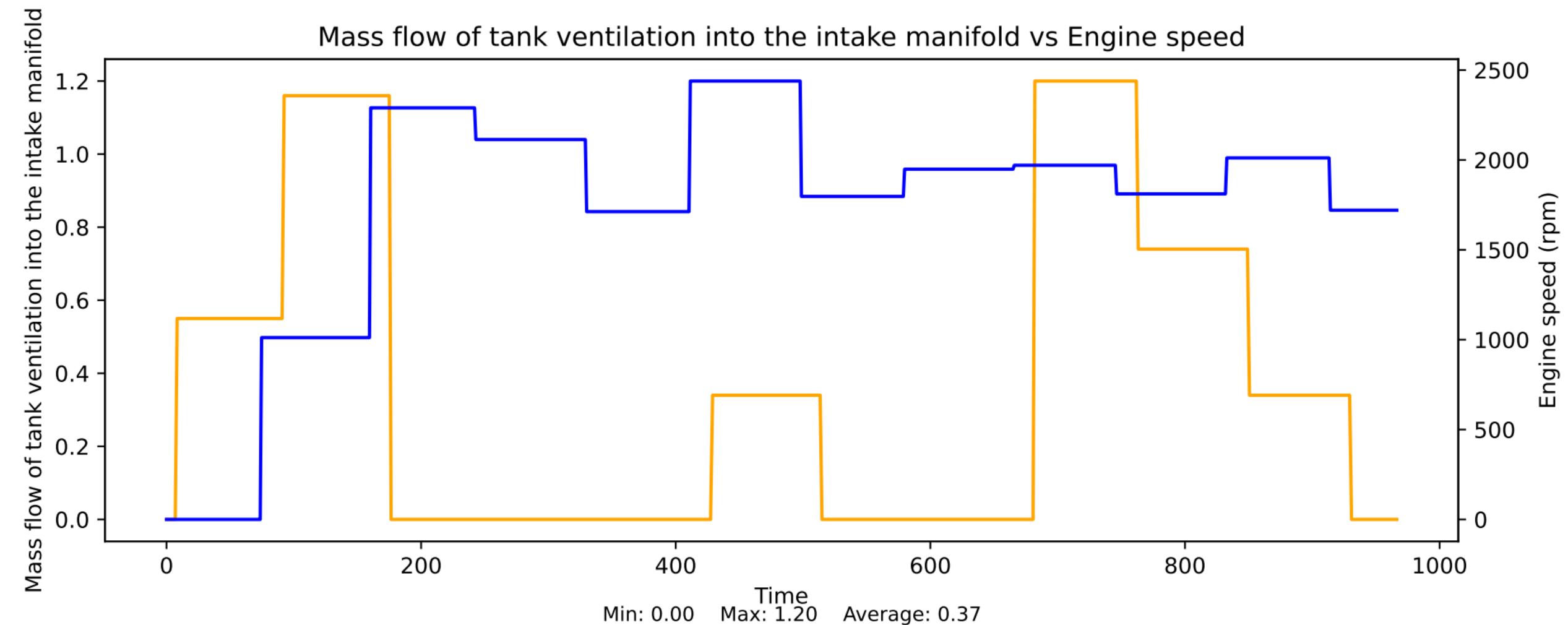
# Lithium ion starter battery - status symmetrization vs Engine speed



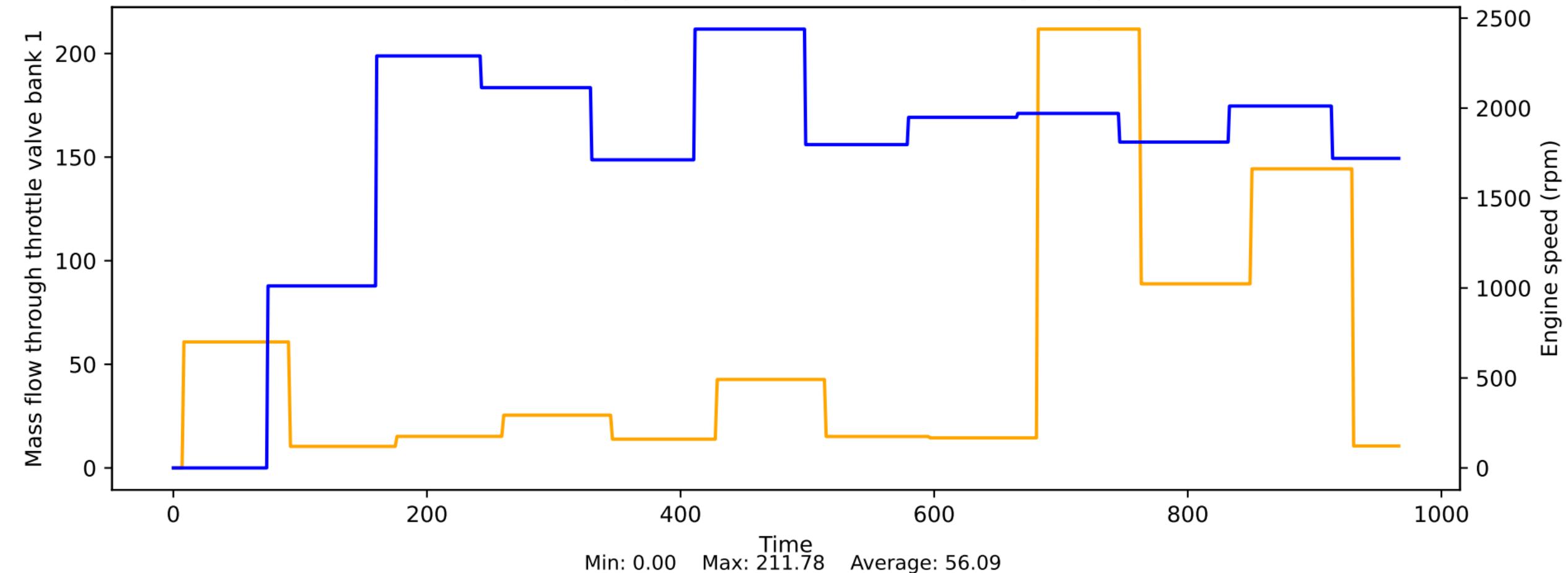
# Lithium-ion starter battery - degree of desymmetrization of the memory vs Engine speed



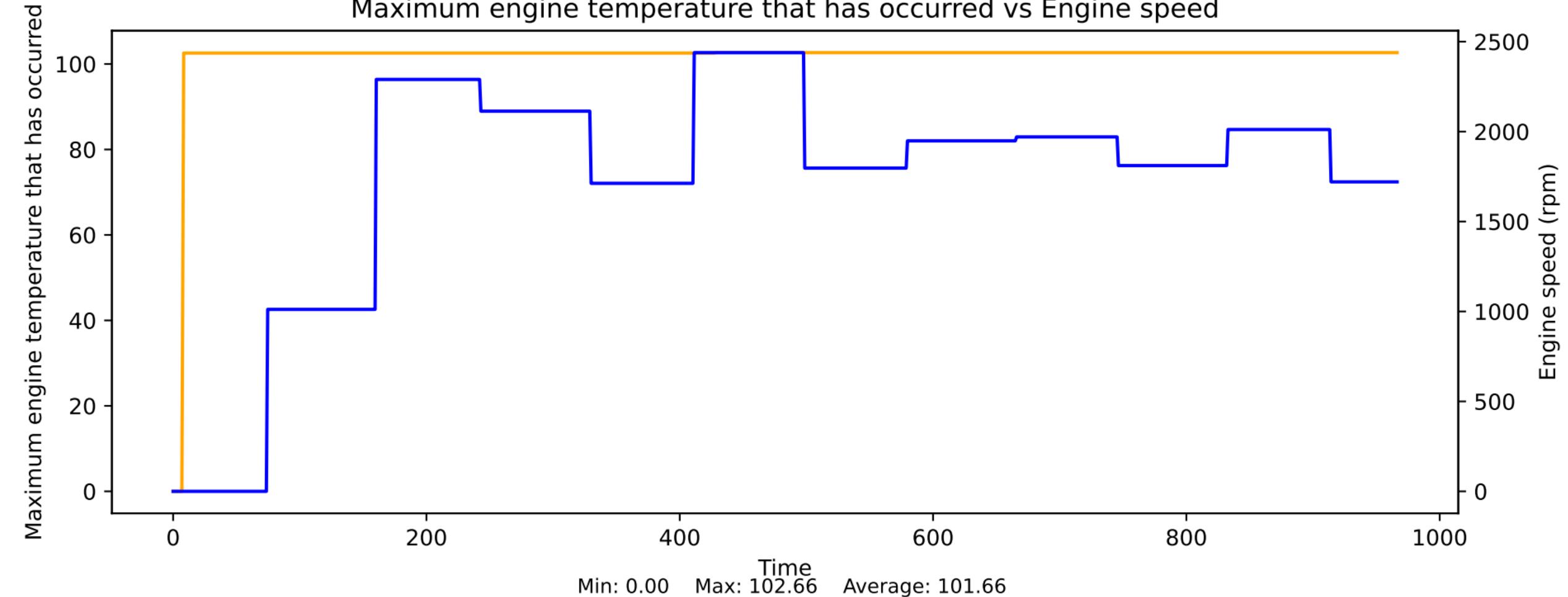
### Mass flow of tank ventilation into the intake manifold vs Engine speed



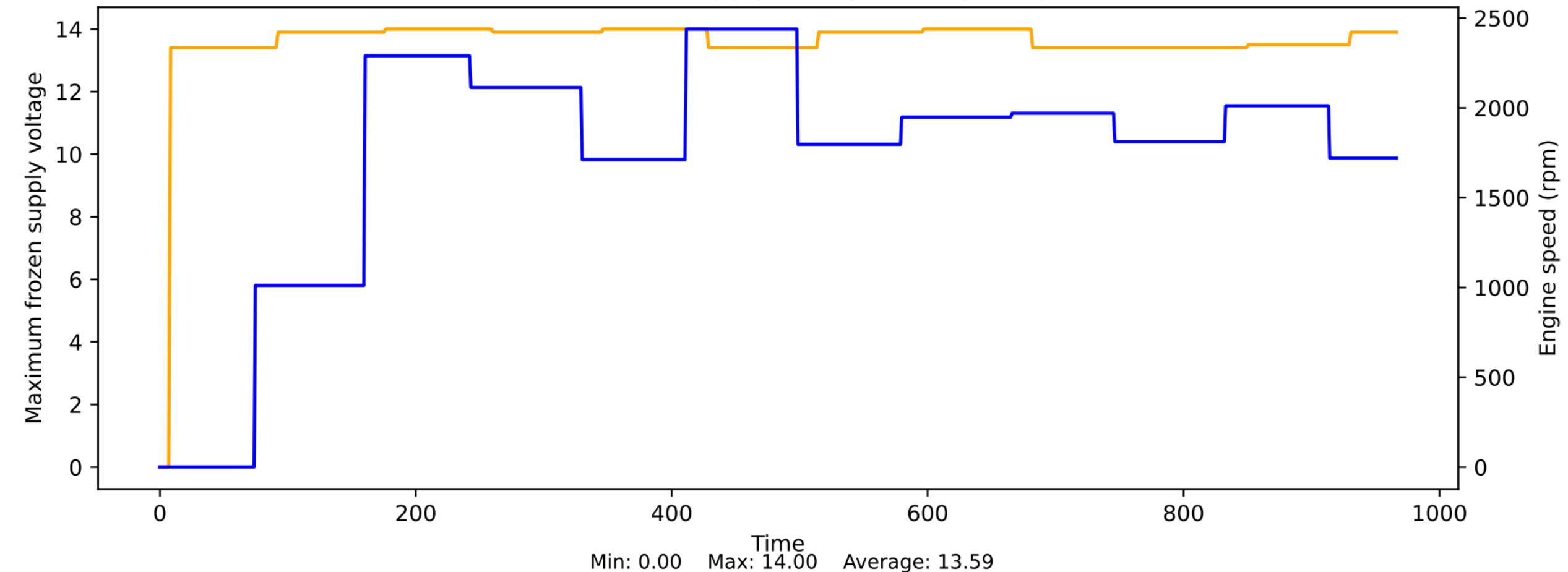
### Mass flow through throttle valve bank 1 vs Engine speed



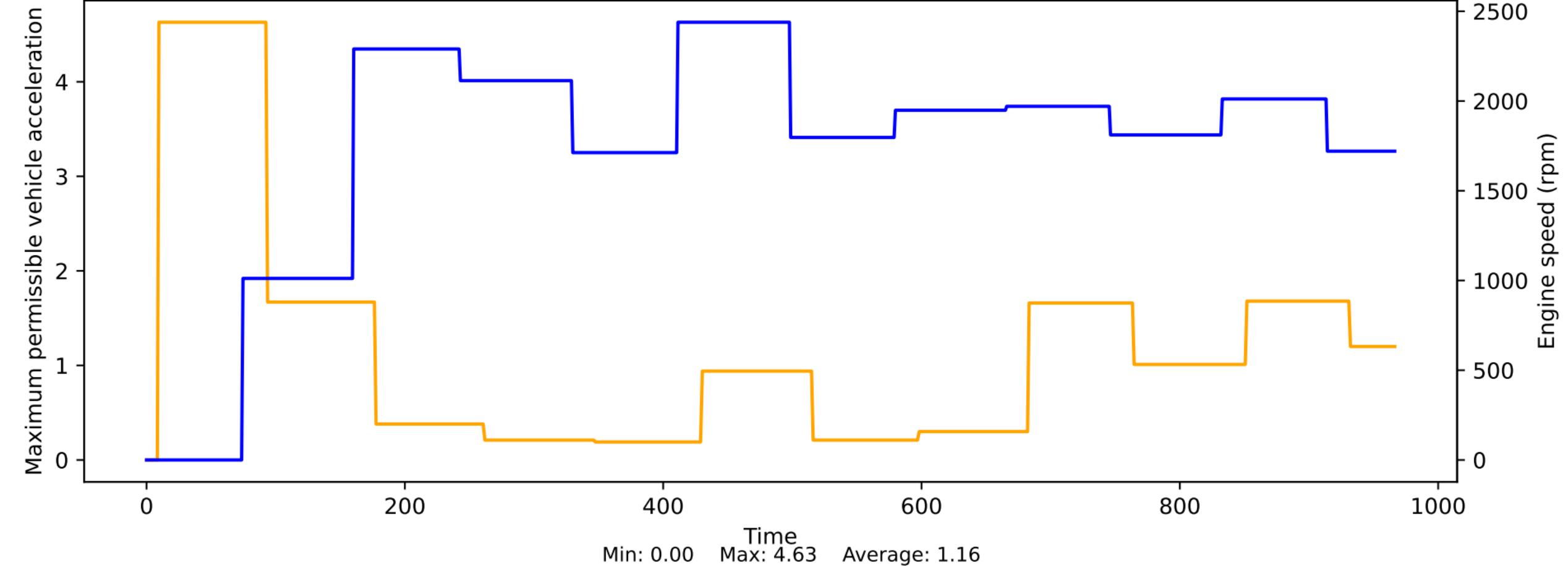
## Maximum engine temperature that has occurred vs Engine speed



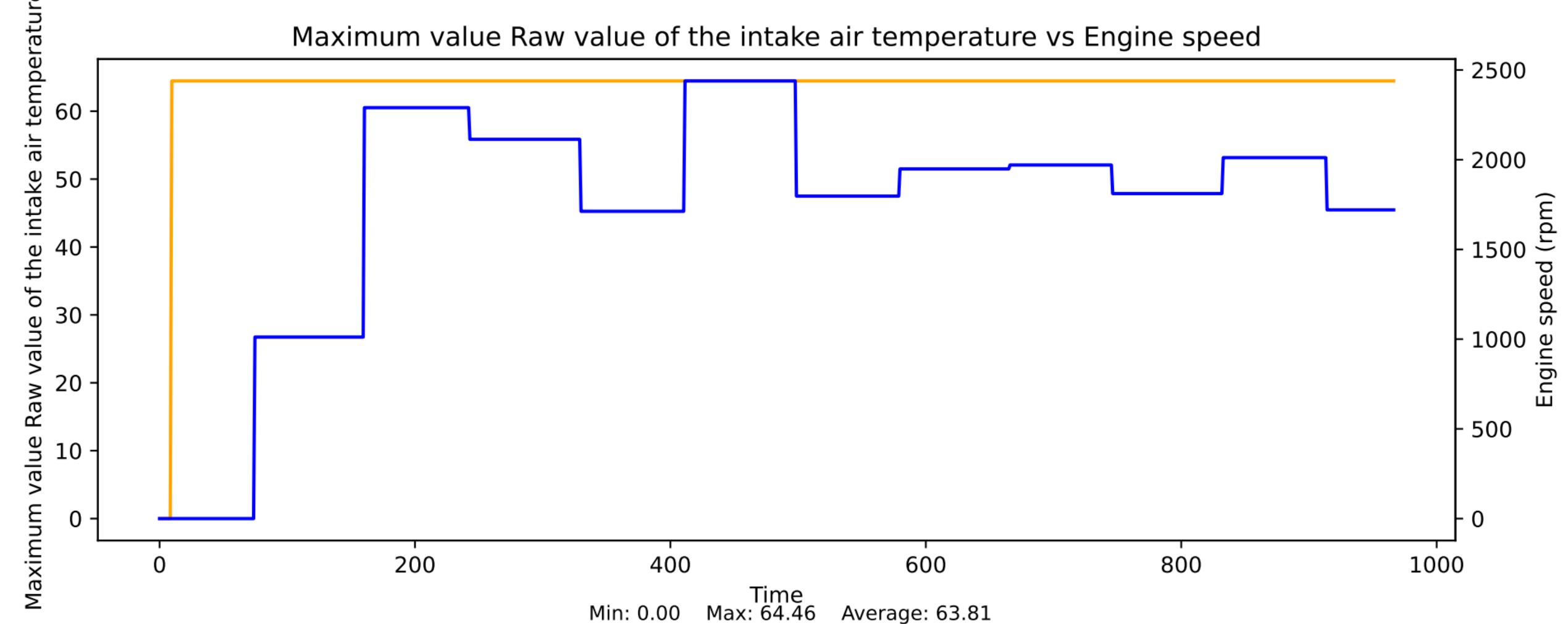
## Maximum frozen supply voltage vs Engine speed

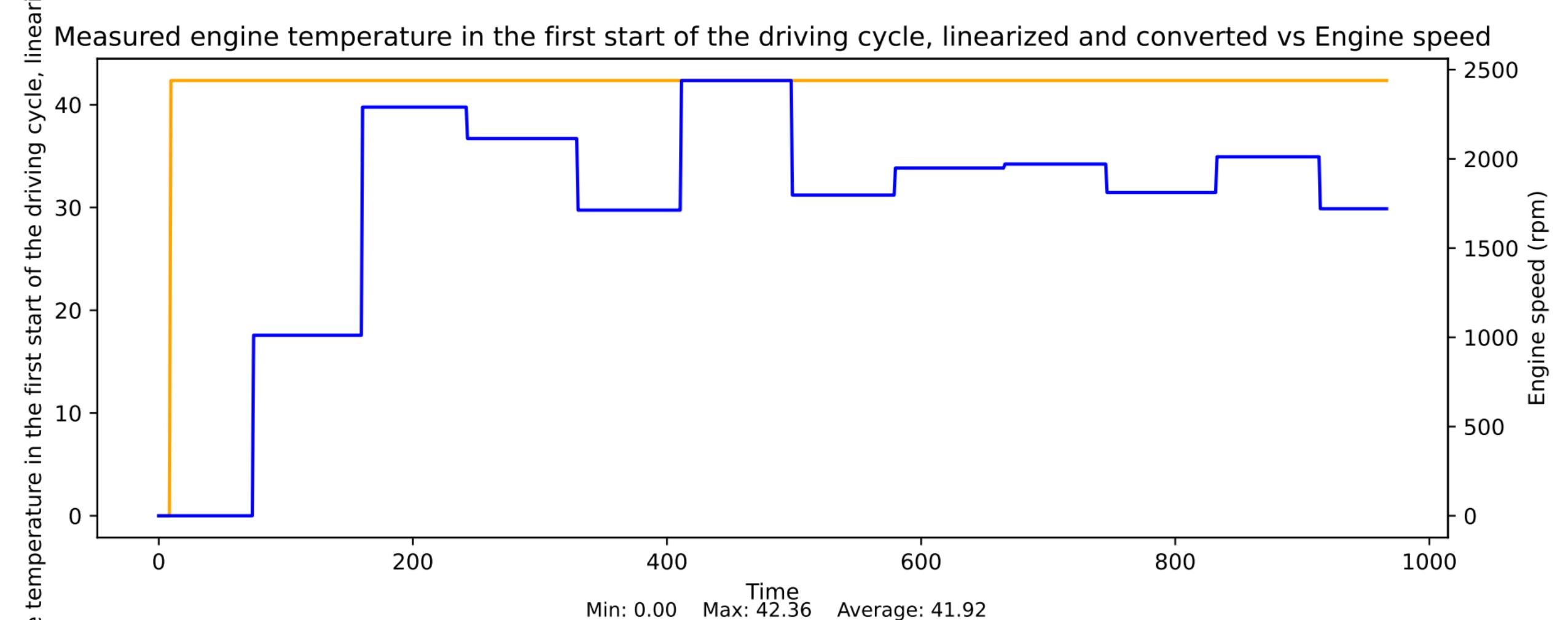


# Maximum permissible vehicle acceleration vs Engine speed

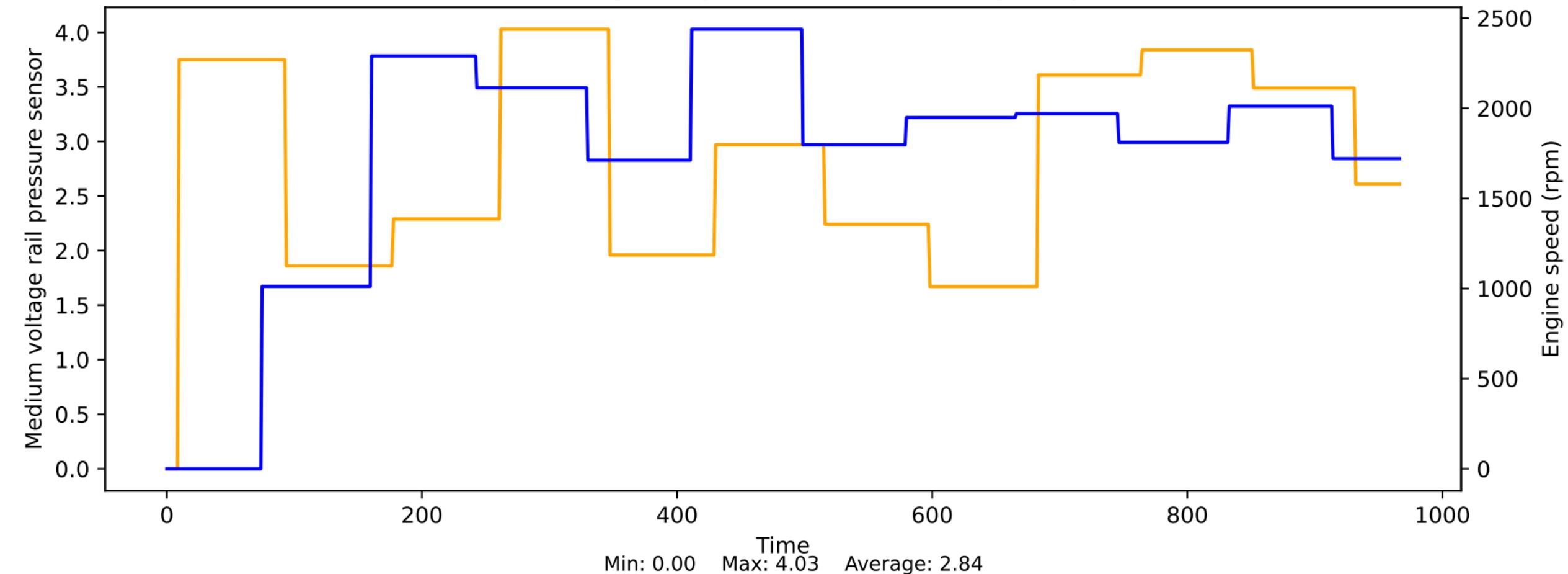


# Maximum value Raw value of the intake air temperature vs Engine speed

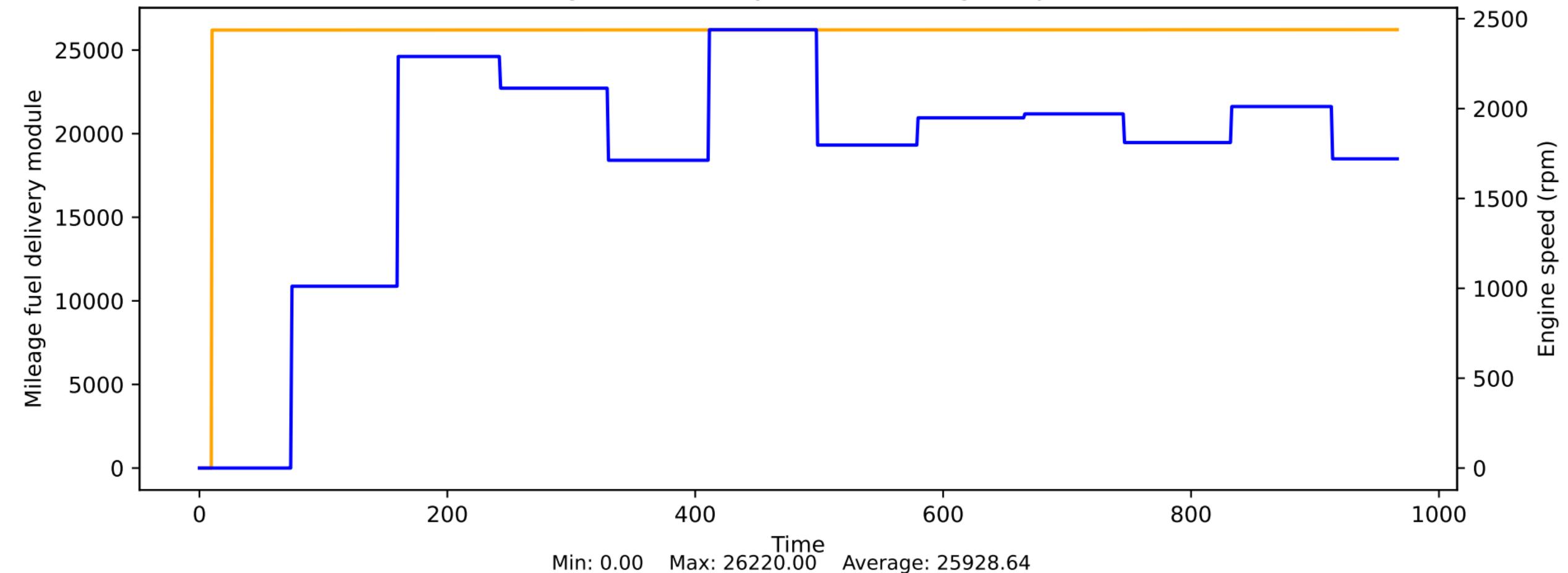




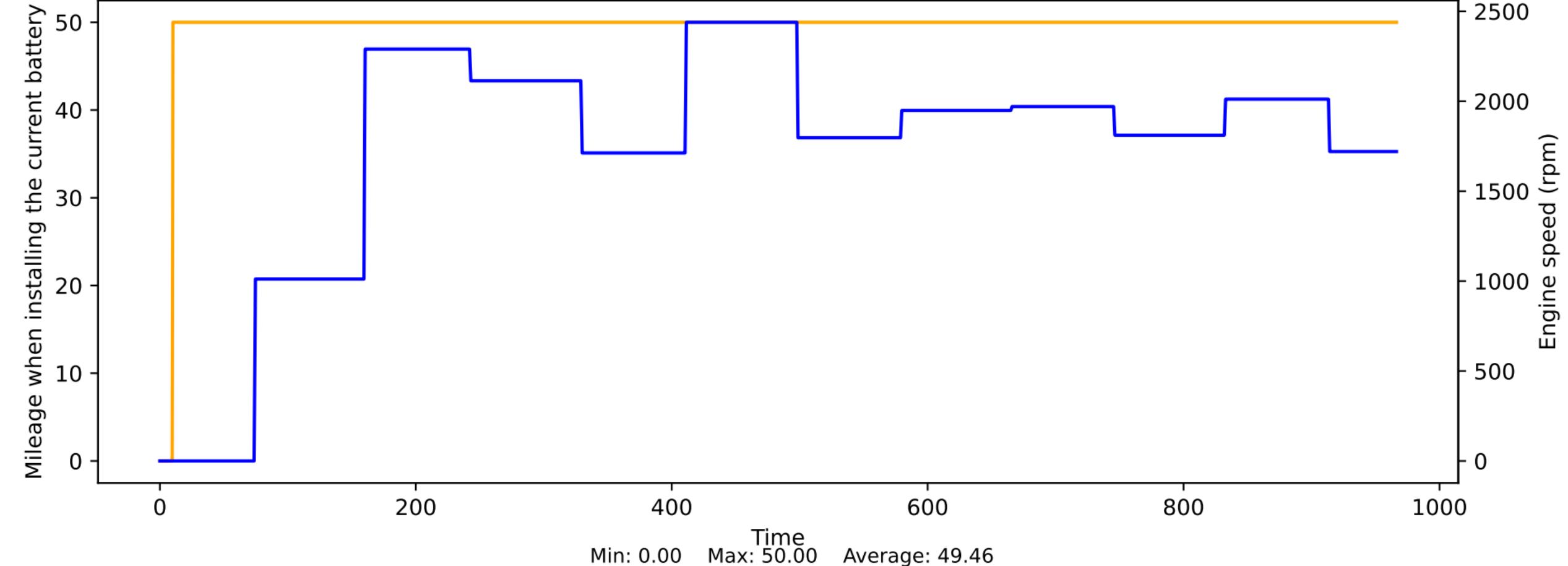
## Medium voltage rail pressure sensor vs Engine speed



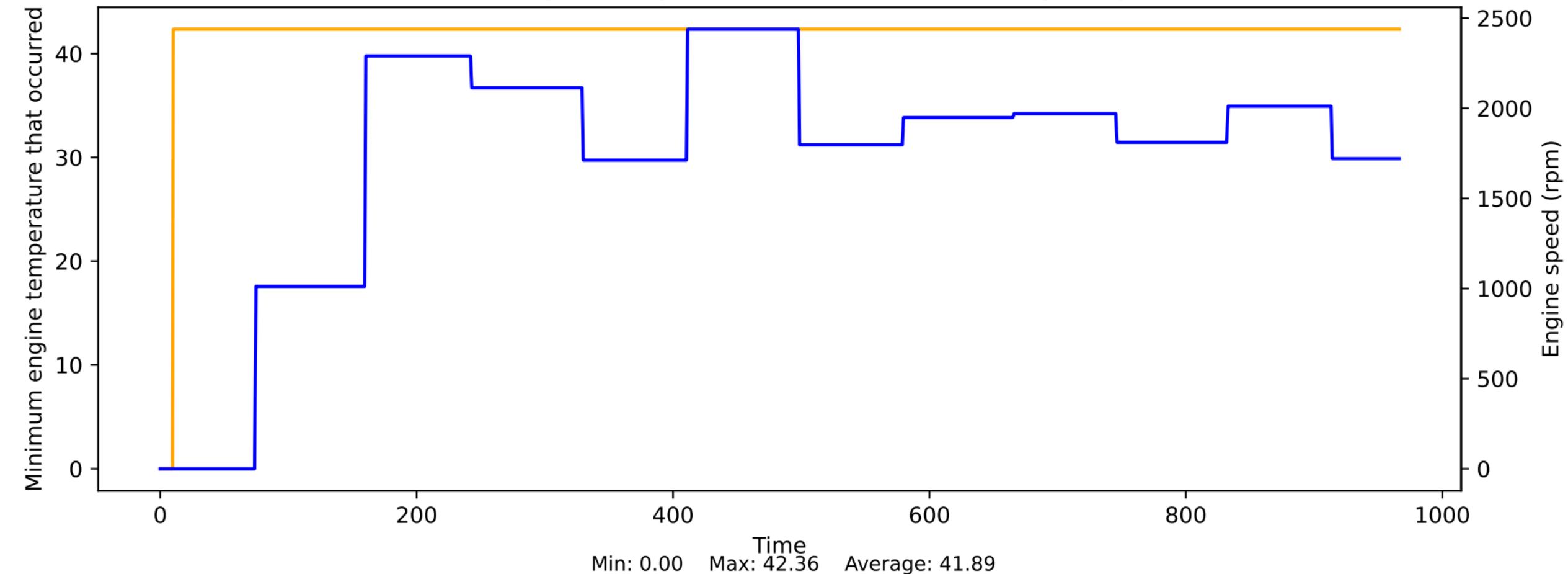
### Mileage fuel delivery module vs Engine speed



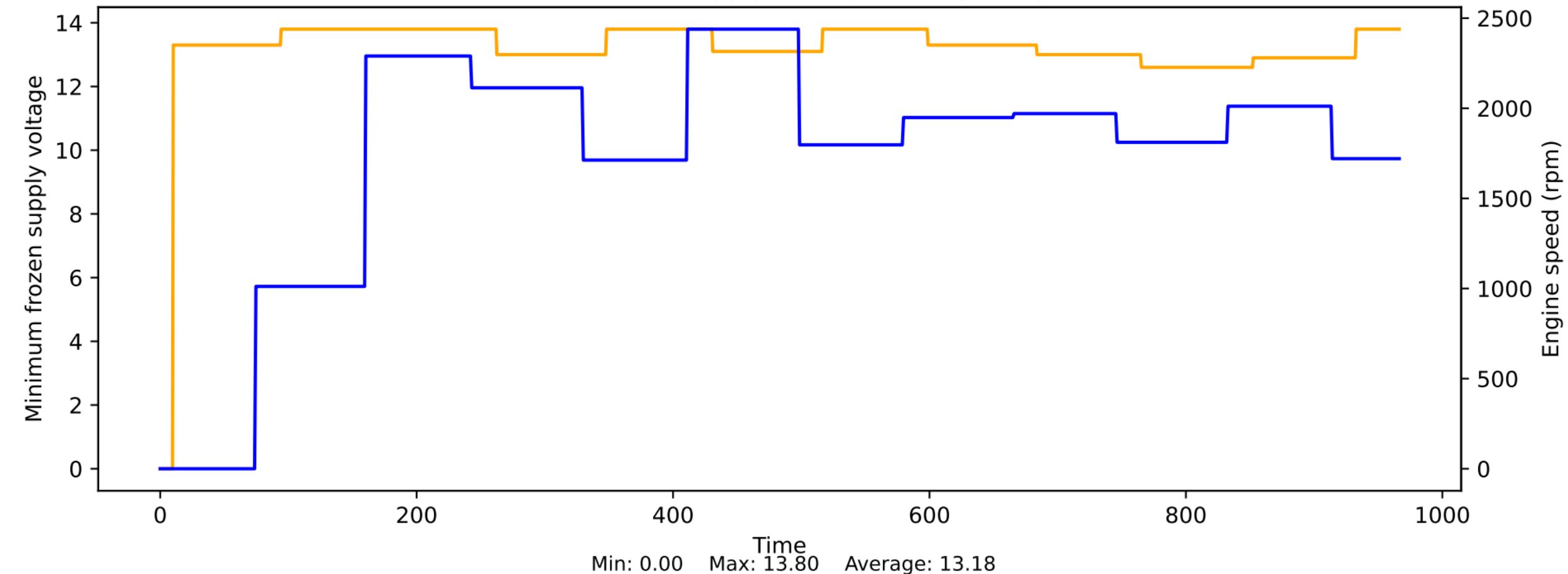
## Mileage when installing the current battery vs Engine speed



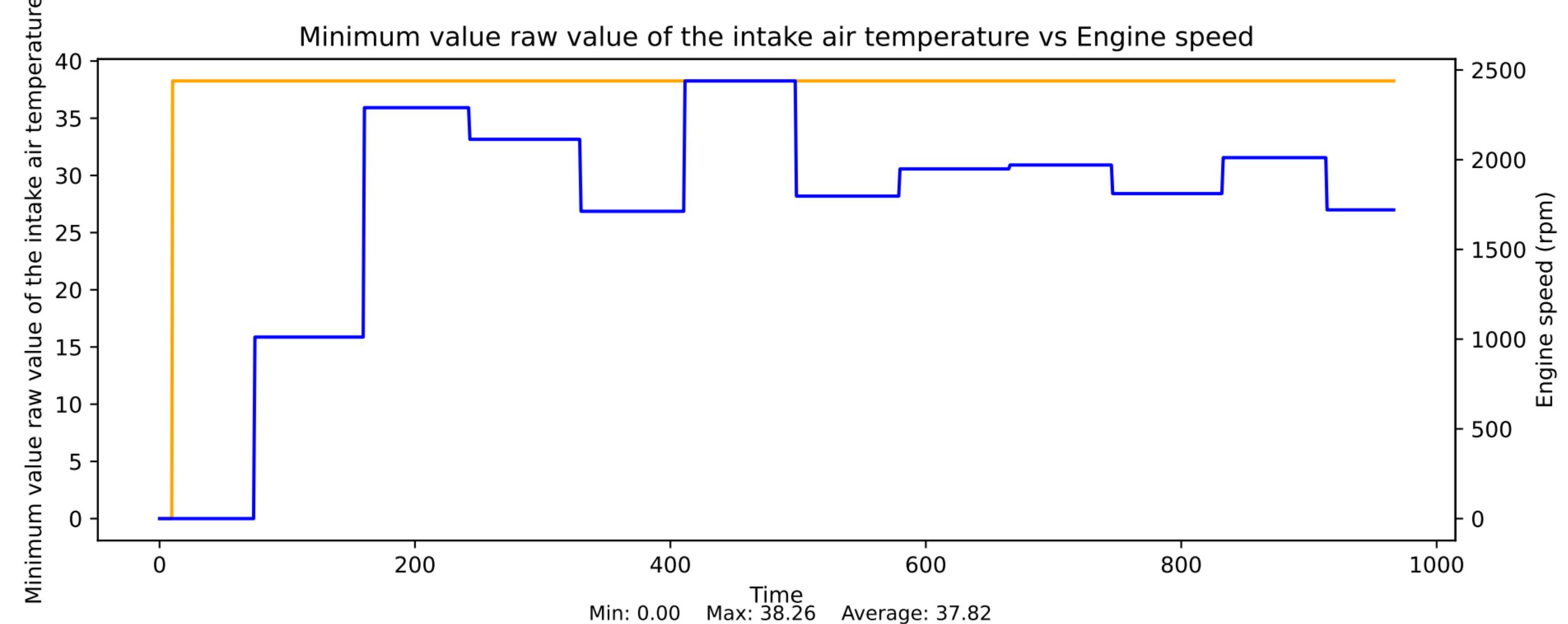
### Minimum engine temperature that occurred vs Engine speed



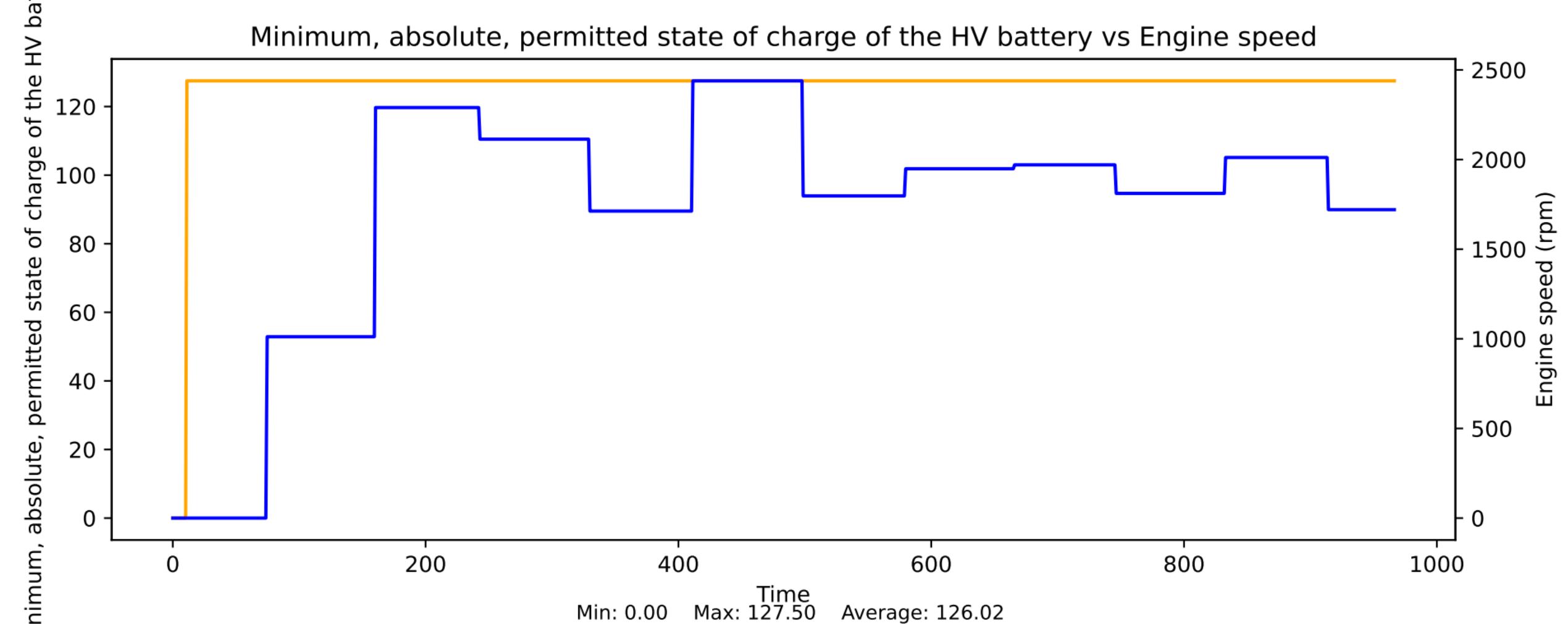
### Minimum frozen supply voltage vs Engine speed



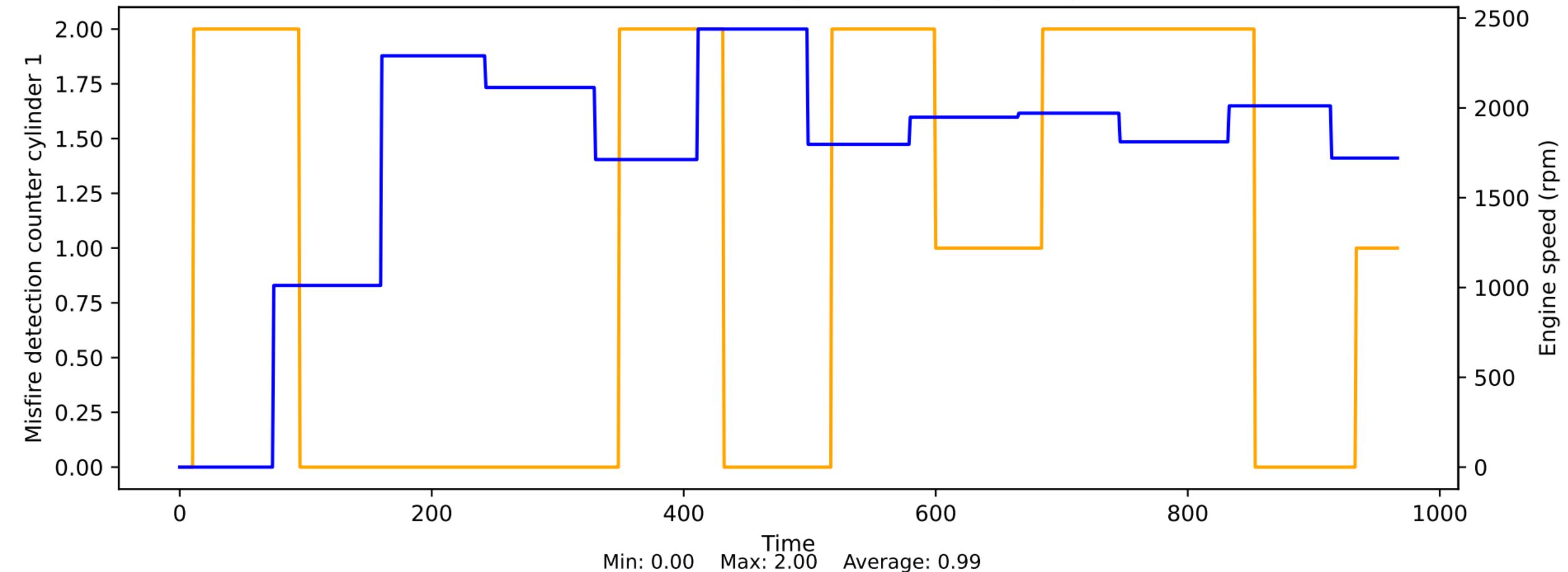
# Minimum value raw value of the intake air temperature vs Engine speed



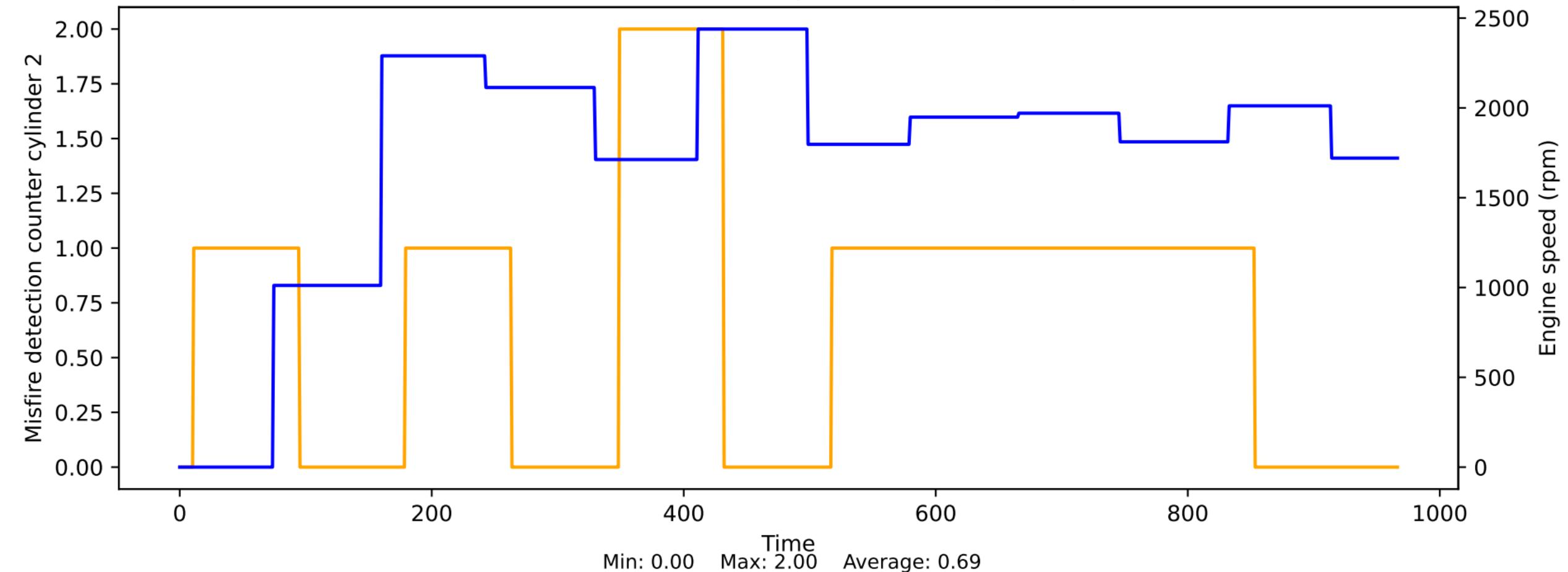
# Minimum, absolute, permitted state of charge of the HV battery vs Engine speed



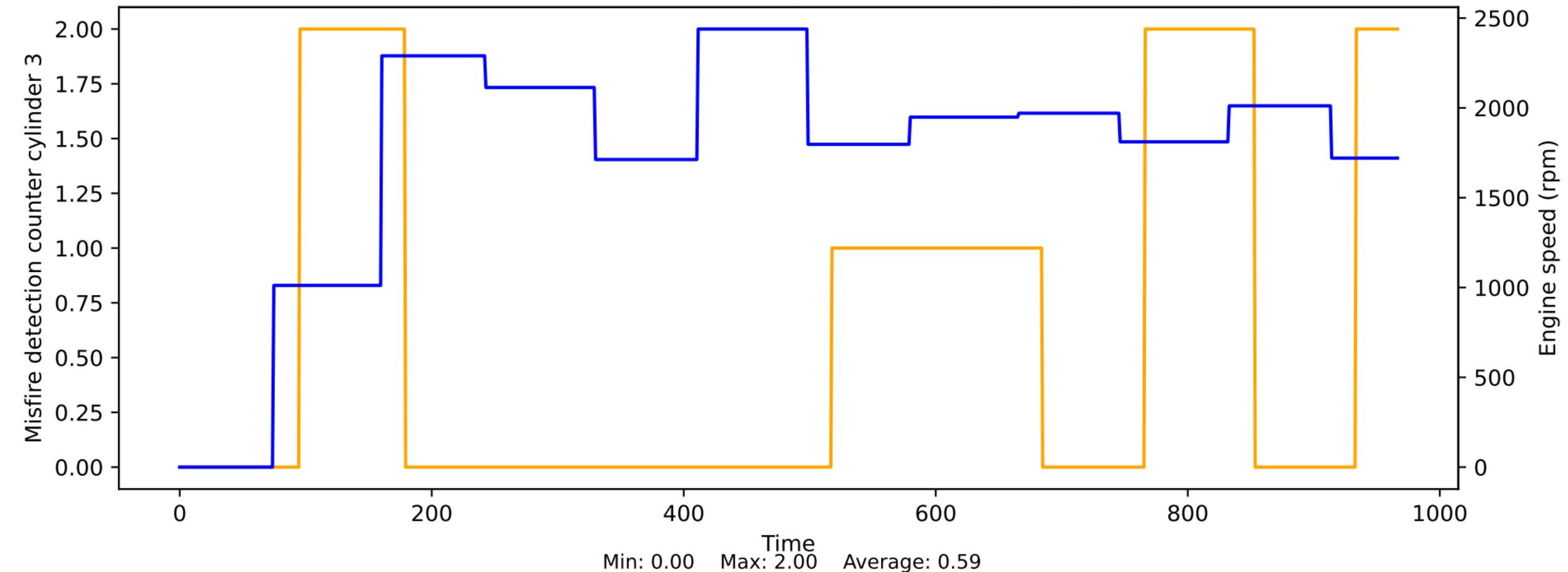
### Misfire detection counter cylinder 1 vs Engine speed



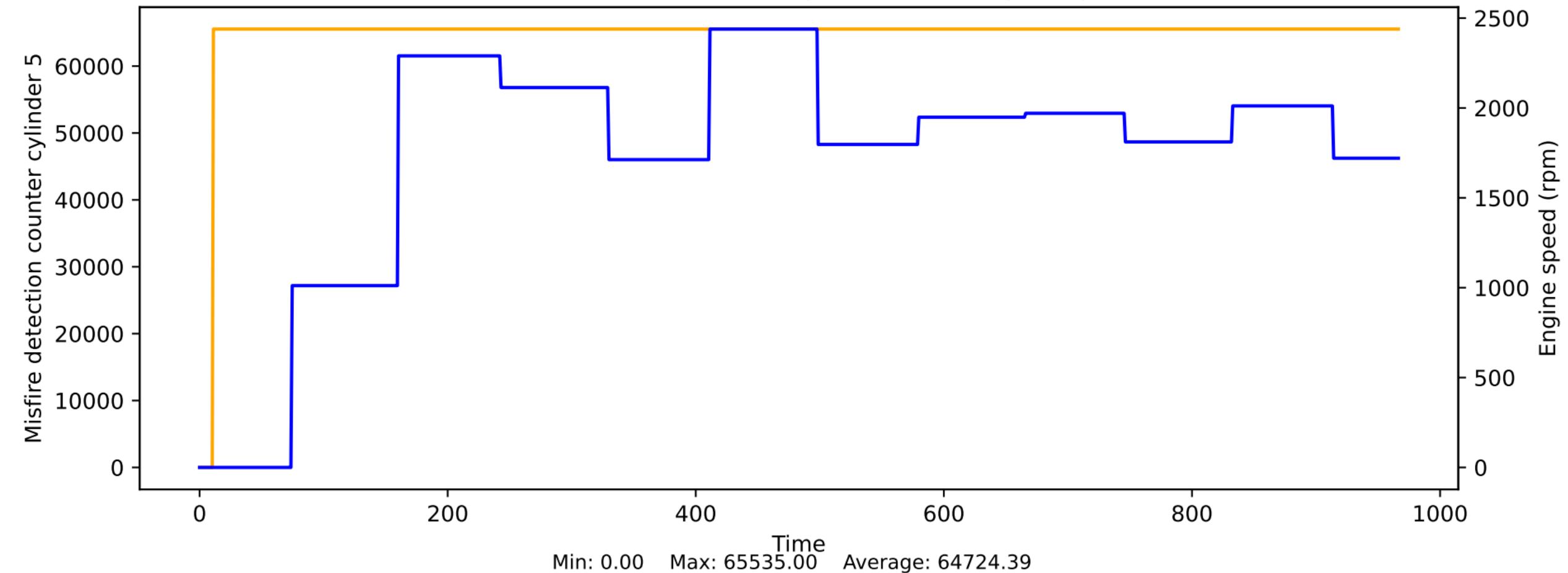
### Misfire detection counter cylinder 2 vs Engine speed



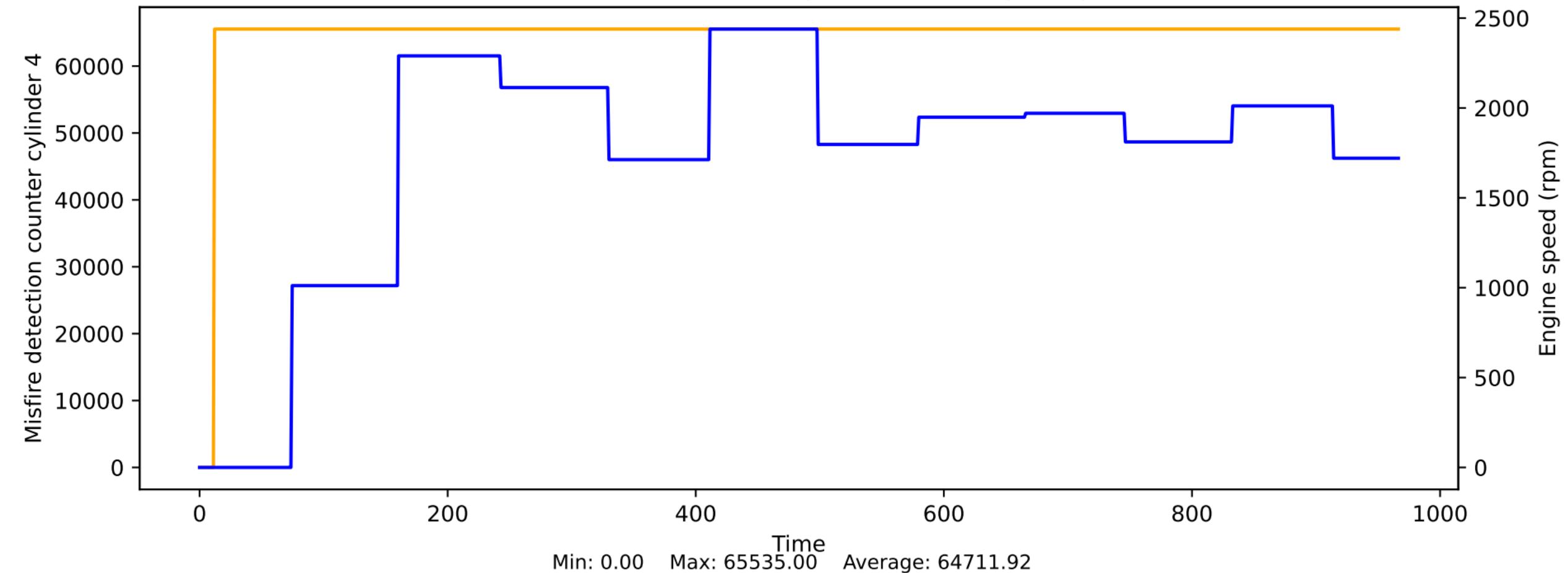
### Misfire detection counter cylinder 3 vs Engine speed



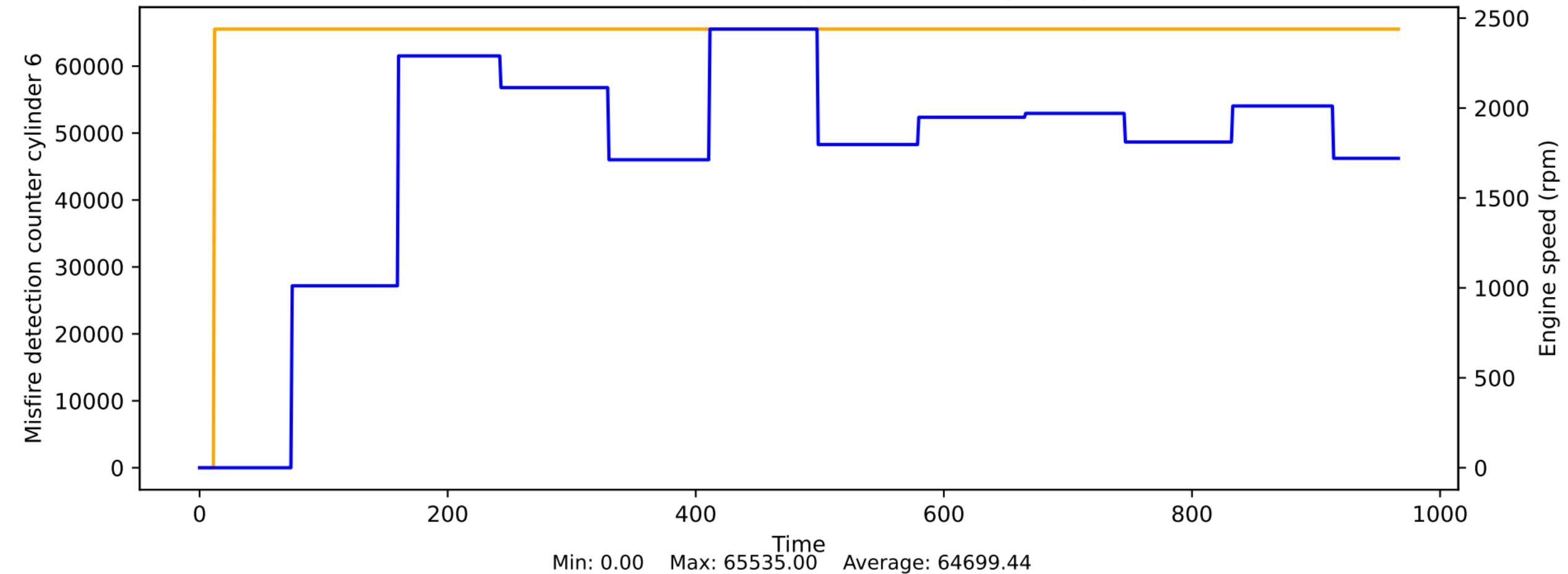
### Misfire detection counter cylinder 5 vs Engine speed



