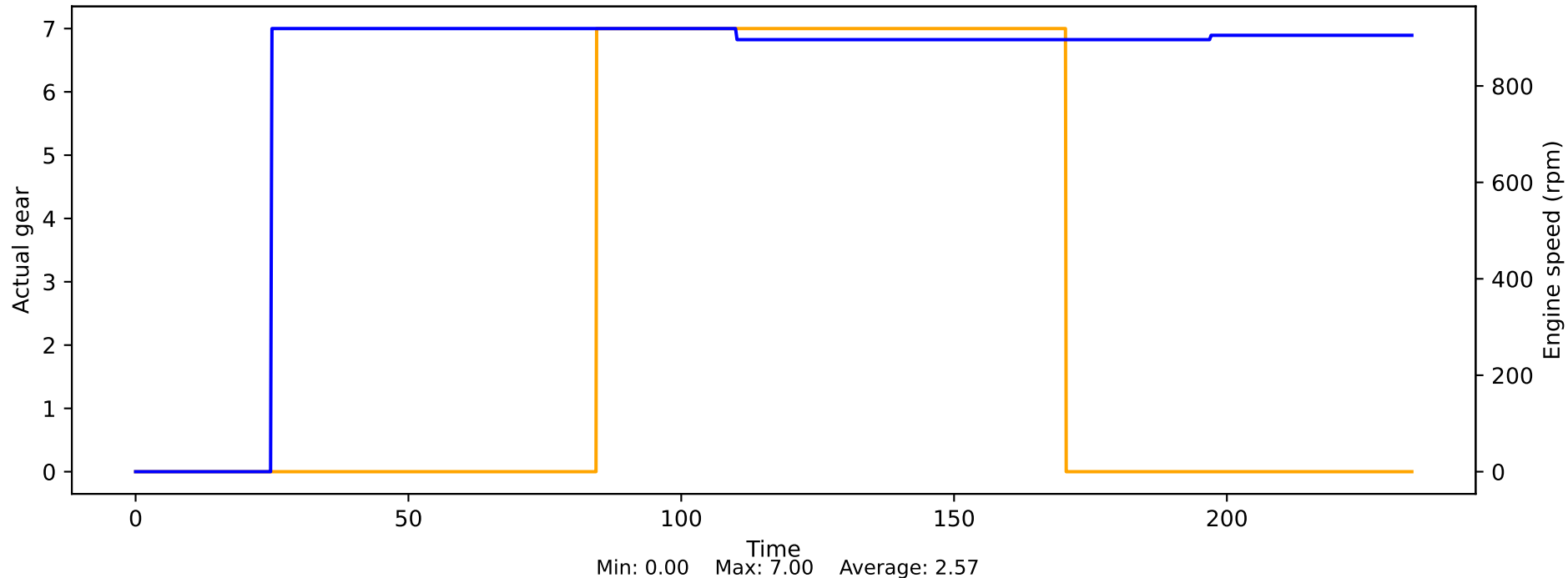
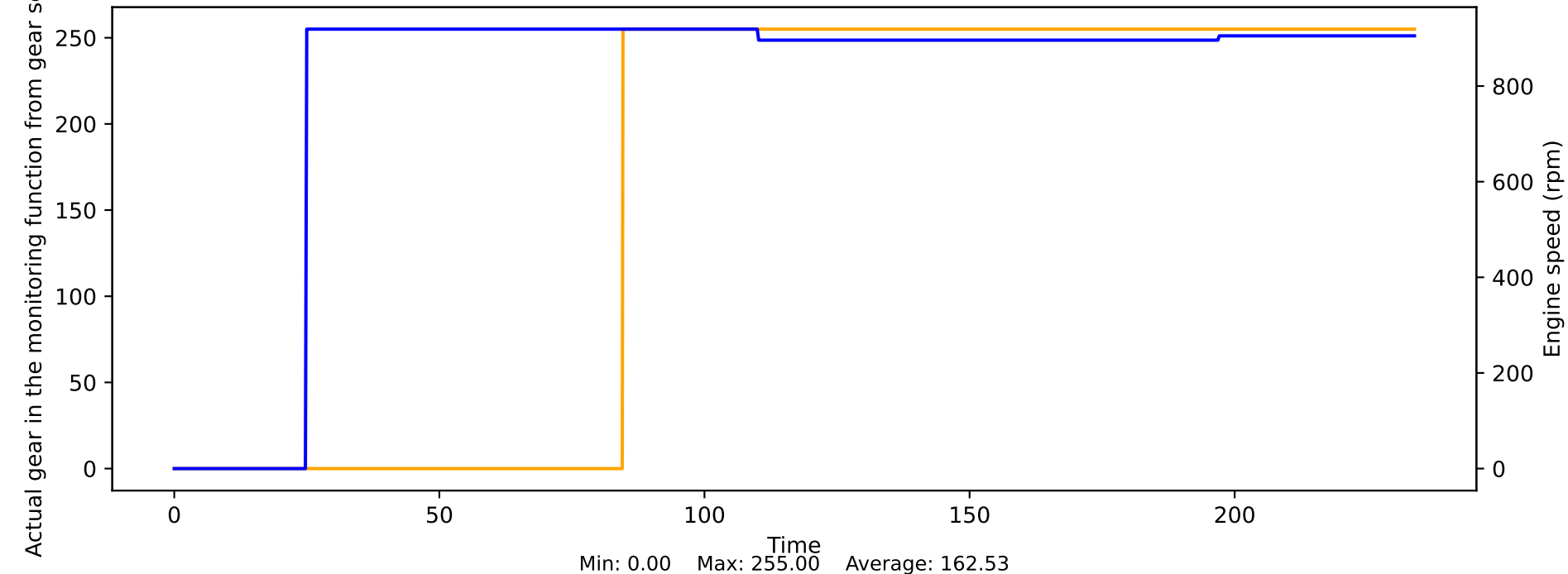


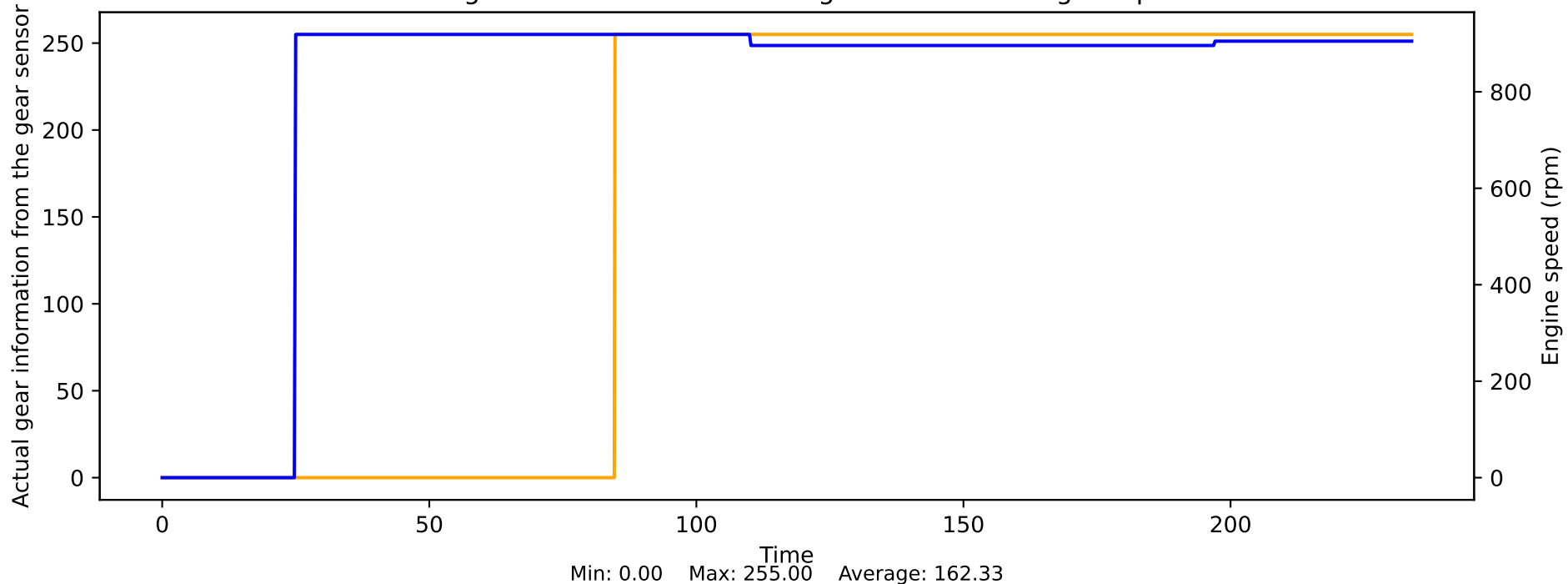
Actual gear vs Engine speed



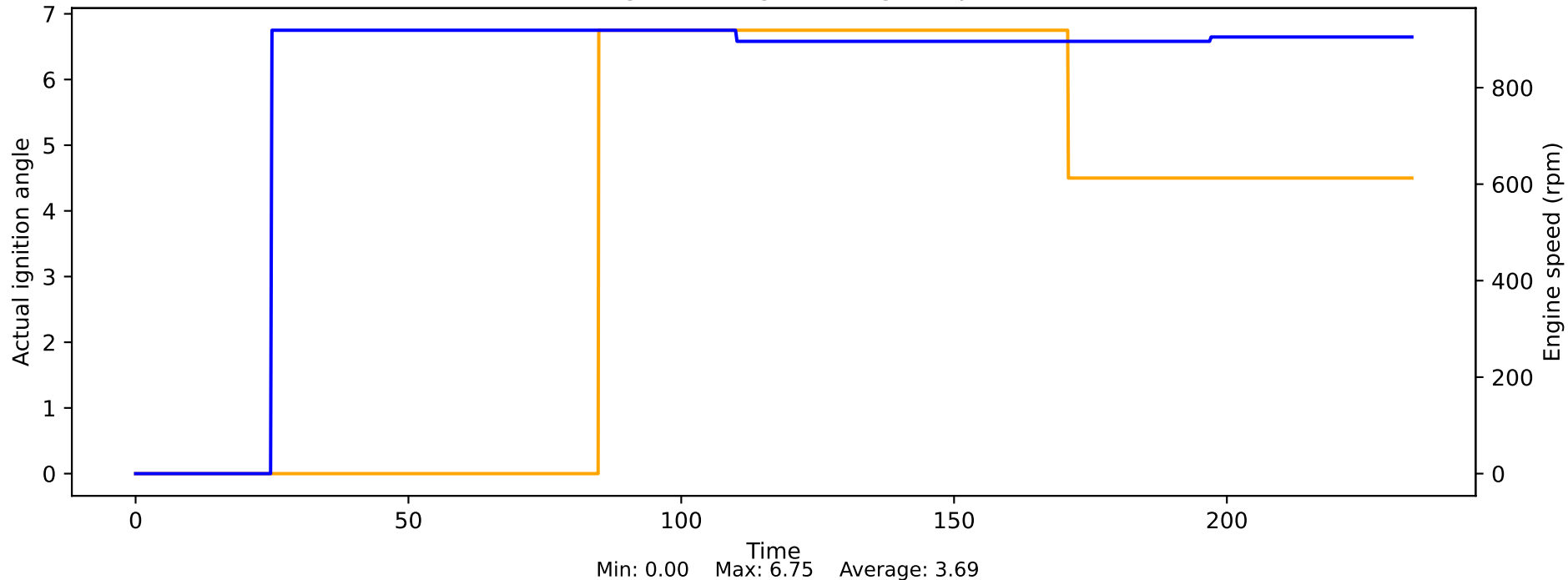
Actual gear in the monitoring function from gear sensor vs Engine speed



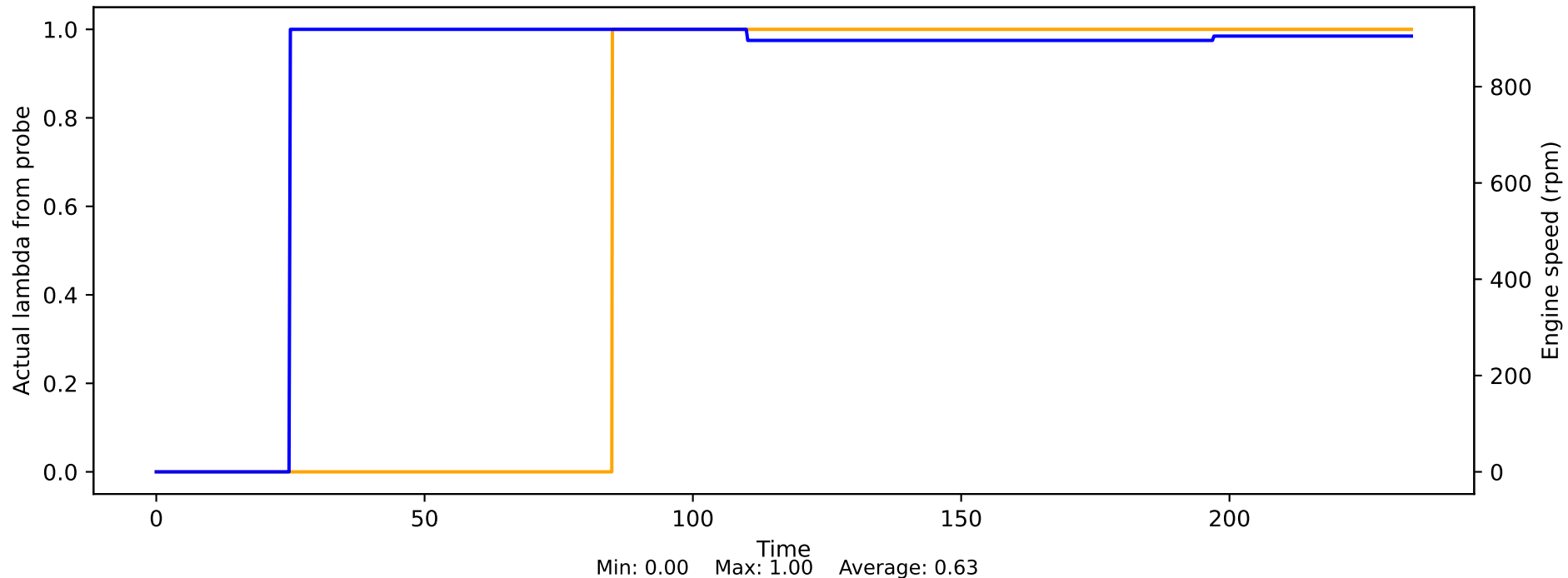
Actual gear information from the gear sensor vs Engine speed



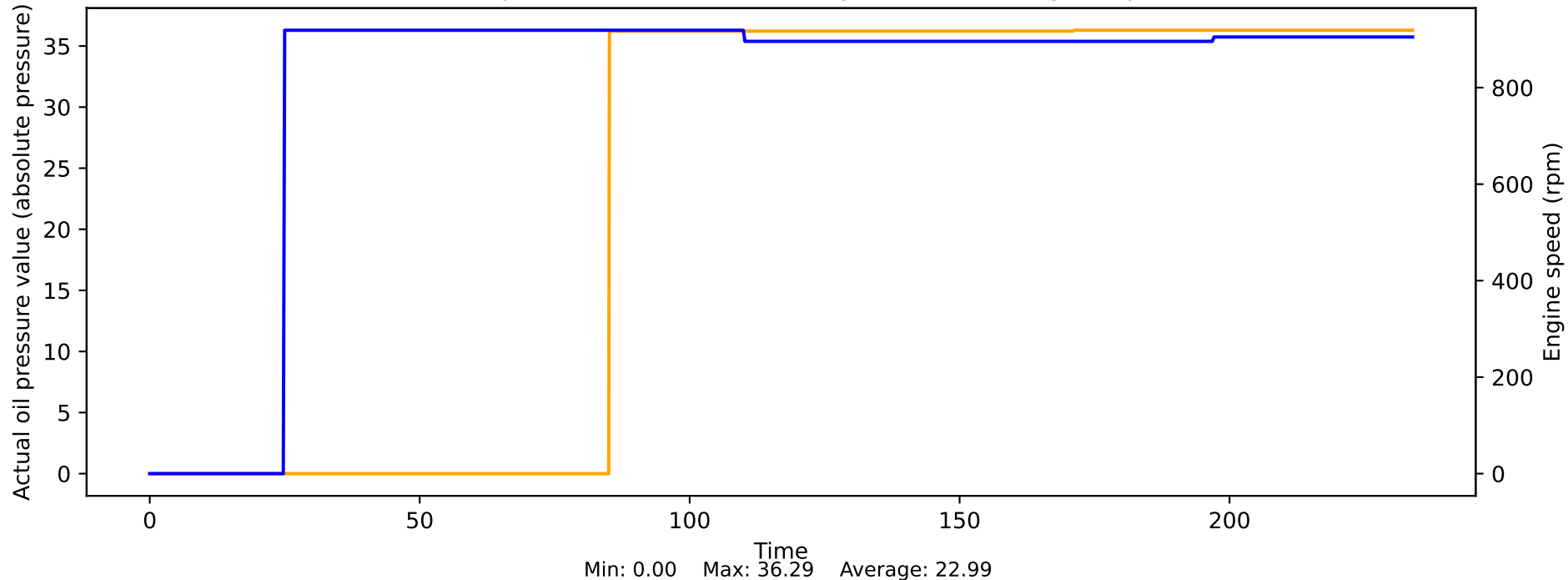
Actual ignition angle vs Engine speed



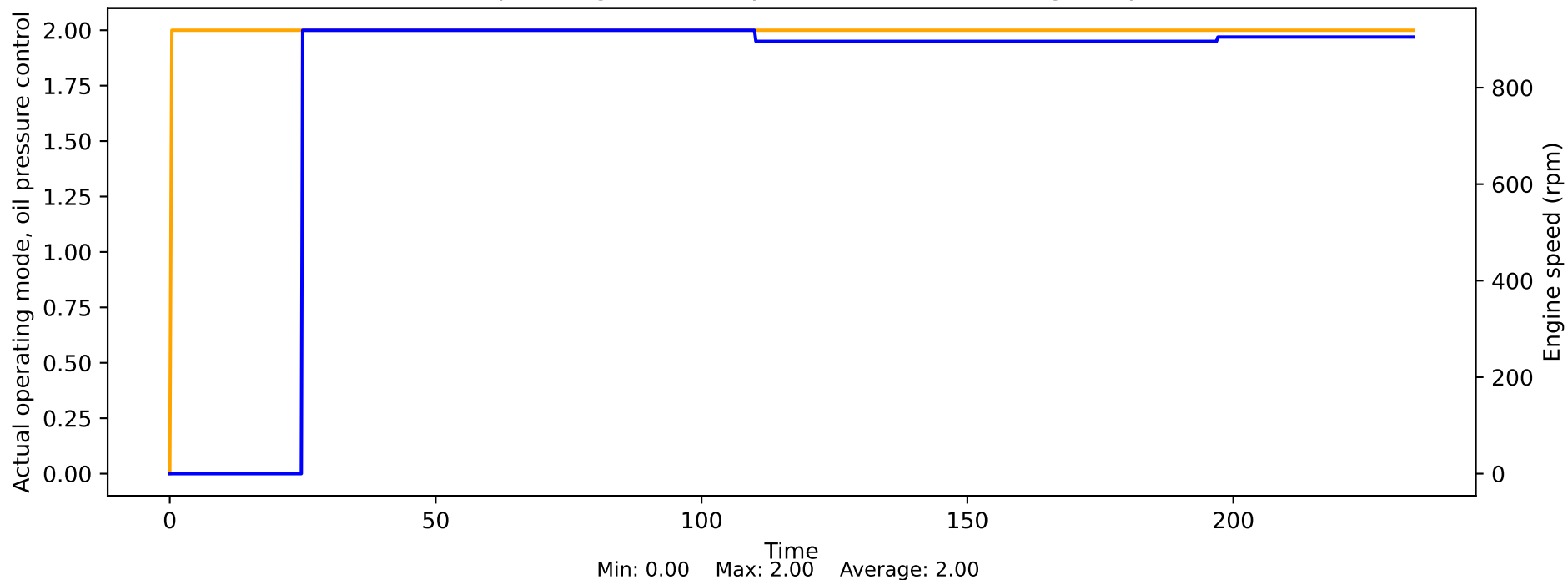
Actual lambda from probe vs Engine speed



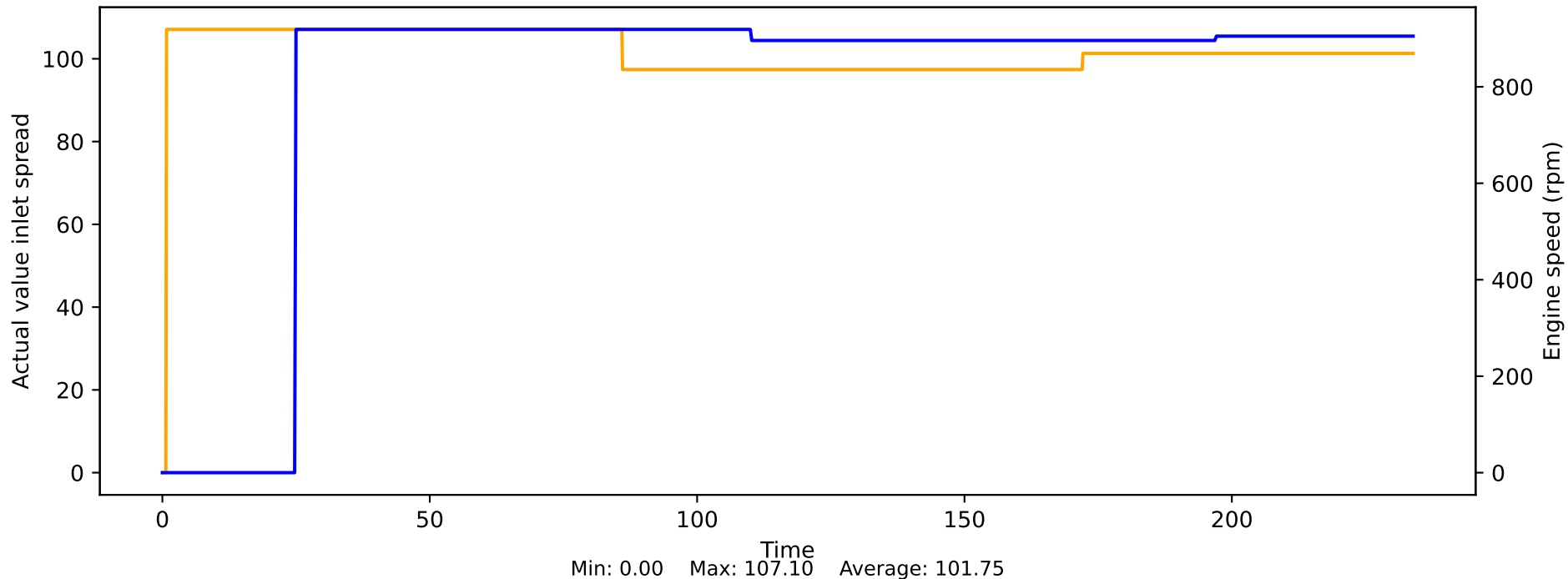
Actual oil pressure value (absolute pressure) vs Engine speed



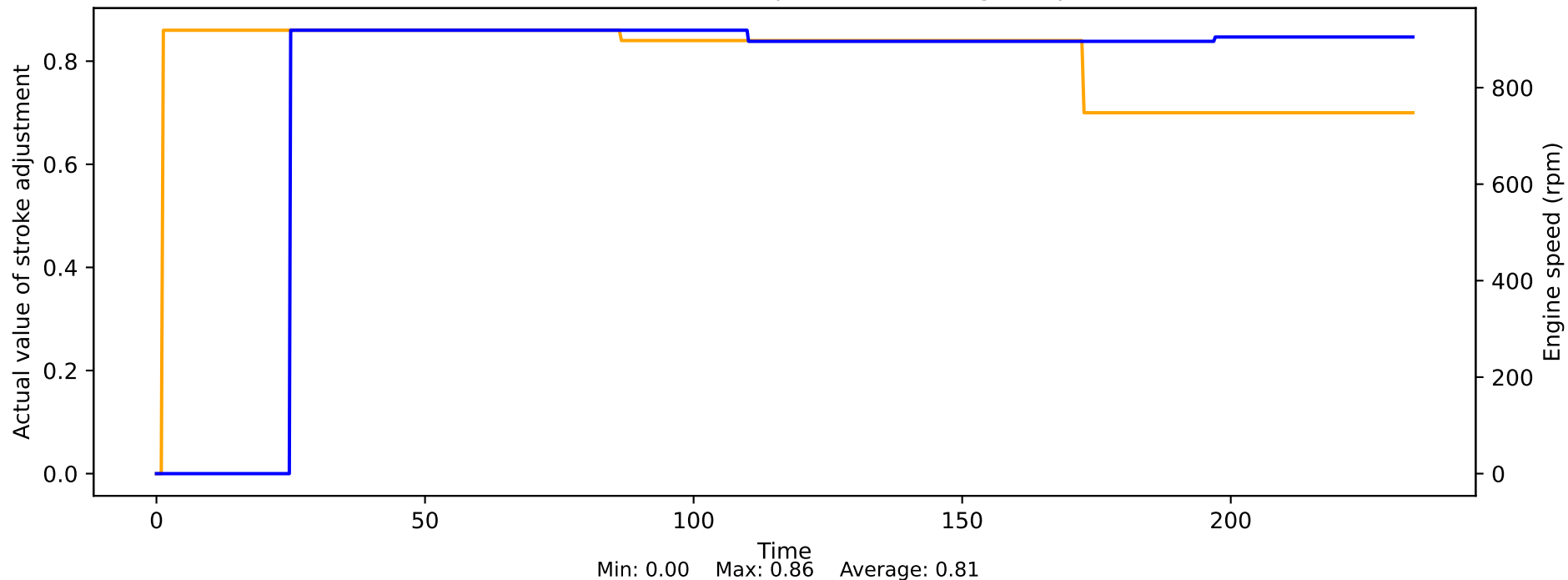
Actual operating mode, oil pressure control vs Engine speed



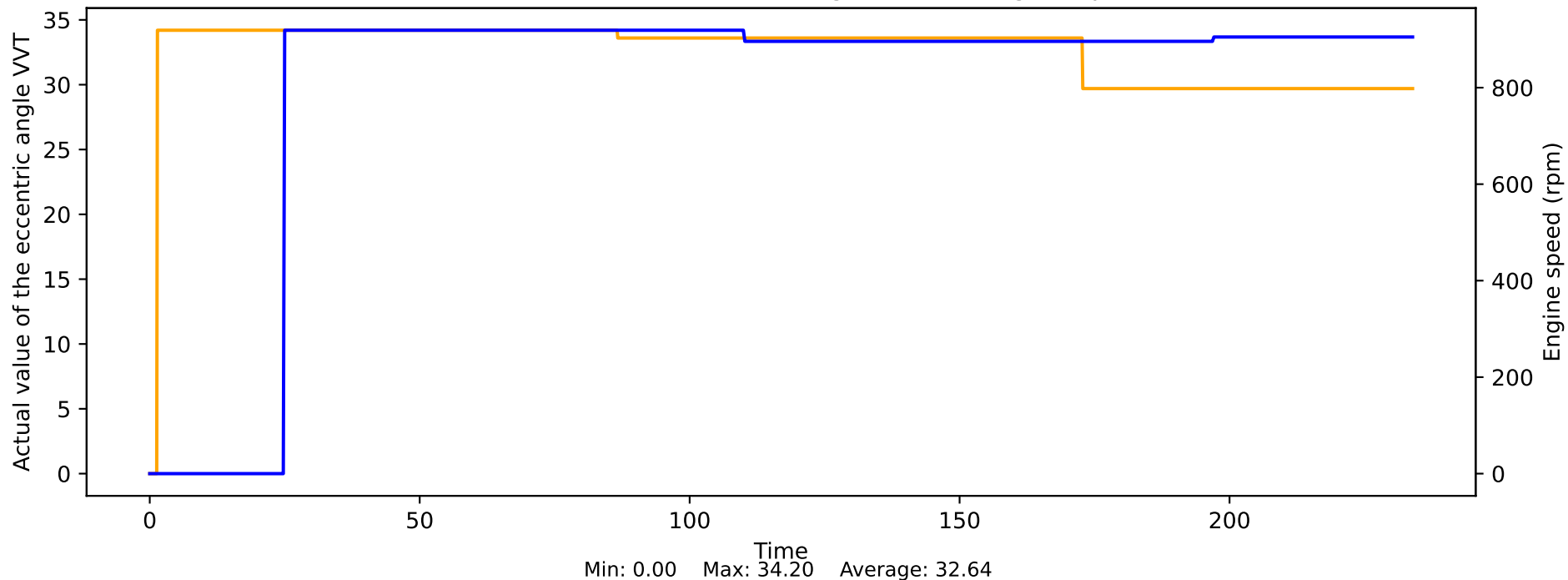
Actual value inlet spread vs Engine speed



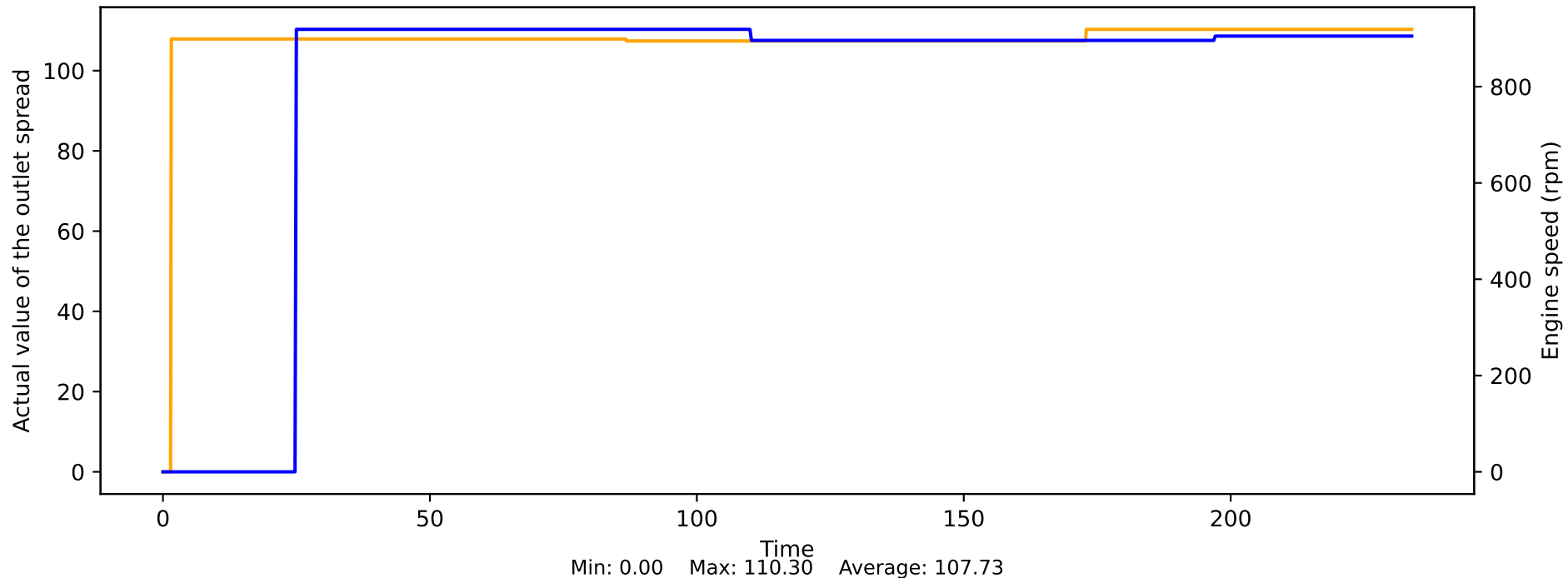
Actual value of stroke adjustment vs Engine speed



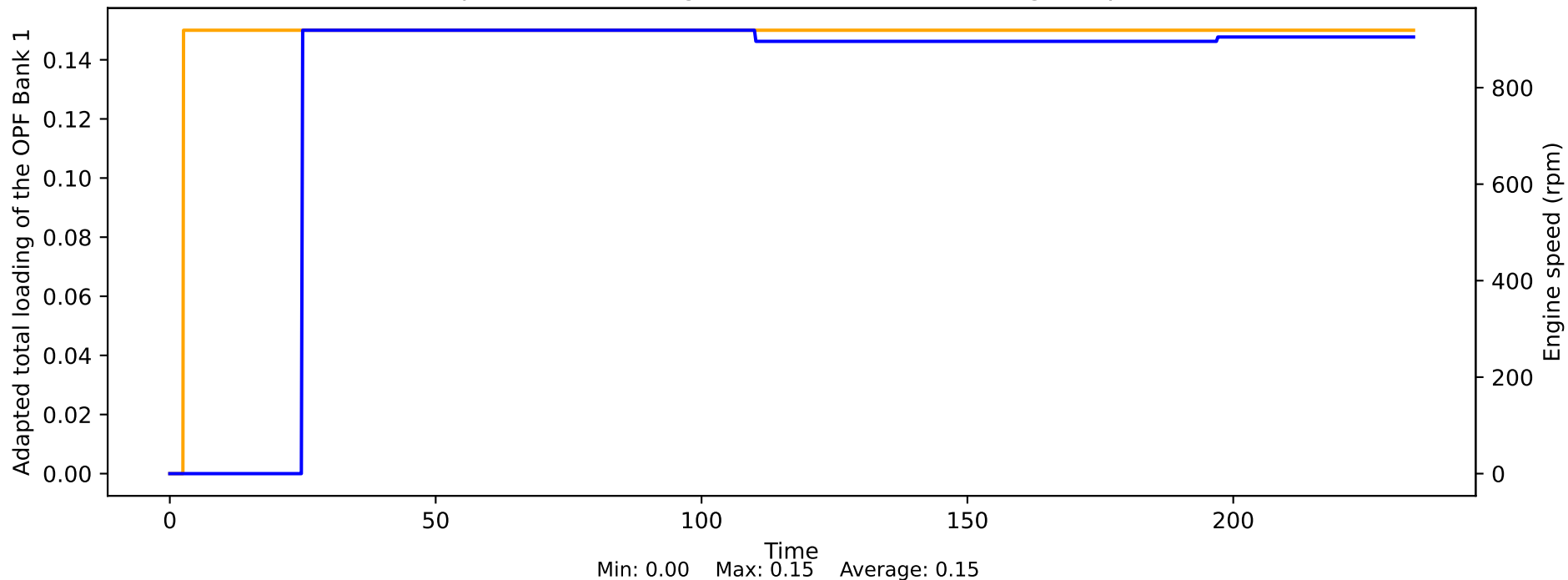
Actual value of the eccentric angle VVT vs Engine speed



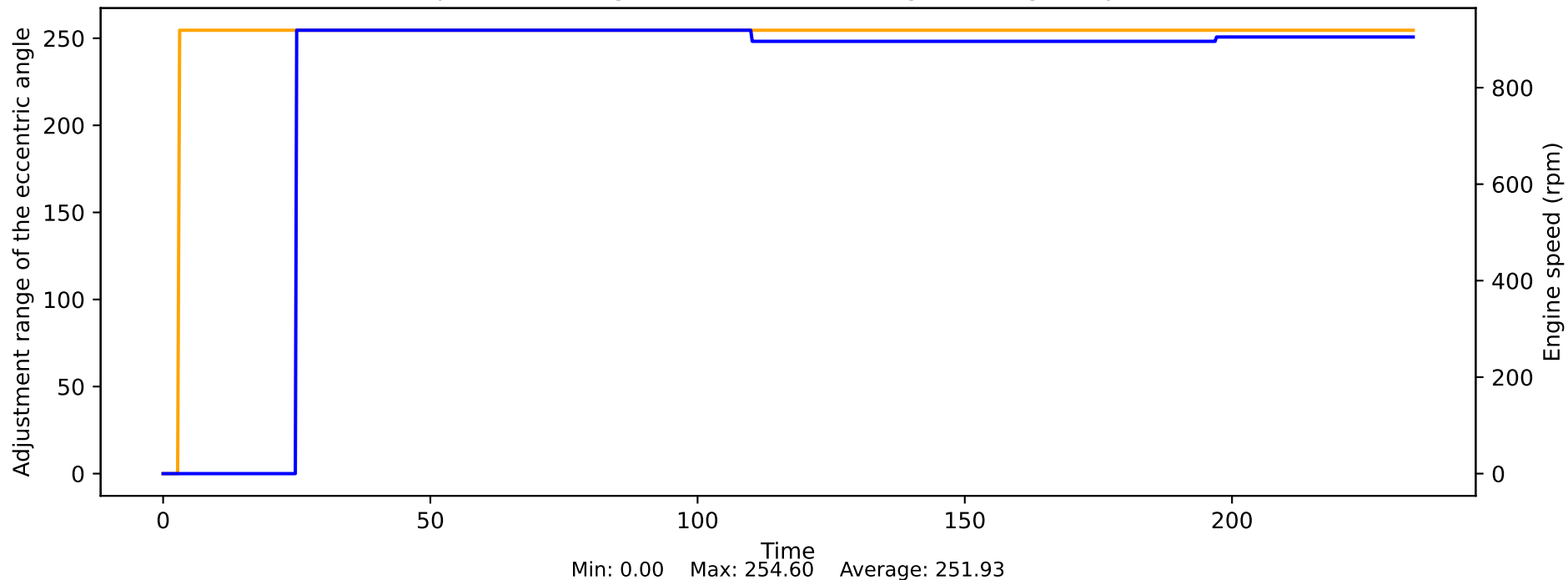
Actual value of the outlet spread vs Engine speed



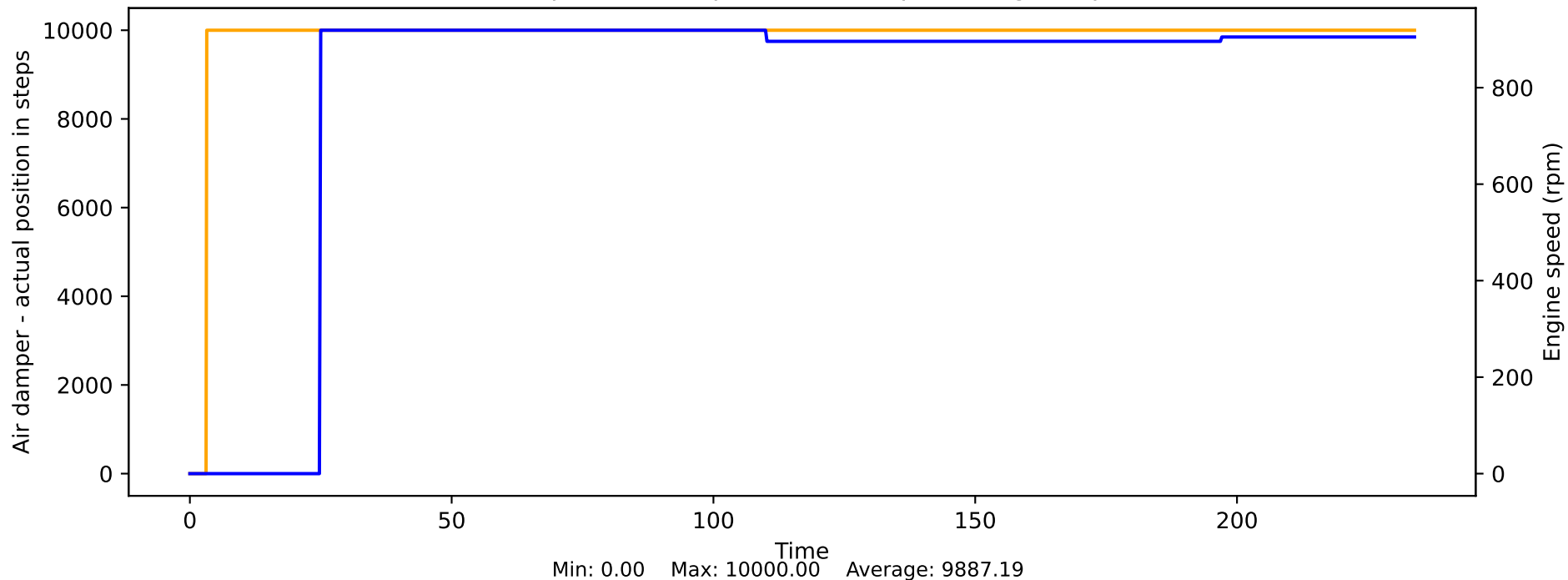
Adapted total loading of the OPF Bank 1 vs Engine speed



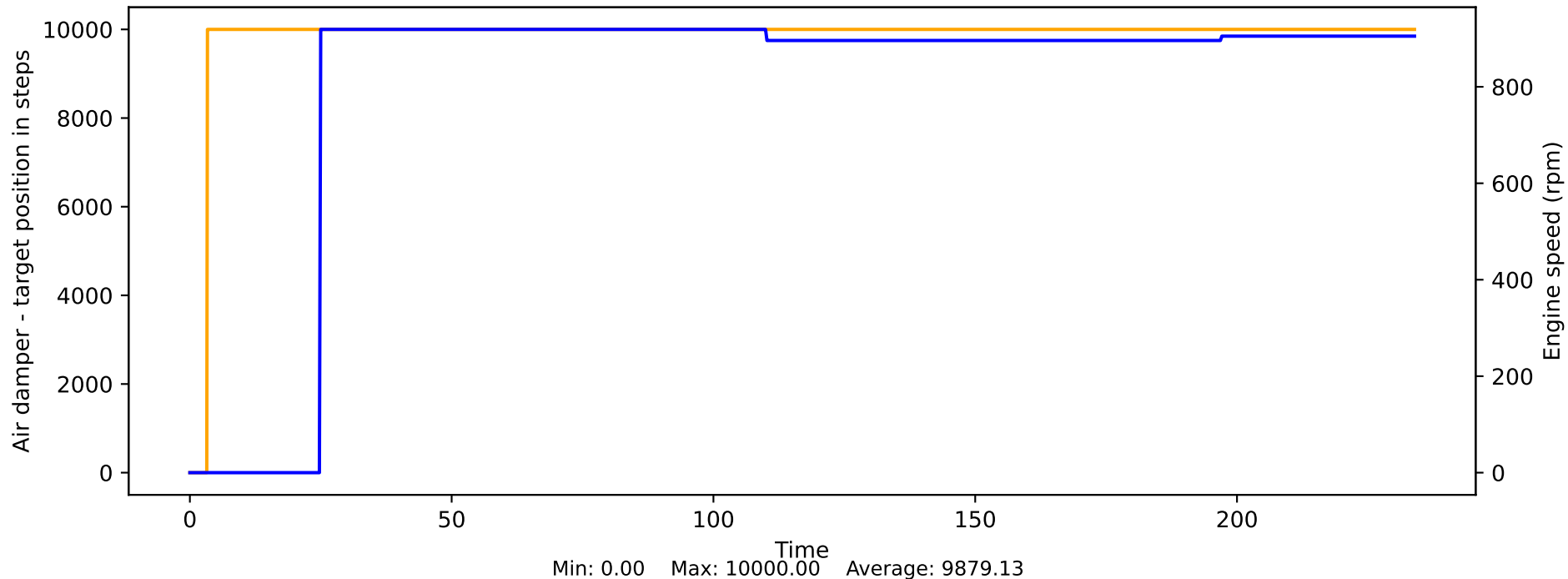
Adjustment range of the eccentric angle vs Engine speed



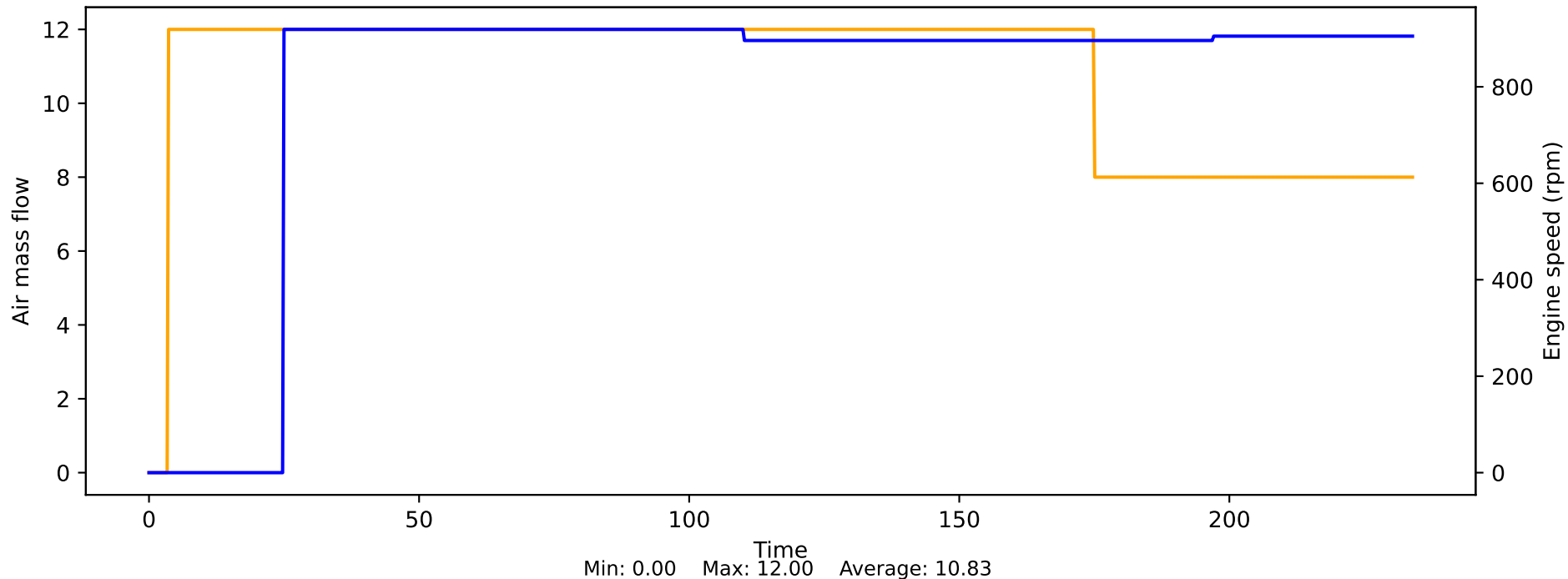
Air damper - actual position in steps vs Engine speed



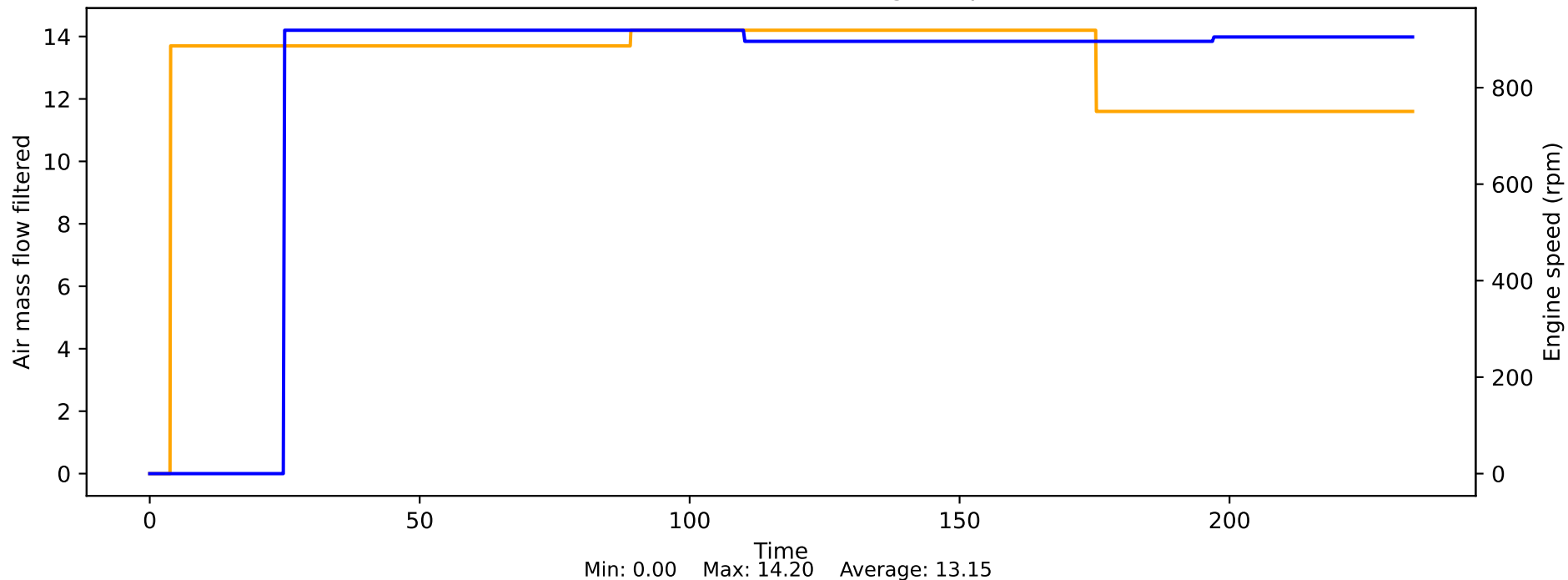
Air damper - target position in steps vs Engine speed