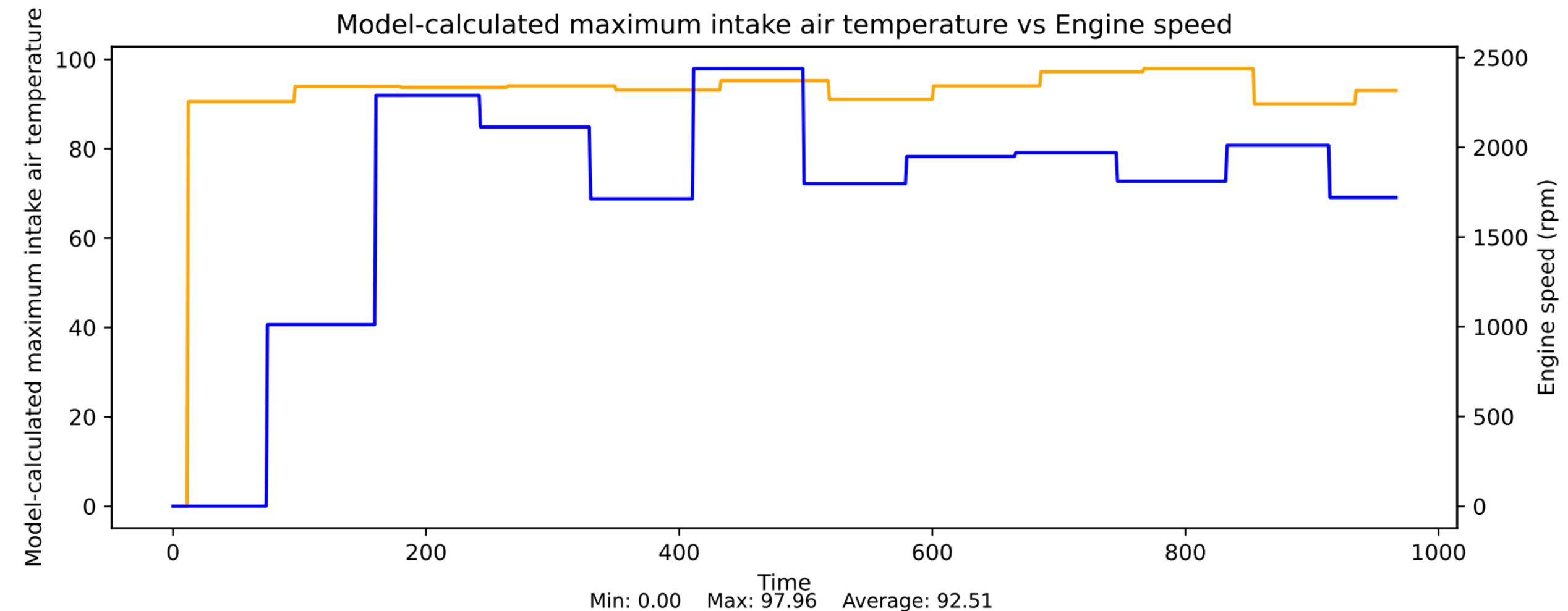
### Misfire detection counter cylinder 4 vs Engine speed



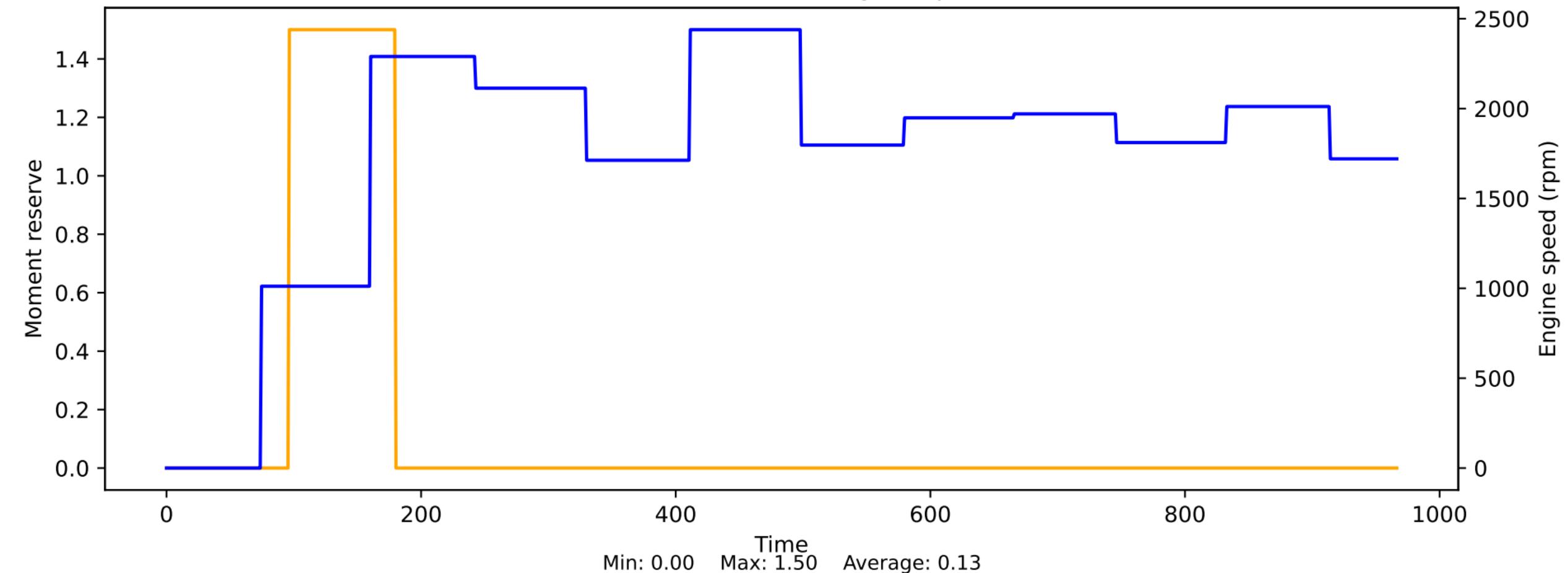
### Misfire detection counter cylinder 6 vs Engine speed



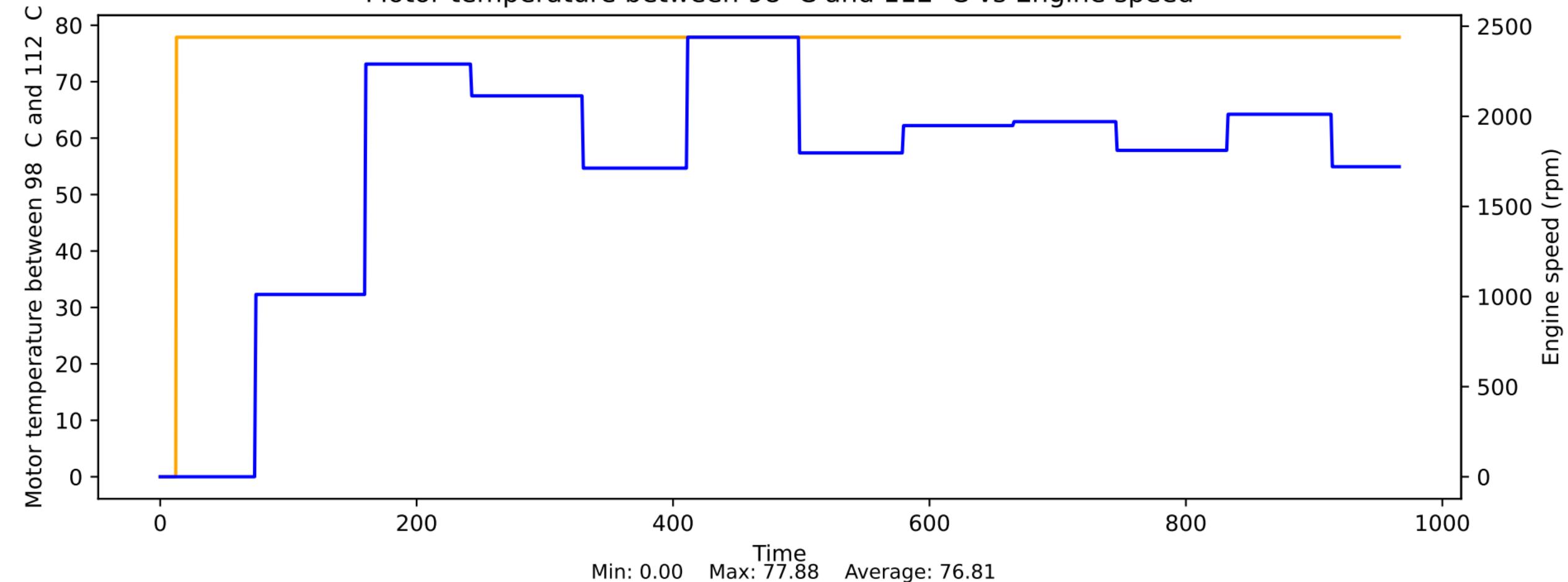
# Model-calculated maximum intake air temperature vs Engine speed



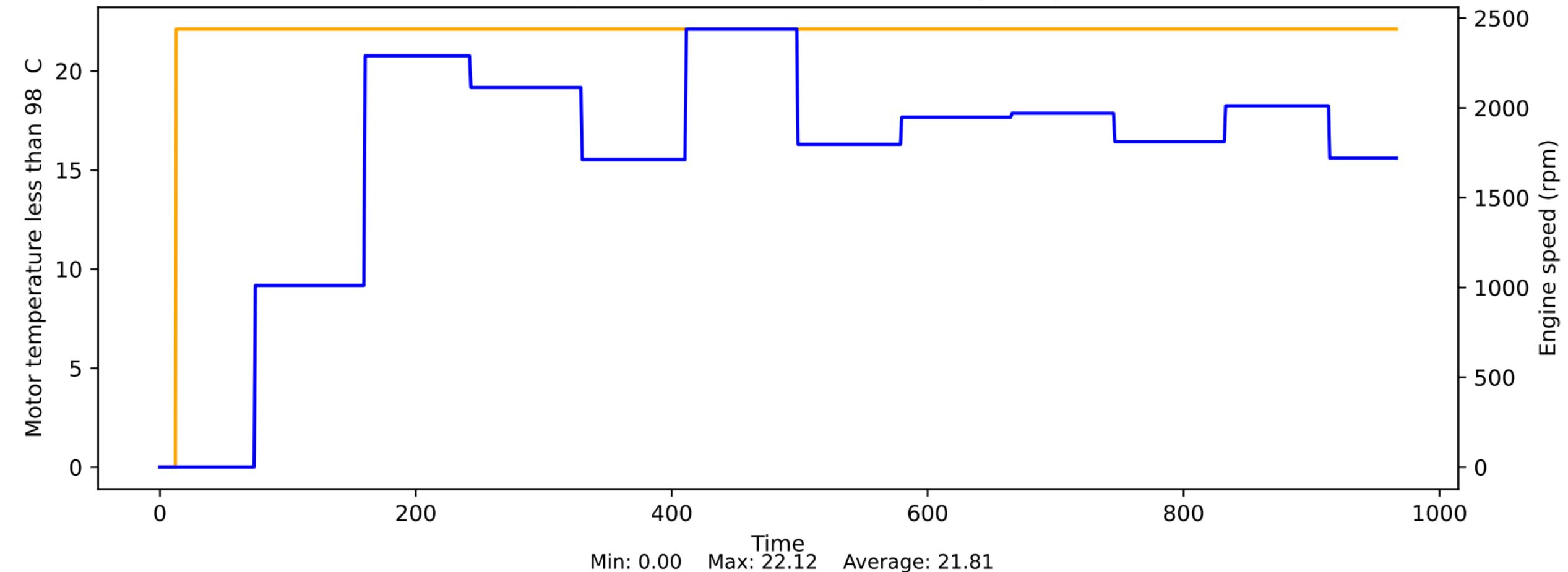
## Moment reserve vs Engine speed



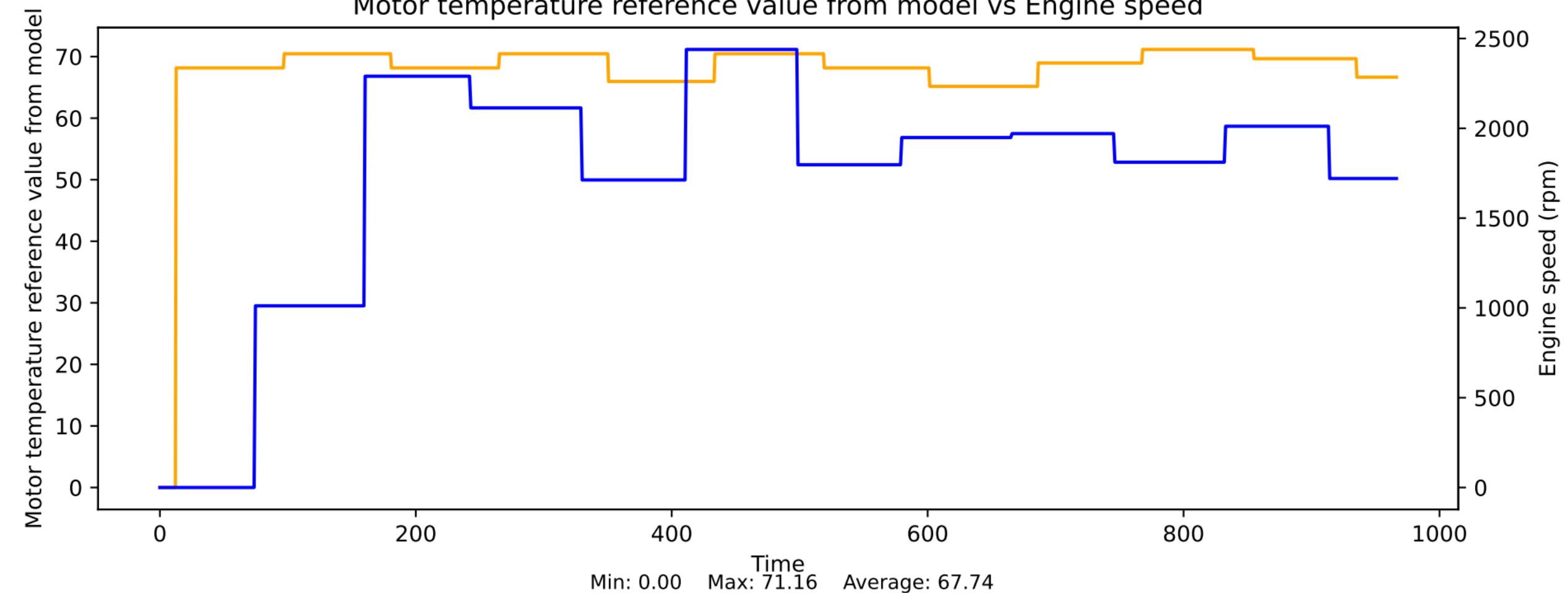
Motor temperature between 98 °C and 112 °C vs Engine speed



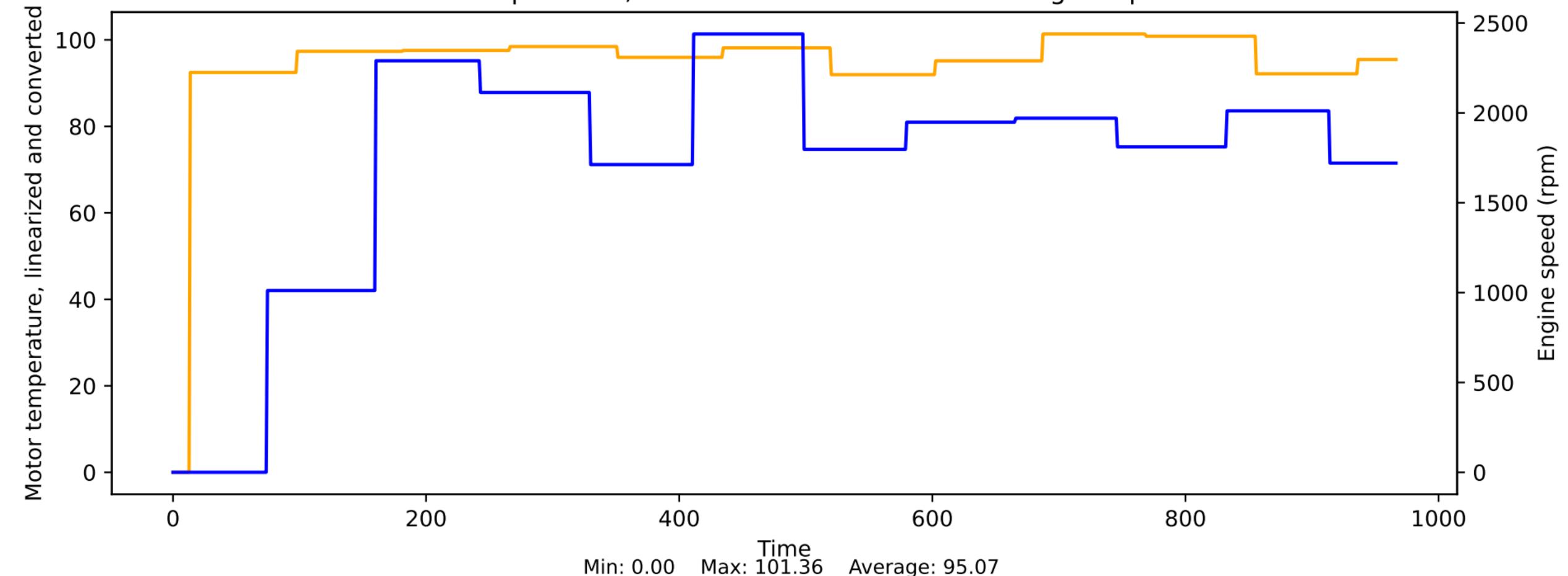
### Motor temperature less than 98 C vs Engine speed



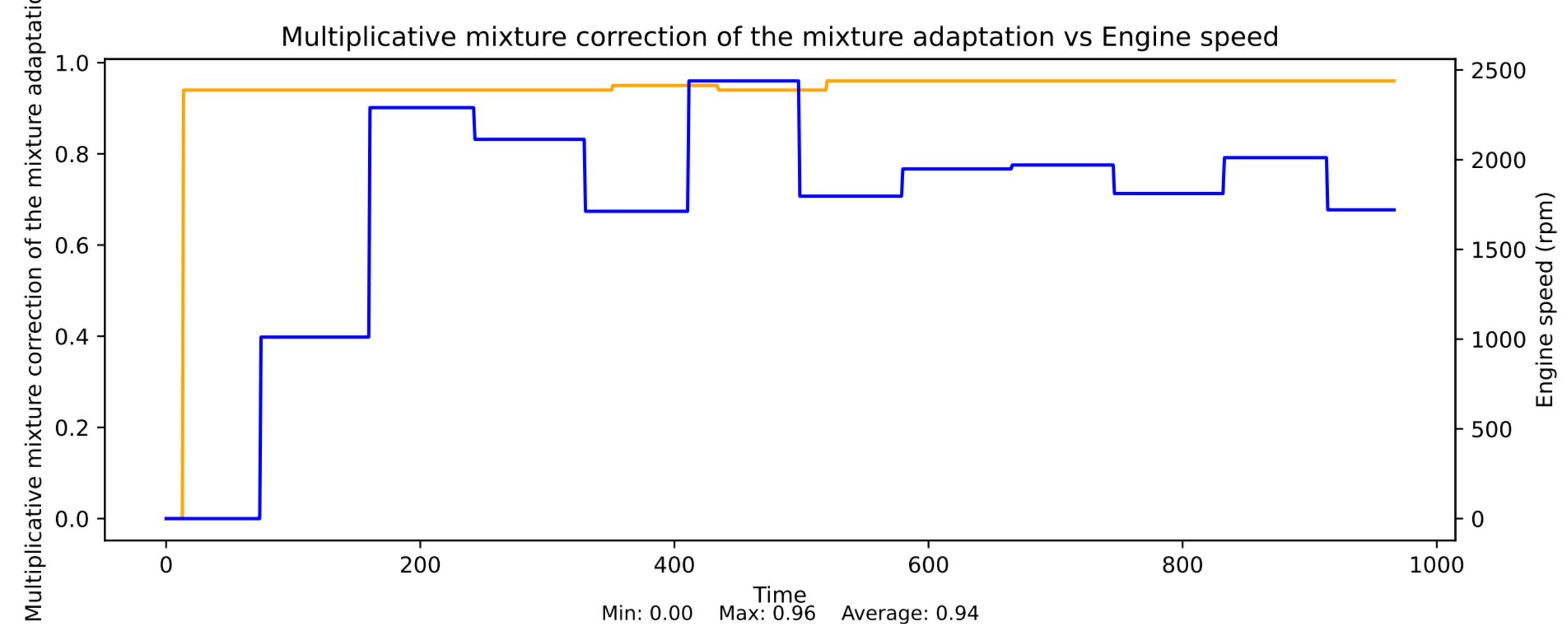
### Motor temperature reference value from model vs Engine speed



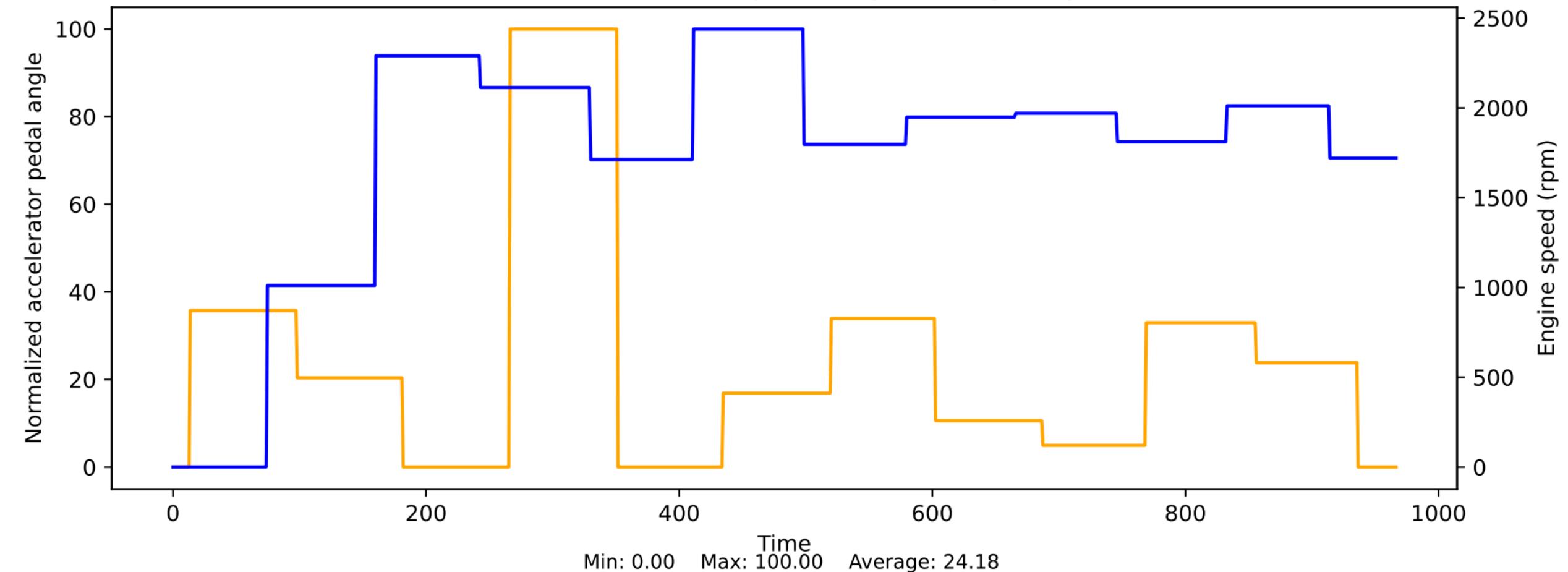
Motor temperature, linearized and converted vs Engine speed

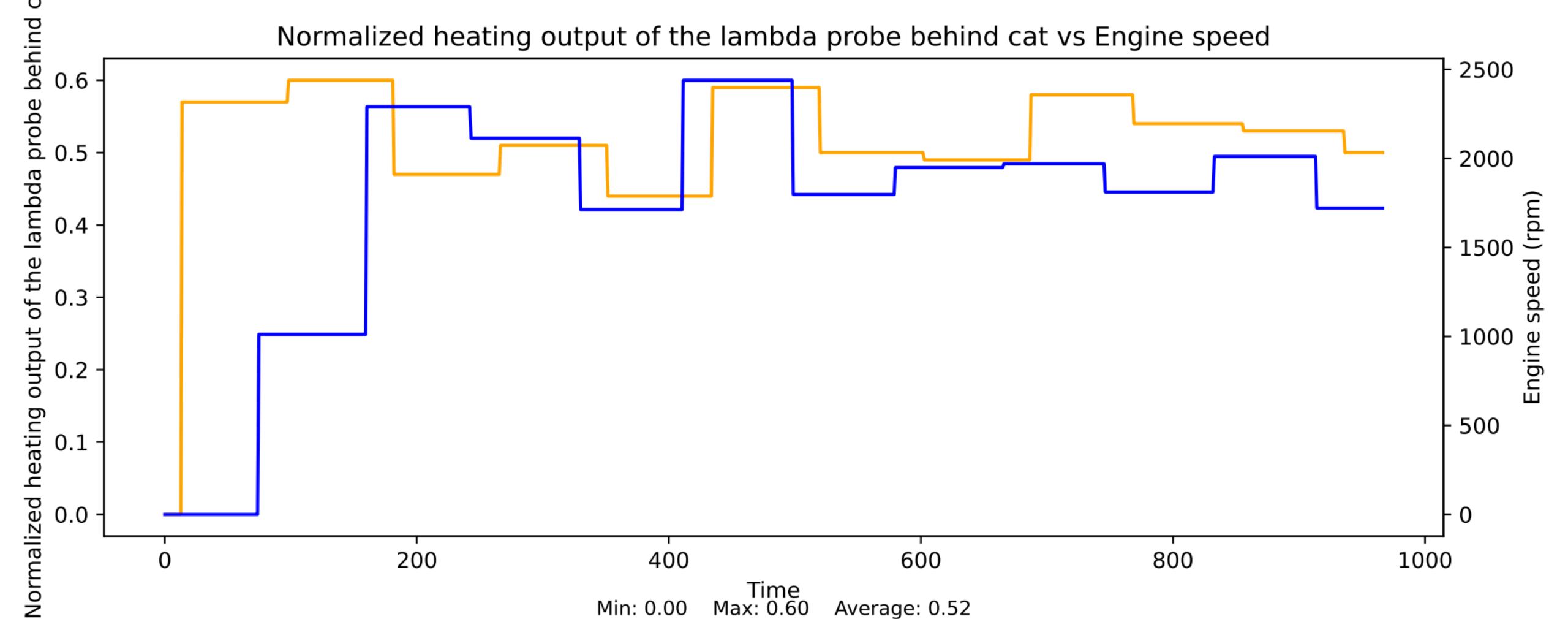


# Multiplicative mixture correction of the mixture adaptation vs Engine speed

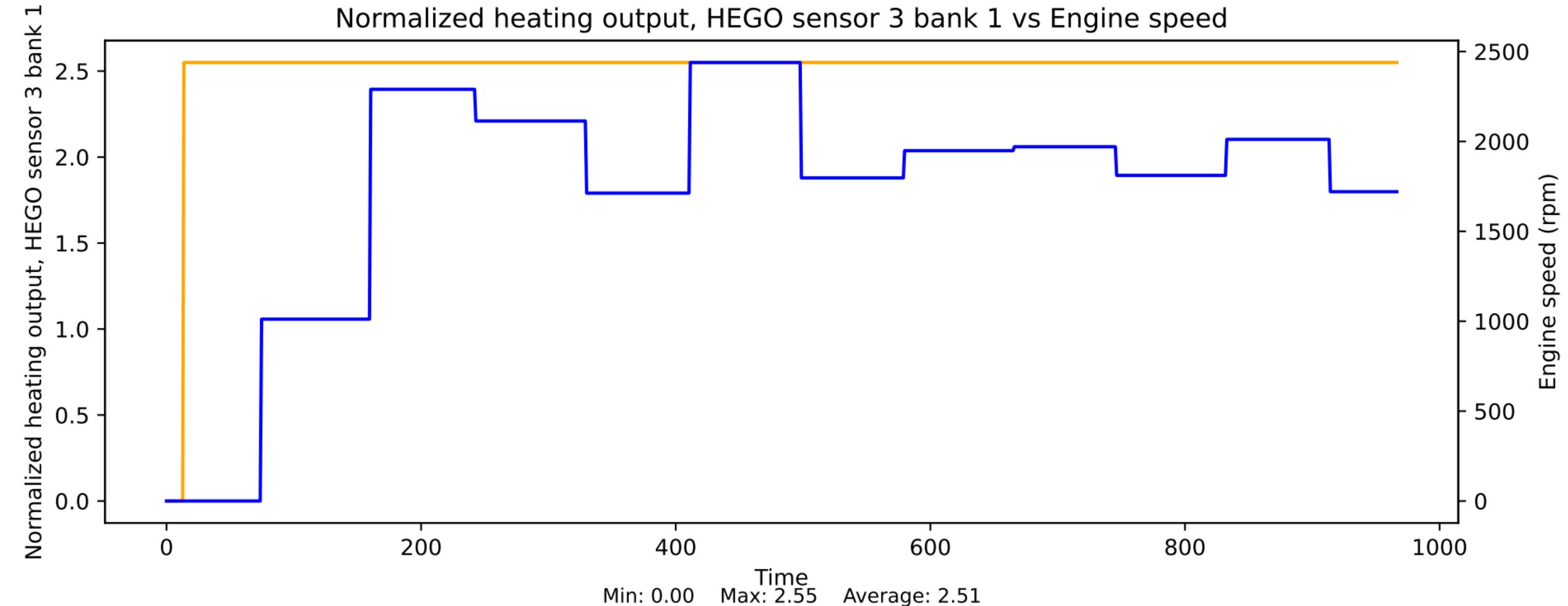


### Normalized accelerator pedal angle vs Engine speed

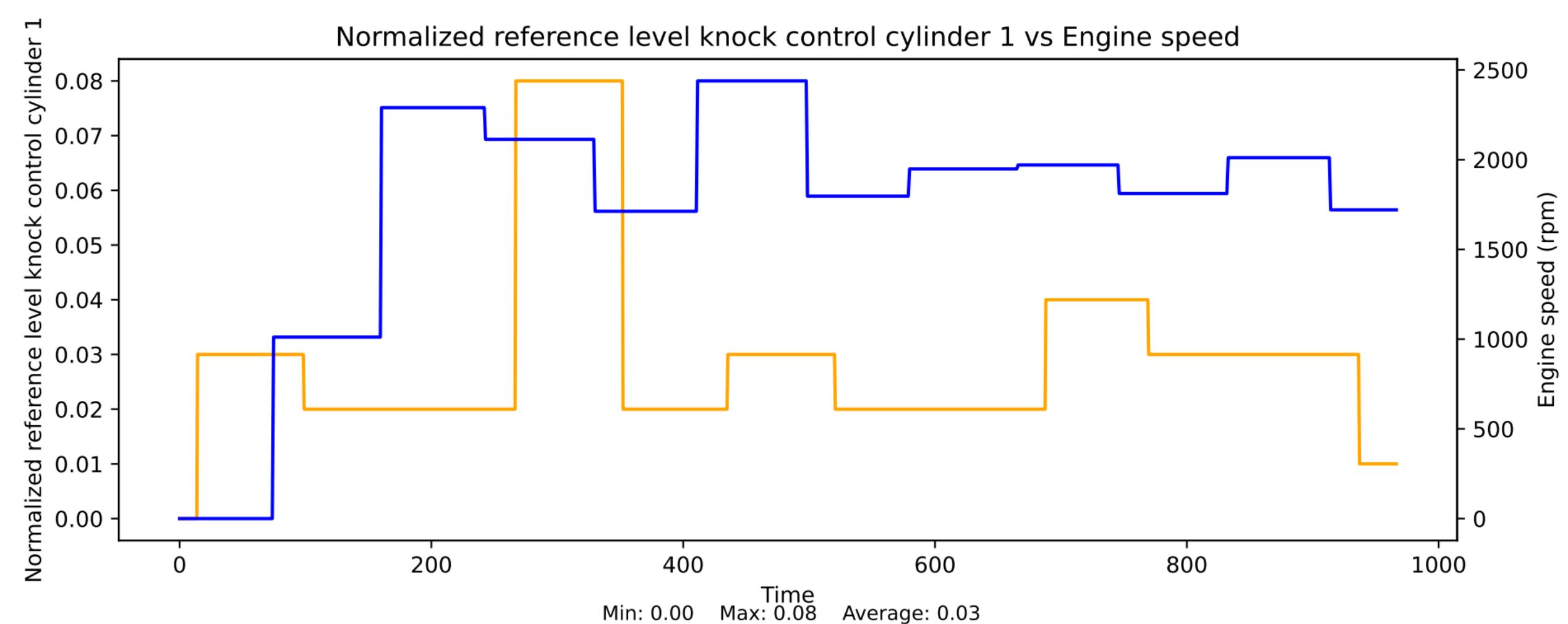




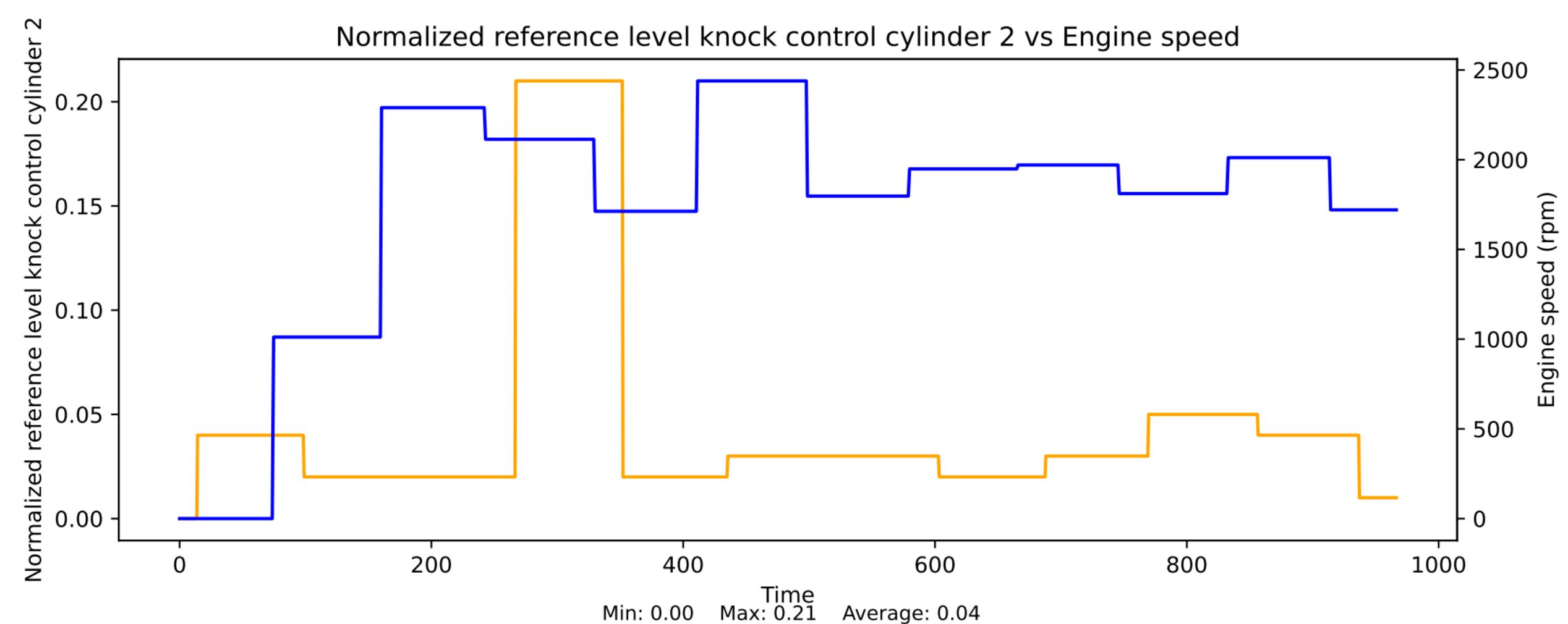
Normalized heating output, HEGO sensor 3 bank 1 vs Engine speed



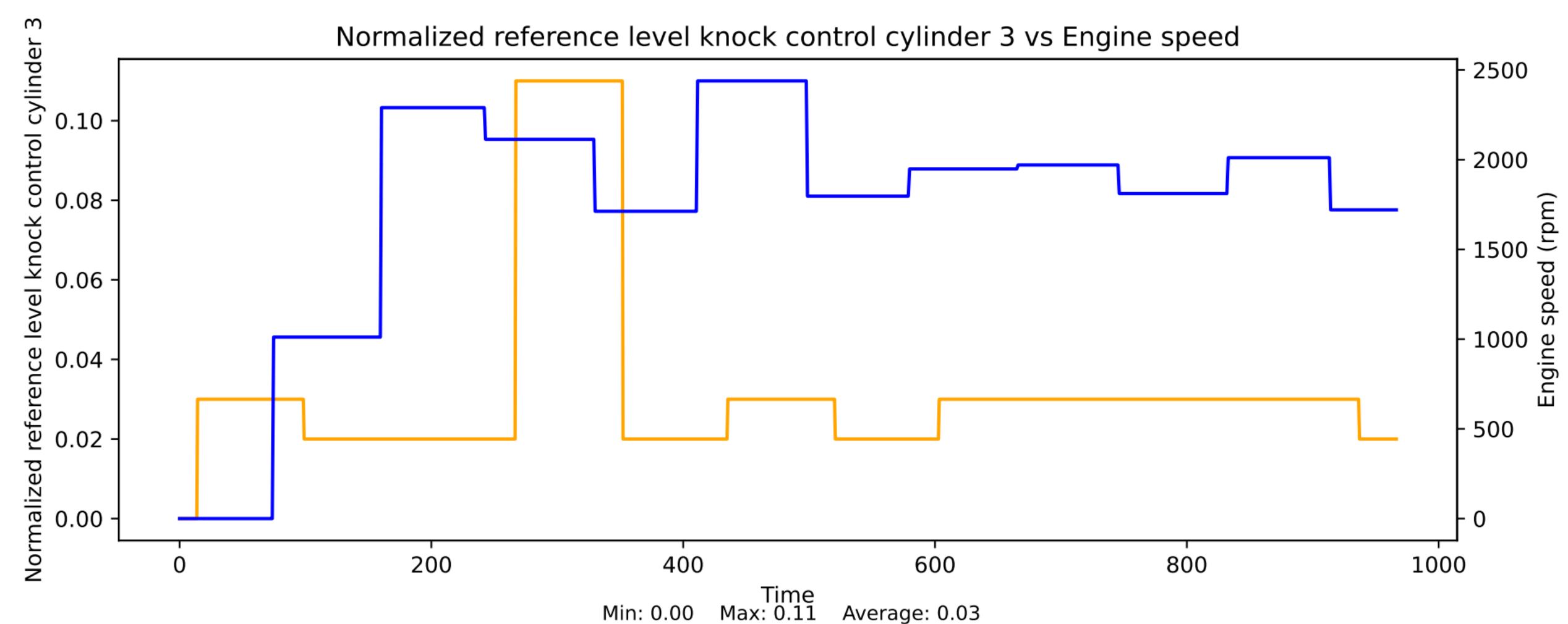
# Normalized reference level knock control cylinder 1 vs Engine speed



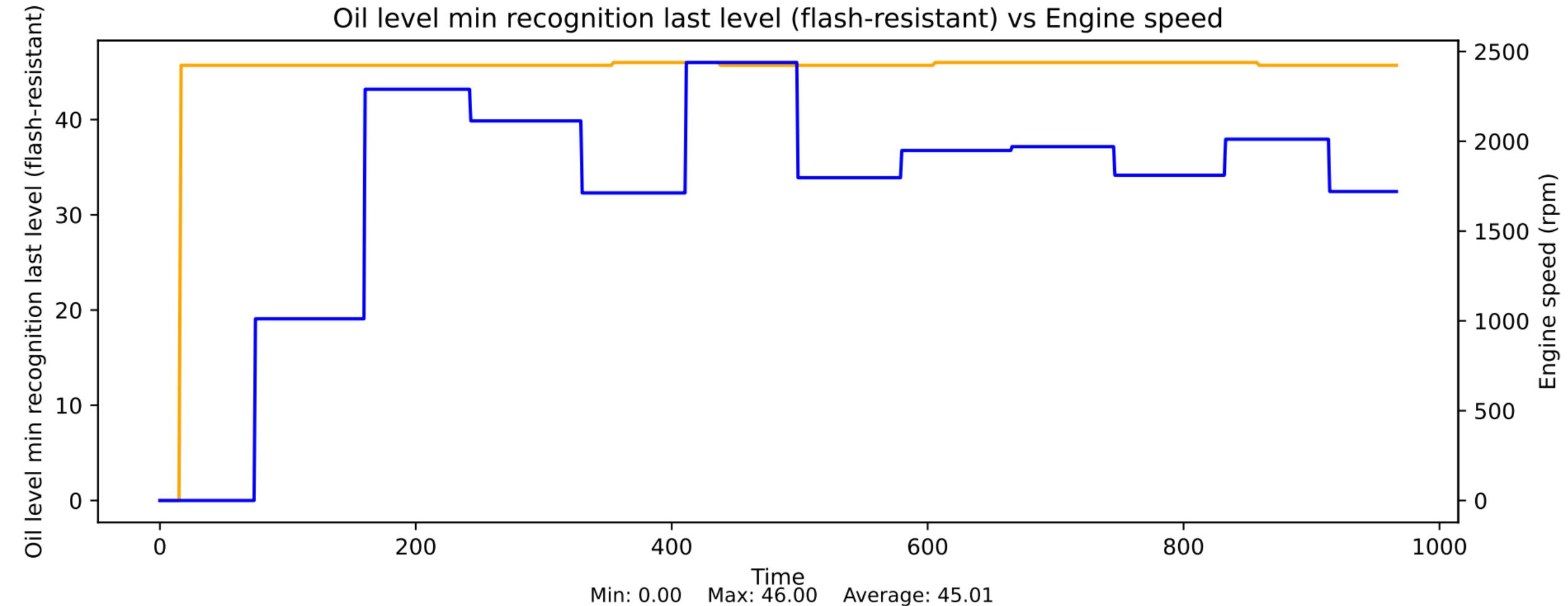
### Normalized reference level knock control cylinder 2 vs Engine speed



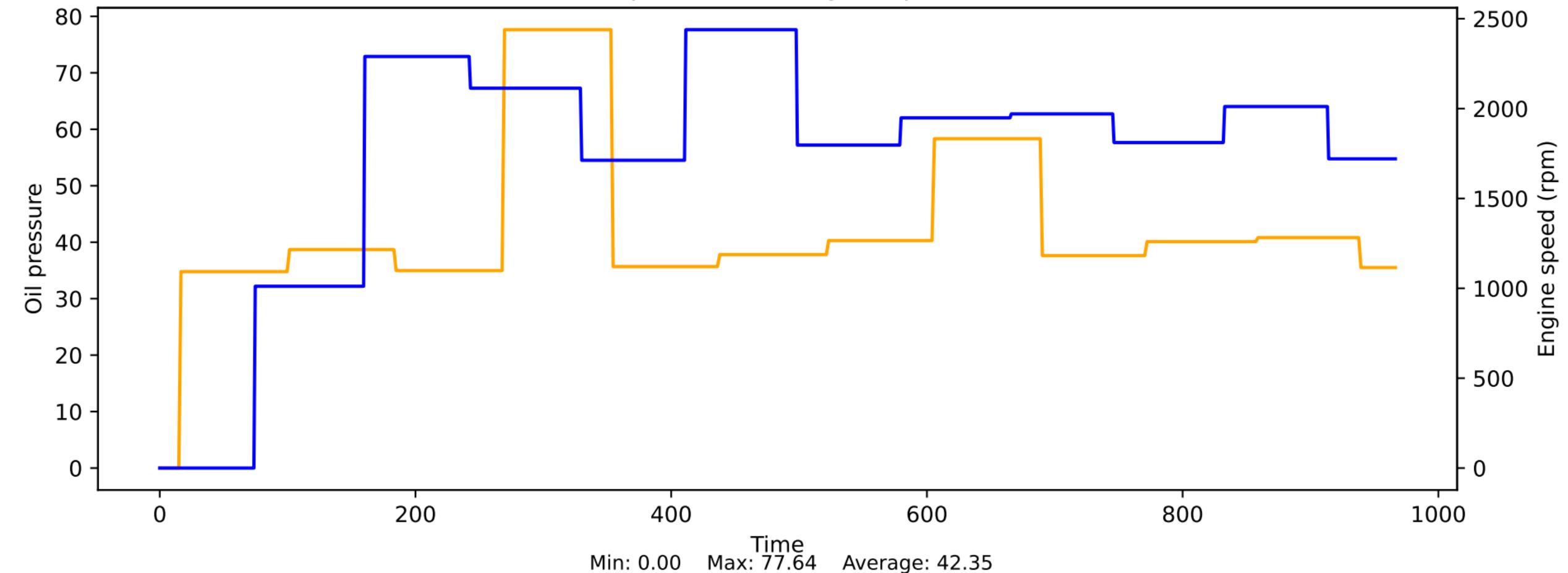
### Normalized reference level knock control cylinder 3 vs Engine speed



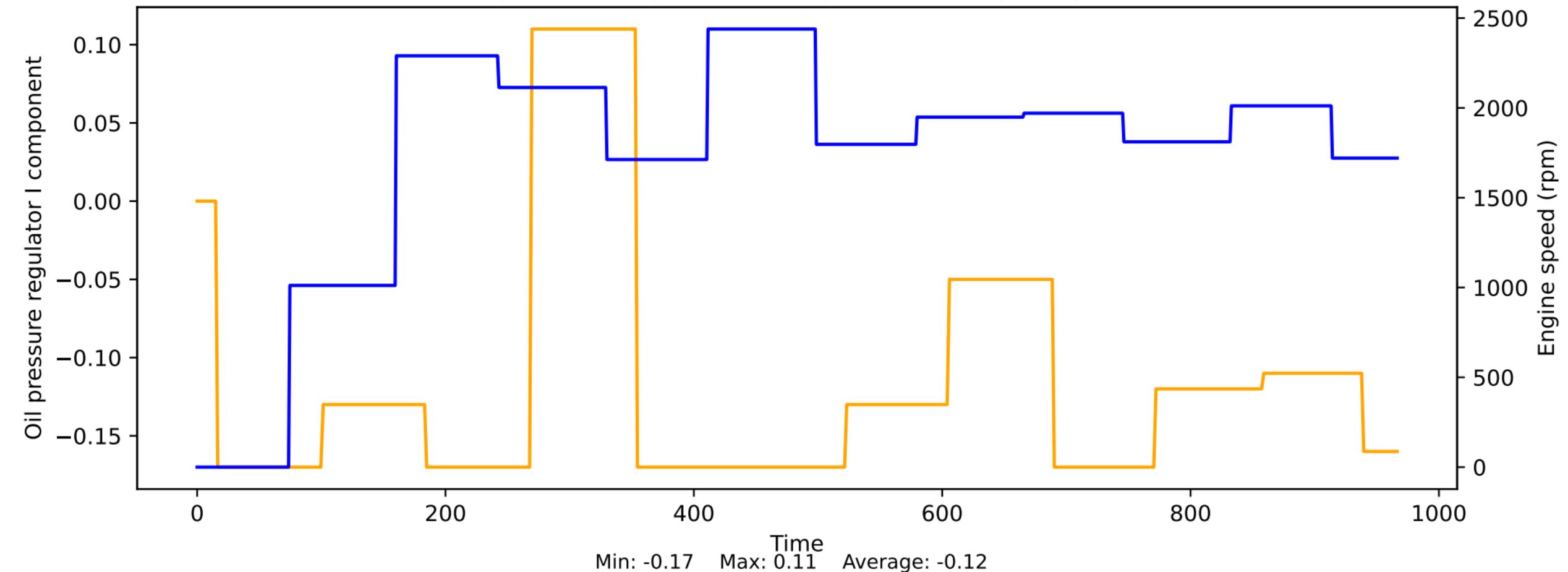
### Oil level min recognition last level (flash-resistant) vs Engine speed



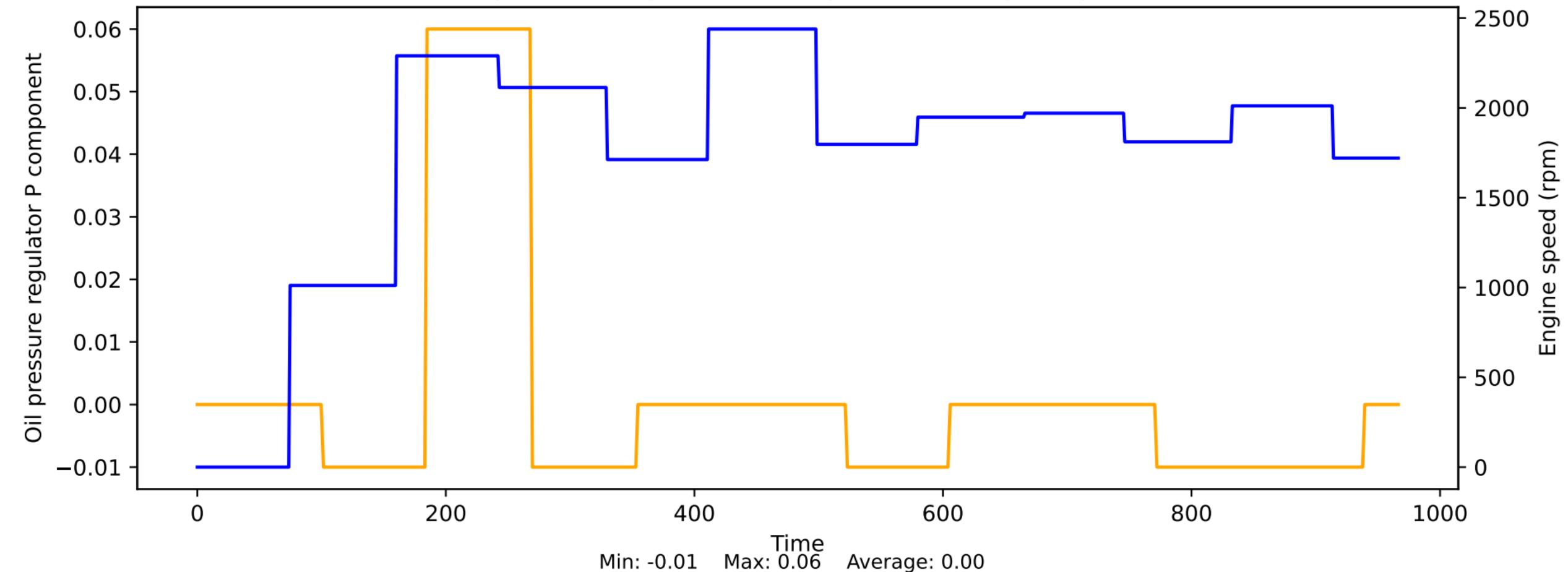
### Oil pressure vs Engine speed



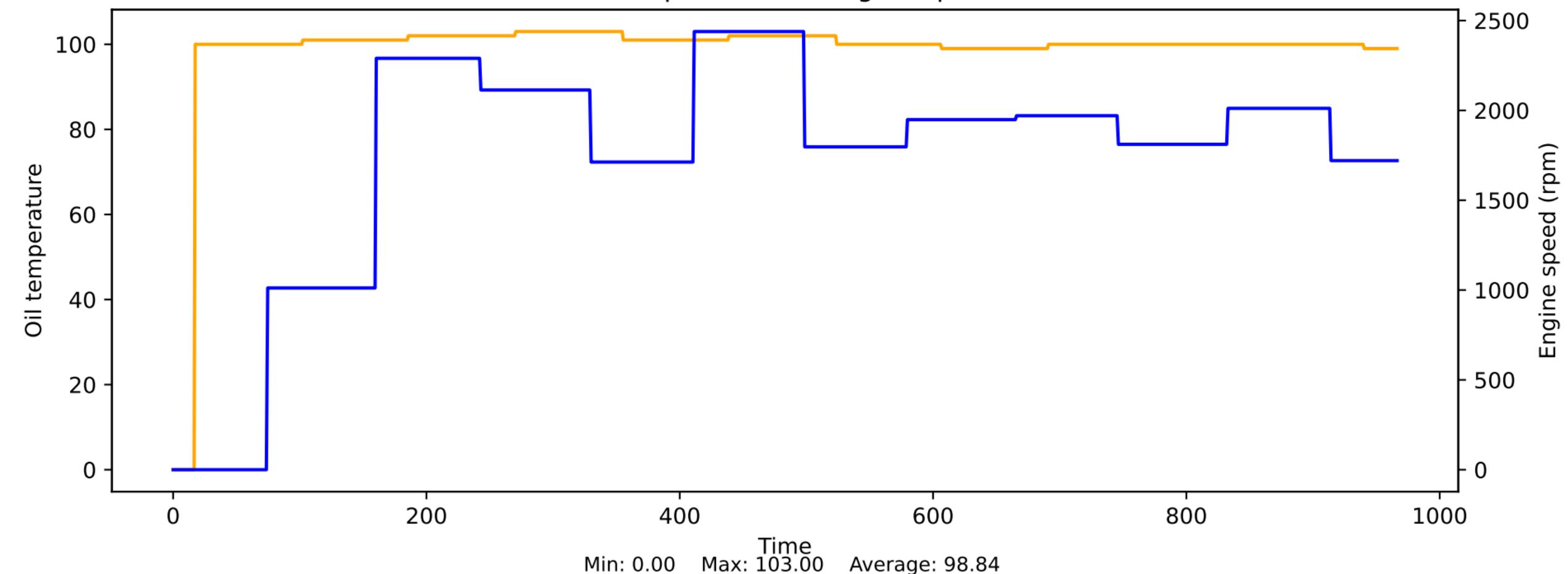
### Oil pressure regulator I component vs Engine speed