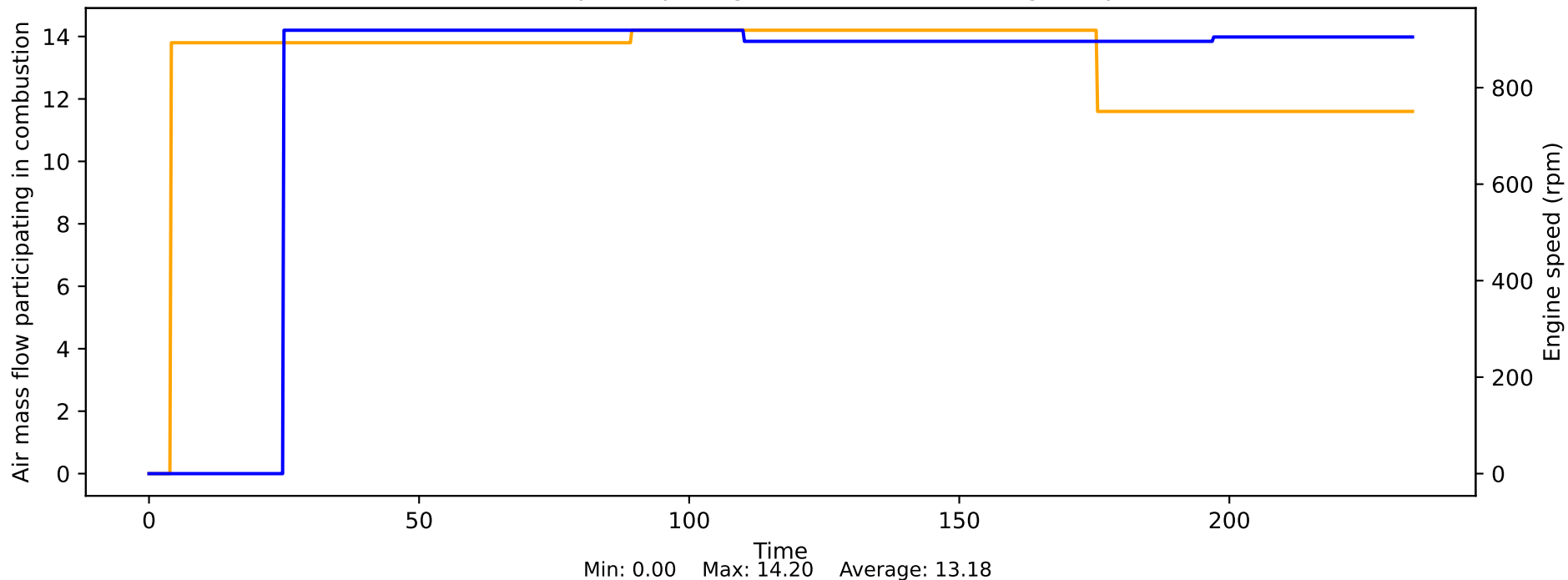
Air mass flow vs Engine speed



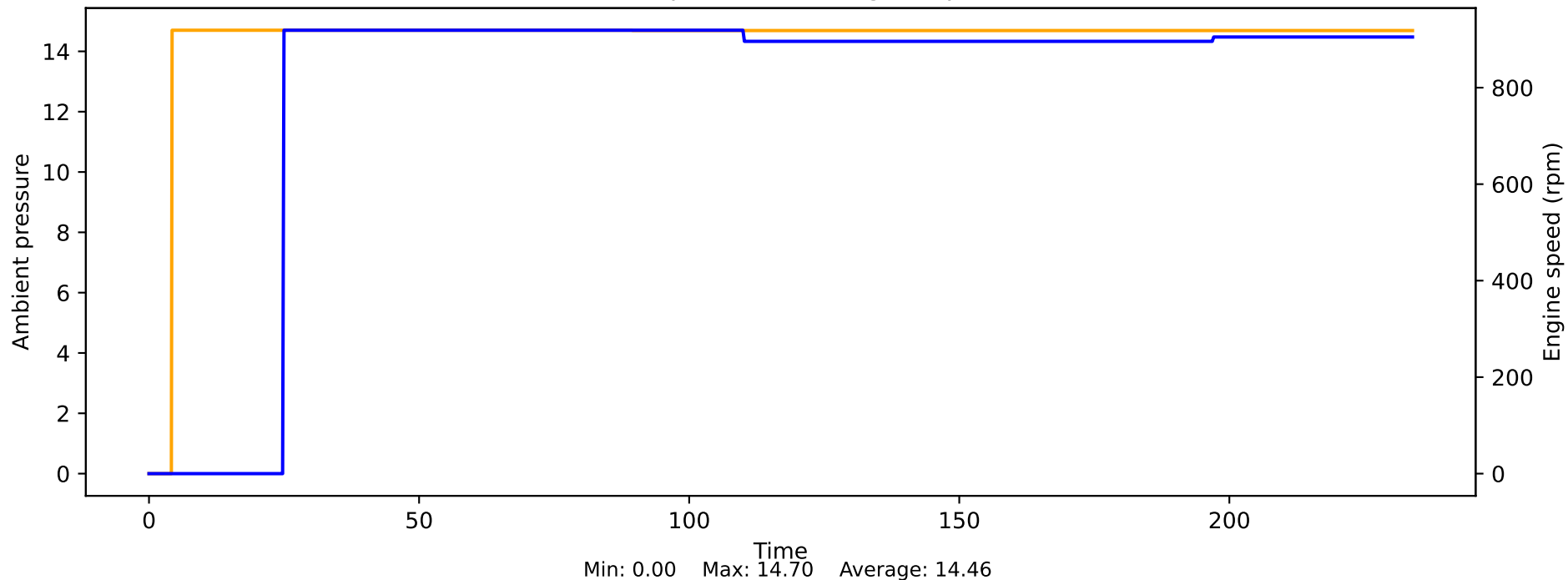
Air mass flow filtered vs Engine speed



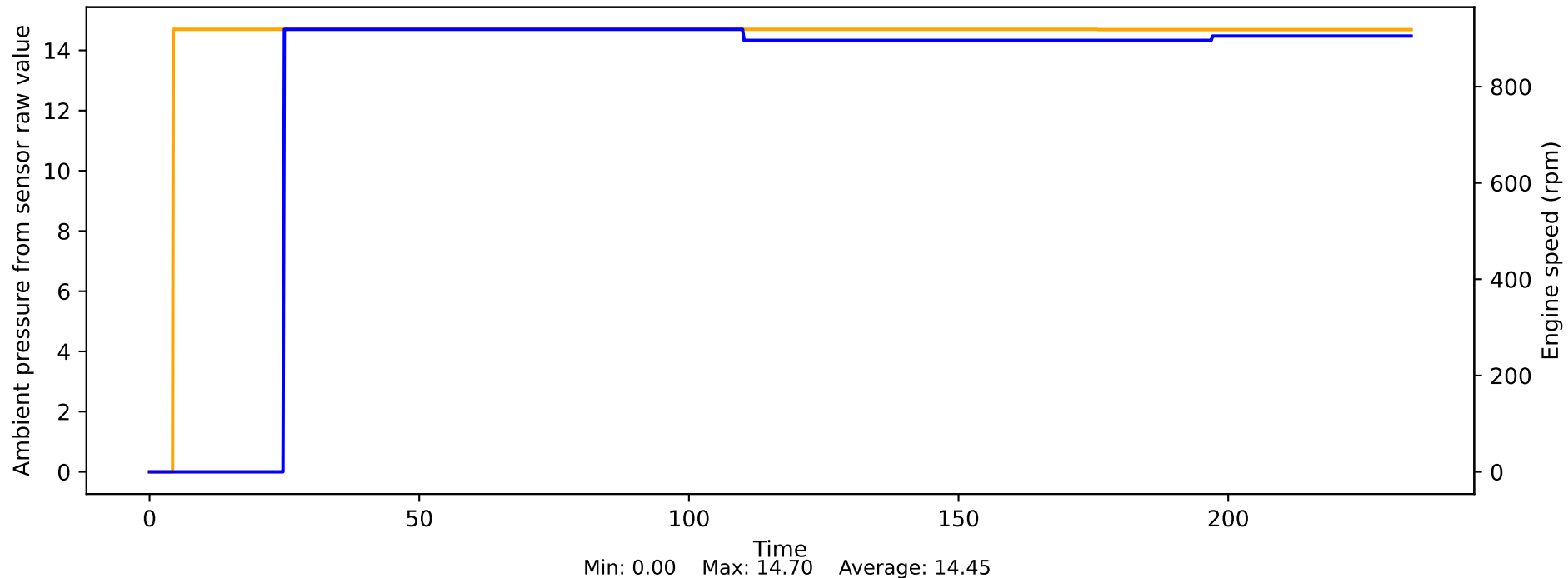
Air mass flow participating in combustion vs Engine speed



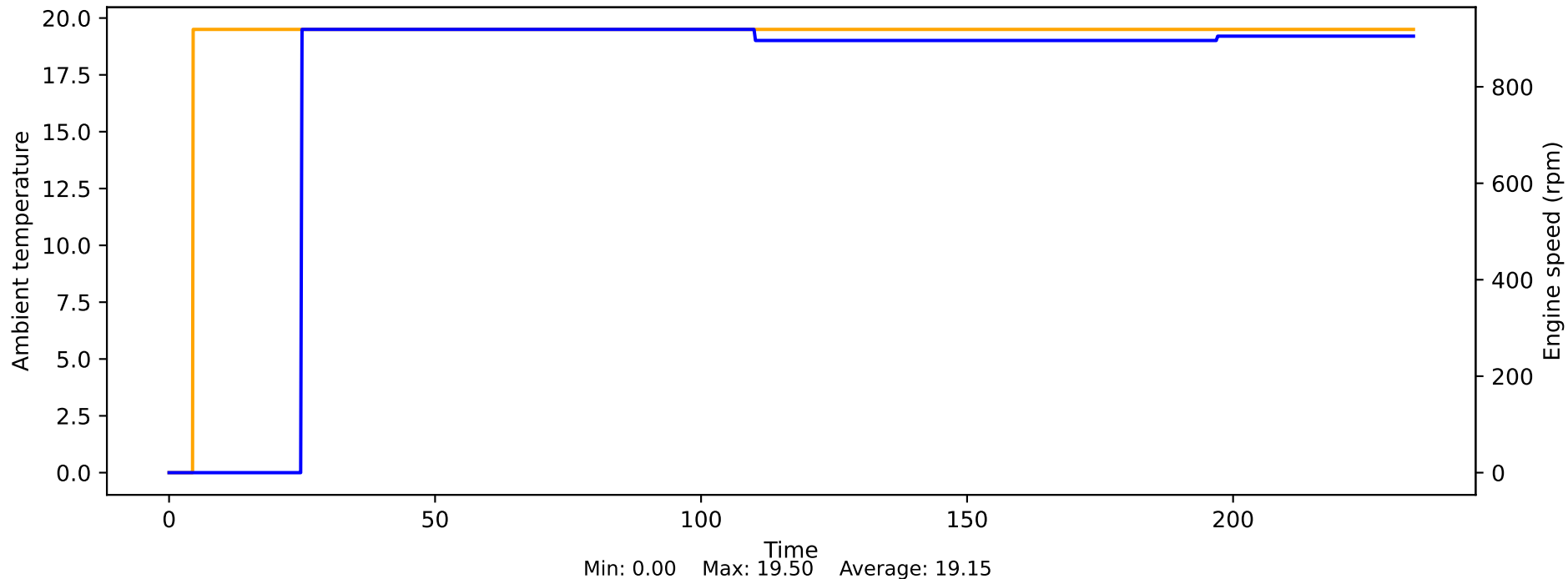
Ambient pressure vs Engine speed



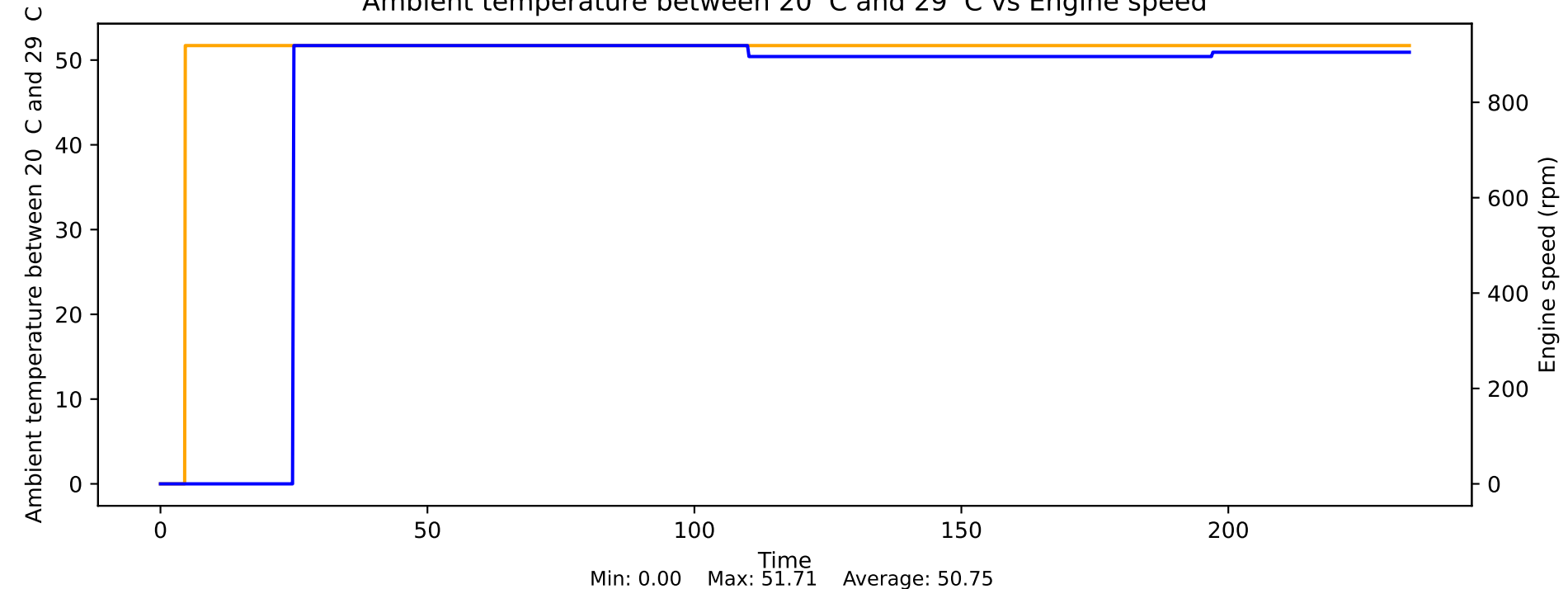
Ambient pressure from sensor raw value vs Engine speed



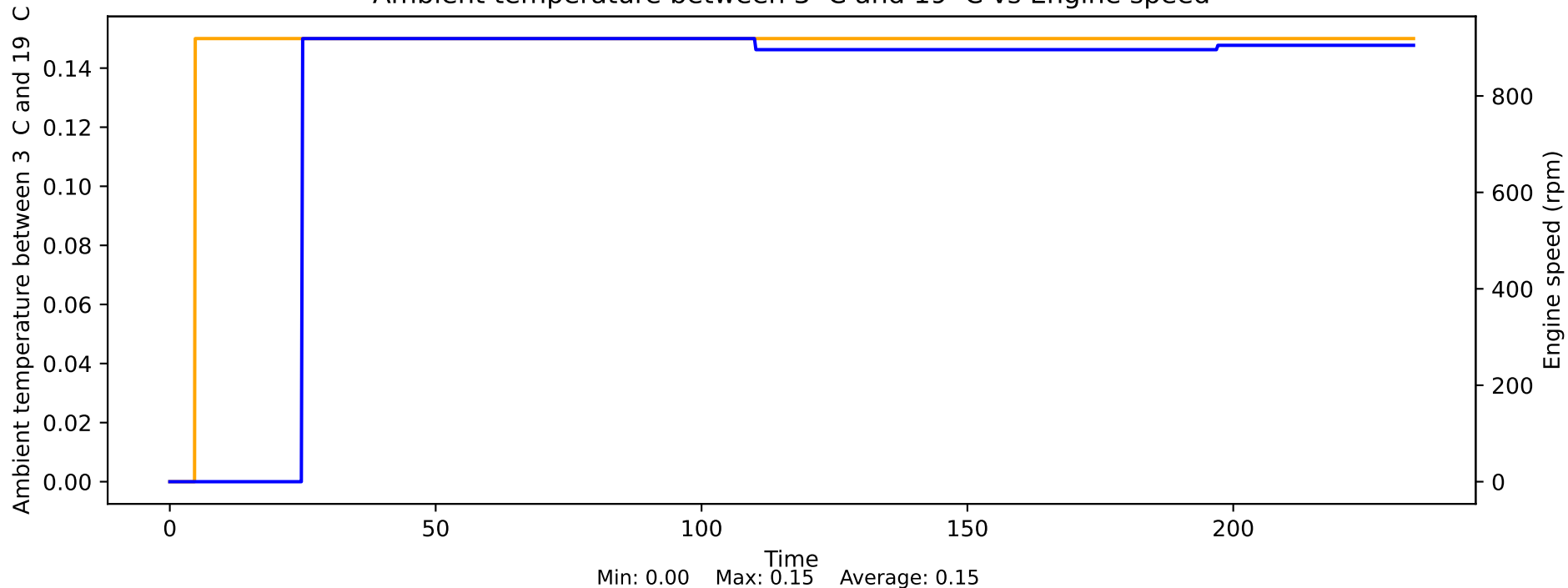
Ambient temperature vs Engine speed



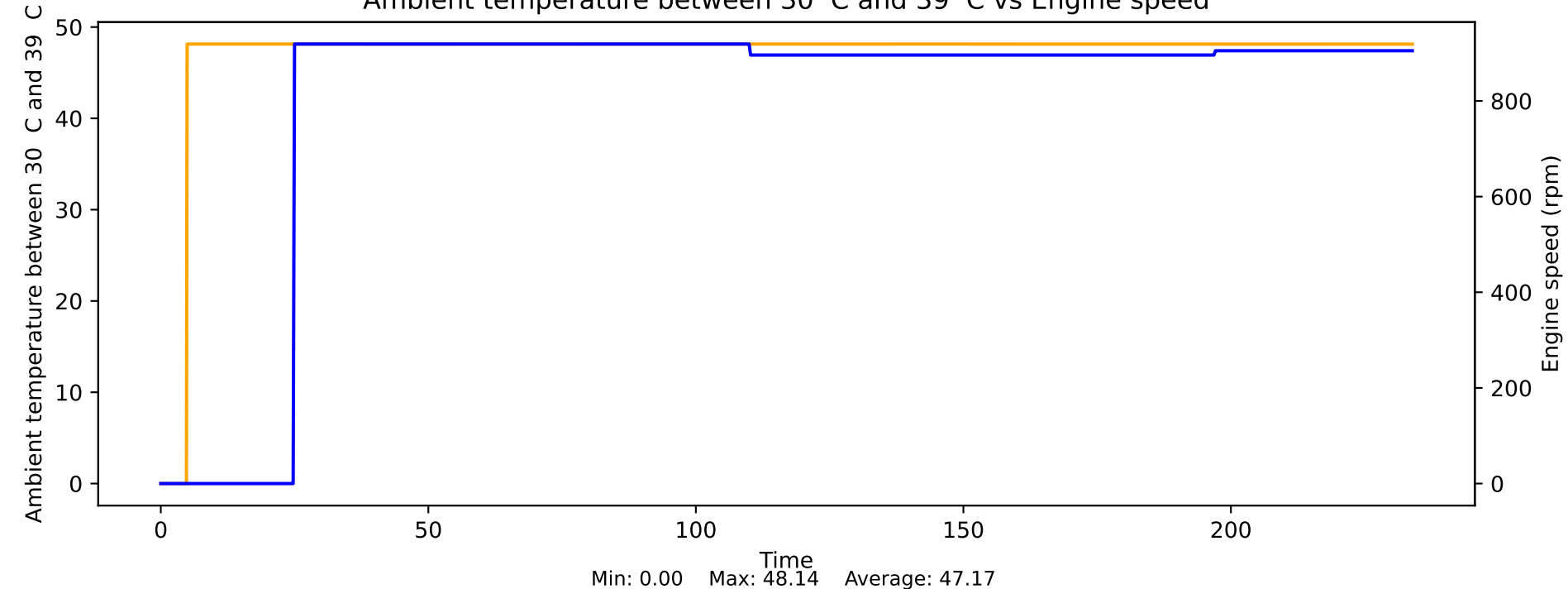
Ambient temperature between 20 C and 29 C vs Engine speed



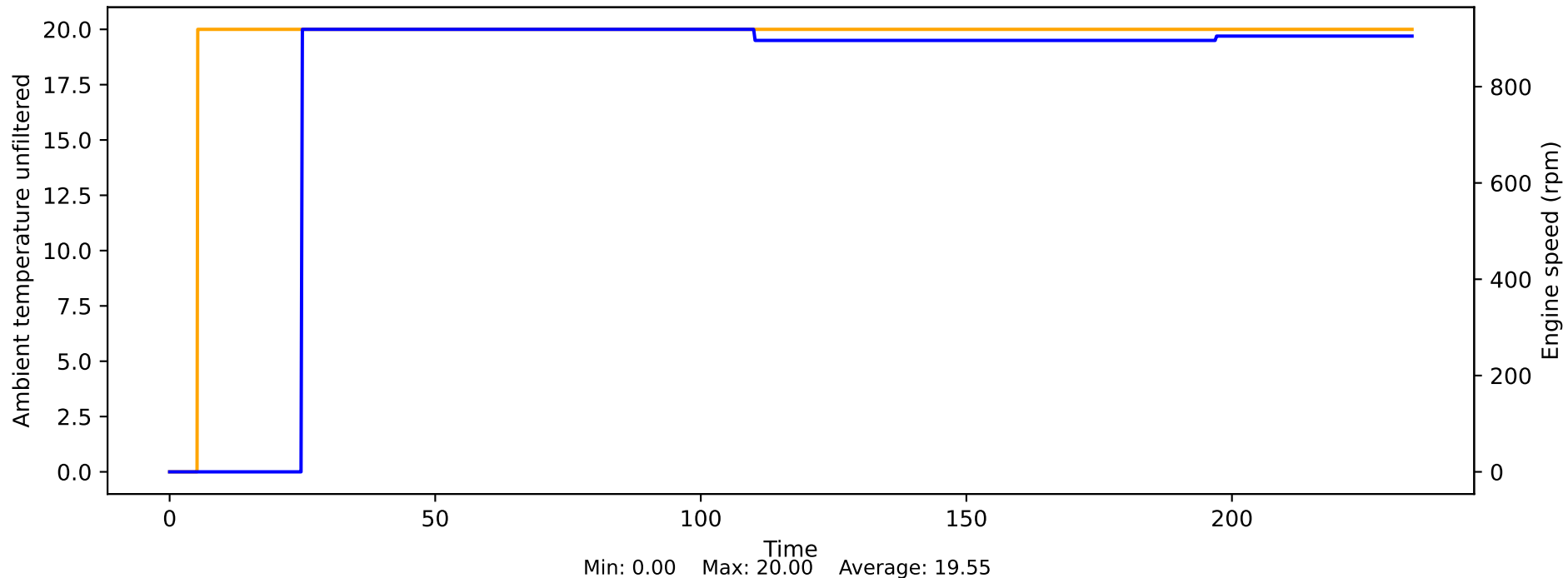
Ambient temperature between 3 C and 19 C vs Engine speed



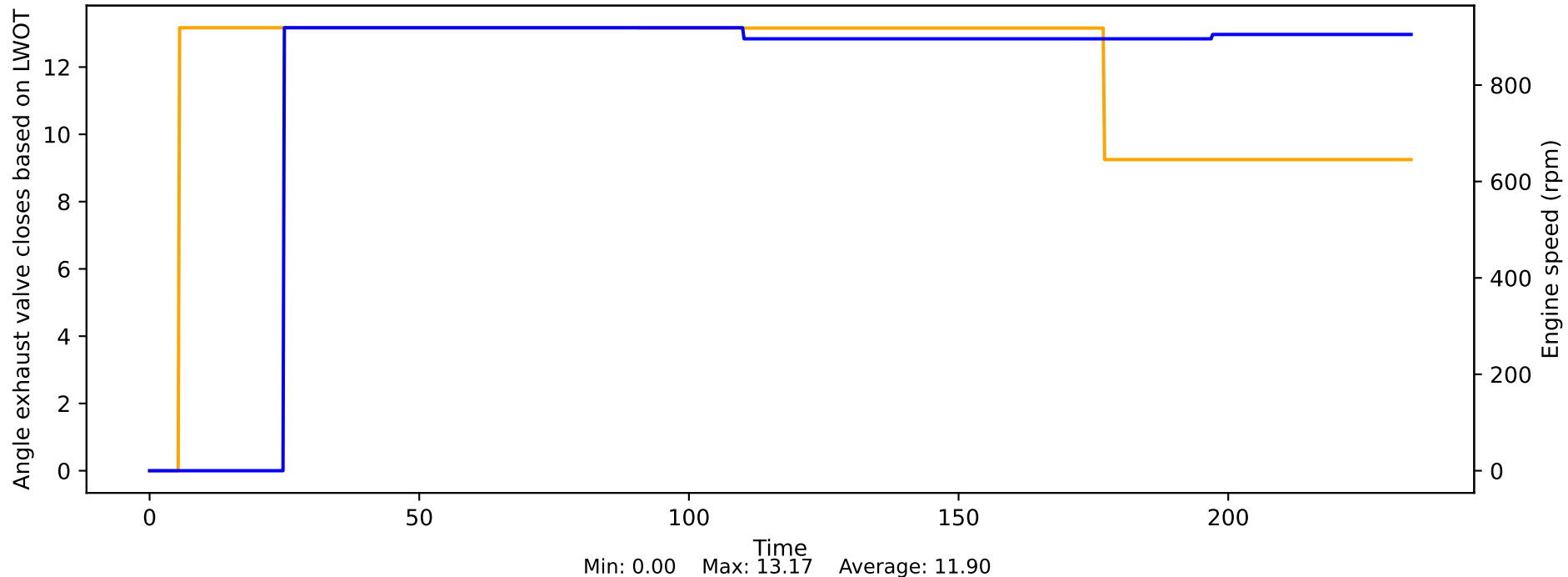
Ambient temperature between 30 C and 39 C vs Engine speed



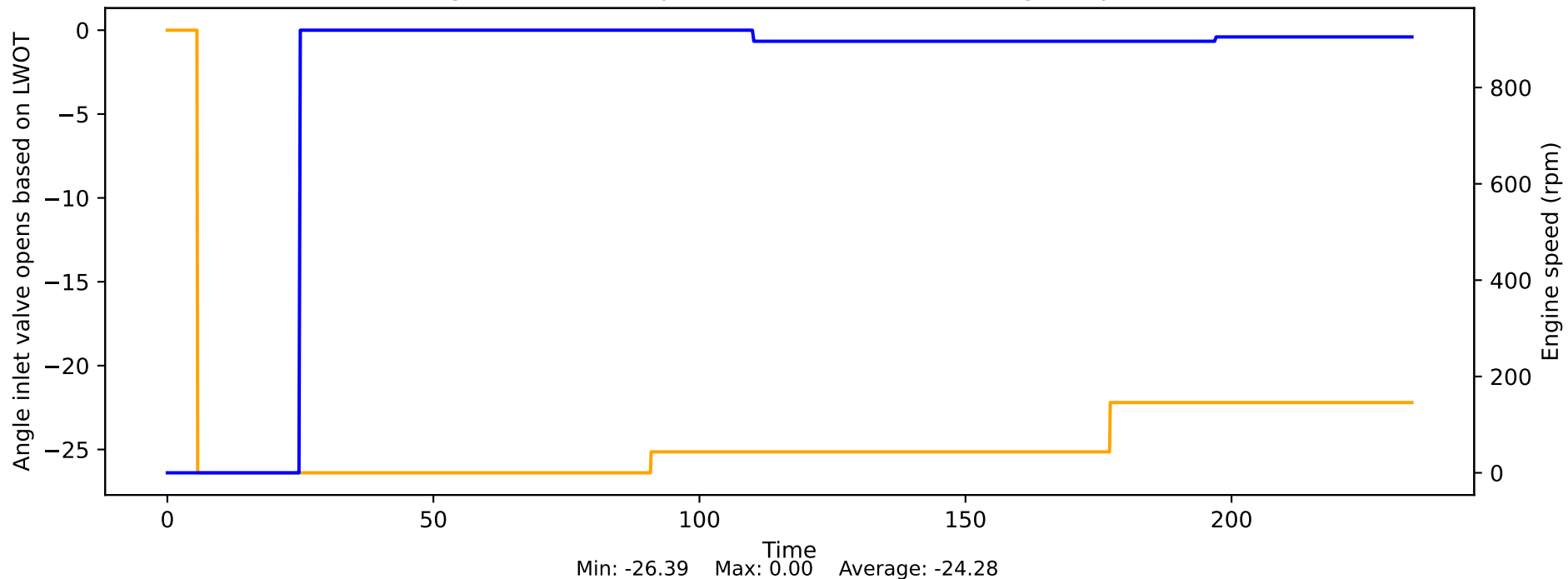
Ambient temperature unfiltered vs Engine speed



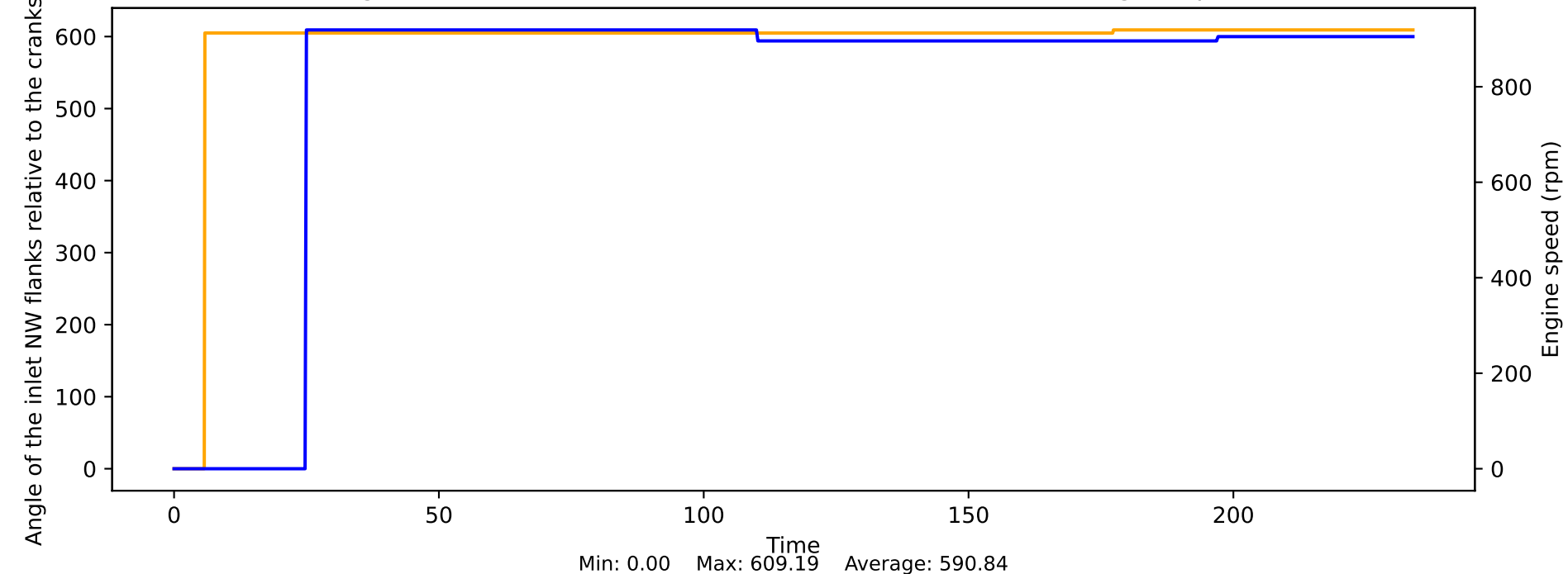
Angle exhaust valve closes based on LWOT vs Engine speed



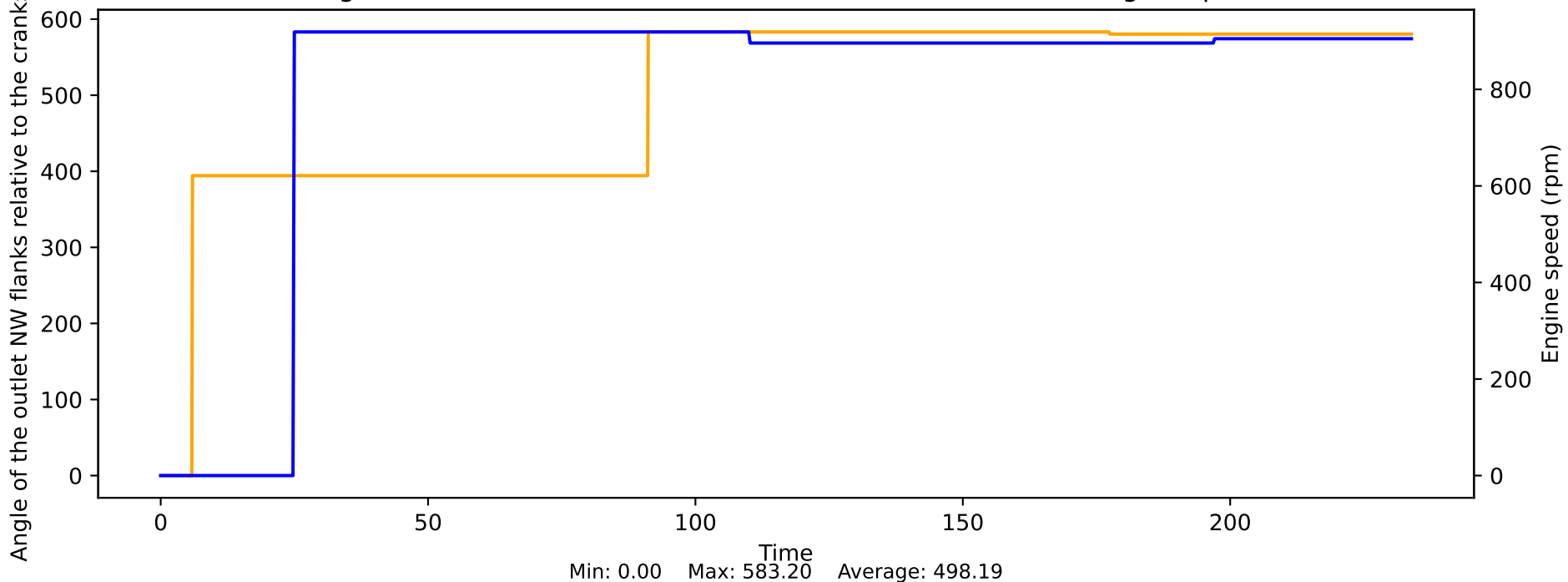
Angle inlet valve opens based on LWOT vs Engine speed



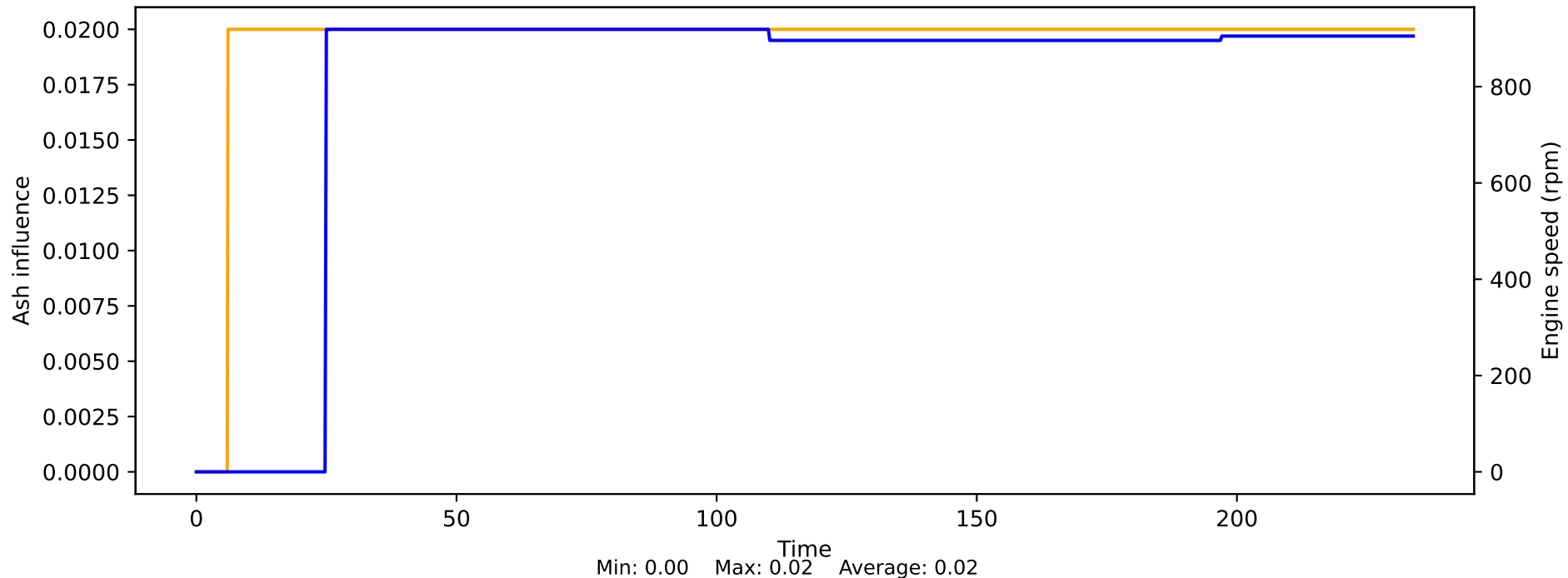
Angle of the inlet NW flanks relative to the crankshaft vs Engine speed



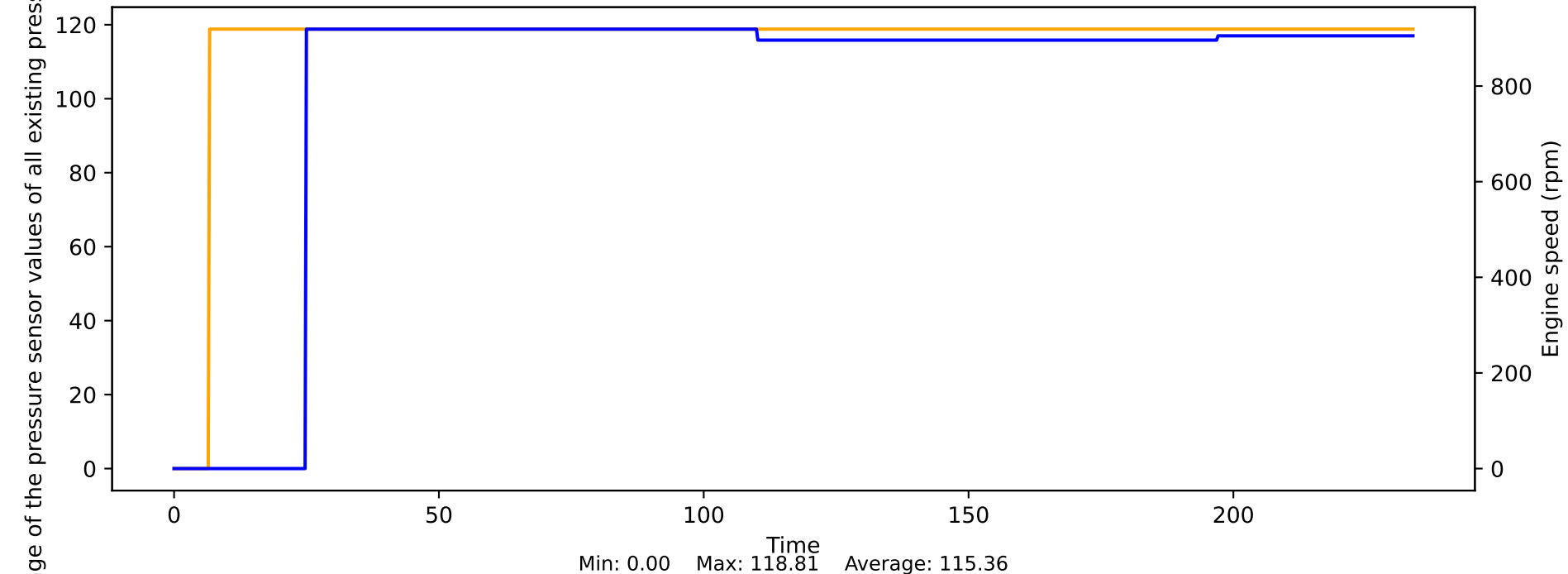
Angle of the outlet NW flanks relative to the crankshaft vs Engine speed



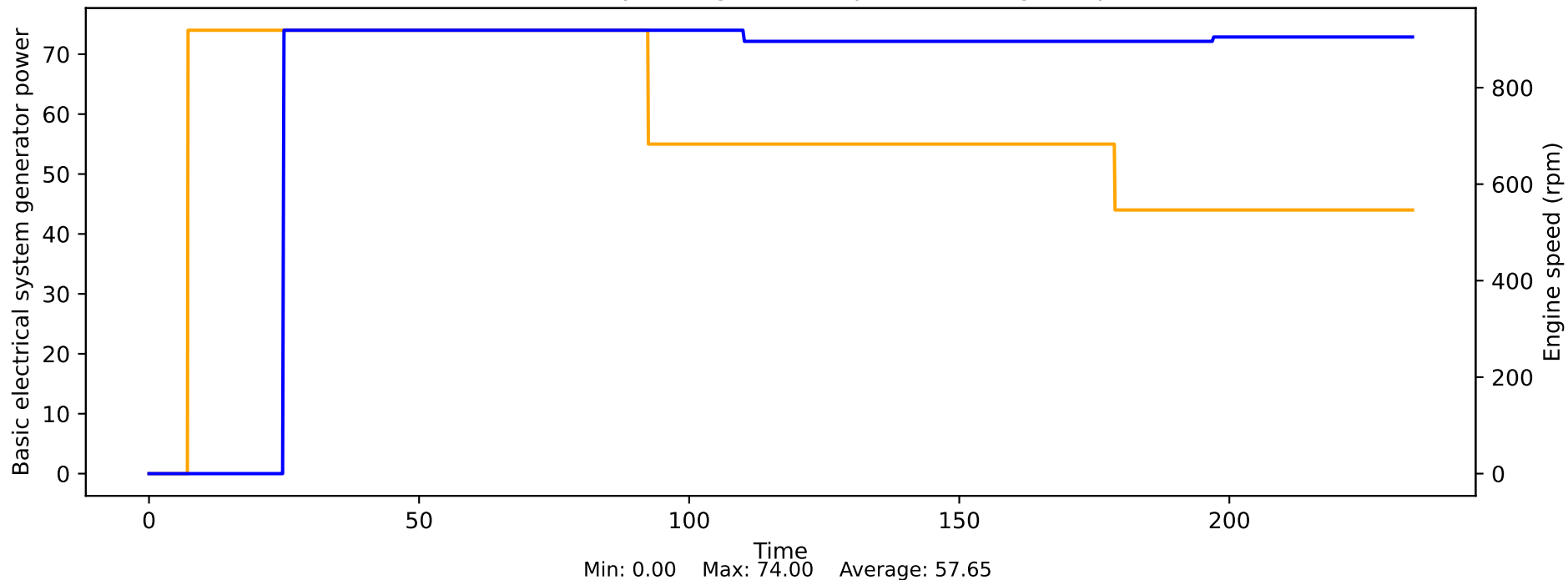
Ash influence vs Engine speed



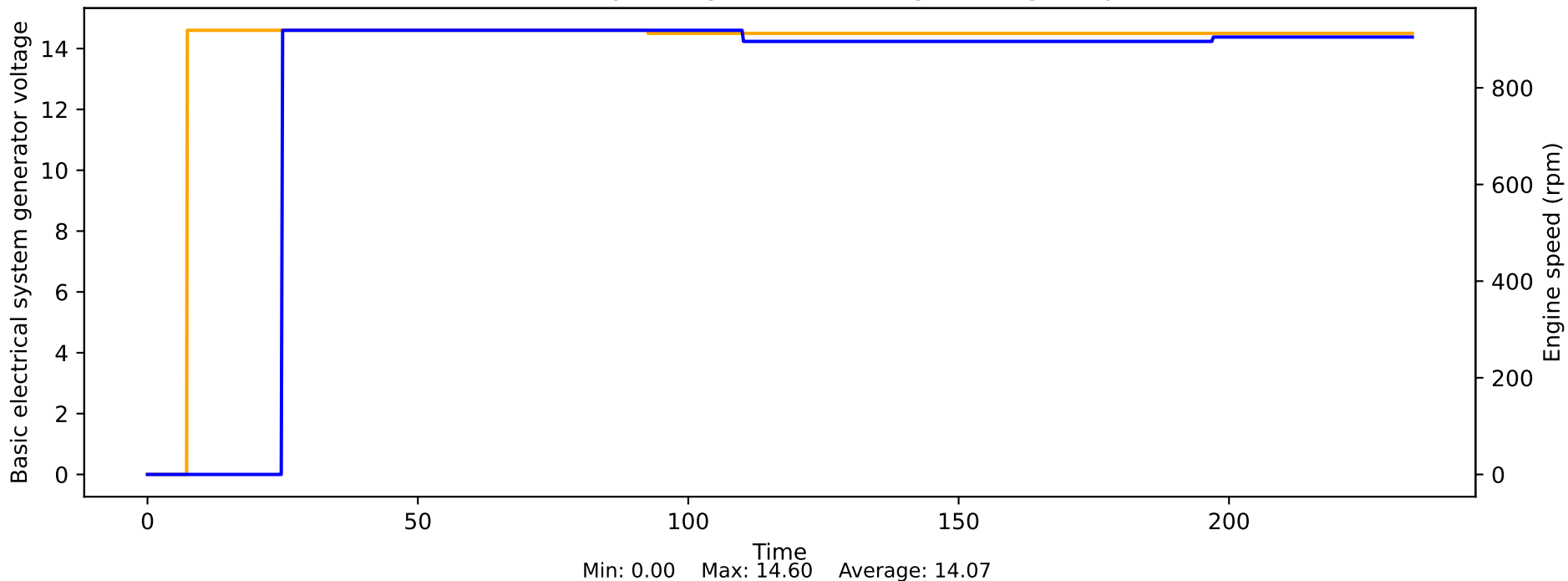
Average of the pressure sensor values of all existing pressure sensors vs Engine speed



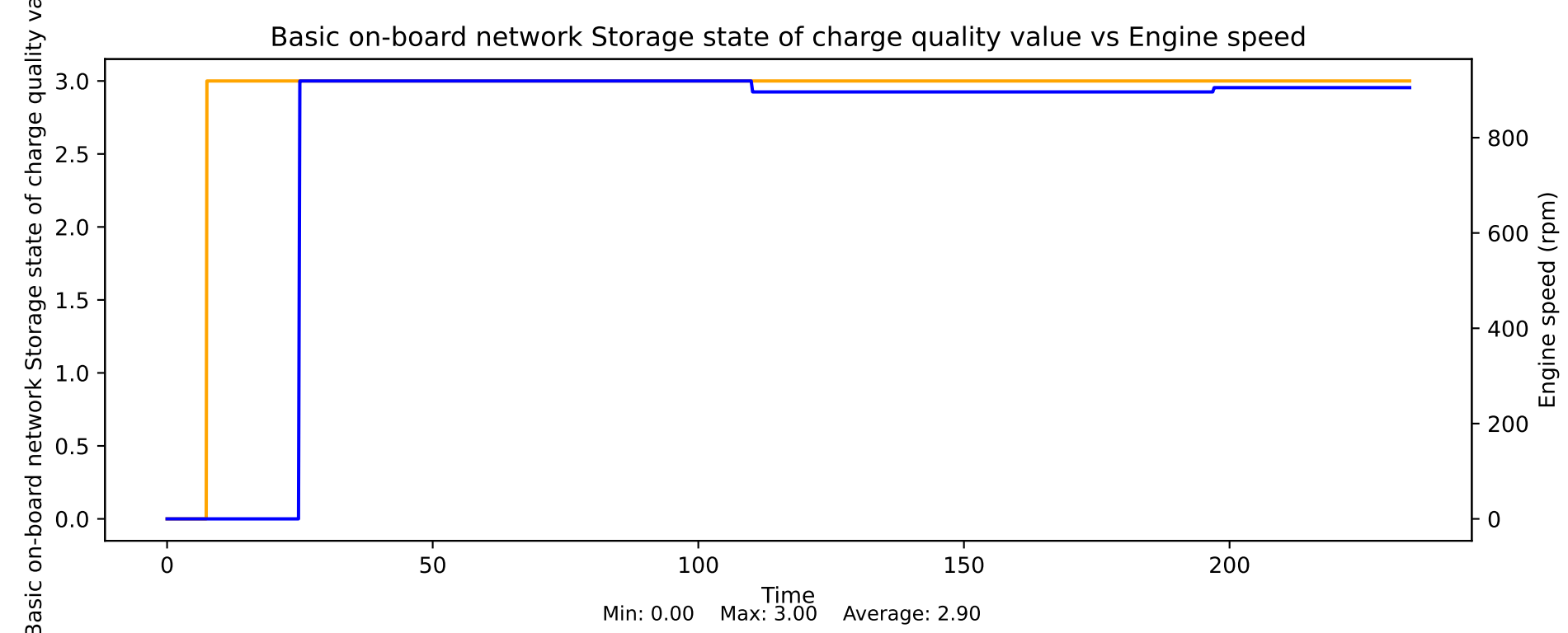
Basic electrical system generator power vs Engine speed



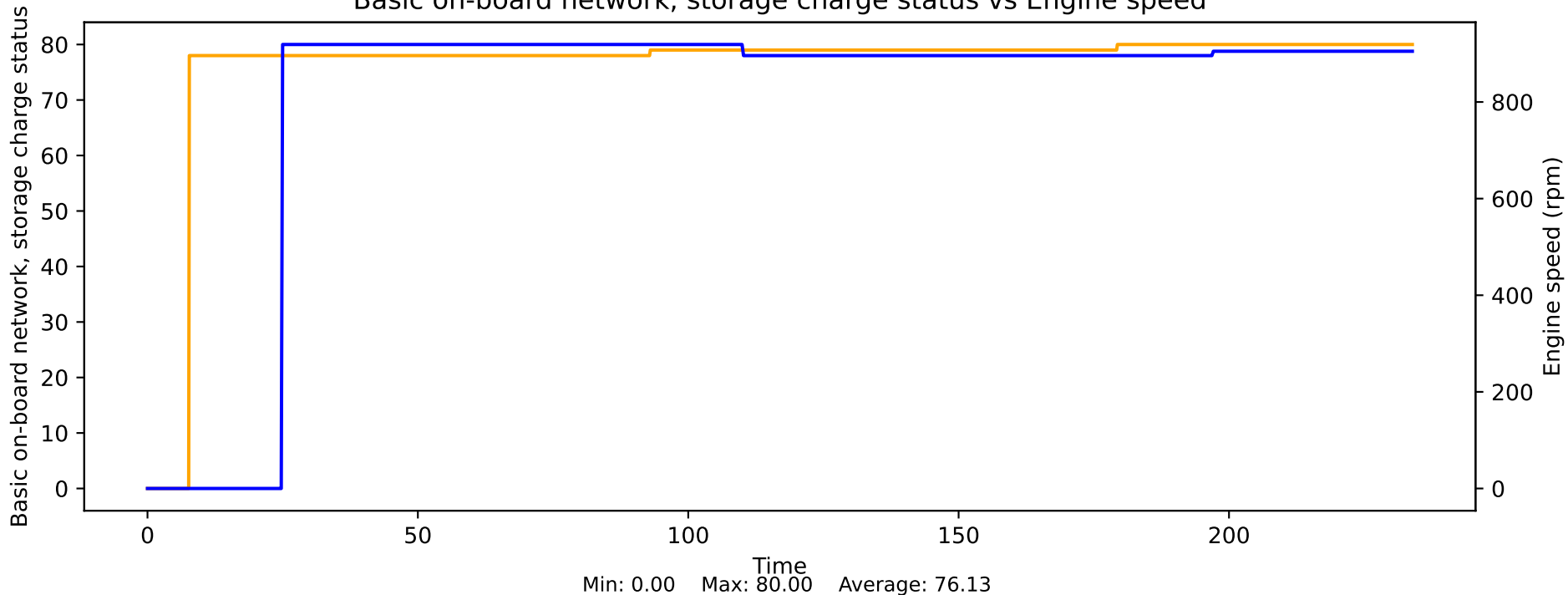
Basic electrical system generator voltage vs Engine speed



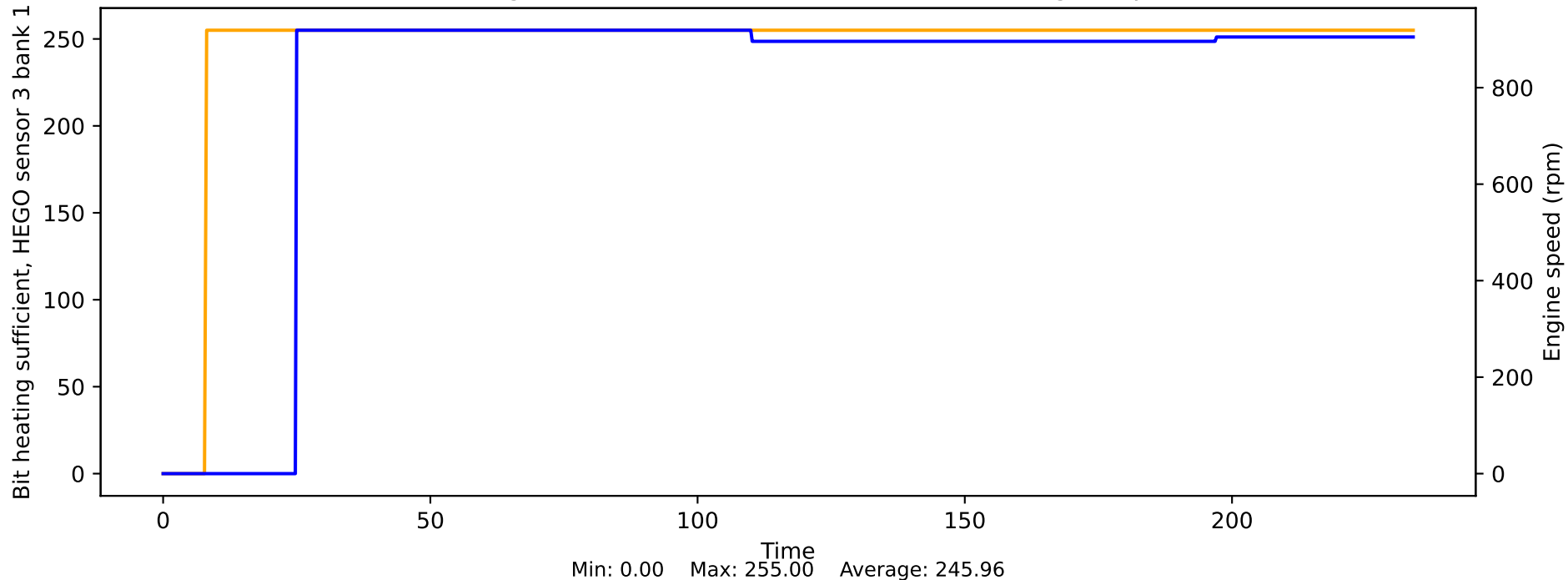
Basic on-board network Storage state of charge quality value vs Engine speed