### Oil pressure regulator P component vs Engine speed



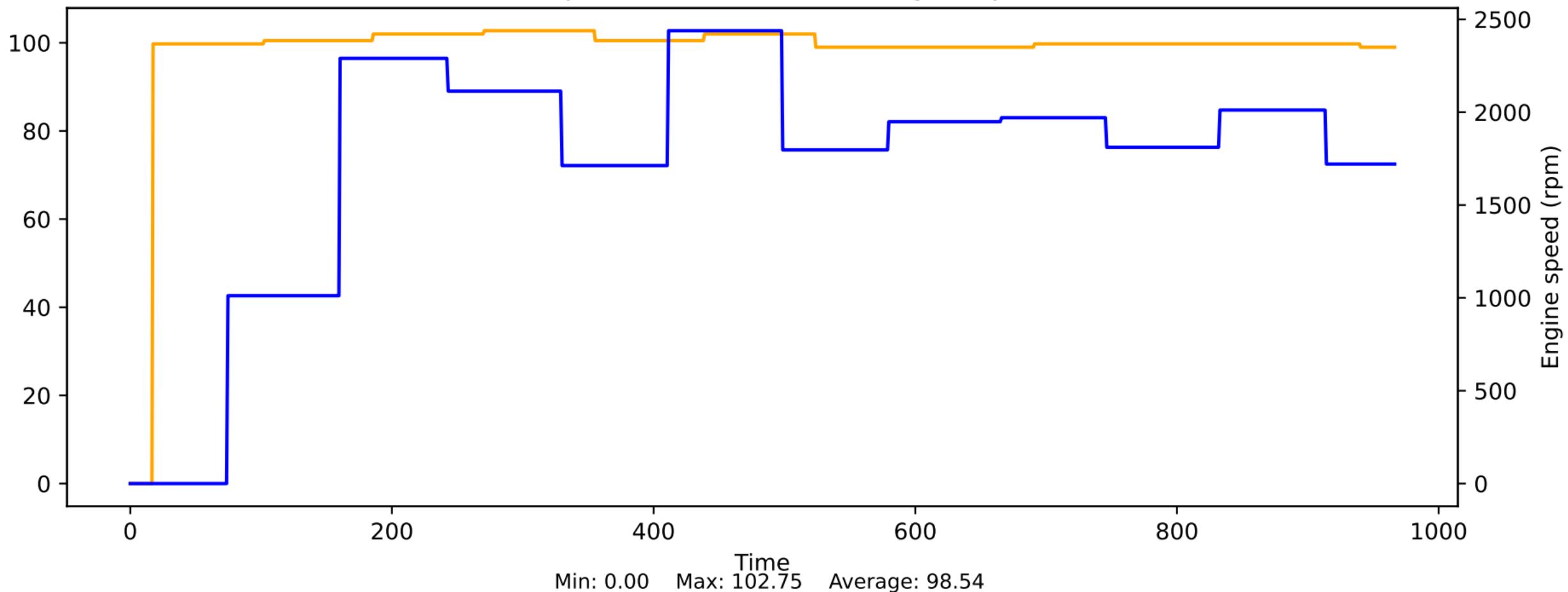
### Oil temperature vs Engine speed



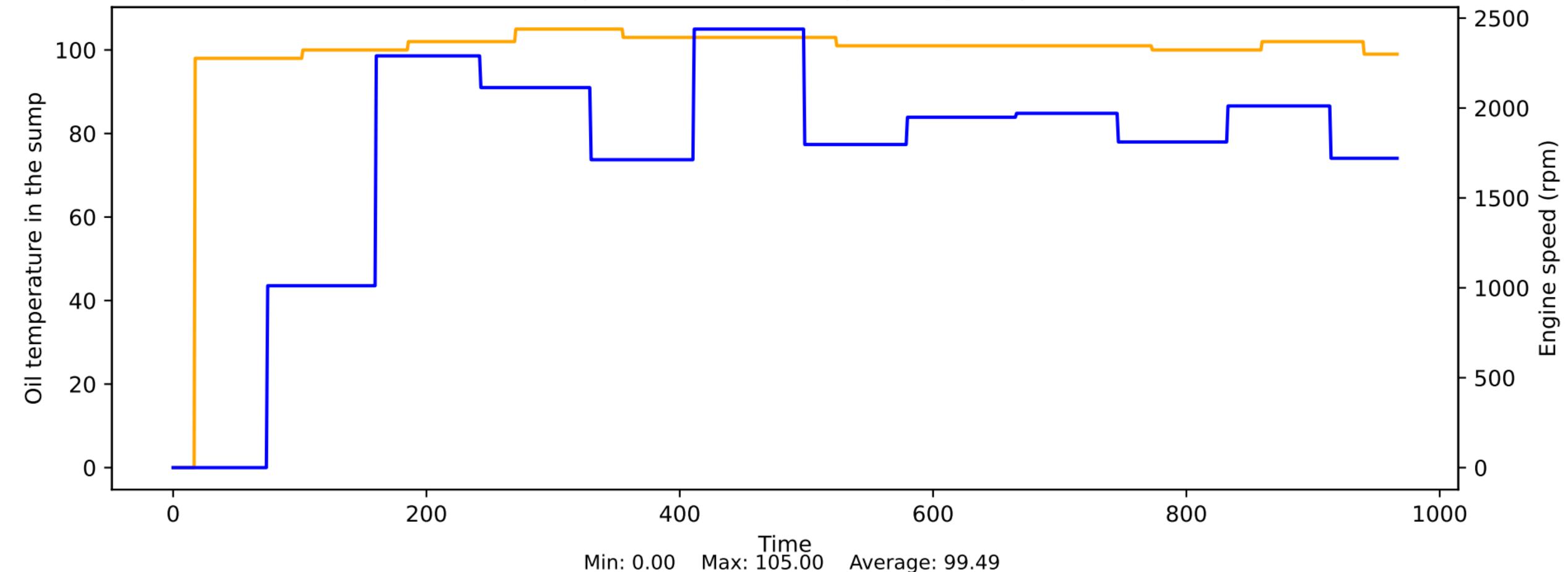
## Oil temperature after filter vs Engine speed

Oil temperature after filter

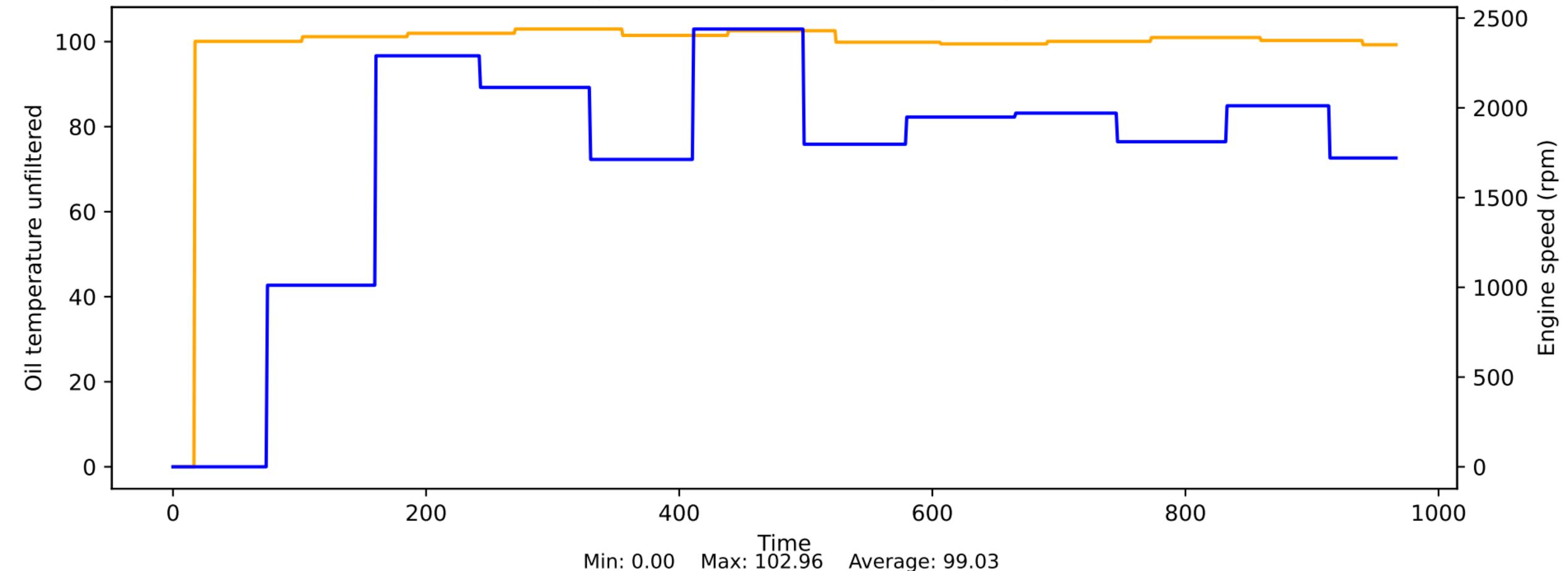
Engine speed (rpm)



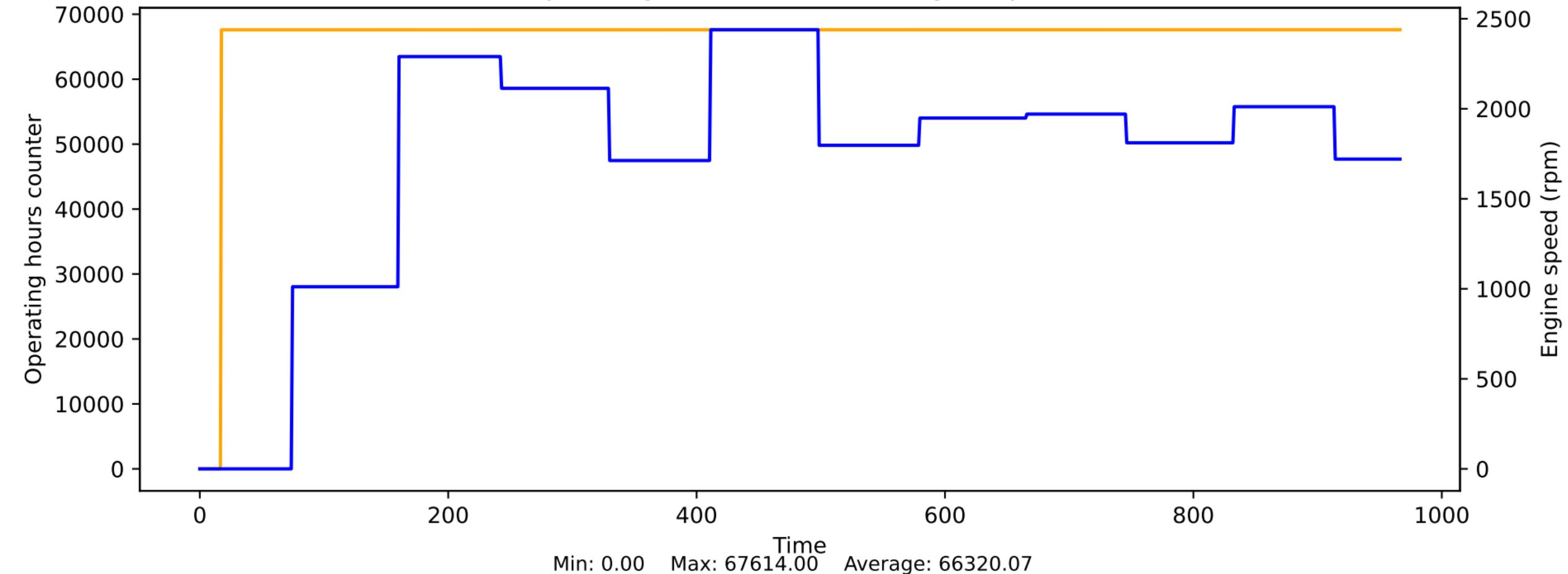
## Oil temperature in the sump vs Engine speed



### Oil temperature unfiltered vs Engine speed



## Operating hours counter vs Engine speed



## Operating hours of fuel delivery module vs Engine speed

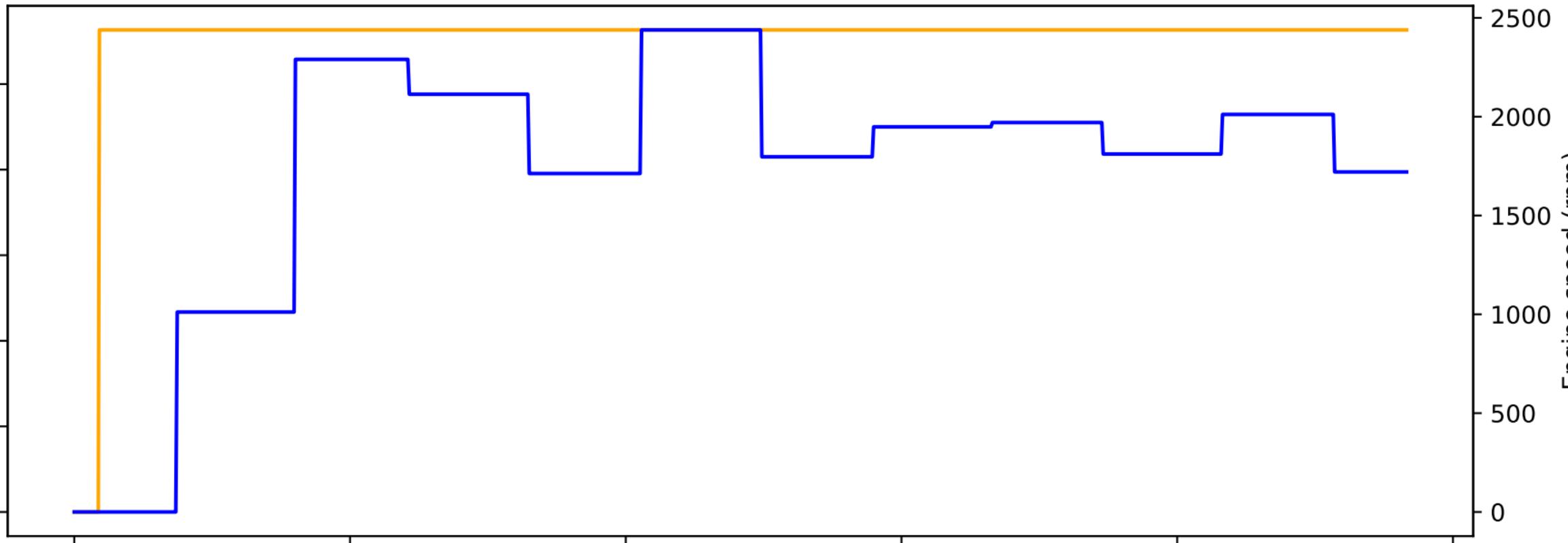
Operating hours of fuel delivery module

Engine speed (rpm)

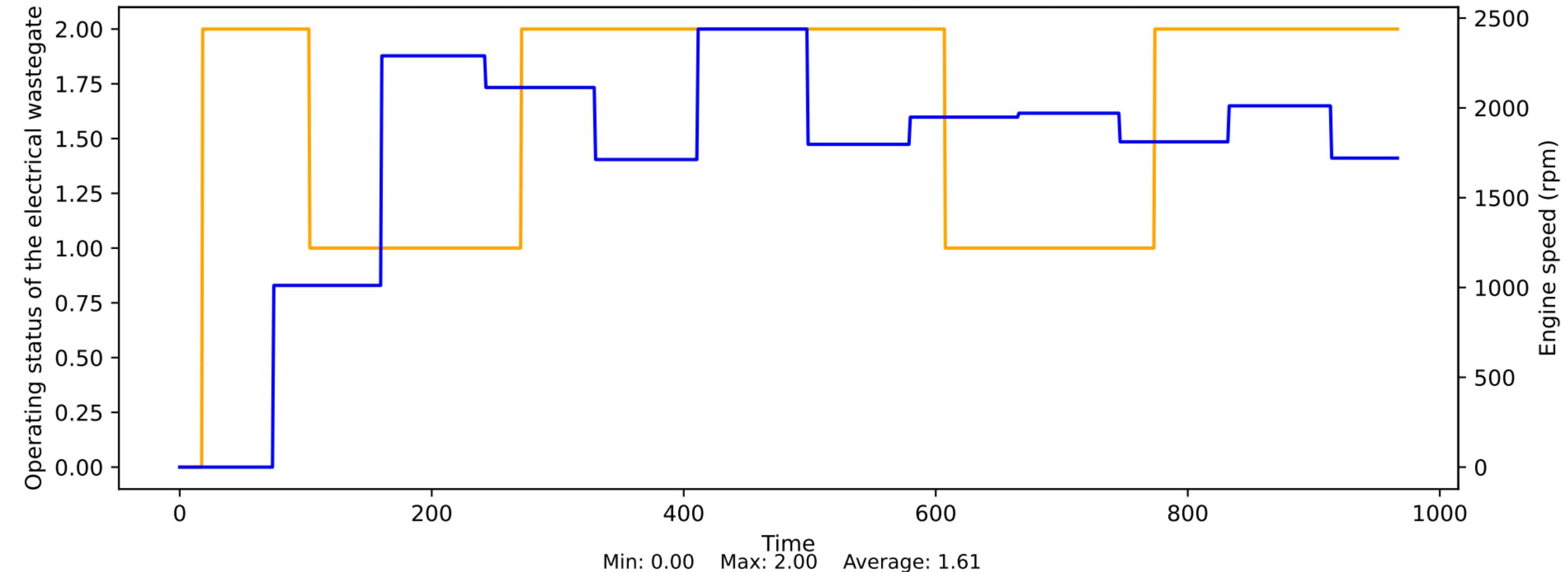
0 200 400 600 800 1000

Time

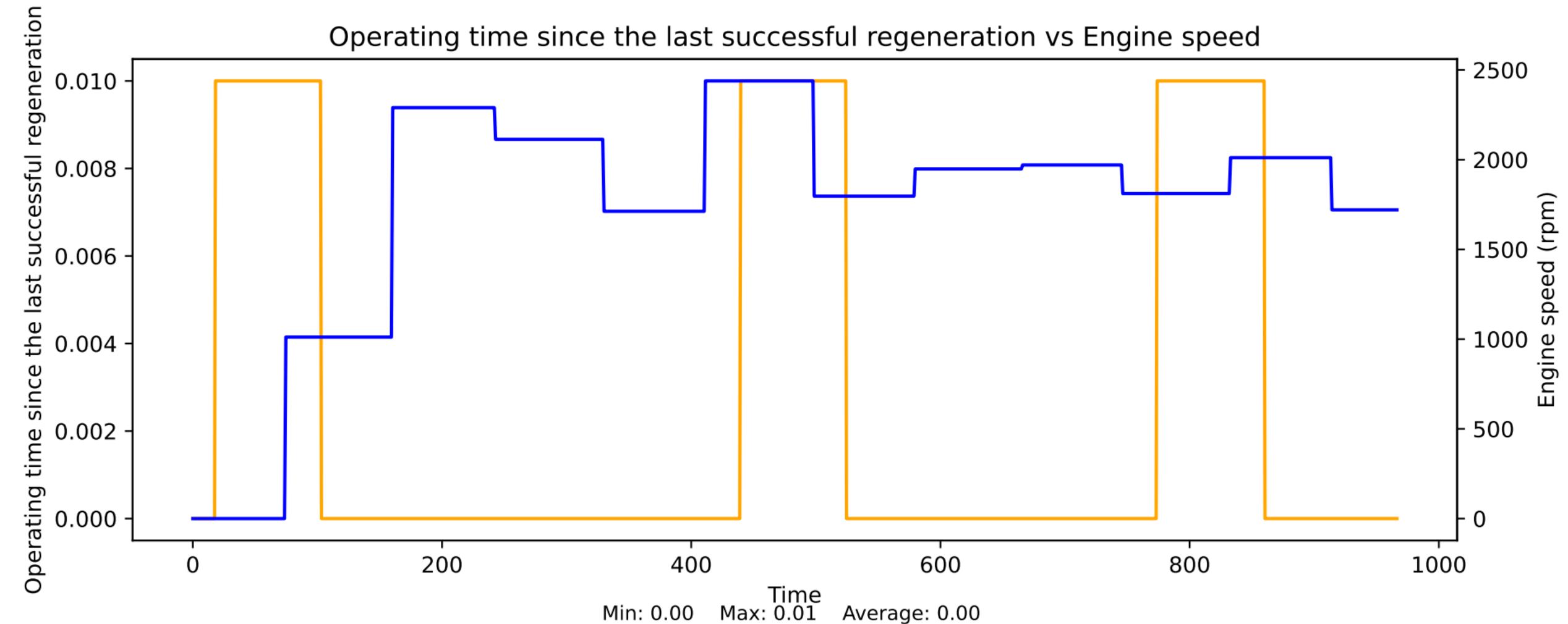
Min: 0.00 Max: 1126.50 Average: 1104.85



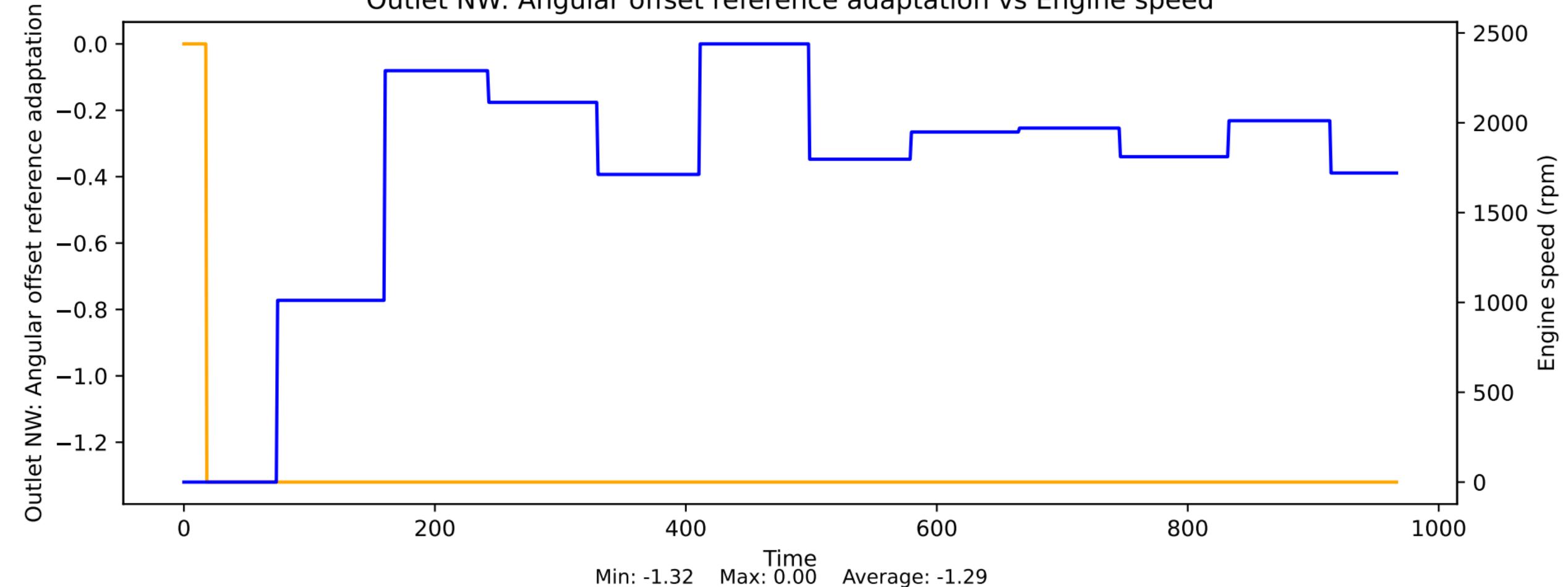
## Operating status of the electrical wastegate vs Engine speed



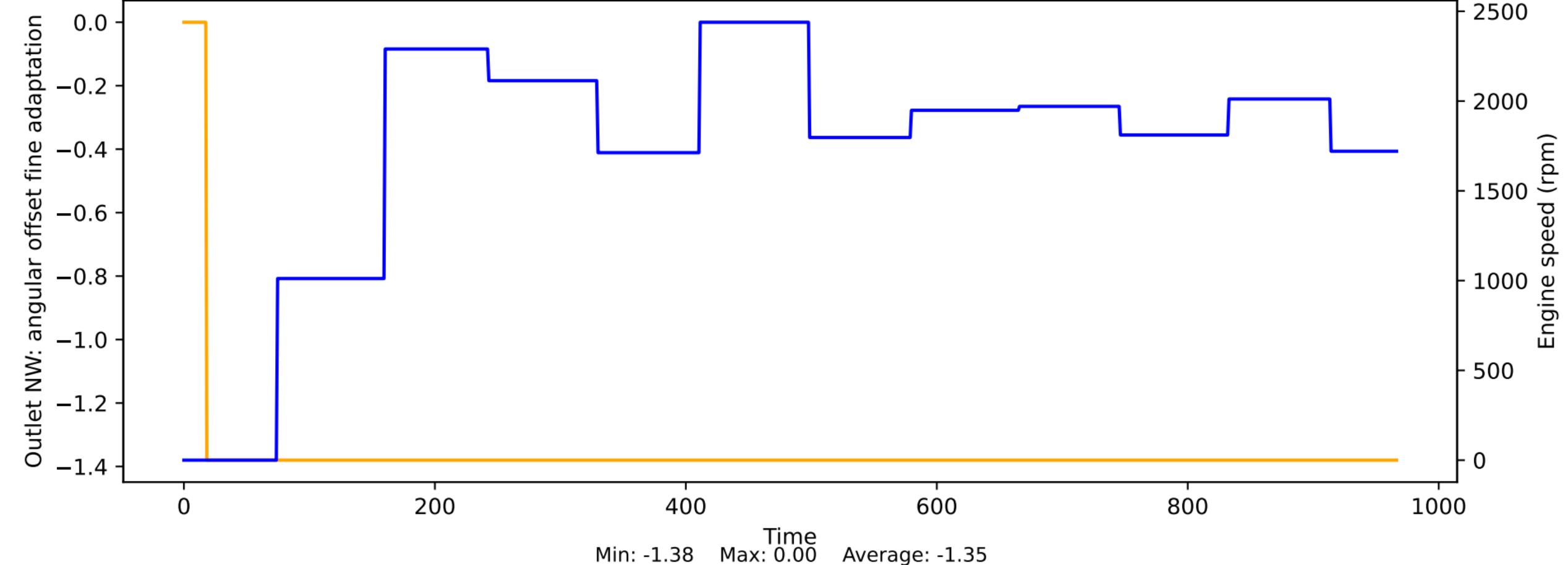
Operating time since the last successful regeneration vs Engine speed



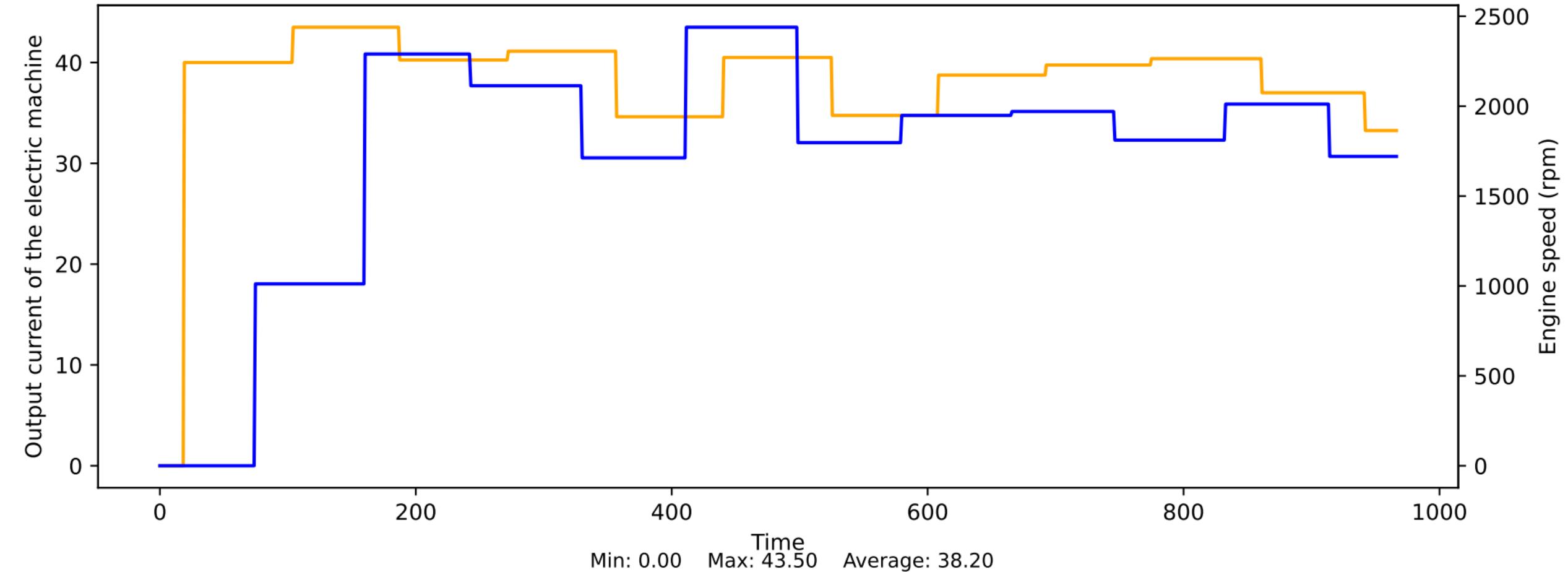
# Outlet NW: Angular offset reference adaptation vs Engine speed



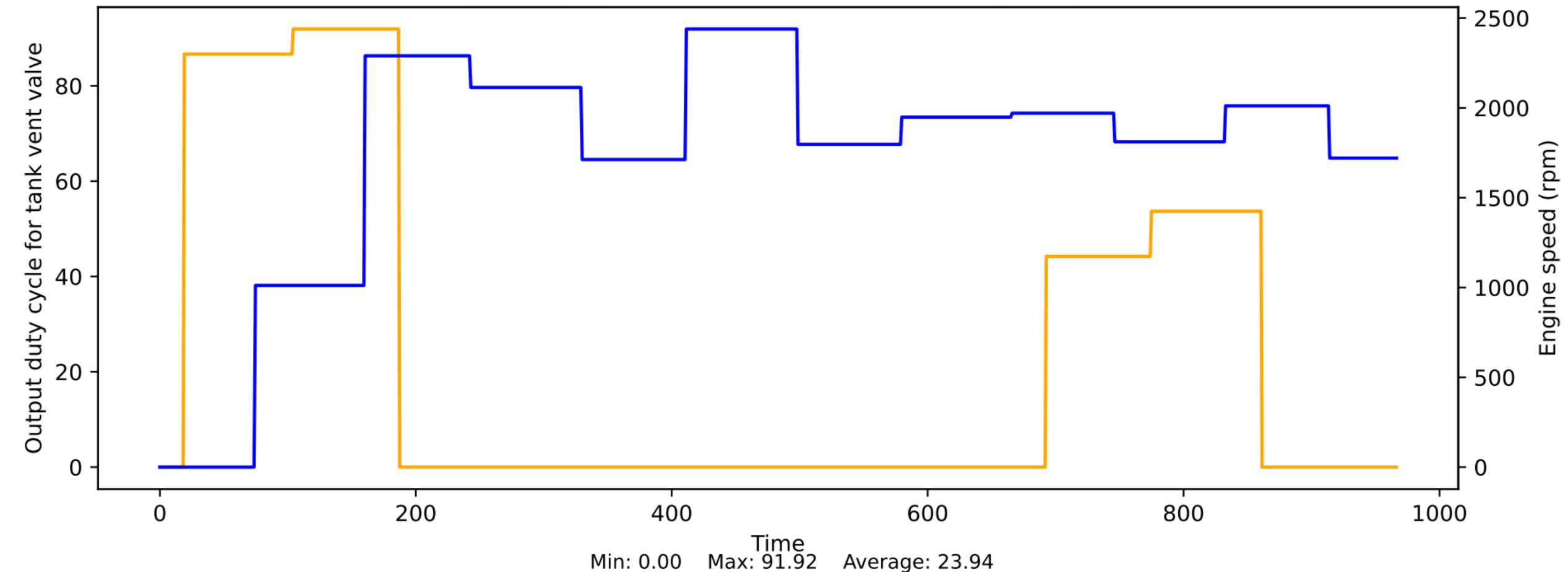
Outlet NW: angular offset fine adaptation vs Engine speed



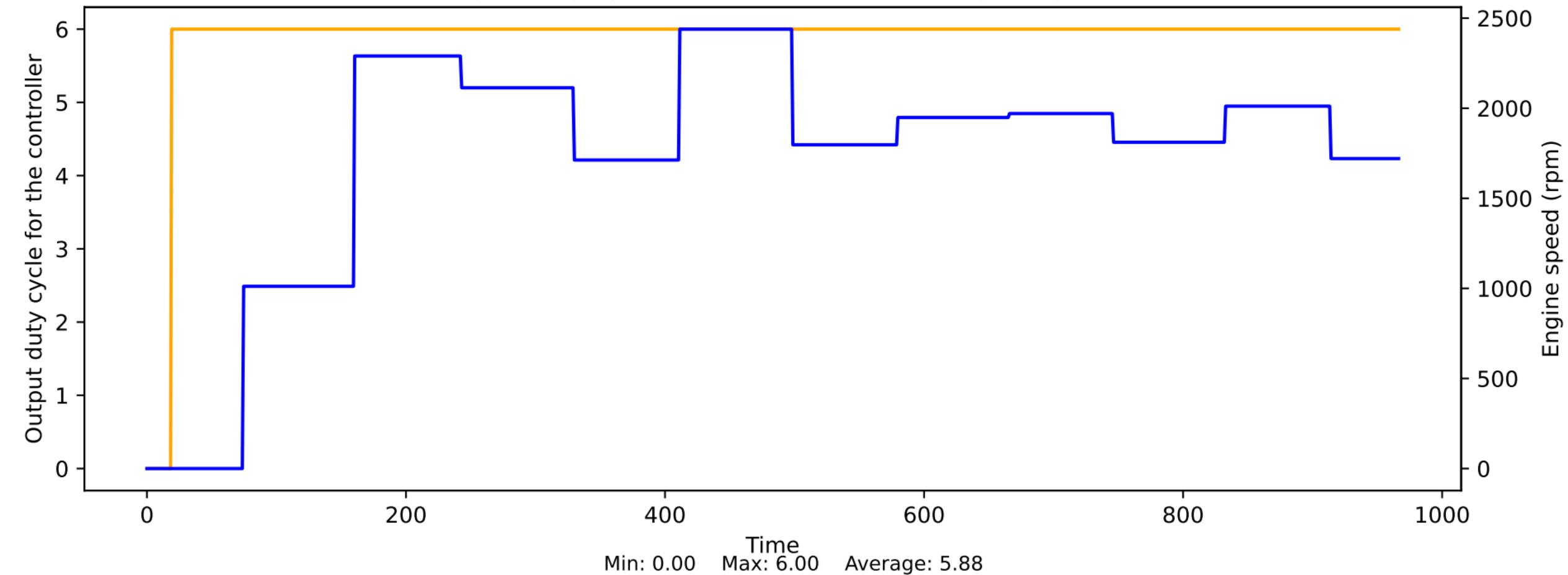
### Output current of the electric machine vs Engine speed



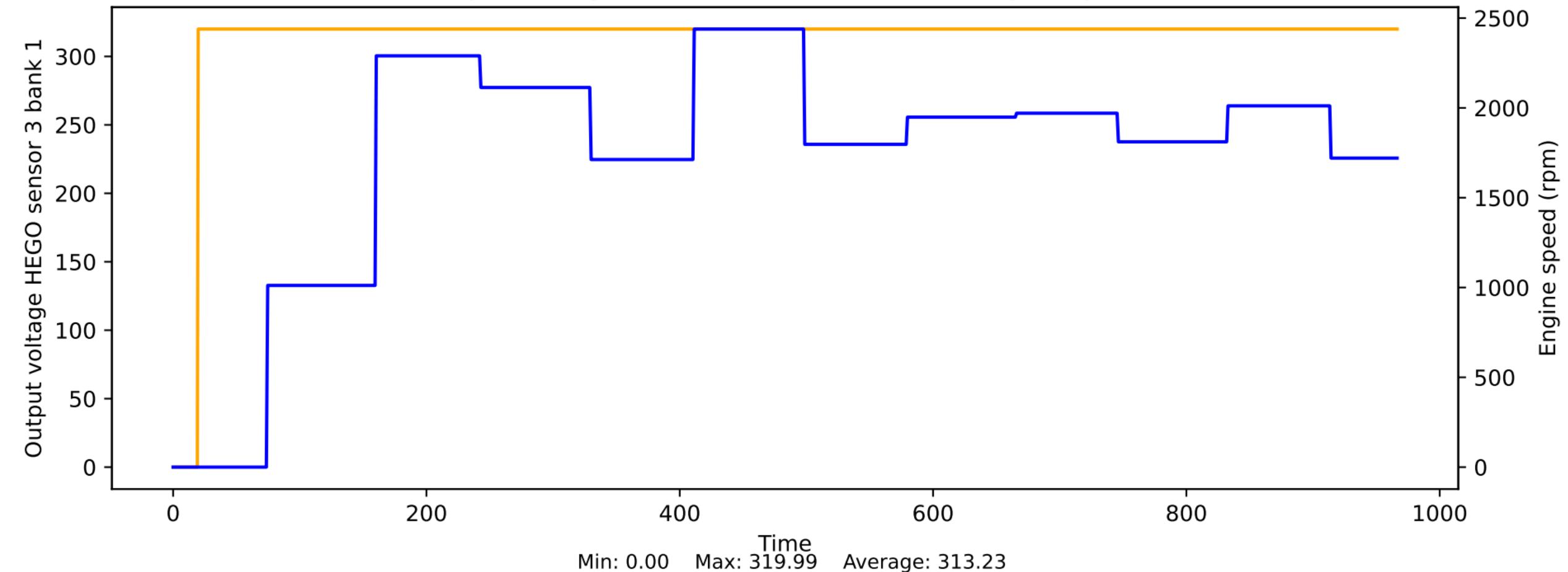
### Output duty cycle for tank vent valve vs Engine speed



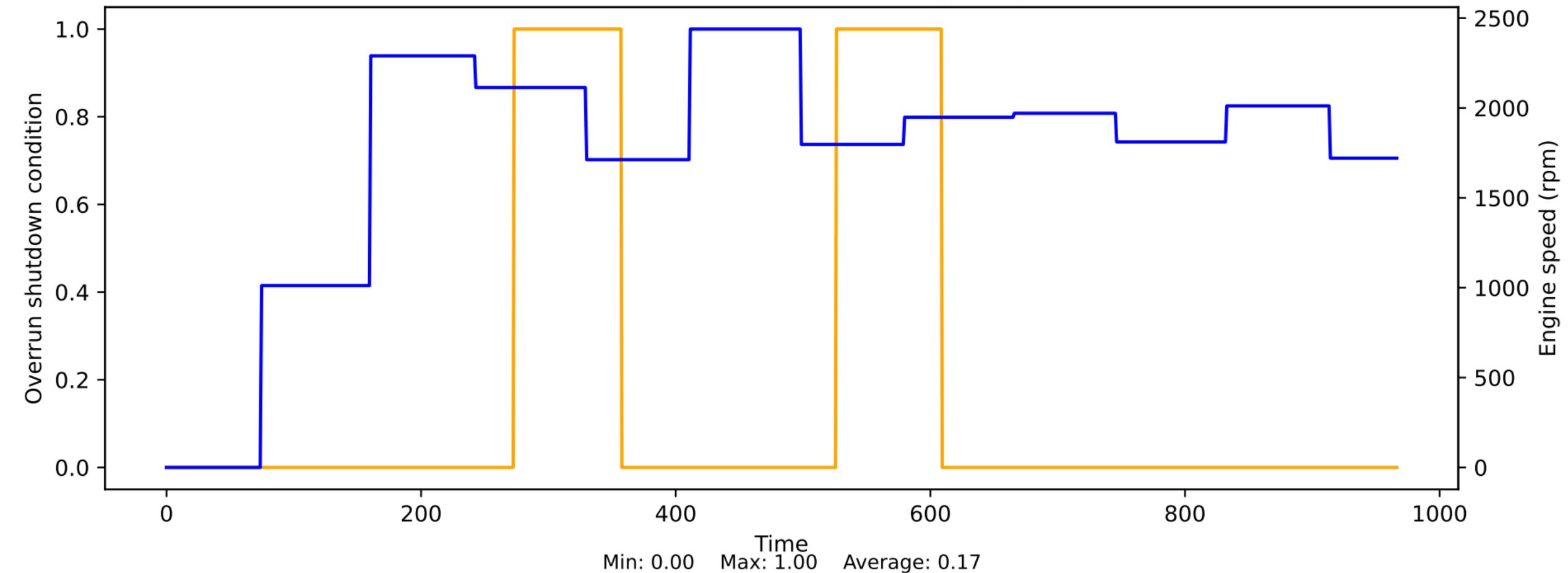
### Output duty cycle for the controller vs Engine speed



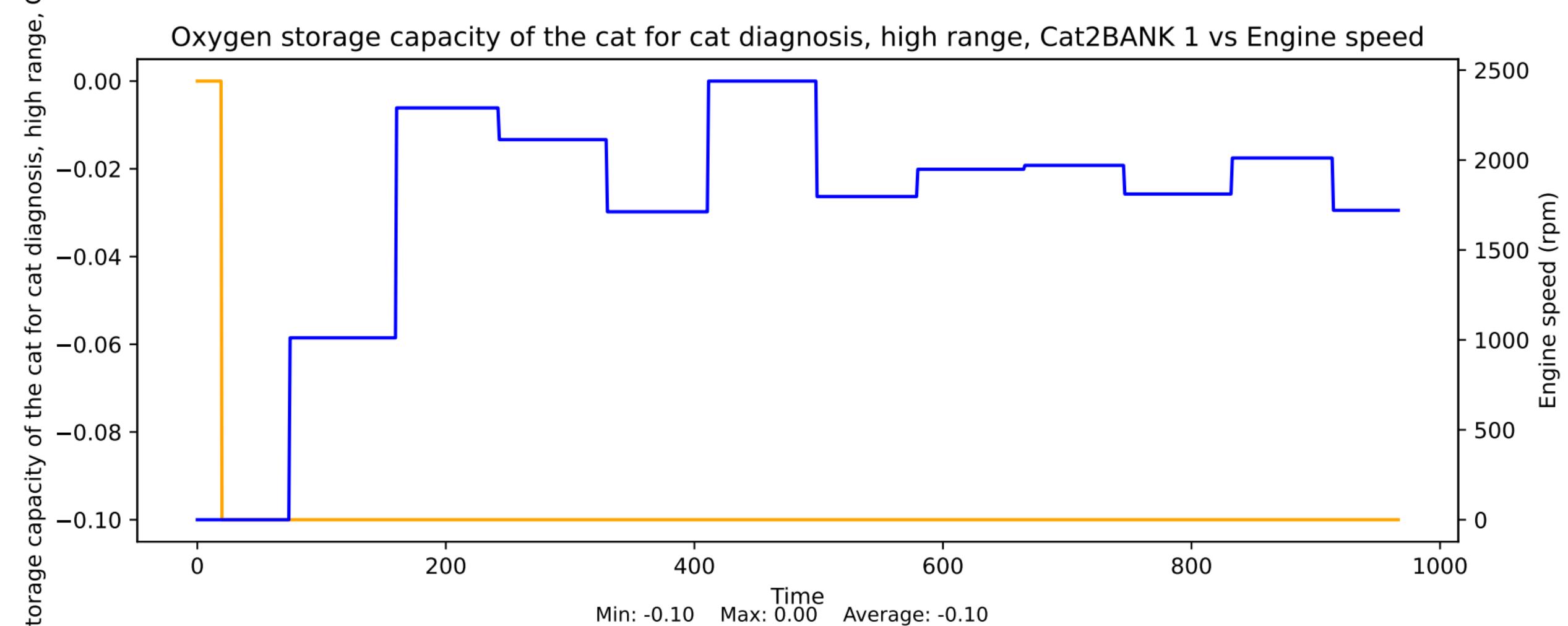
### Output voltage HEGO sensor 3 bank 1 vs Engine speed



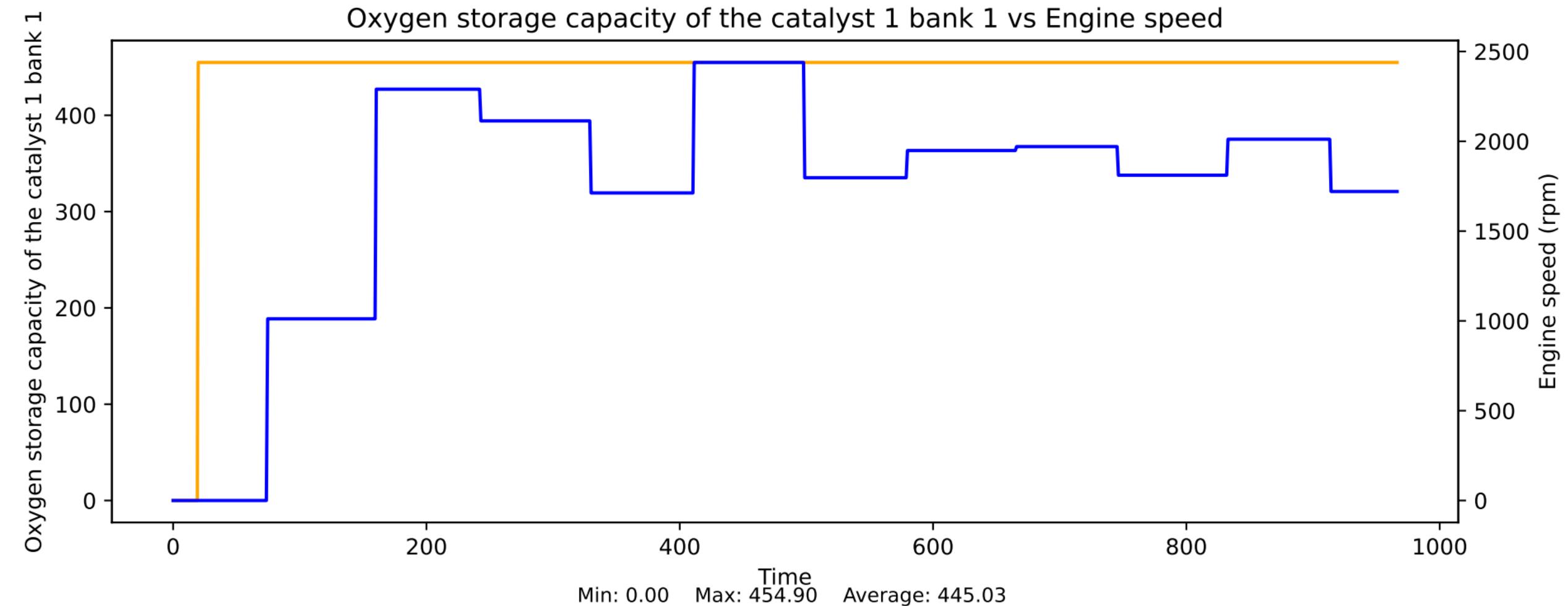
### Overrun shutdown condition vs Engine speed



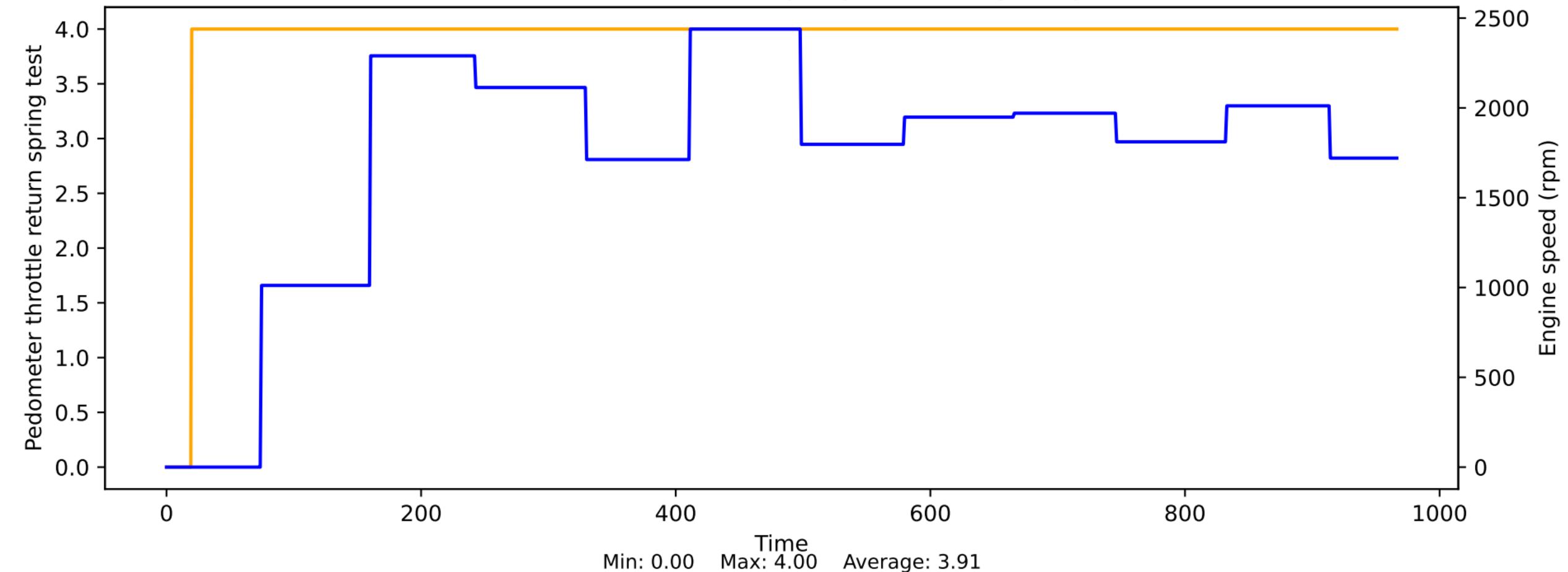
# Oxygen storage capacity of the cat for cat diagnosis, high range, Cat2BANK 1 vs Engine speed



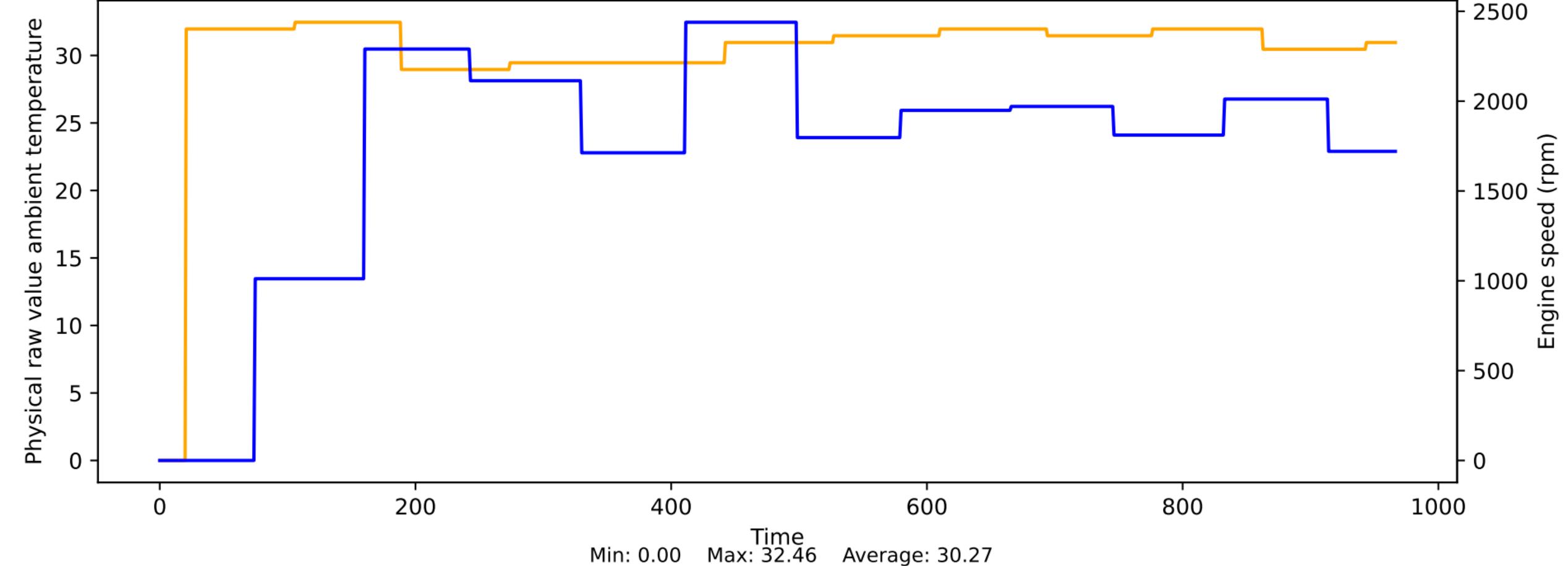
# Oxygen storage capacity of the catalyst 1 bank 1 vs Engine speed



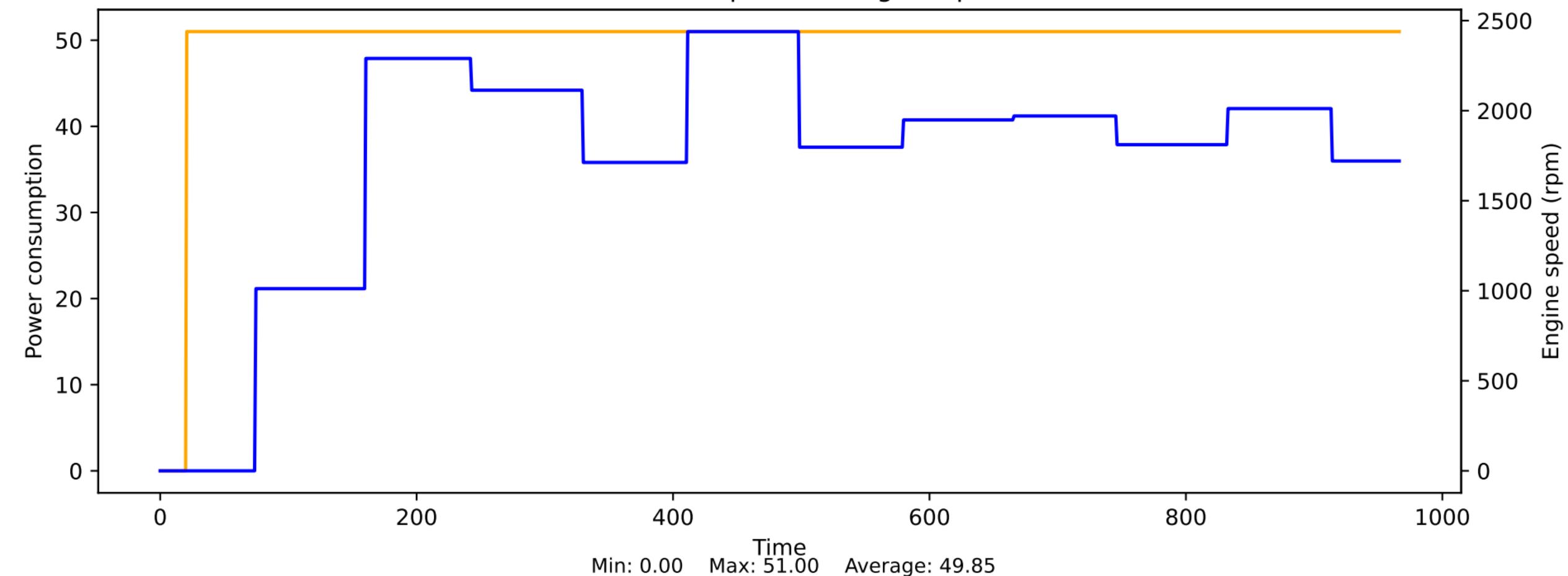
# Pedometer throttle return spring test vs Engine speed



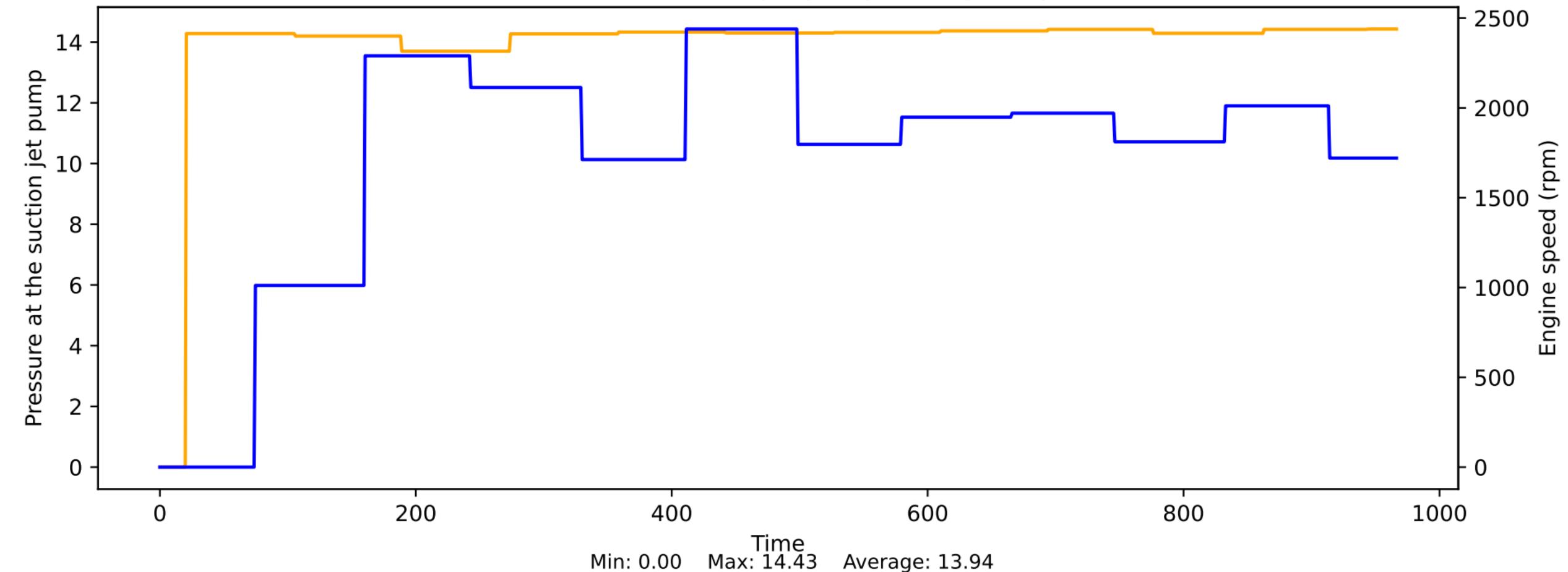
Physical raw value ambient temperature vs Engine speed



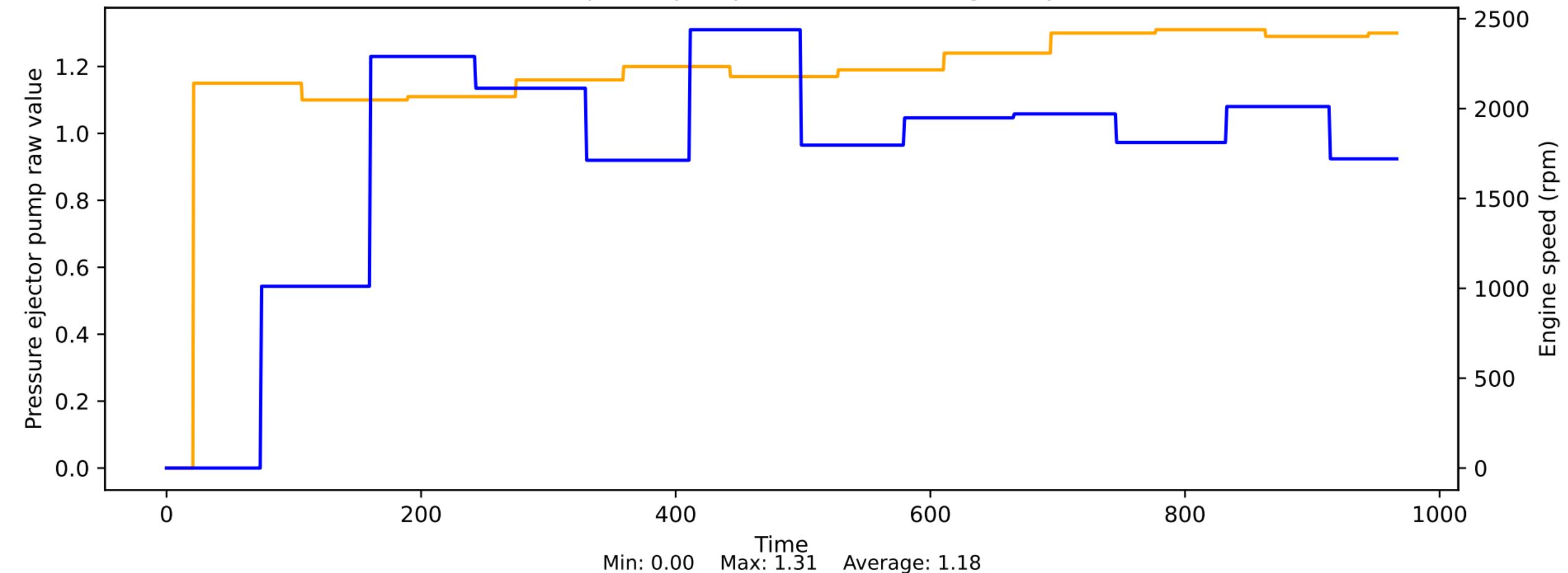
## Power consumption vs Engine speed



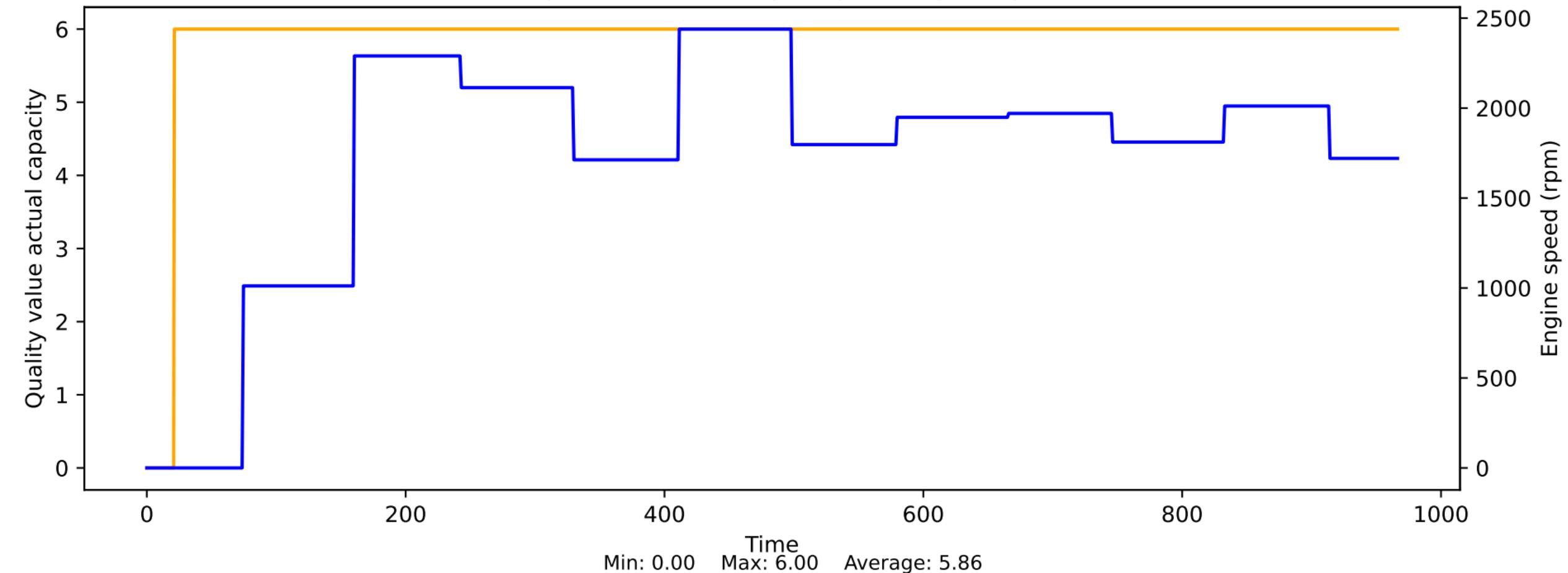
## Pressure at the suction jet pump vs Engine speed



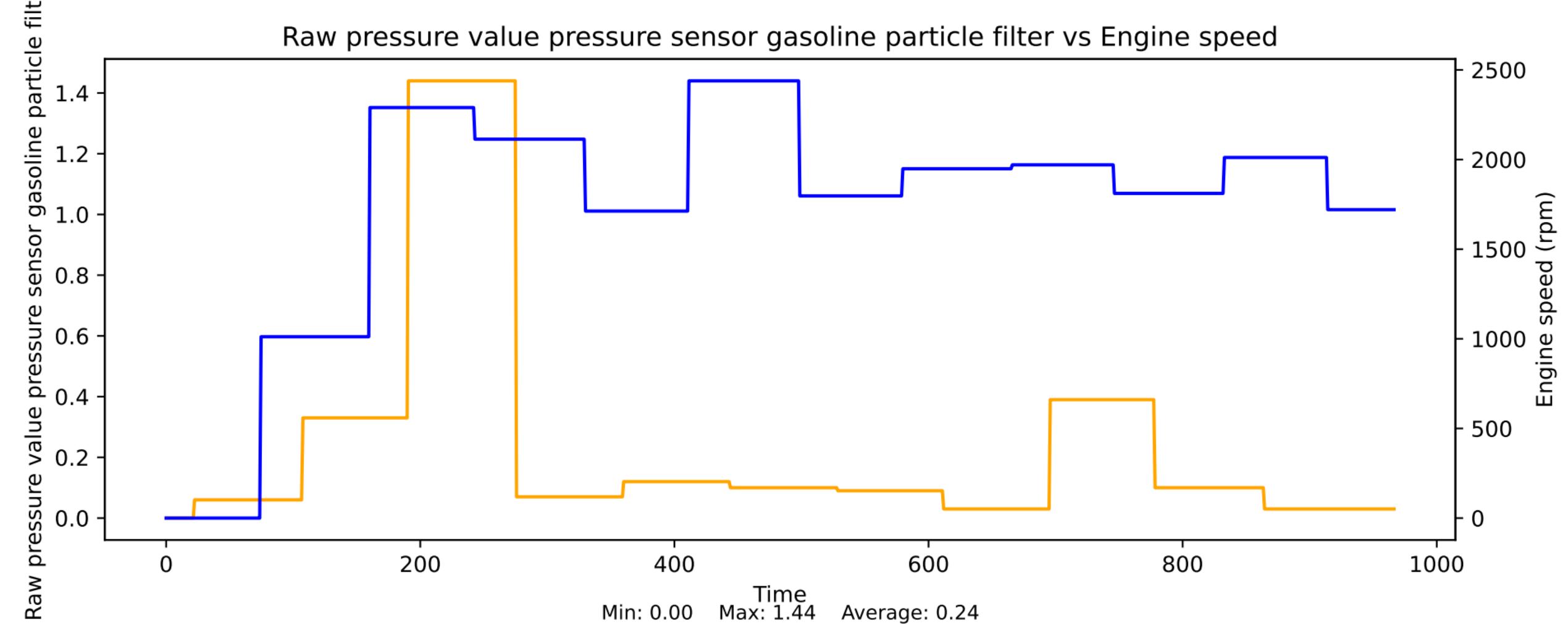
### Pressure ejector pump raw value vs Engine speed



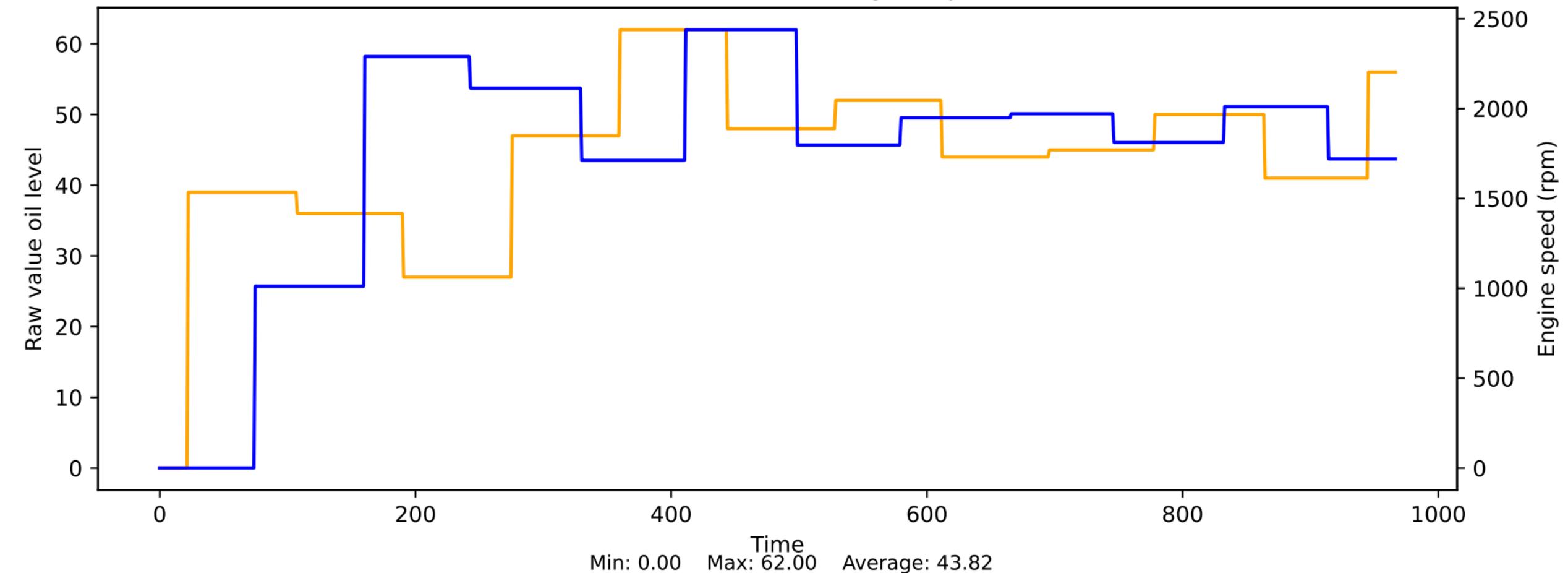
### Quality value actual capacity vs Engine speed

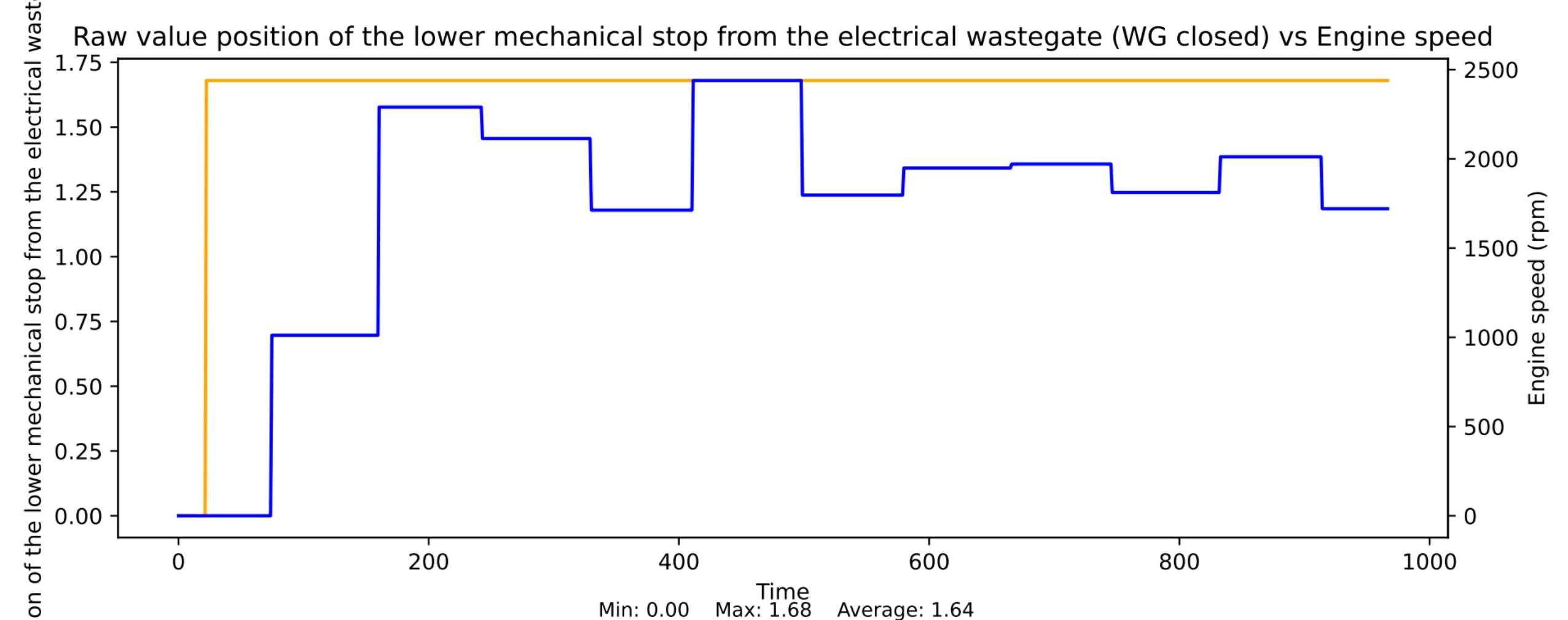


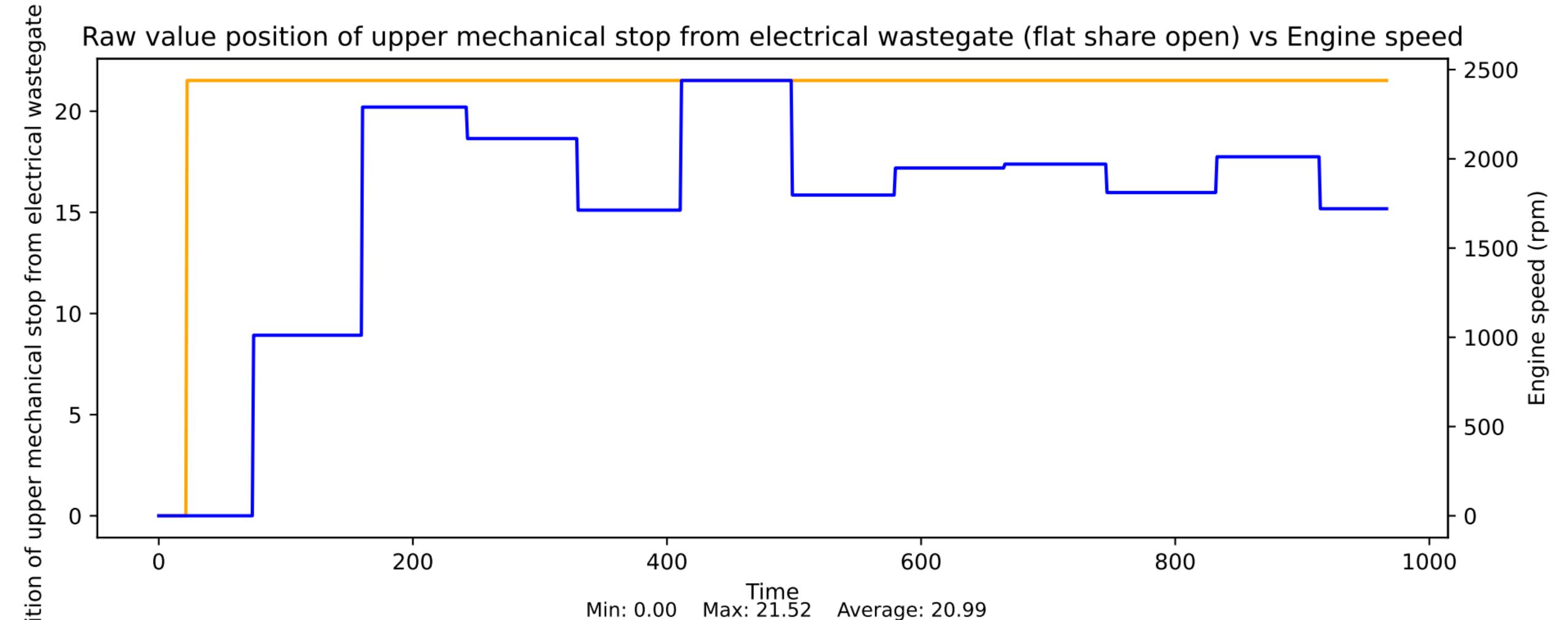
Raw pressure value pressure sensor gasoline particle filter vs Engine speed



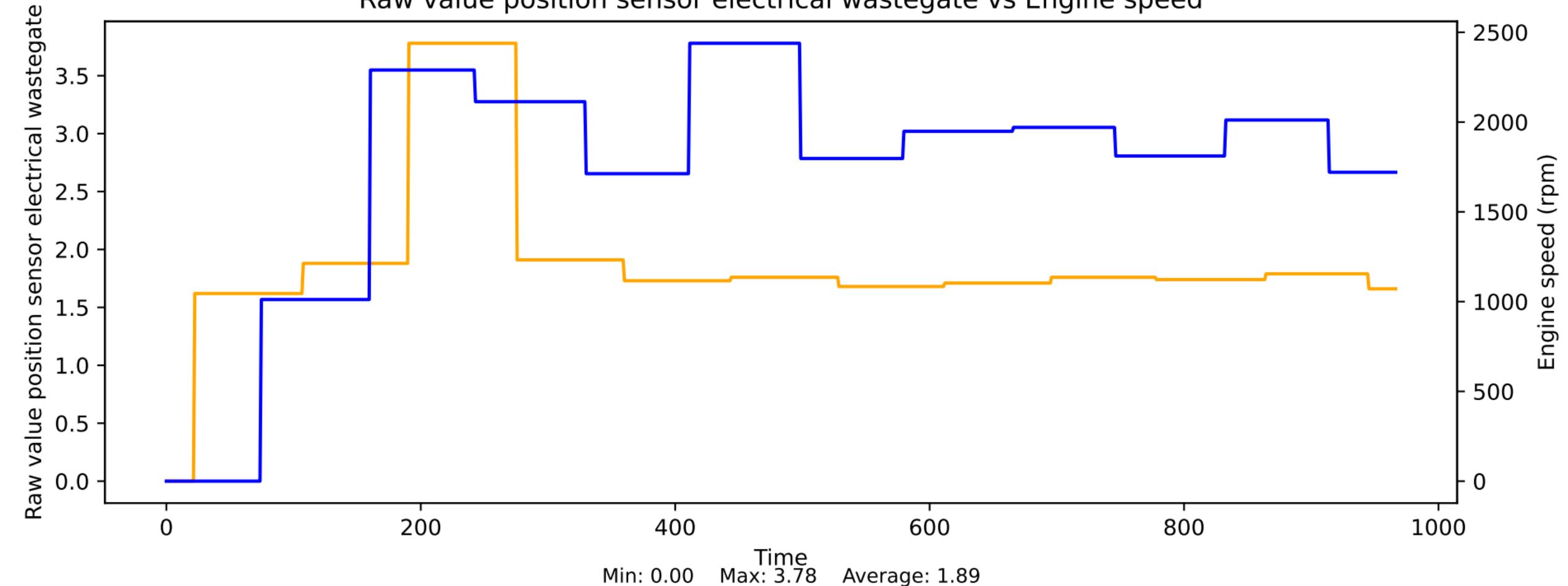
### Raw value oil level vs Engine speed

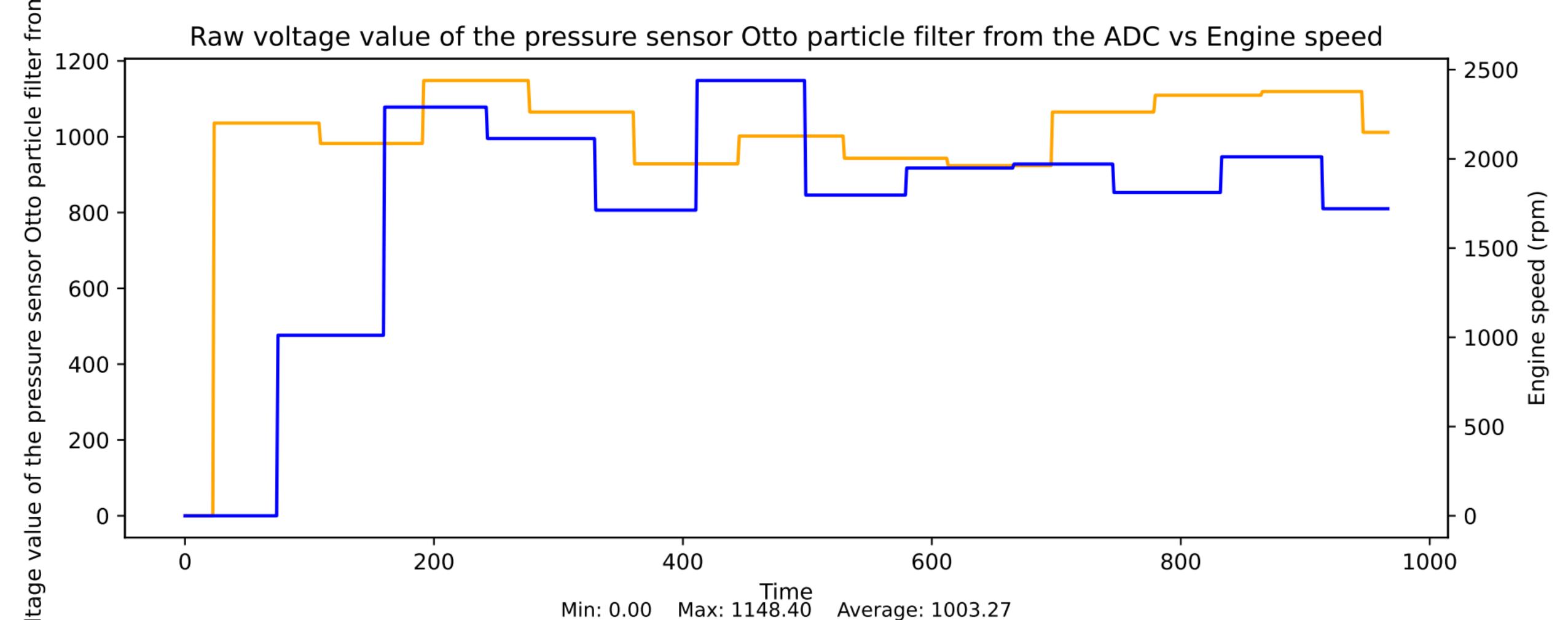




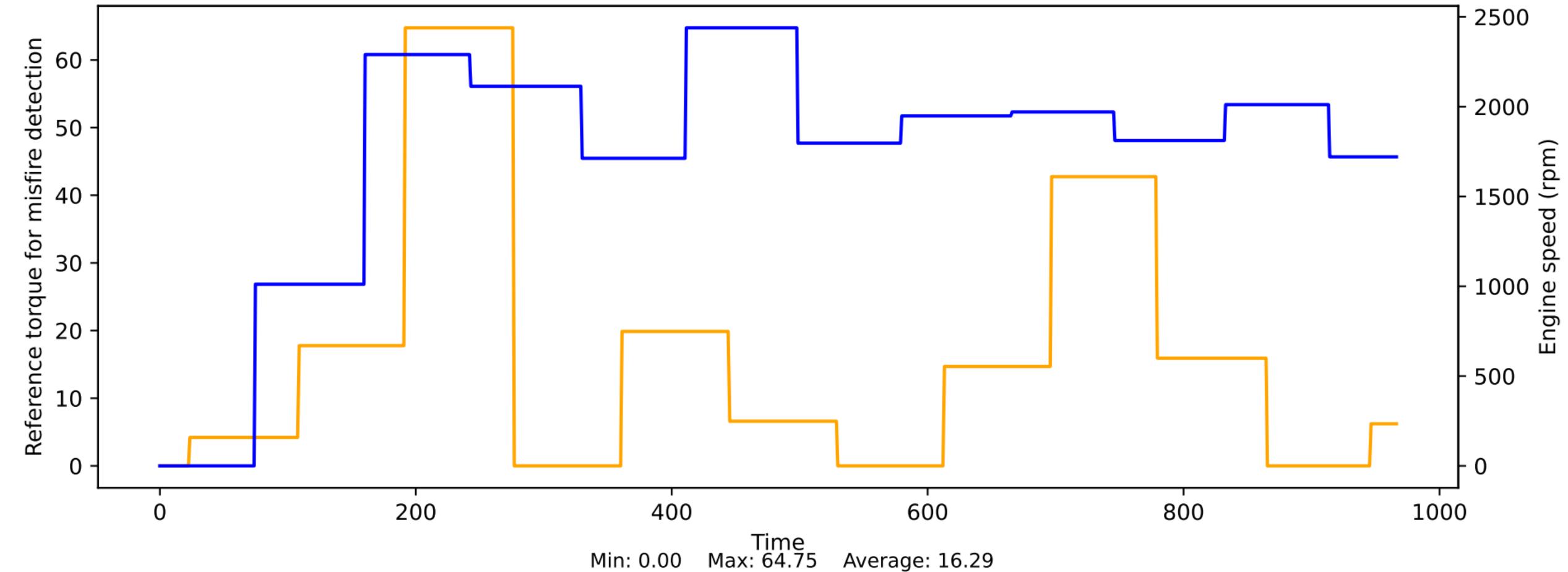


# Raw value position sensor electrical wastegate vs Engine speed

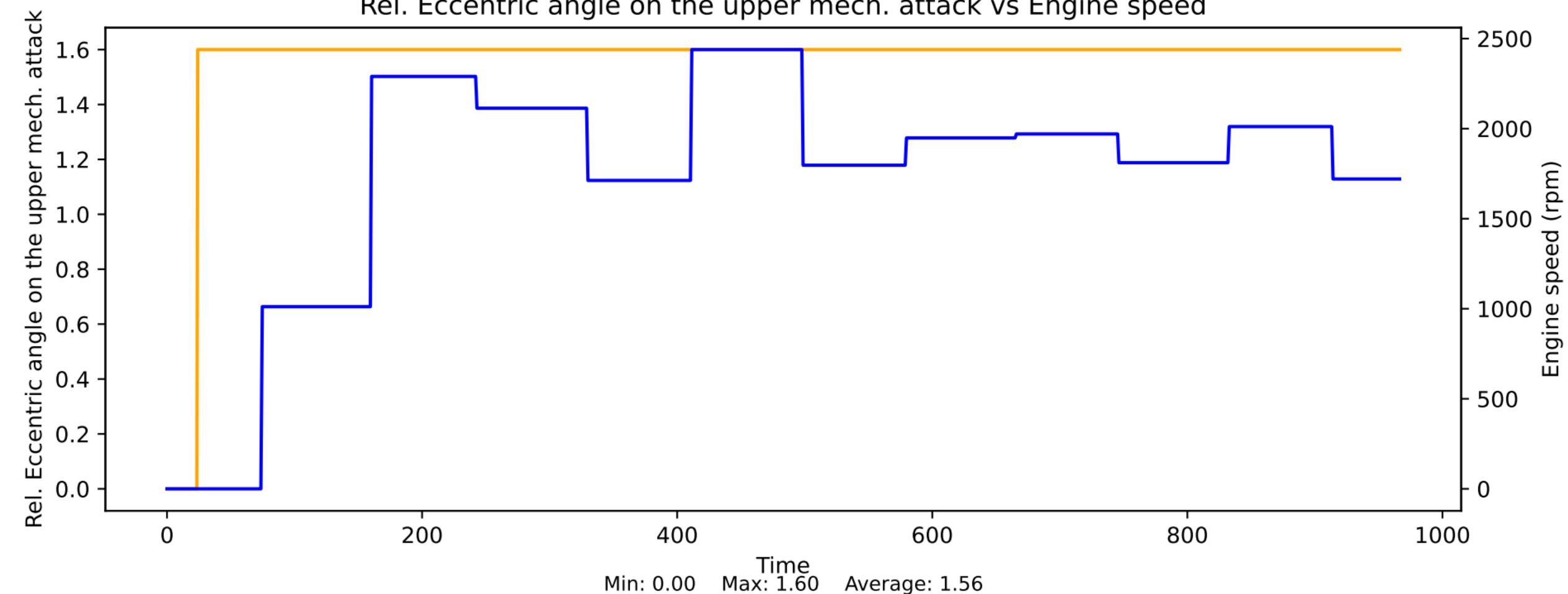




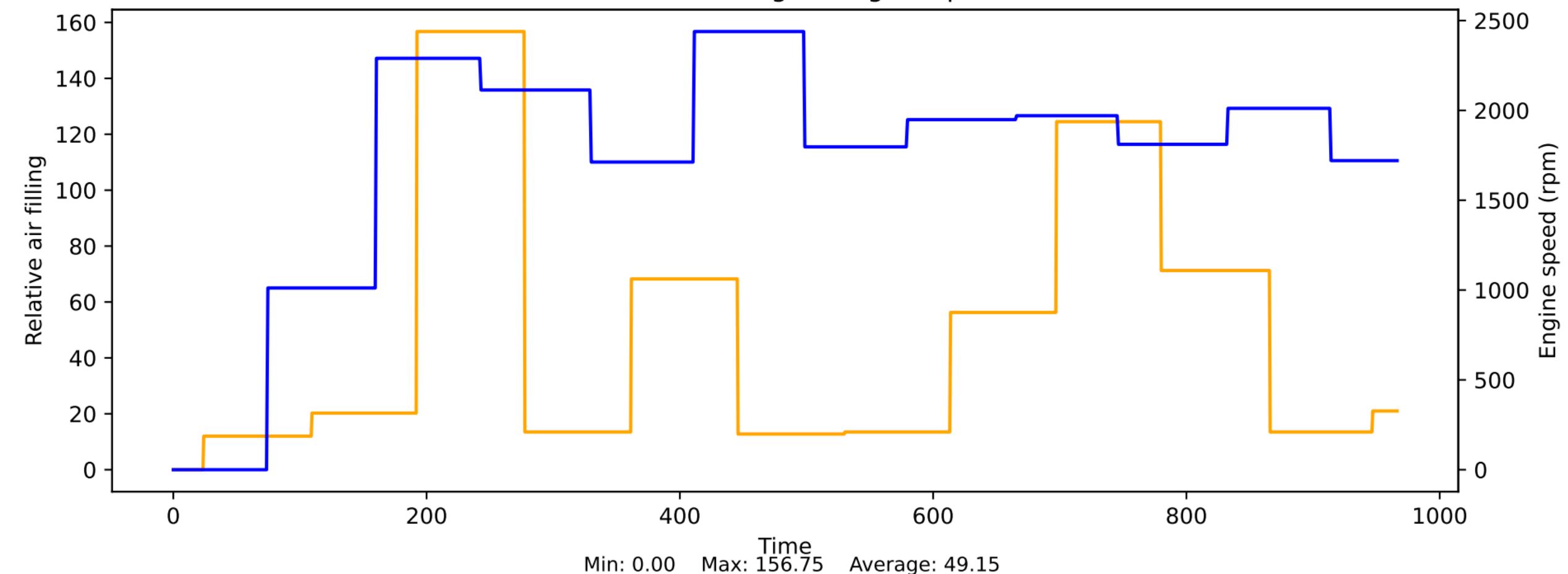
### Reference torque for misfire detection vs Engine speed

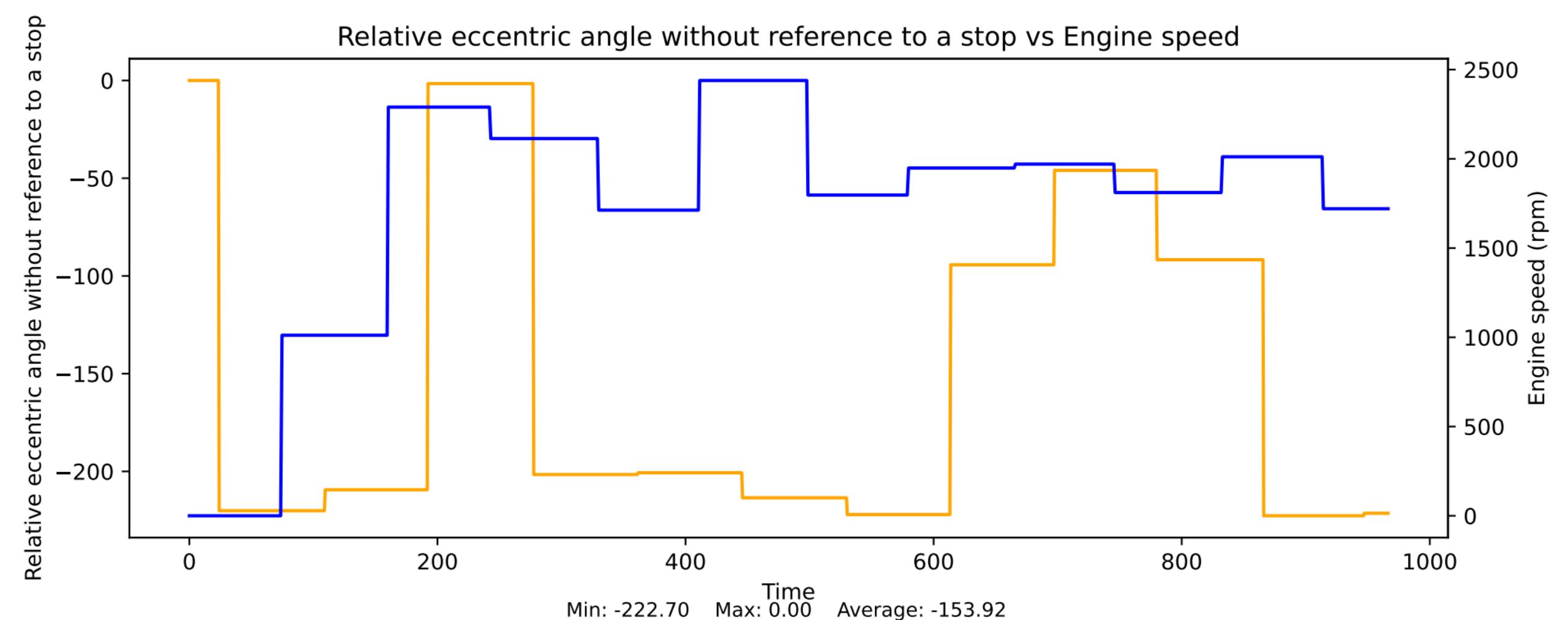


Rel. Eccentric angle on the upper mech. attack vs Engine speed

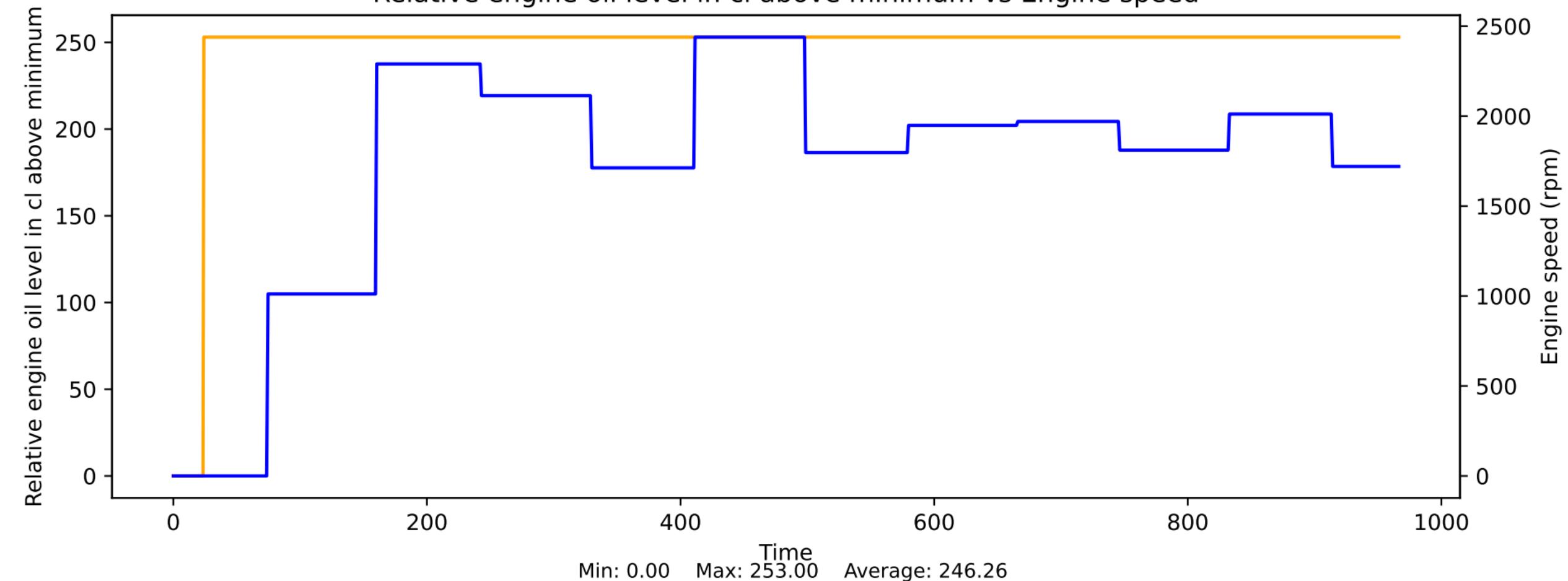


## Relative air filling vs Engine speed

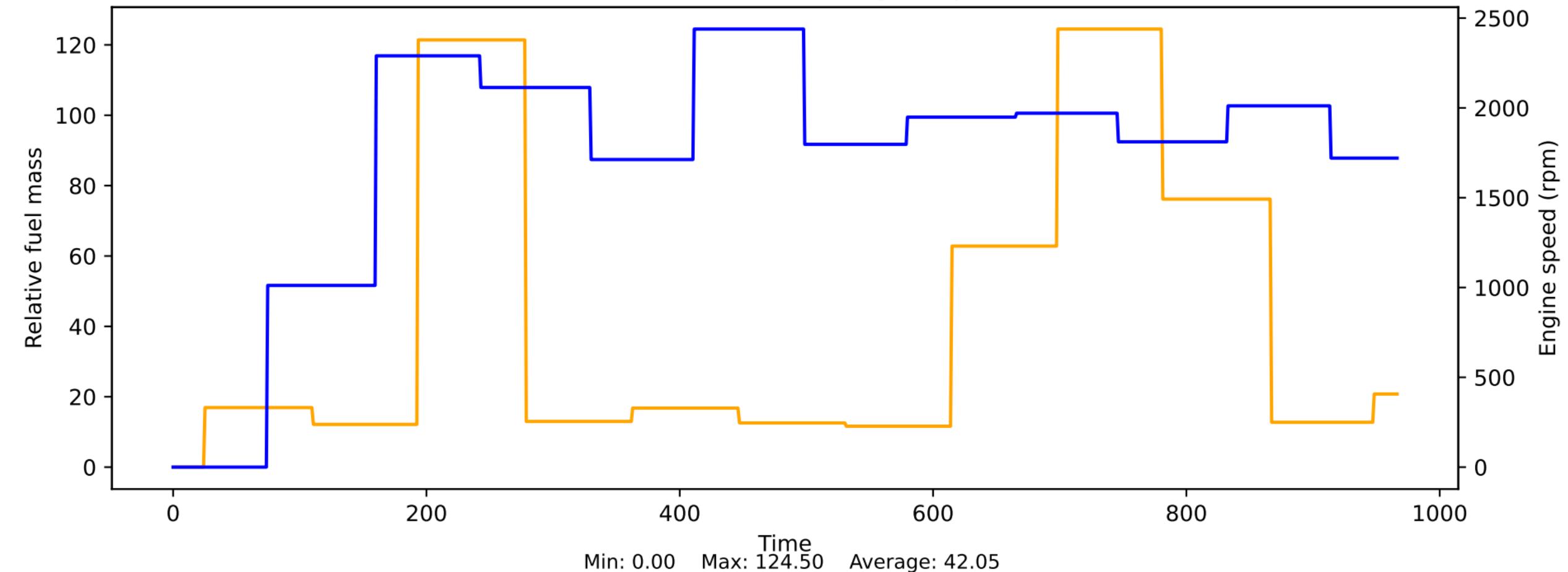




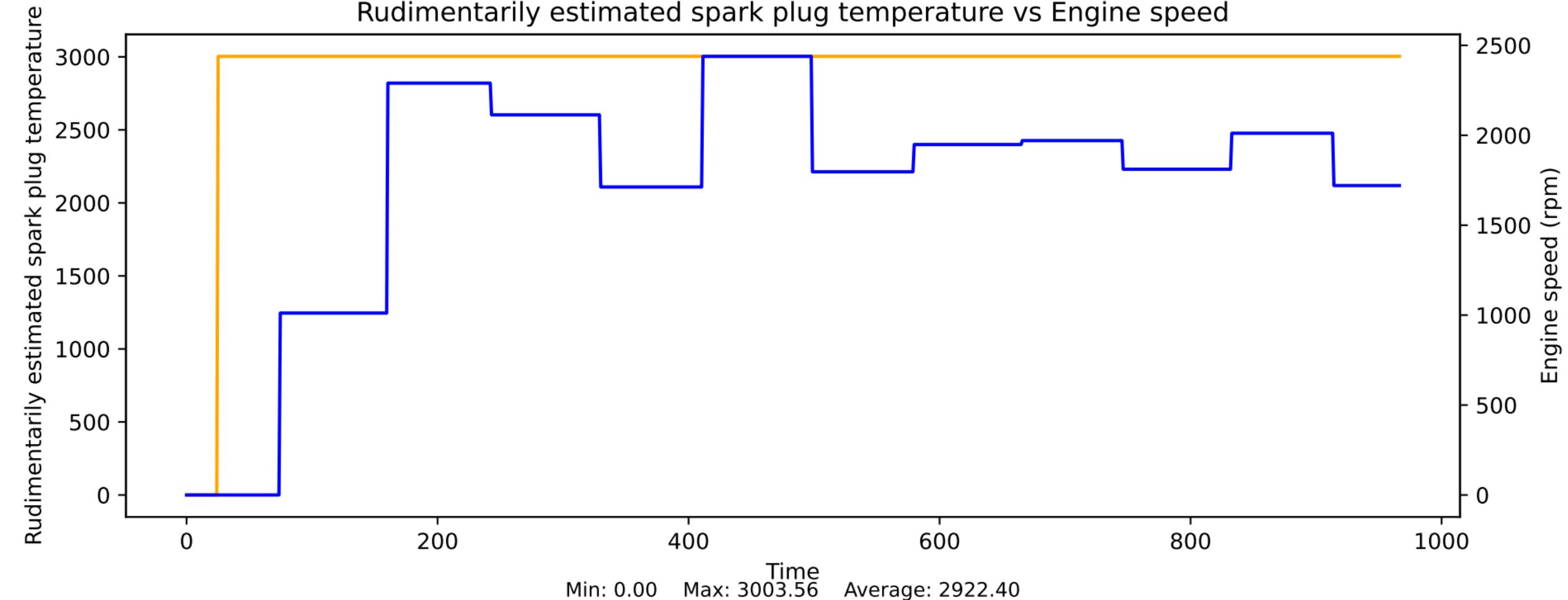
Relative engine oil level in cl above minimum vs Engine speed



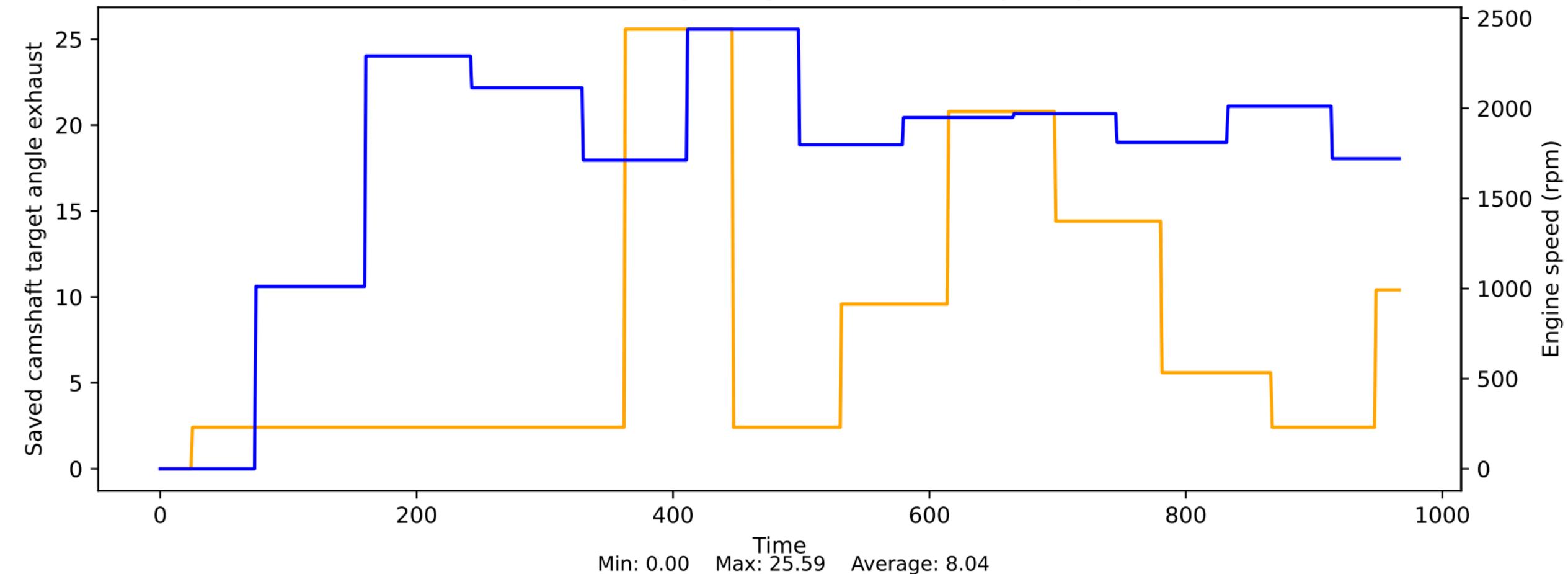
## Relative fuel mass vs Engine speed



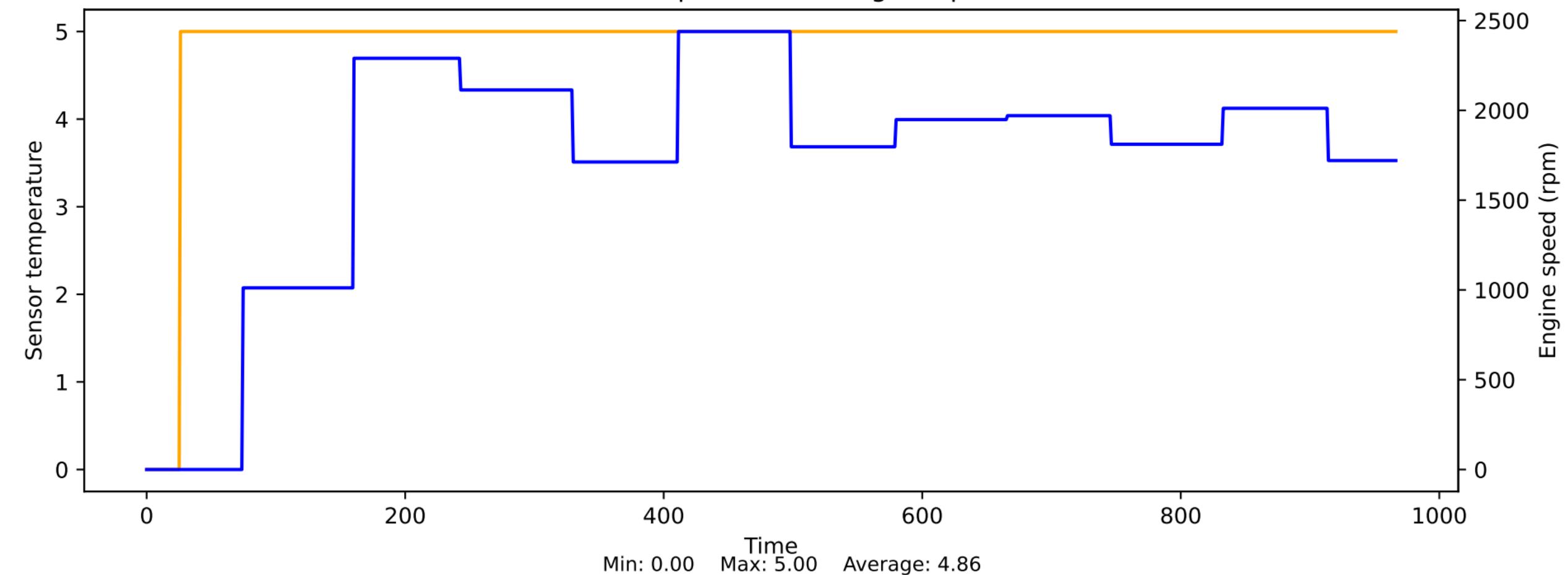
# Rudimentarily estimated spark plug temperature vs Engine speed



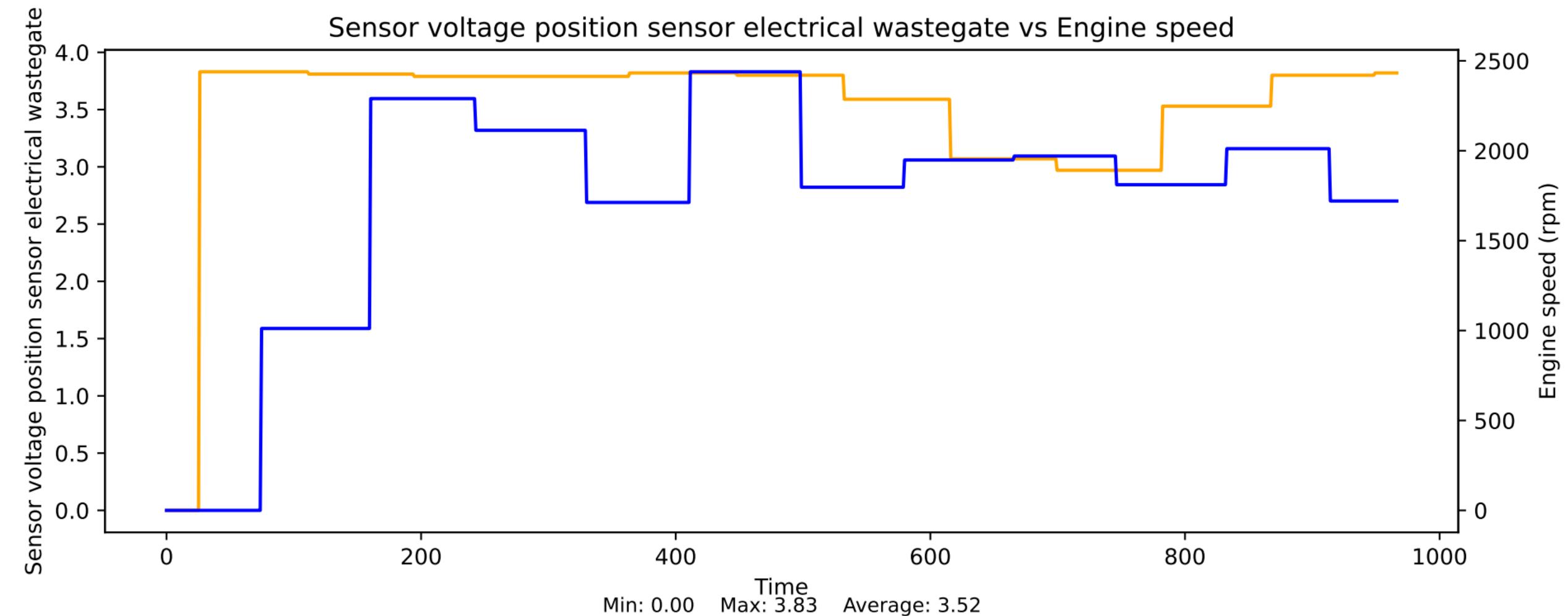
# Saved camshaft target angle exhaust vs Engine speed



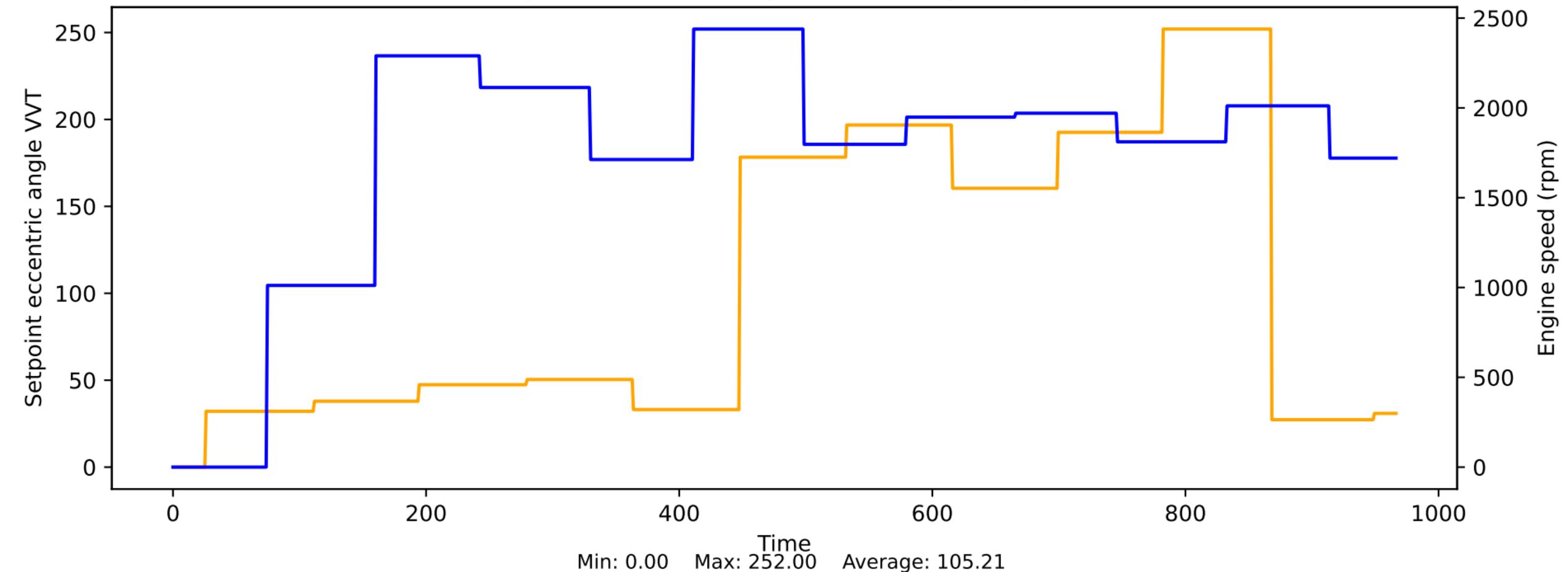
## Sensor temperature vs Engine speed



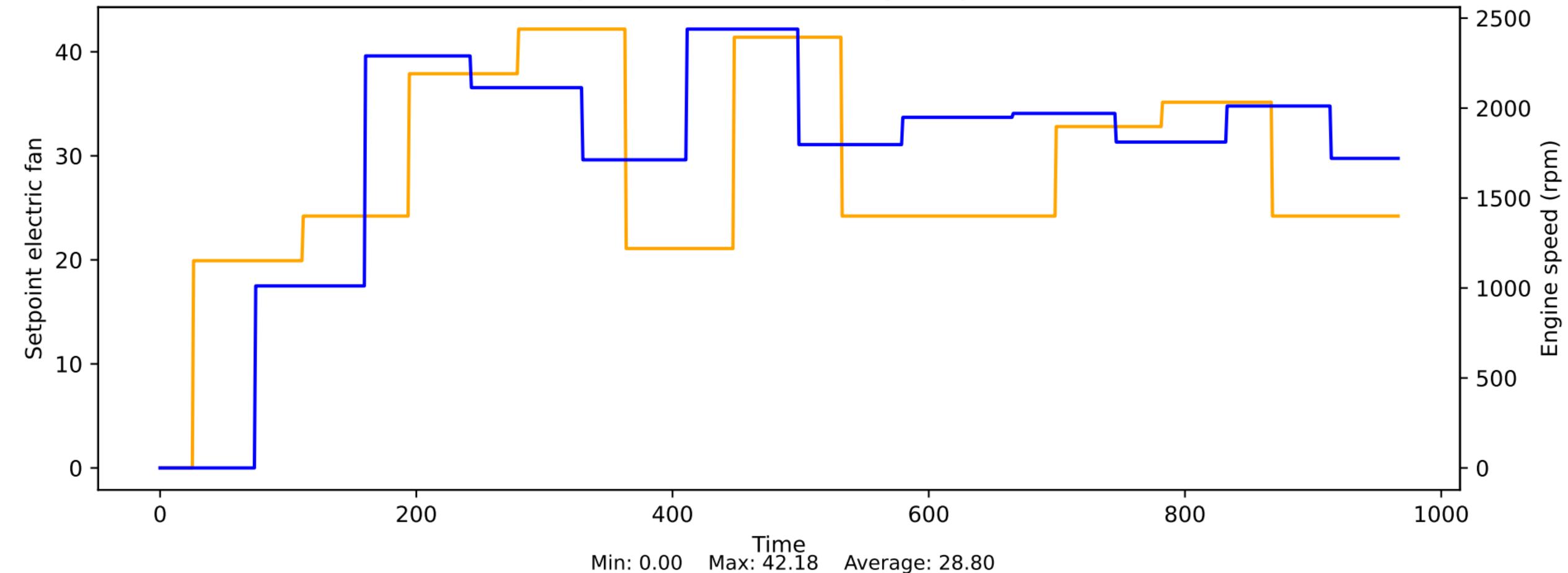
# Sensor voltage position sensor electrical wastegate vs Engine speed