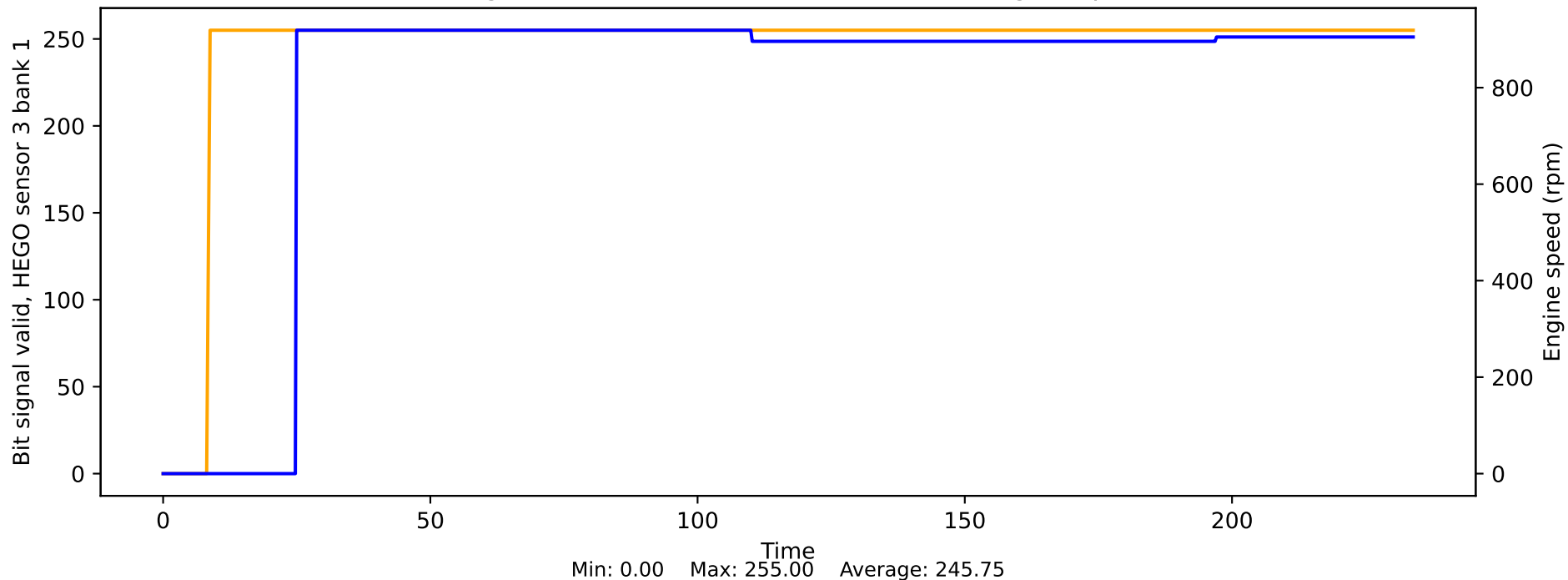
Basic on-board network, storage charge status vs Engine speed



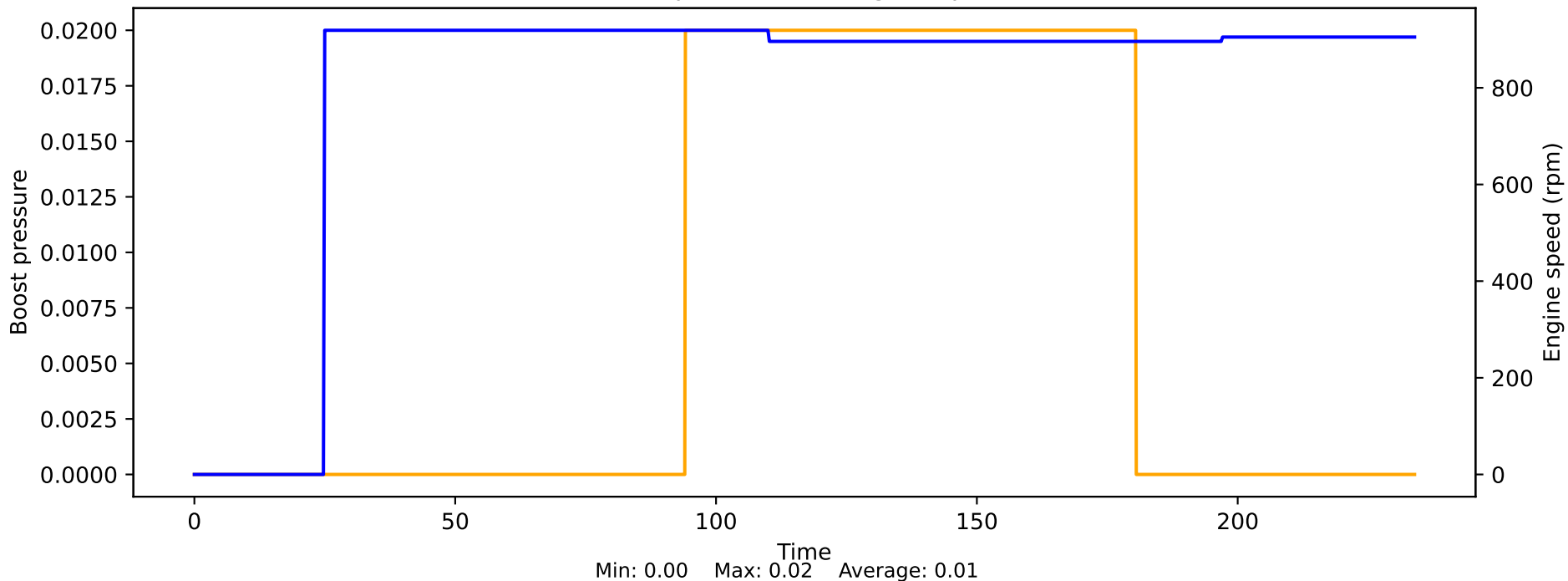
Bit heating sufficient, HEGO sensor 3 bank 1 vs Engine speed



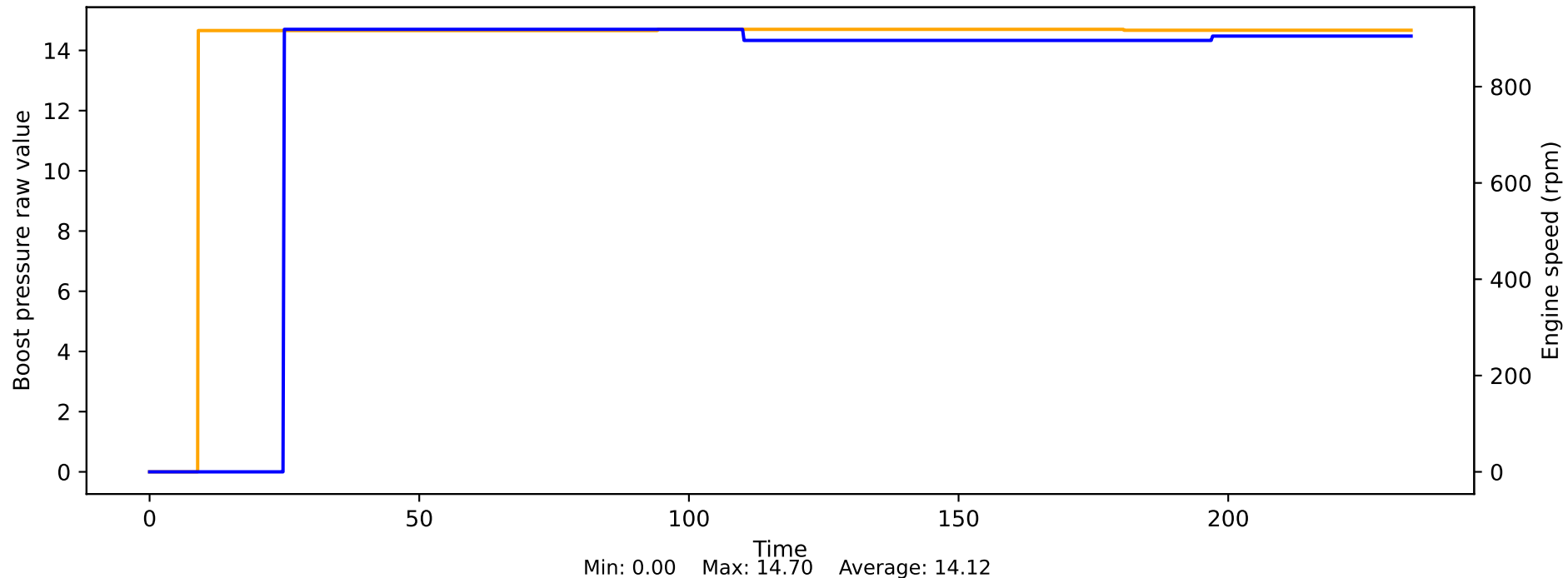
Bit signal valid, HEGO sensor 3 bank 1 vs Engine speed



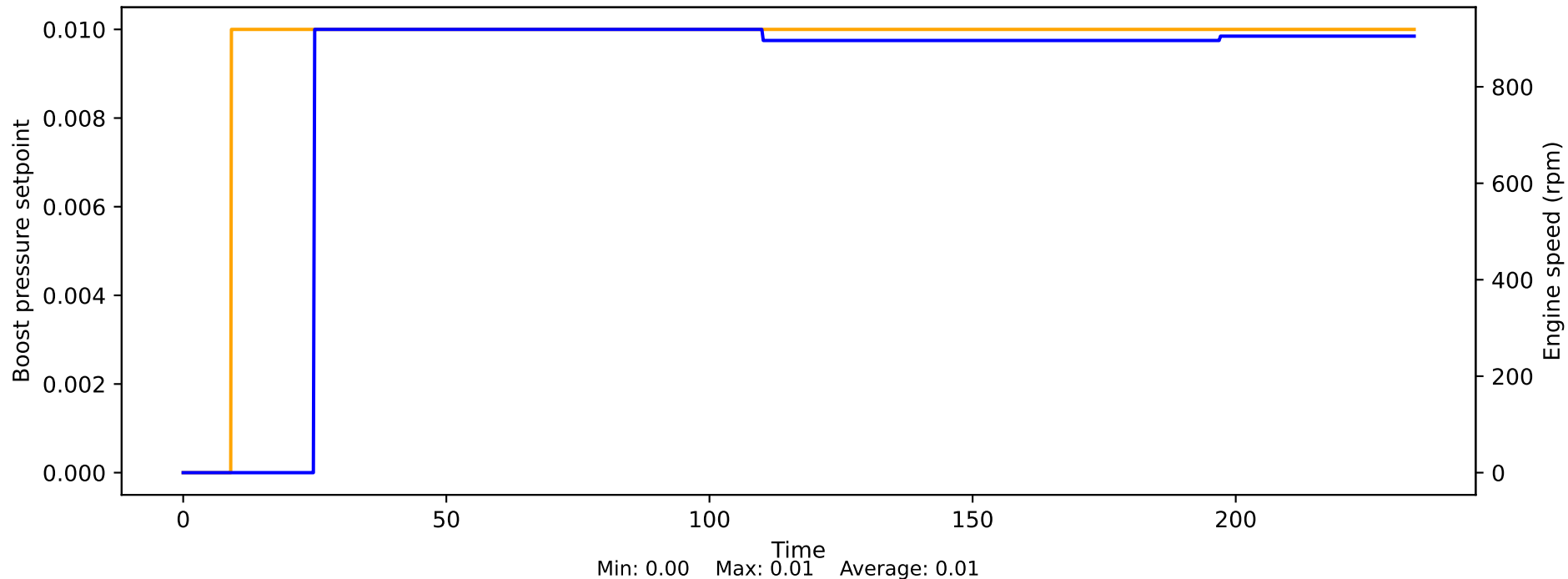
Boost pressure vs Engine speed



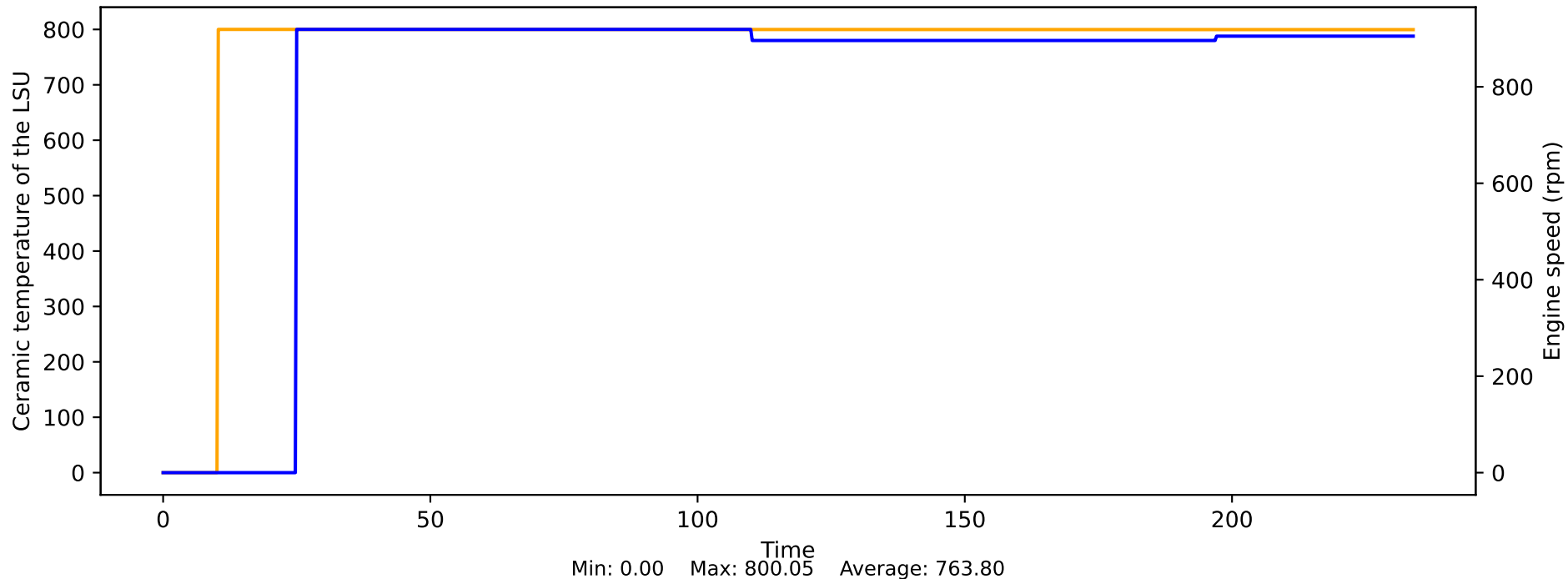
Boost pressure raw value vs Engine speed



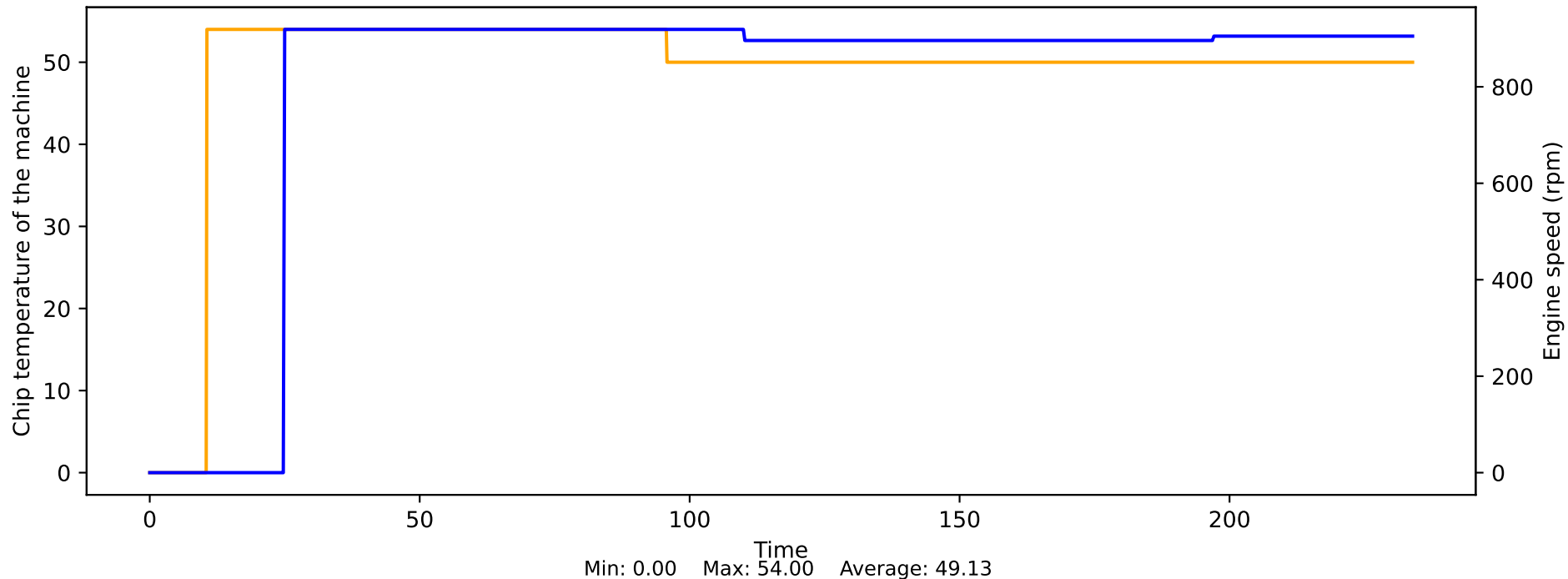
Boost pressure setpoint vs Engine speed



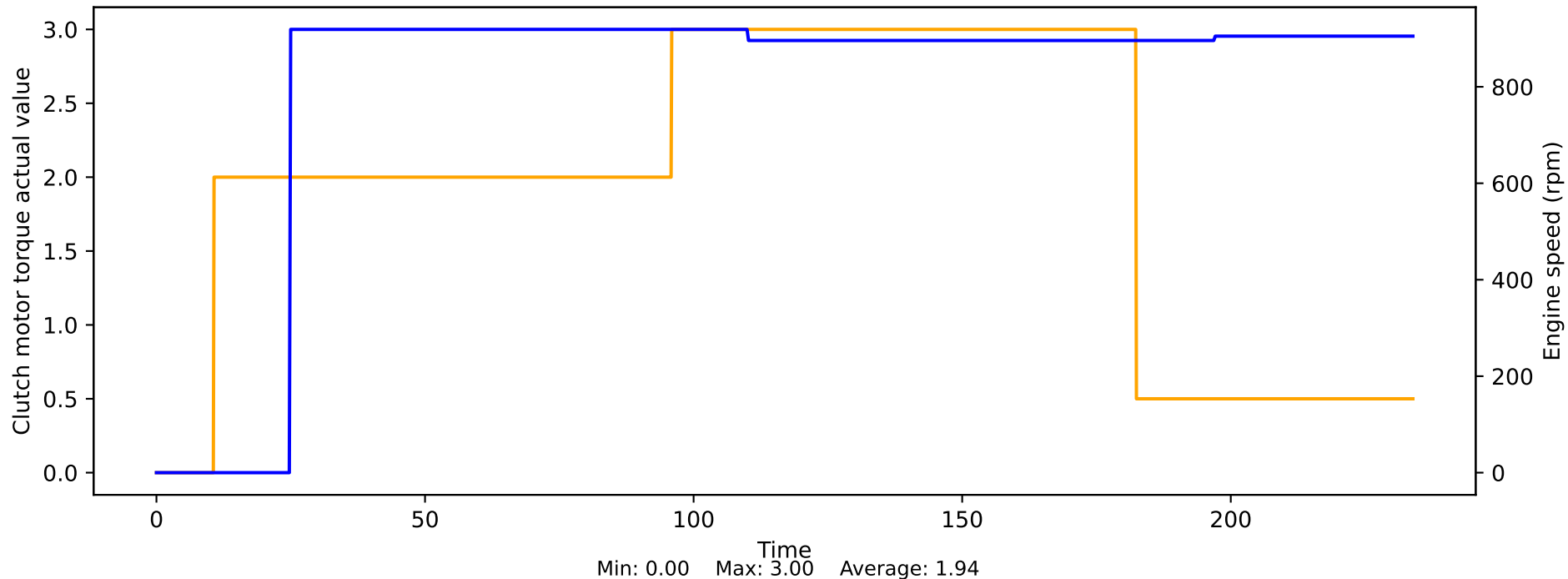
Ceramic temperature of the LSU vs Engine speed



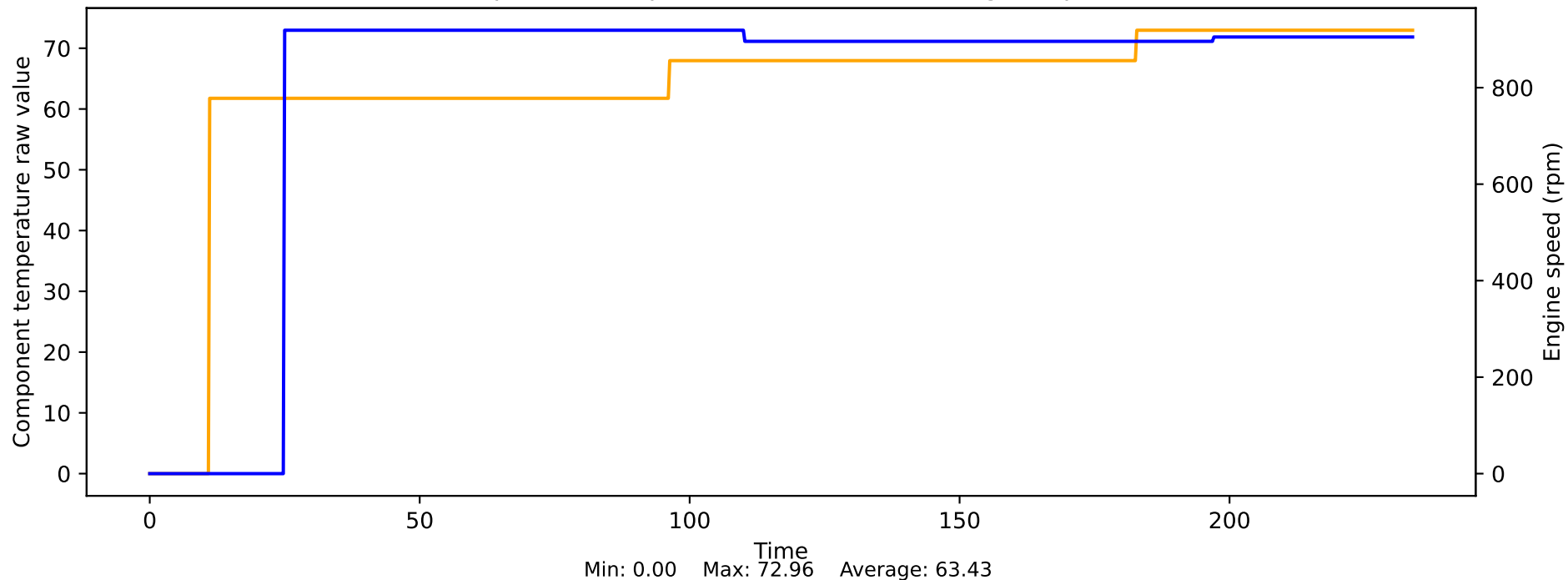
Chip temperature of the machine vs Engine speed



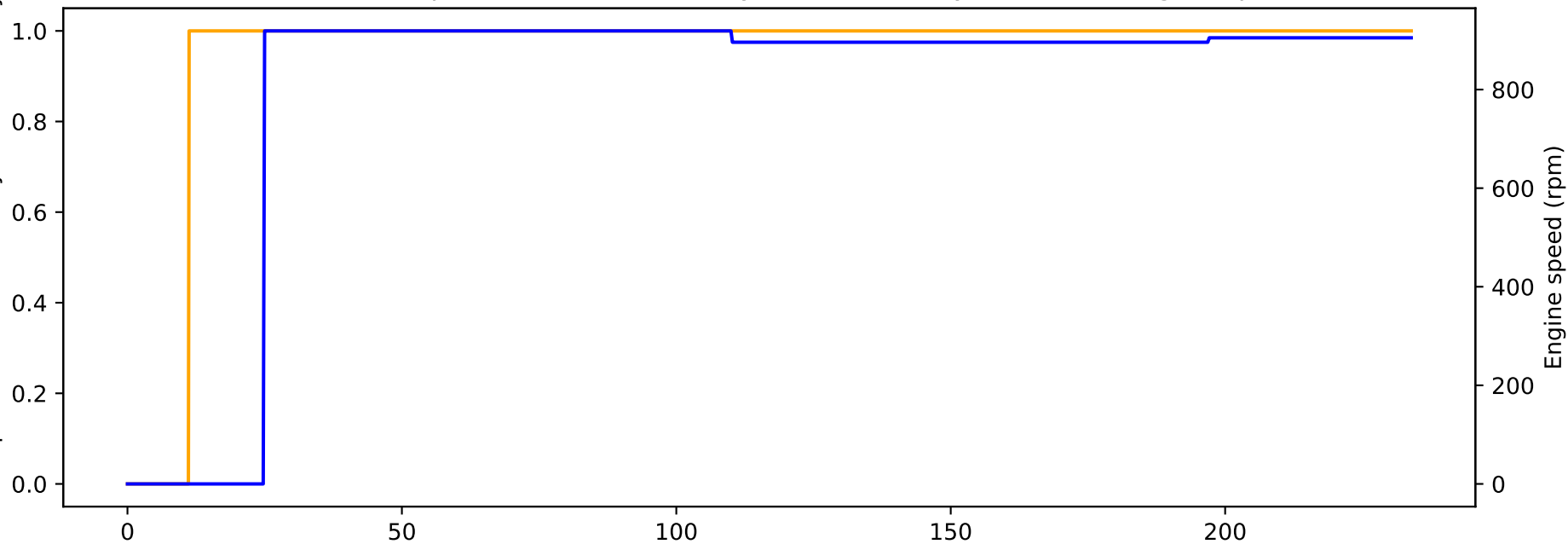
Clutch motor torque actual value vs Engine speed



Component temperature raw value vs Engine speed

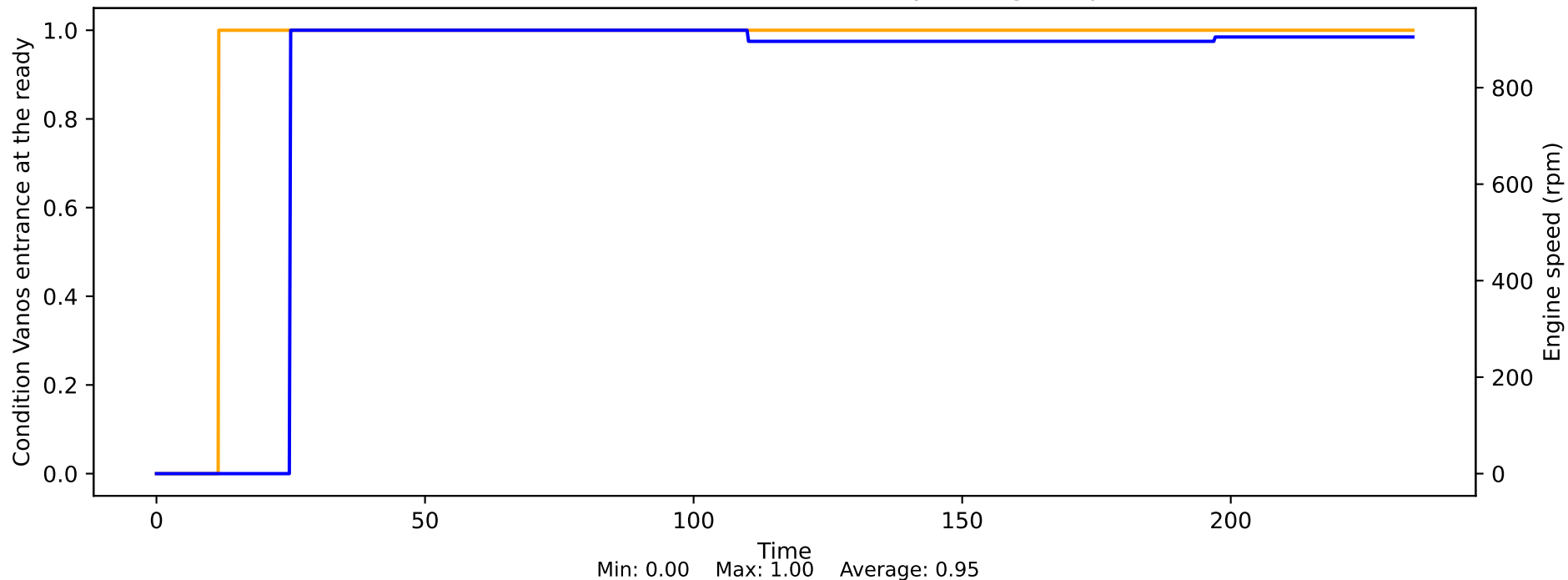


Condition The probe behind the catalyst is sufficiently heated vs Engine speed

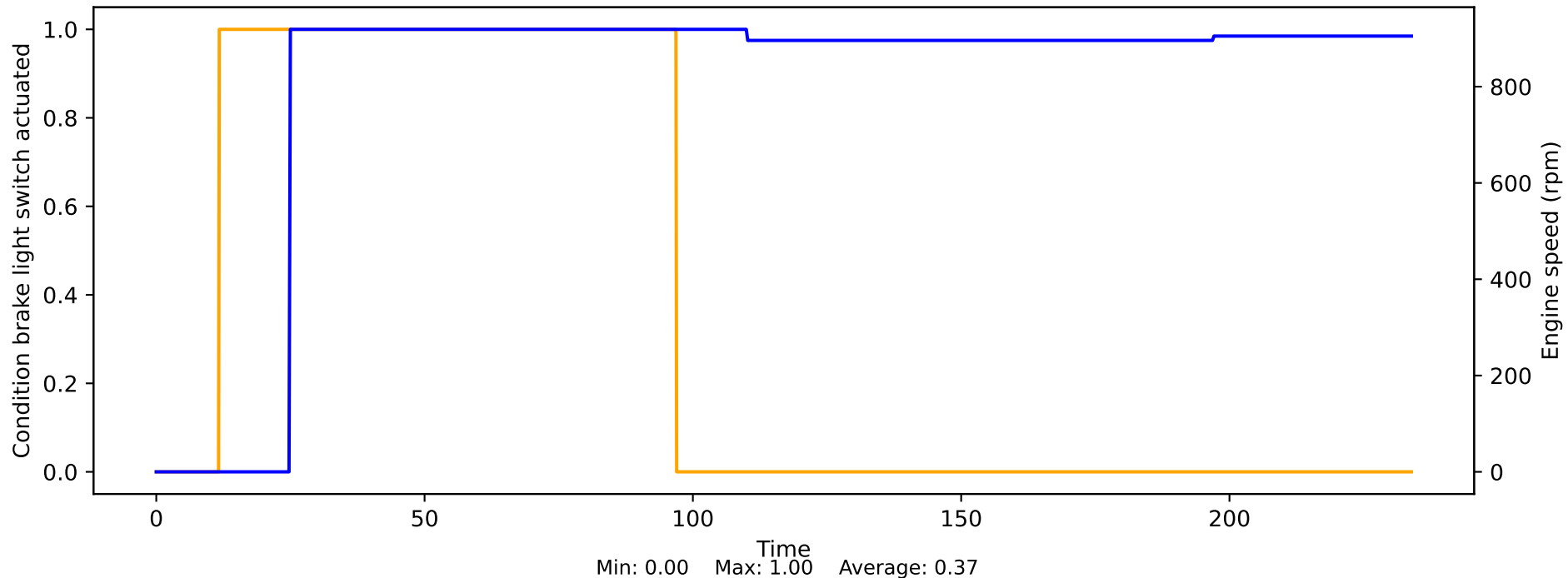


Time
Min: 0.00 Max: 1.00 Average: 0.95

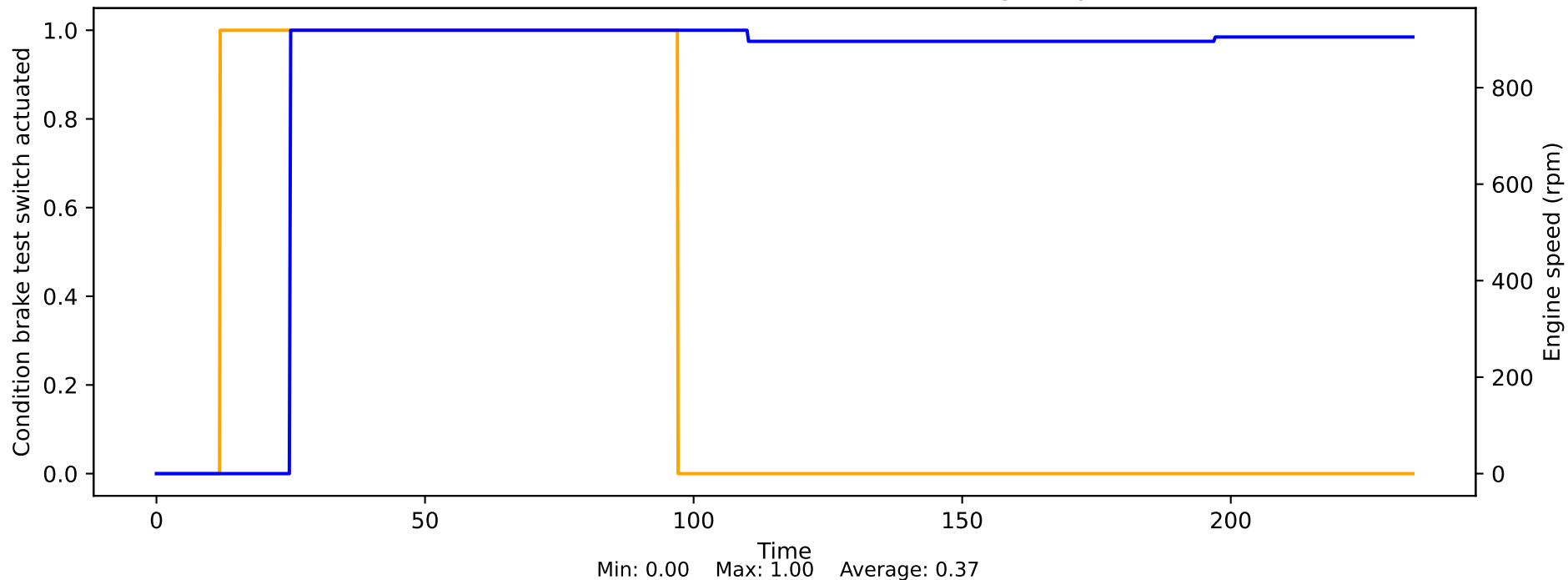
Condition Vanos entrance at the ready vs Engine speed



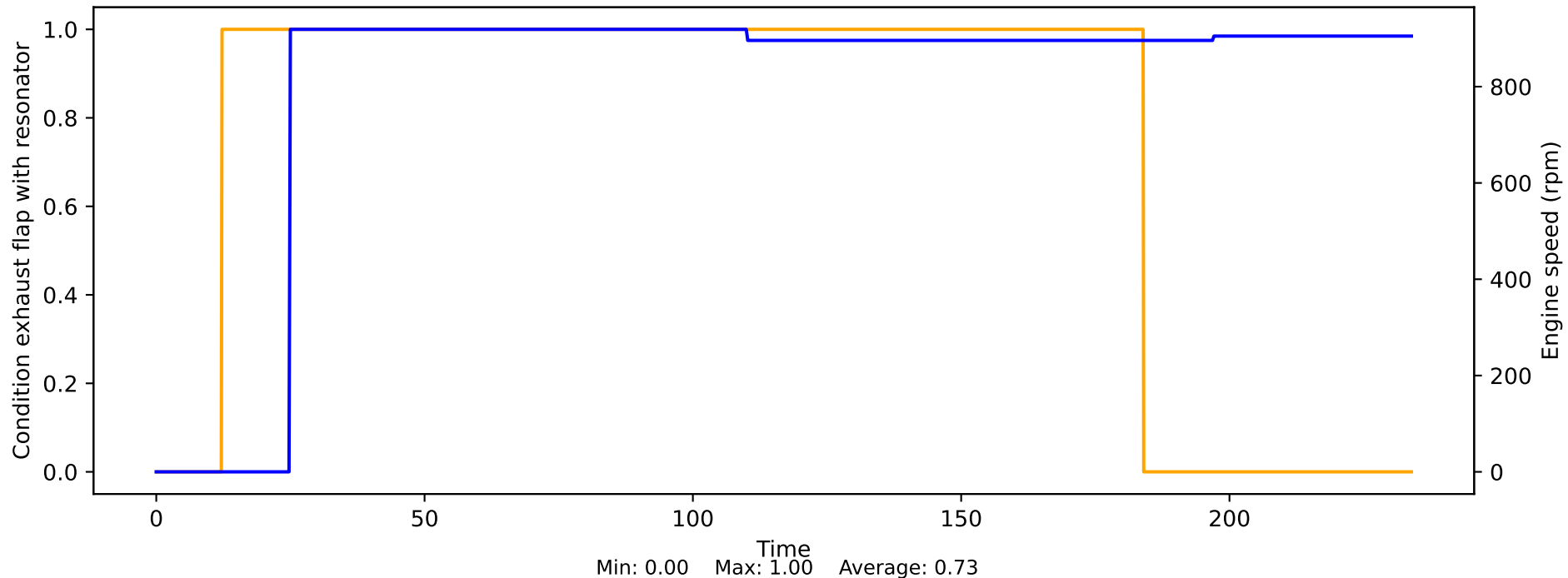
Condition brake light switch actuated vs Engine speed



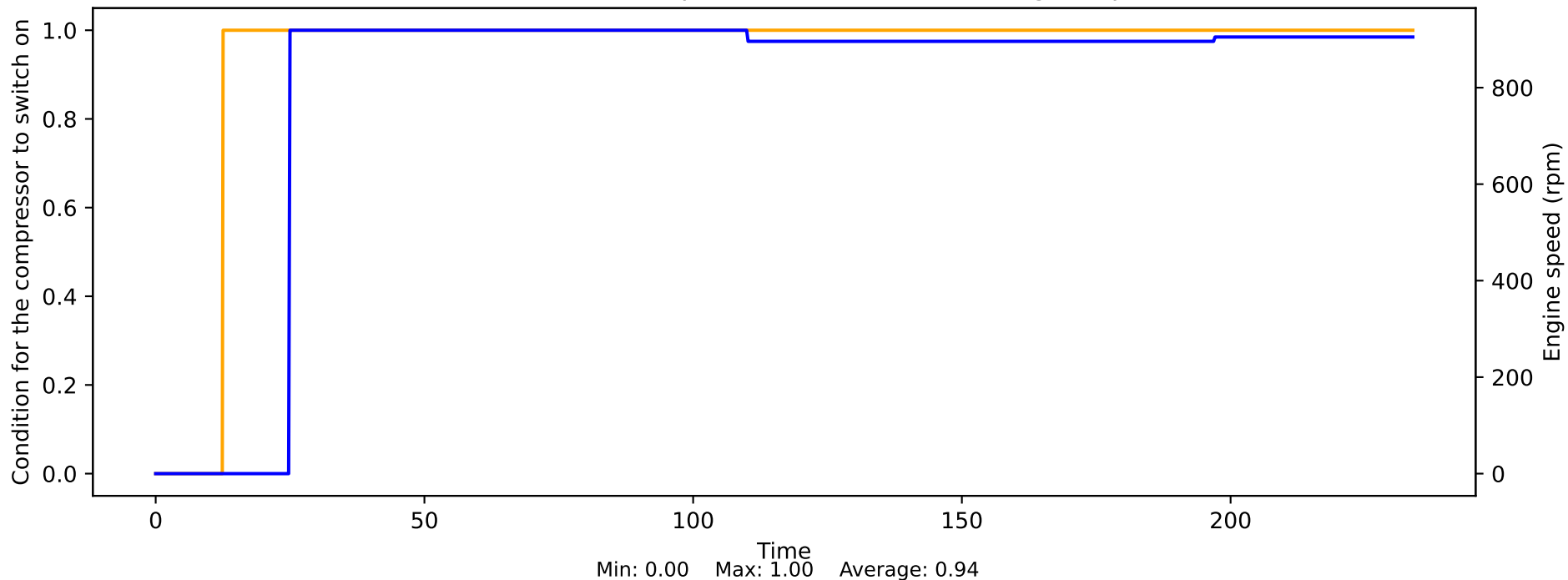
Condition brake test switch actuated vs Engine speed



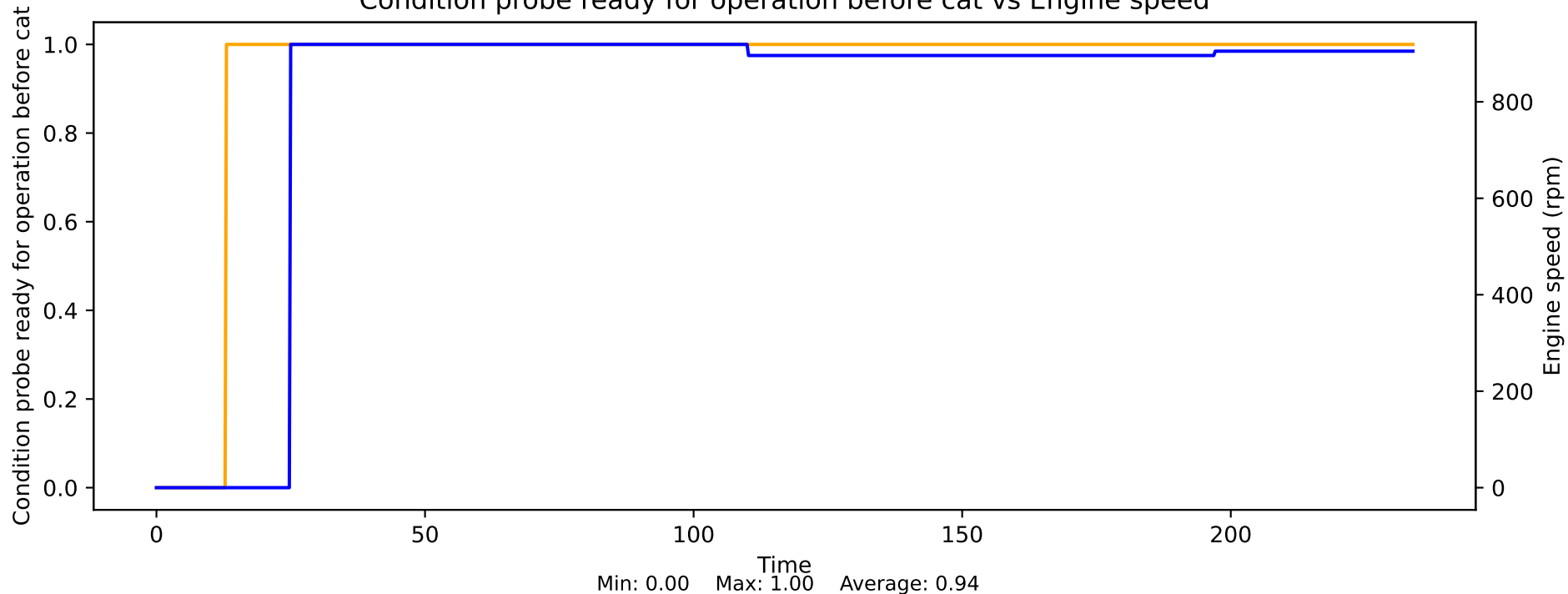
Condition exhaust flap with resonator vs Engine speed



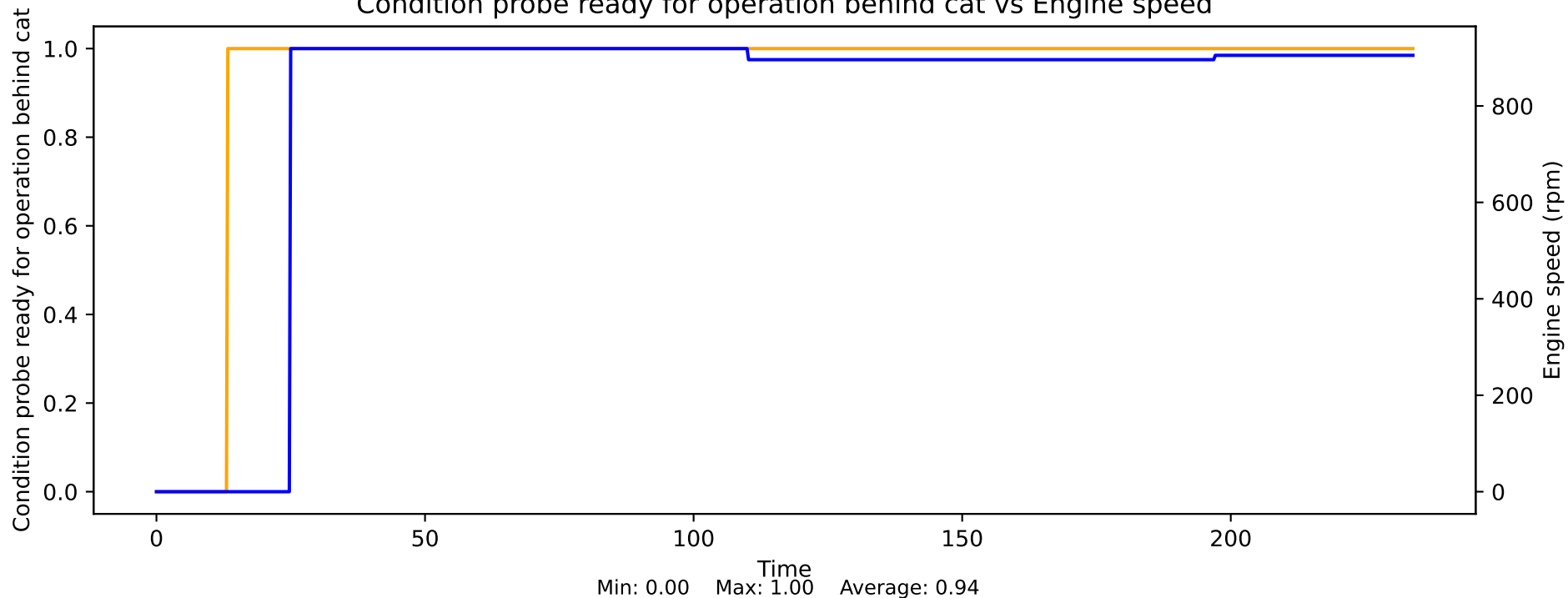
Condition for the compressor to switch on vs Engine speed



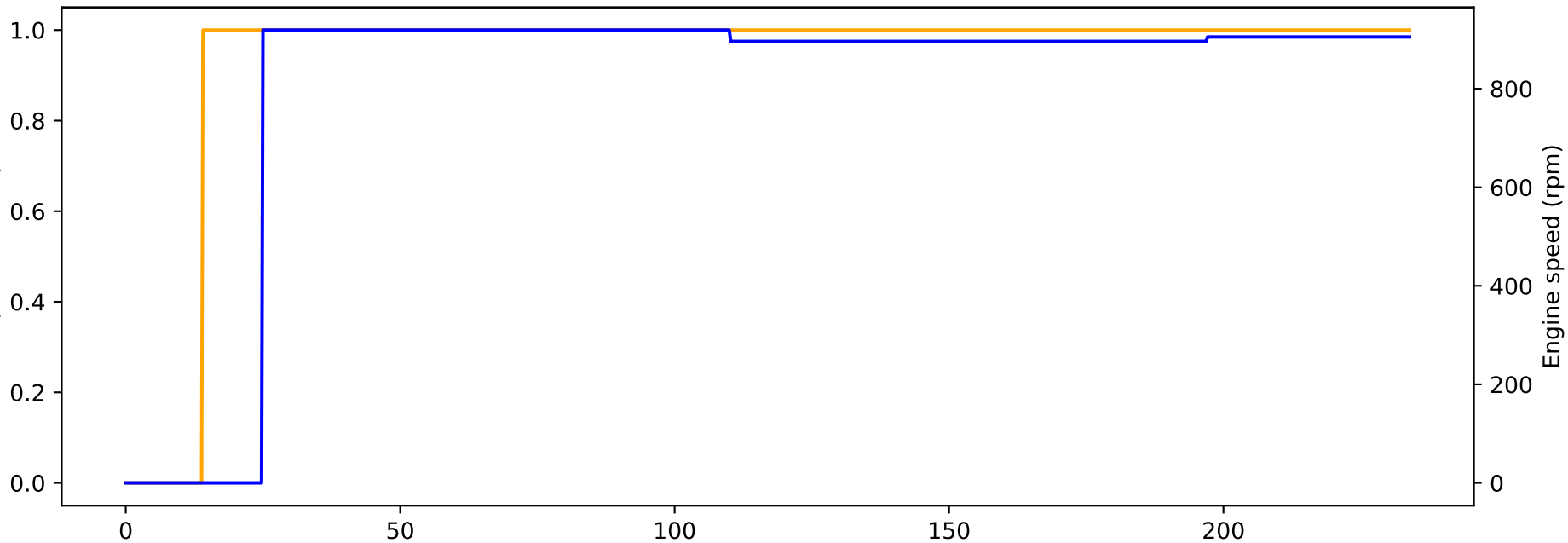
Condition probe ready for operation before cat vs Engine speed



Condition probe ready for operation behind cat vs Engine speed

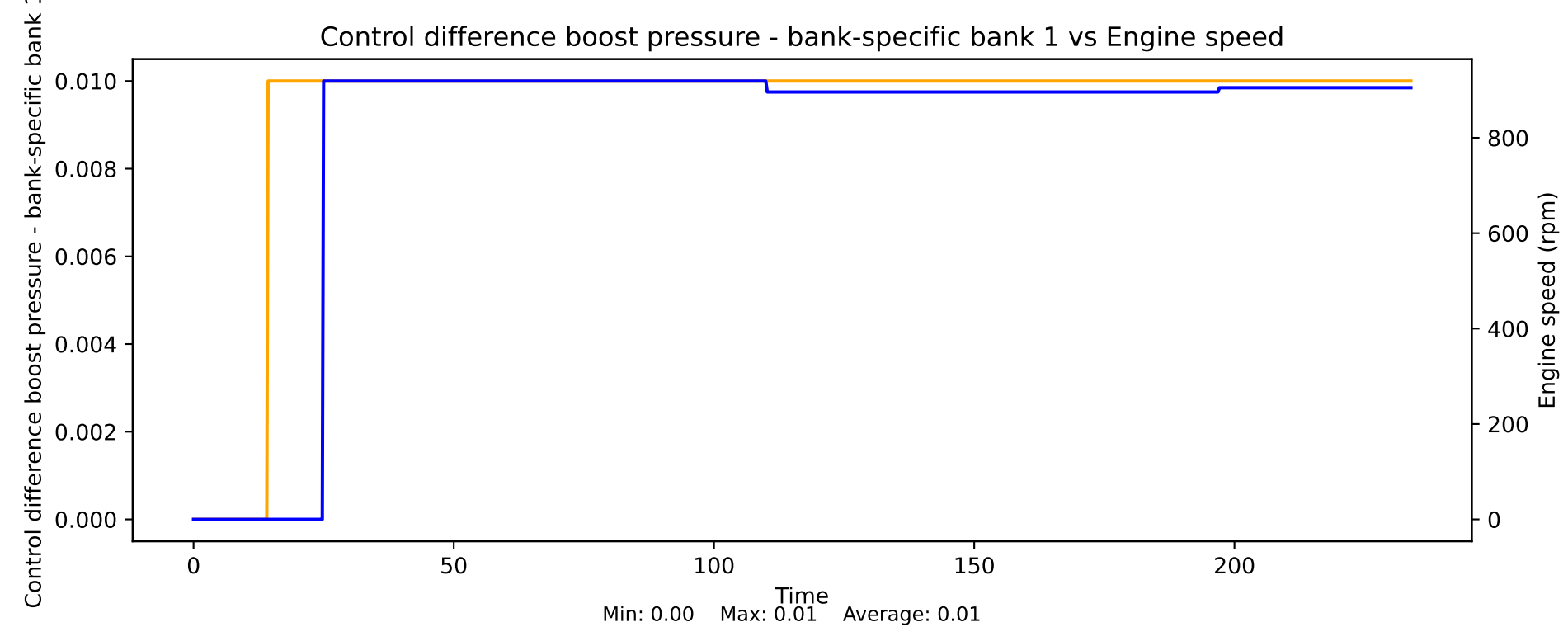


Condition: heater status A is present, the probe is sufficiently heated vs Engine speed

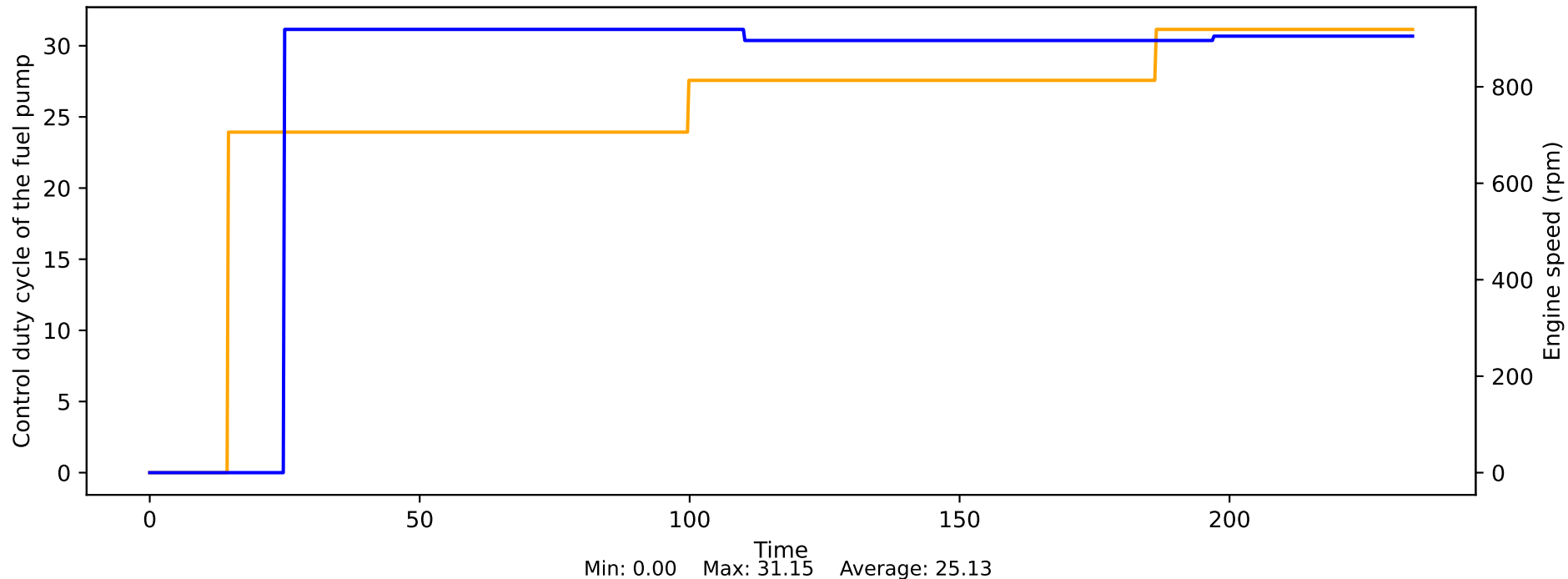


Time
Min: 0.00 Max: 1.00 Average: 0.94

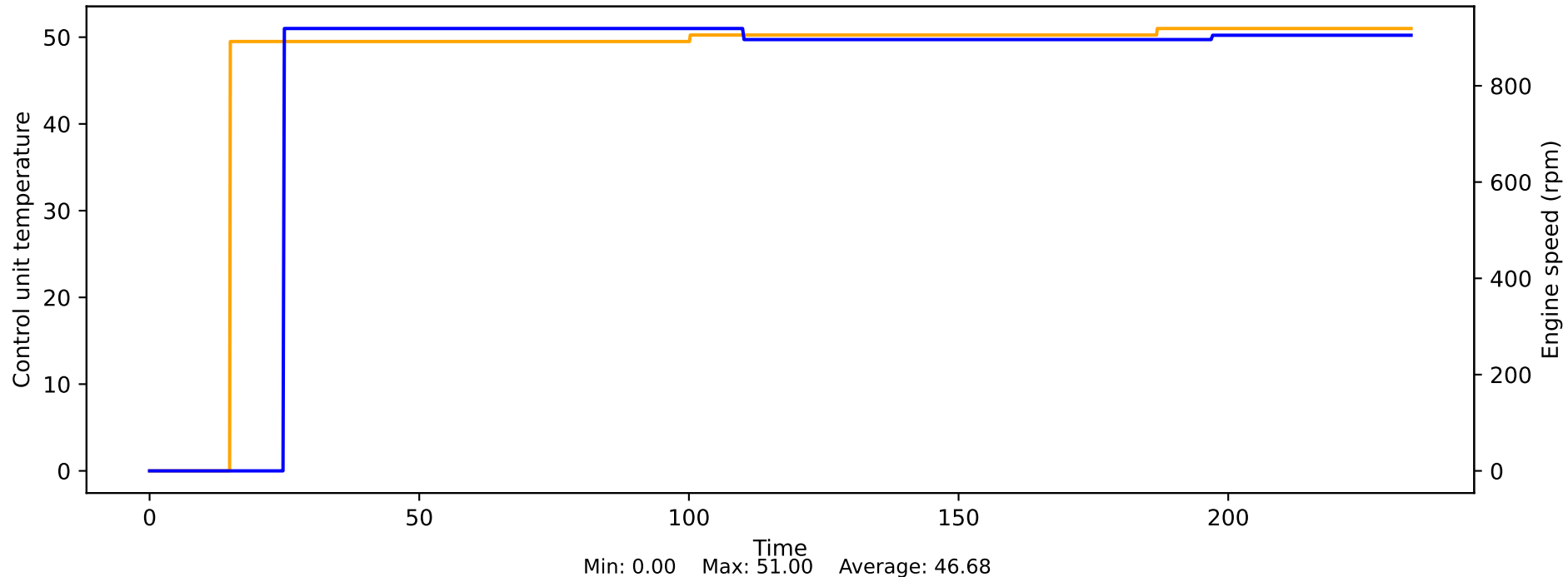
Control difference boost pressure - bank-specific bank 1 vs Engine speed



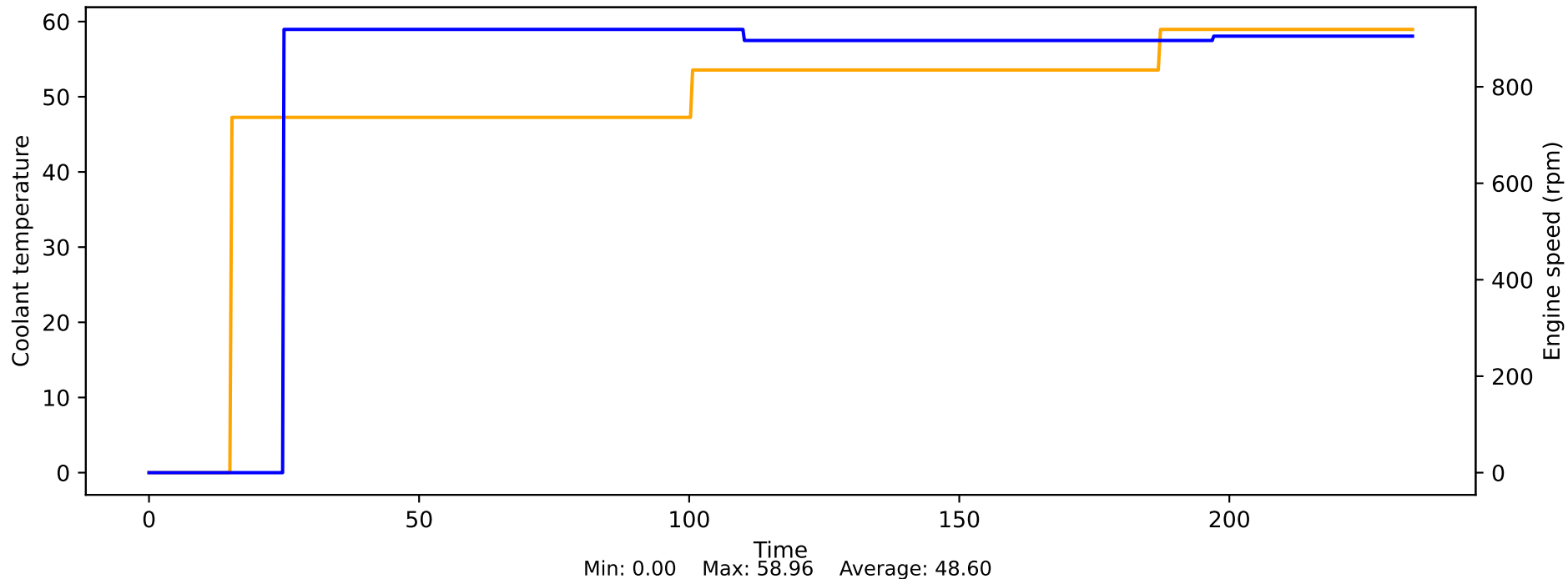
Control duty cycle of the fuel pump vs Engine speed



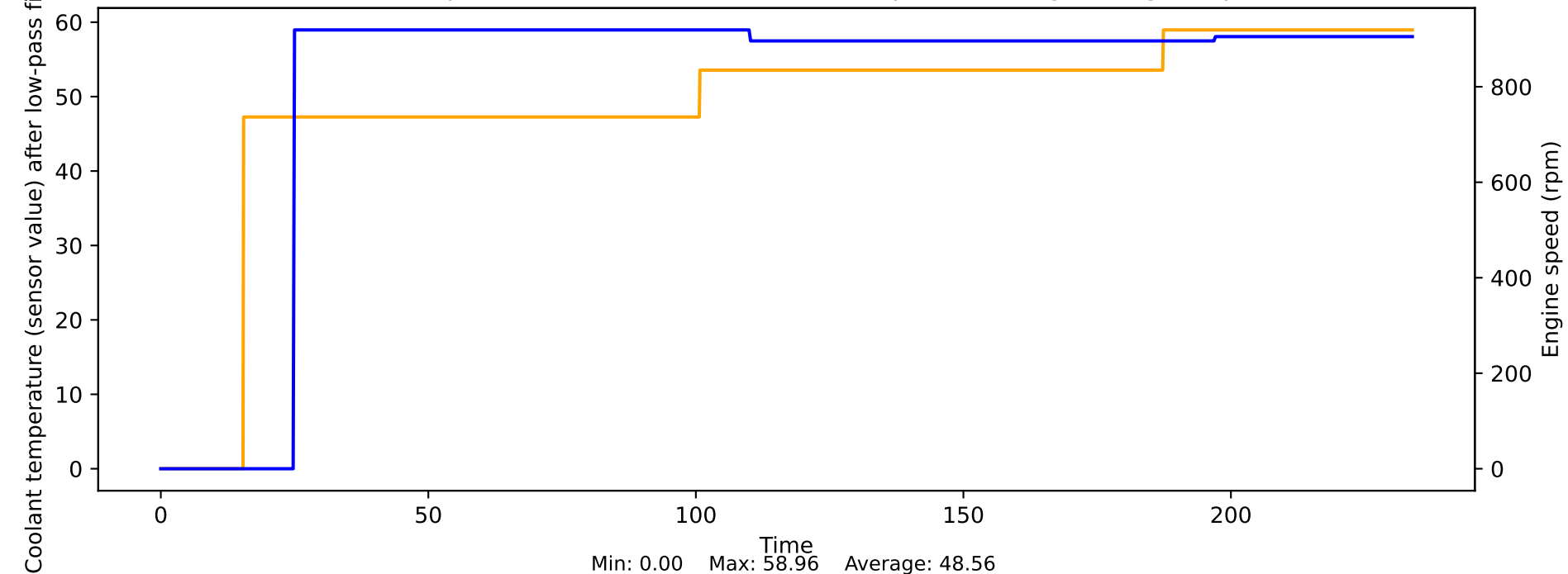
Control unit temperature vs Engine speed



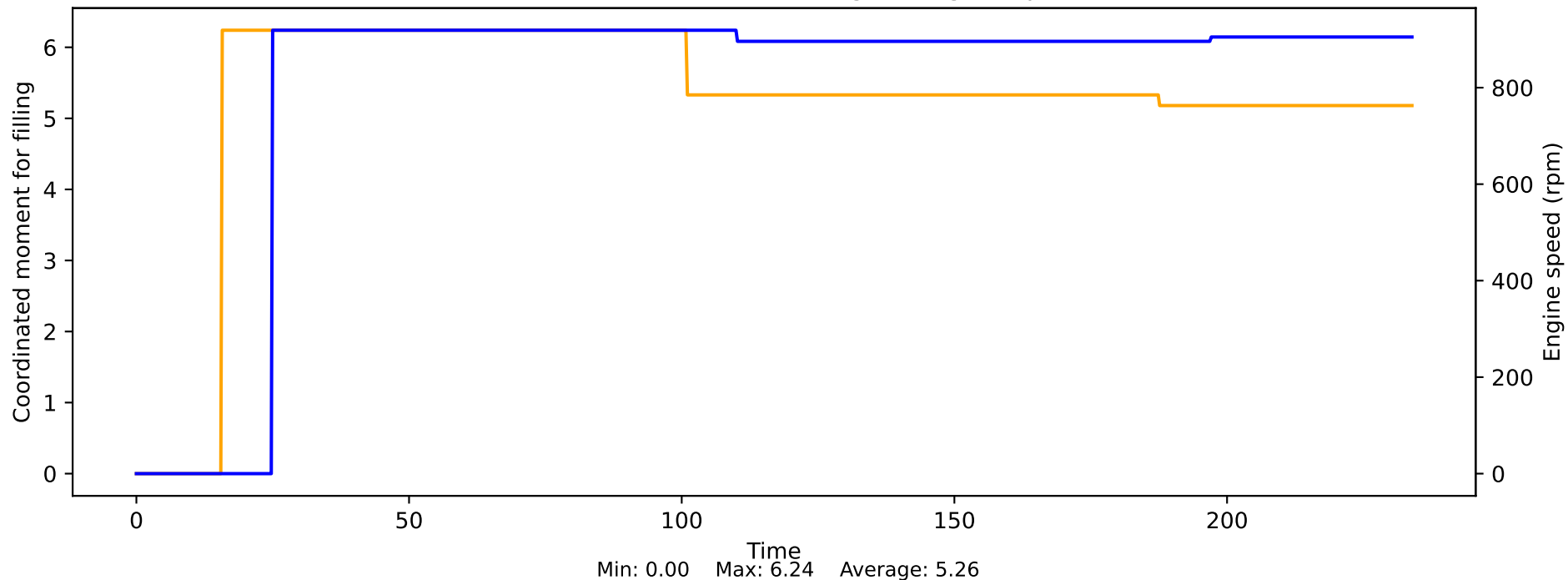
Coolant temperature vs Engine speed



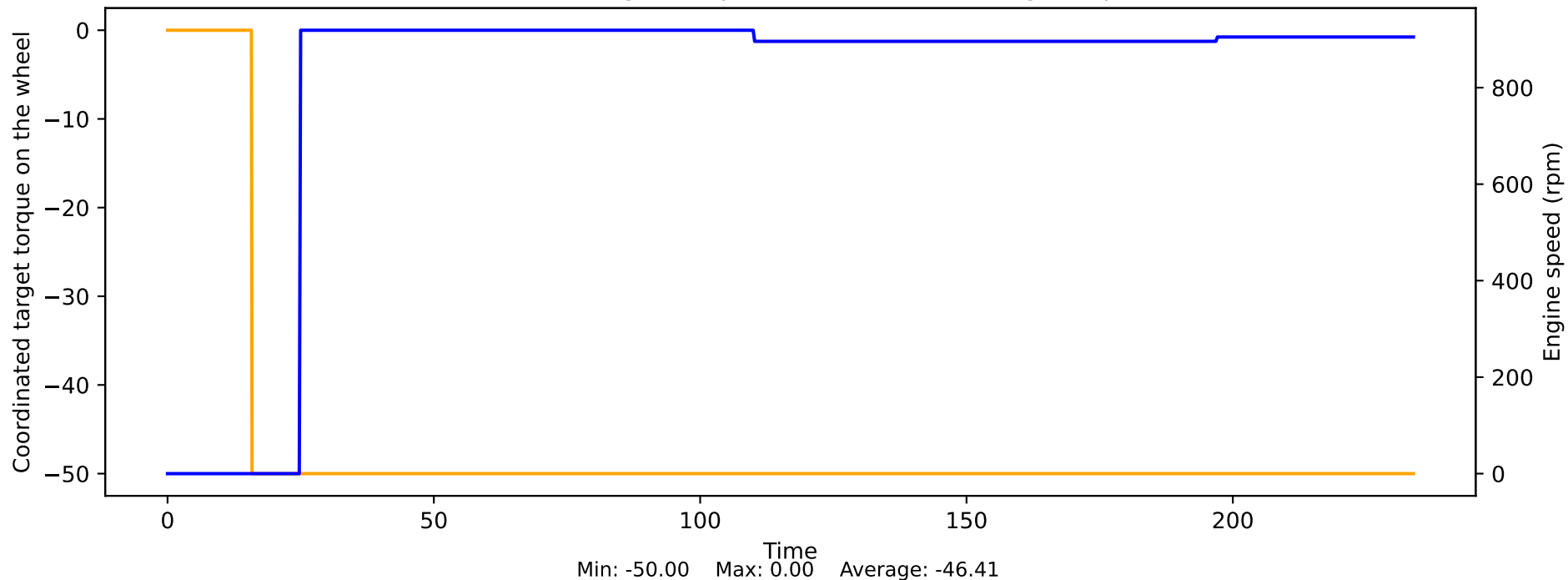
Coolant temperature (sensor value) after low-pass filtering vs Engine speed



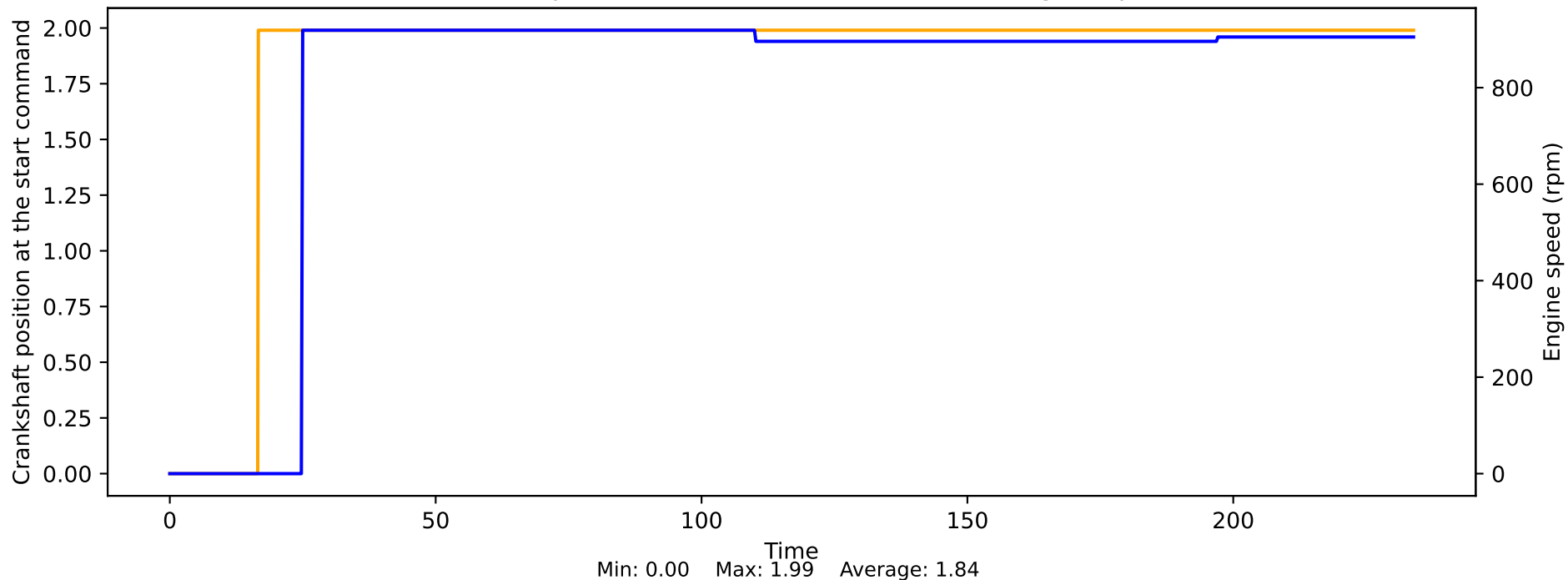
Coordinated moment for filling vs Engine speed



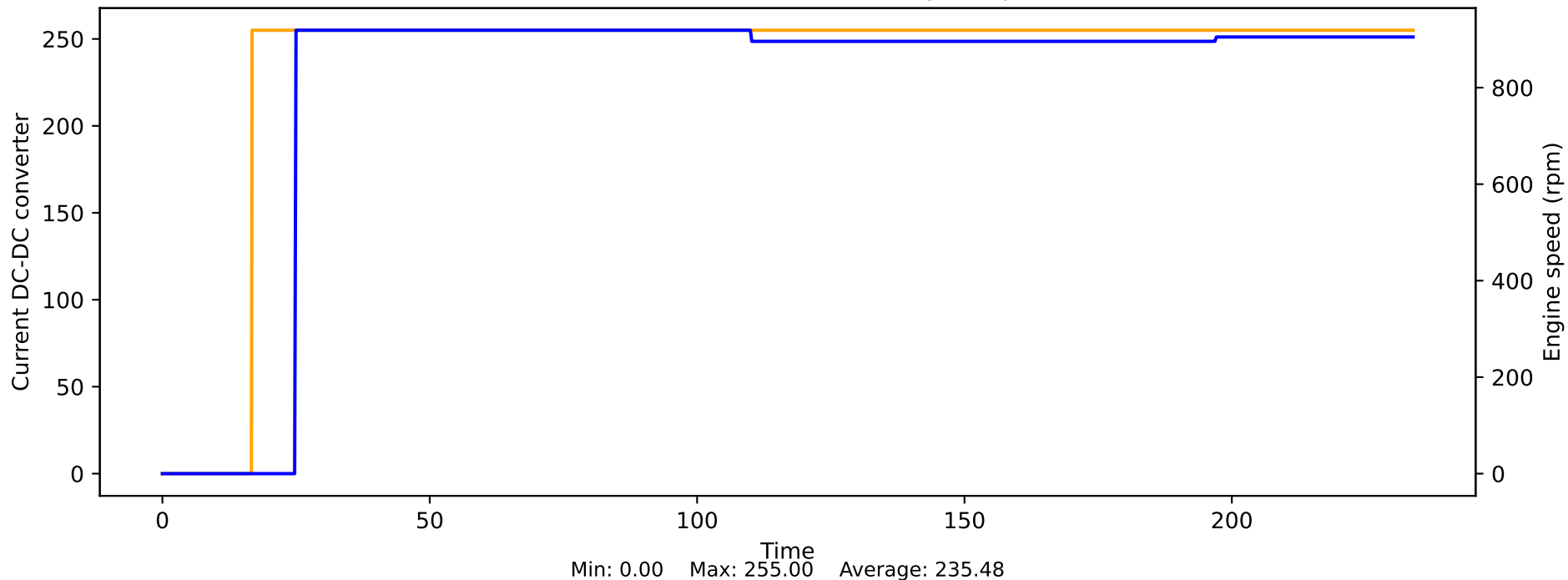
Coordinated target torque on the wheel vs Engine speed



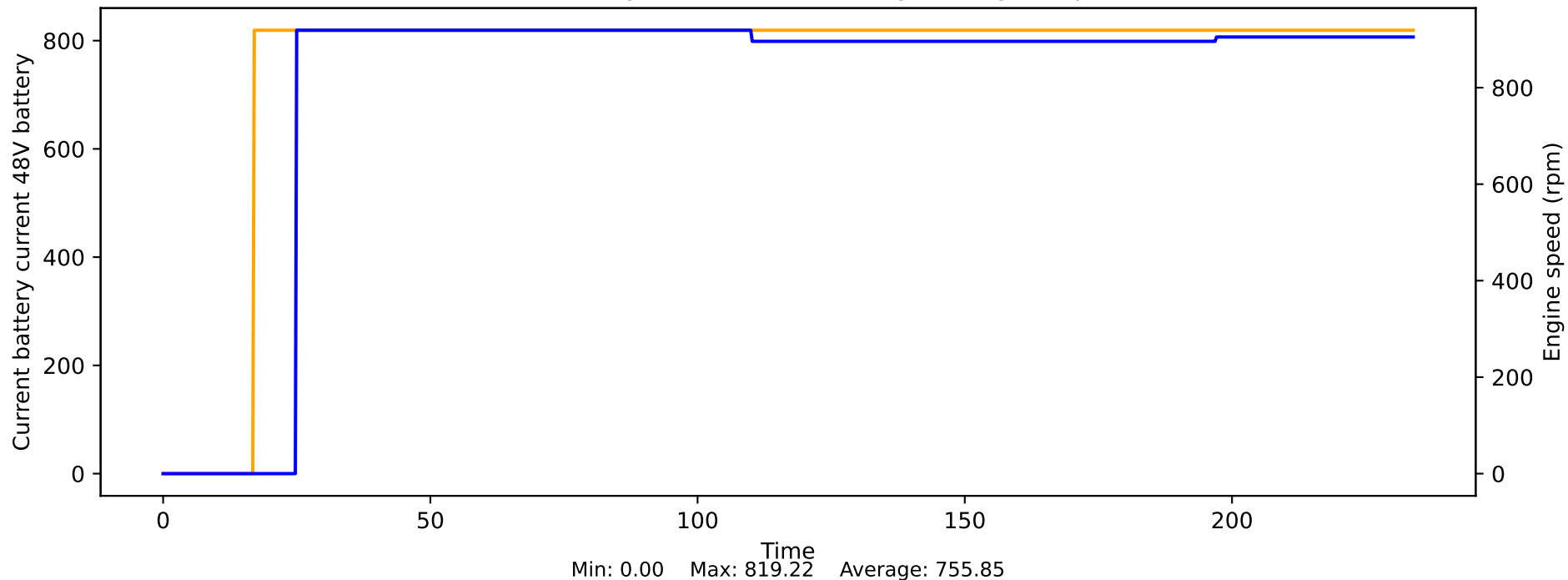
Crankshaft position at the start command vs Engine speed



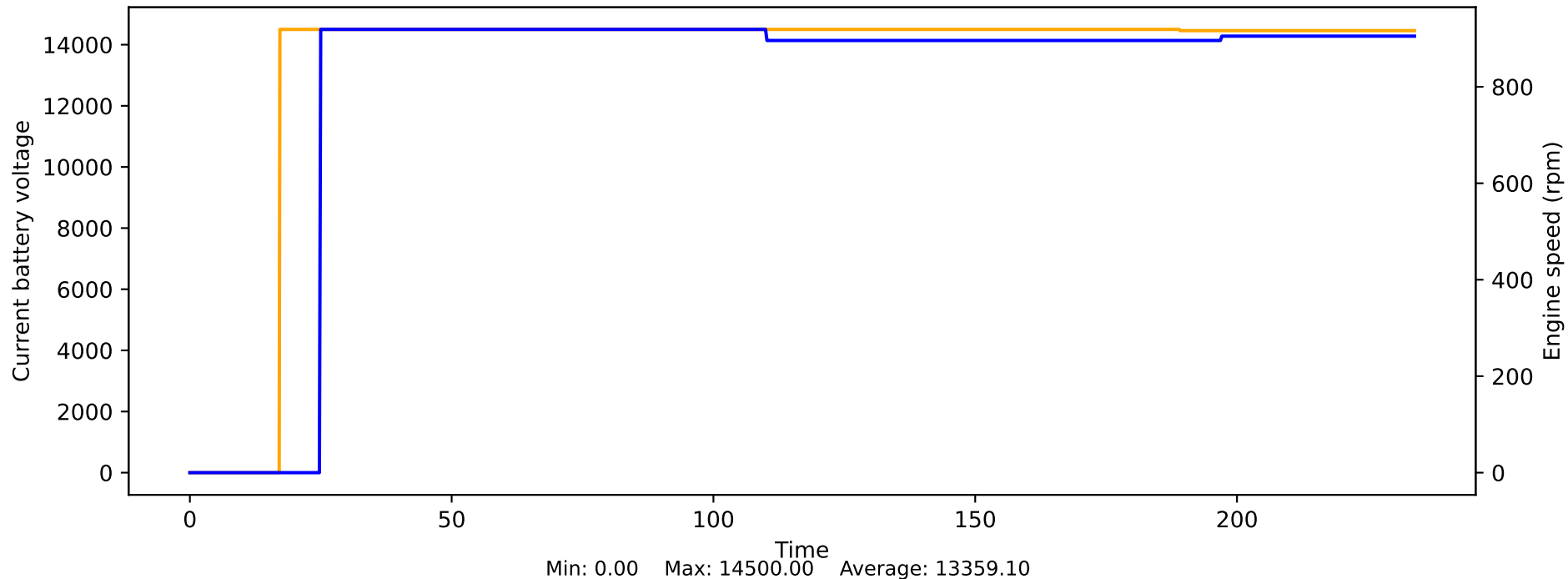
Current DC-DC converter vs Engine speed



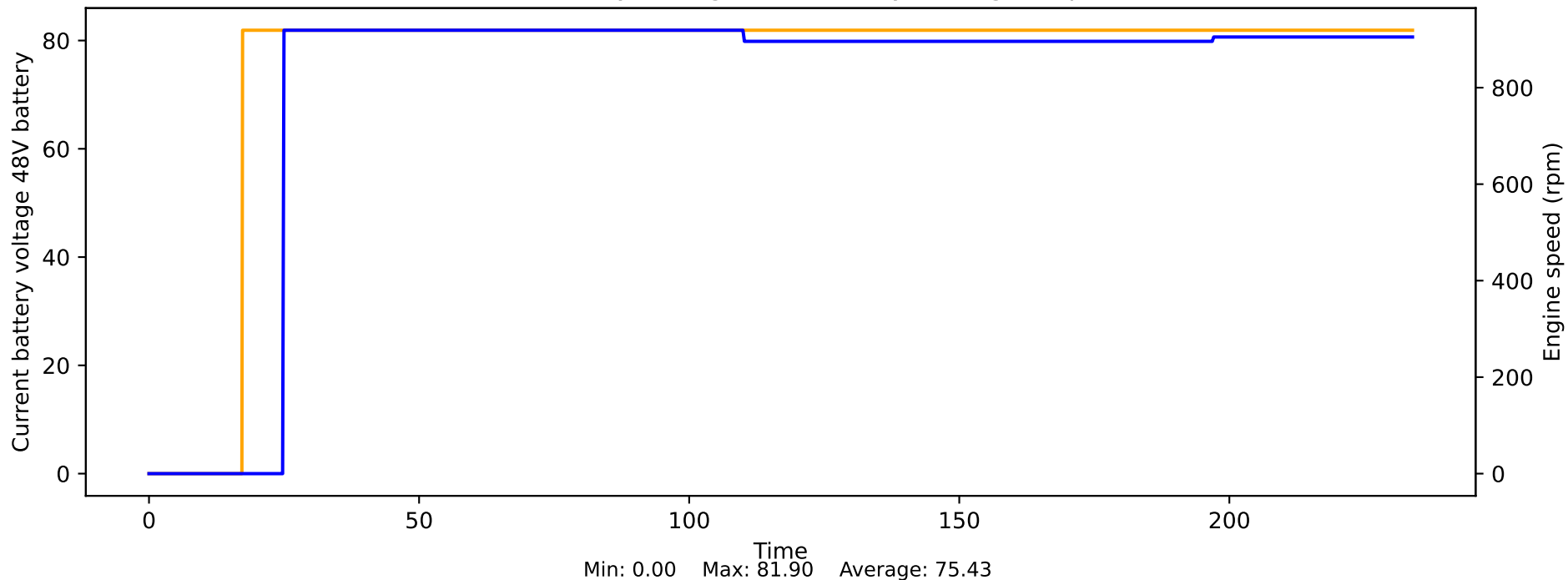
Current battery current 48V battery vs Engine speed



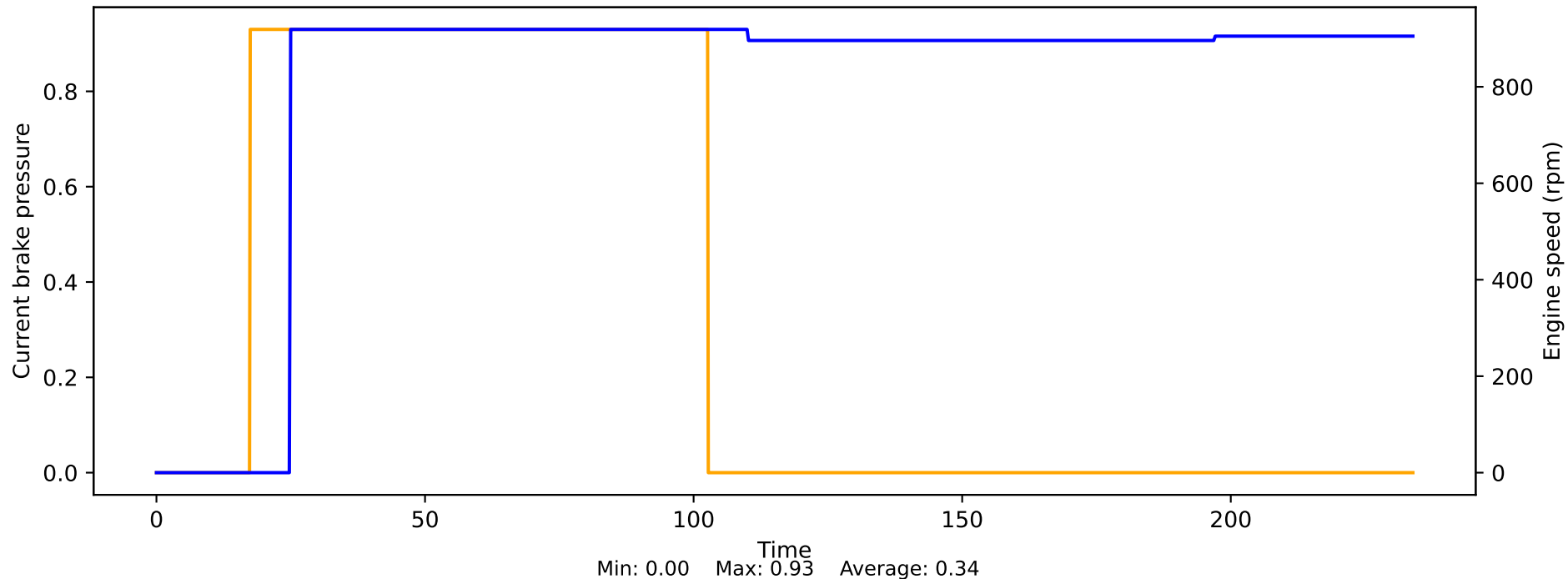
Current battery voltage vs Engine speed



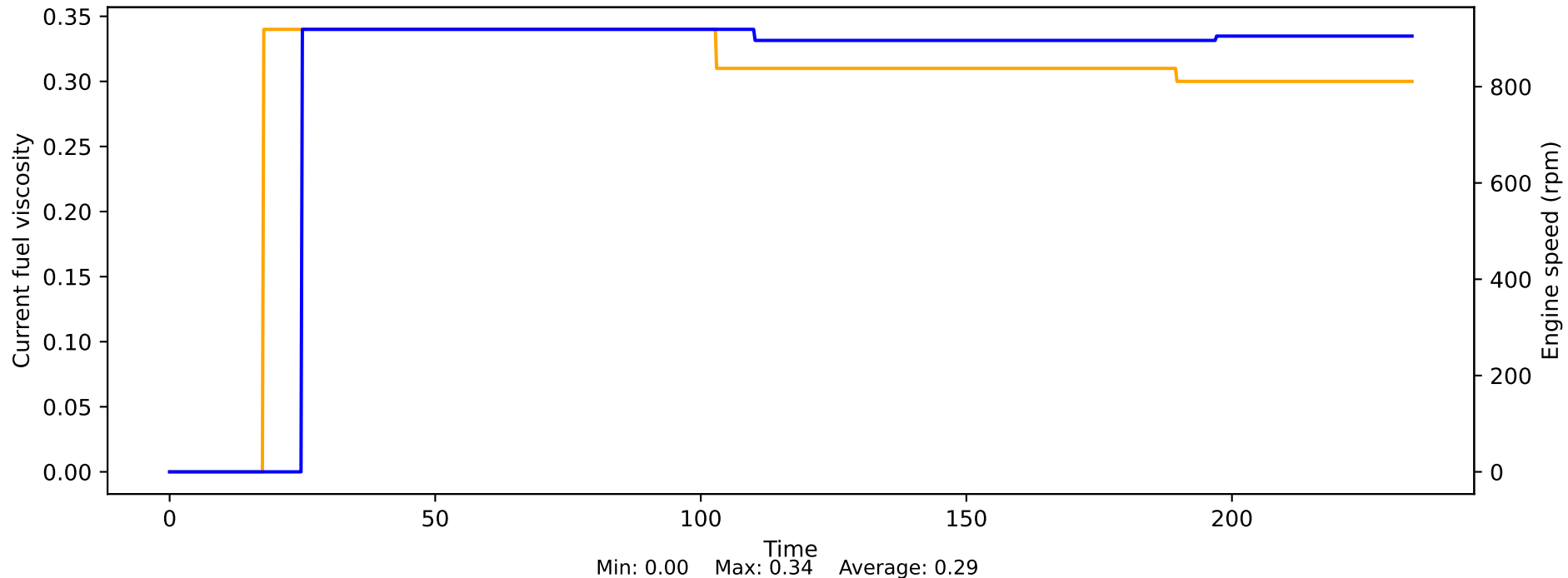
Current battery voltage 48V battery vs Engine speed



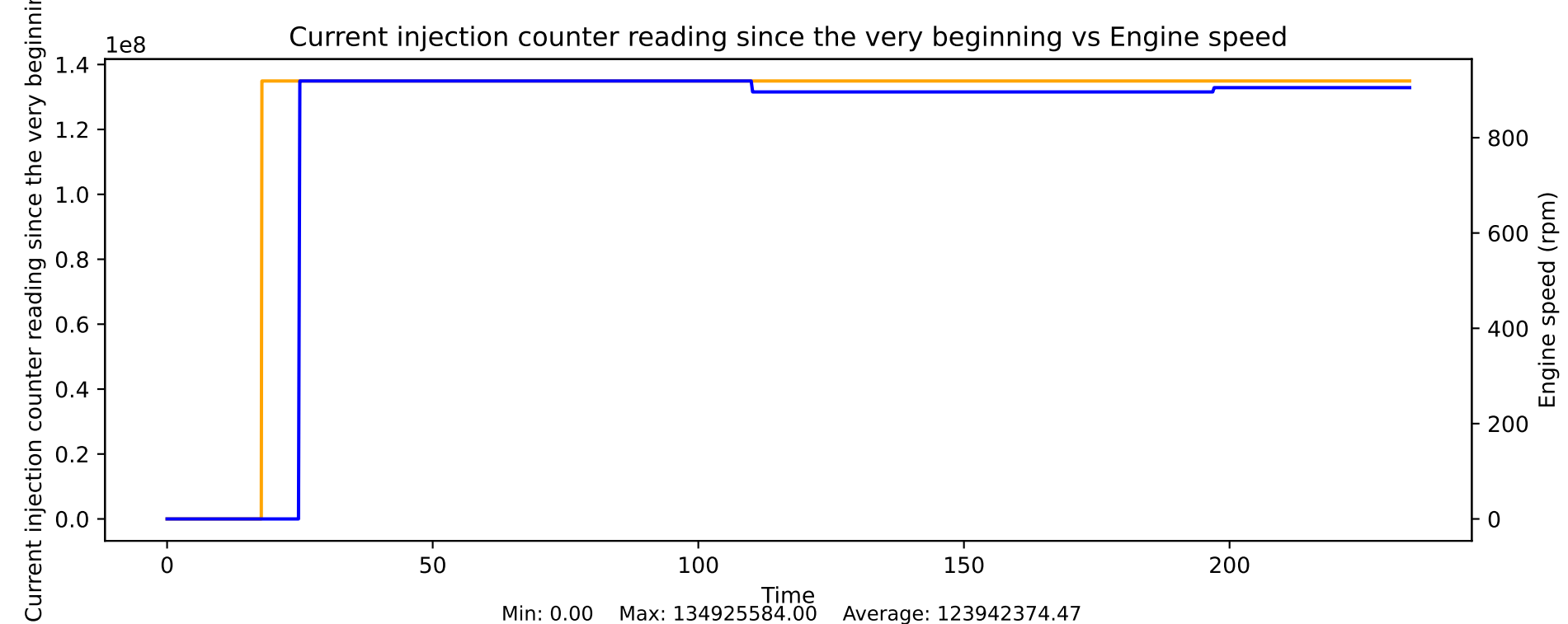
Current brake pressure vs Engine speed



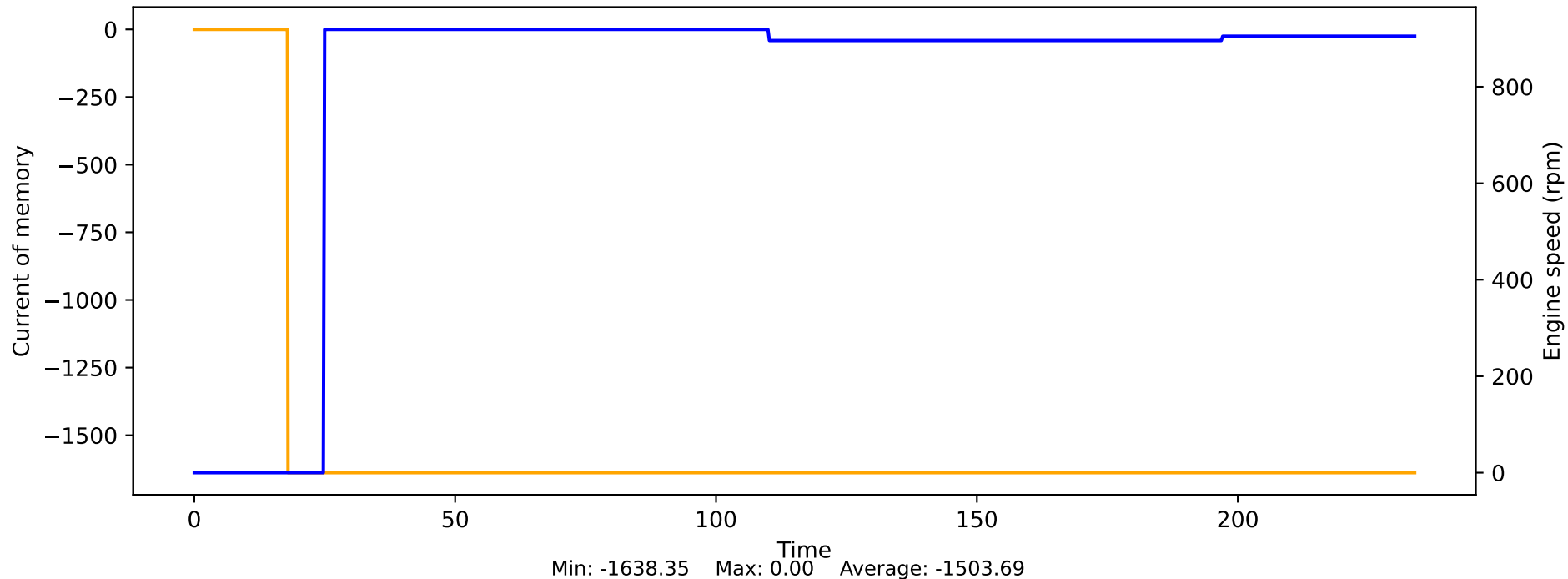
Current fuel viscosity vs Engine speed



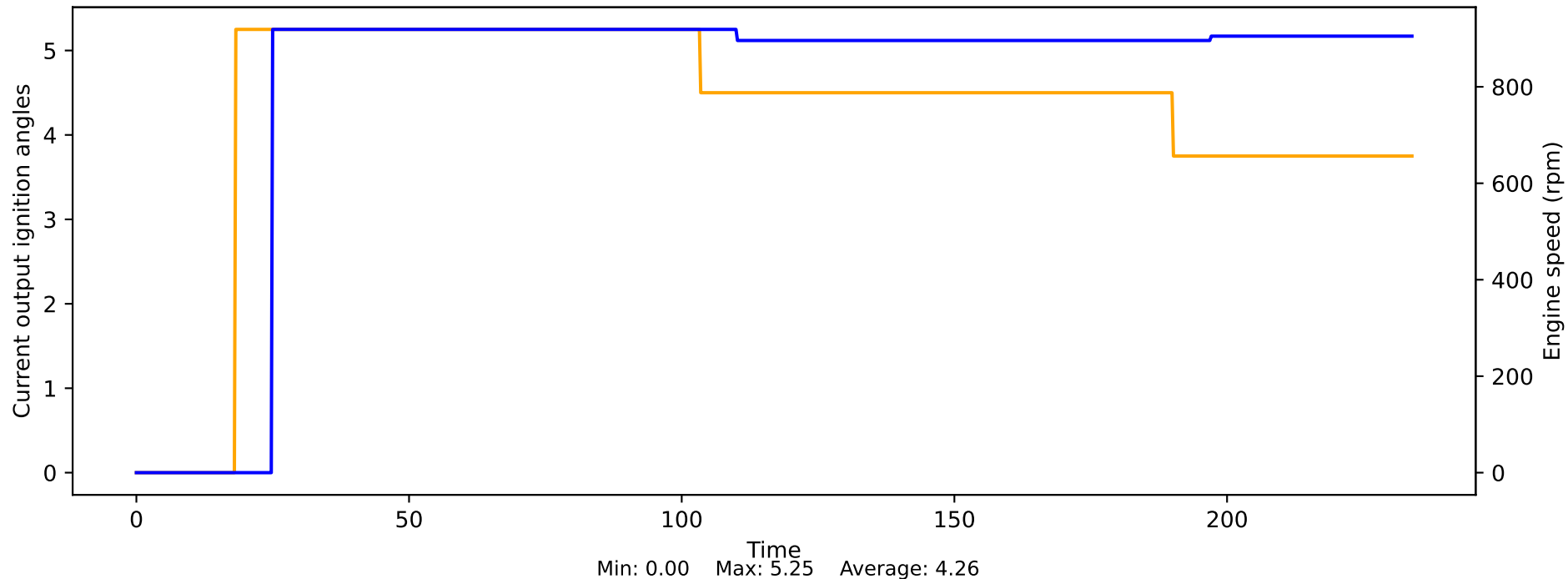
Current injection counter reading since the very beginning vs Engine speed



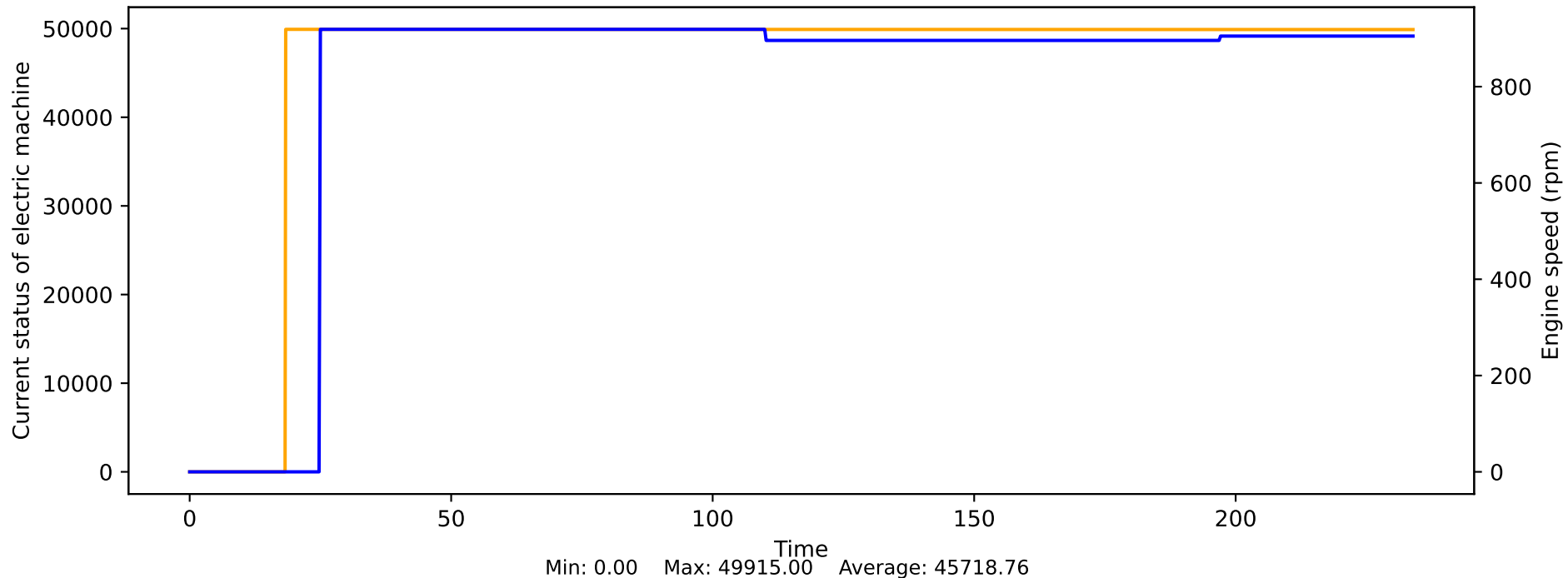
Current of memory vs Engine speed



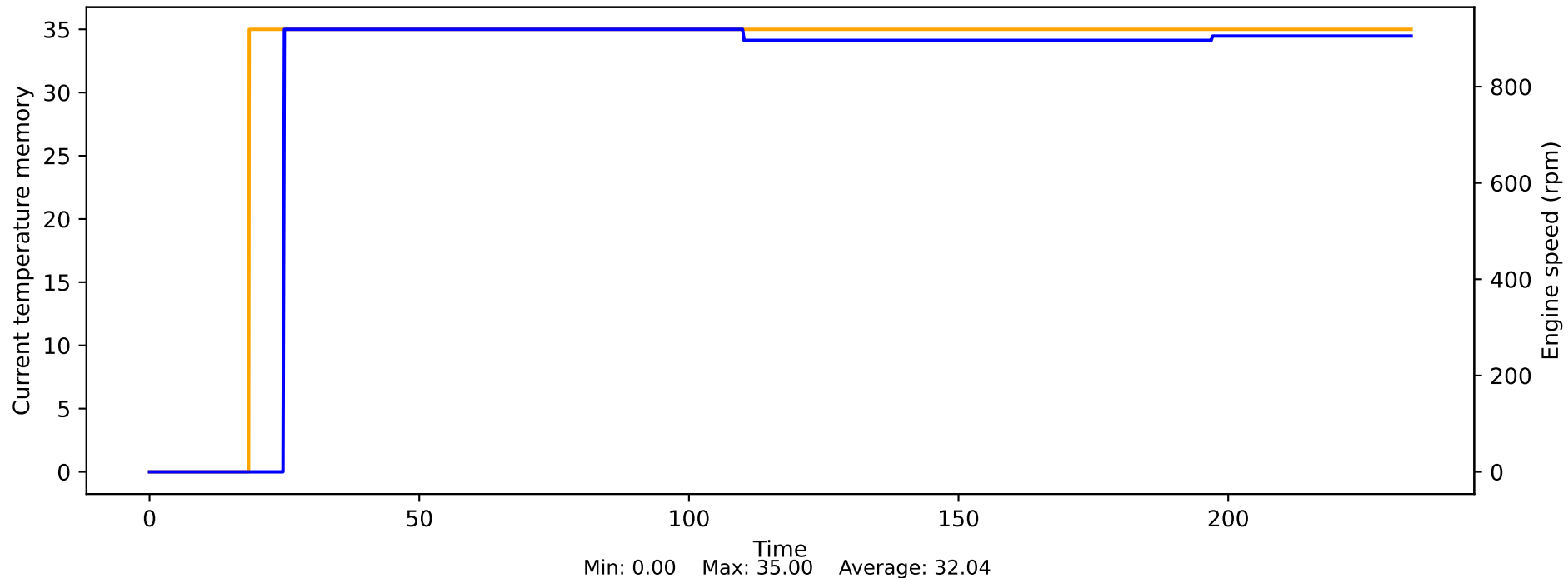
Current output ignition angles vs Engine speed