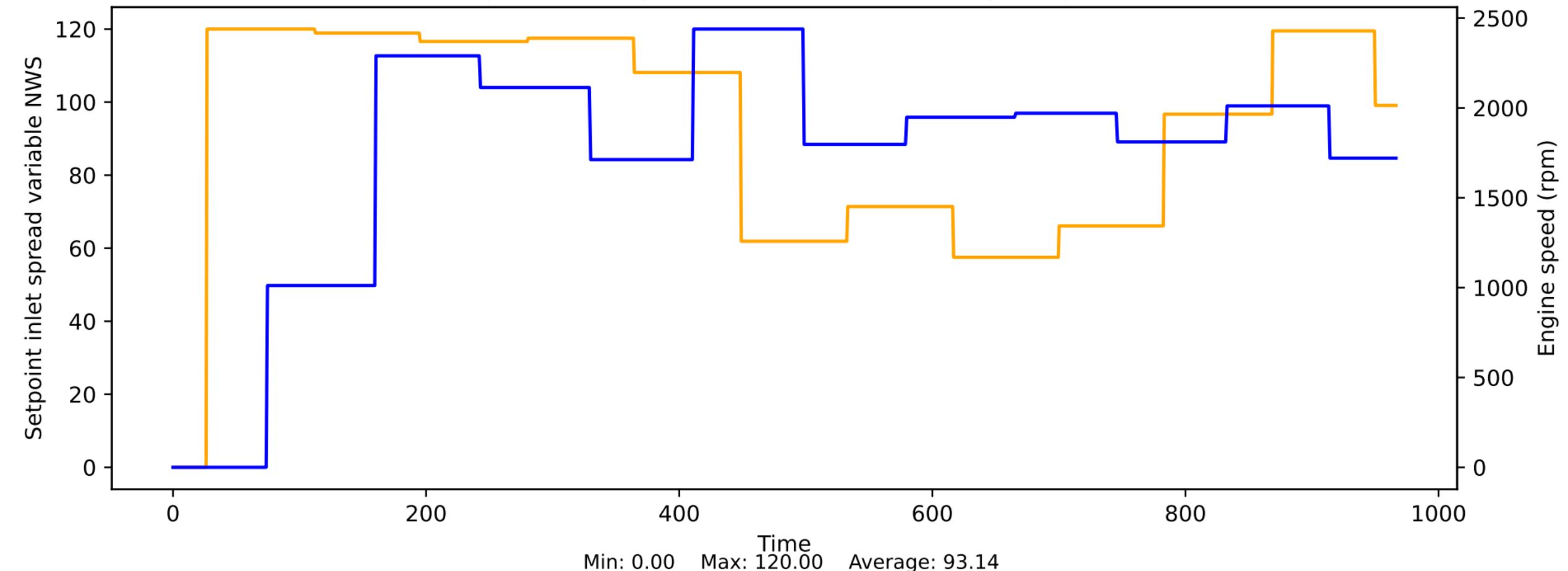
# Setpoint eccentric angle VVT vs Engine speed



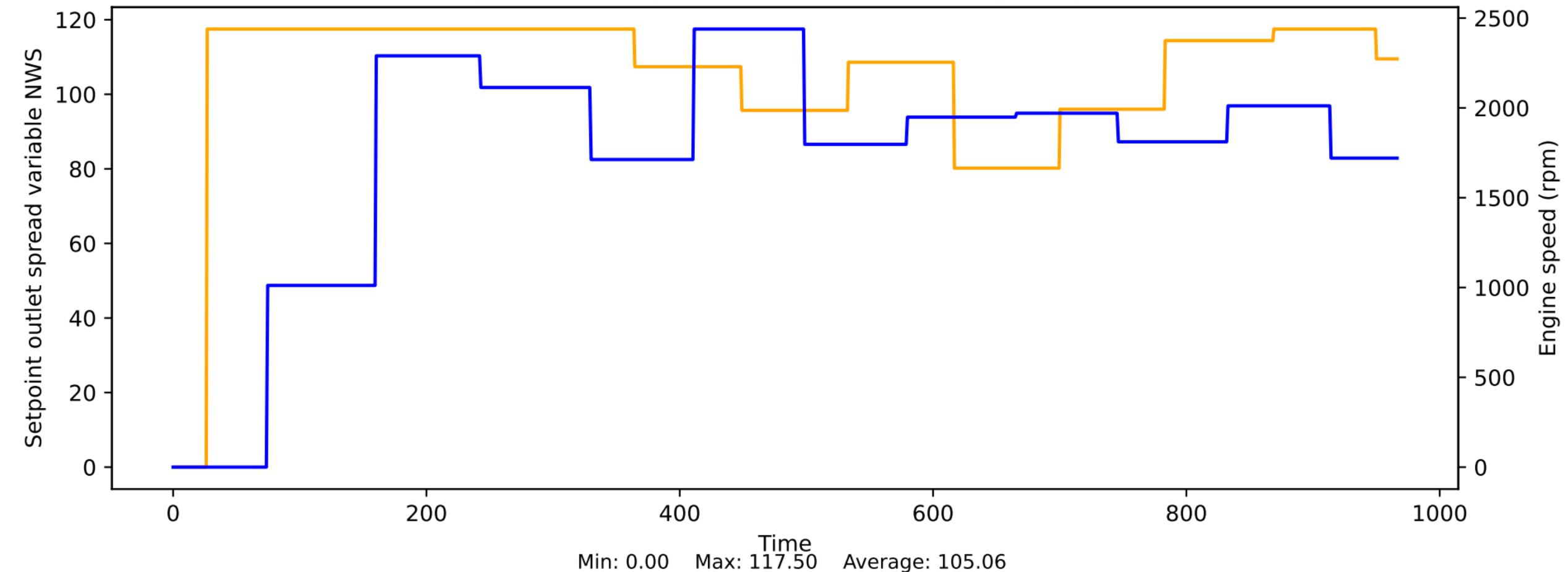
### Setpoint electric fan vs Engine speed



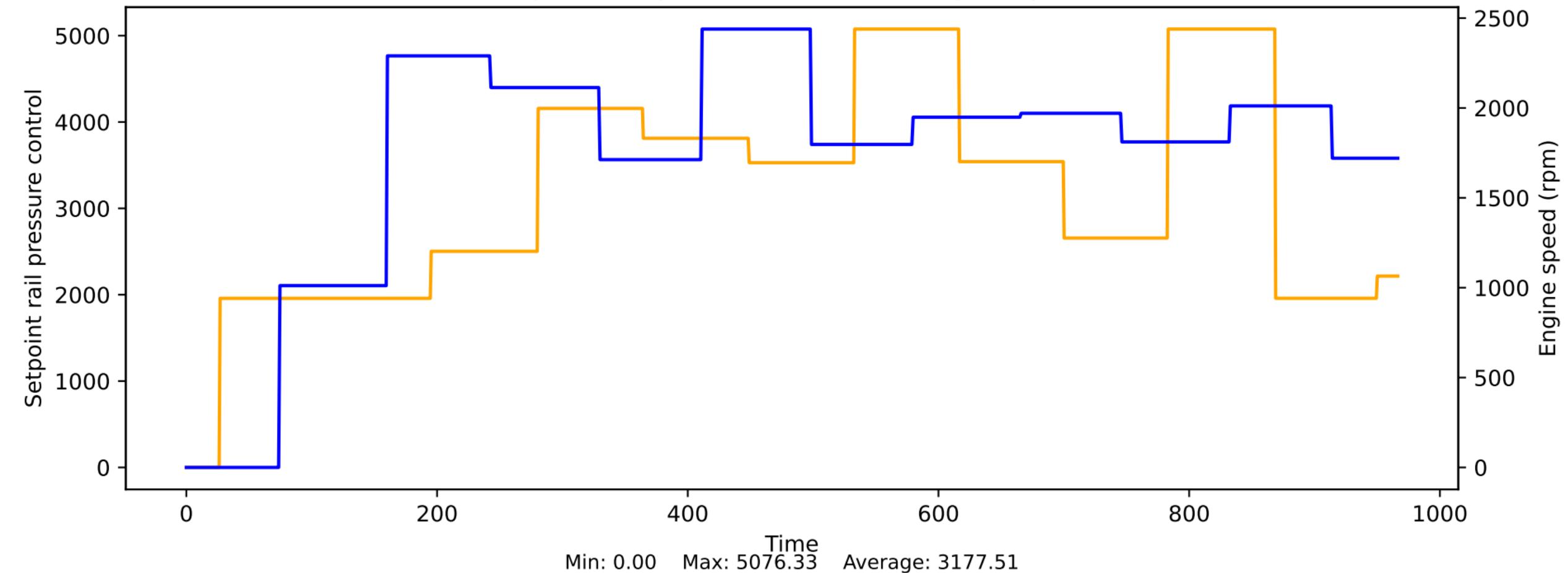
### Setpoint inlet spread variable NWS vs Engine speed



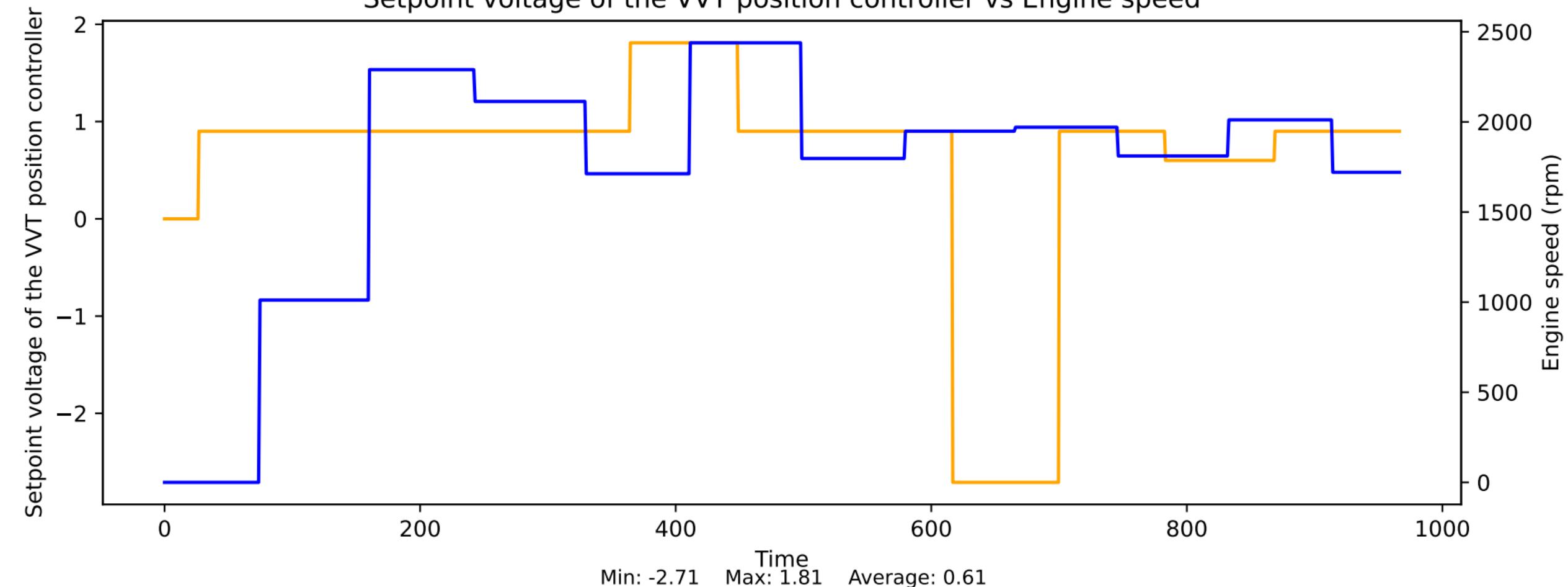
### Setpoint outlet spread variable NWS vs Engine speed



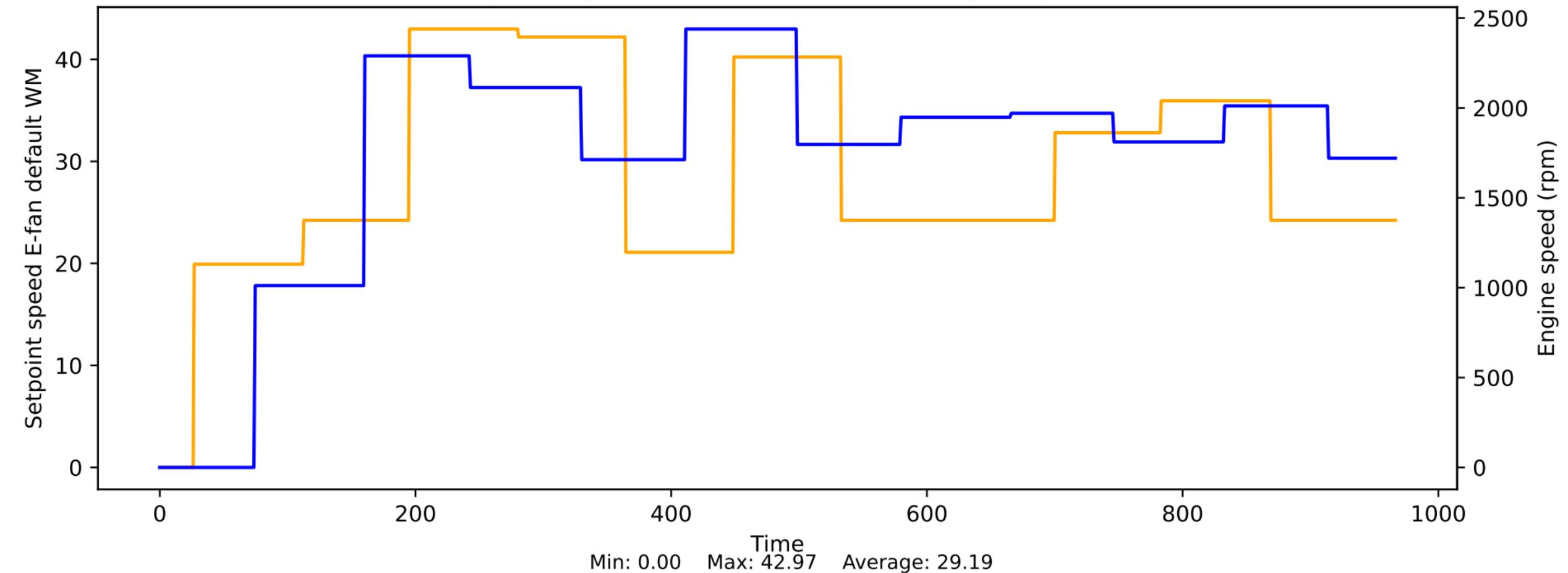
### Setpoint rail pressure control vs Engine speed



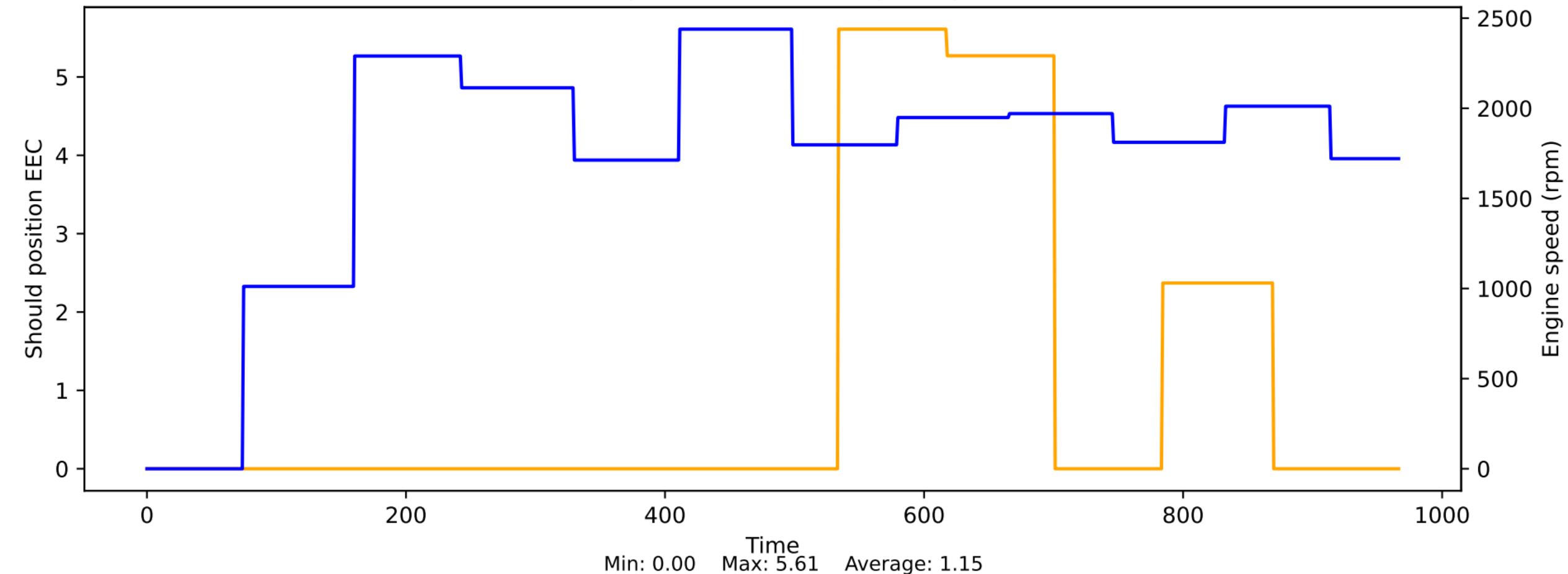
### Setpoint voltage of the VVT position controller vs Engine speed



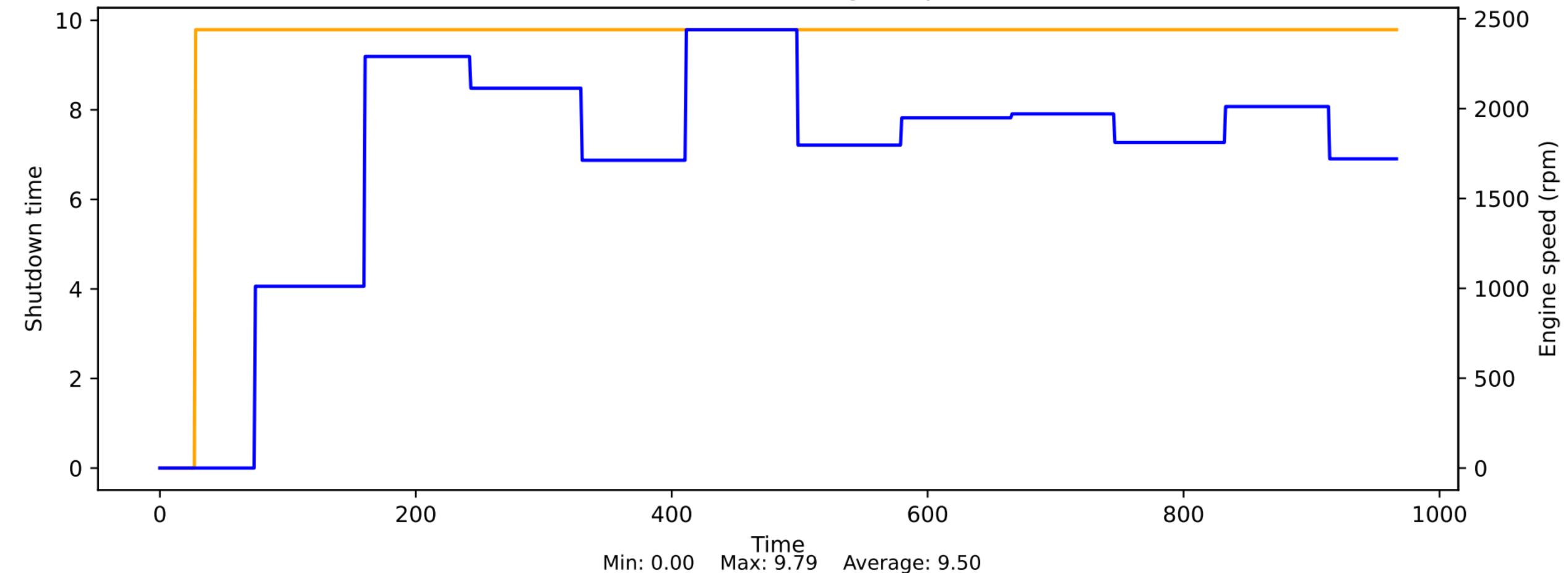
### Setpoint speed E-fan default WM vs Engine speed



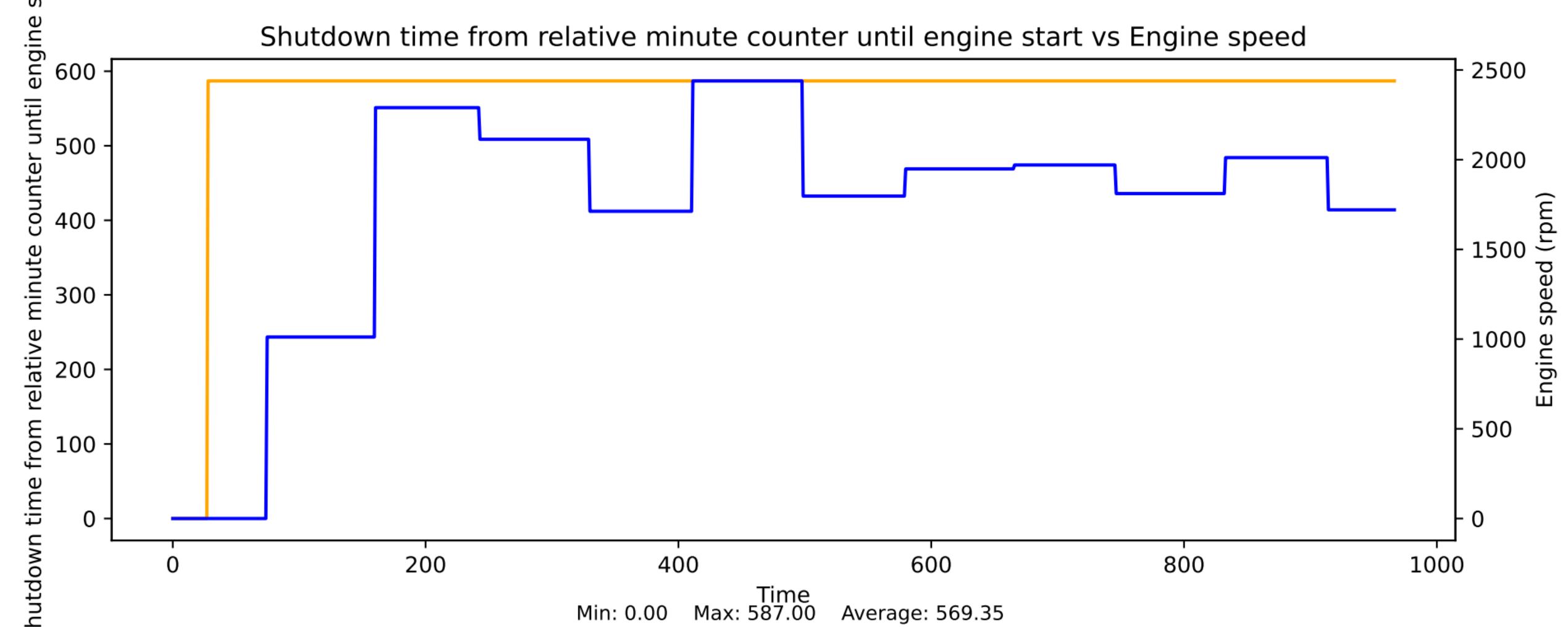
## Should position EEC vs Engine speed



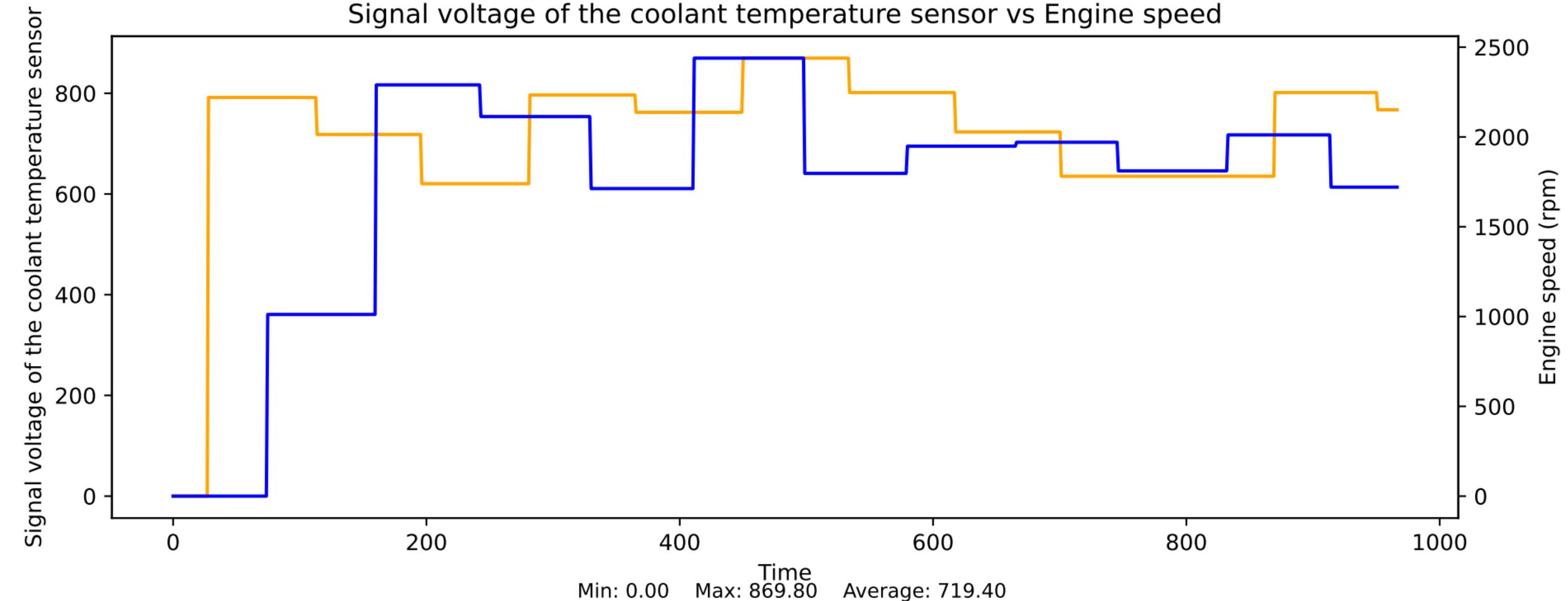
### Shutdown time vs Engine speed



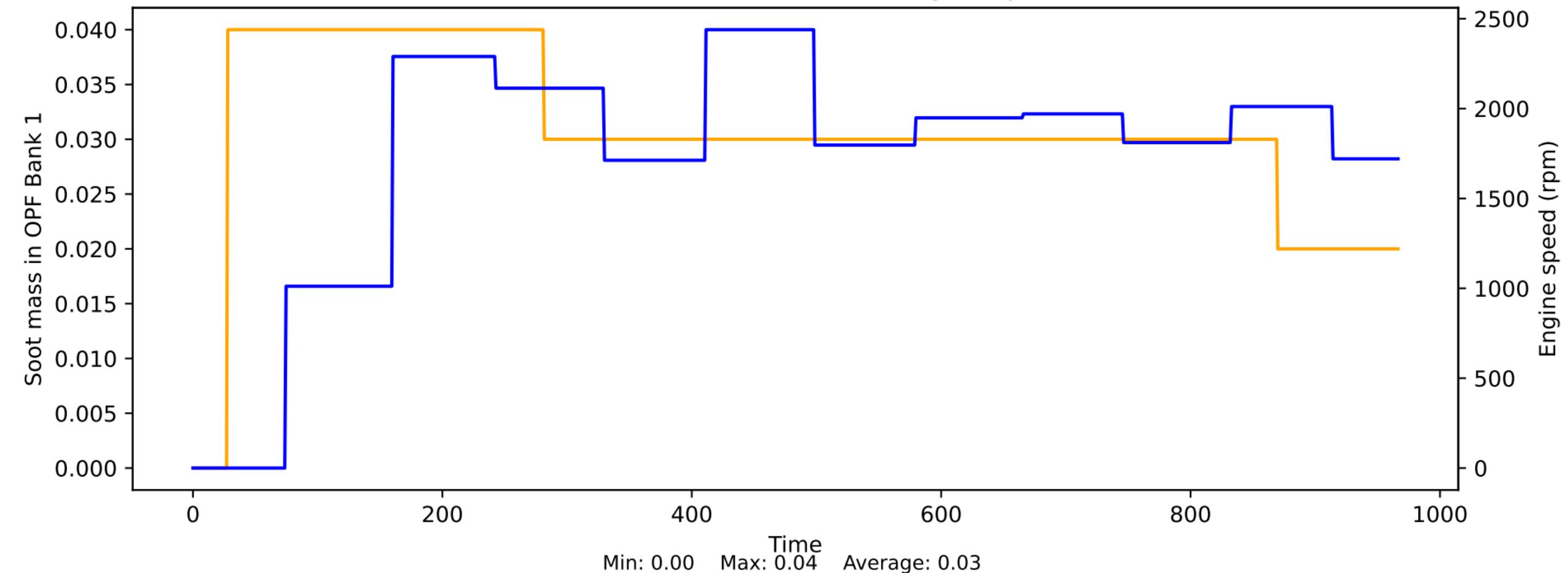
# Shutdown time from relative minute counter until engine start vs Engine speed



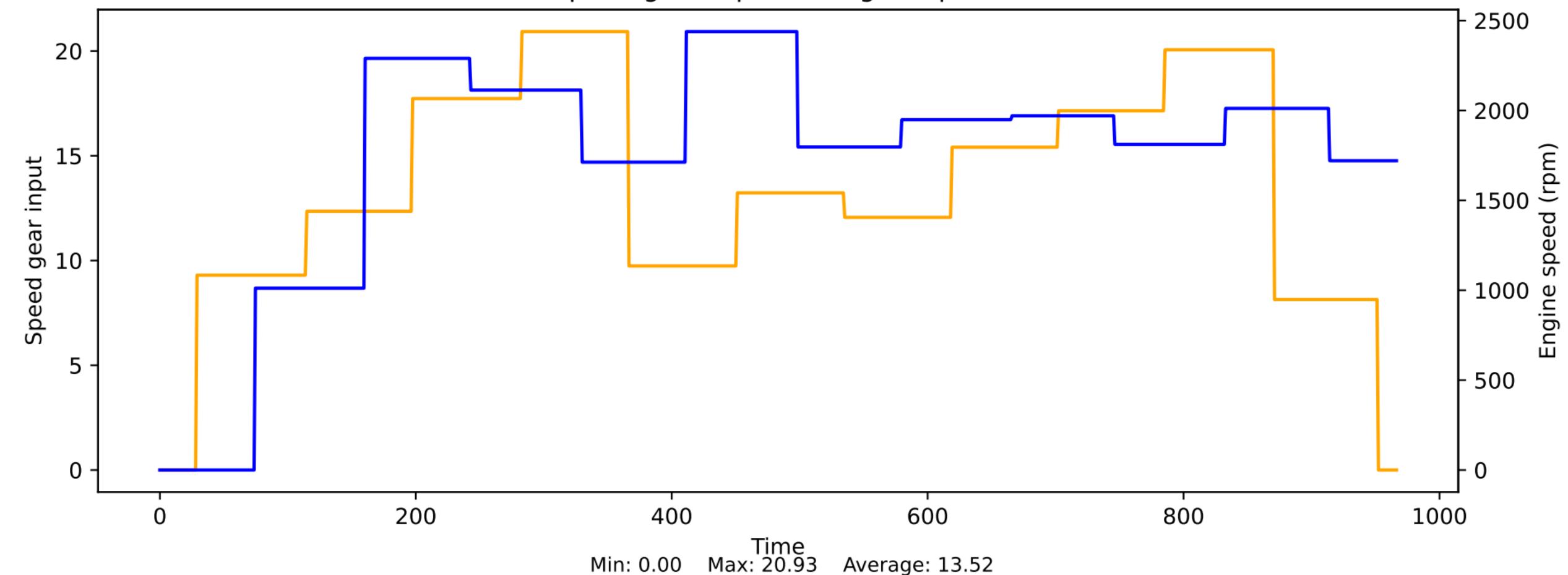
## Signal voltage of the coolant temperature sensor vs Engine speed



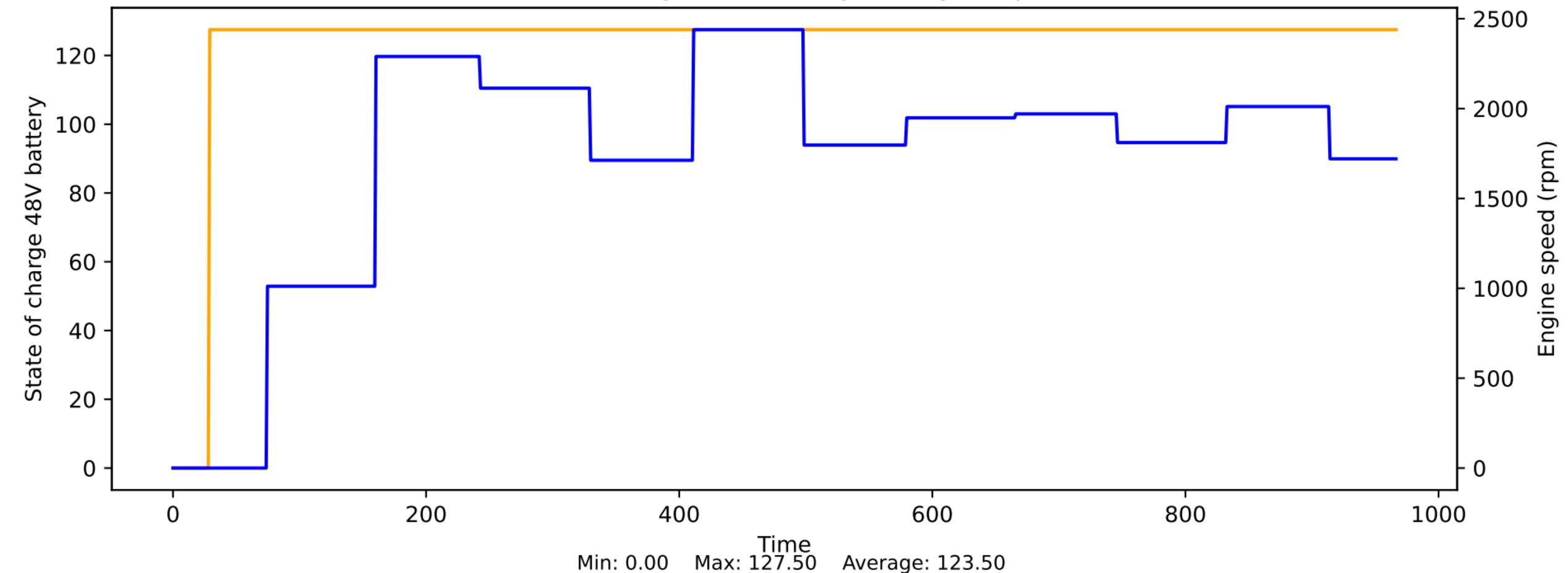
### Soot mass in OPF Bank 1 vs Engine speed



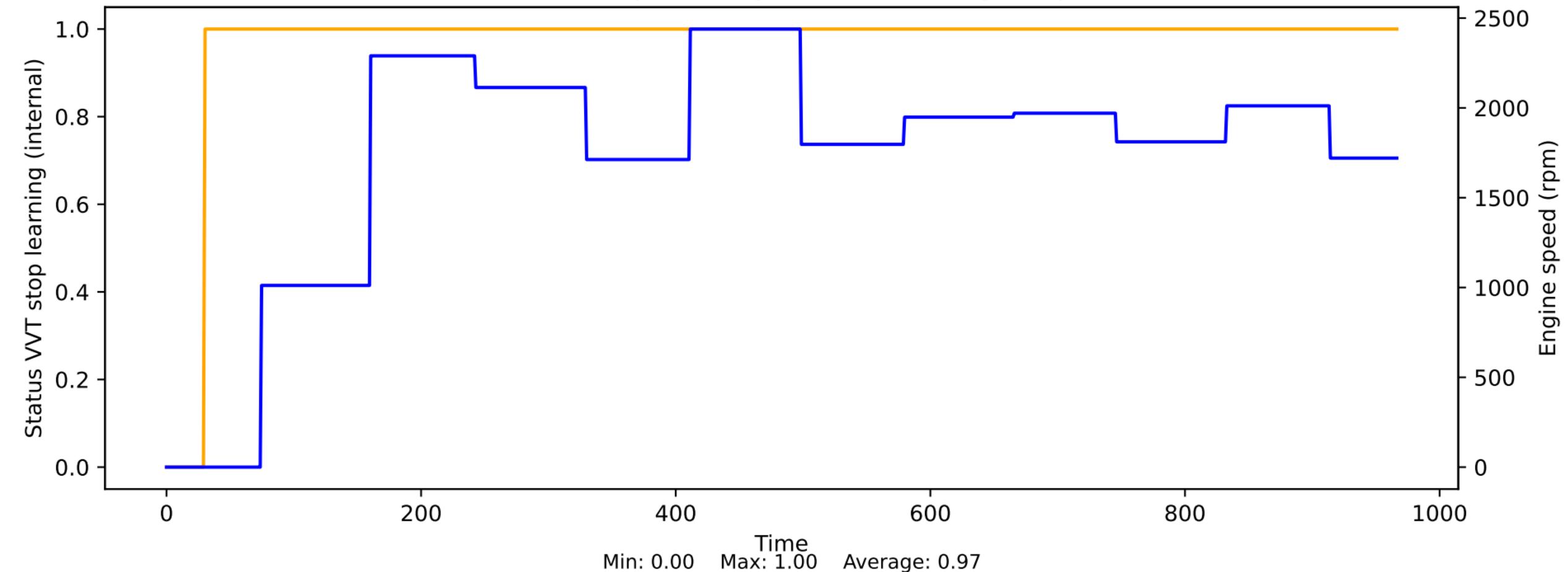
## Speed gear input vs Engine speed



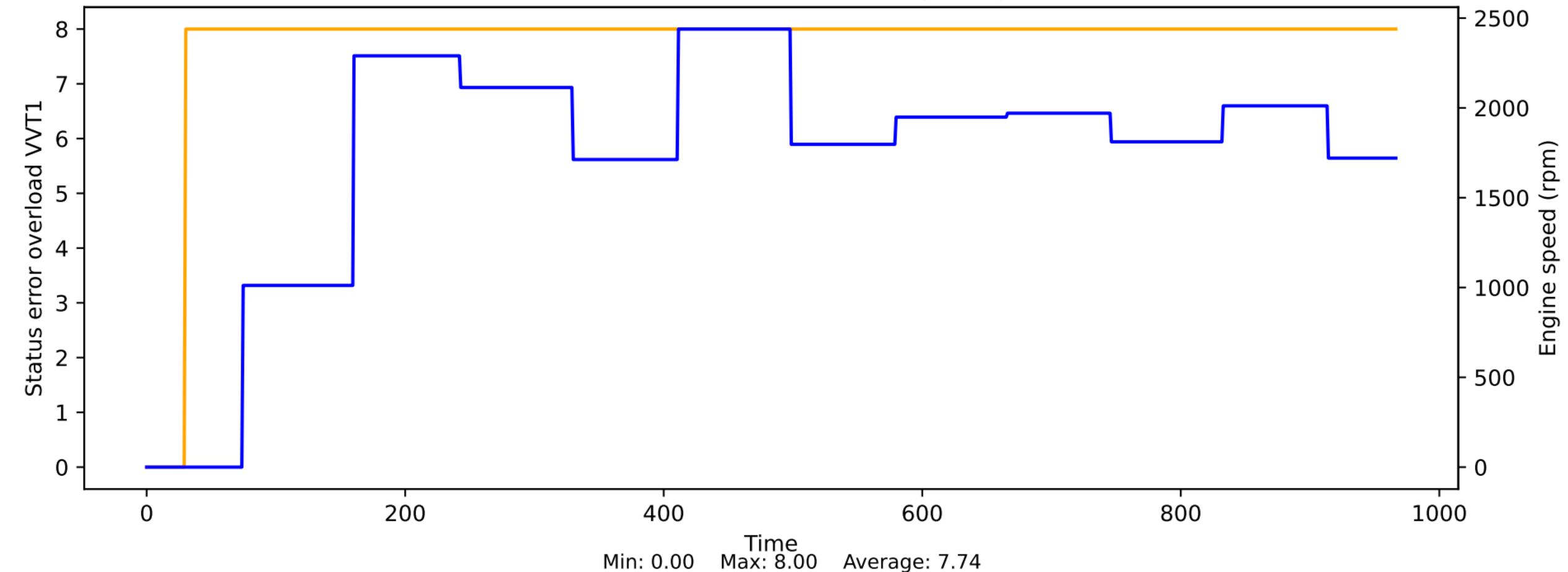
## State of charge 48V battery vs Engine speed



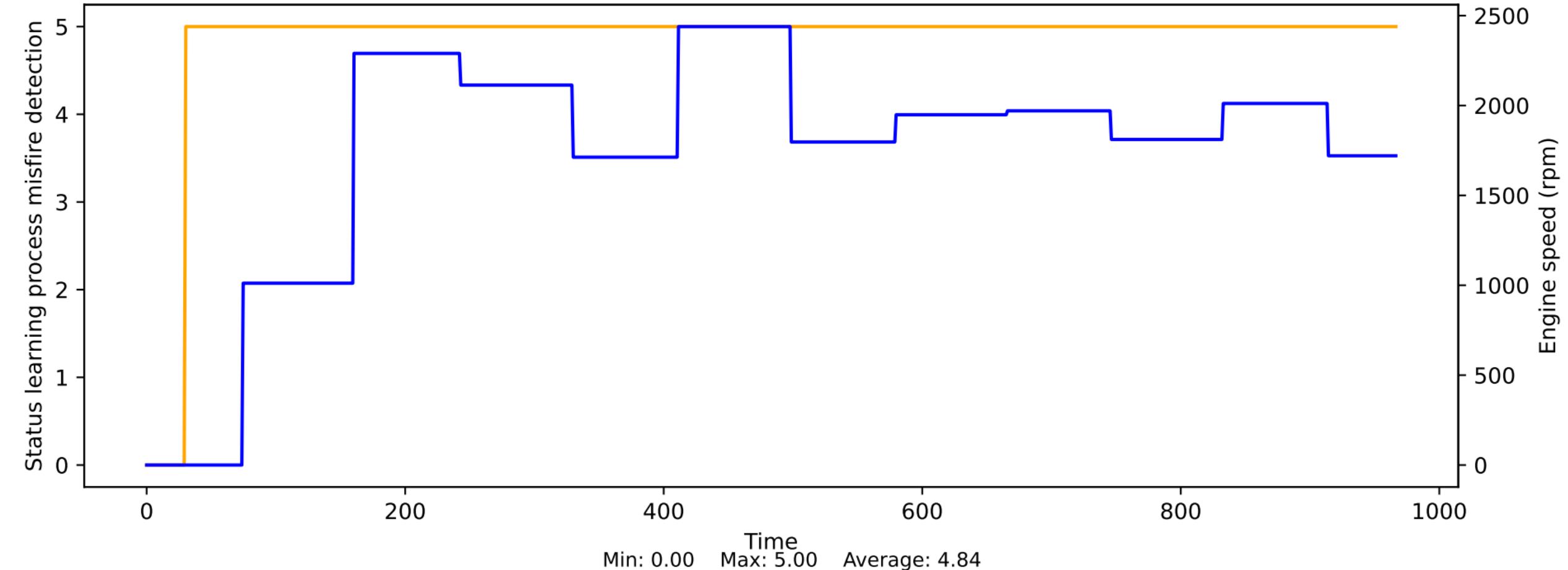
### Status VVT stop learning (internal) vs Engine speed



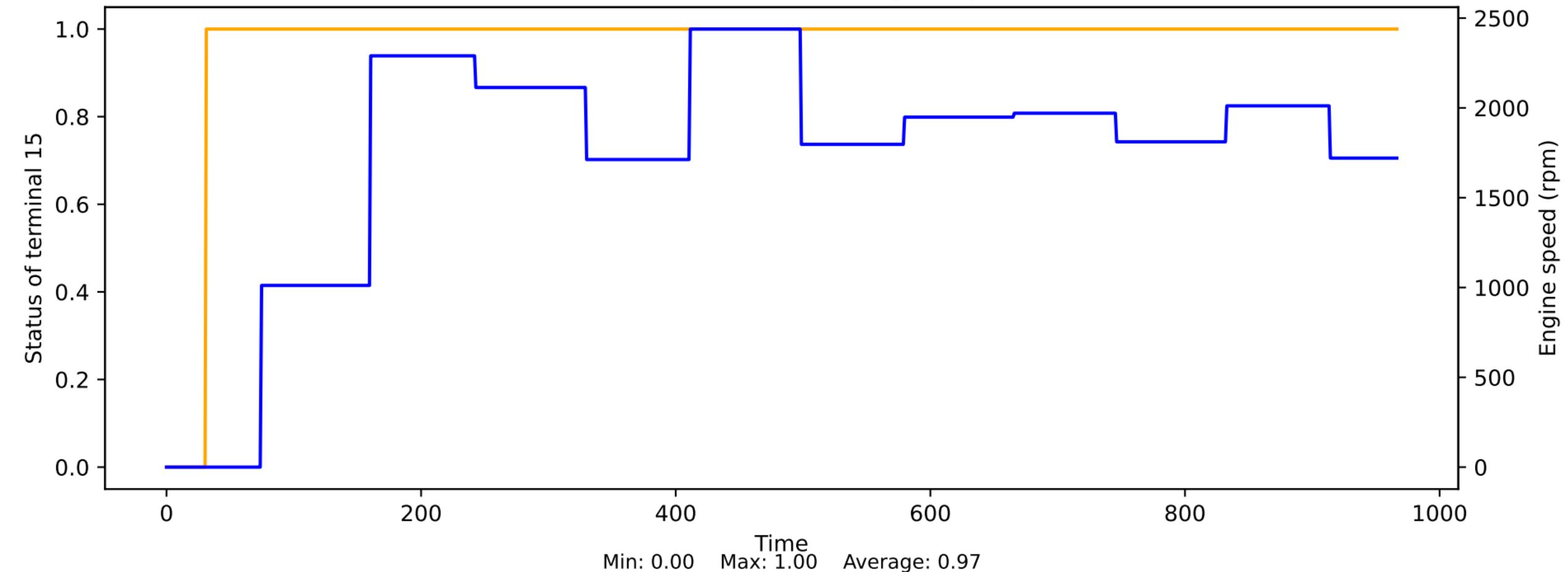
# Status error overload VVT1 vs Engine speed



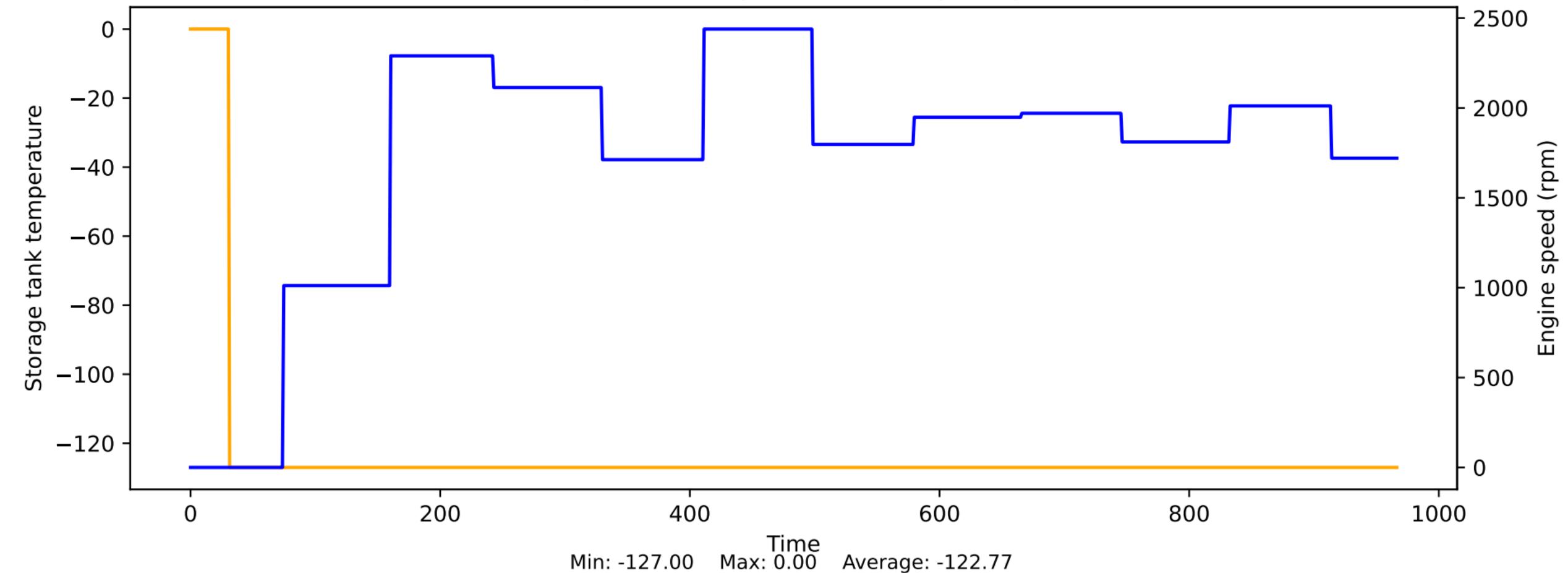
### Status learning process misfire detection vs Engine speed



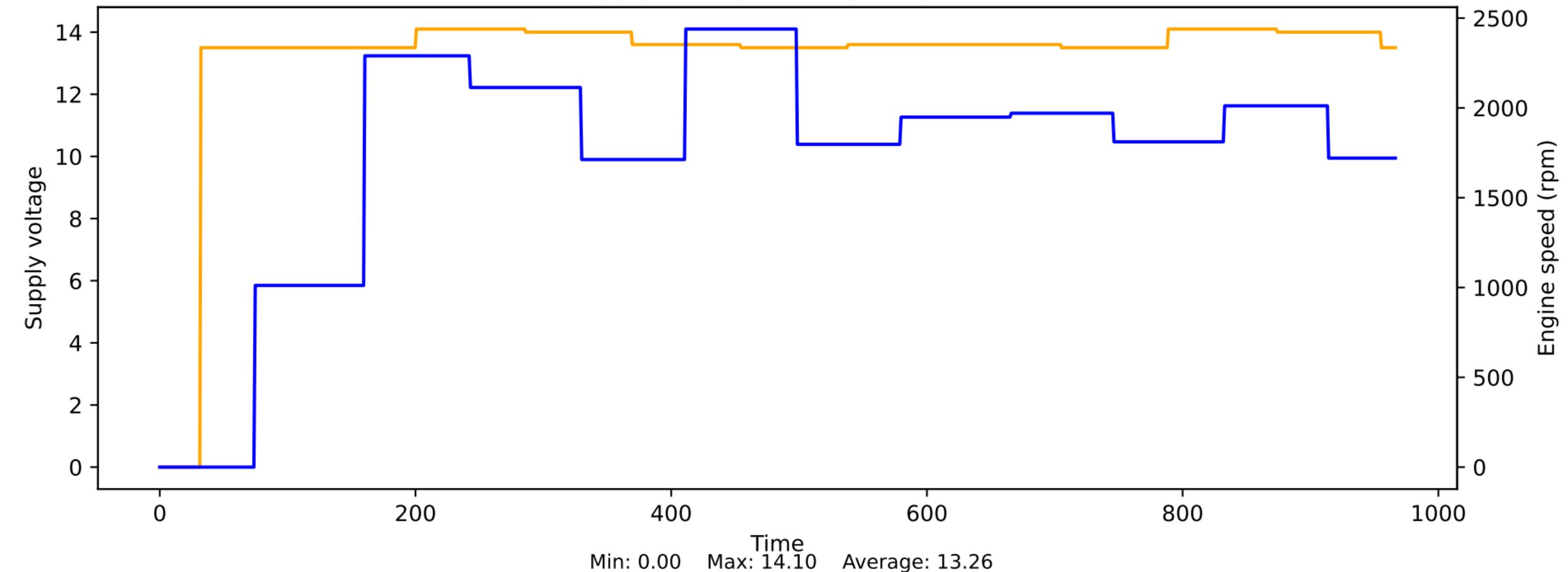
### Status of terminal 15 vs Engine speed



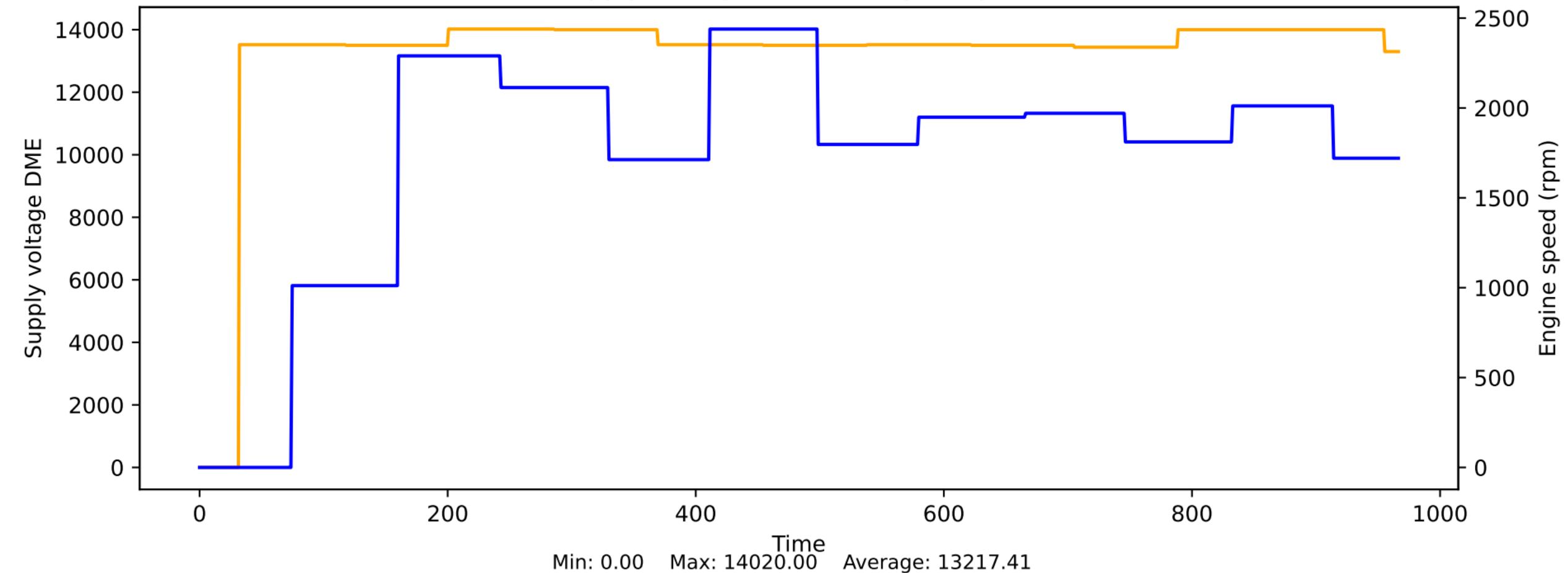
### Storage tank temperature vs Engine speed