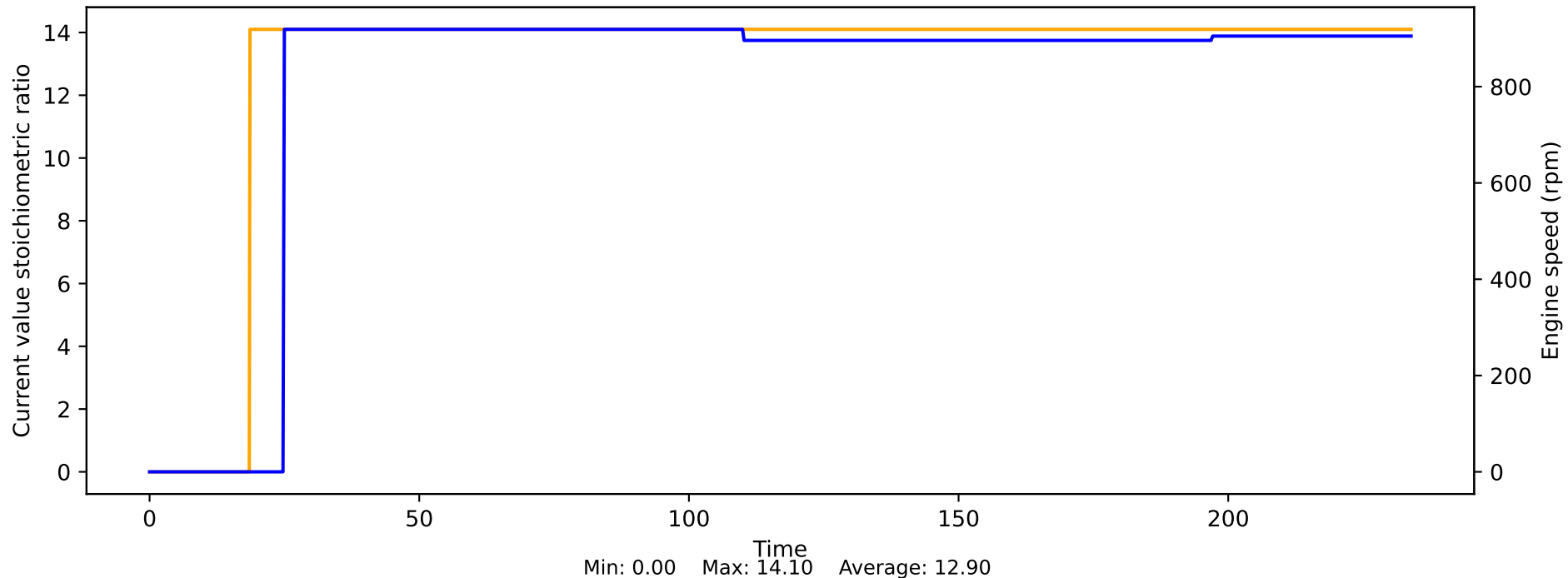
Current status of electric machine vs Engine speed



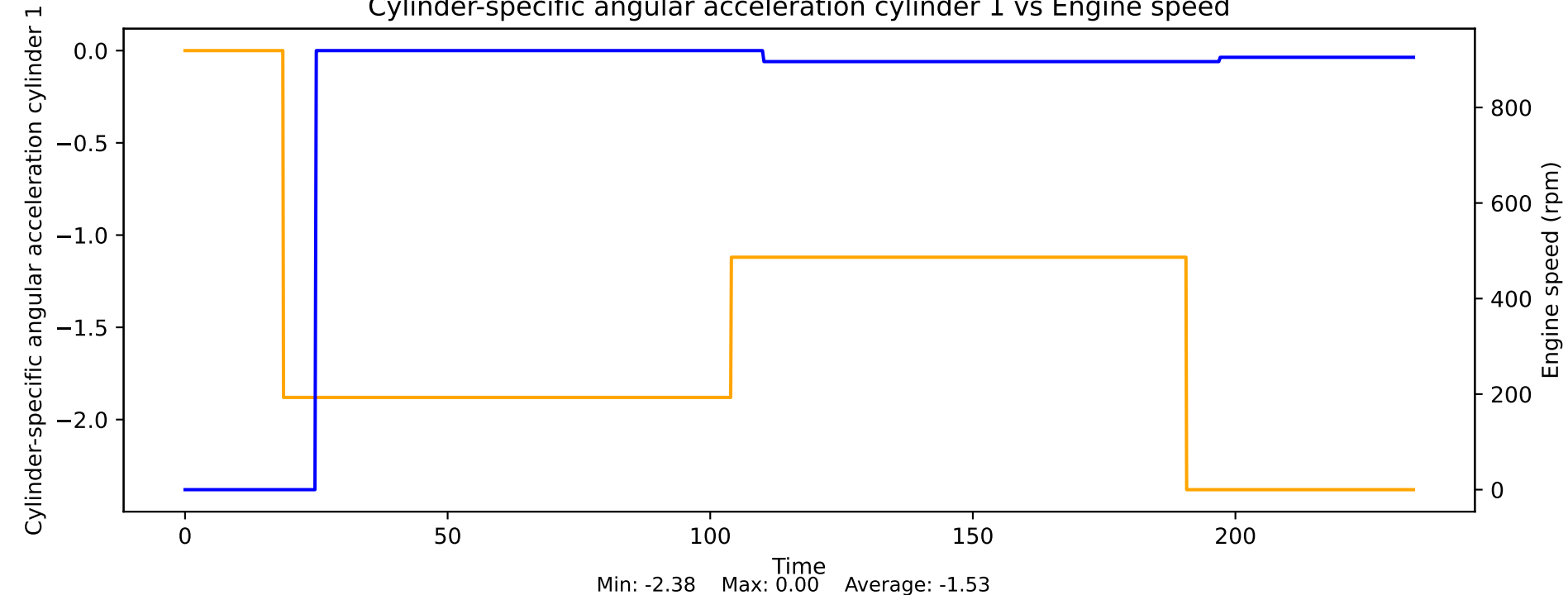
Current temperature memory vs Engine speed



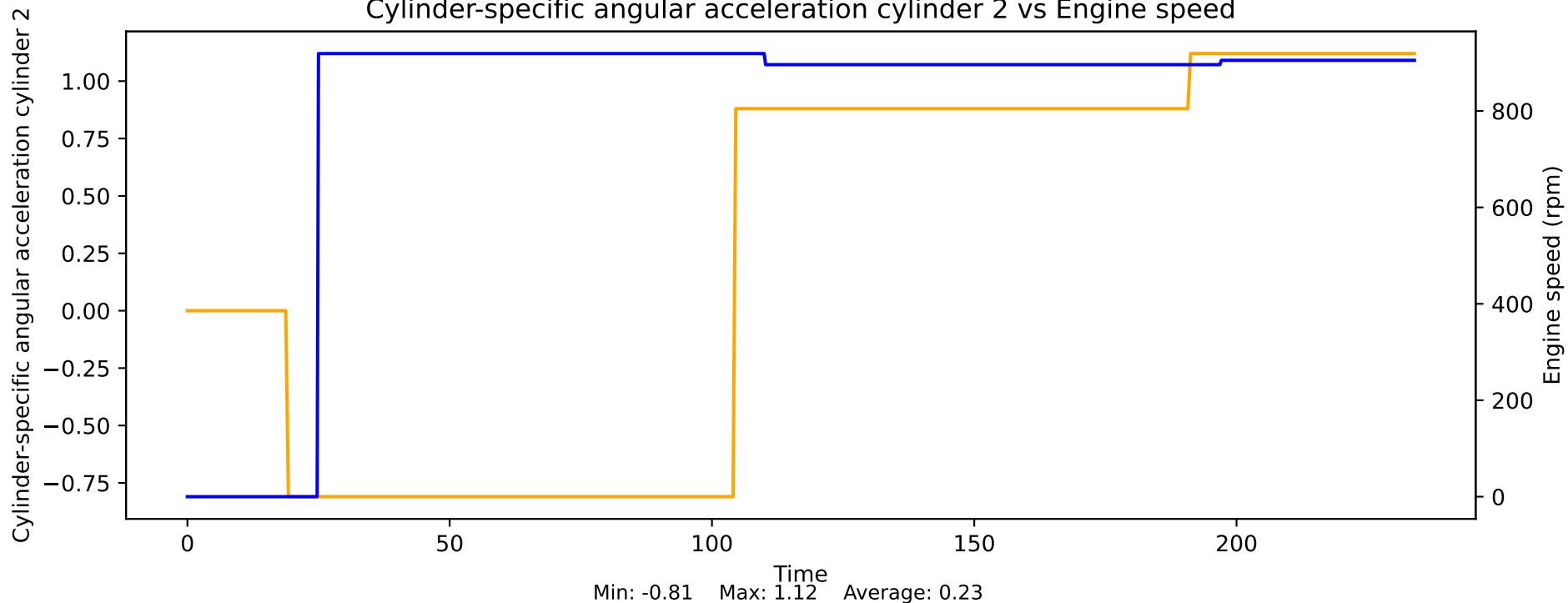
Current value stoichiometric ratio vs Engine speed



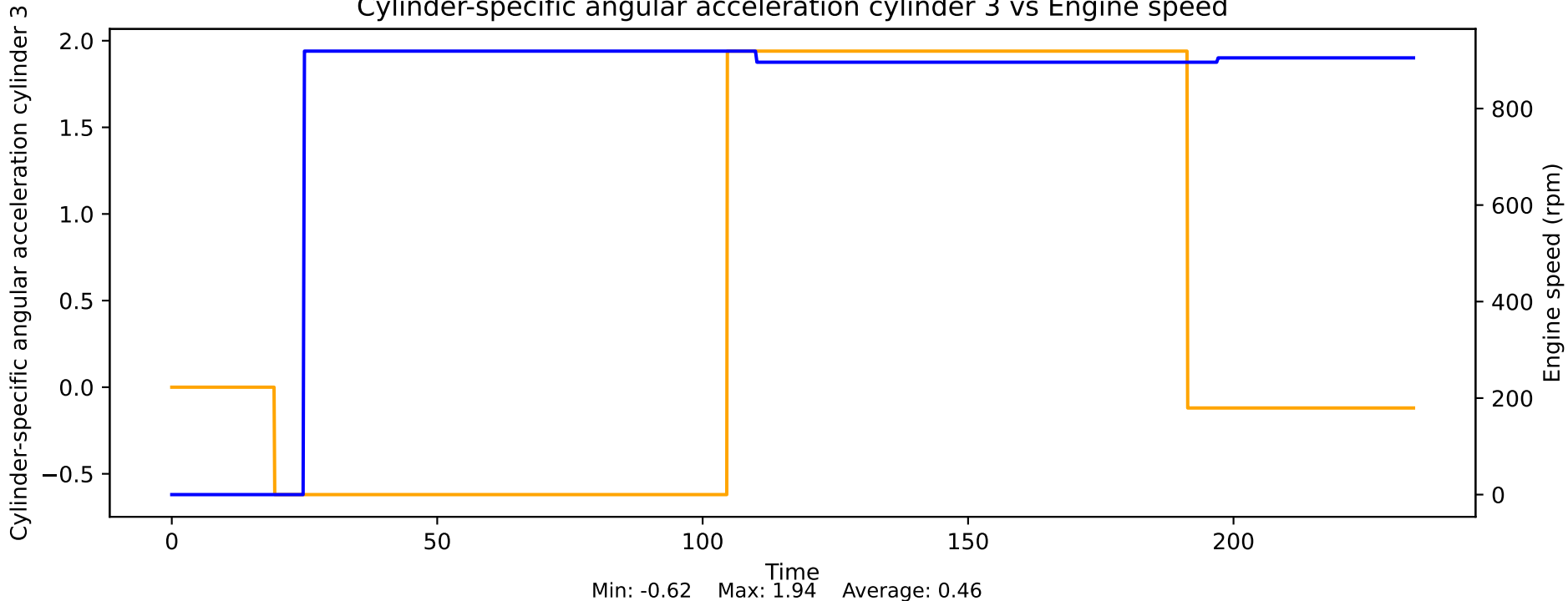
Cylinder-specific angular acceleration cylinder 1 vs Engine speed



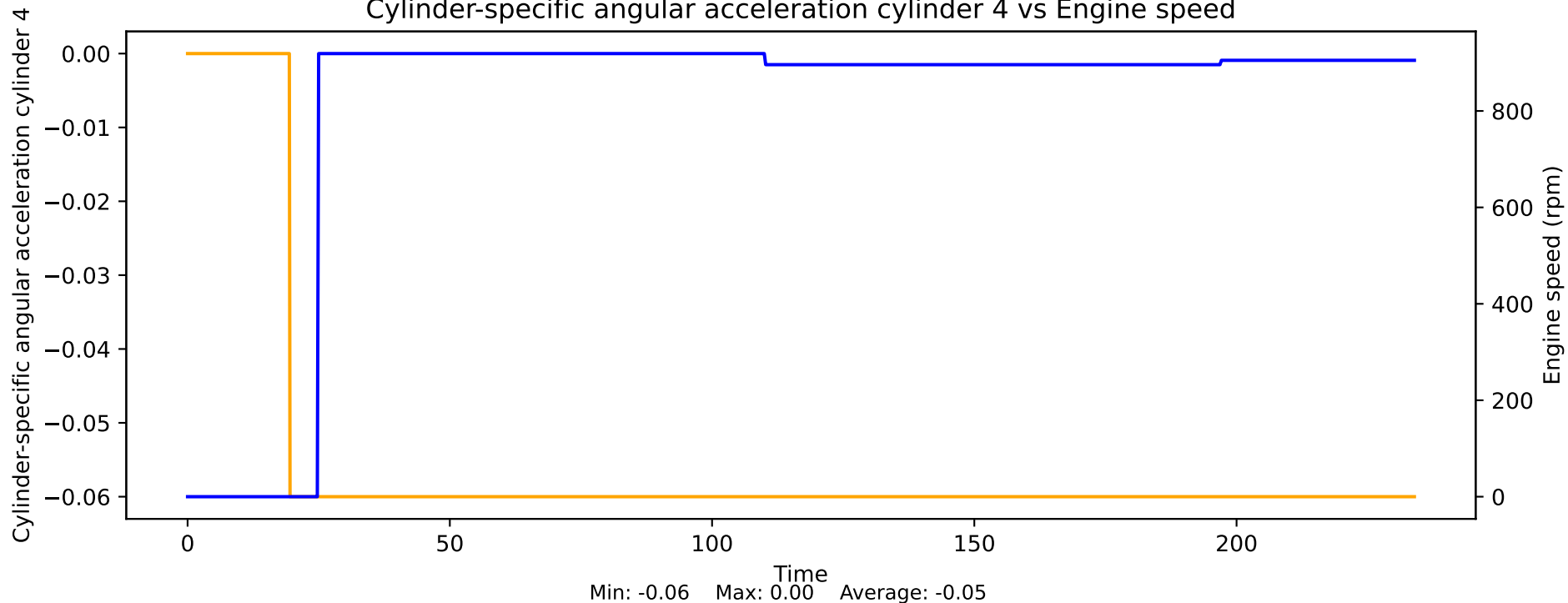
Cylinder-specific angular acceleration cylinder 2 vs Engine speed



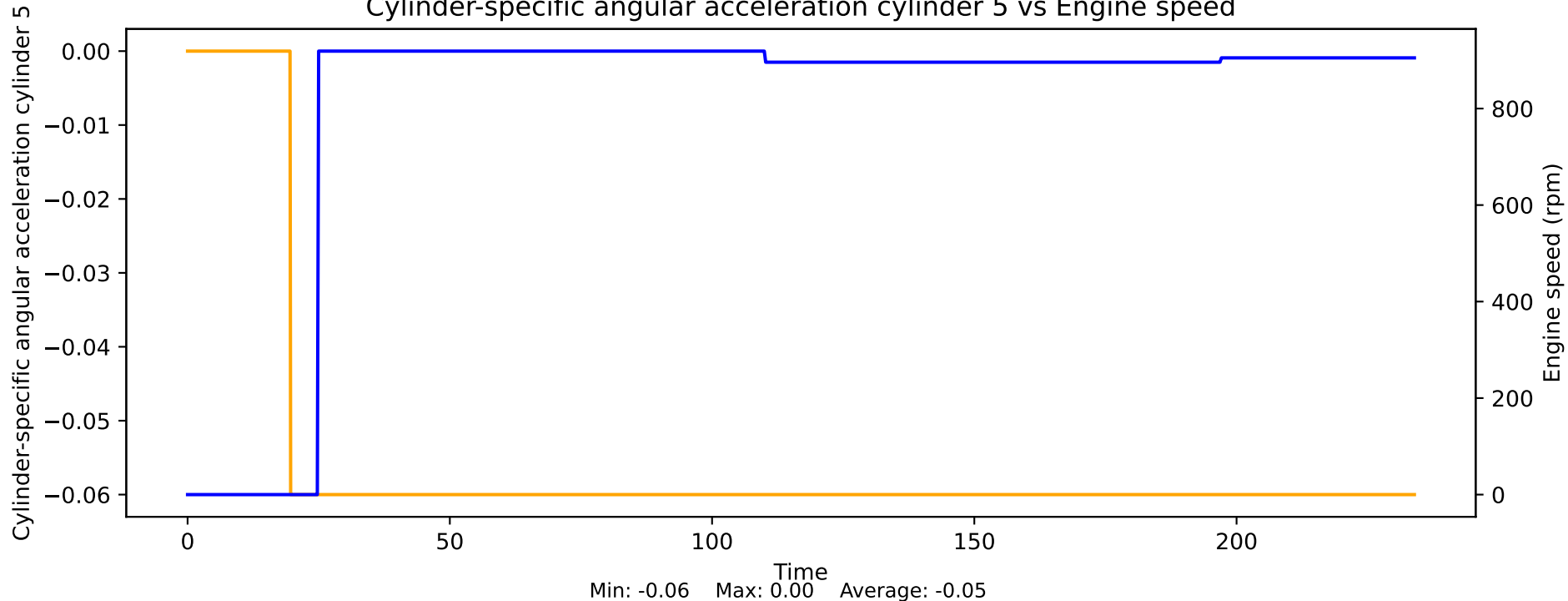
Cylinder-specific angular acceleration cylinder 3 vs Engine speed



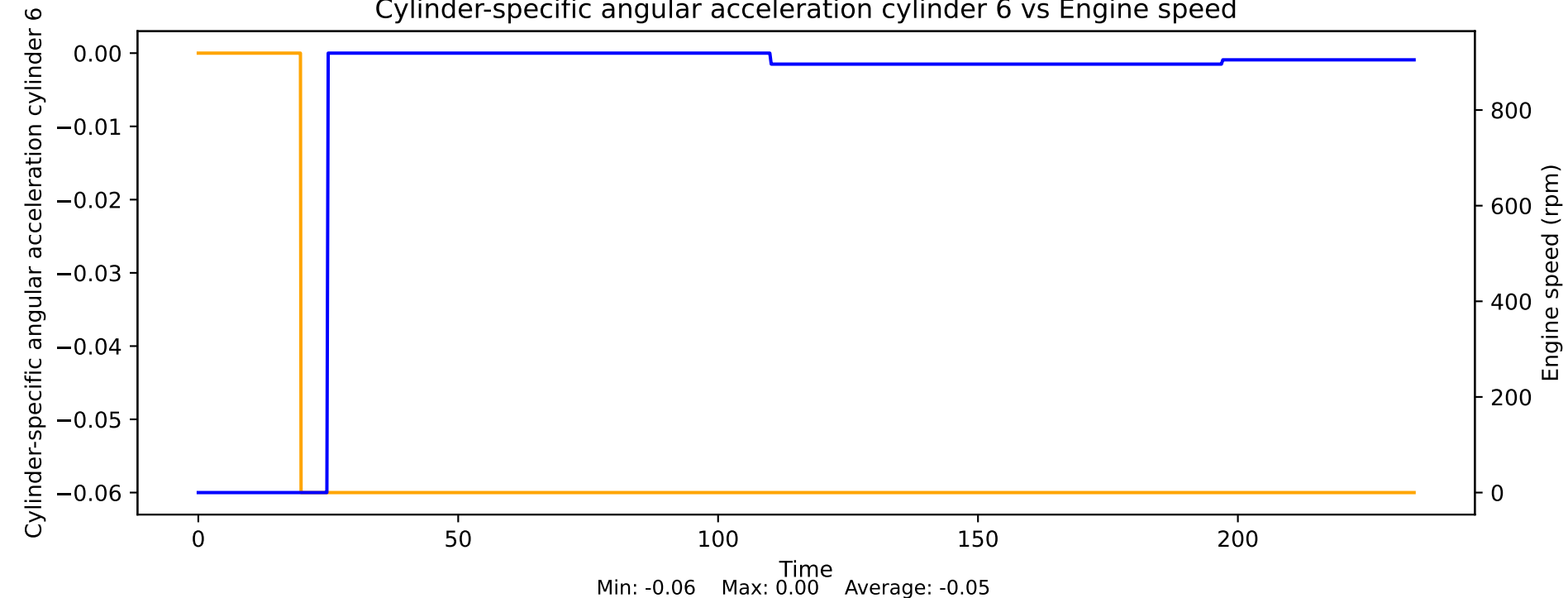
Cylinder-specific angular acceleration cylinder 4 vs Engine speed



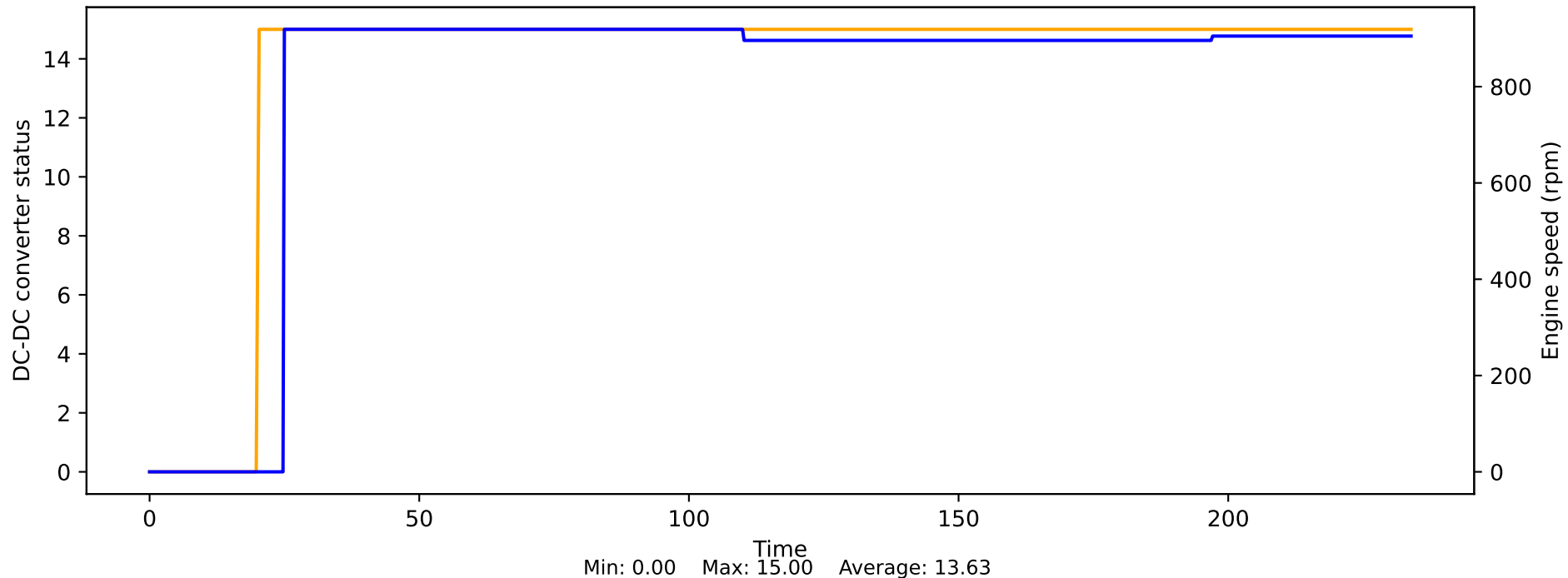
Cylinder-specific angular acceleration cylinder 5 vs Engine speed



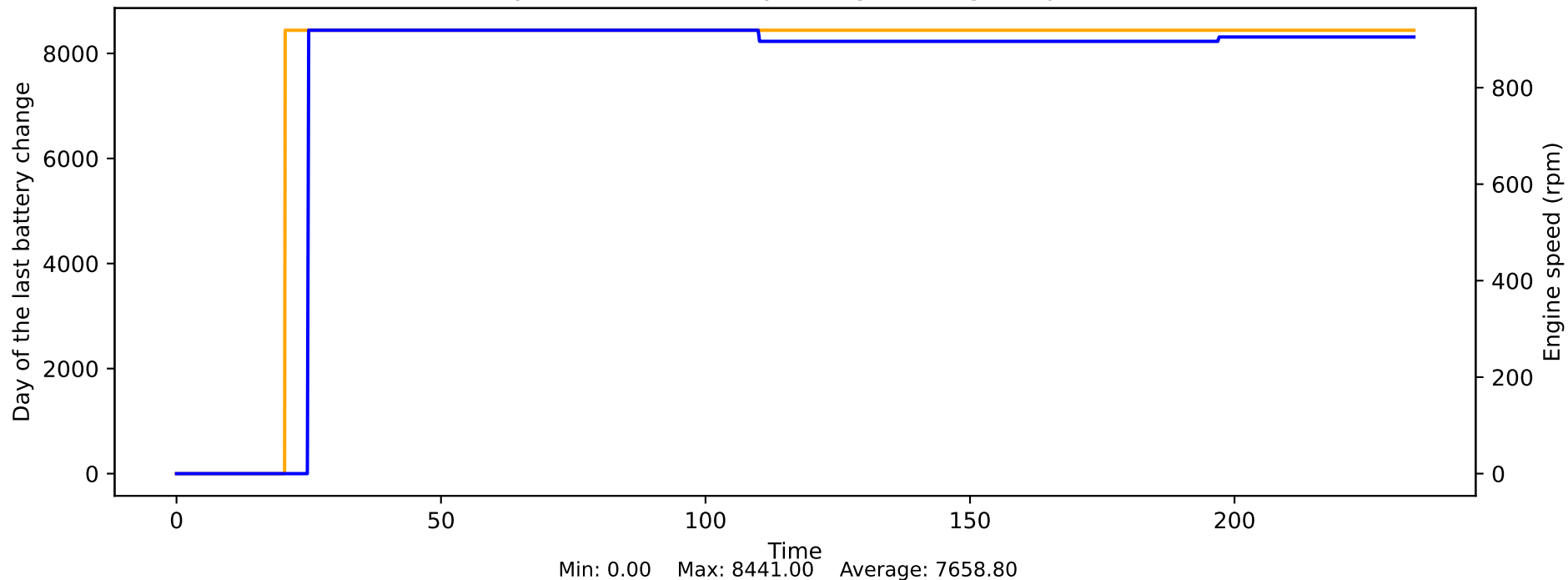
Cylinder-specific angular acceleration cylinder 6 vs Engine speed



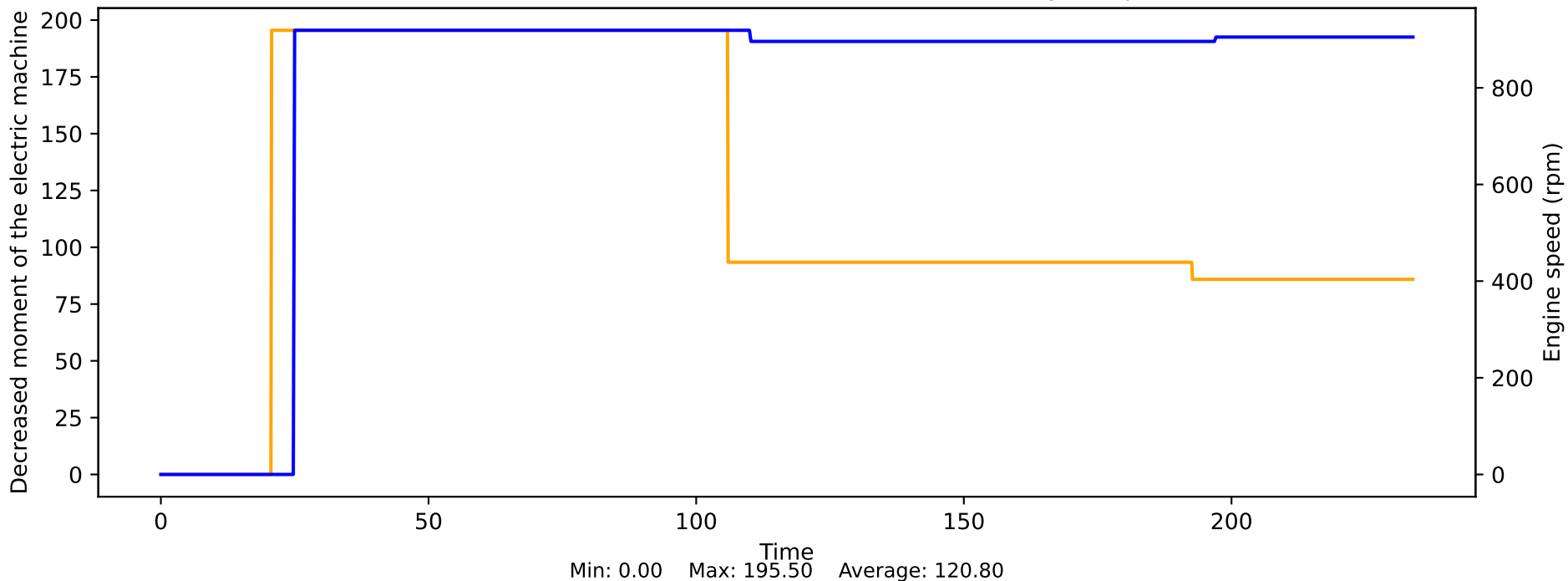
DC-DC converter status vs Engine speed



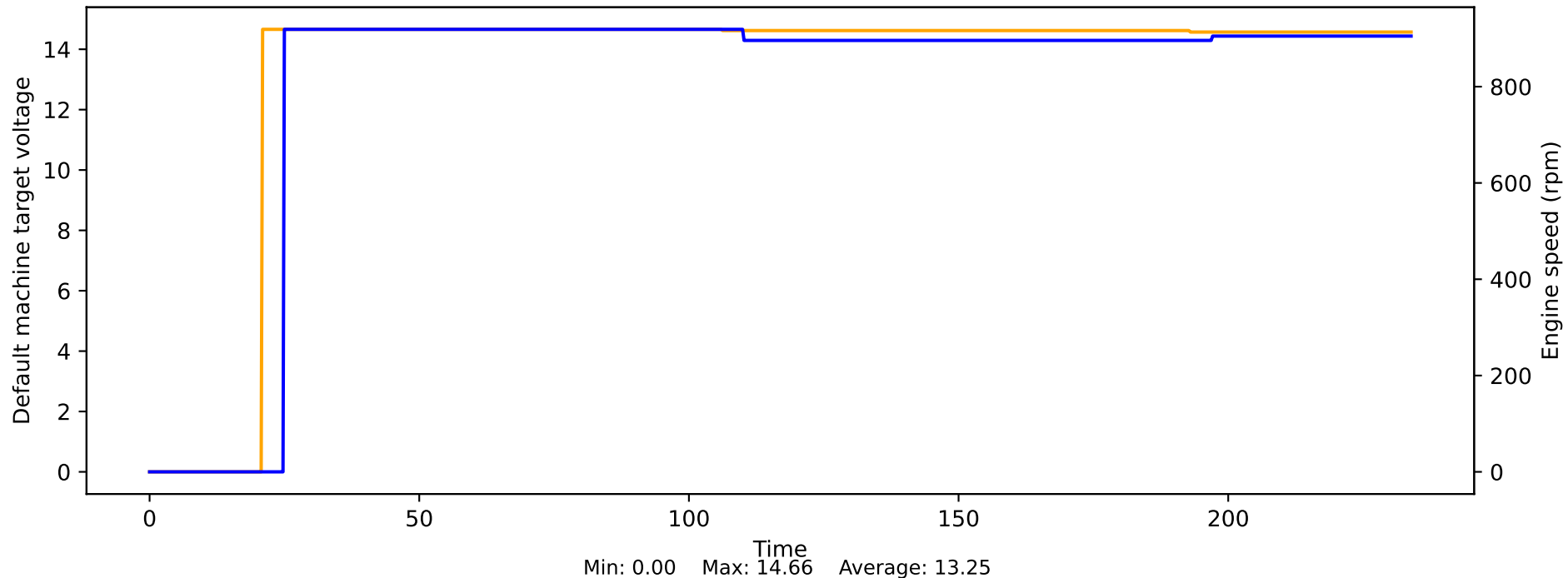
Day of the last battery change vs Engine speed



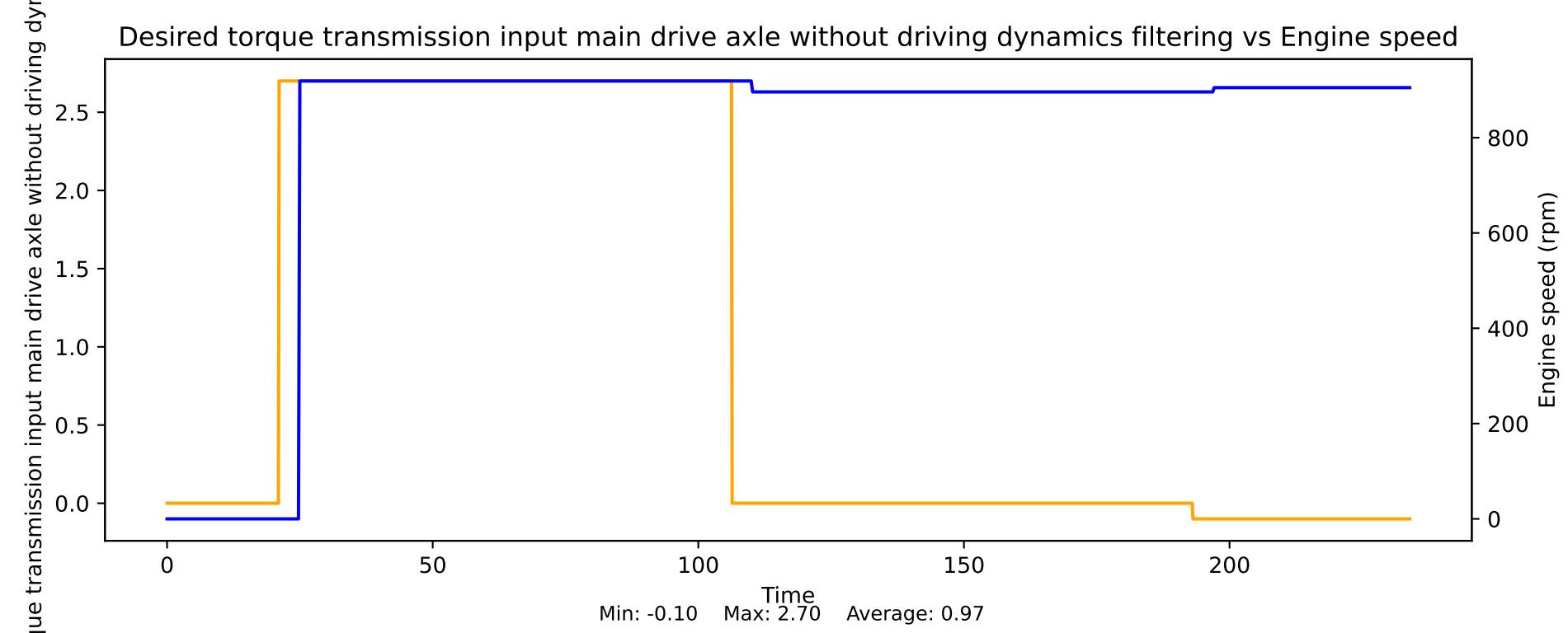
Decreased moment of the electric machine vs Engine speed



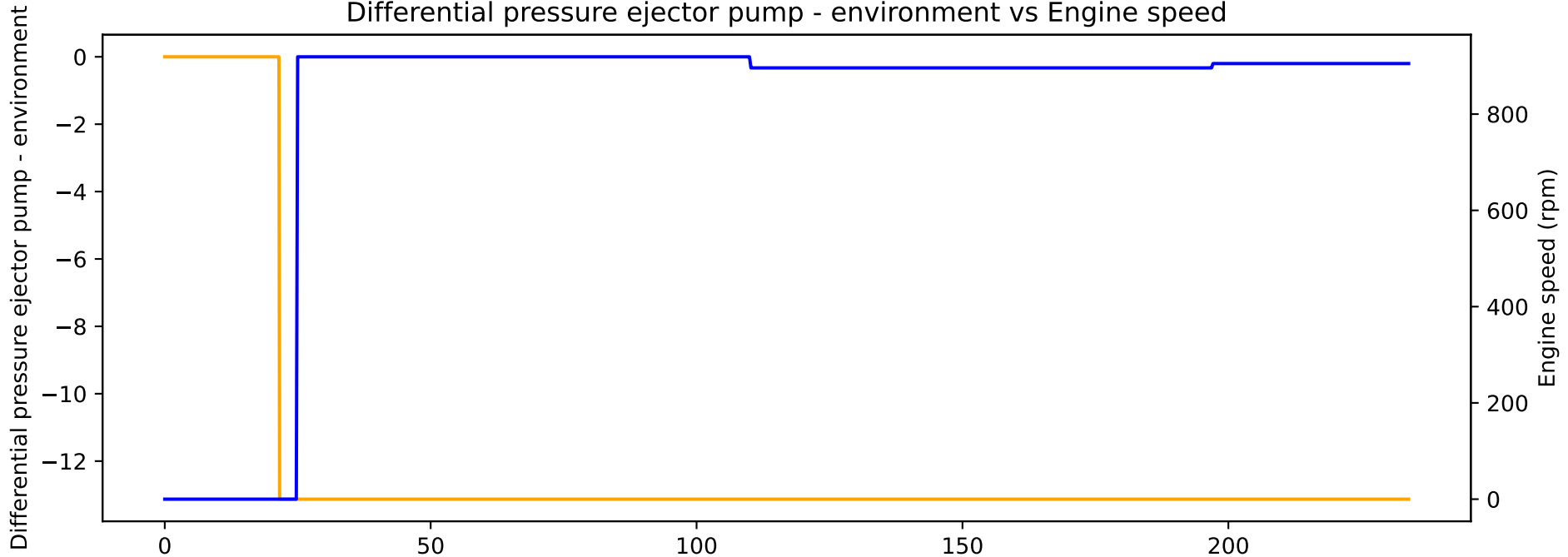
Default machine target voltage vs Engine speed



Desired torque transmission input main drive axle without driving dynamics filtering vs Engine speed

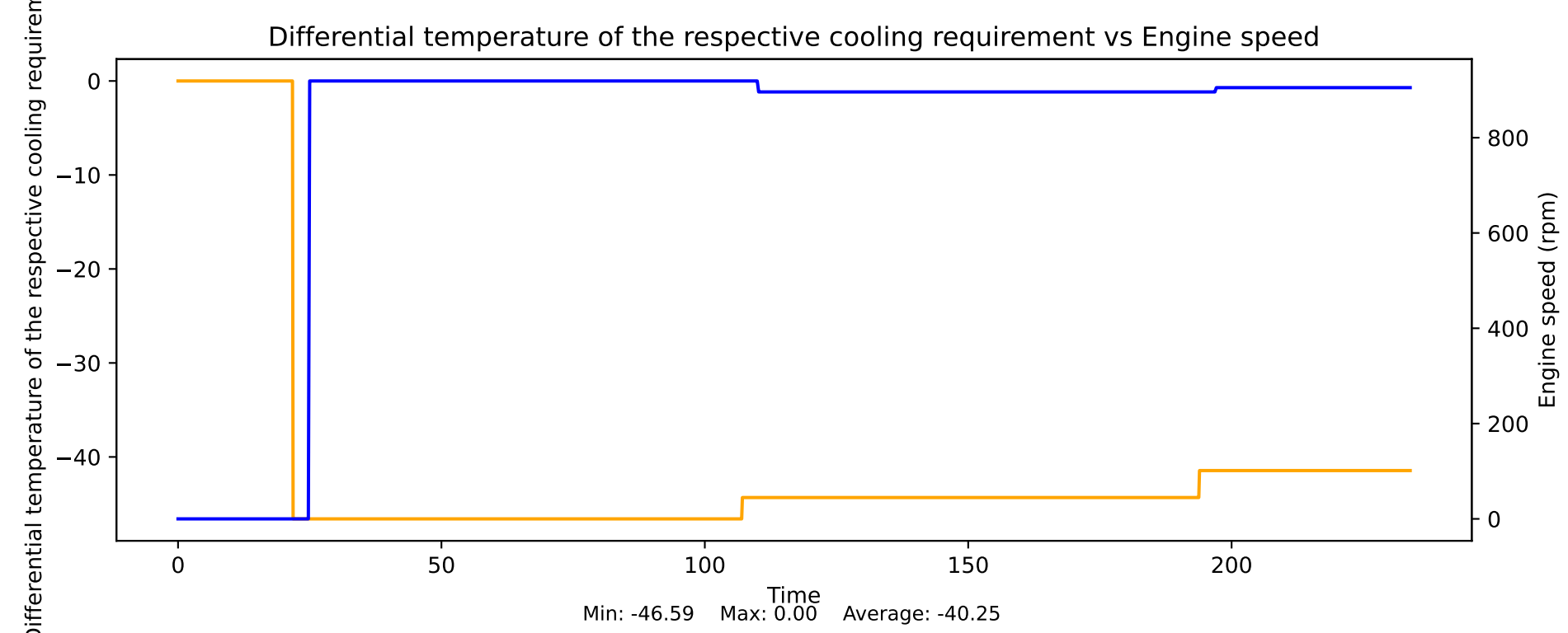


Differential pressure ejector pump - environment vs Engine speed

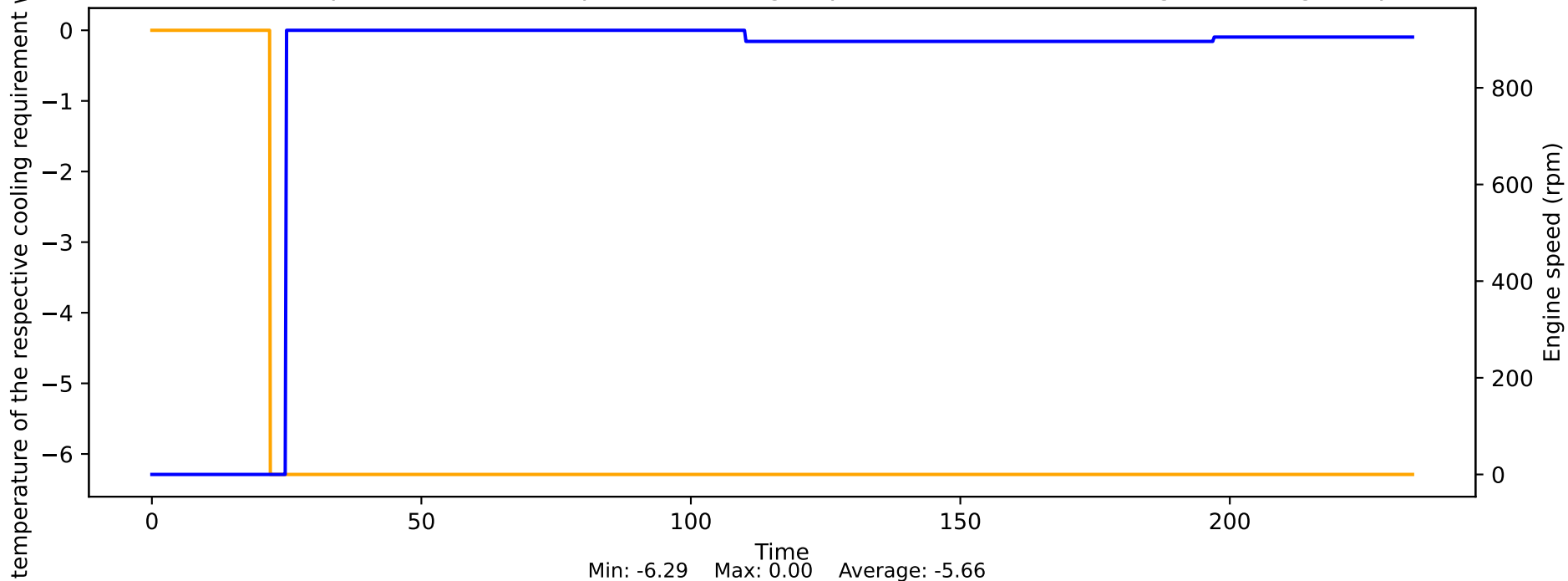


Time
Min: -13.13 Max: 0.00 Average: -11.84

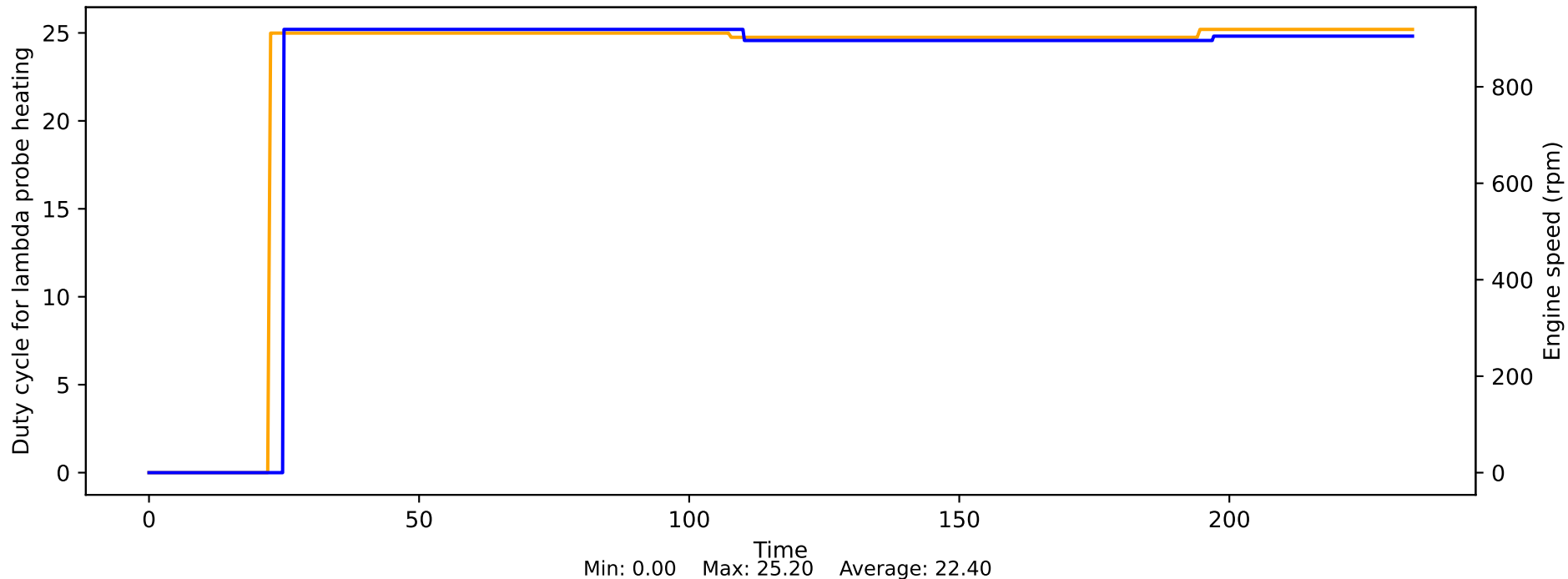
Differential temperature of the respective cooling requirement vs Engine speed



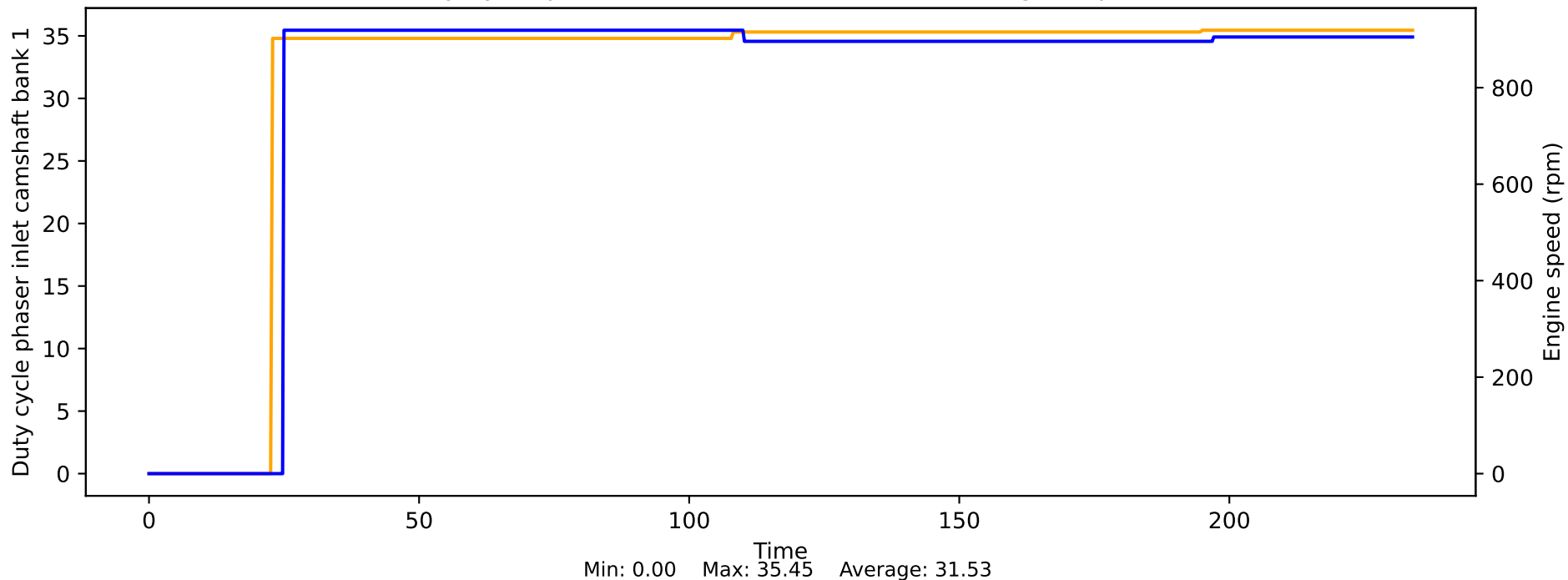
Differential temperature of the respective cooling requirement when switching off vs Engine speed