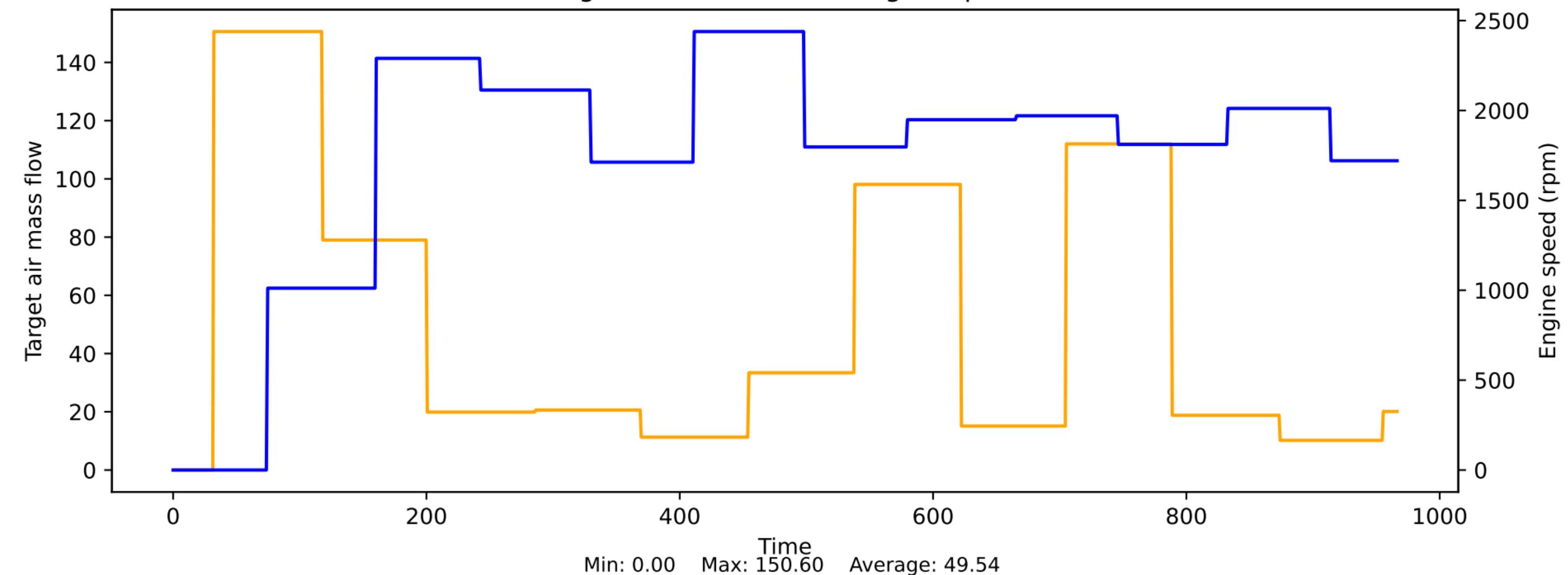
### Supply voltage vs Engine speed



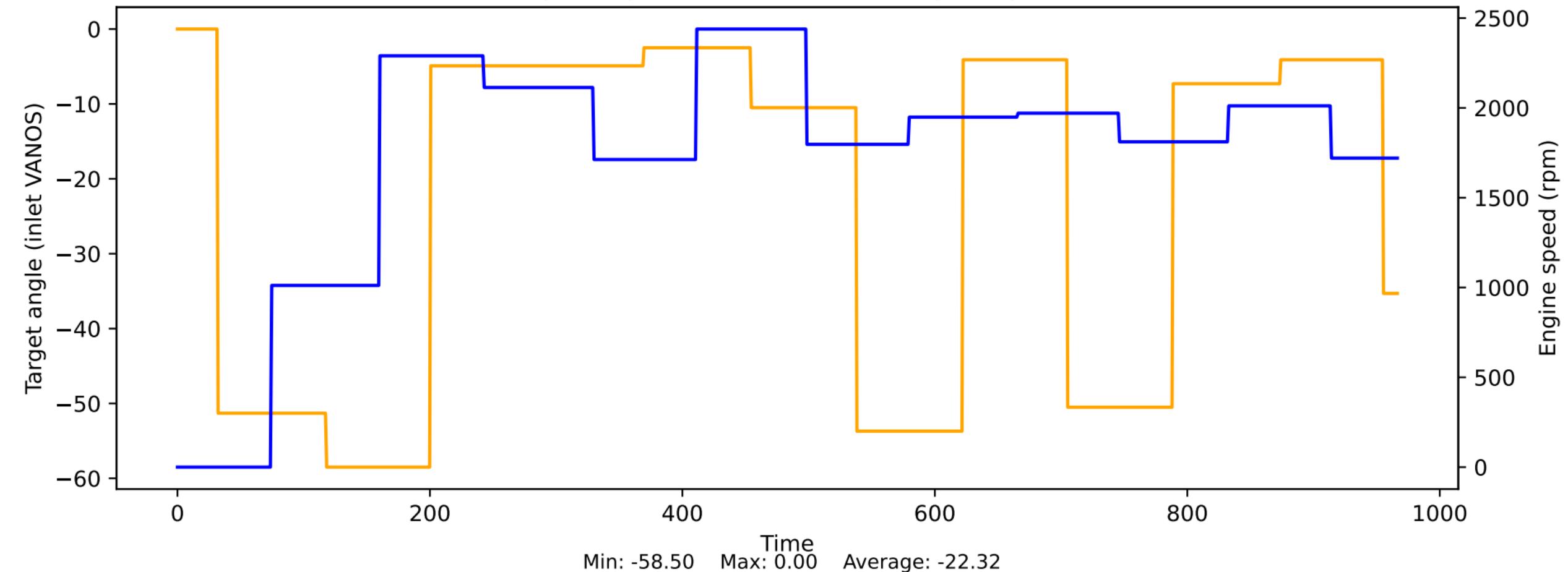
### Supply voltage DME vs Engine speed



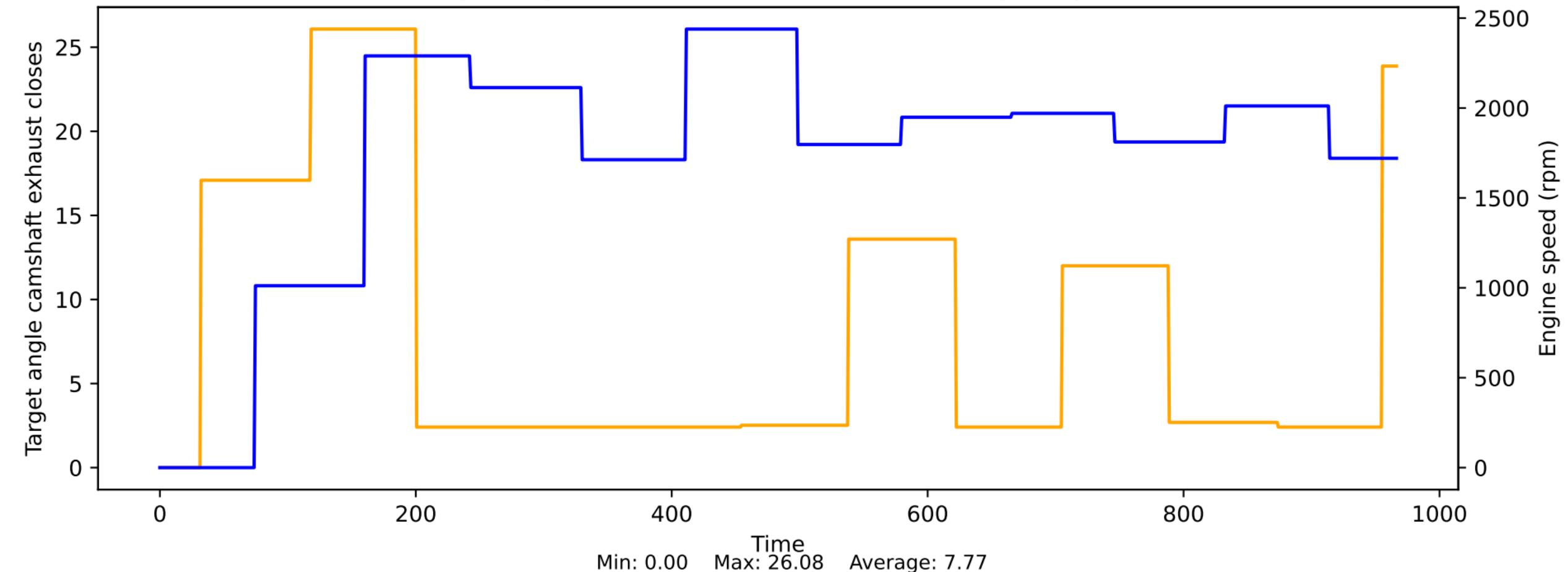
### Target air mass flow vs Engine speed



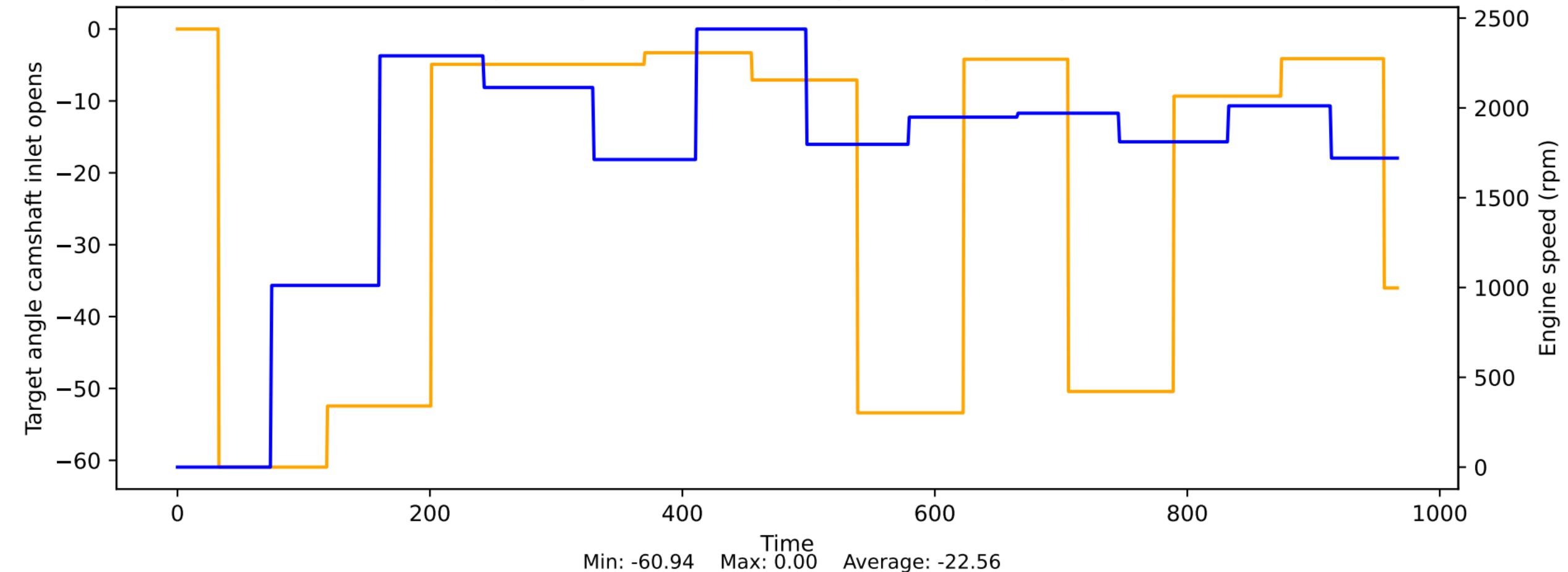
### Target angle (inlet VANOS) vs Engine speed



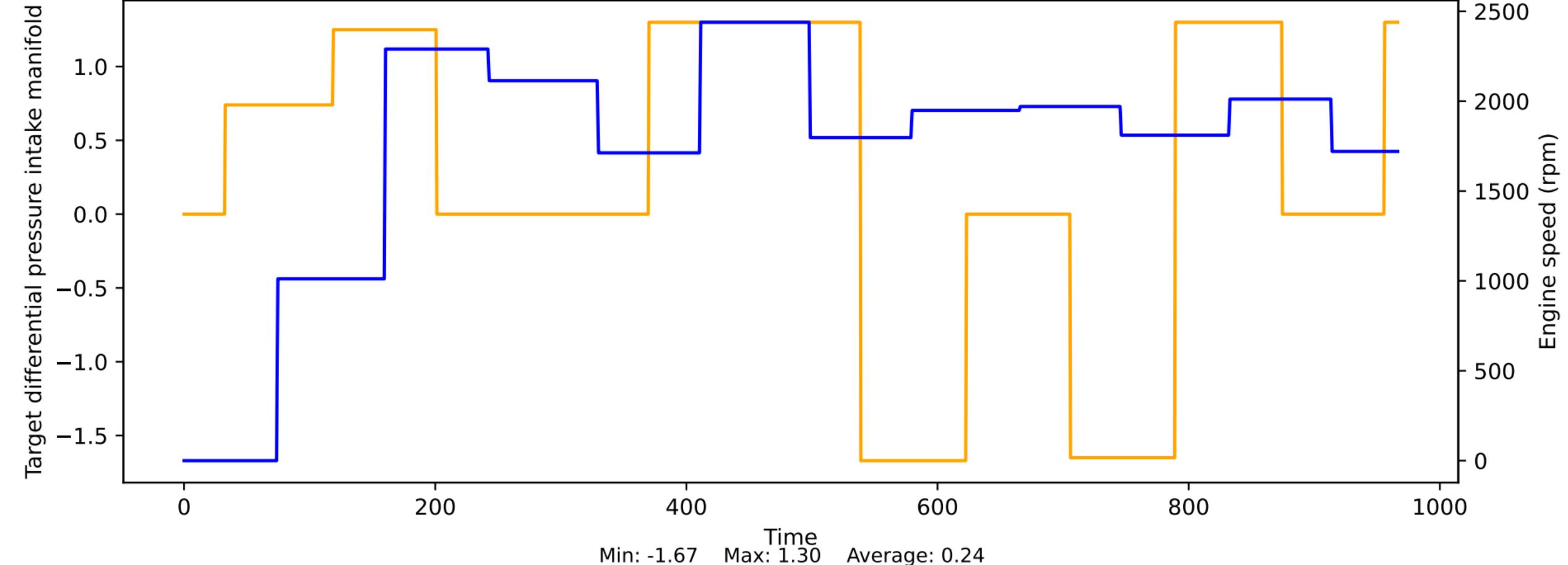
# Target angle camshaft exhaust closes vs Engine speed



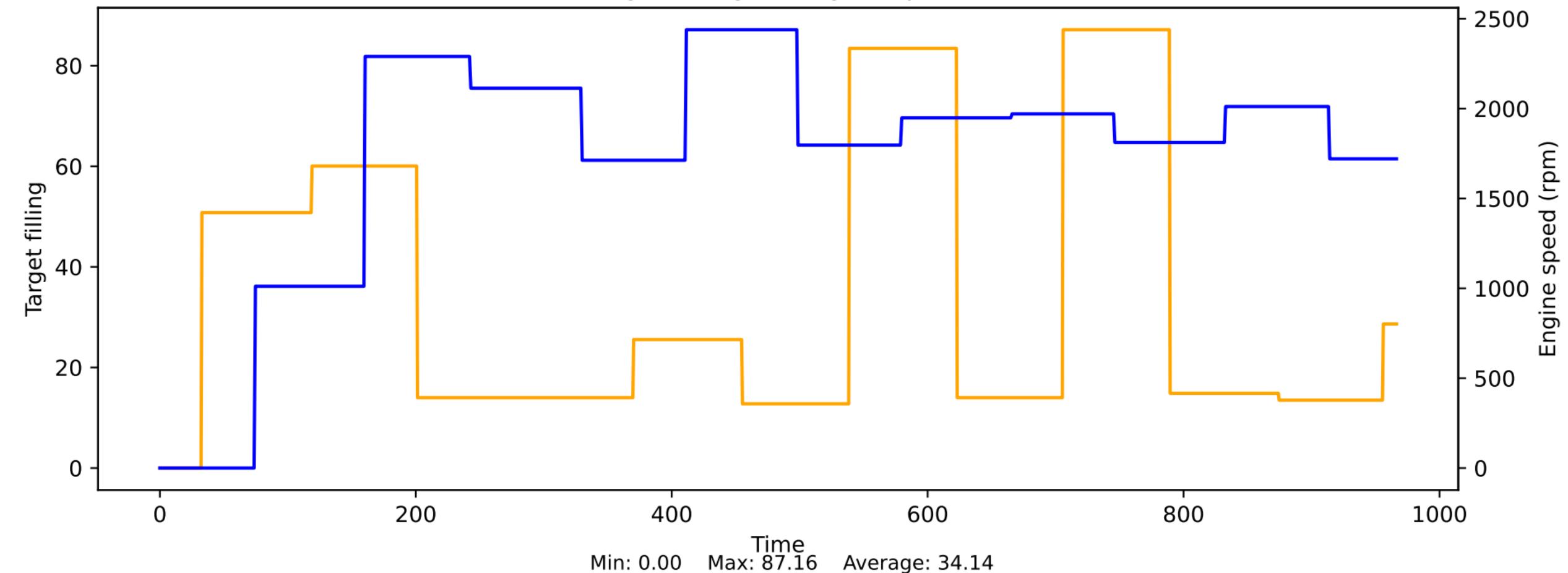
### Target angle camshaft inlet opens vs Engine speed



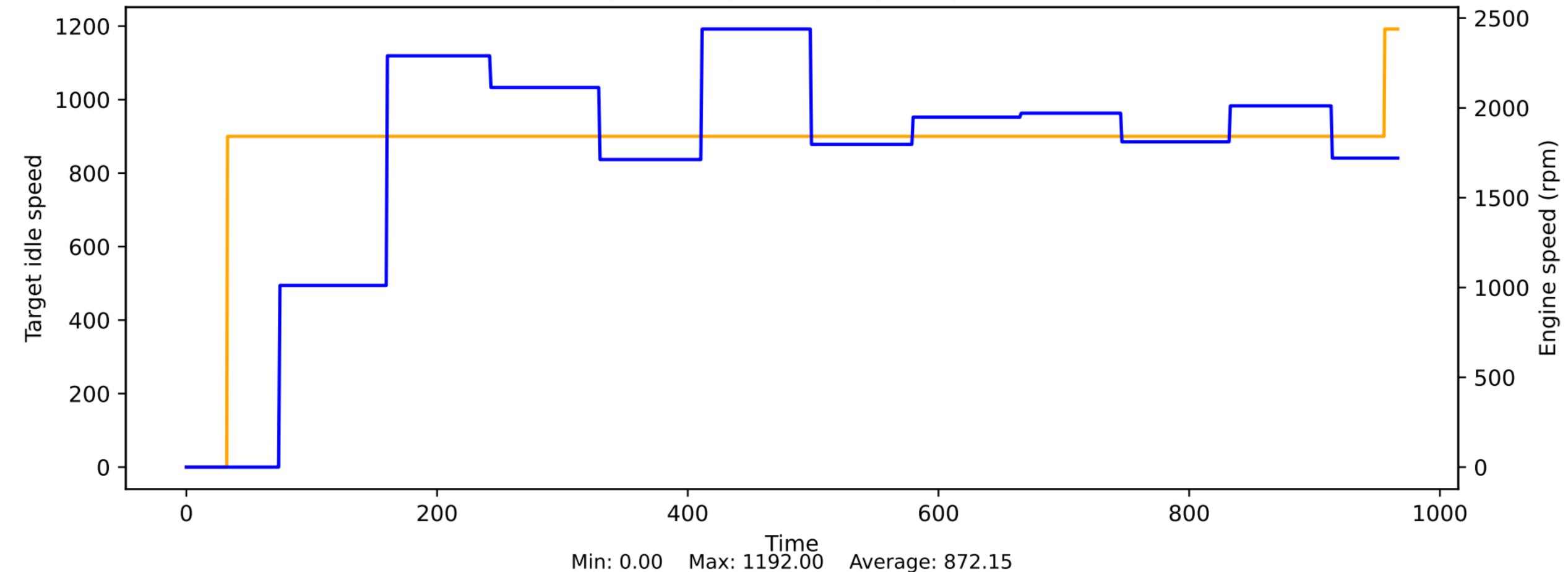
### Target differential pressure intake manifold vs Engine speed



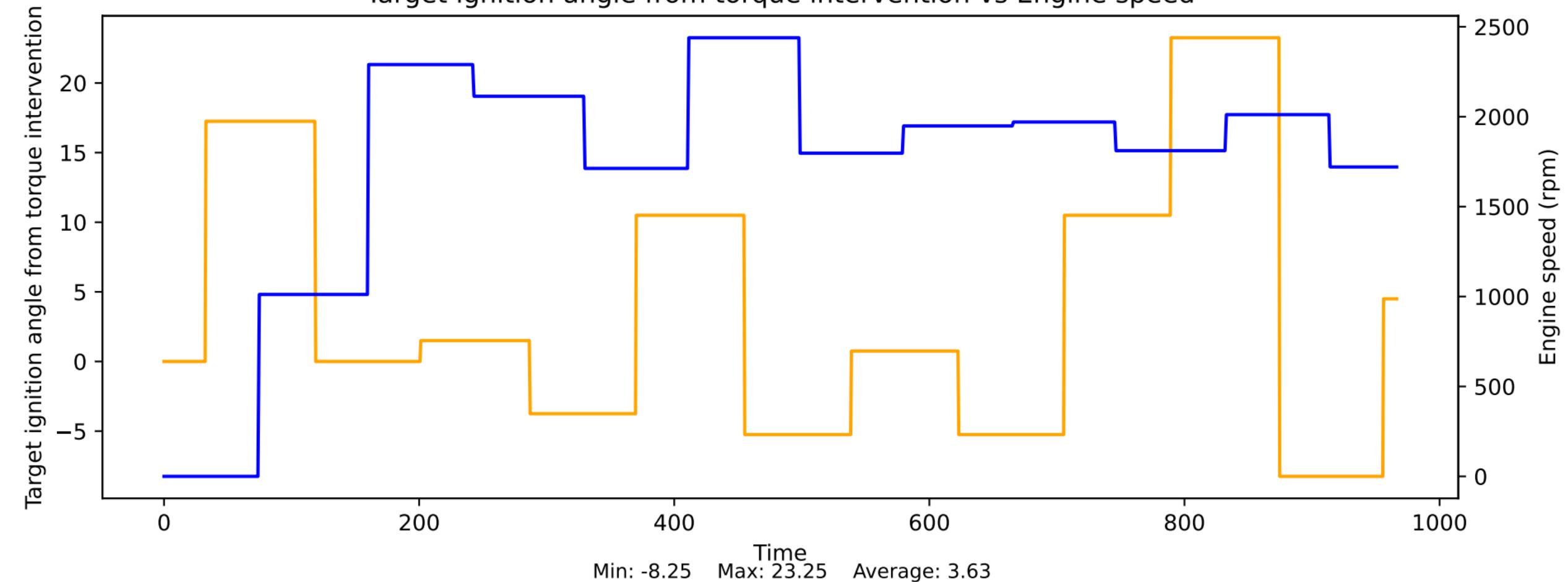
## Target filling vs Engine speed



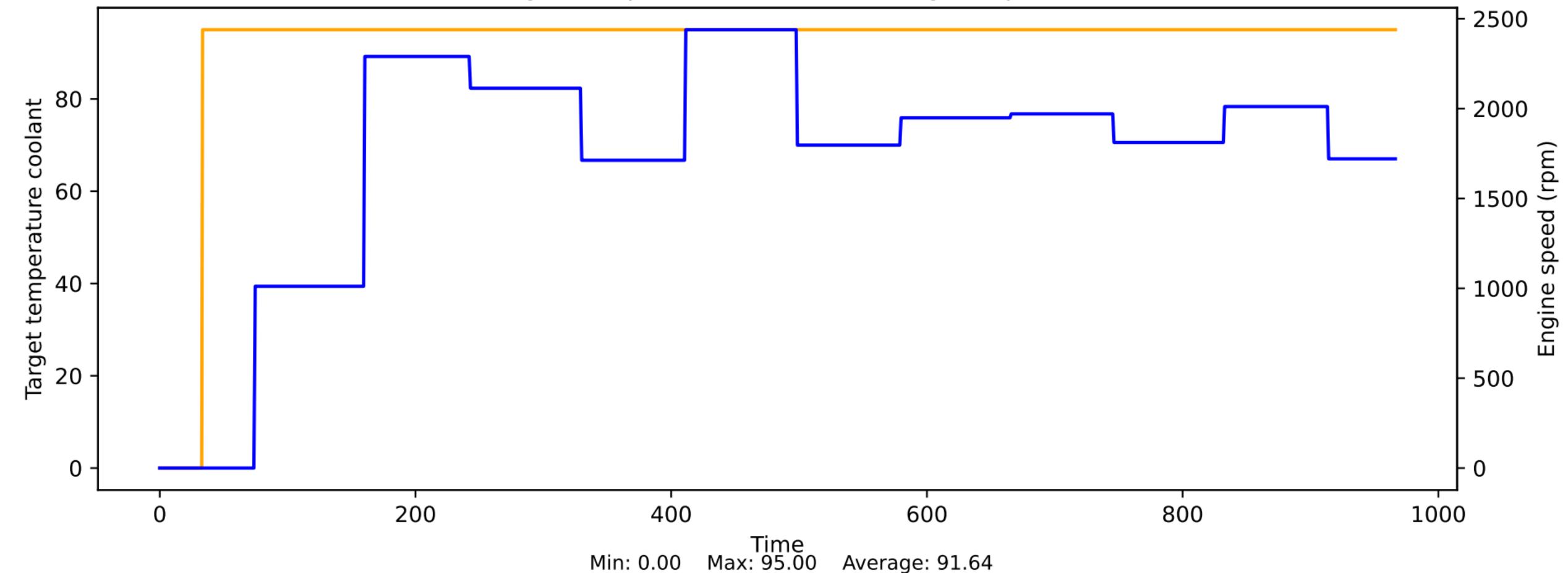
### Target idle speed vs Engine speed



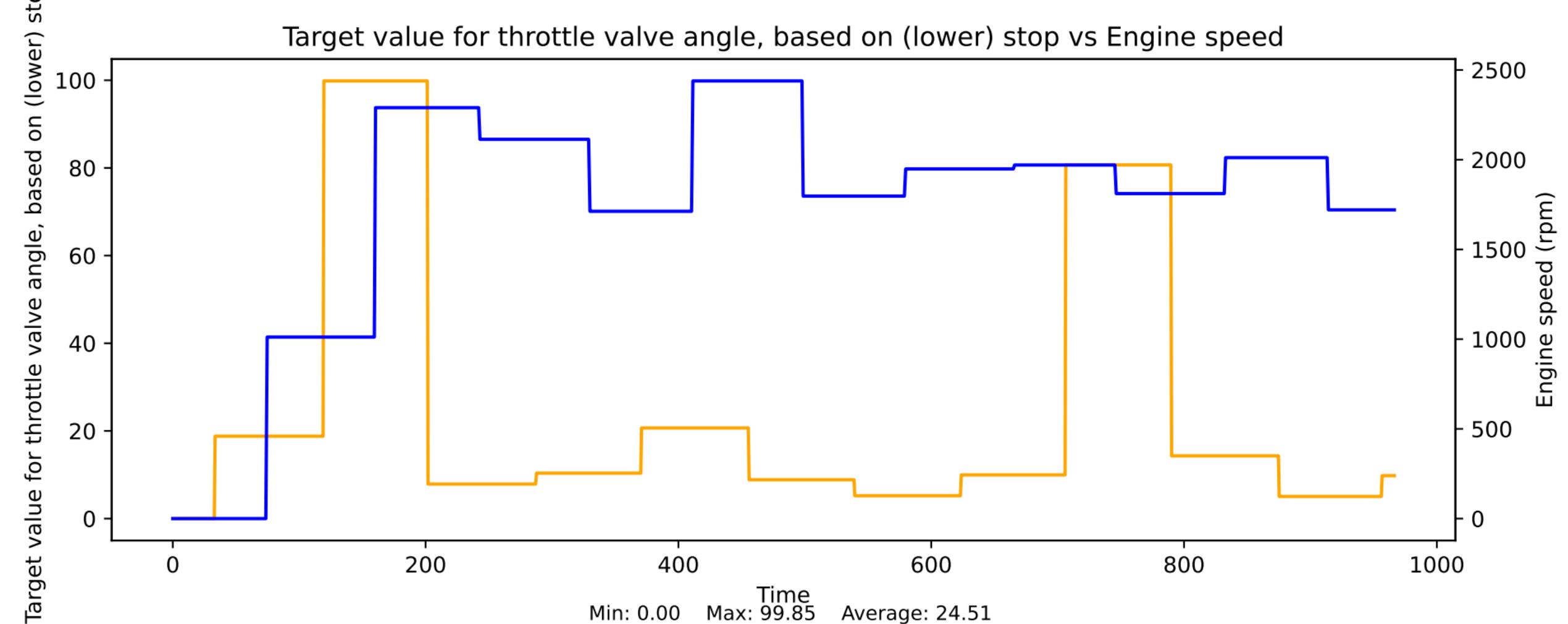
### Target ignition angle from torque intervention vs Engine speed



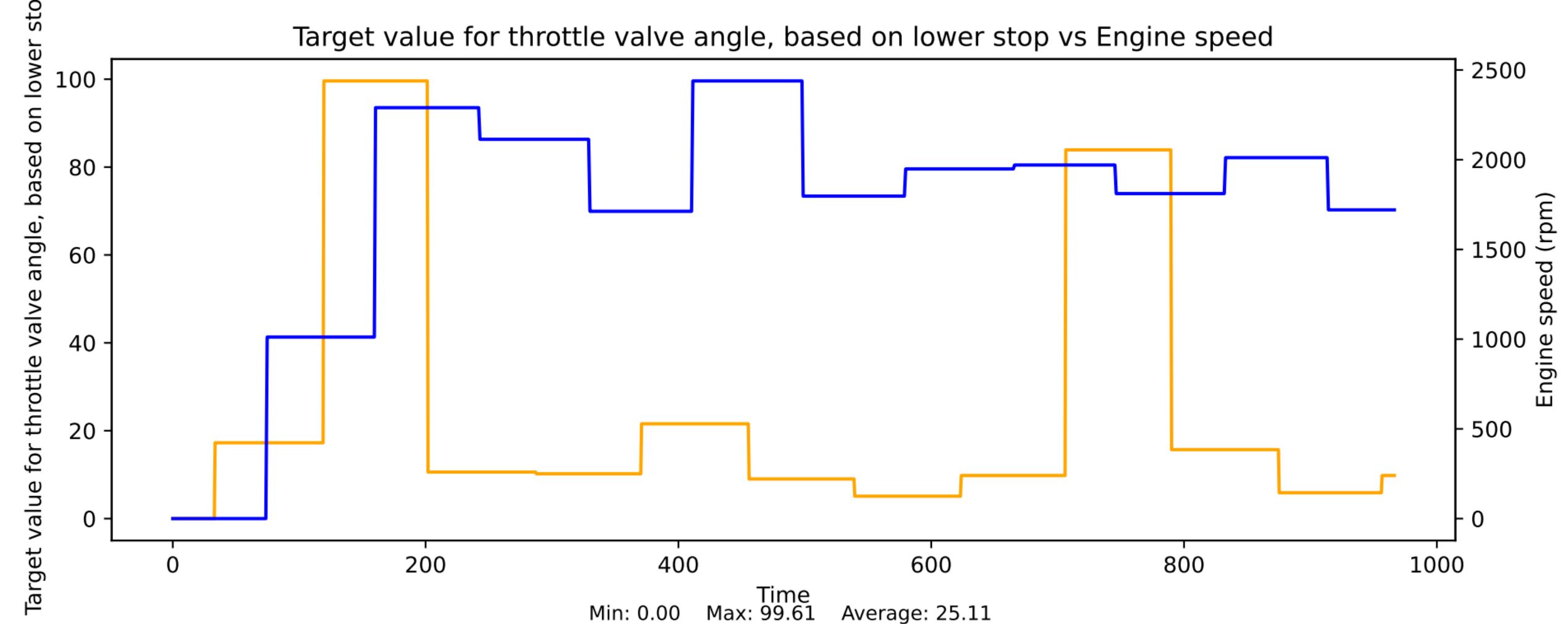
### Target temperature coolant vs Engine speed

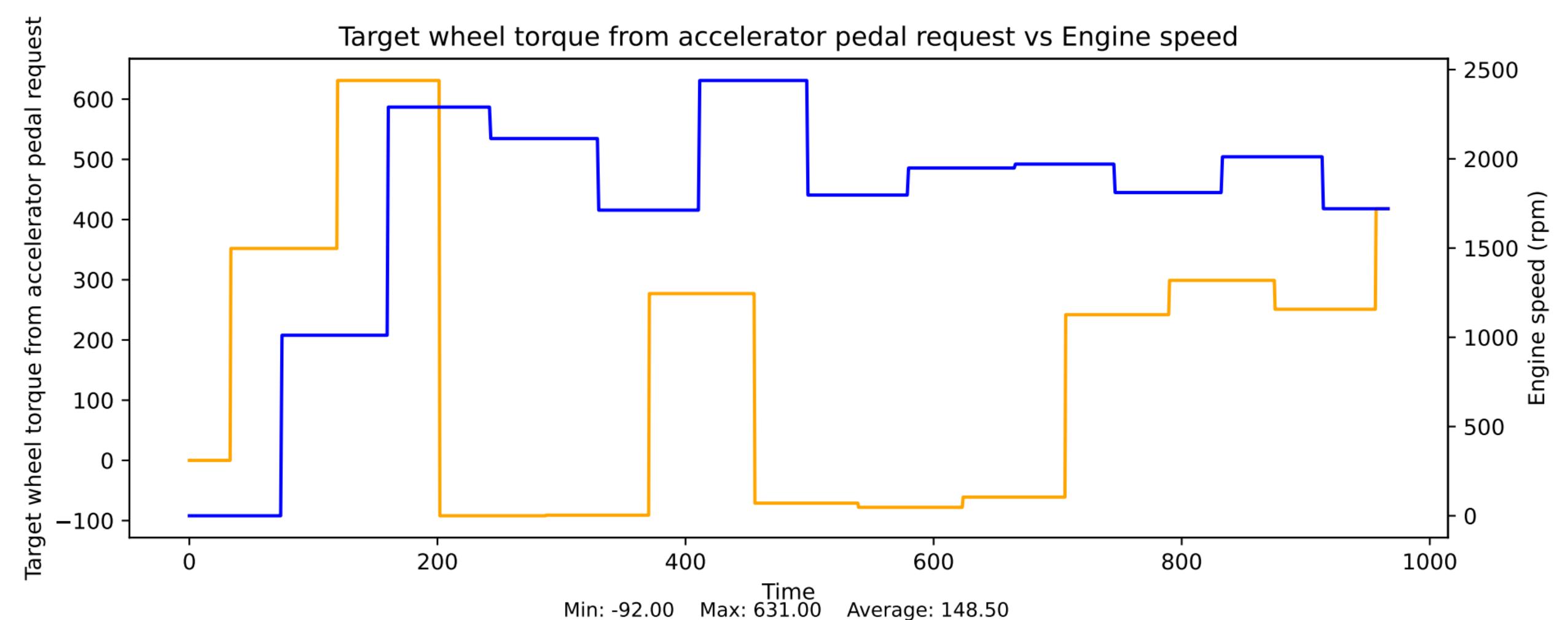


# Target value for throttle valve angle, based on (lower) stop vs Engine speed

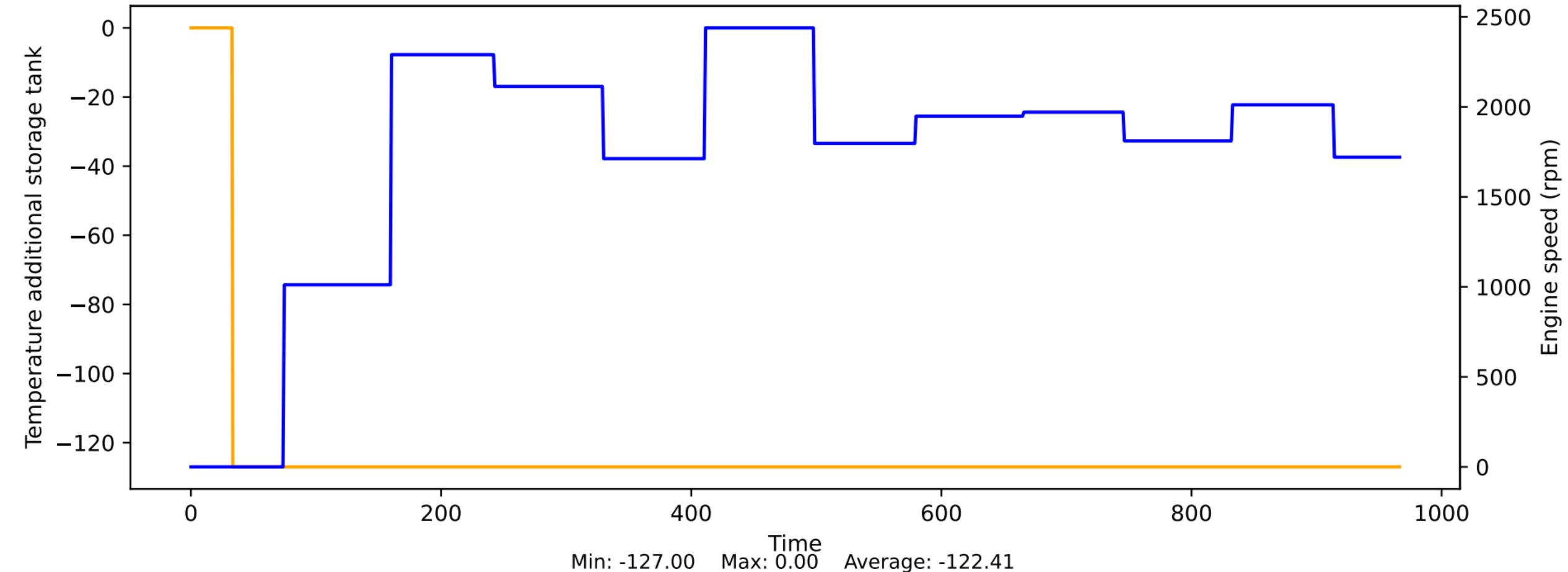


# Target value for throttle valve angle, based on lower stop vs Engine speed

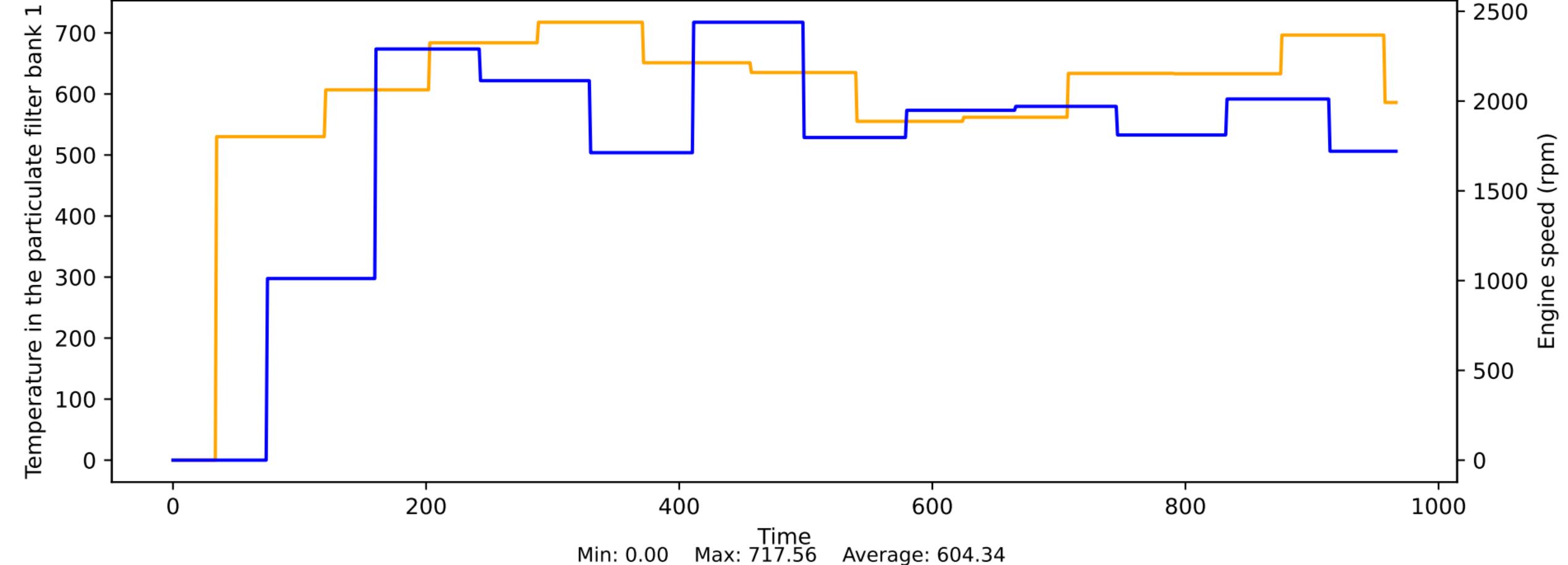




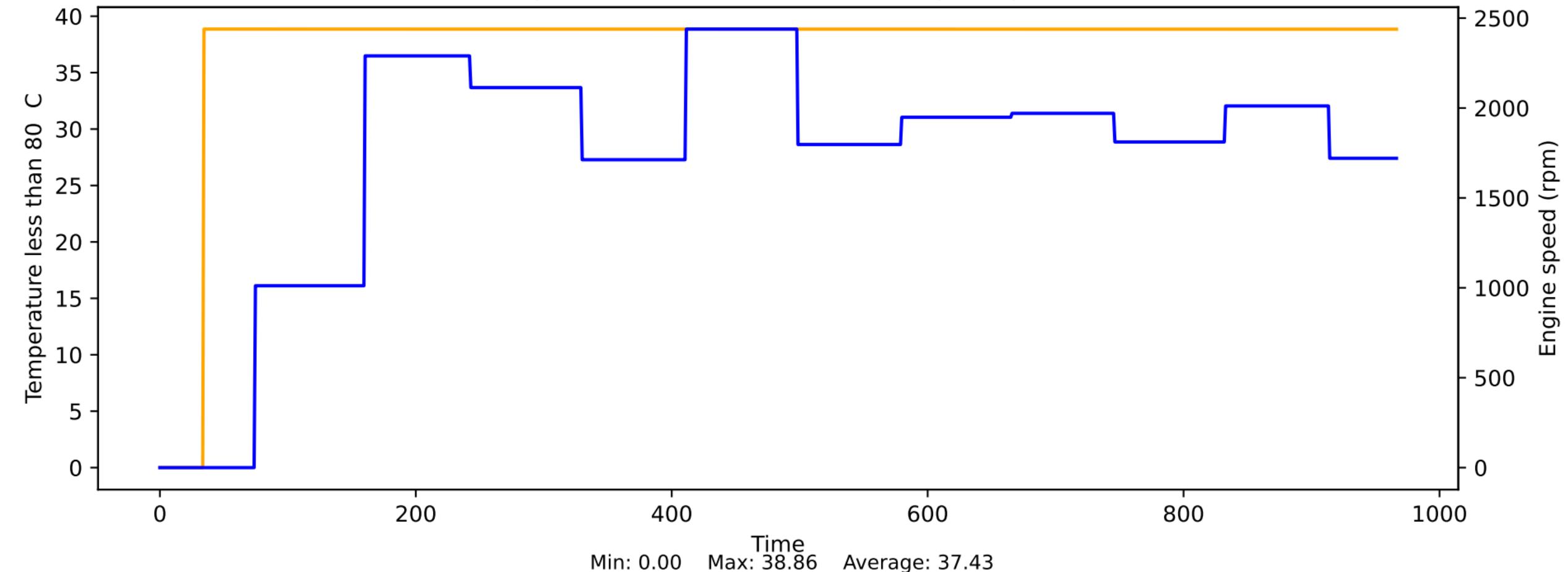
### Temperature additional storage tank vs Engine speed



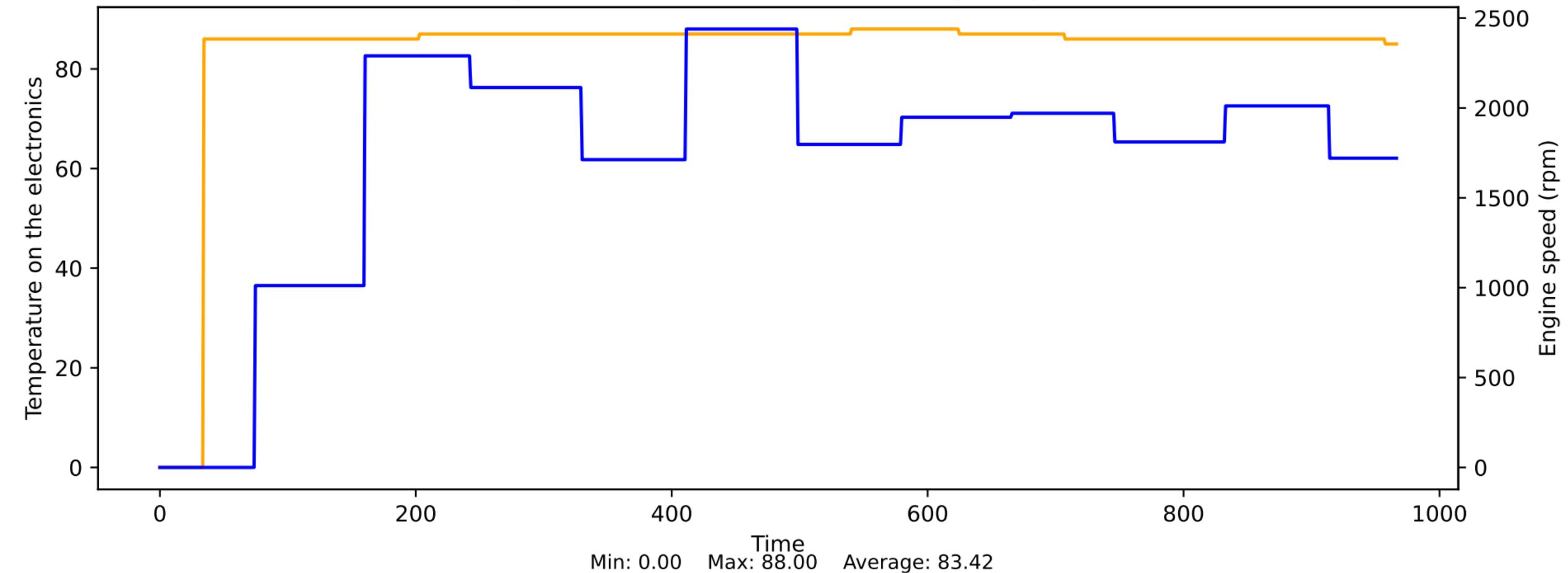
### Temperature in the particulate filter bank 1 vs Engine speed



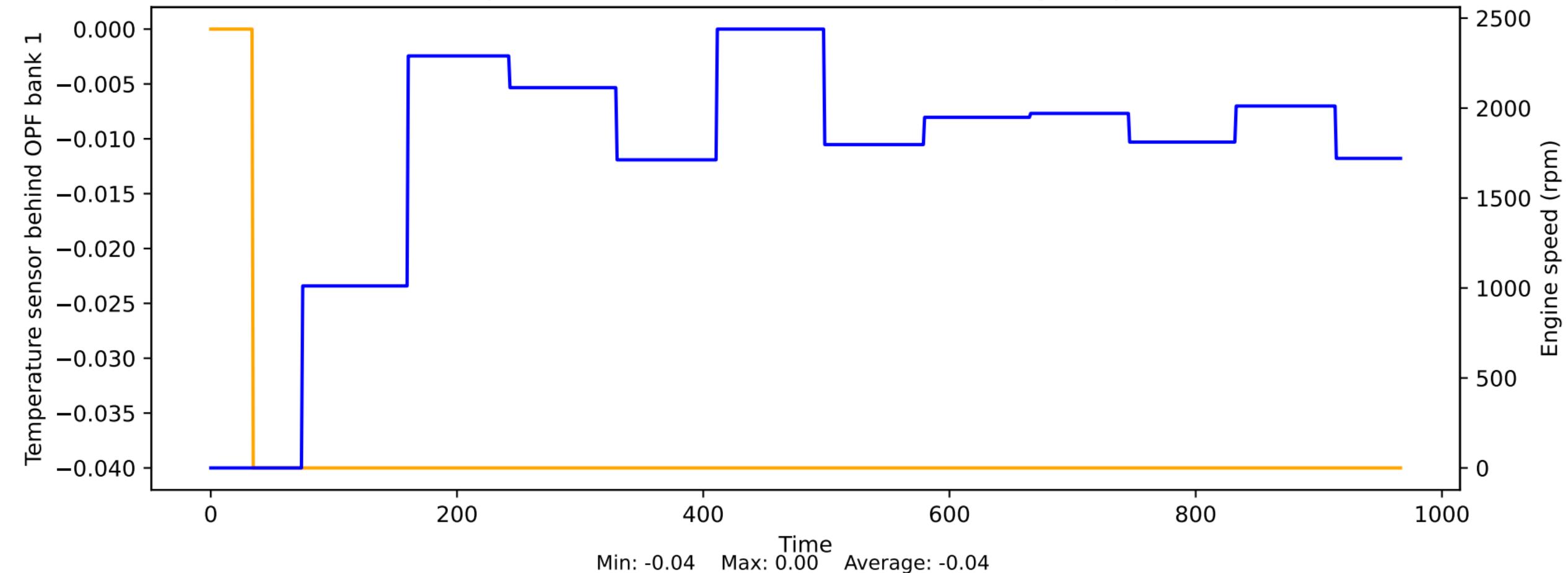
Temperature less than 80 °C vs Engine speed



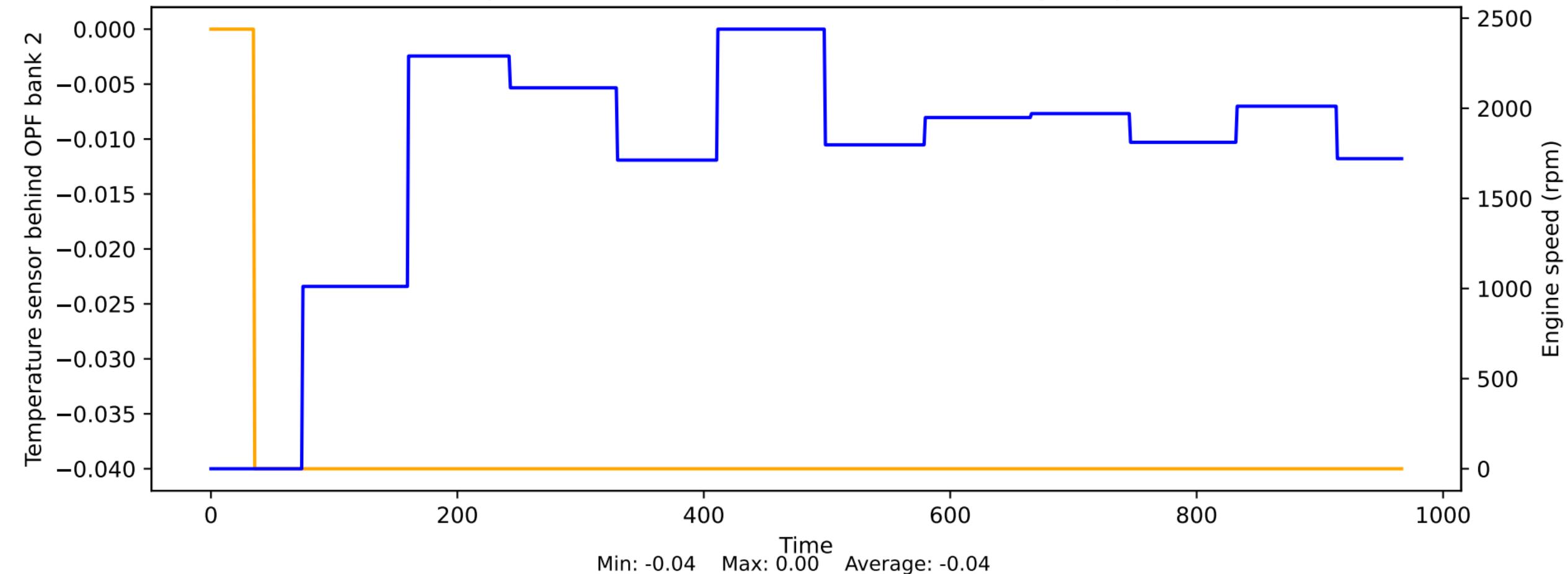
### Temperature on the electronics vs Engine speed



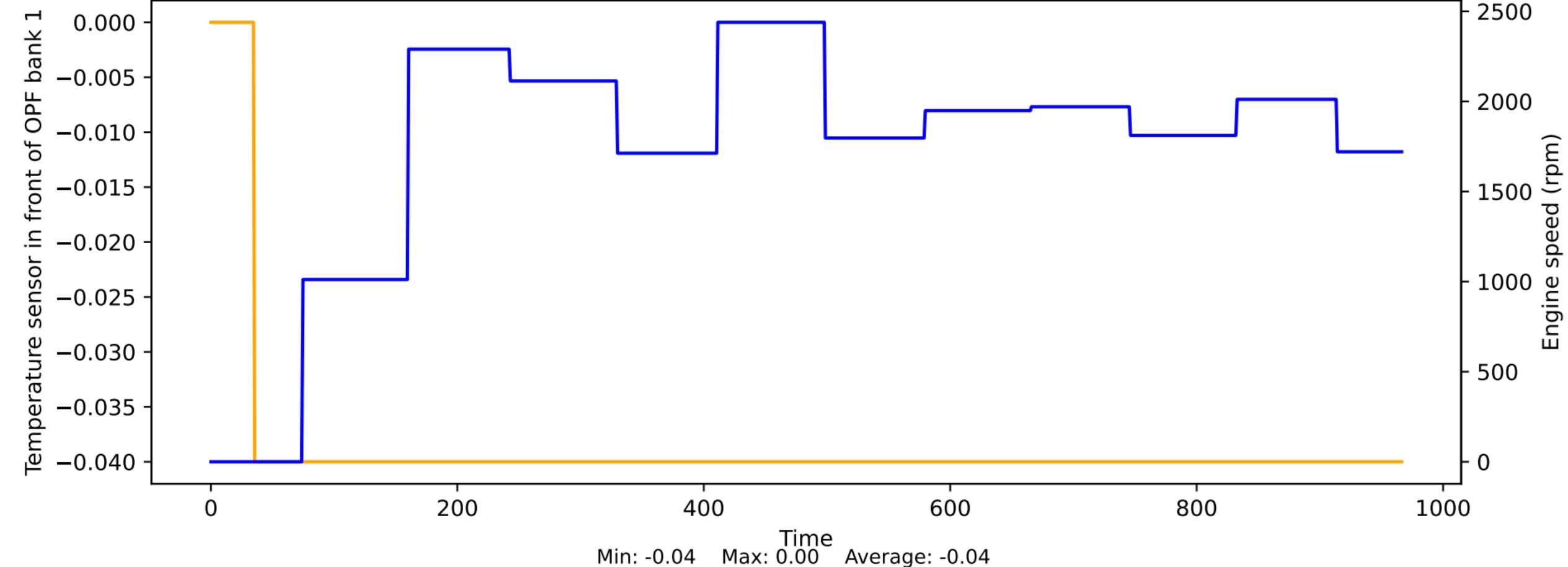
### Temperature sensor behind OPF bank 1 vs Engine speed



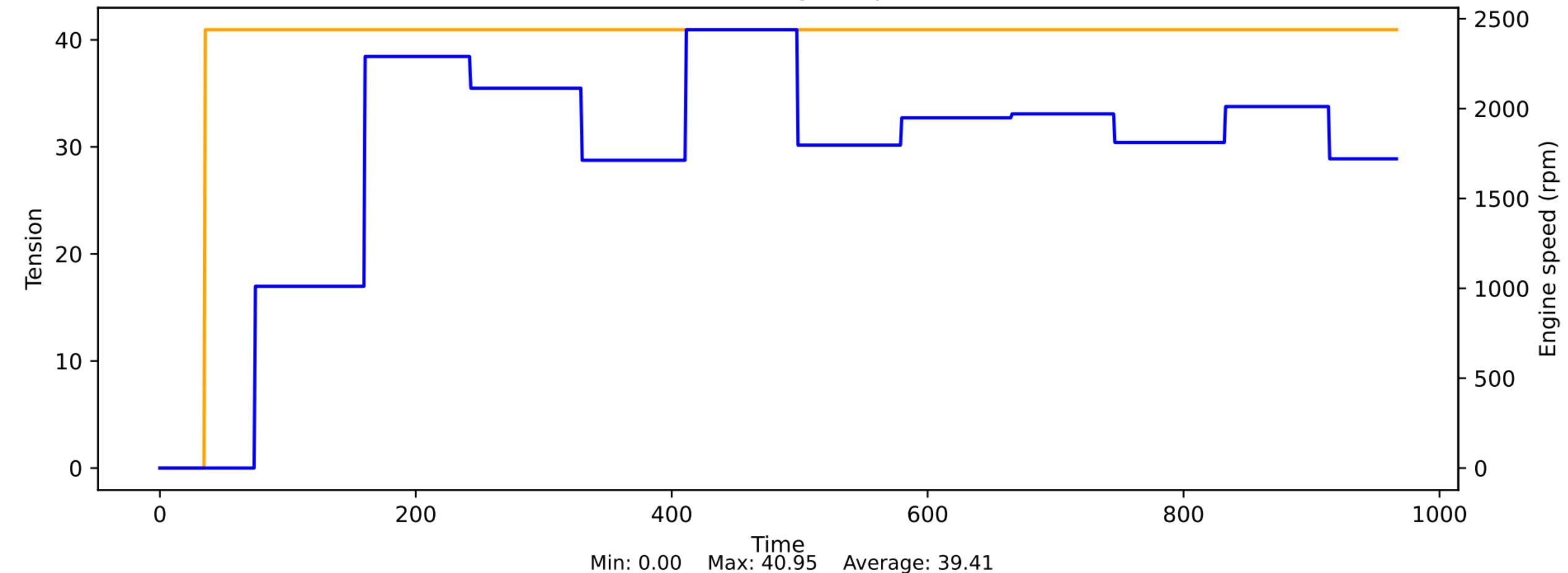
### Temperature sensor behind OPF bank 2 vs Engine speed



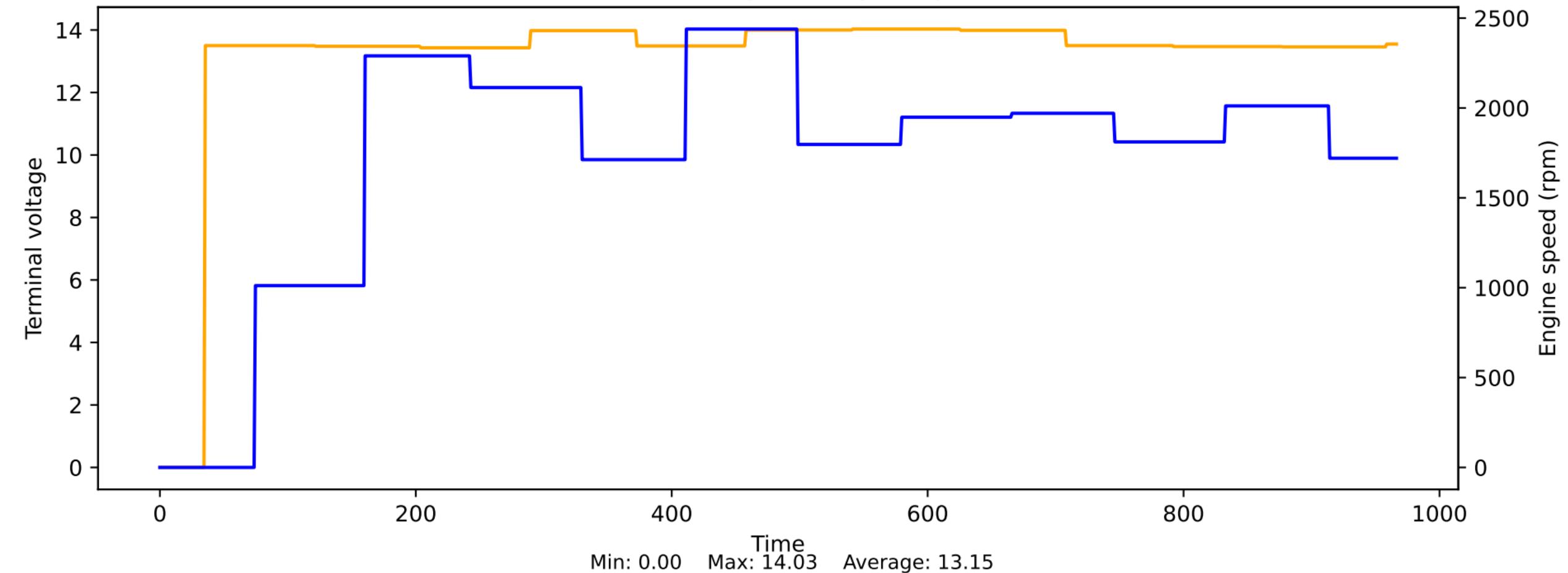
Temperature sensor in front of OPF bank 1 vs Engine speed