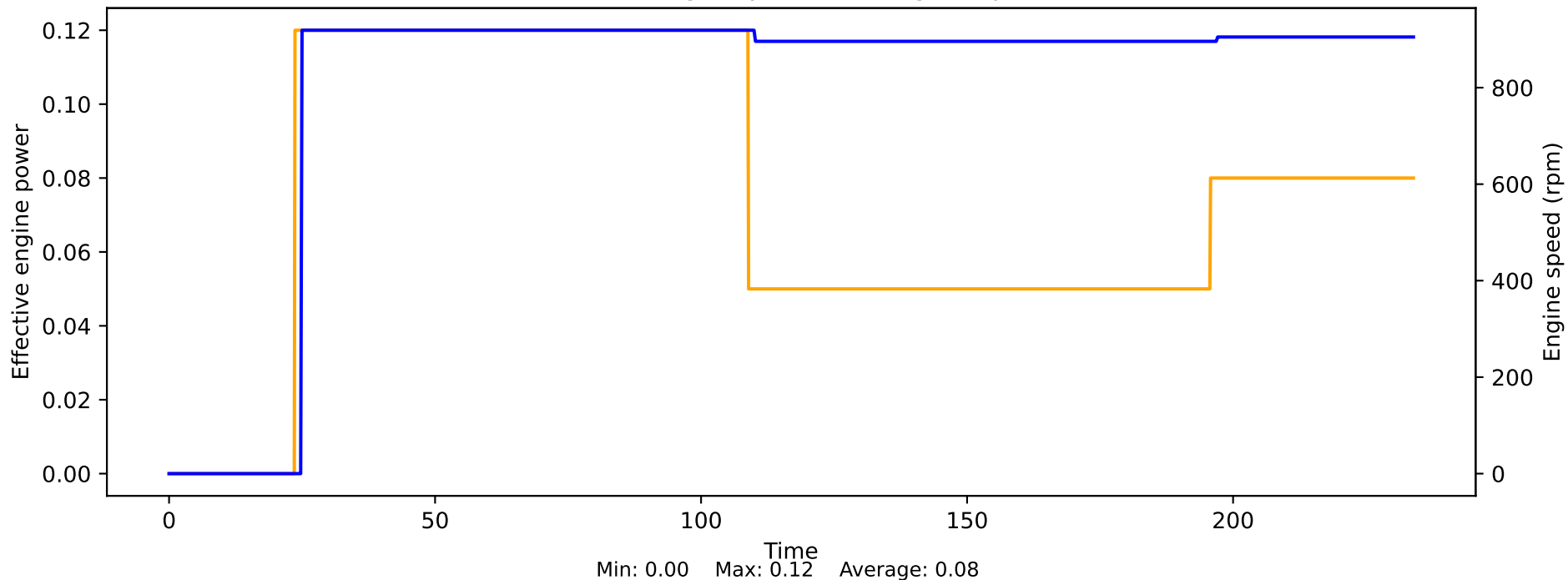
Duty cycle for lambda probe heating vs Engine speed



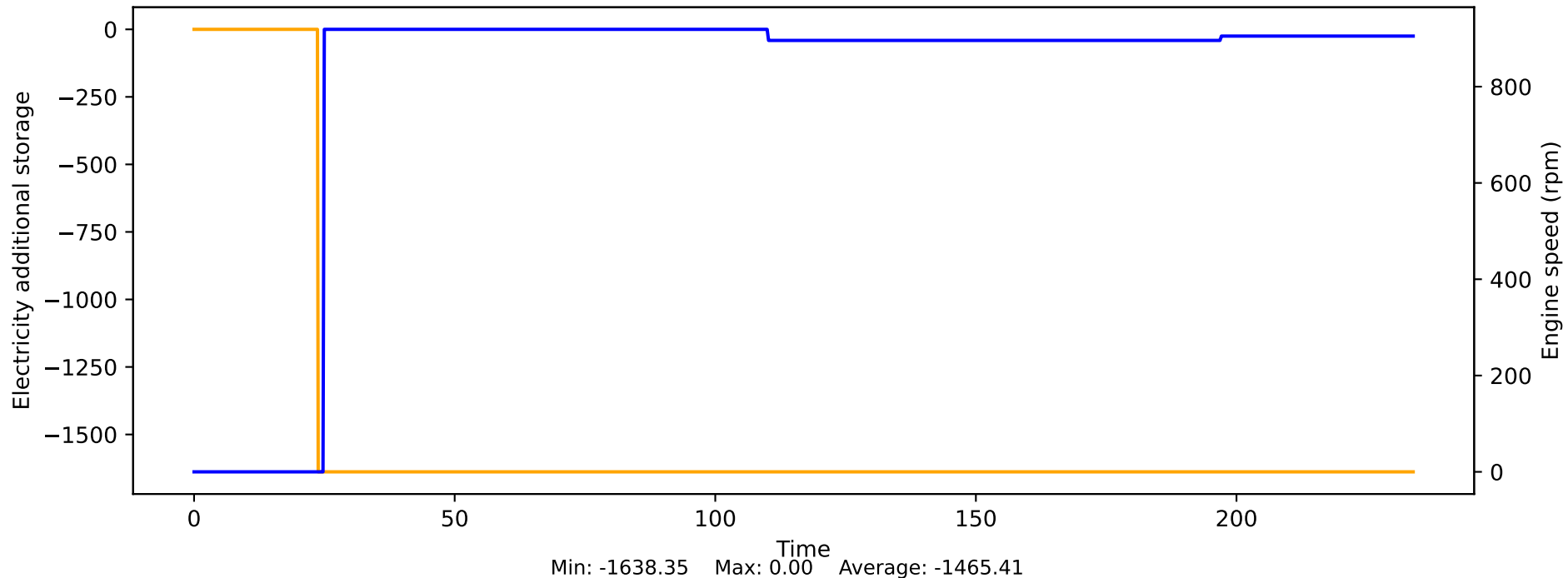
Duty cycle phaser inlet camshaft bank 1 vs Engine speed



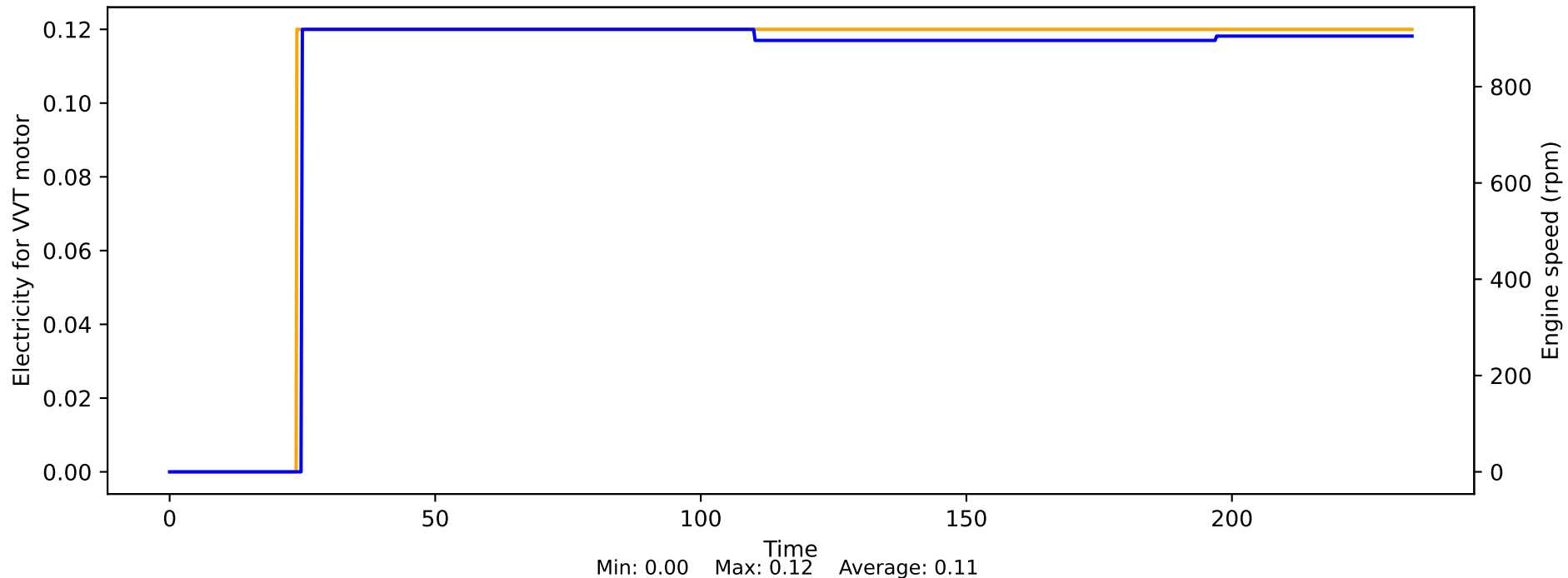
Effective engine power vs Engine speed



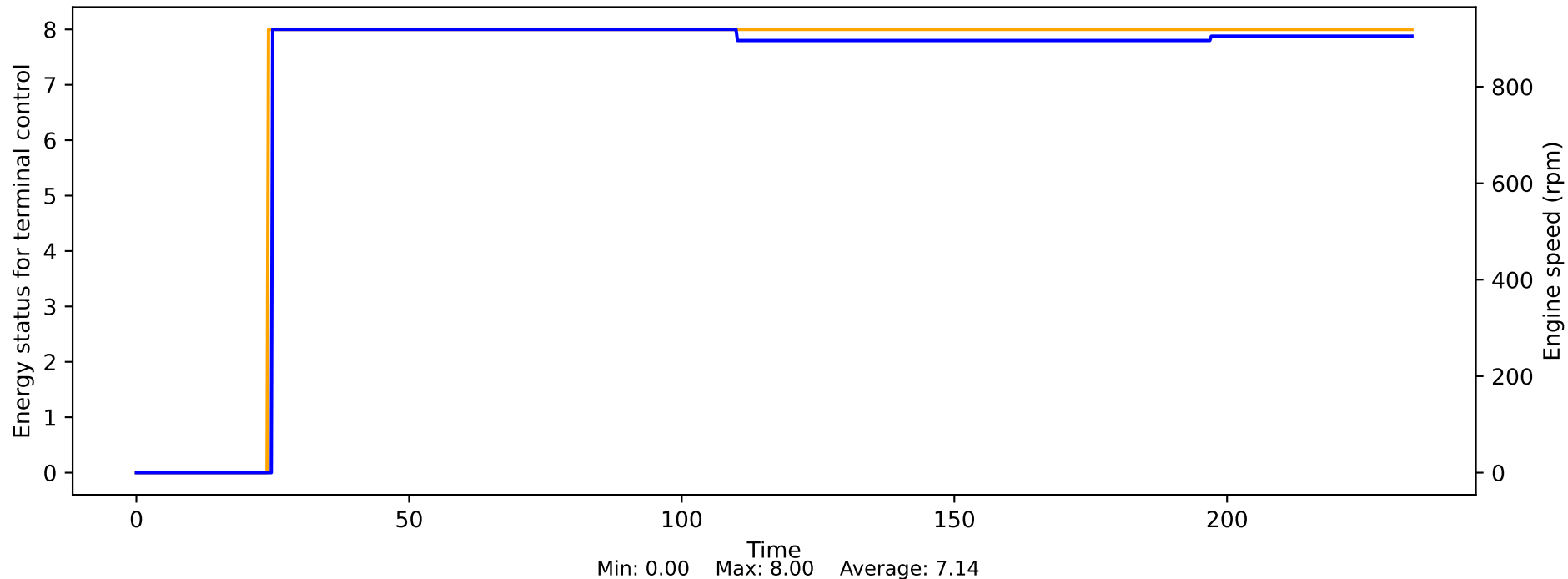
Electricity additional storage vs Engine speed



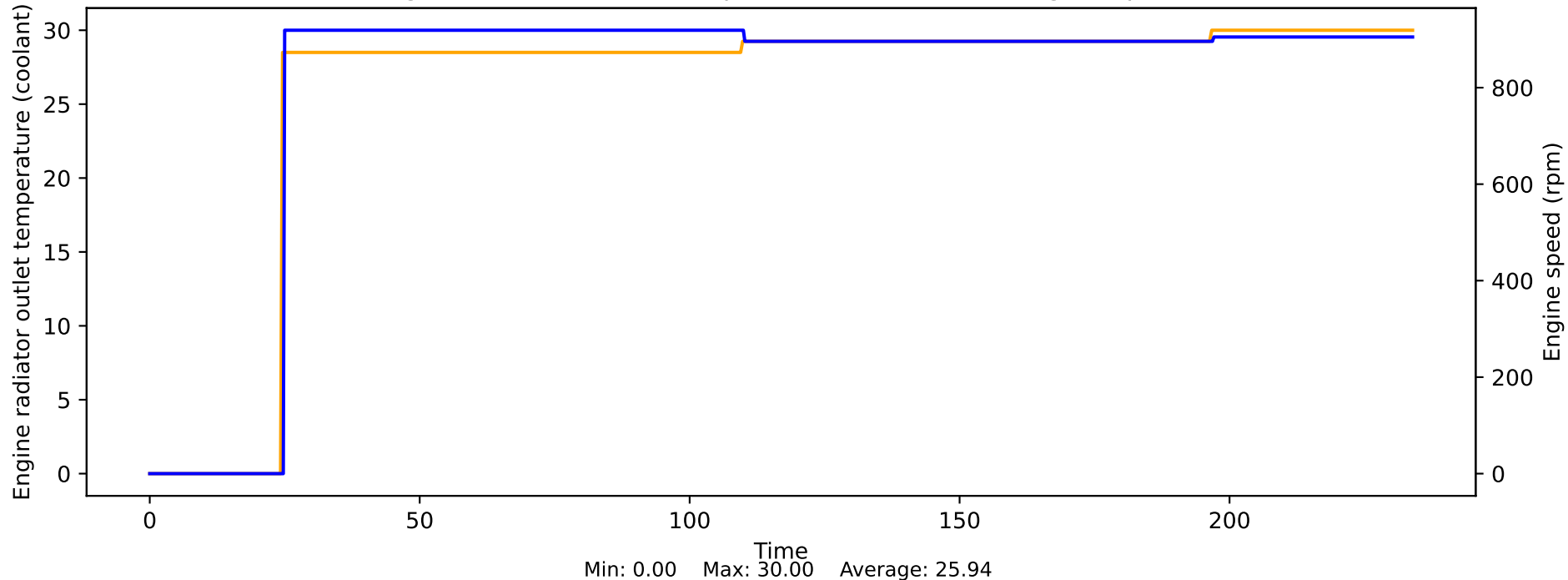
Electricity for VVT motor vs Engine speed



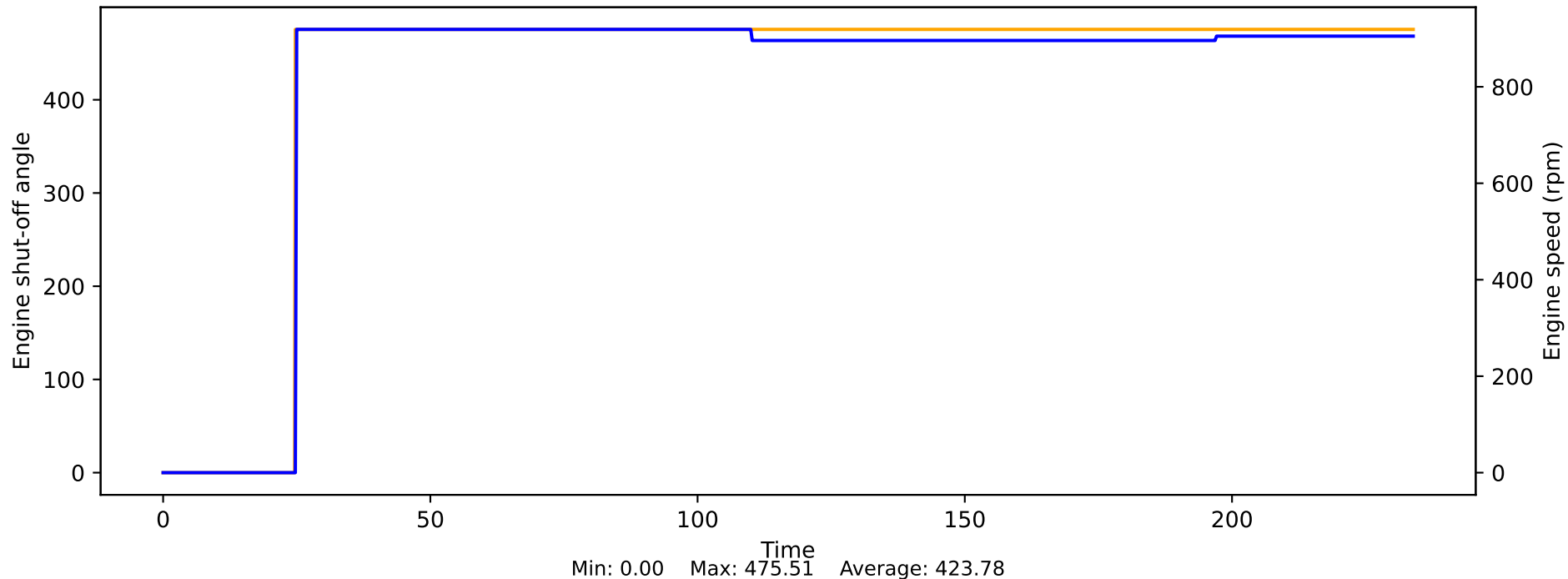
Energy status for terminal control vs Engine speed



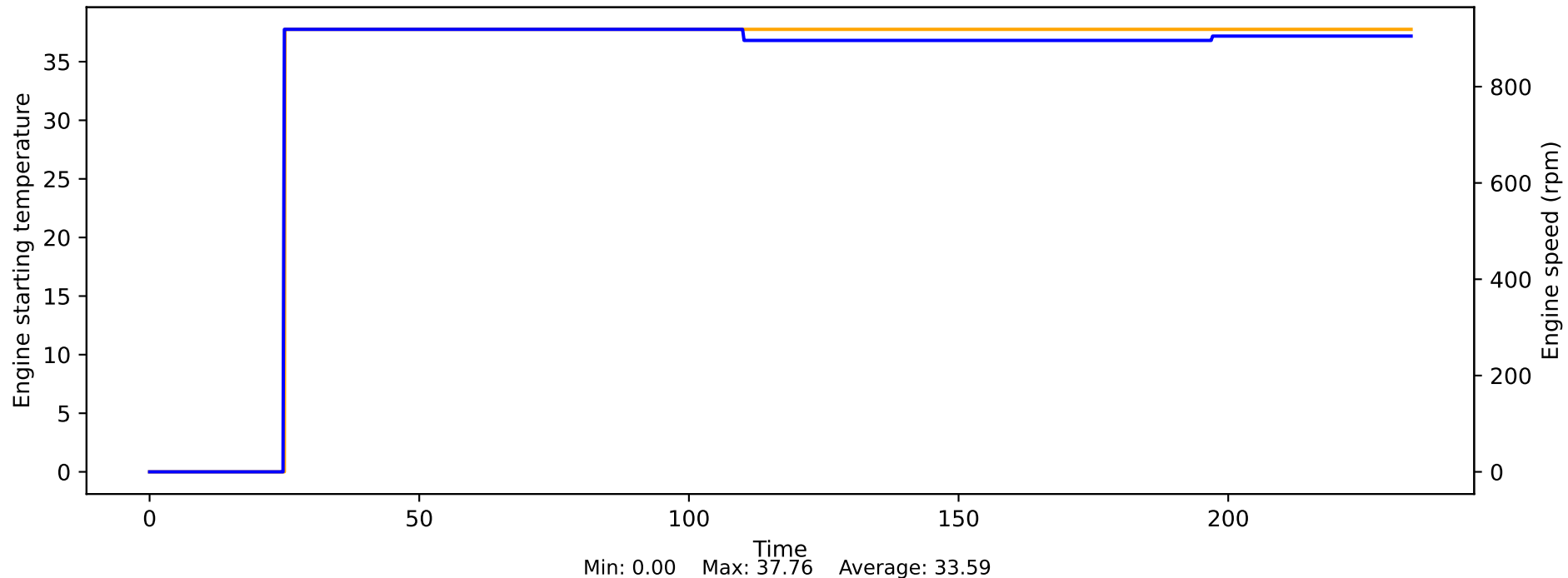
Engine radiator outlet temperature (coolant) vs Engine speed



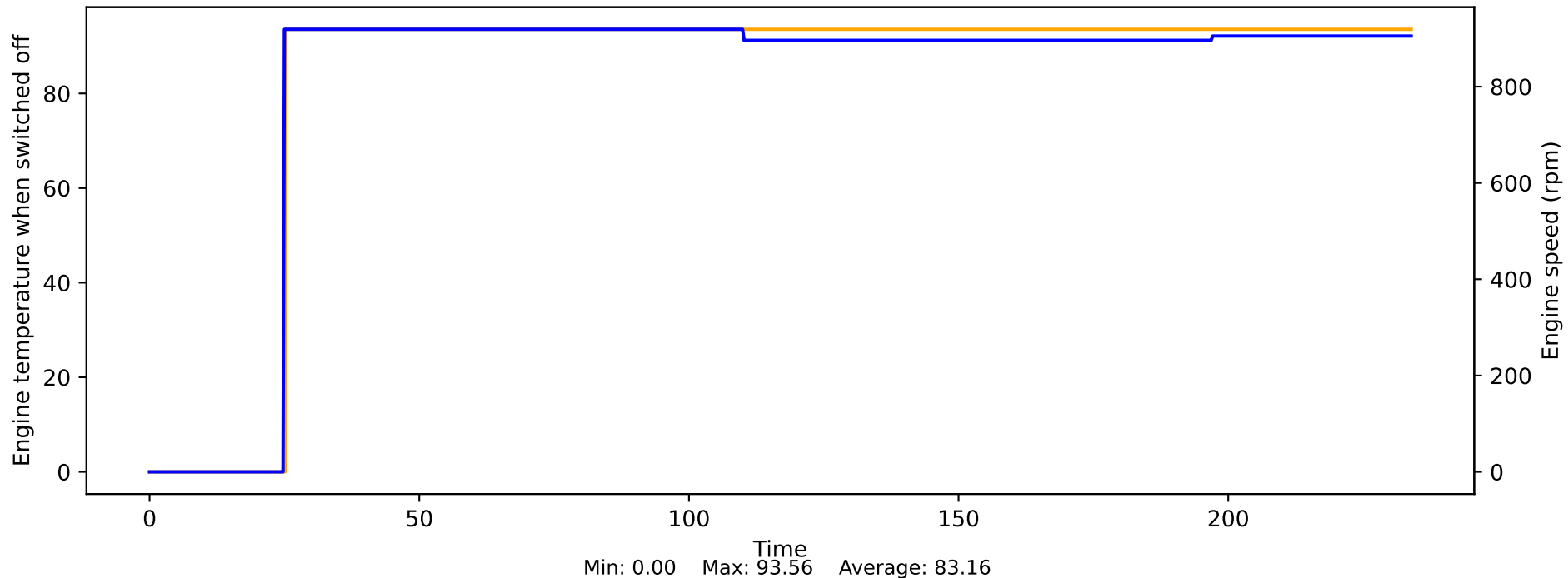
Engine shut-off angle vs Engine speed



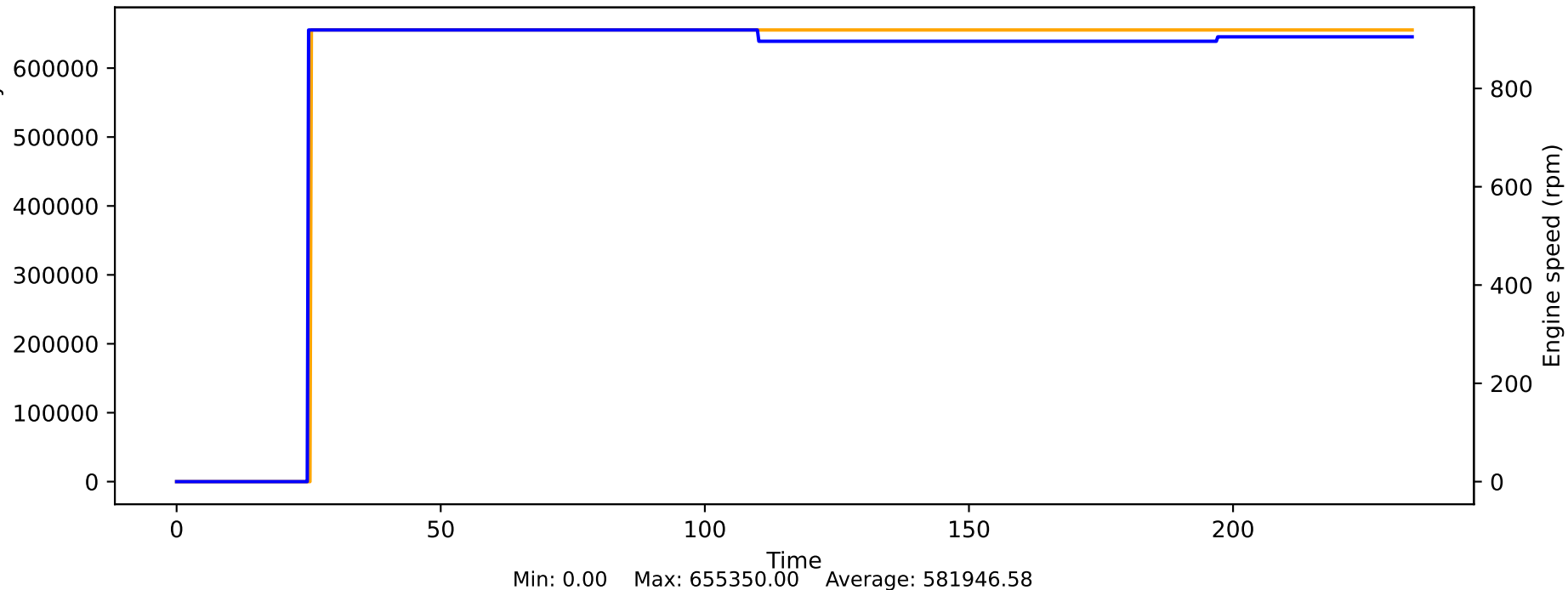
Engine starting temperature vs Engine speed



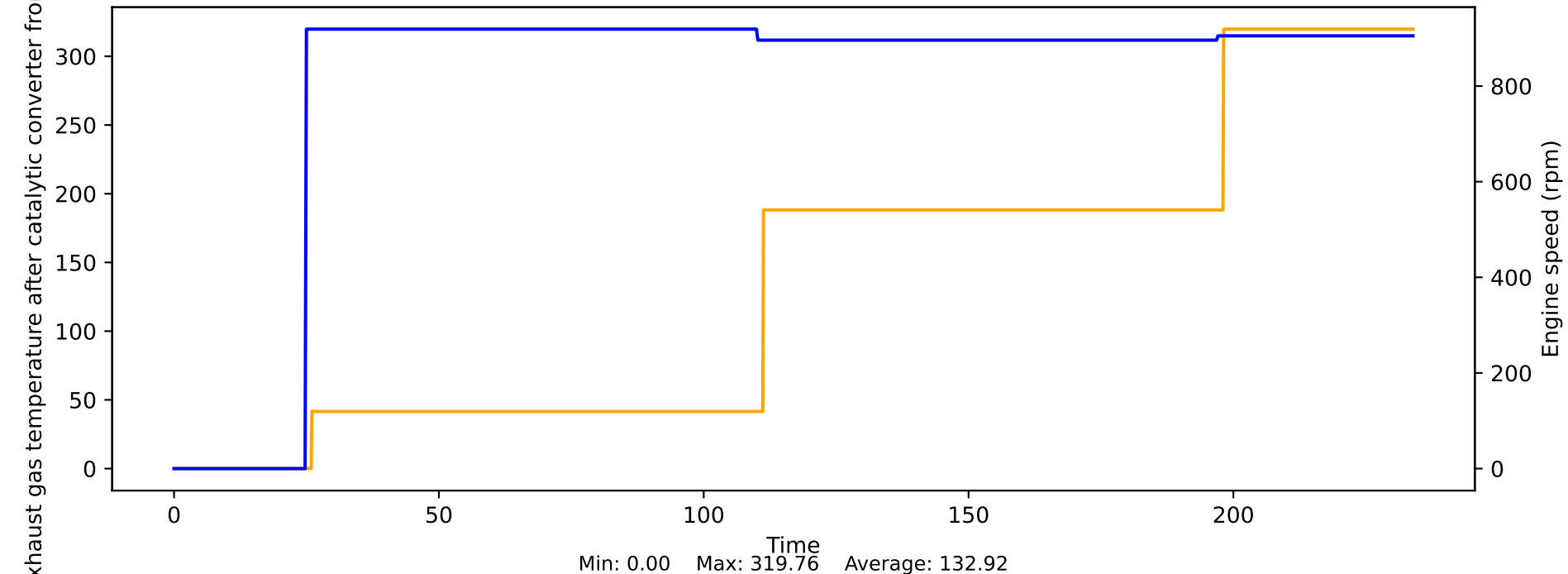
Engine temperature when switched off vs Engine speed



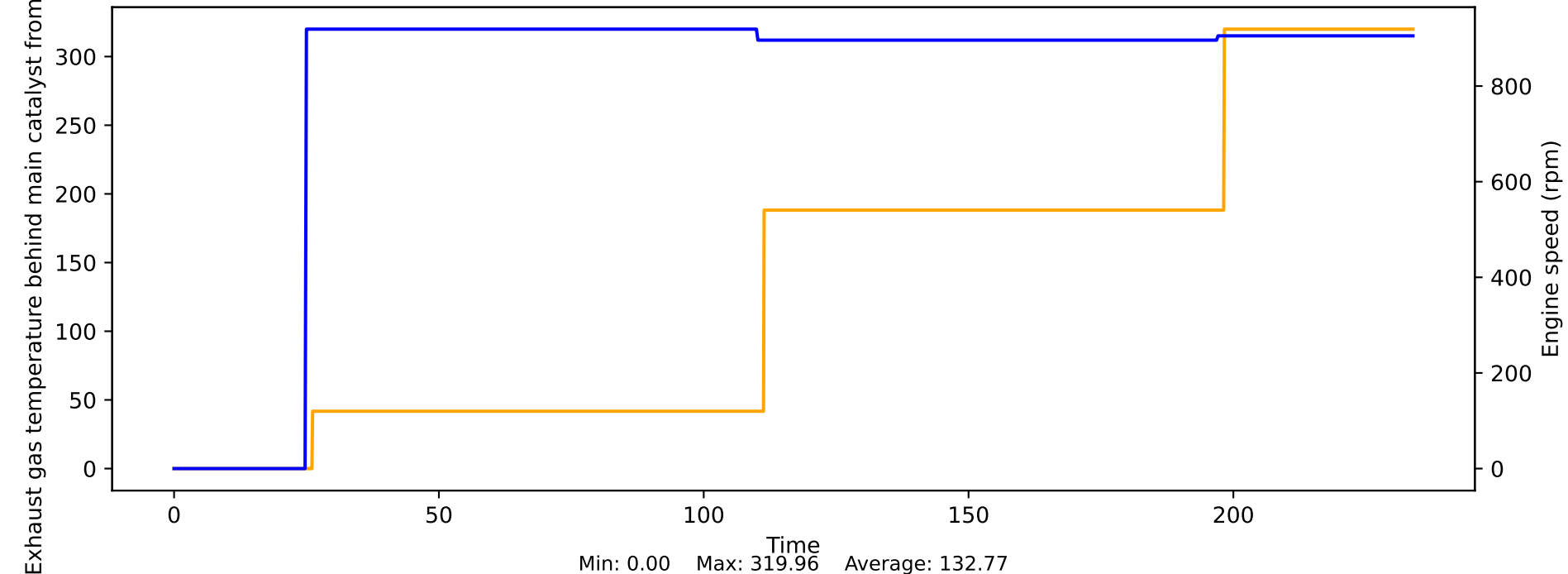
Estimation of the distance until the OPF is fully loaded with ash vs Engine speed



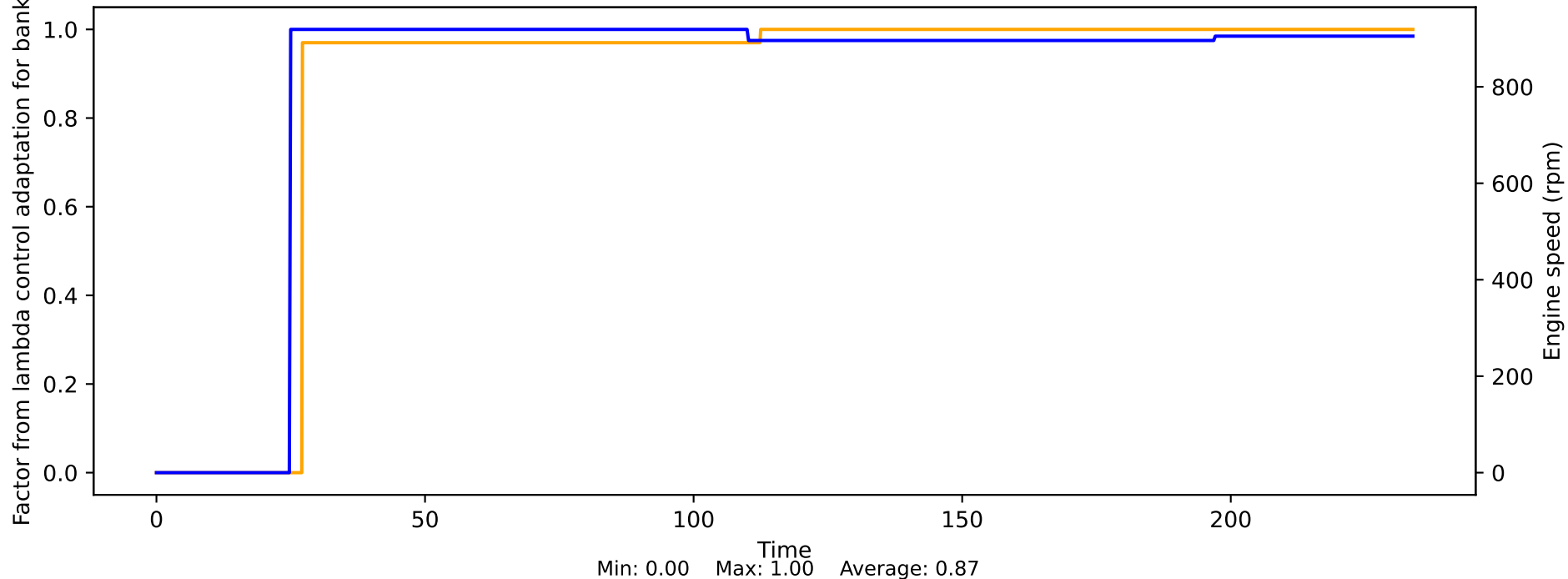
Exhaust gas temperature after catalytic converter from model vs Engine speed



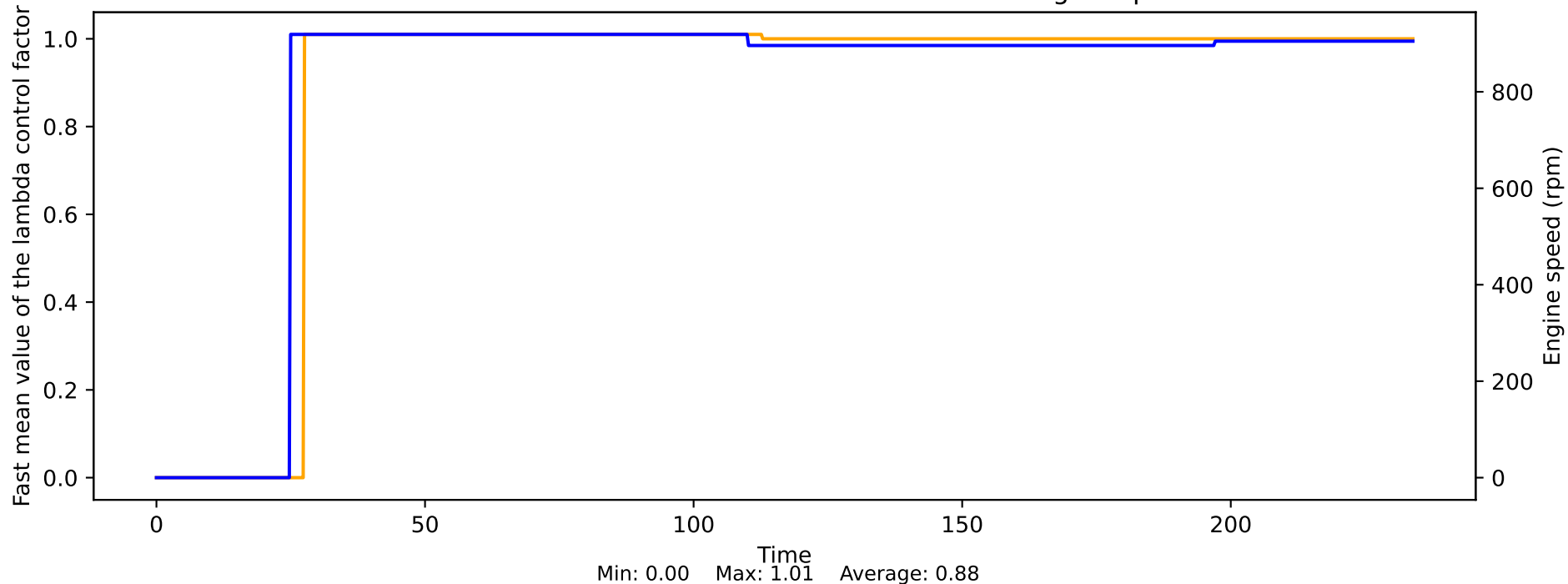
Exhaust gas temperature behind main catalyst from model vs Engine speed



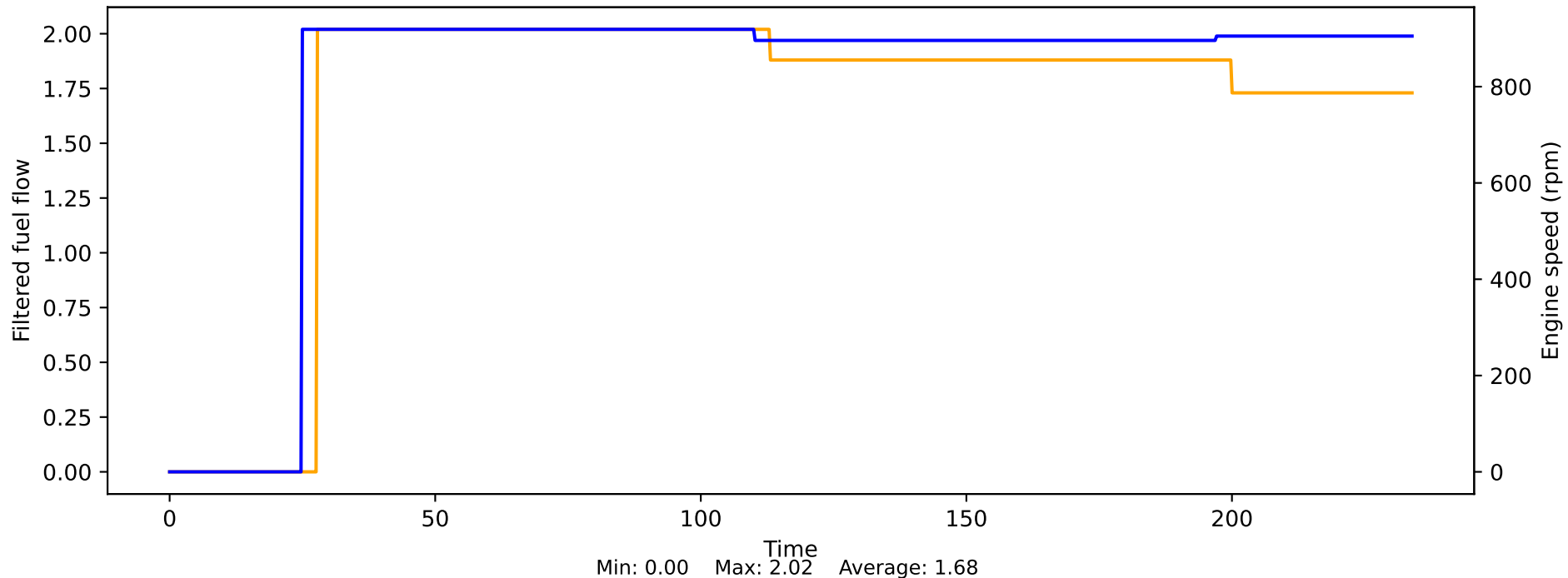
Factor from lambda control adaptation for bank 1 vs Engine speed



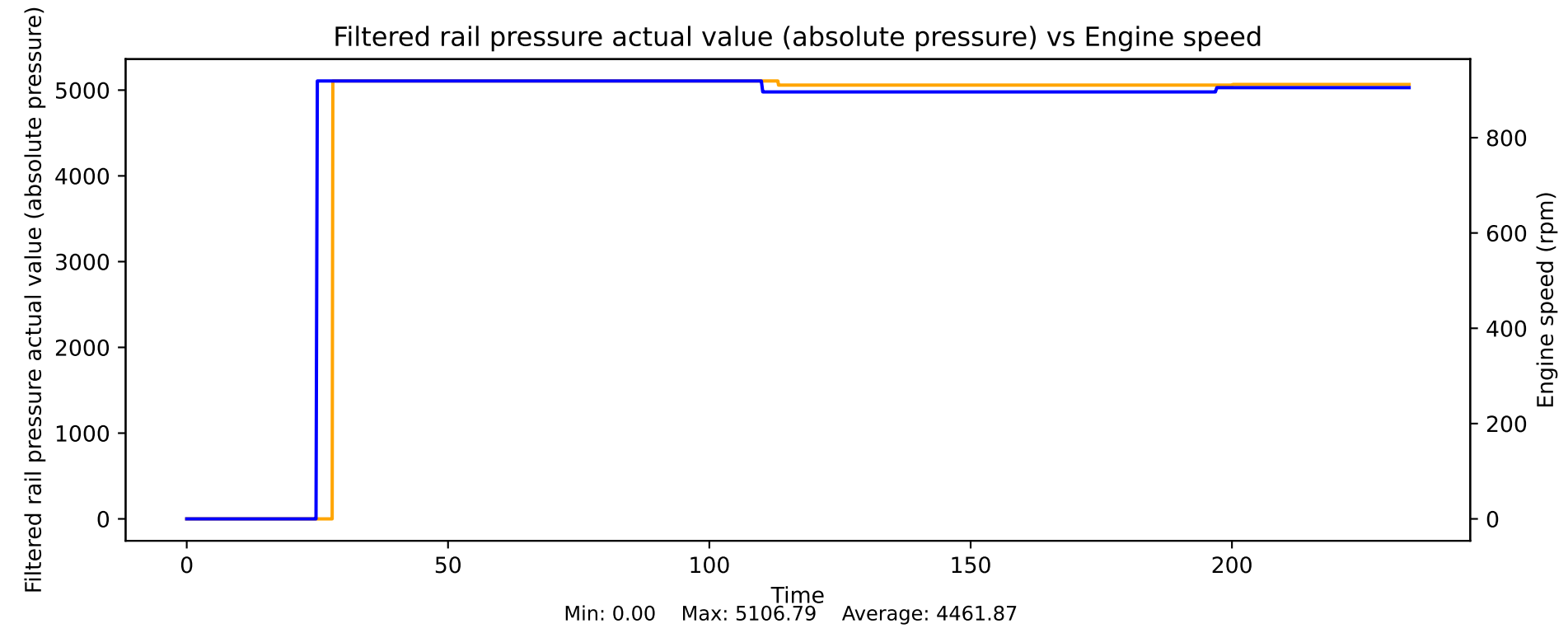
Fast mean value of the lambda control factor vs Engine speed



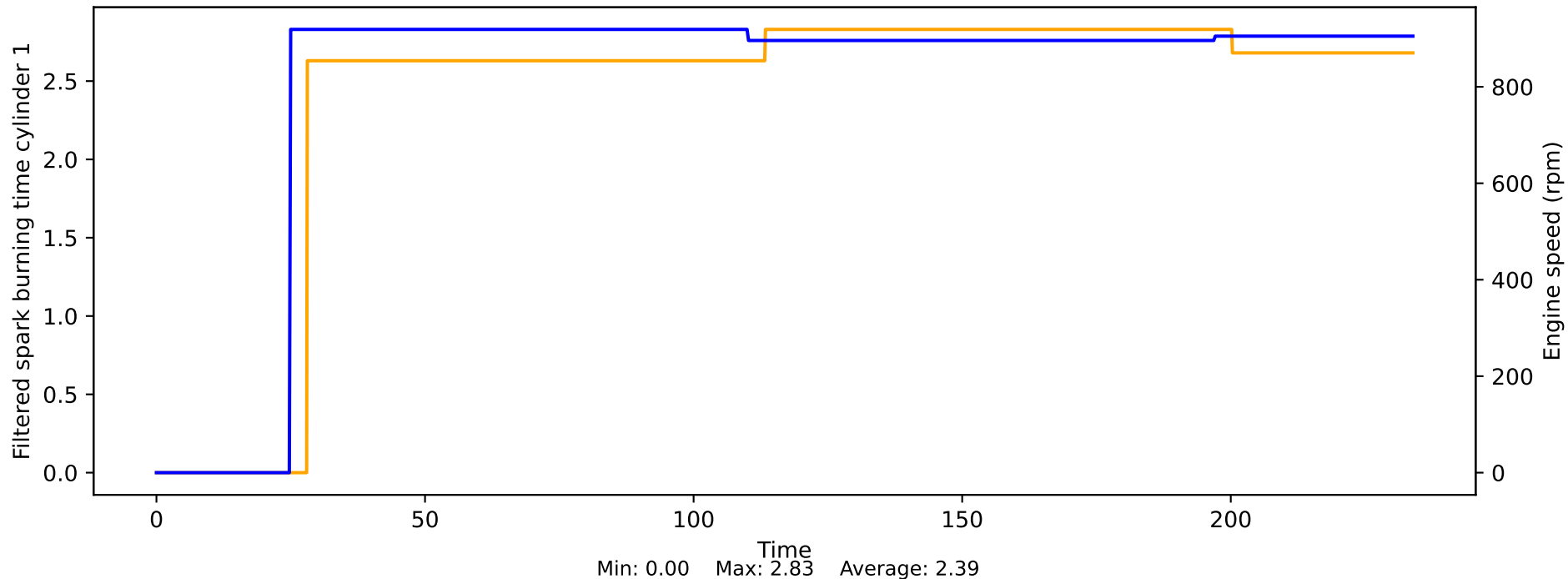
Filtered fuel flow vs Engine speed



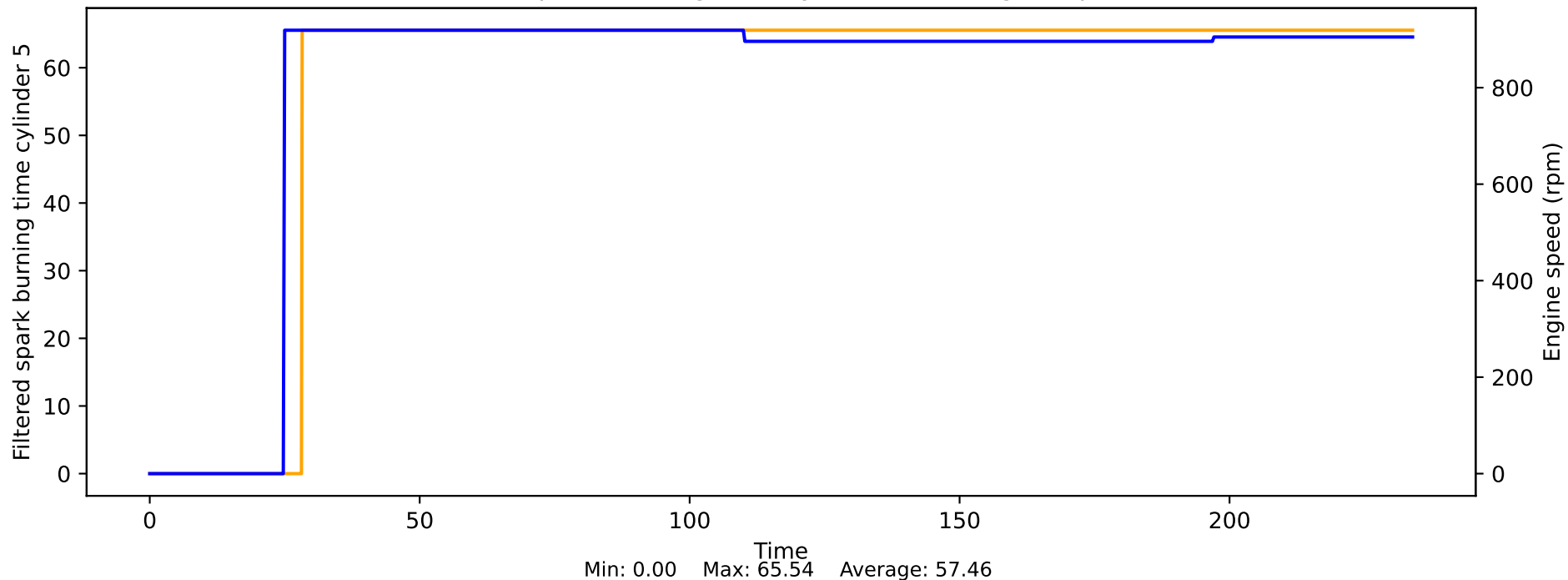
Filtered rail pressure actual value (absolute pressure) vs Engine speed



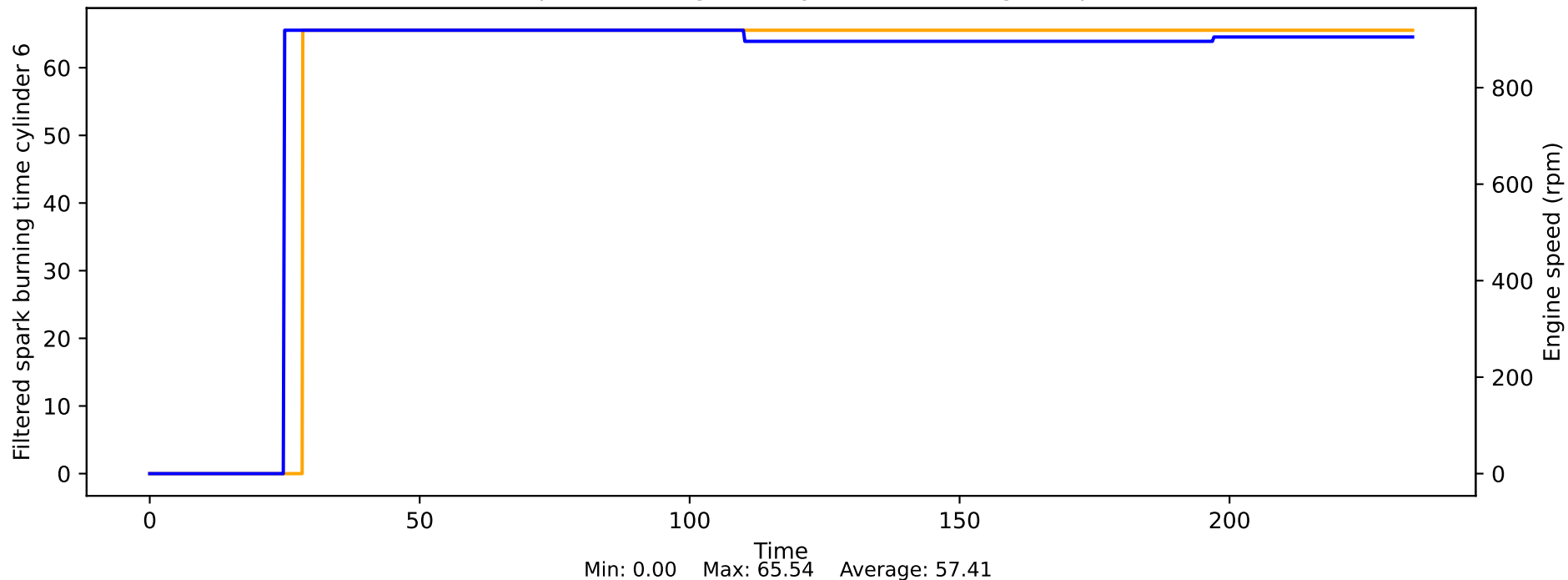
Filtered spark burning time cylinder 1 vs Engine speed



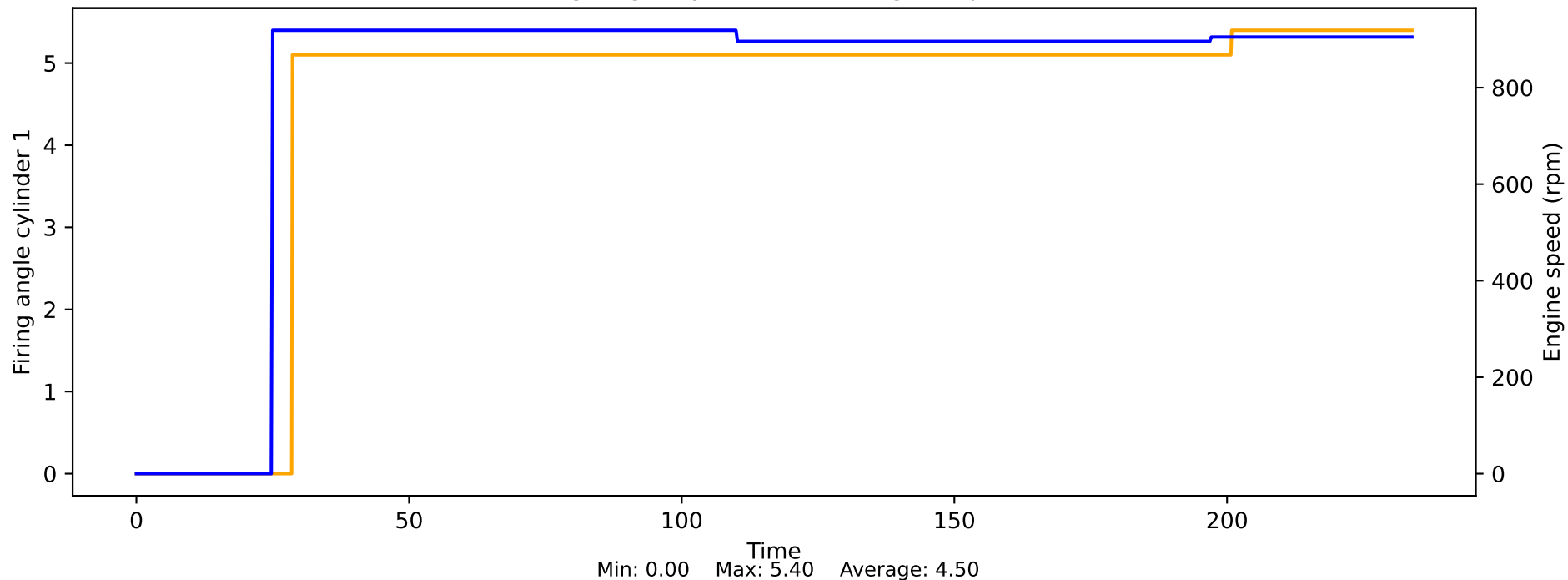
Filtered spark burning time cylinder 5 vs Engine speed



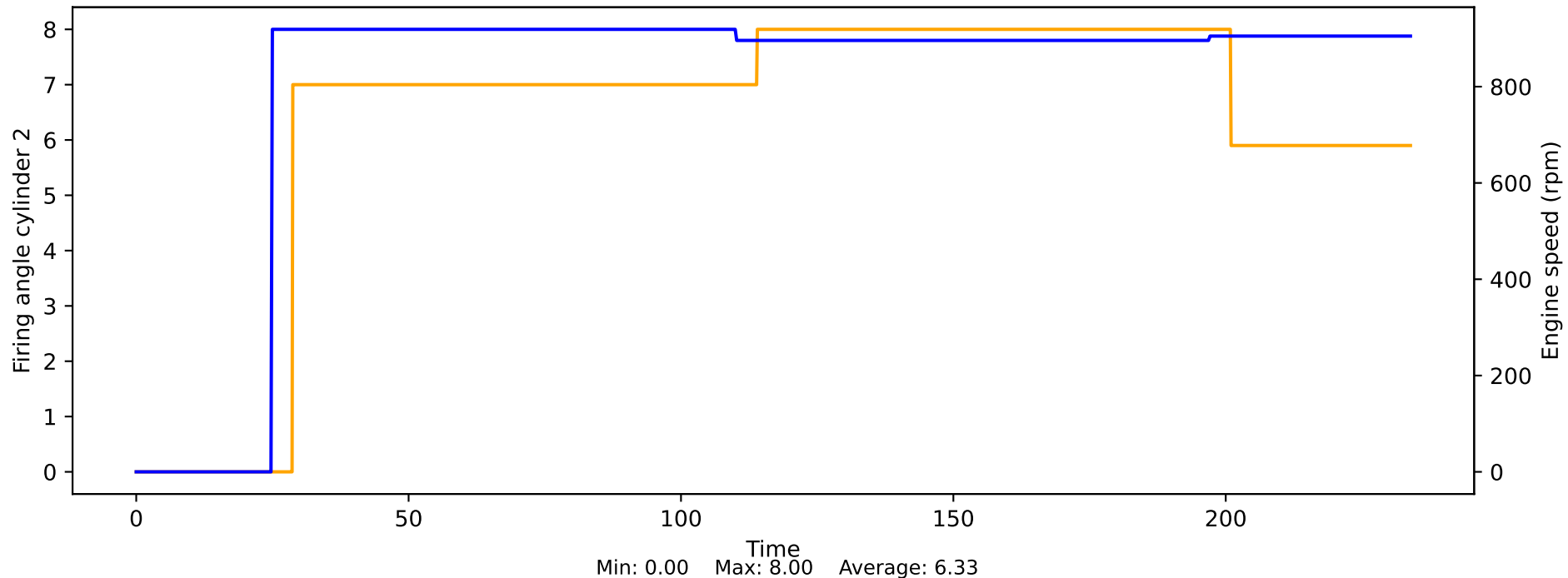
Filtered spark burning time cylinder 6 vs Engine speed



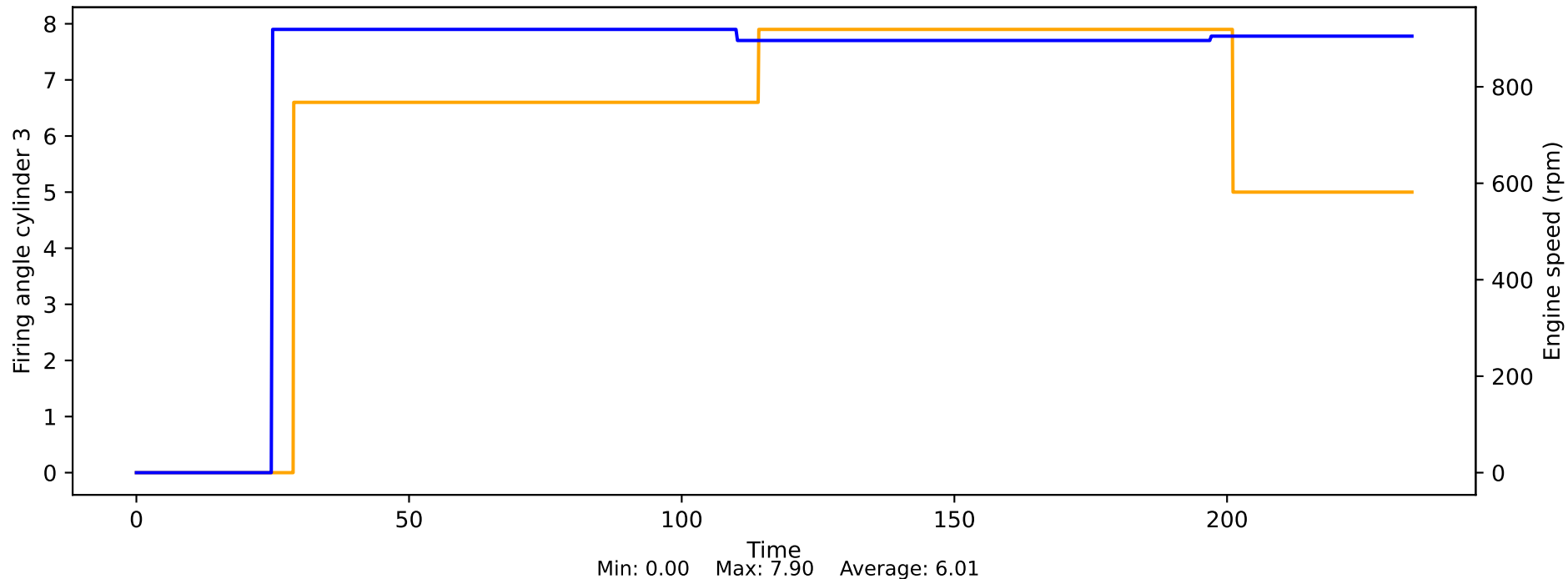
Firing angle cylinder 1 vs Engine speed



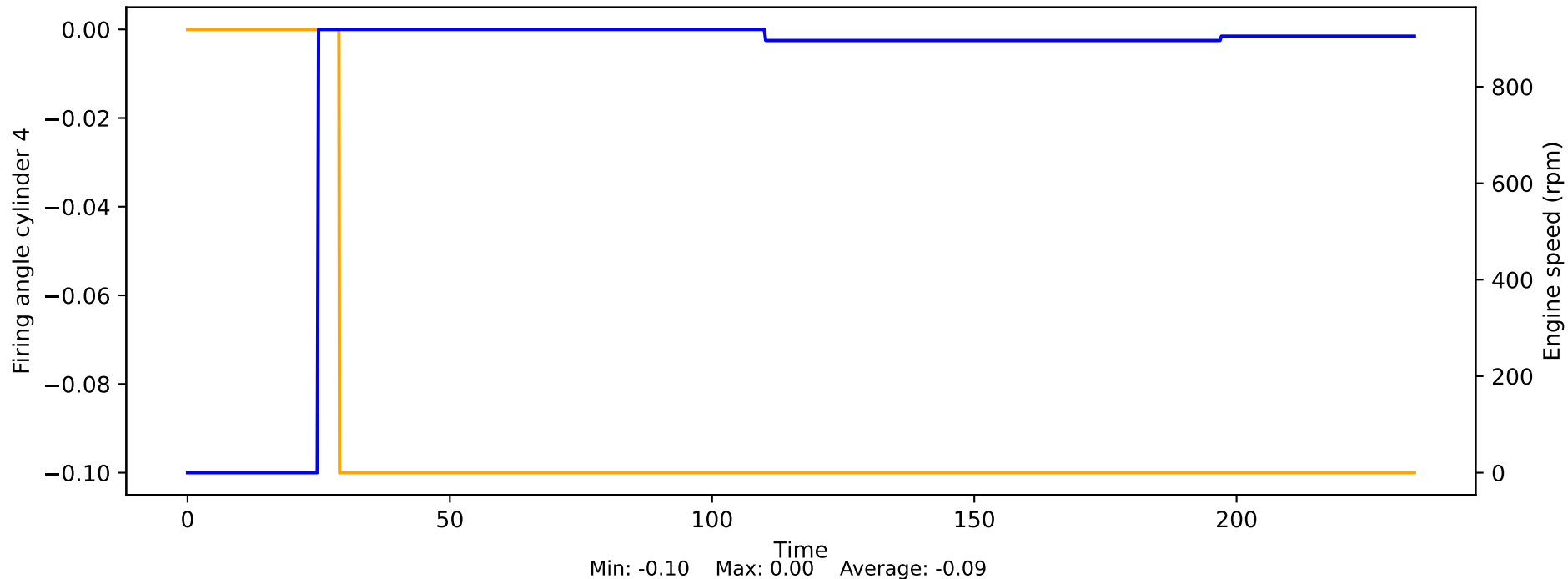
Firing angle cylinder 2 vs Engine speed



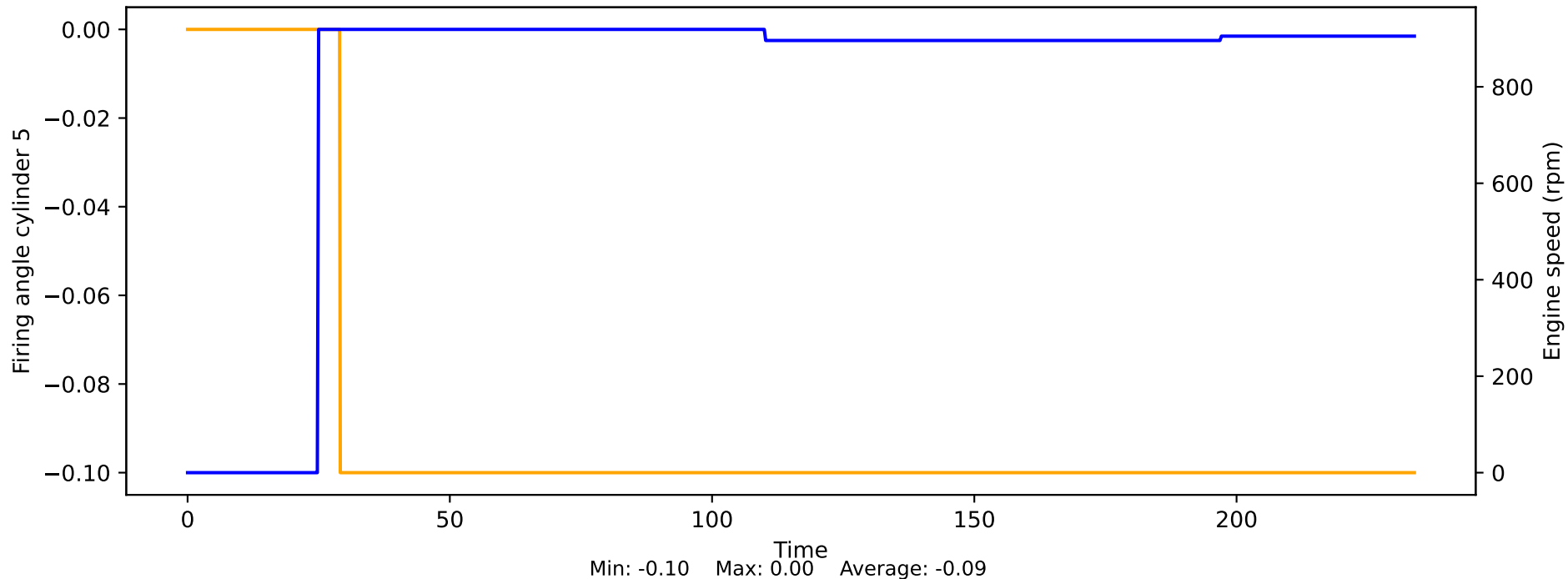
Firing angle cylinder 3 vs Engine speed



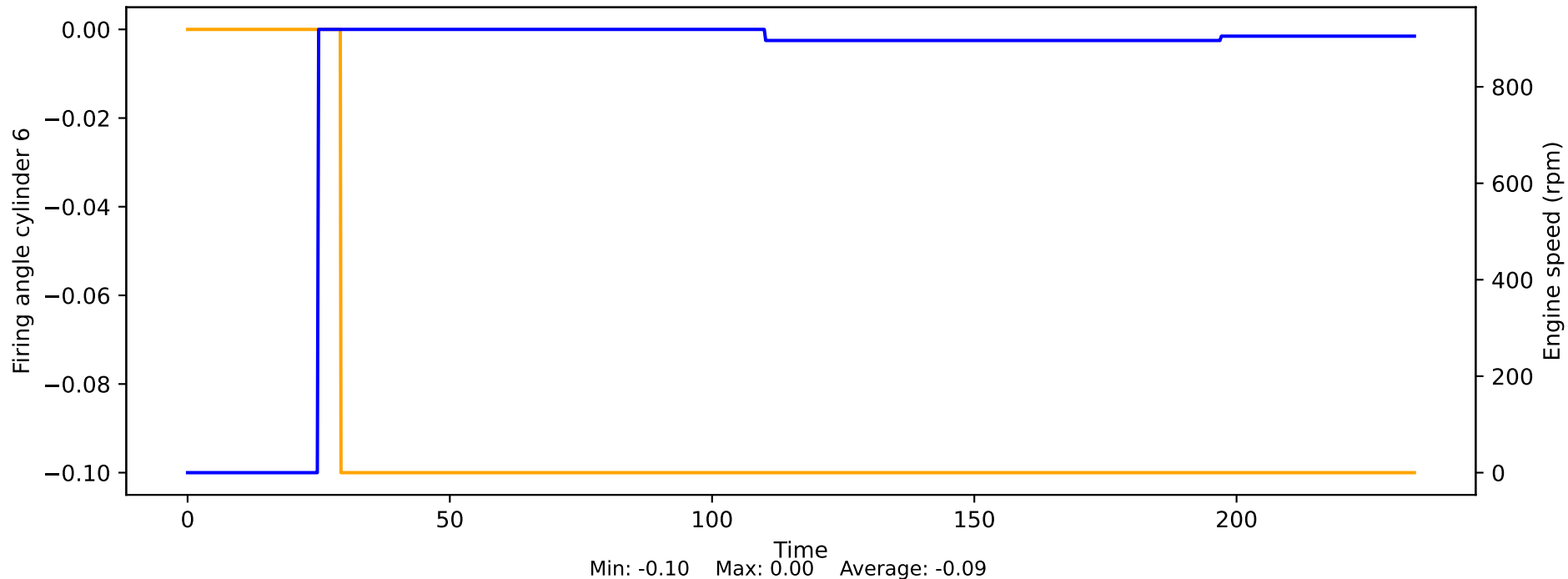
Firing angle cylinder 4 vs Engine speed



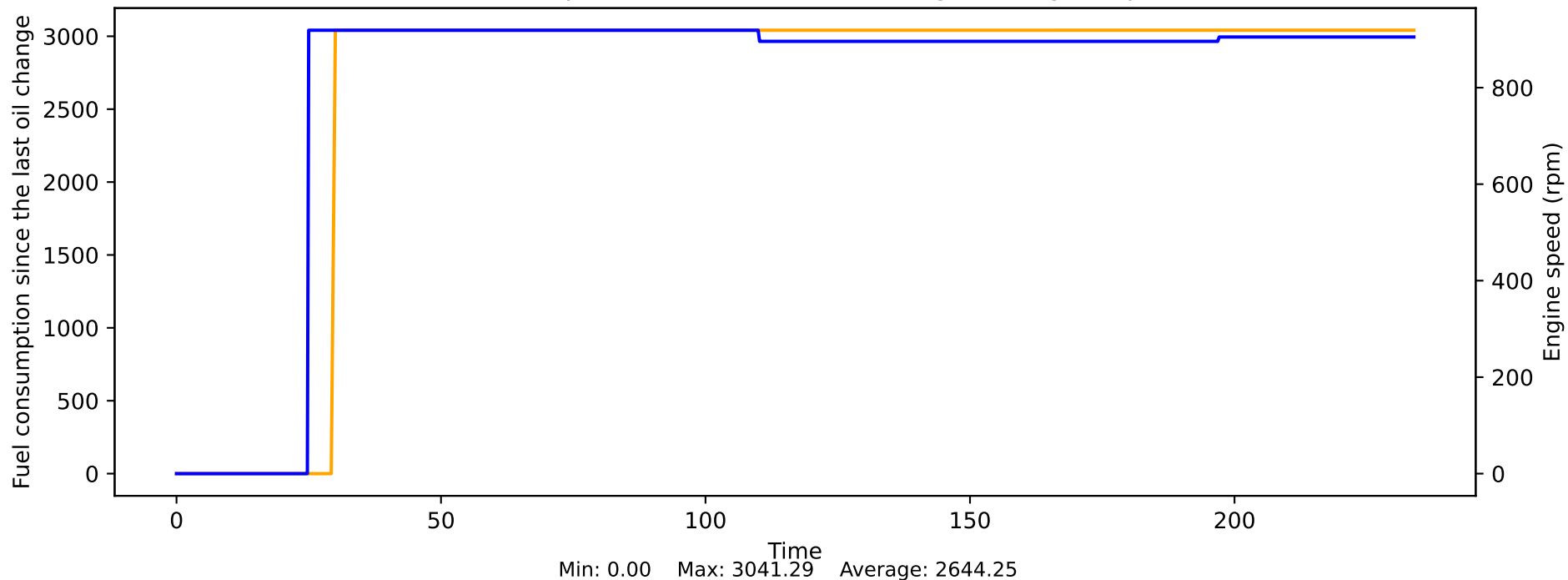
Firing angle cylinder 5 vs Engine speed



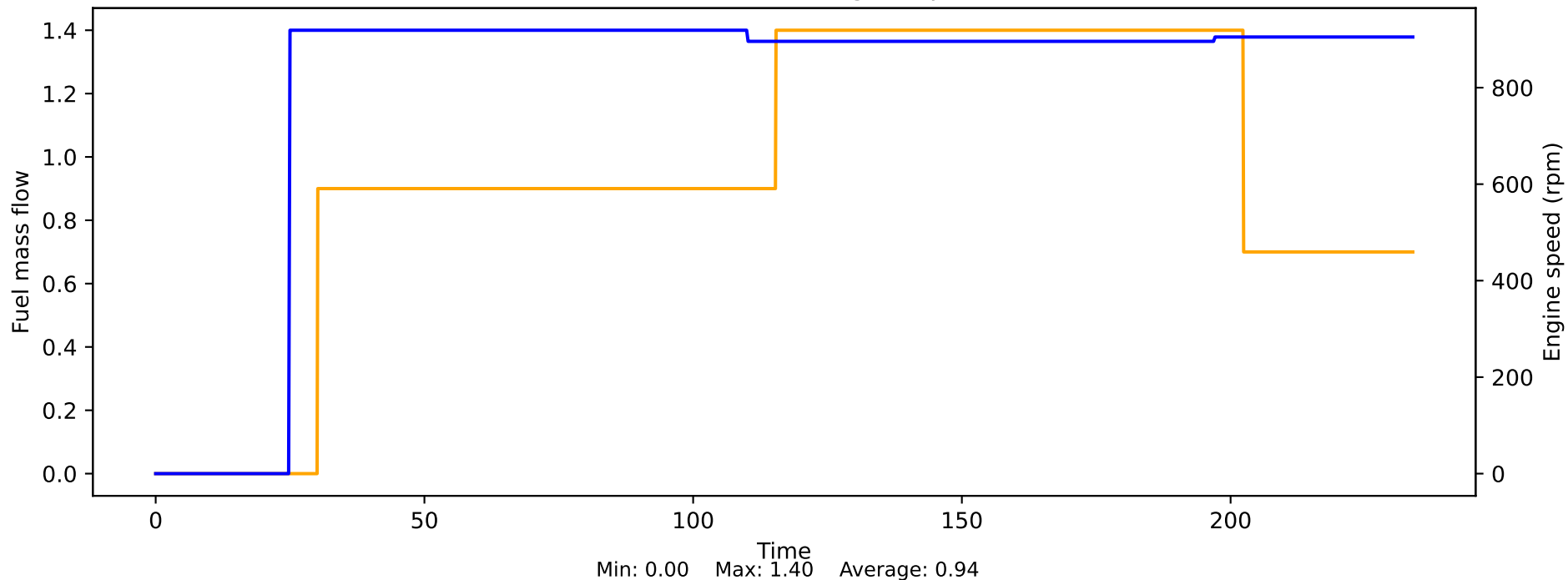
Firing angle cylinder 6 vs Engine speed



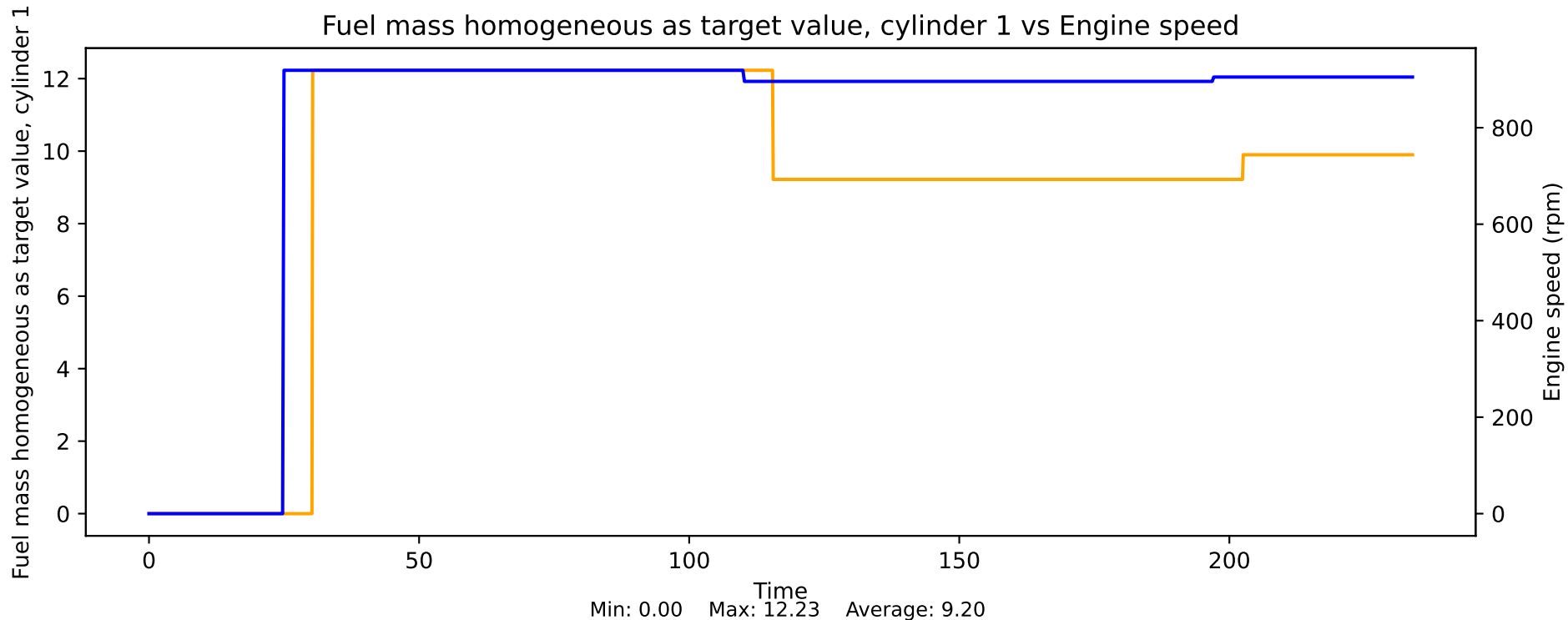
Fuel consumption since the last oil change vs Engine speed



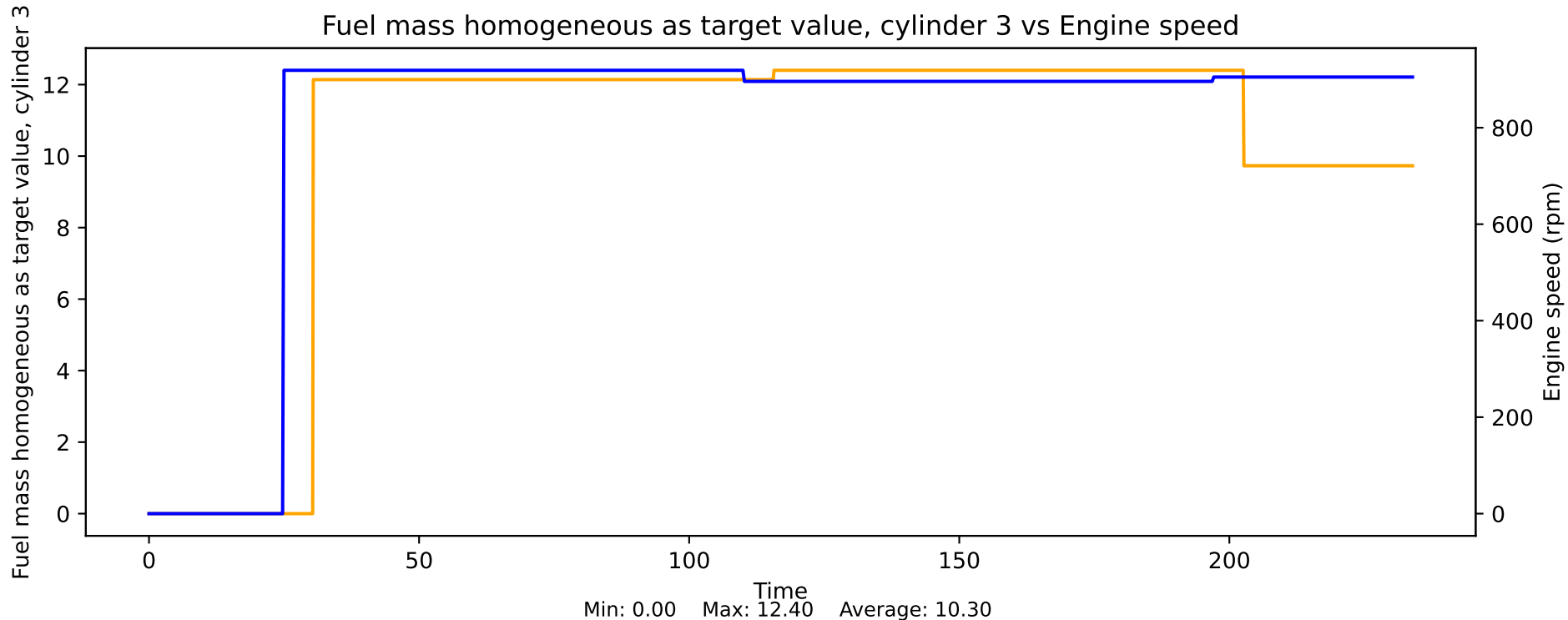
Fuel mass flow vs Engine speed



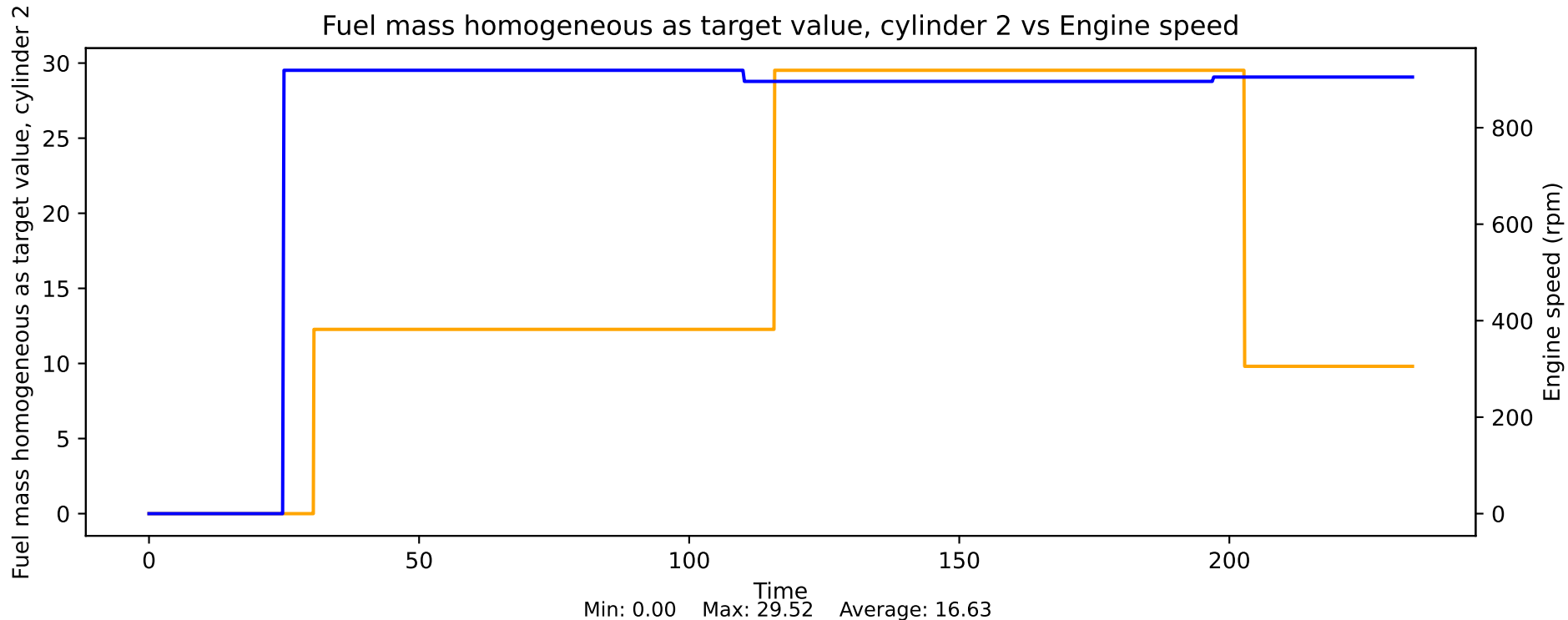
Fuel mass homogeneous as target value, cylinder 1 vs Engine speed



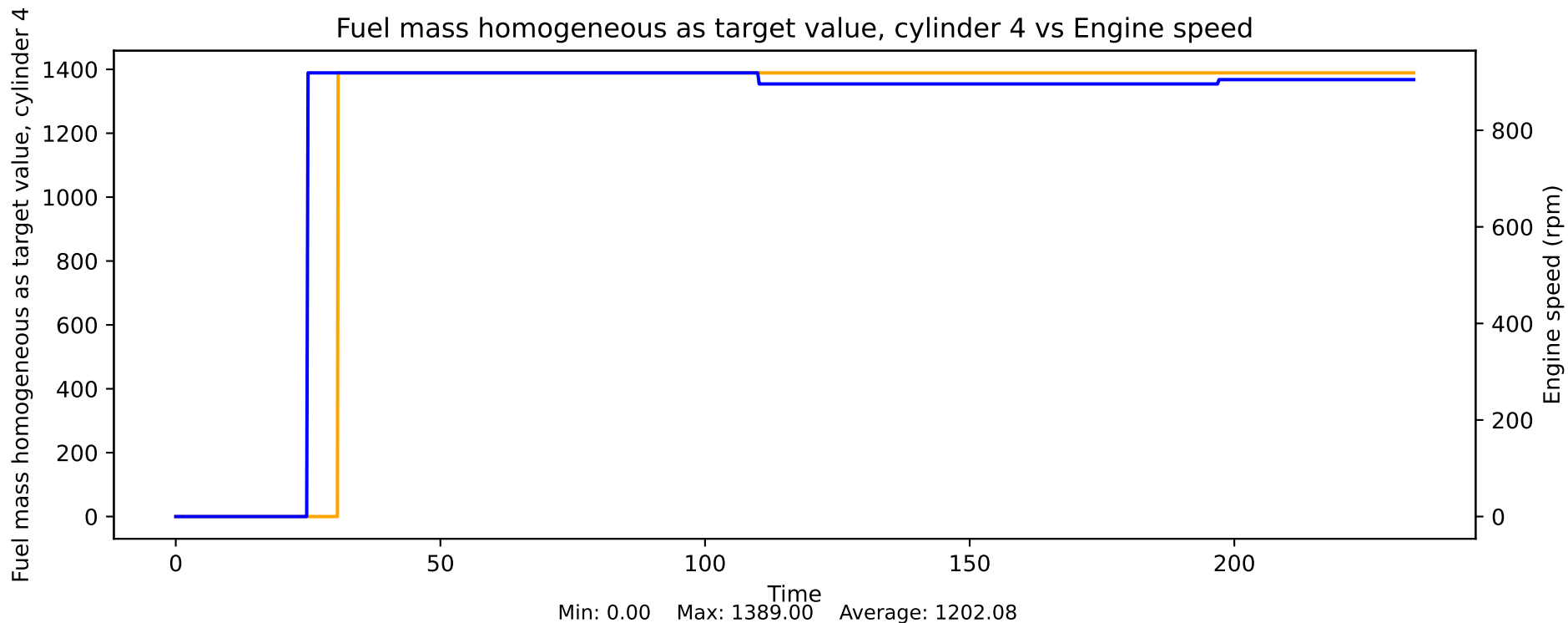
Fuel mass homogeneous as target value, cylinder 3 vs Engine speed



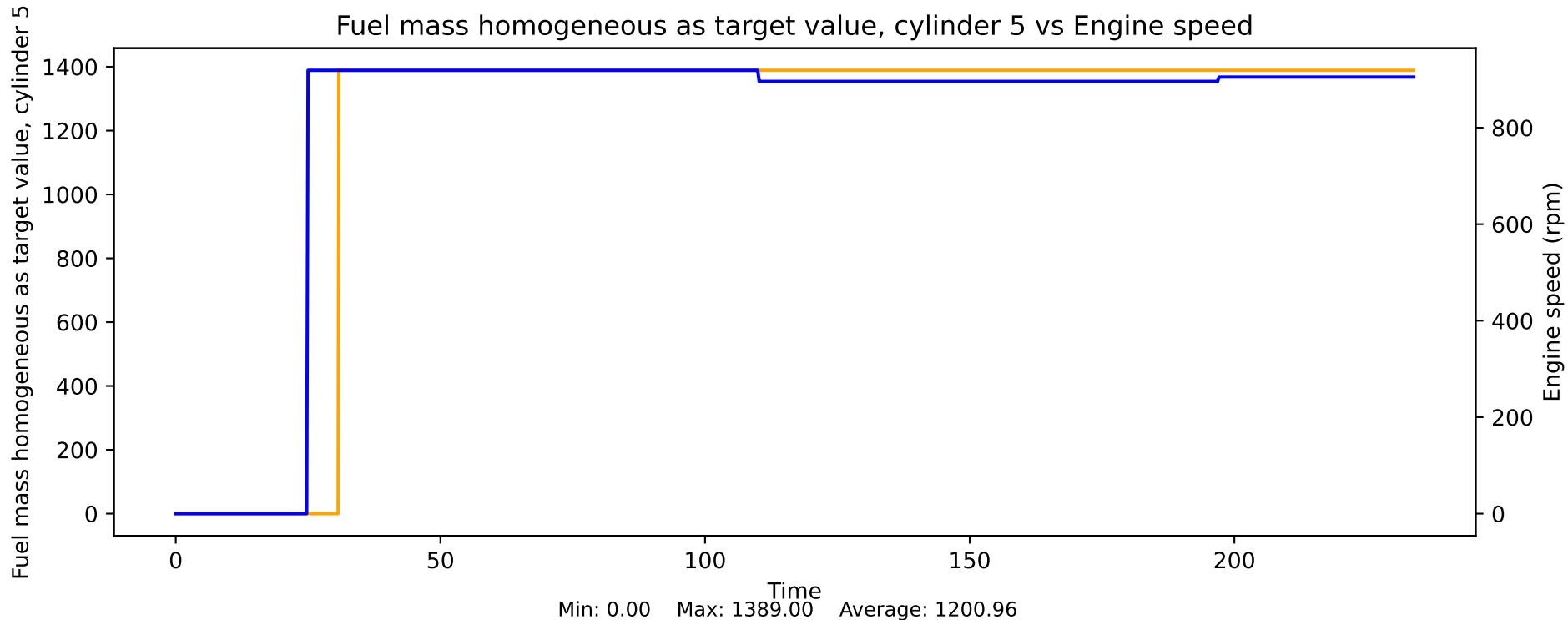
Fuel mass homogeneous as target value, cylinder 2 vs Engine speed



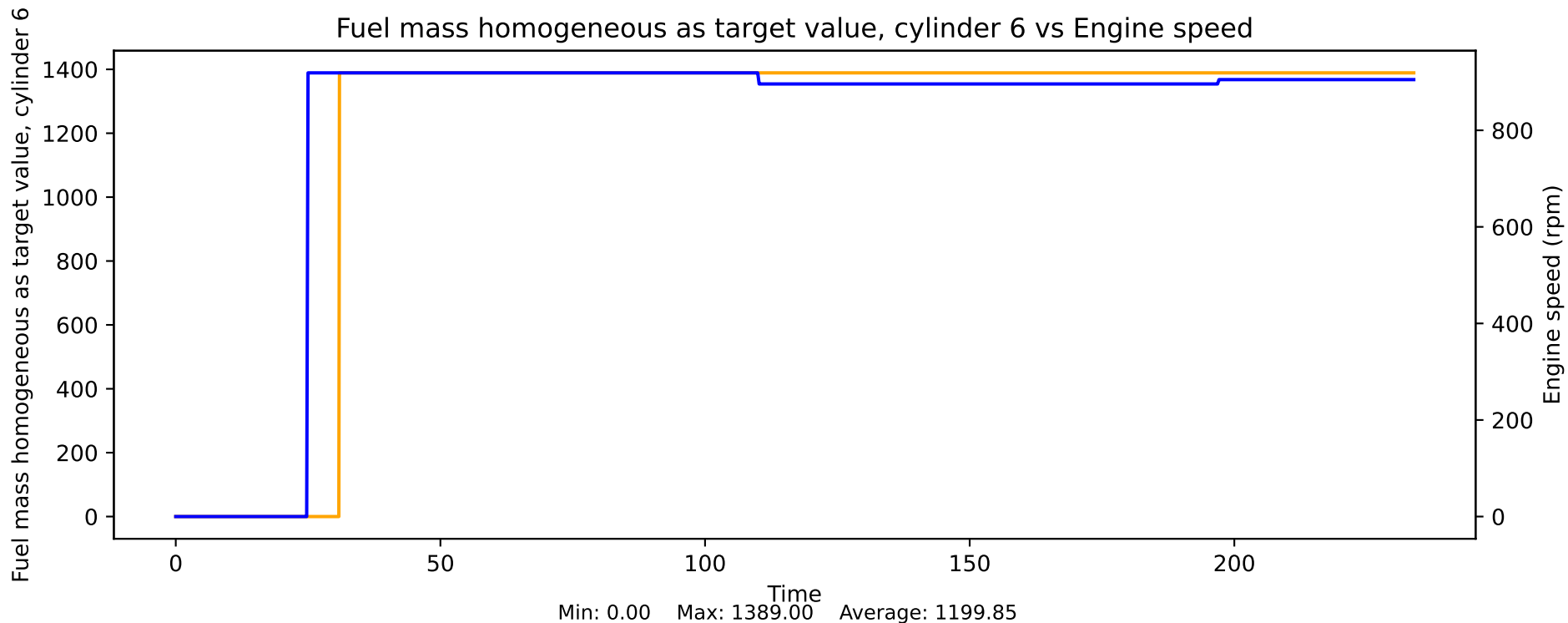
Fuel mass homogeneous as target value, cylinder 4 vs Engine speed



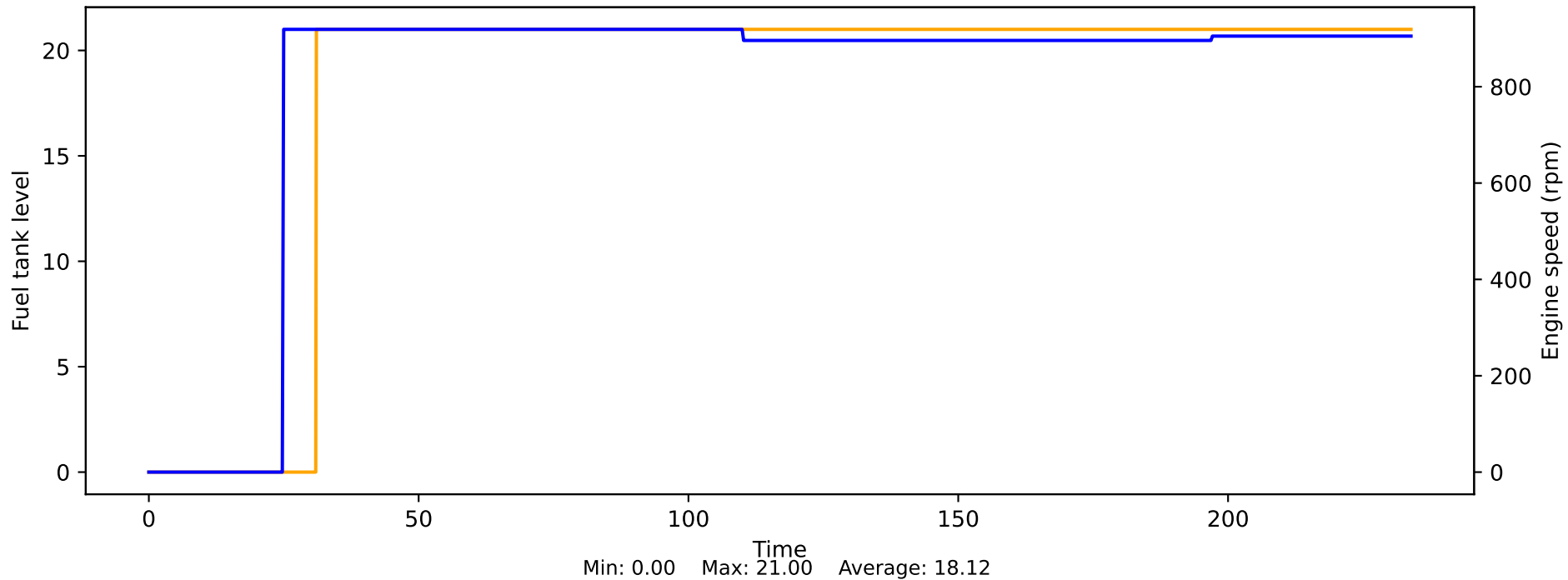
Fuel mass homogeneous as target value, cylinder 5 vs Engine speed



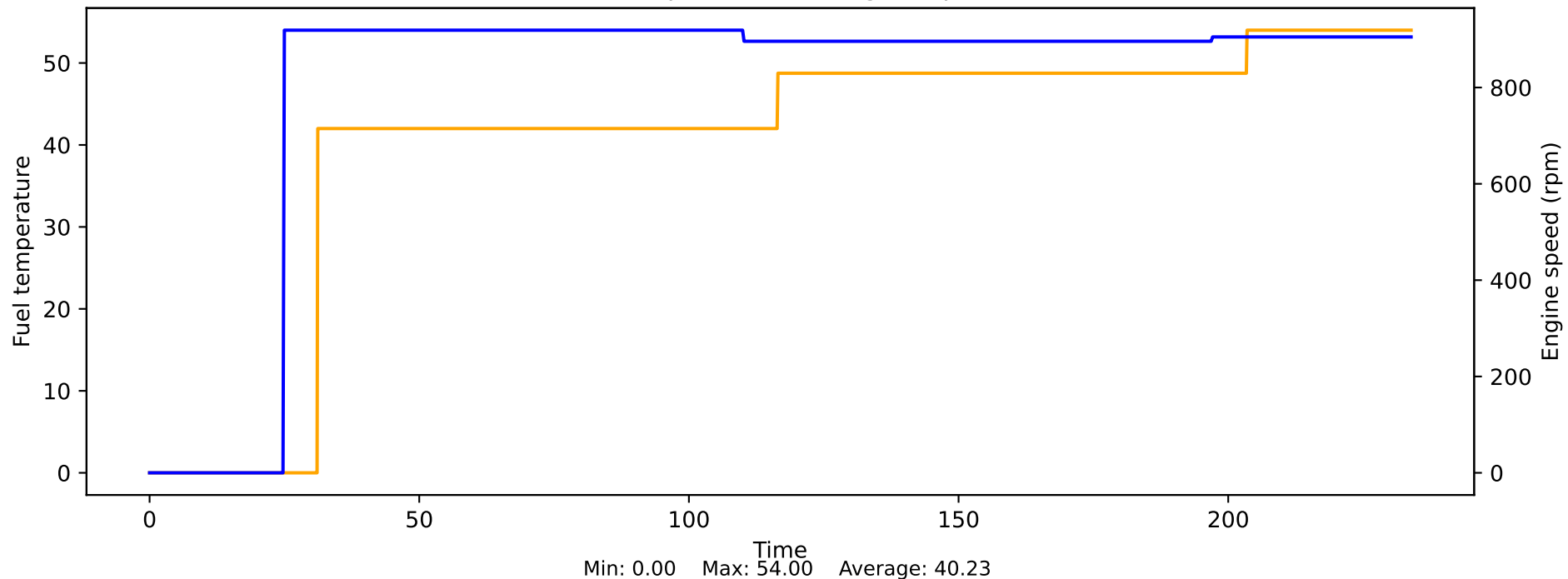
Fuel mass homogeneous as target value, cylinder 6 vs Engine speed