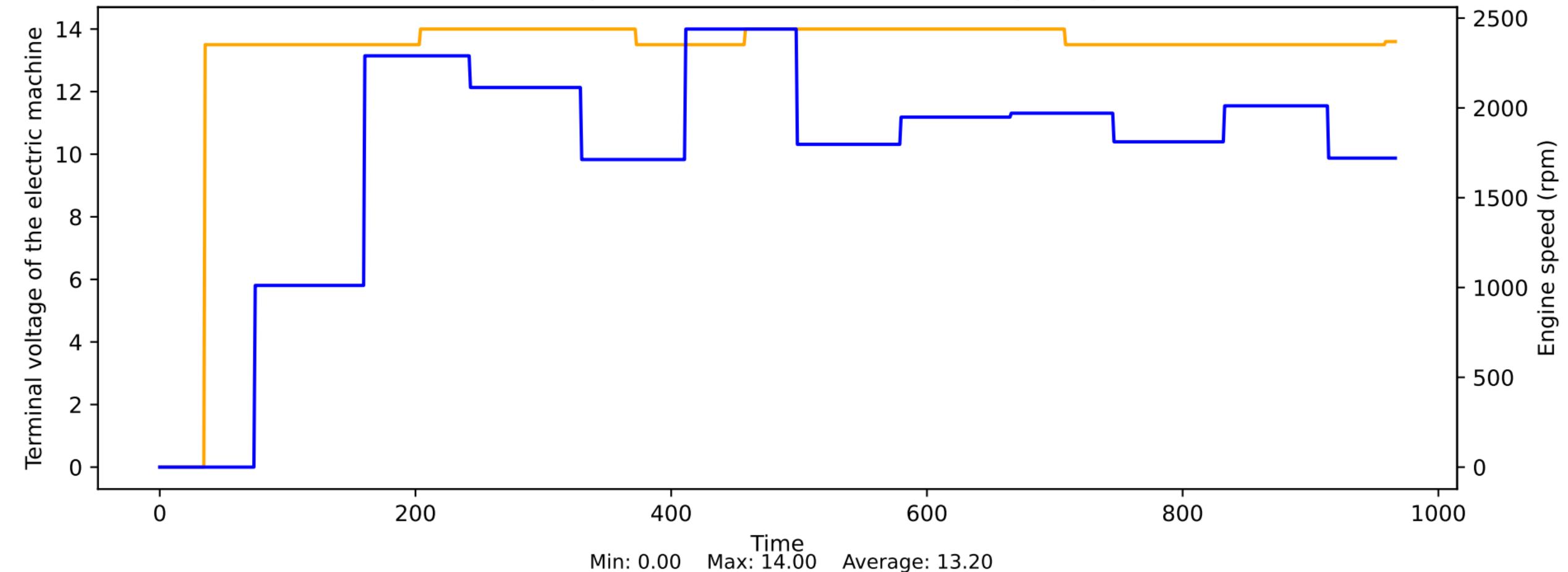
### Tension vs Engine speed



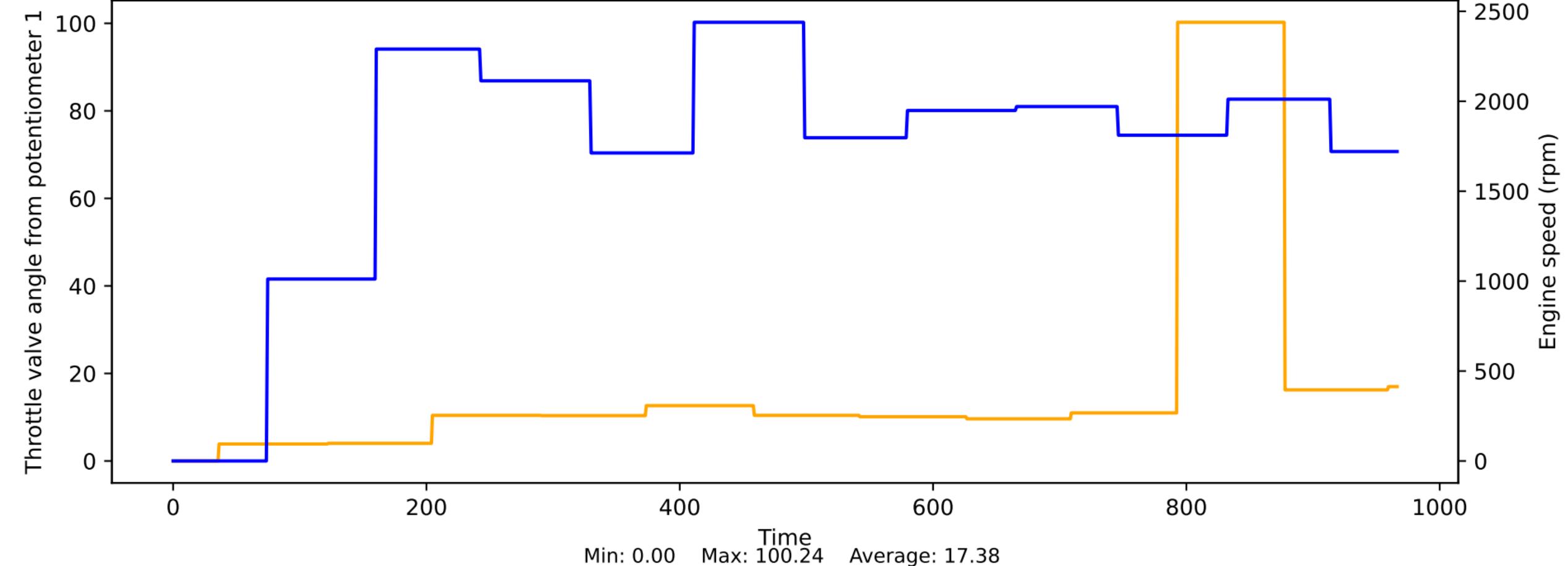
## Terminal voltage vs Engine speed



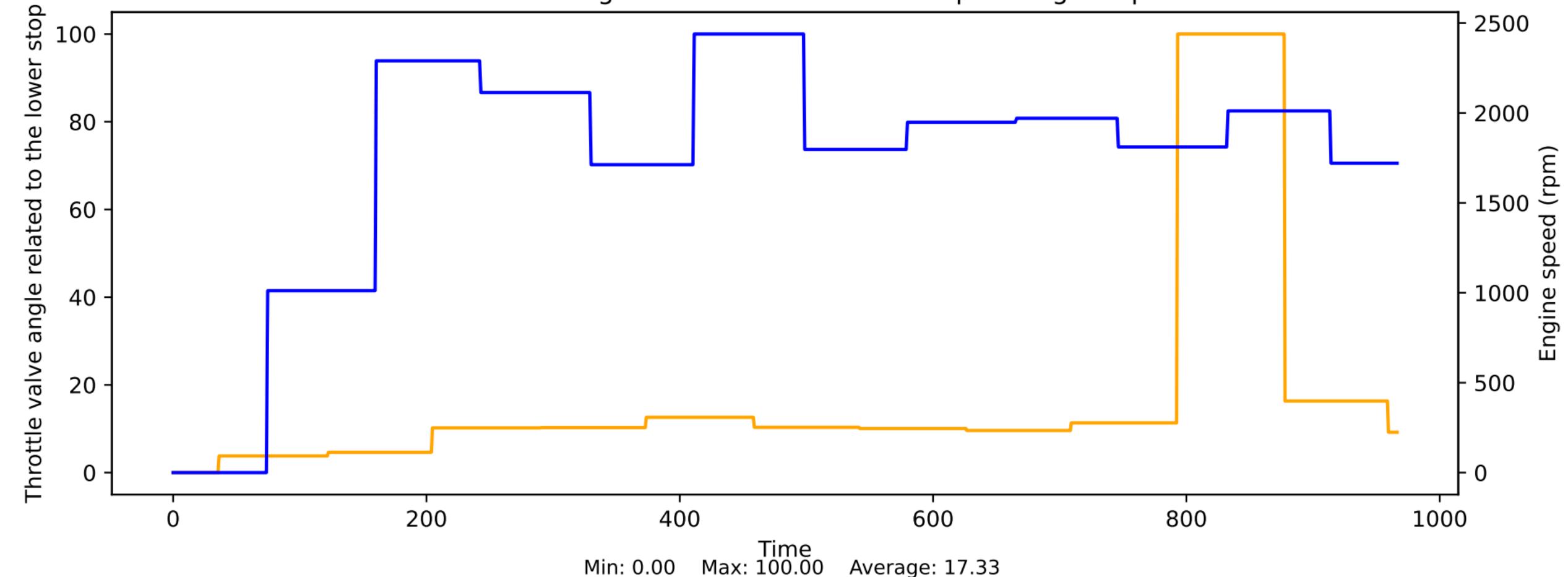
### Terminal voltage of the electric machine vs Engine speed



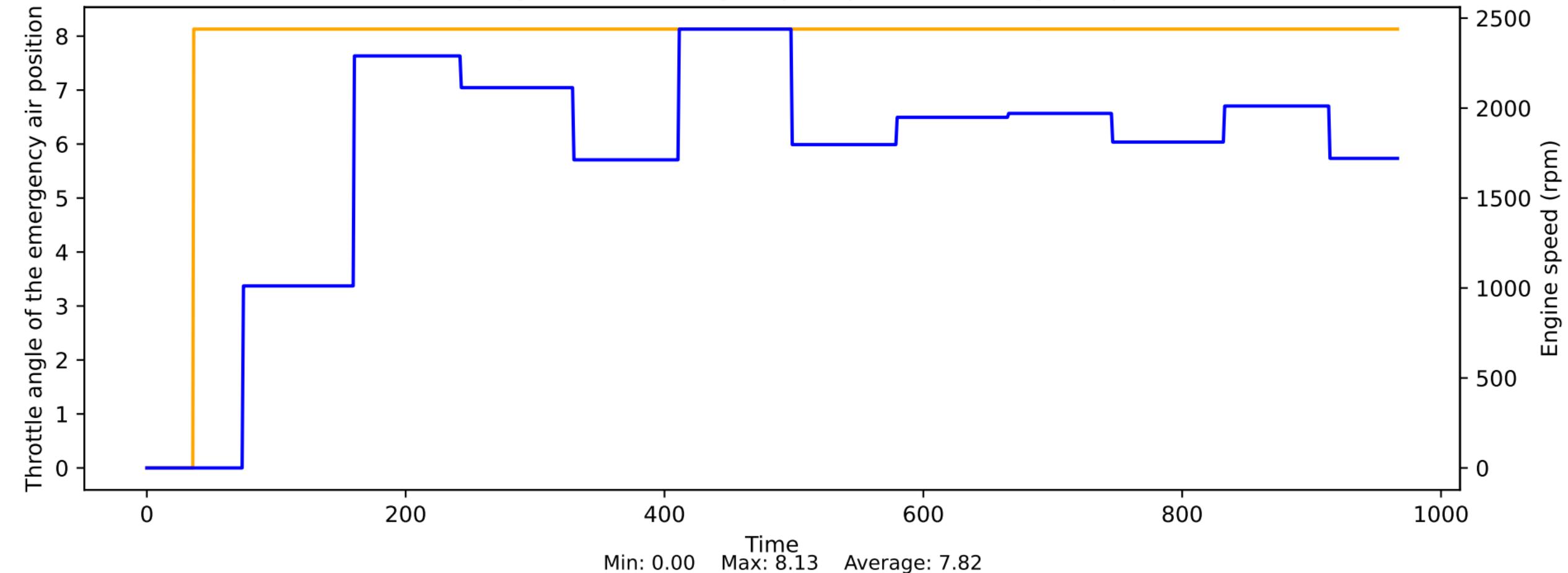
### Throttle valve angle from potentiometer 1 vs Engine speed

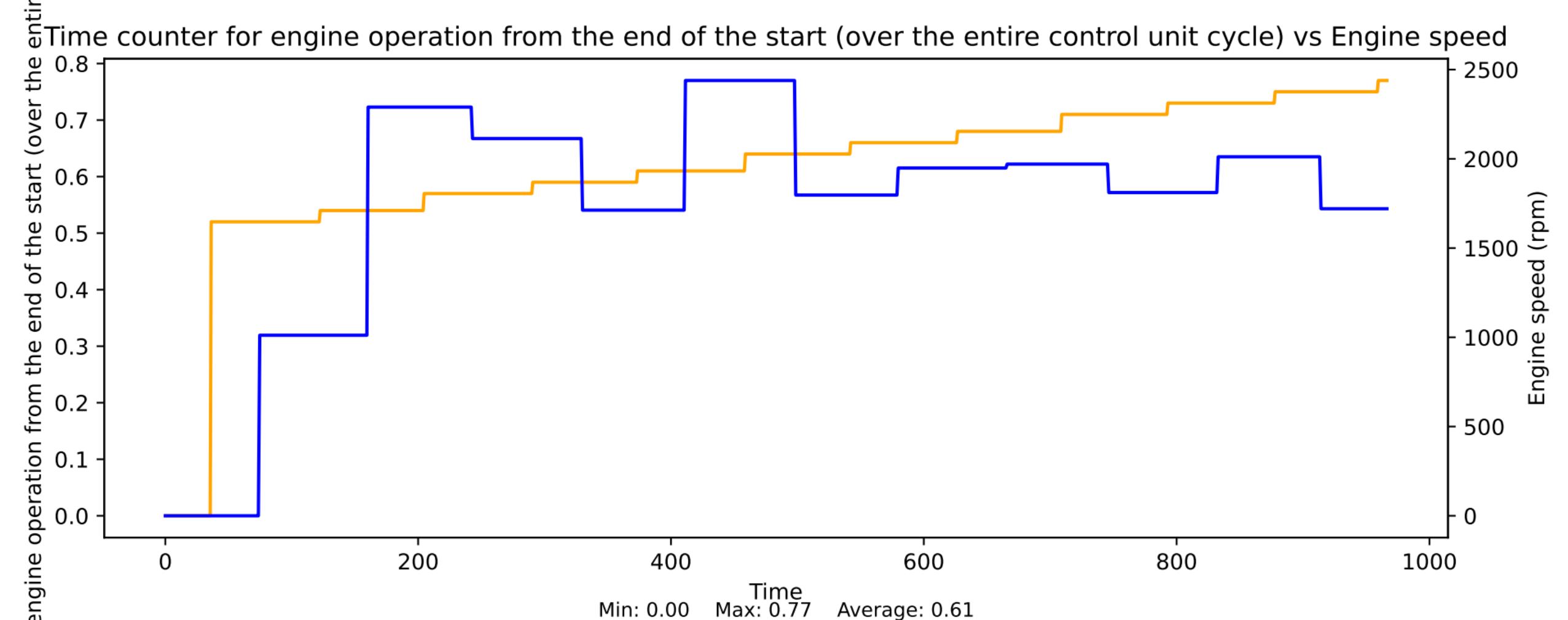


# Throttle valve angle related to the lower stop vs Engine speed

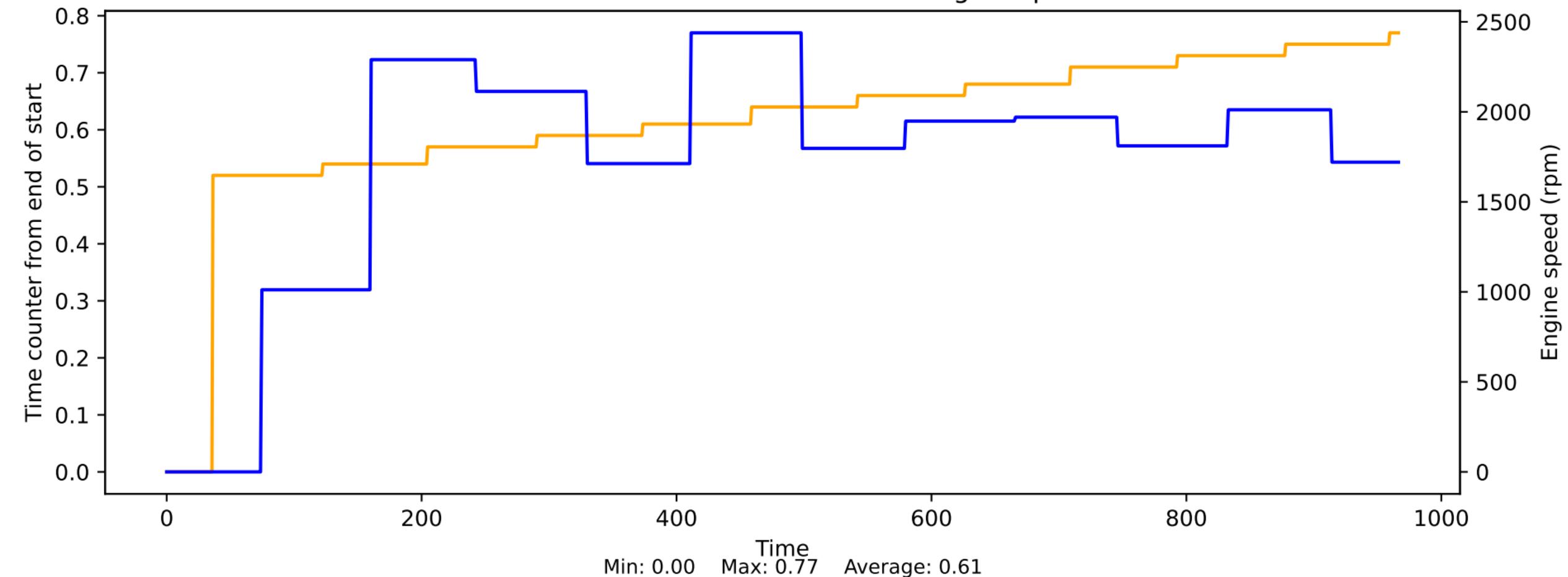


## Throttle angle of the emergency air position vs Engine speed

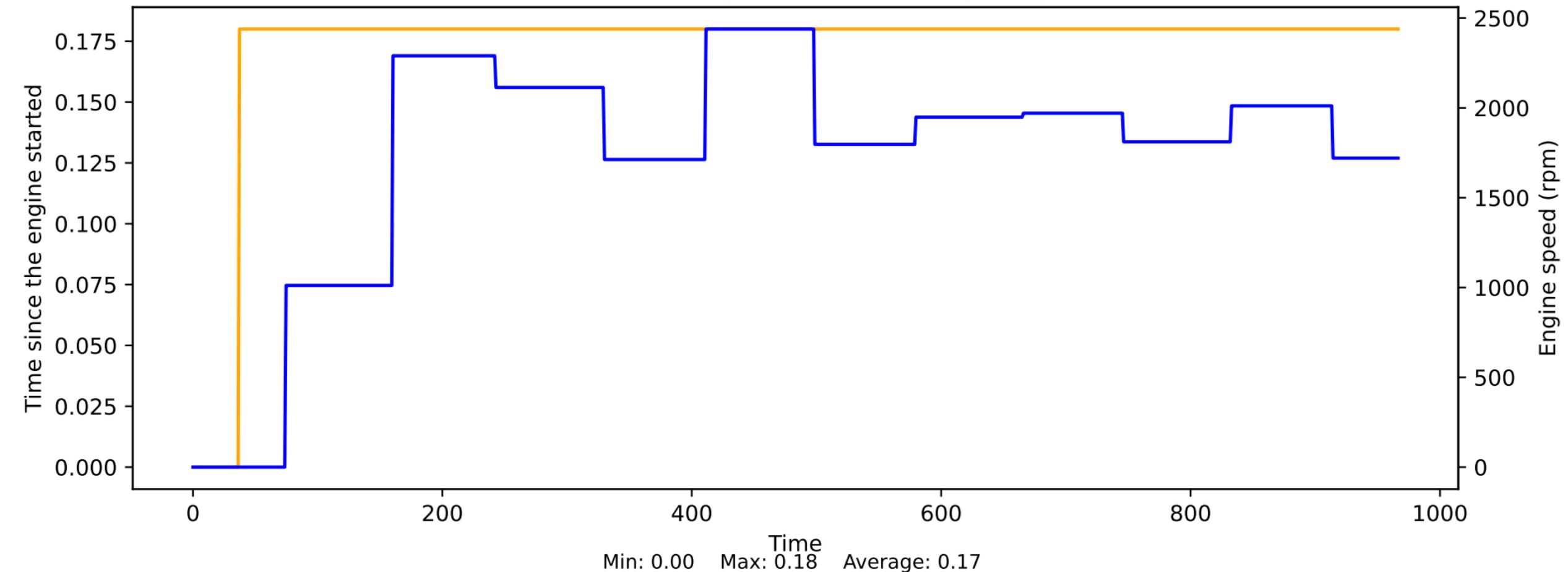




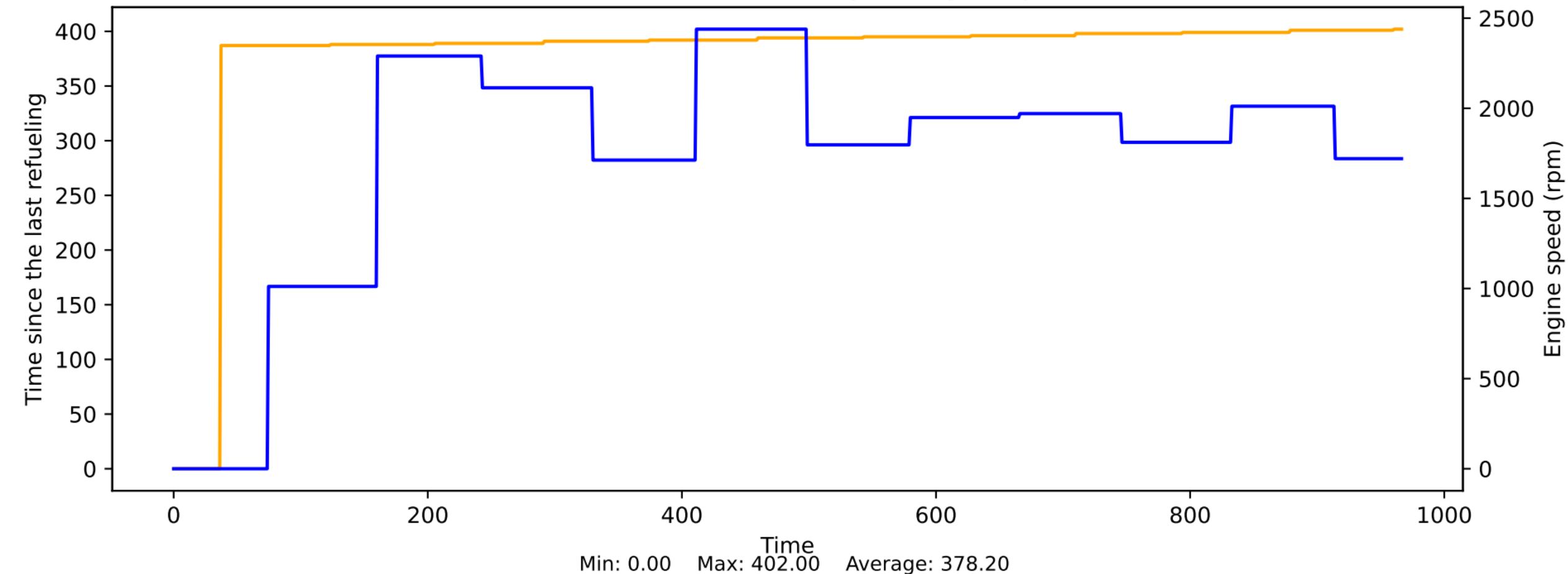
### Time counter from end of start vs Engine speed



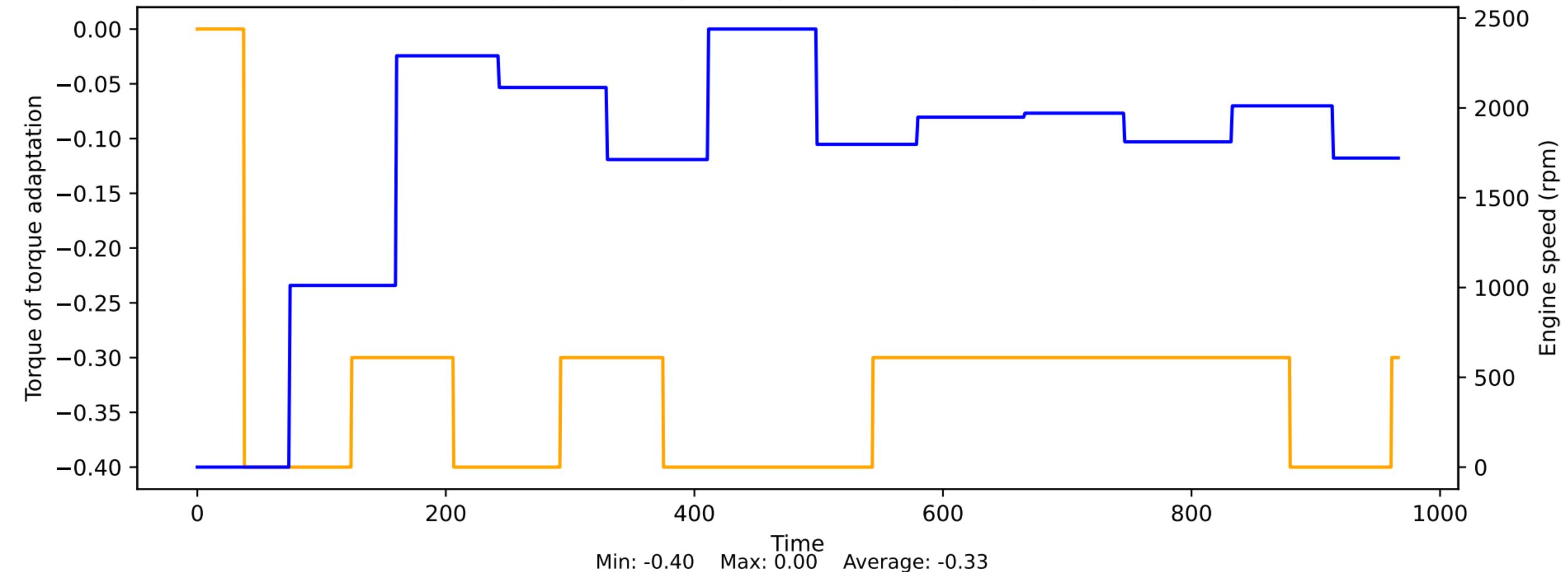
Time since the engine started vs Engine speed



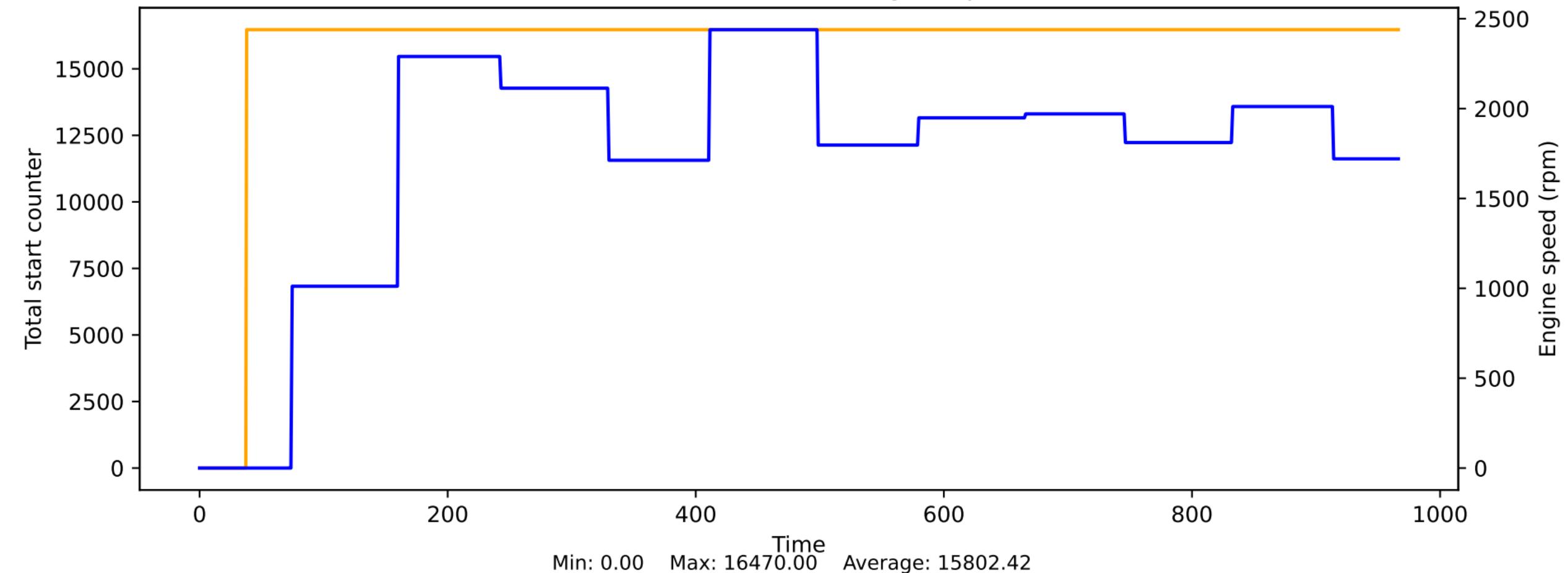
Time since the last refueling vs Engine speed



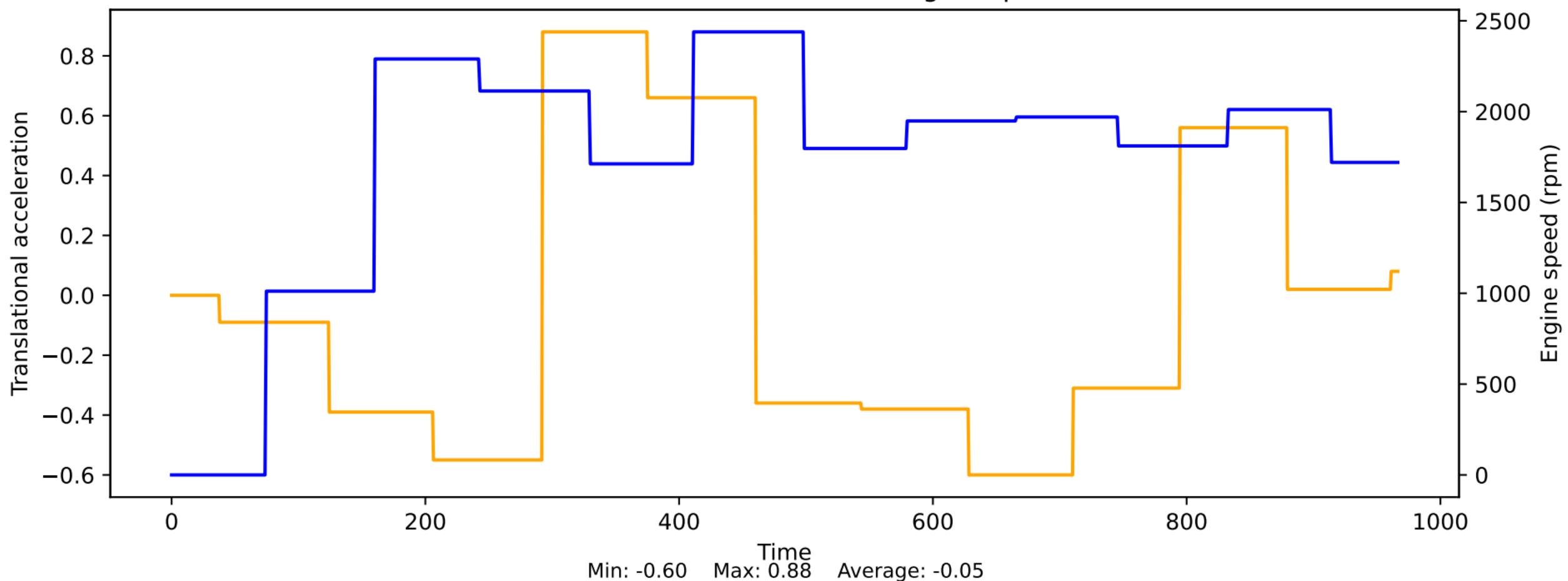
### Torque of torque adaptation vs Engine speed



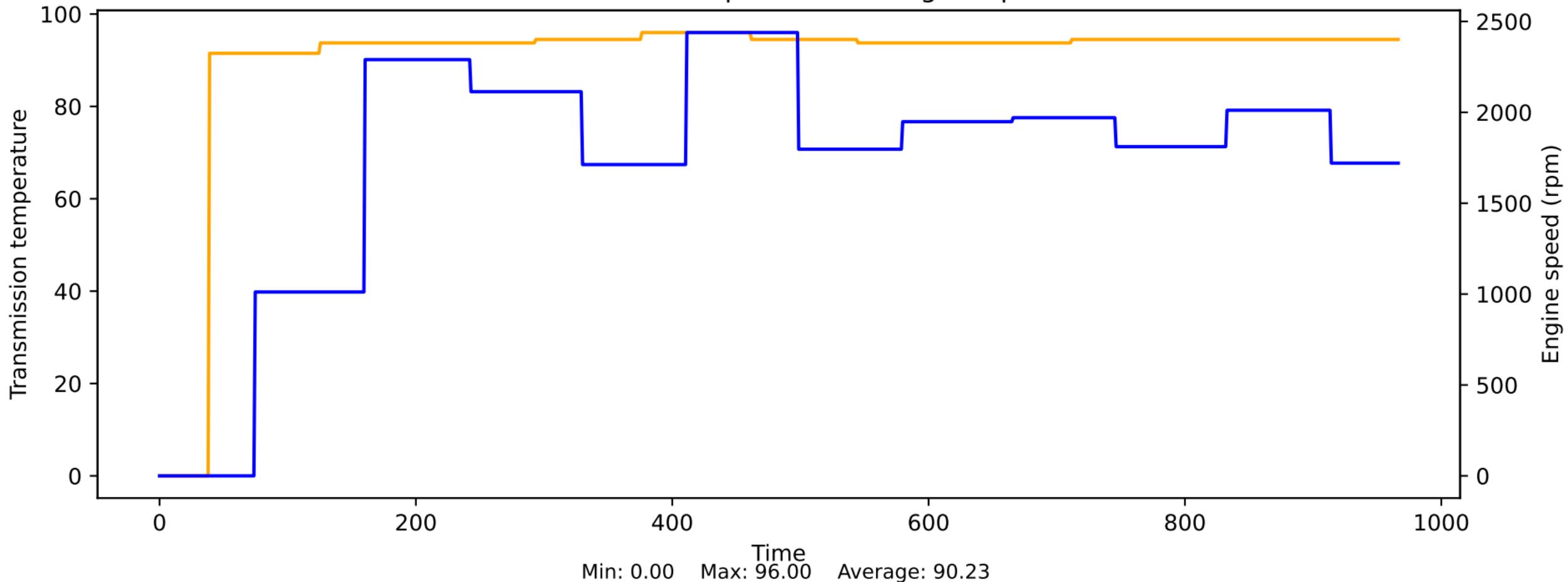
### Total start counter vs Engine speed



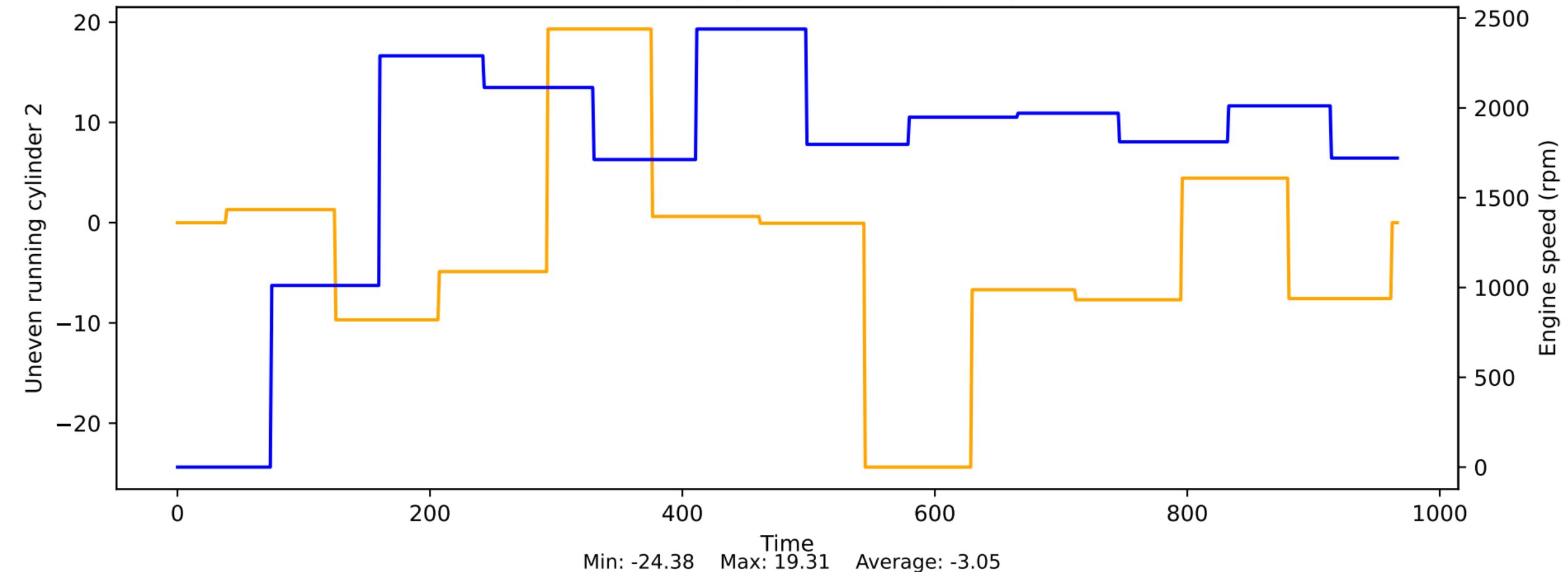
## Translational acceleration vs Engine speed



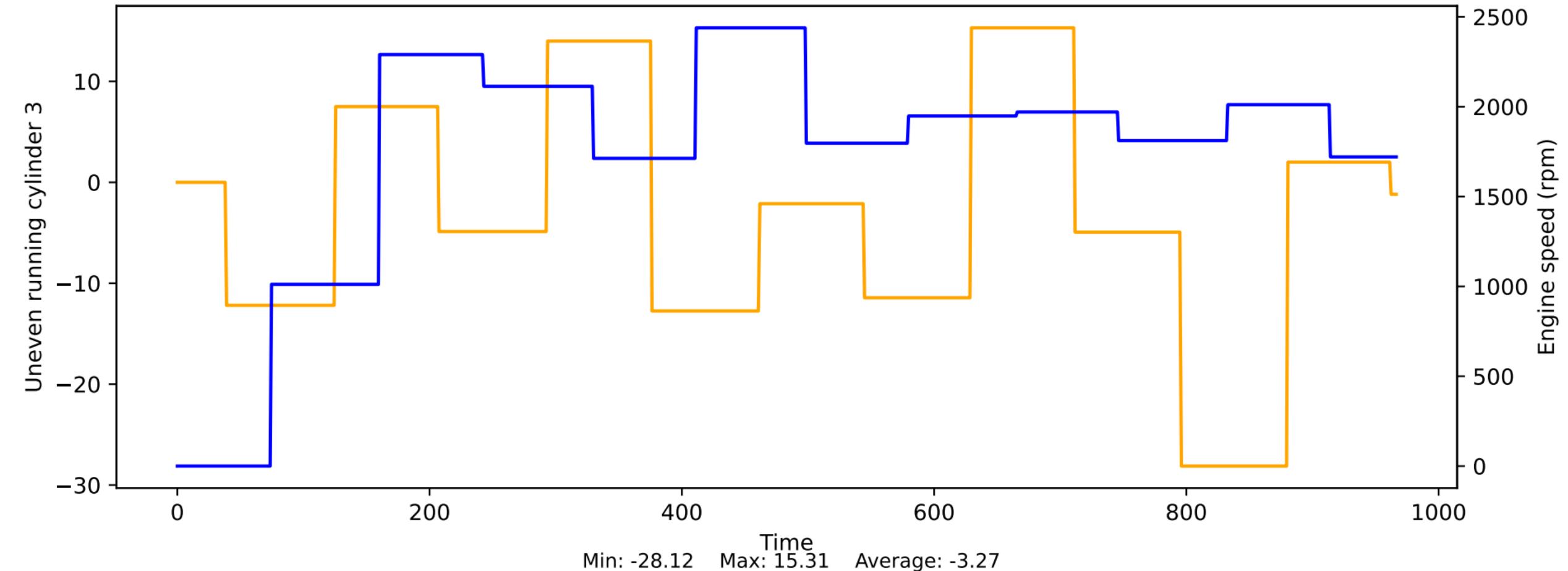
### Transmission temperature vs Engine speed



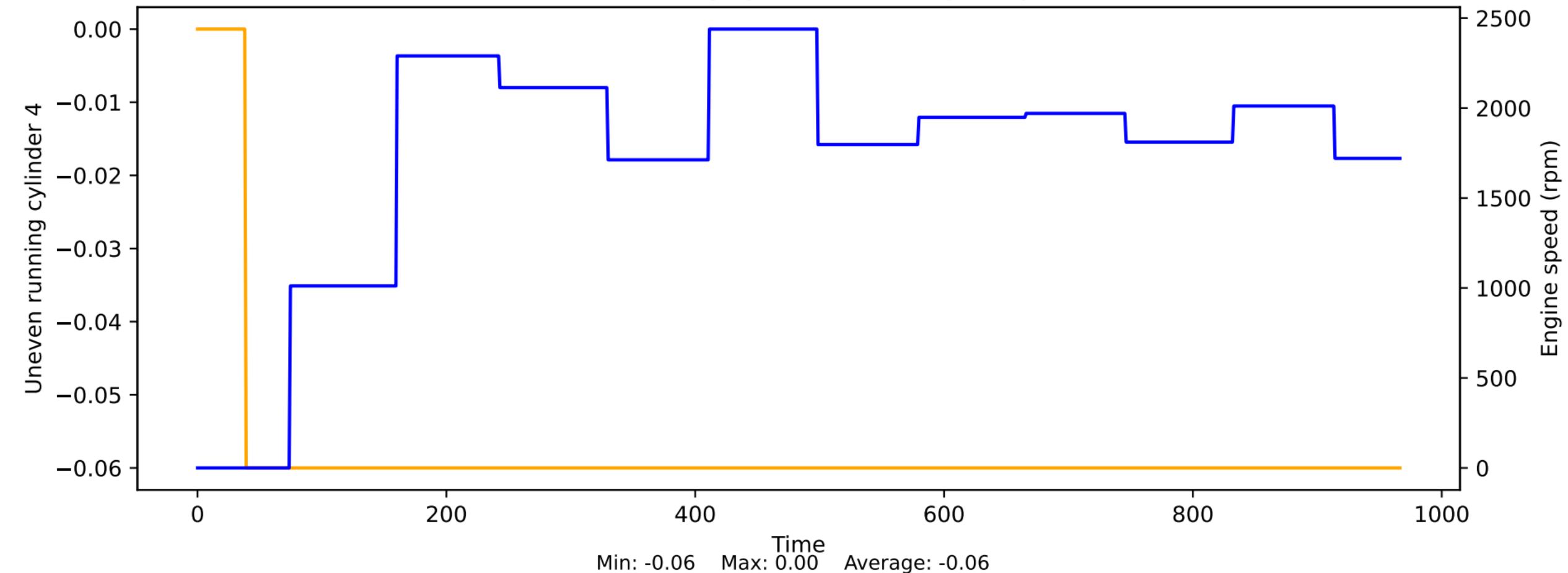
### Uneven running cylinder 2 vs Engine speed



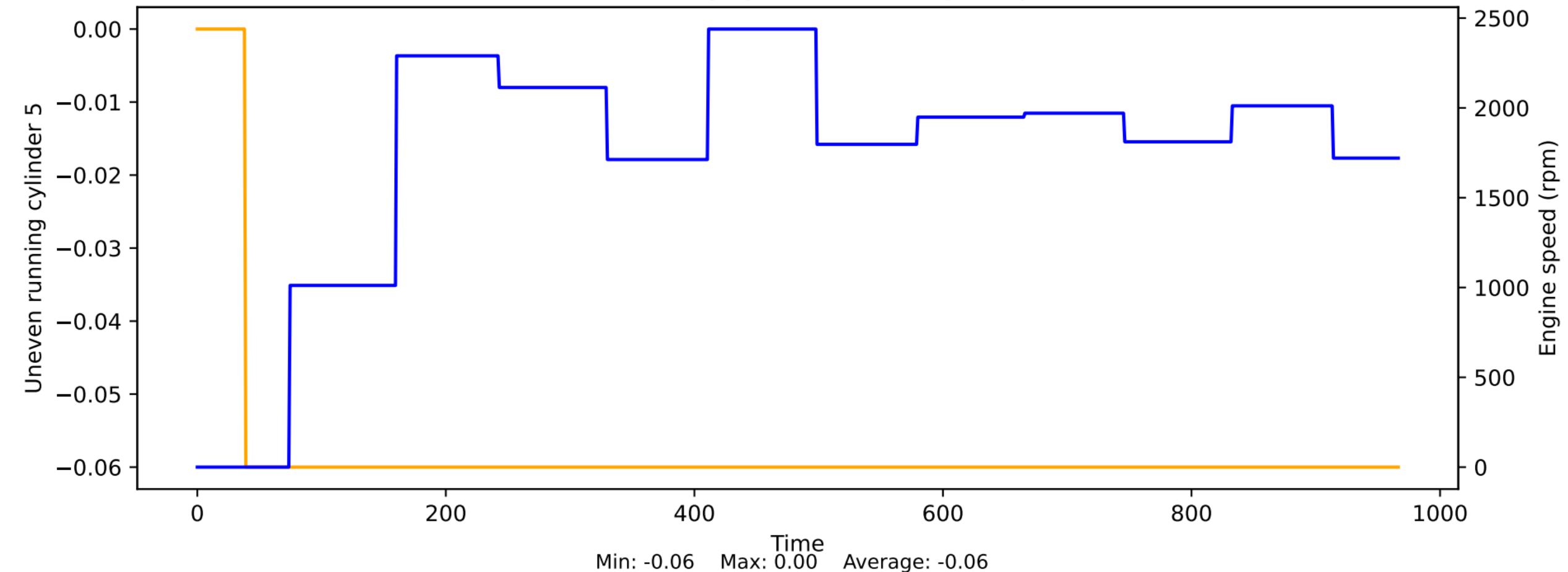
### Uneven running cylinder 3 vs Engine speed



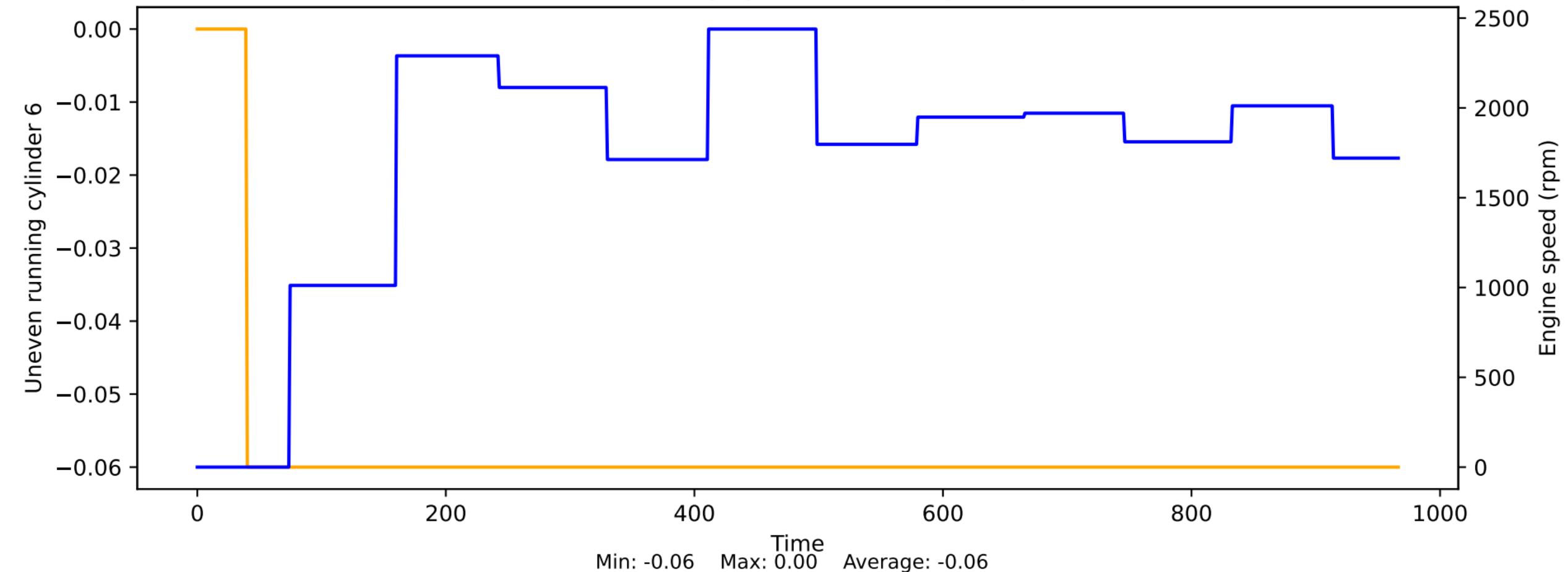
### Uneven running cylinder 4 vs Engine speed



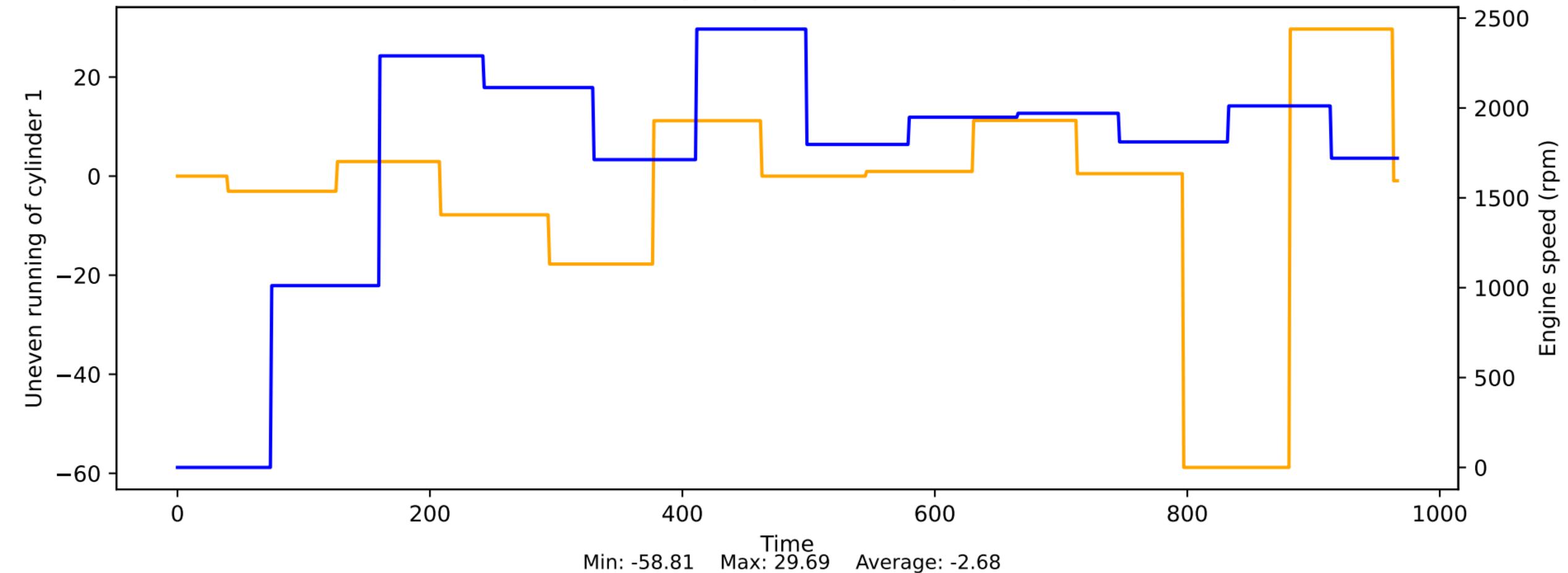
### Uneven running cylinder 5 vs Engine speed



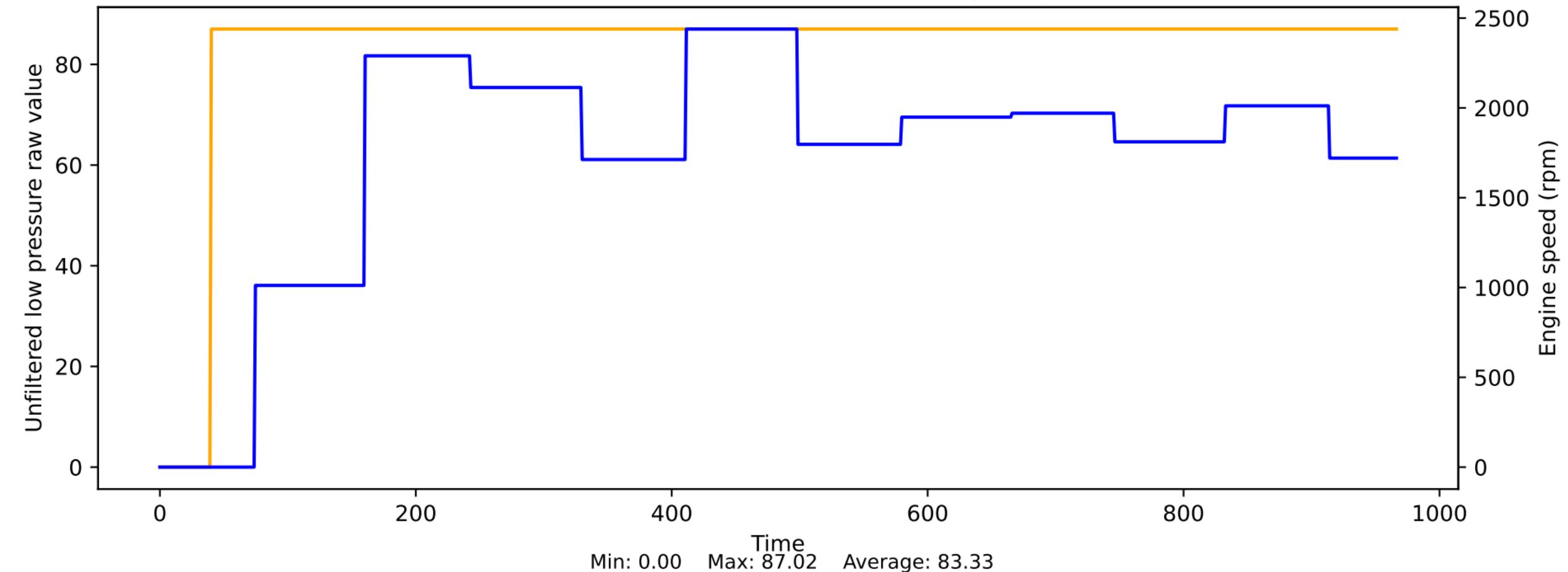
### Uneven running cylinder 6 vs Engine speed



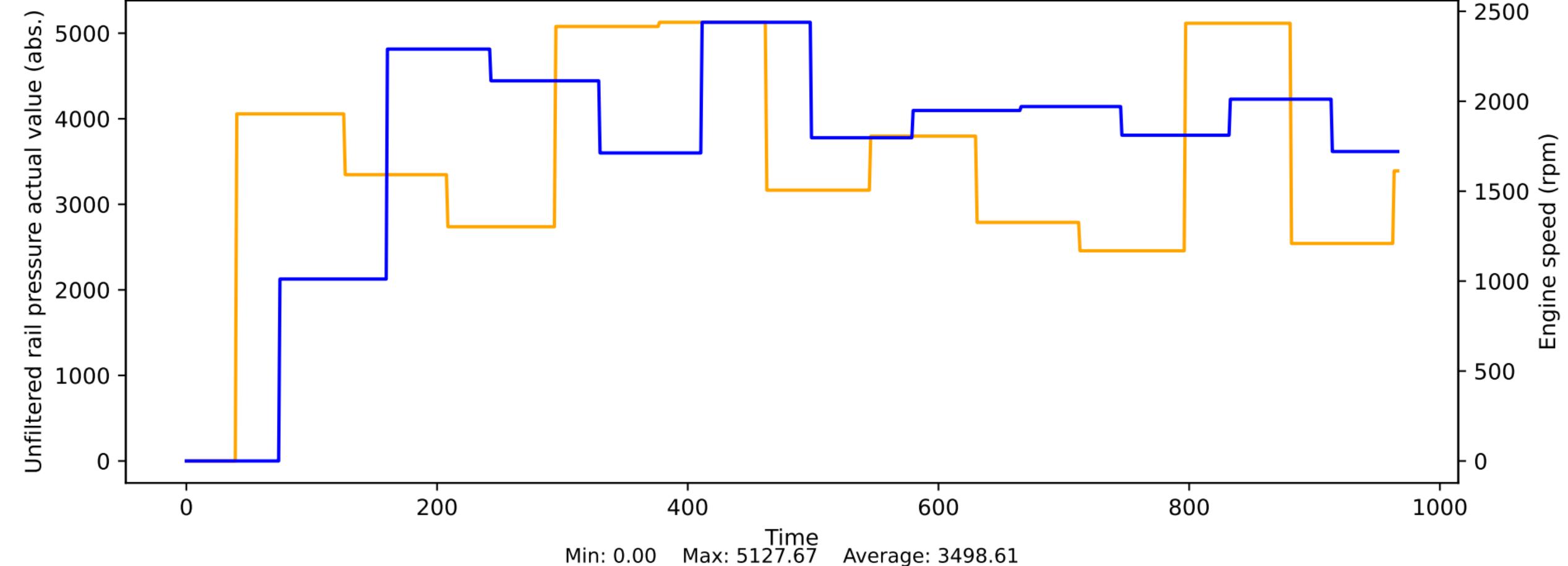
### Uneven running of cylinder 1 vs Engine speed



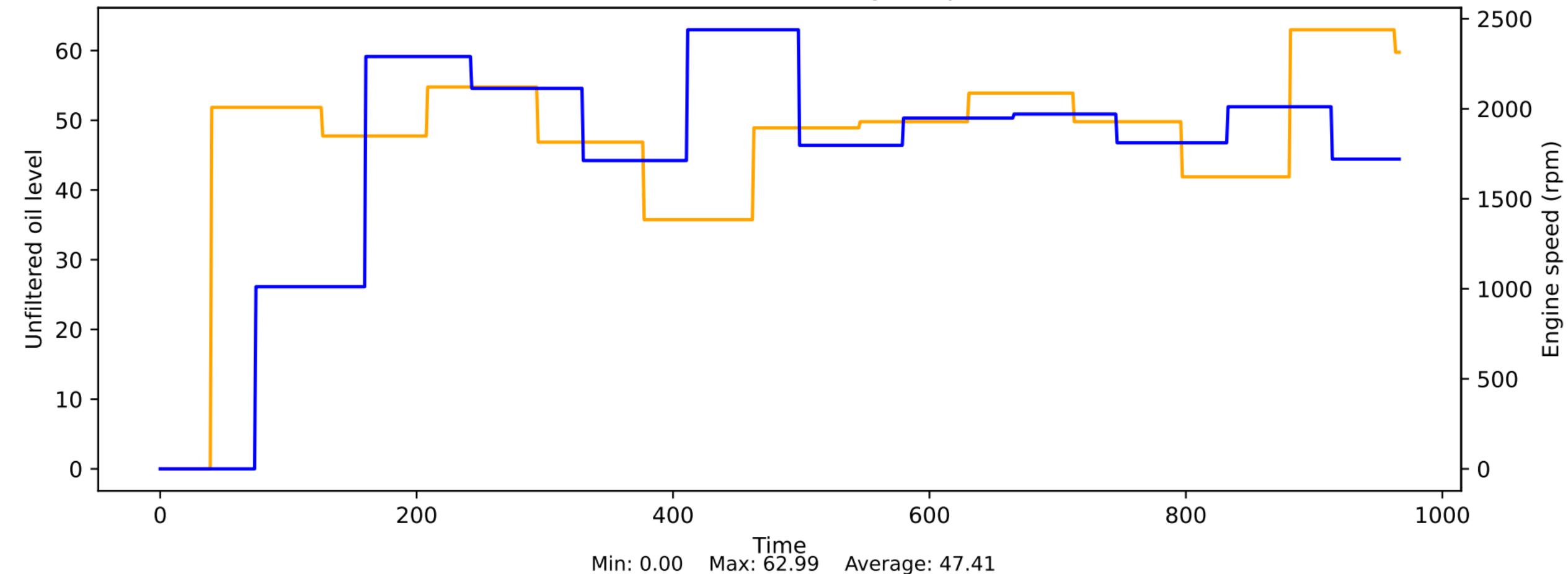
## Unfiltered low pressure raw value vs Engine speed



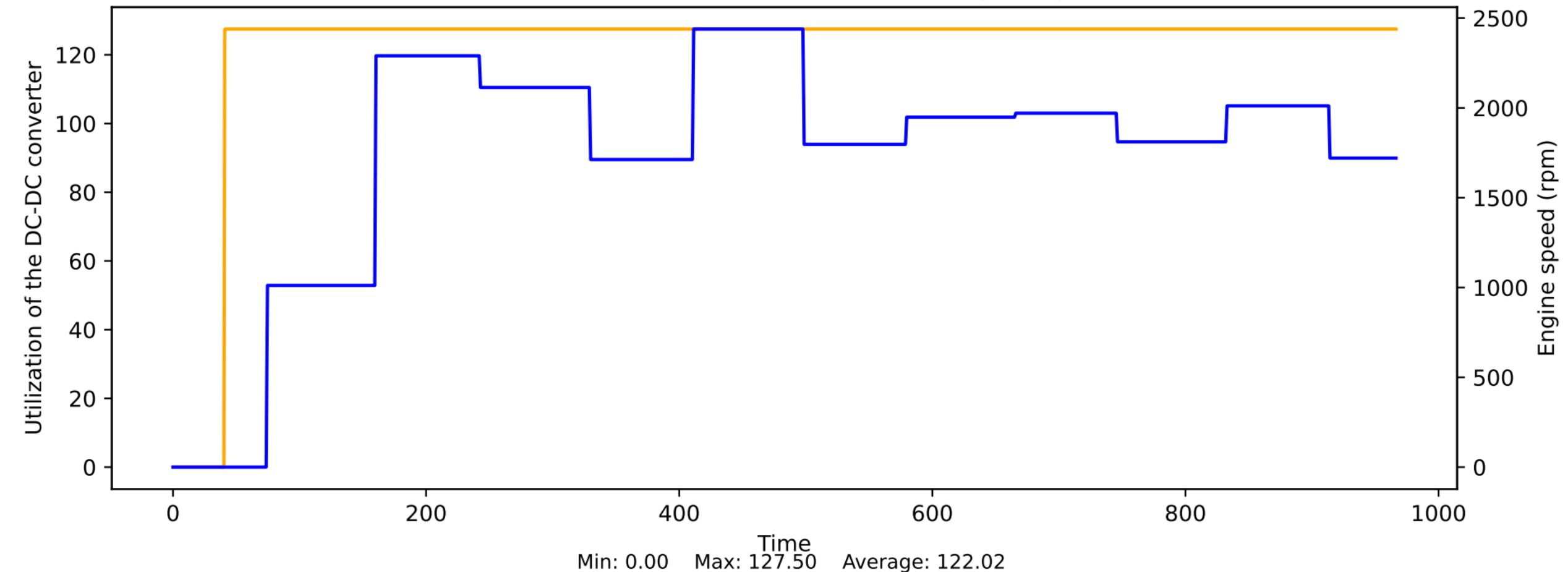
### Unfiltered rail pressure actual value (abs.) vs Engine speed



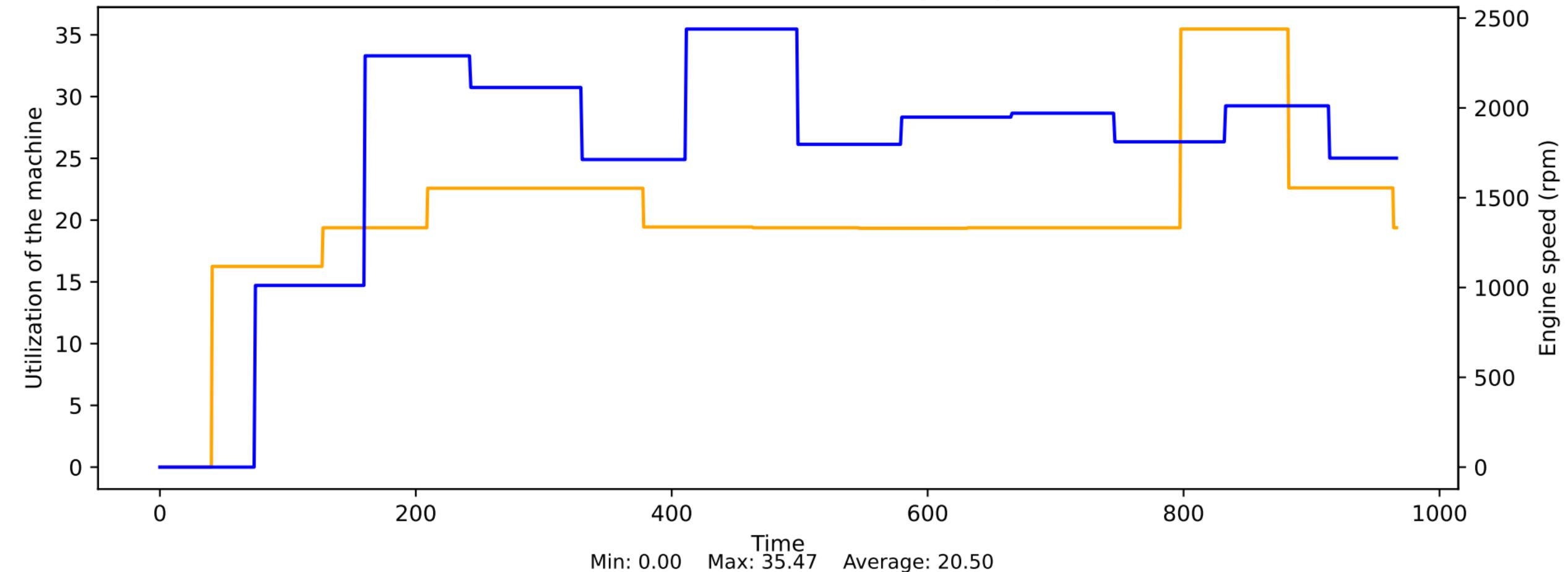
### Unfiltered oil level vs Engine speed



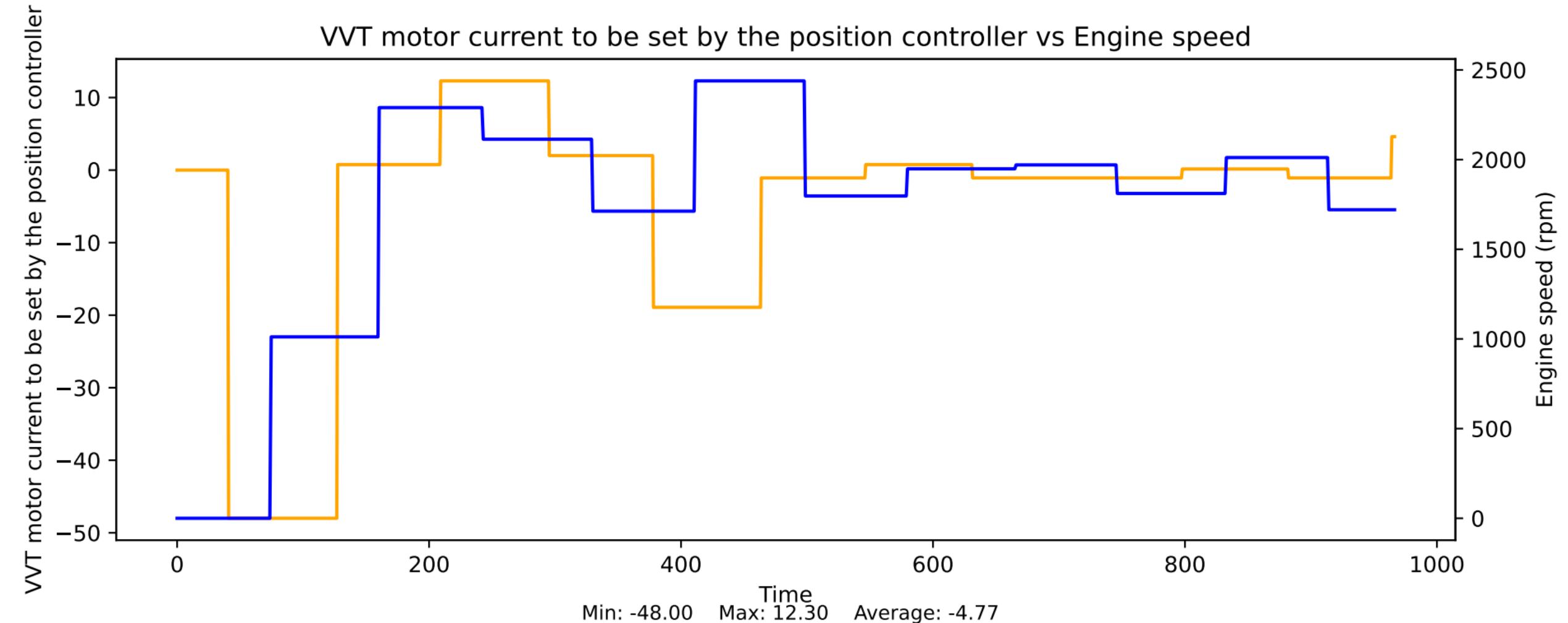
## Utilization of the DC-DC converter vs Engine speed



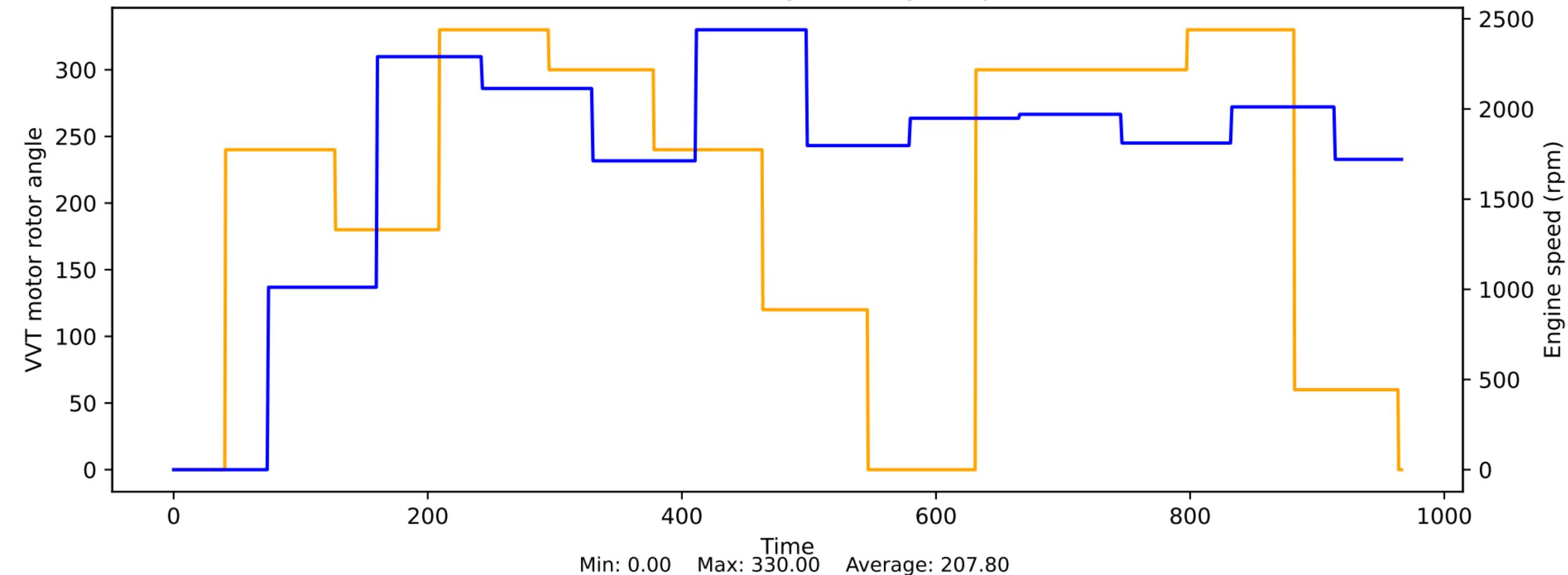
### Utilization of the machine vs Engine speed



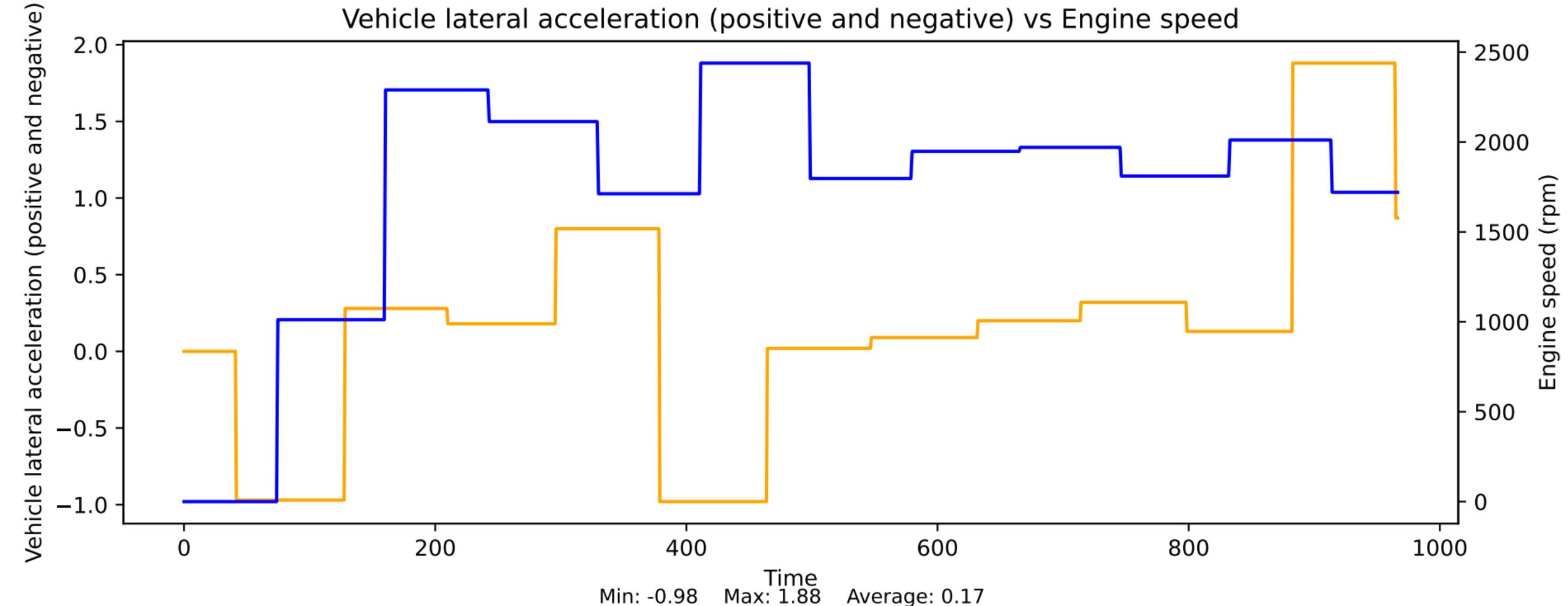
VVT motor current to be set by the position controller vs Engine speed



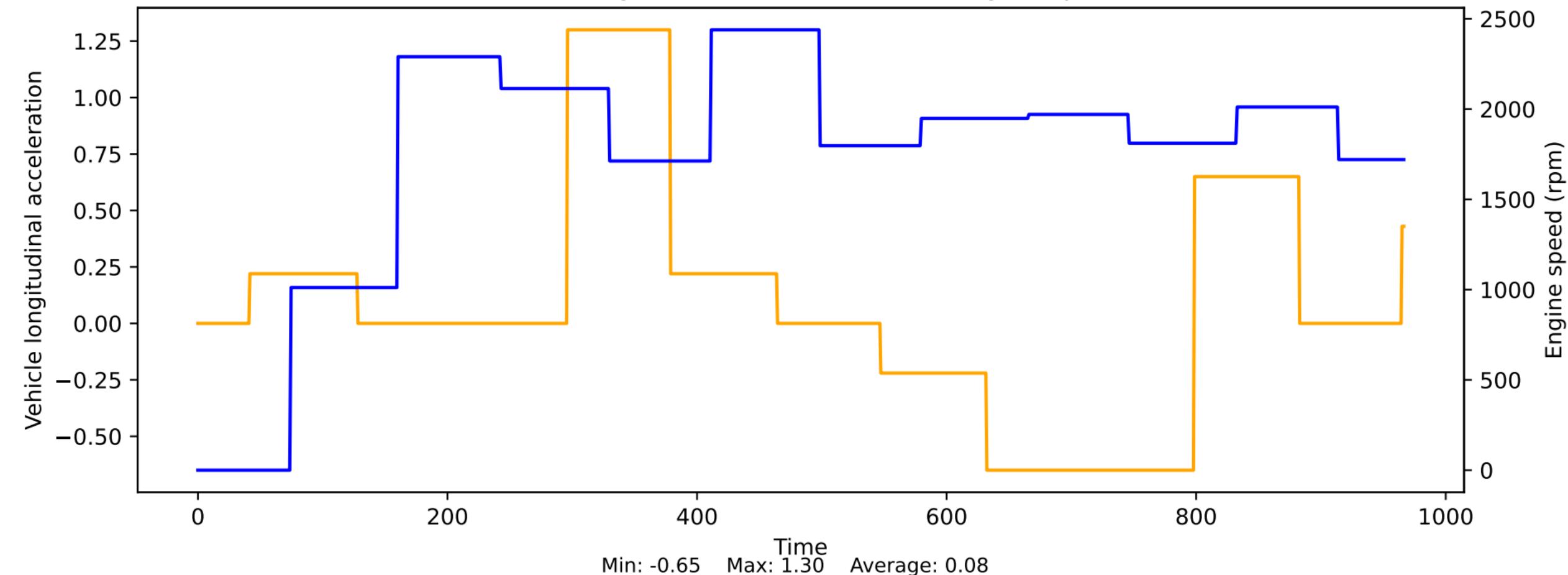
### VVT motor rotor angle vs Engine speed



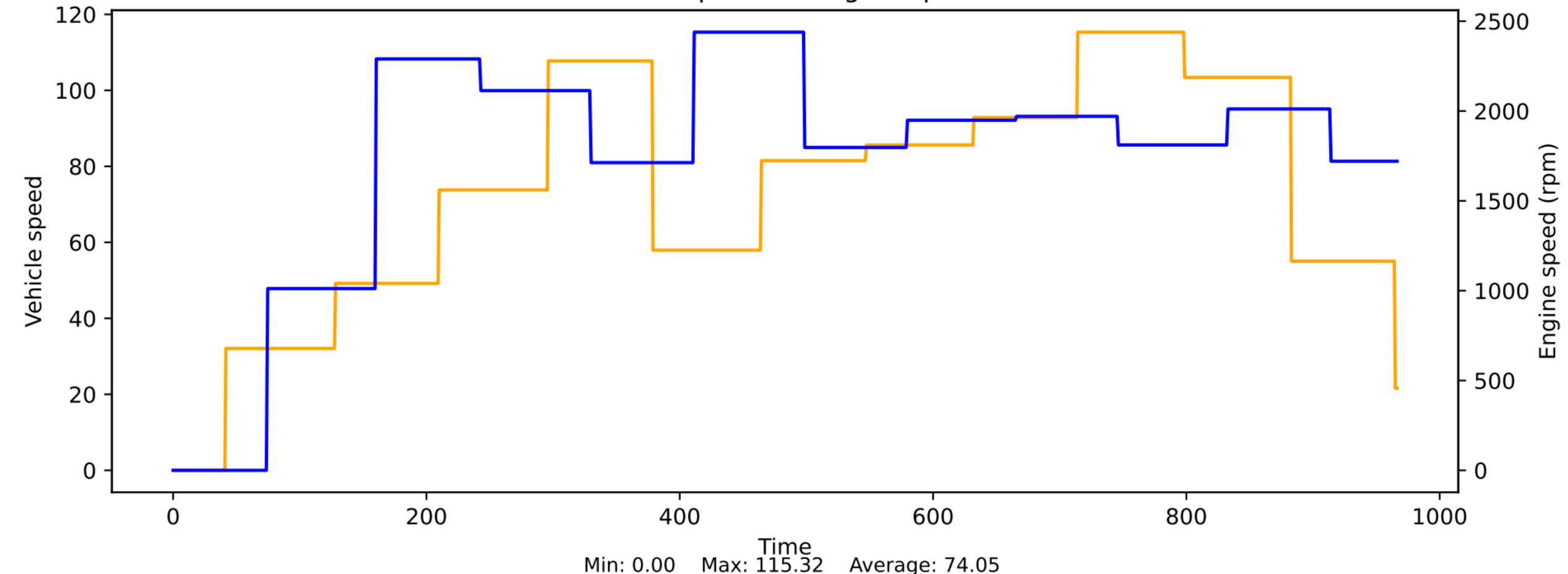
Vehicle lateral acceleration (positive and negative) vs Engine speed



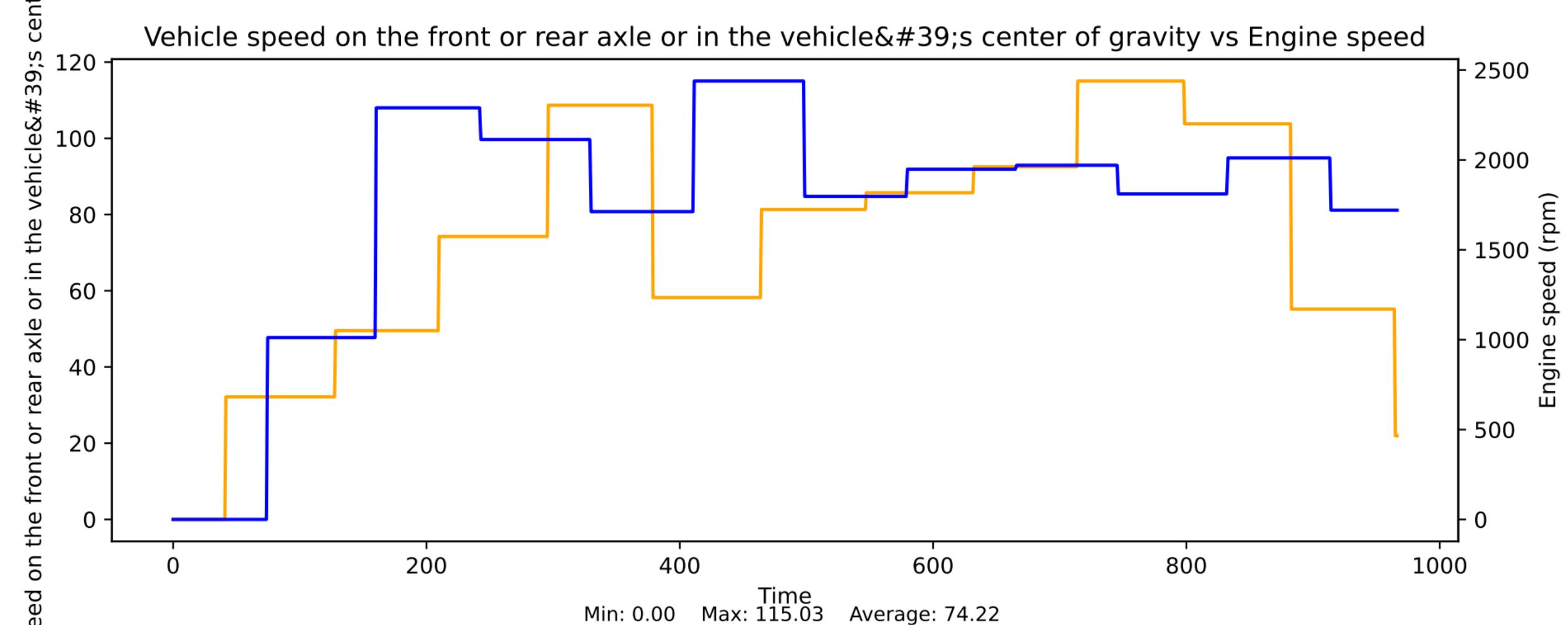
# Vehicle longitudinal acceleration vs Engine speed



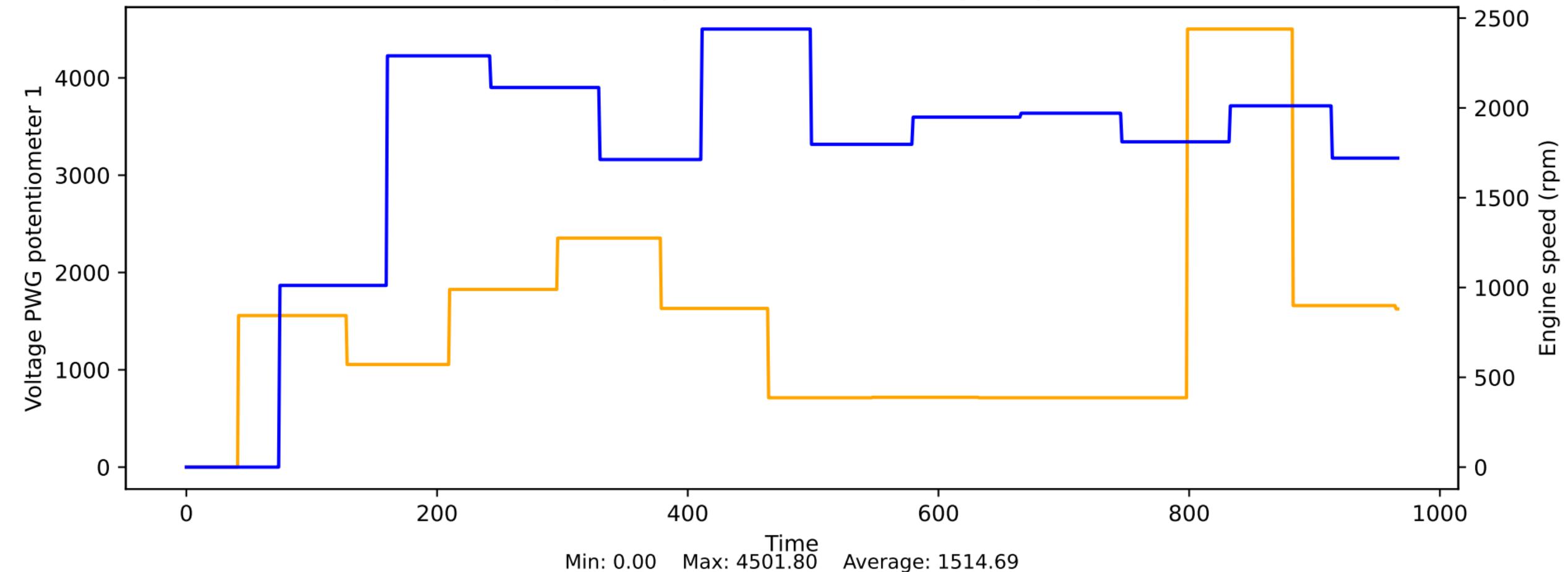
### Vehicle speed vs Engine speed



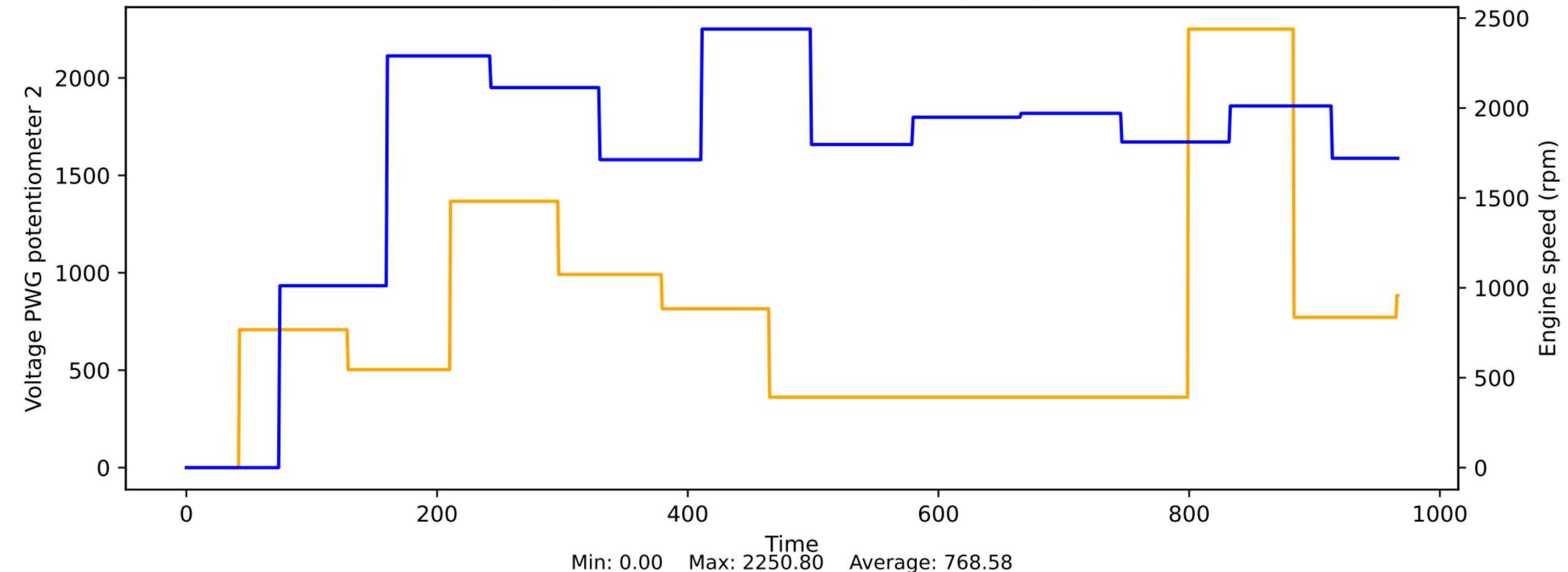
# Vehicle speed on the front or rear axle or in the vehicle's center of gravity vs Engine speed



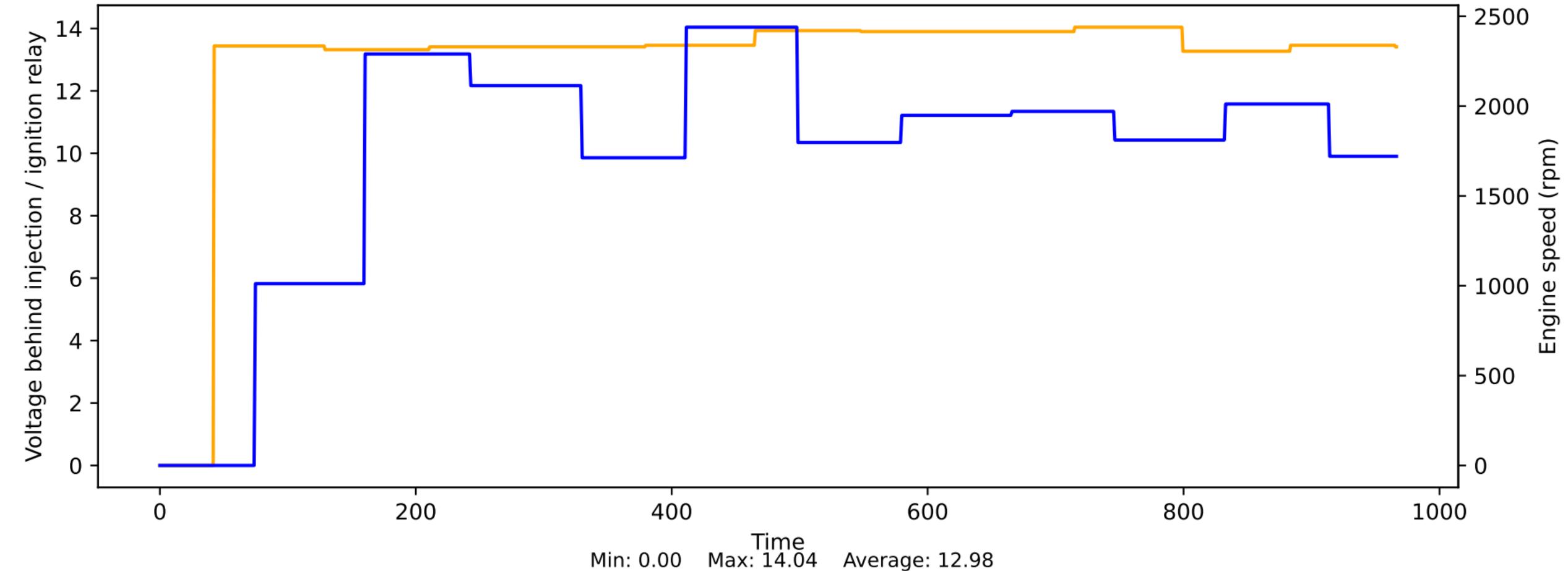
### Voltage PWG potentiometer 1 vs Engine speed



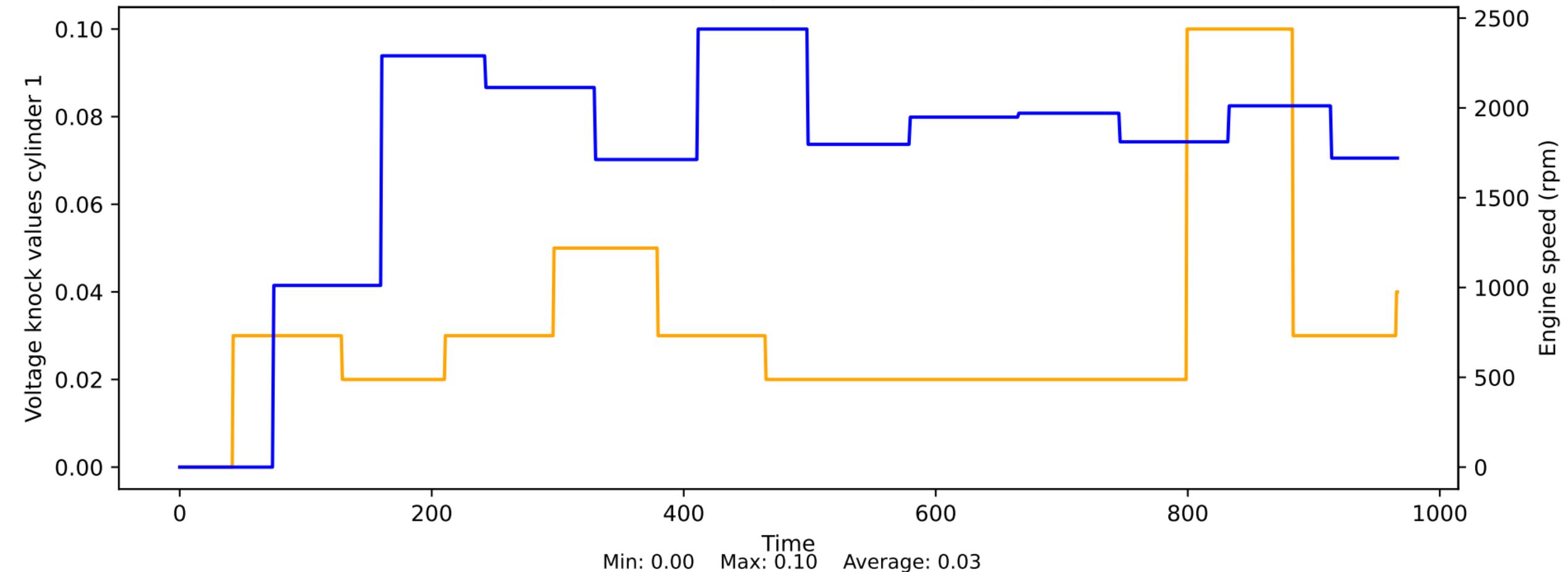
### Voltage PWG potentiometer 2 vs Engine speed



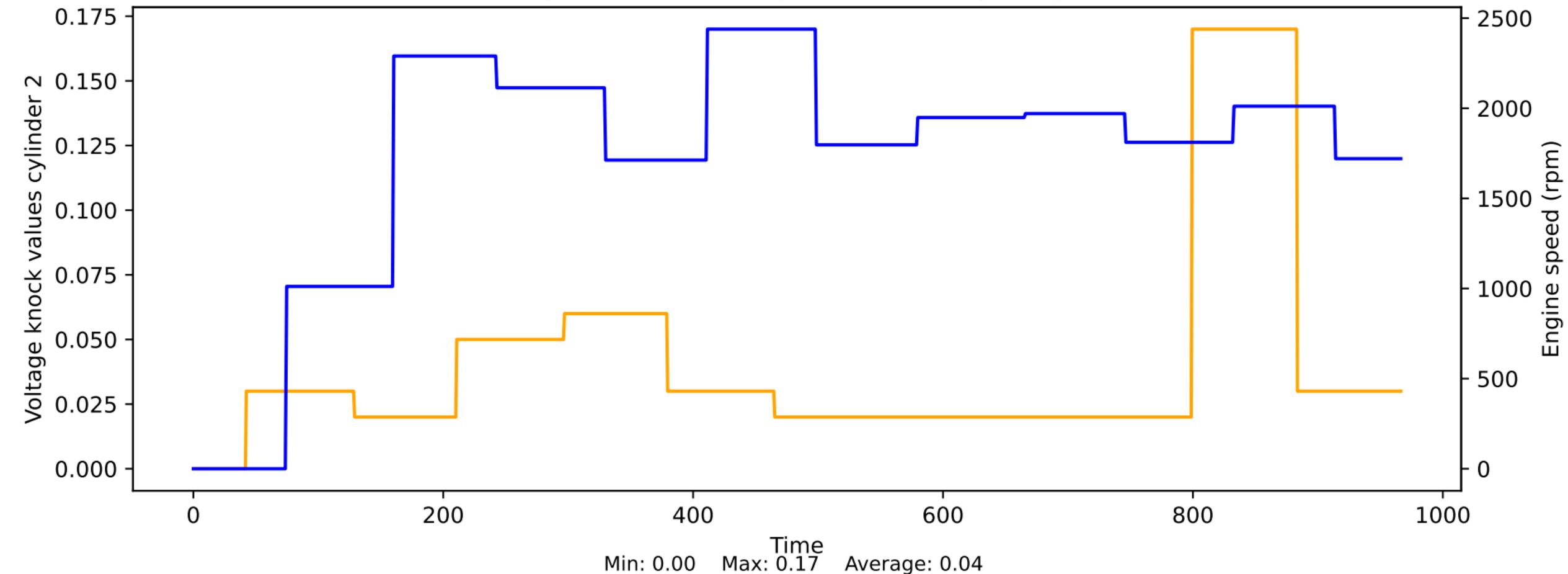
### Voltage behind injection / ignition relay vs Engine speed



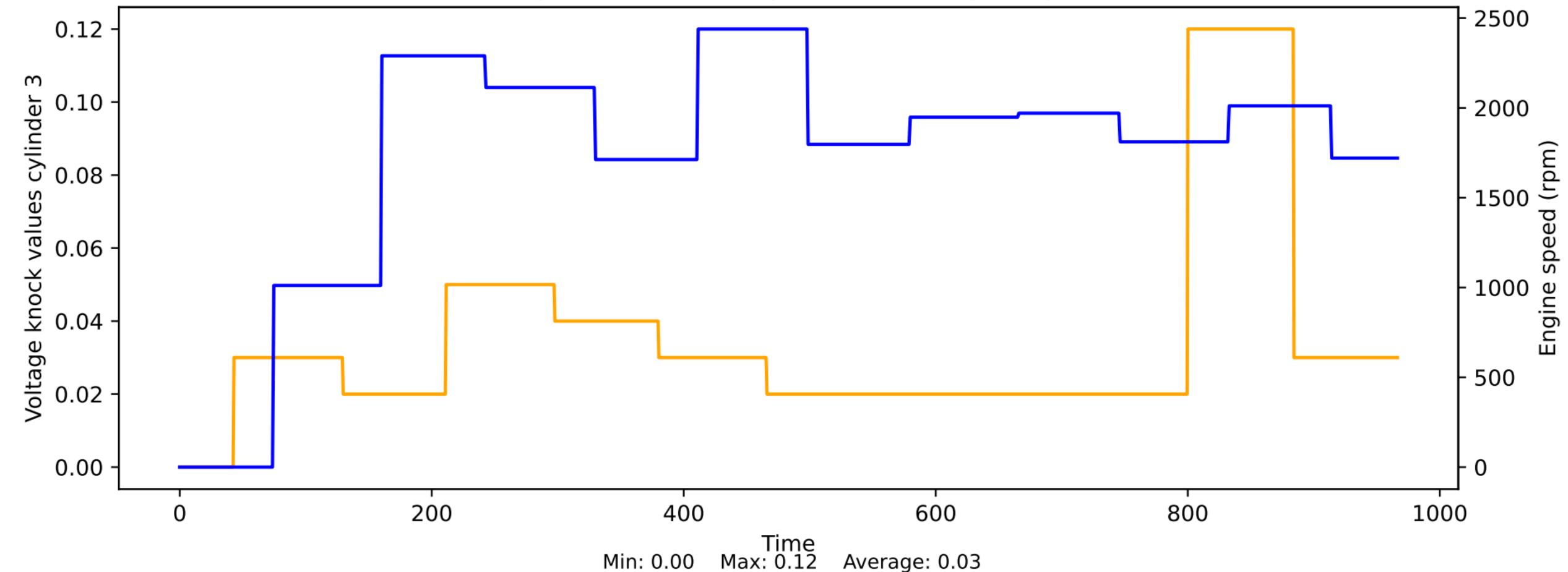
### Voltage knock values cylinder 1 vs Engine speed



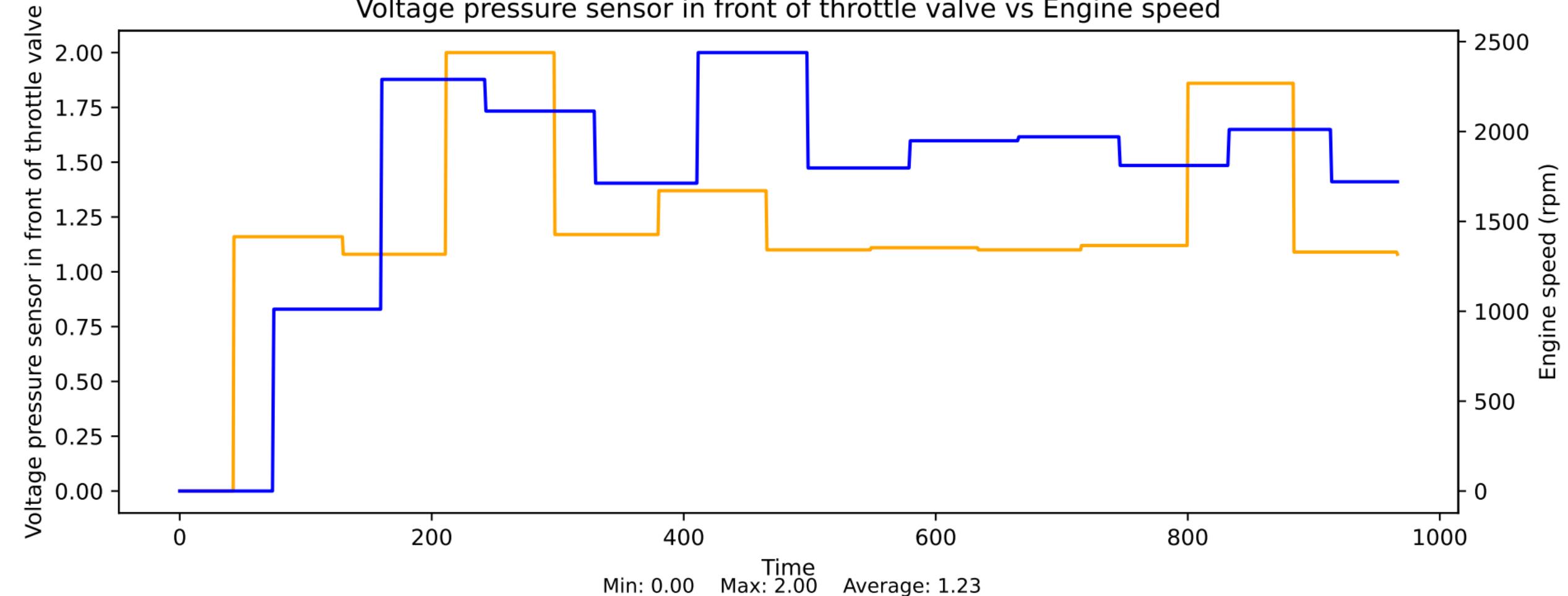
### Voltage knock values cylinder 2 vs Engine speed



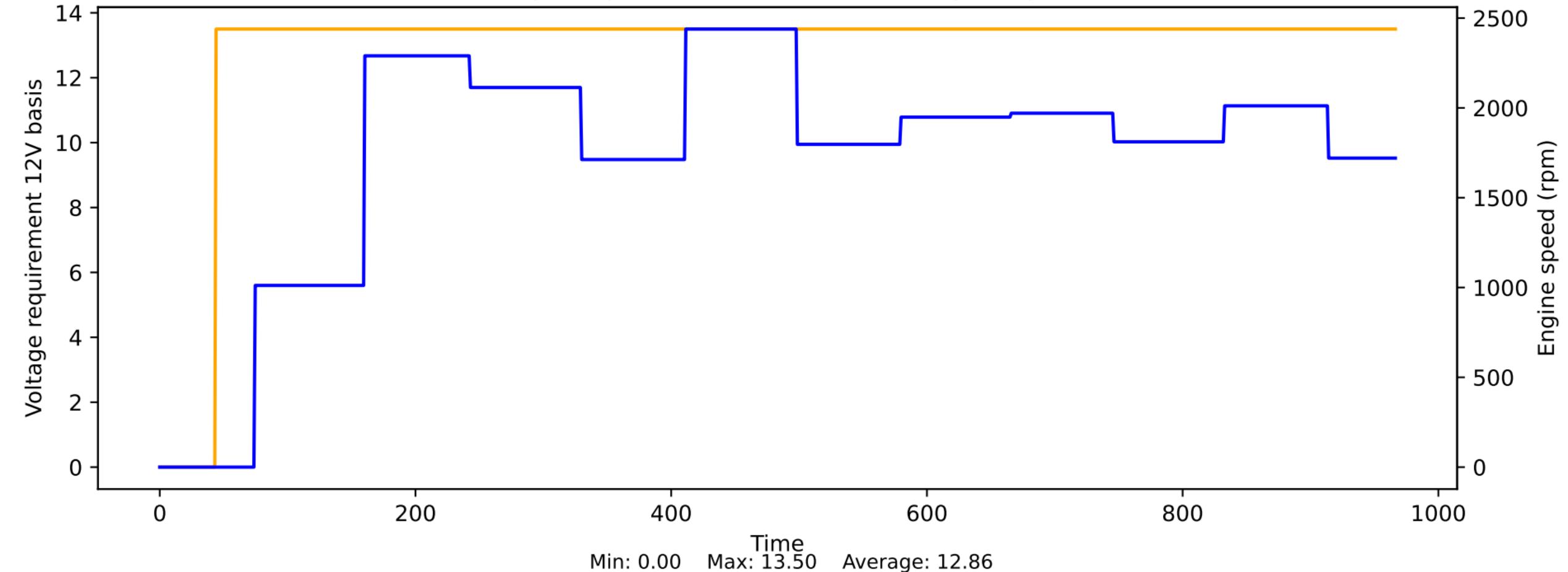
### Voltage knock values cylinder 3 vs Engine speed



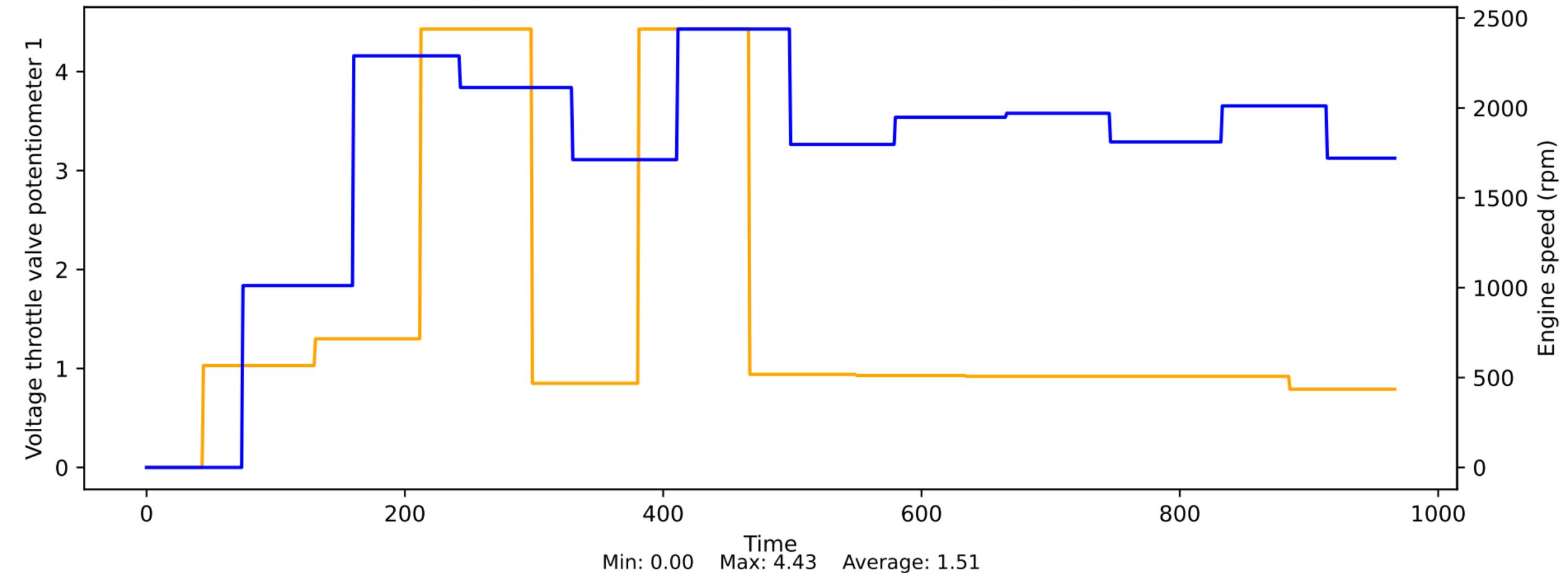
Voltage pressure sensor in front of throttle valve vs Engine speed



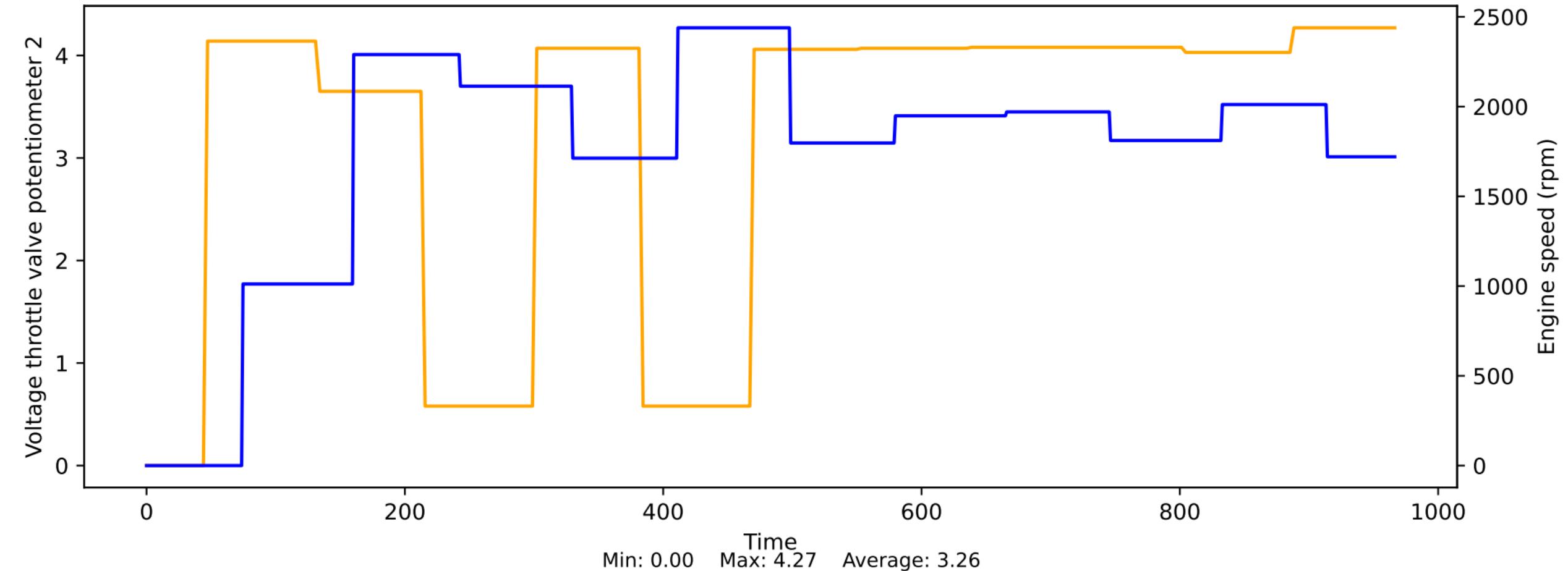
## Voltage requirement 12V basis vs Engine speed



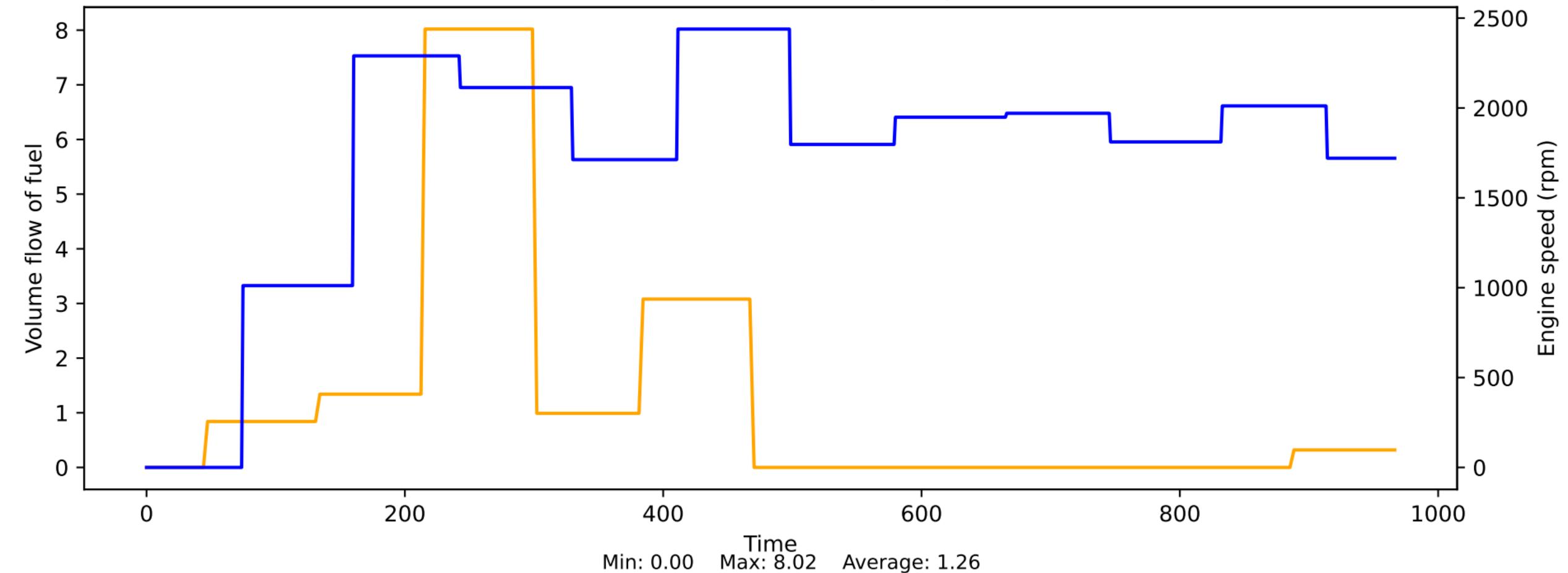
### Voltage throttle valve potentiometer 1 vs Engine speed



## Voltage throttle valve potentiometer 2 vs Engine speed



### Volume flow of fuel vs Engine speed



### 48V on-board network status relay vs Engine speed