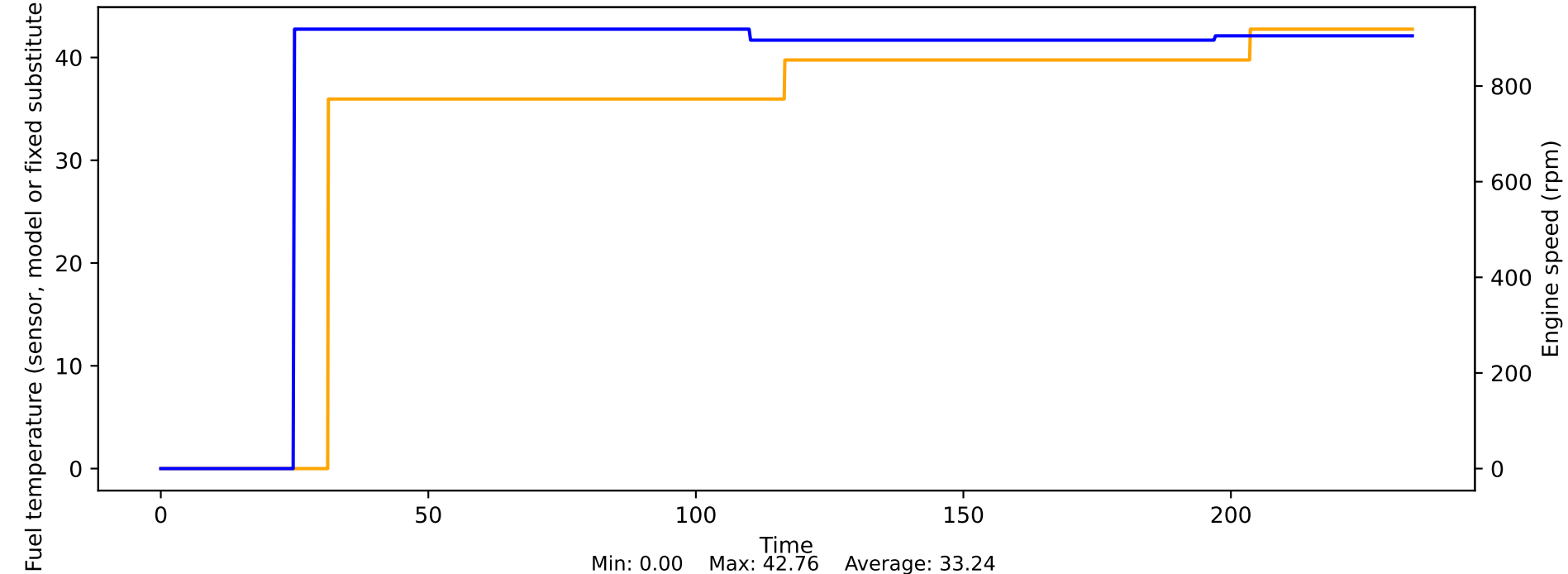
Fuel tank level vs Engine speed



Fuel temperature vs Engine speed

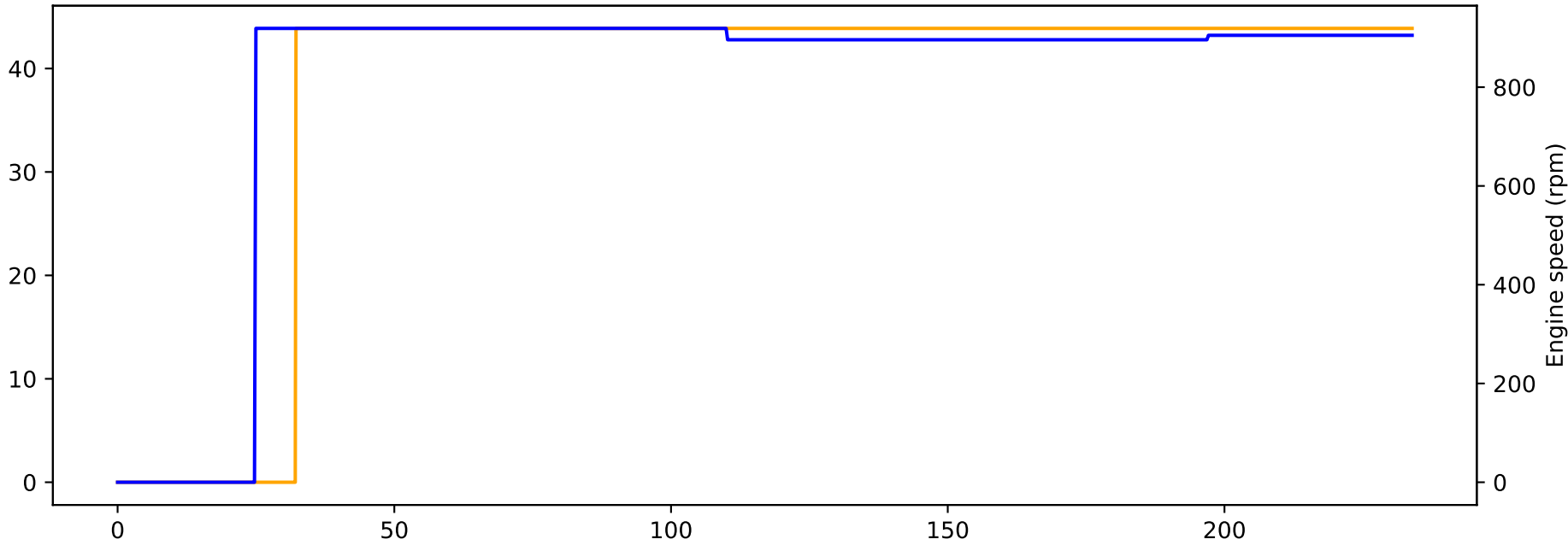


Fuel temperature (sensor, model or fixed substitute value) vs Engine speed



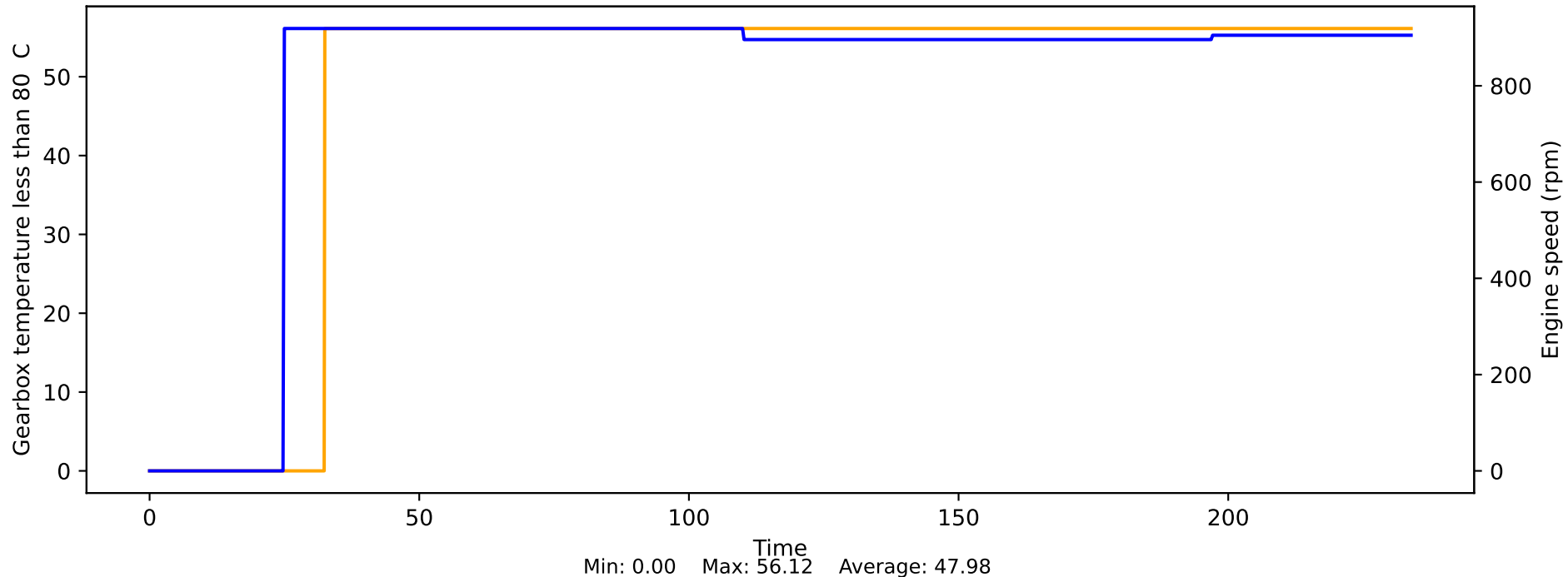
Gearbox temperature between 80 C and 109 C

Gearbox temperature between 80 C and 109 C vs Engine speed

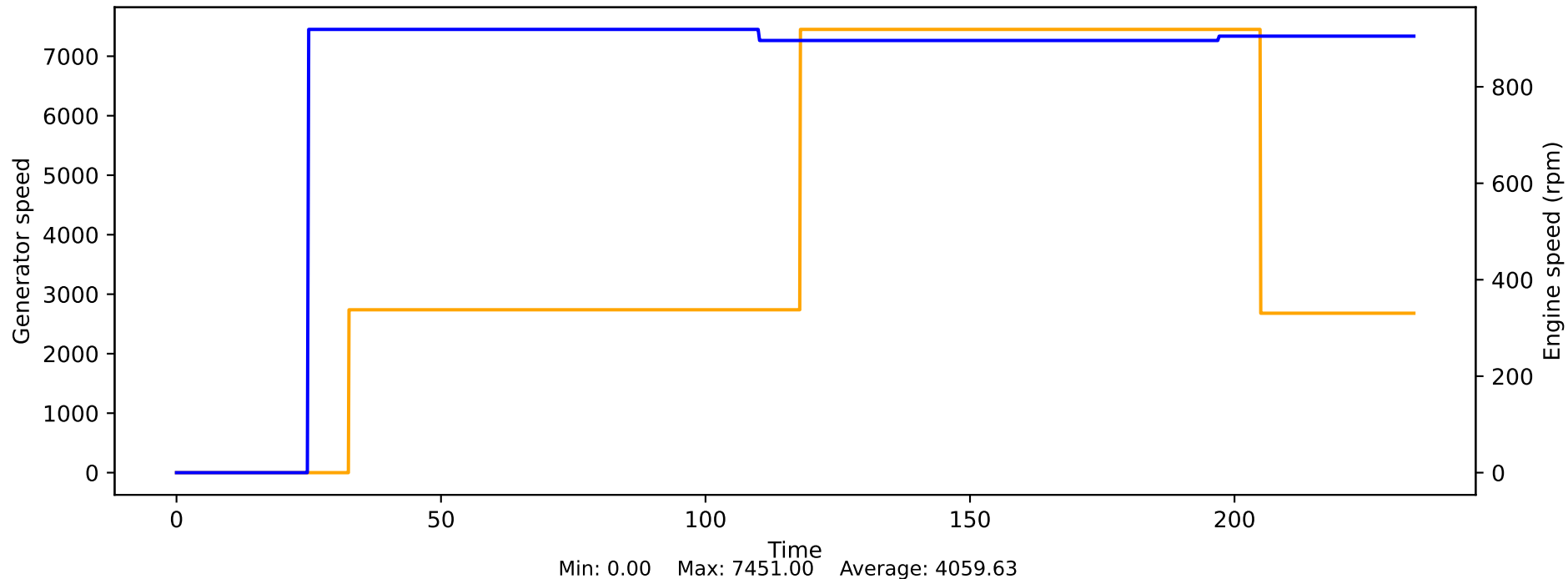


Time
Min: 0.00 Max: 43.88 Average: 37.59

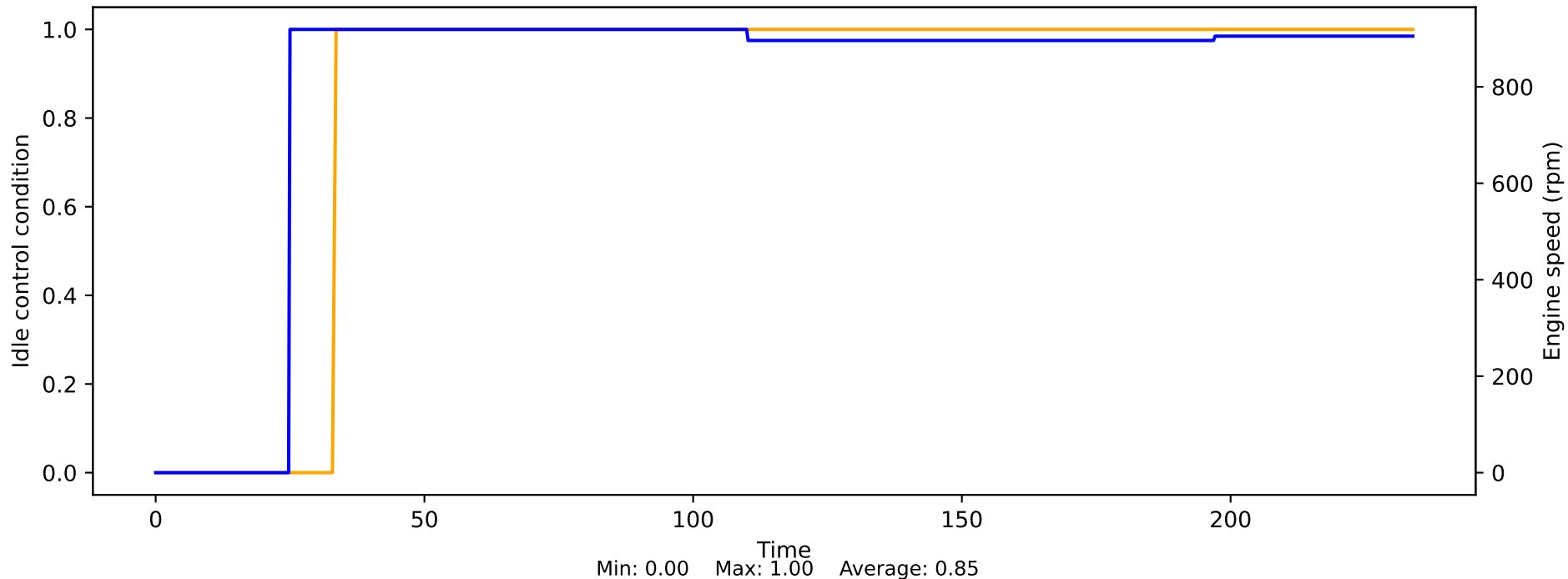
Gearbox temperature less than 80 C vs Engine speed



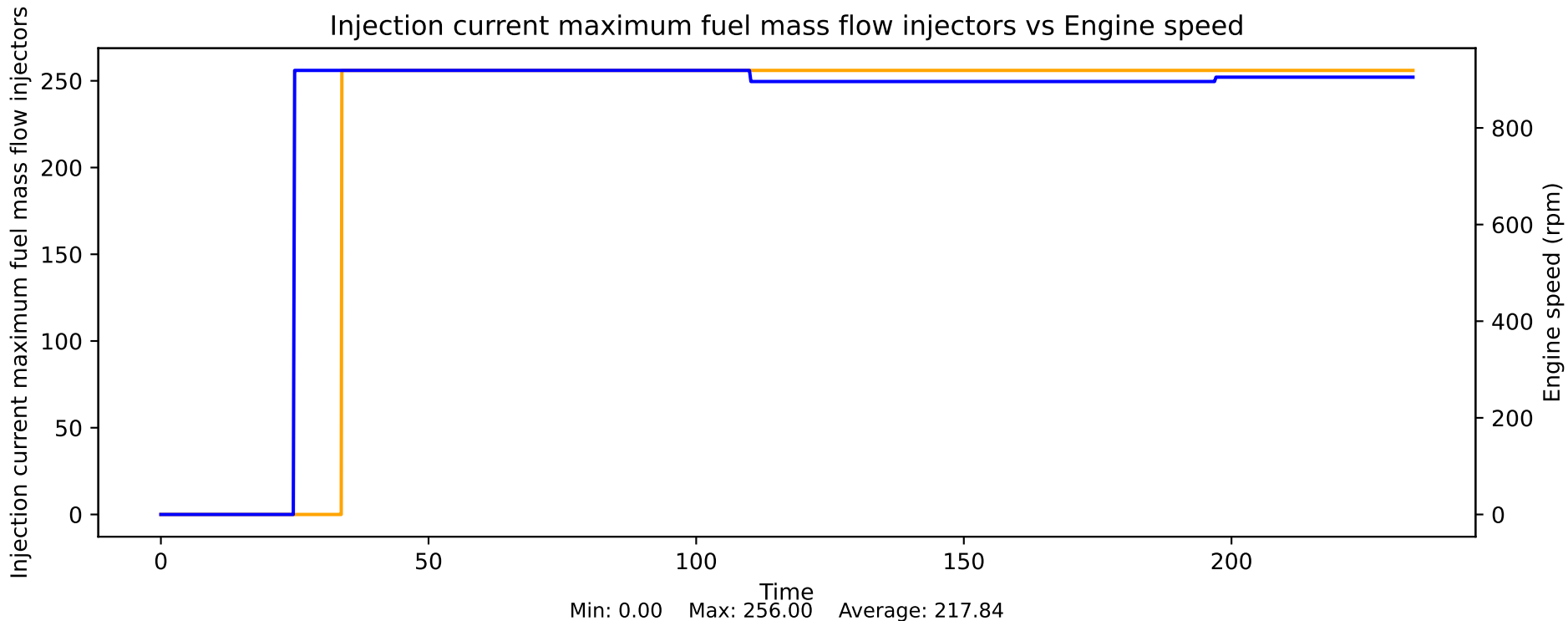
Generator speed vs Engine speed



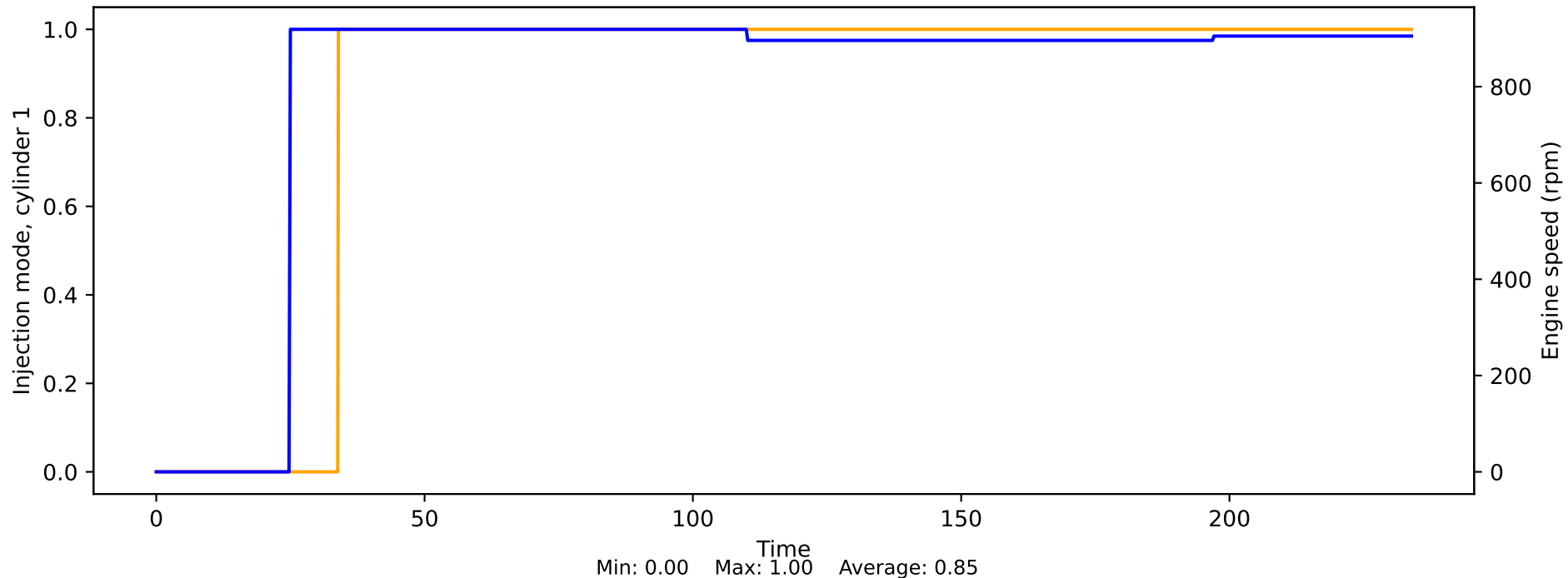
Idle control condition vs Engine speed



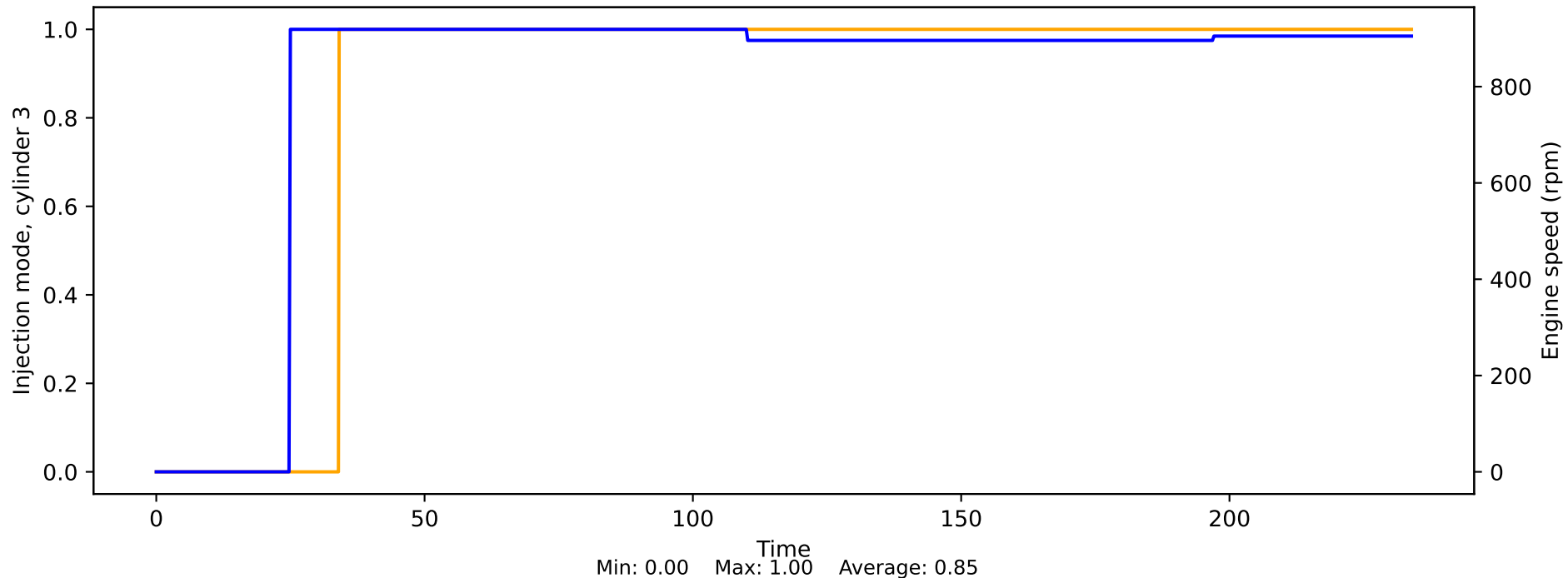
Injection current maximum fuel mass flow injectors vs Engine speed



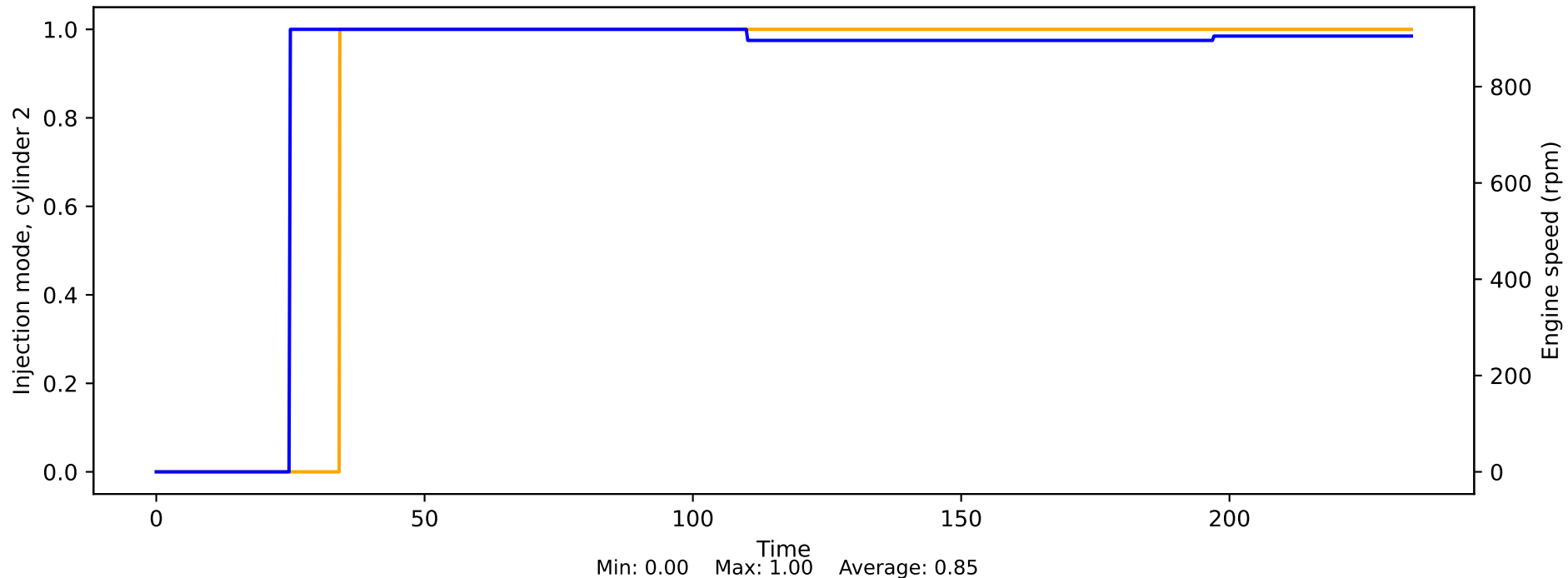
Injection mode, cylinder 1 vs Engine speed



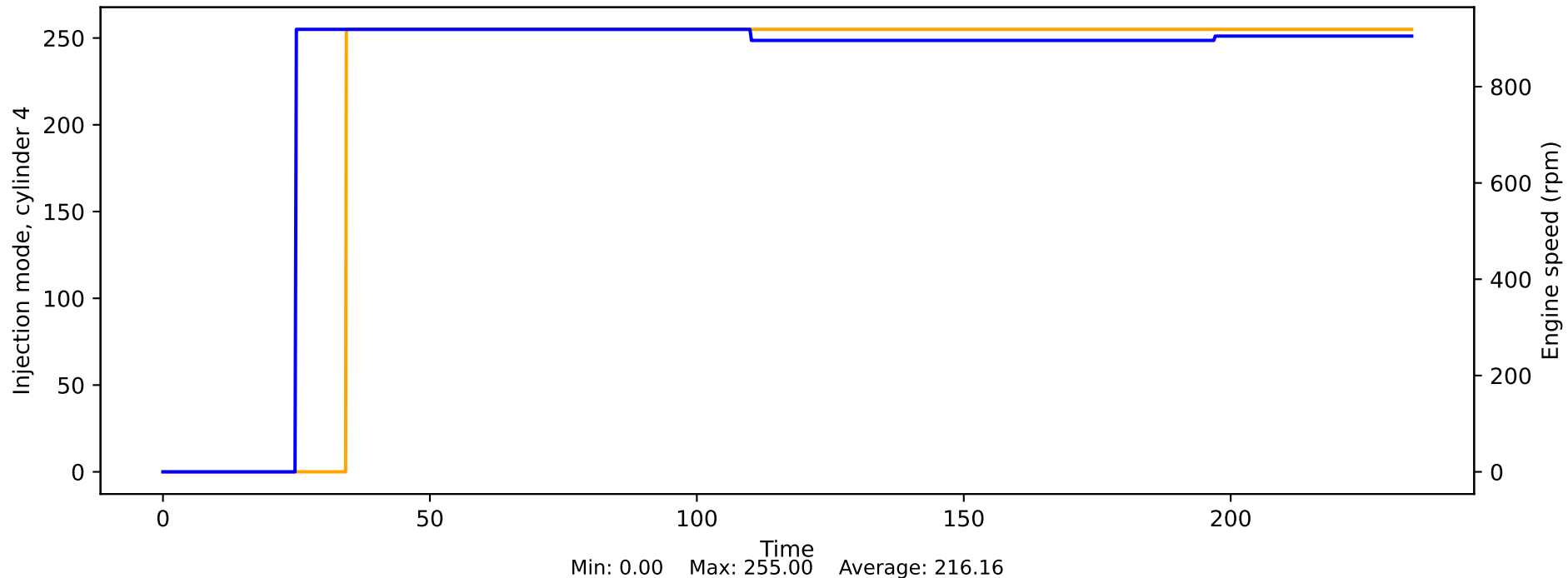
Injection mode, cylinder 3 vs Engine speed



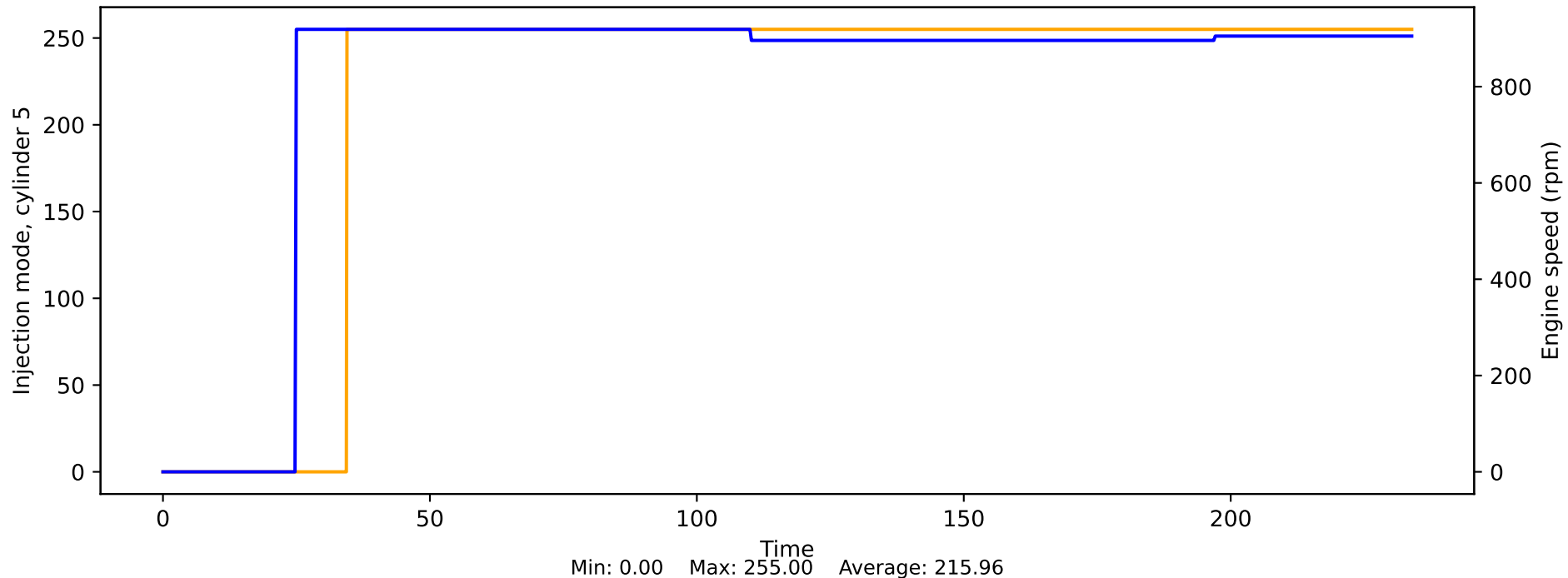
Injection mode, cylinder 2 vs Engine speed



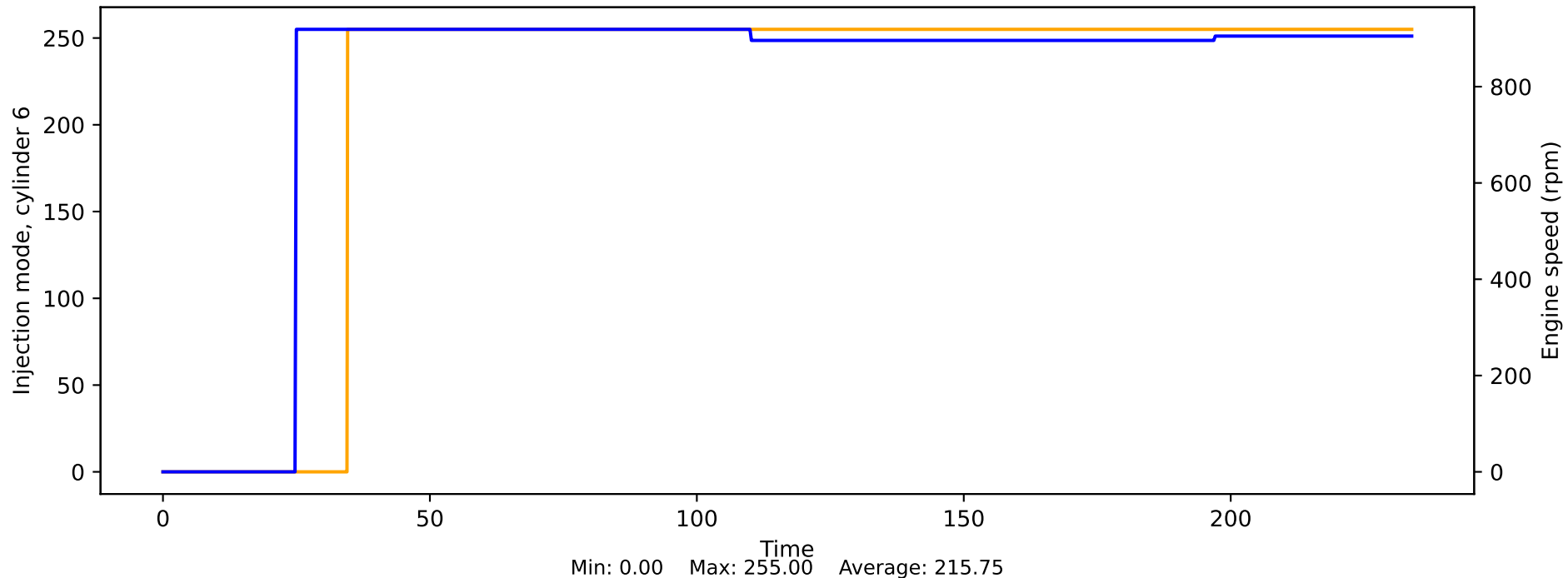
Injection mode, cylinder 4 vs Engine speed



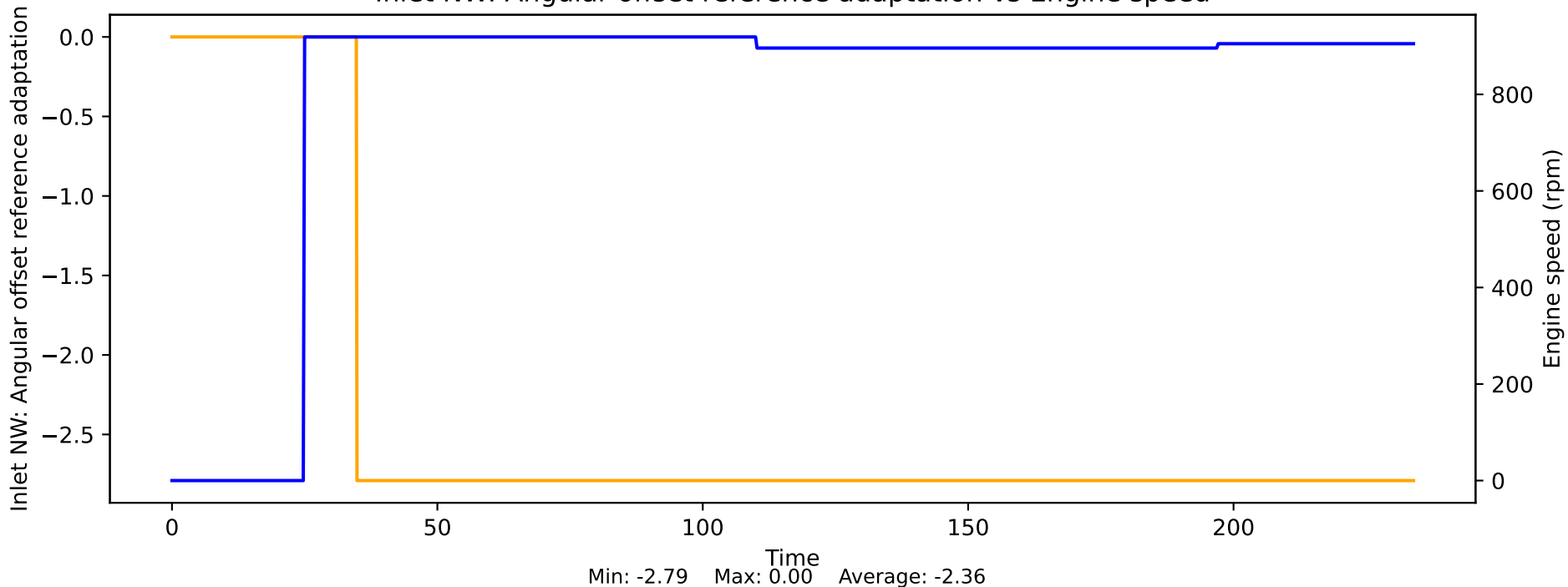
Injection mode, cylinder 5 vs Engine speed



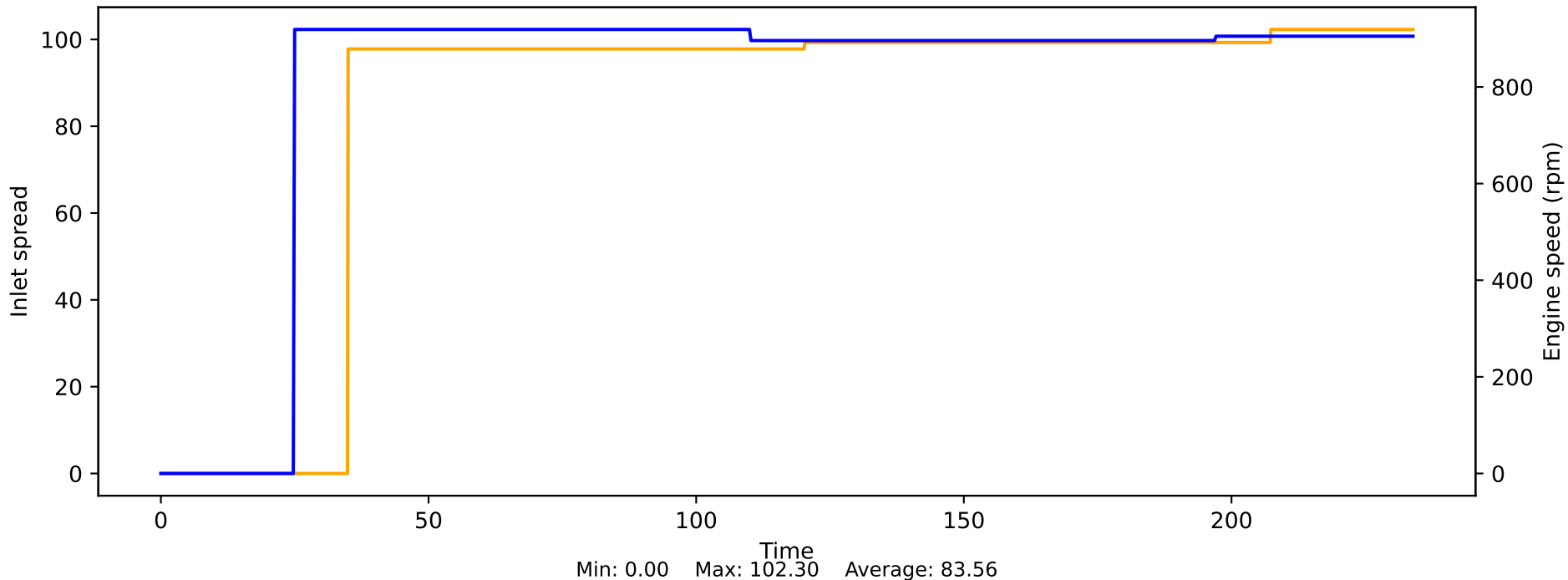
Injection mode, cylinder 6 vs Engine speed



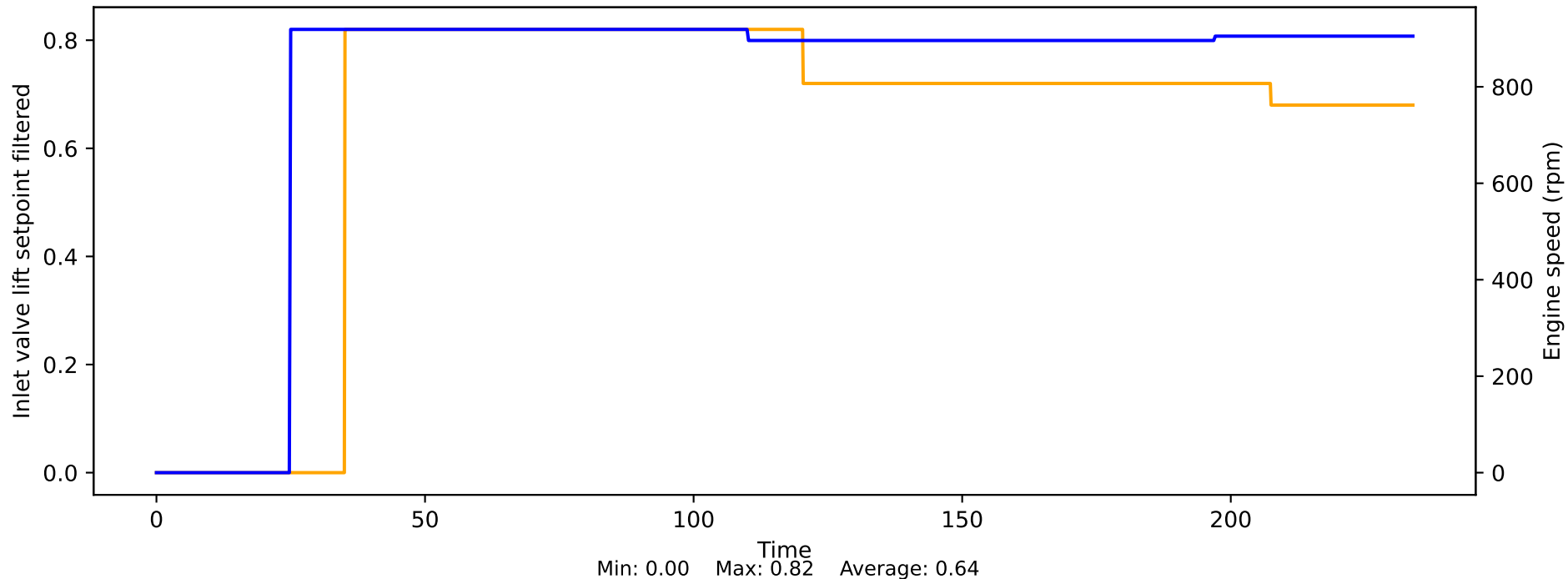
Inlet NW: Angular offset reference adaptation vs Engine speed



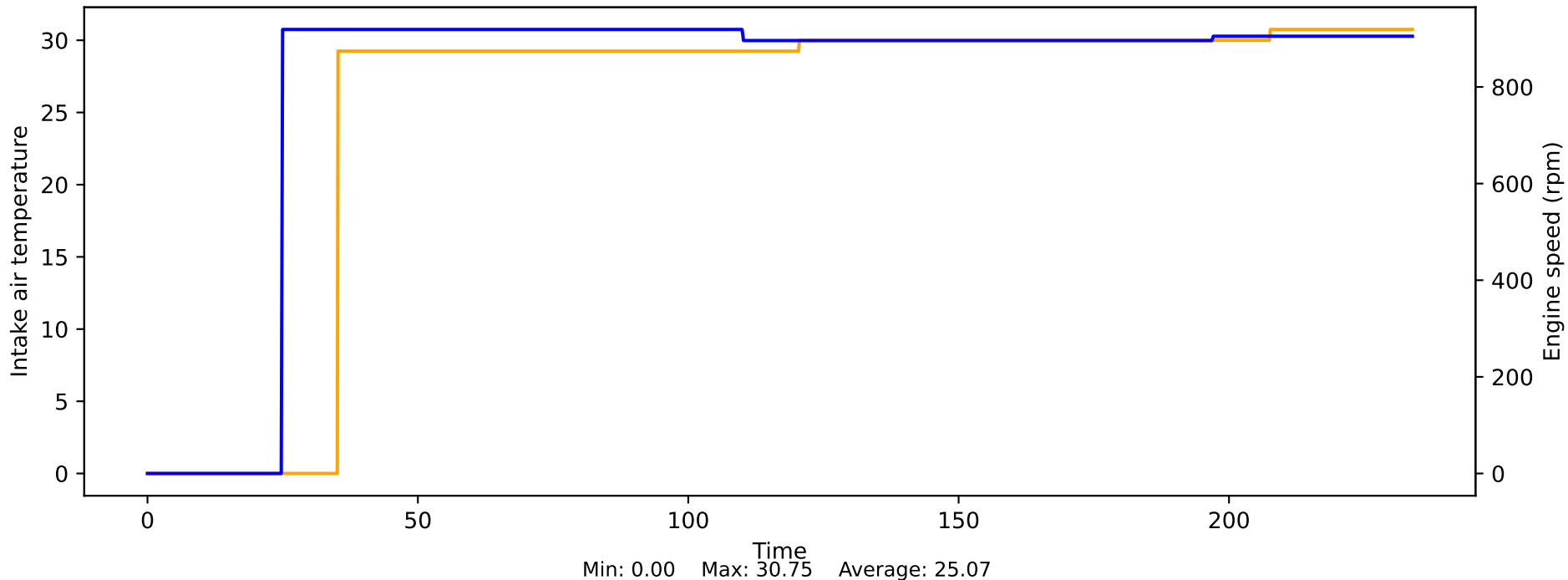
Inlet spread vs Engine speed



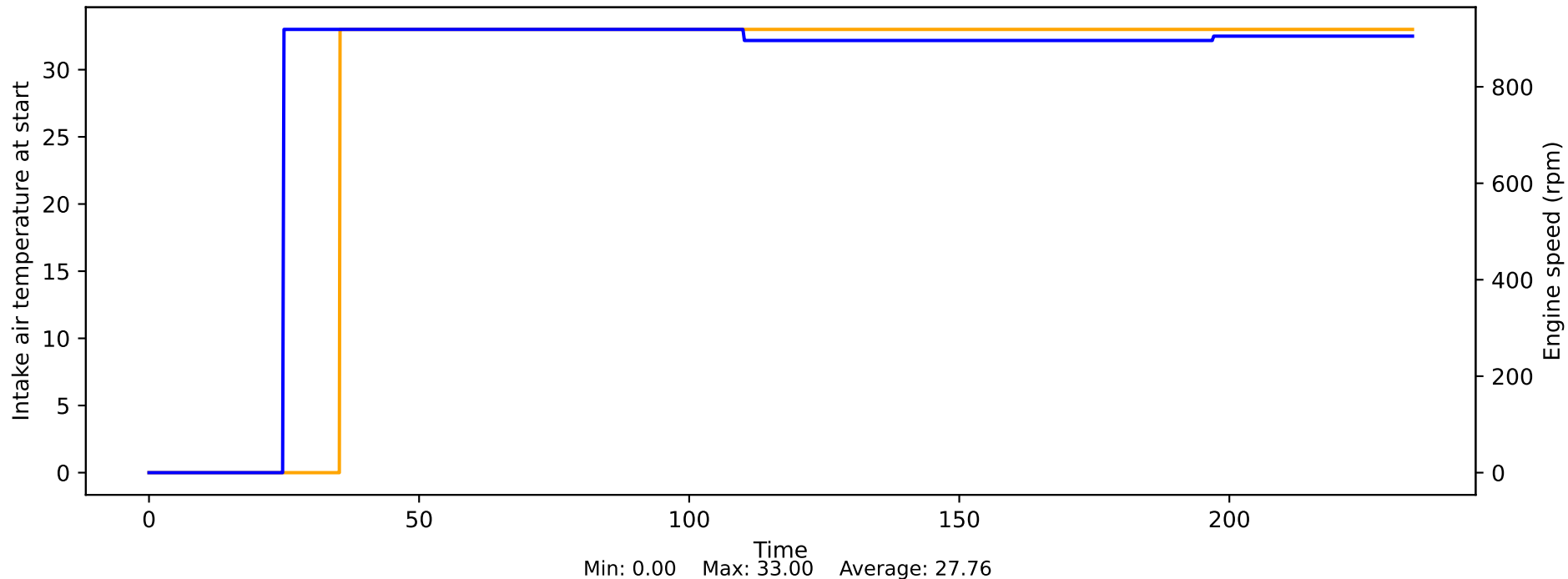
Inlet valve lift setpoint filtered vs Engine speed



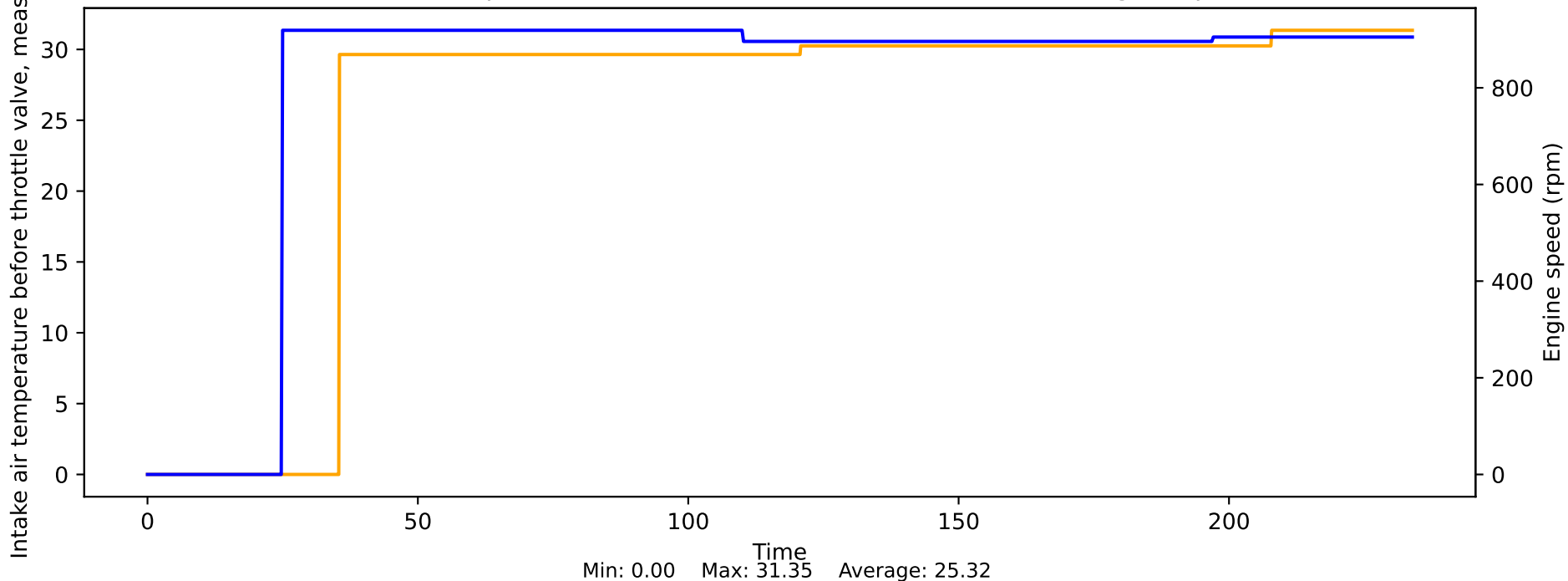
Intake air temperature vs Engine speed



Intake air temperature at start vs Engine speed

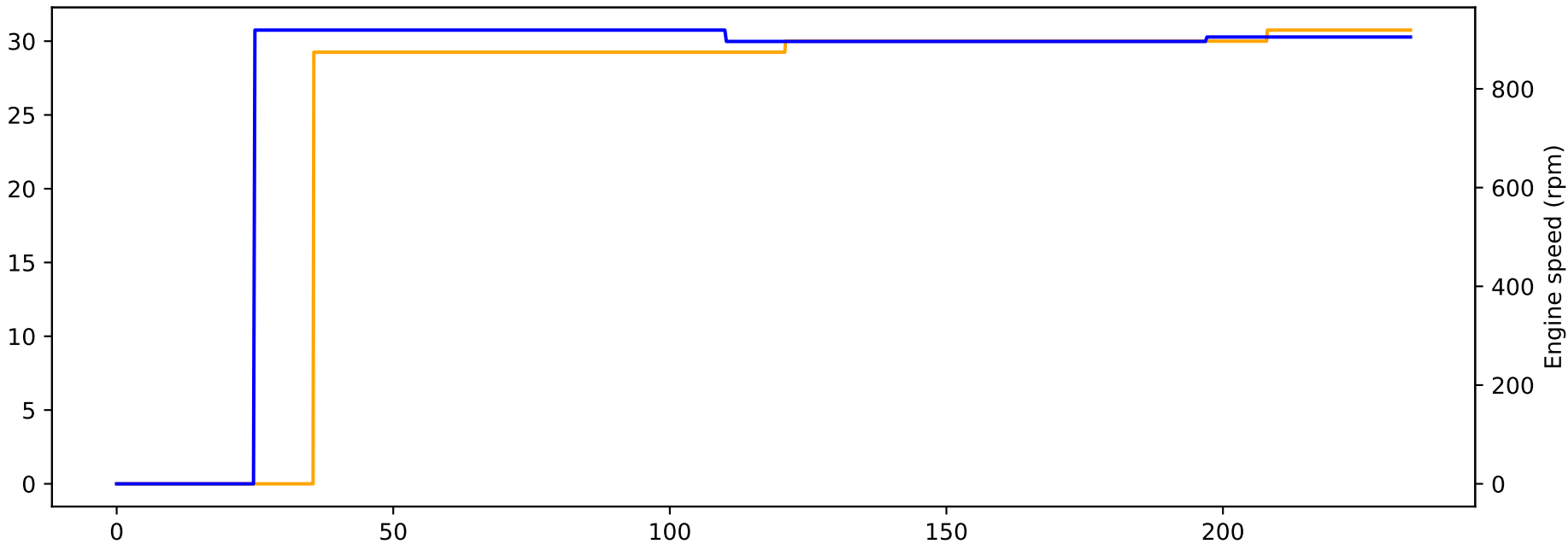


Intake air temperature before throttle valve, measured vs Engine speed



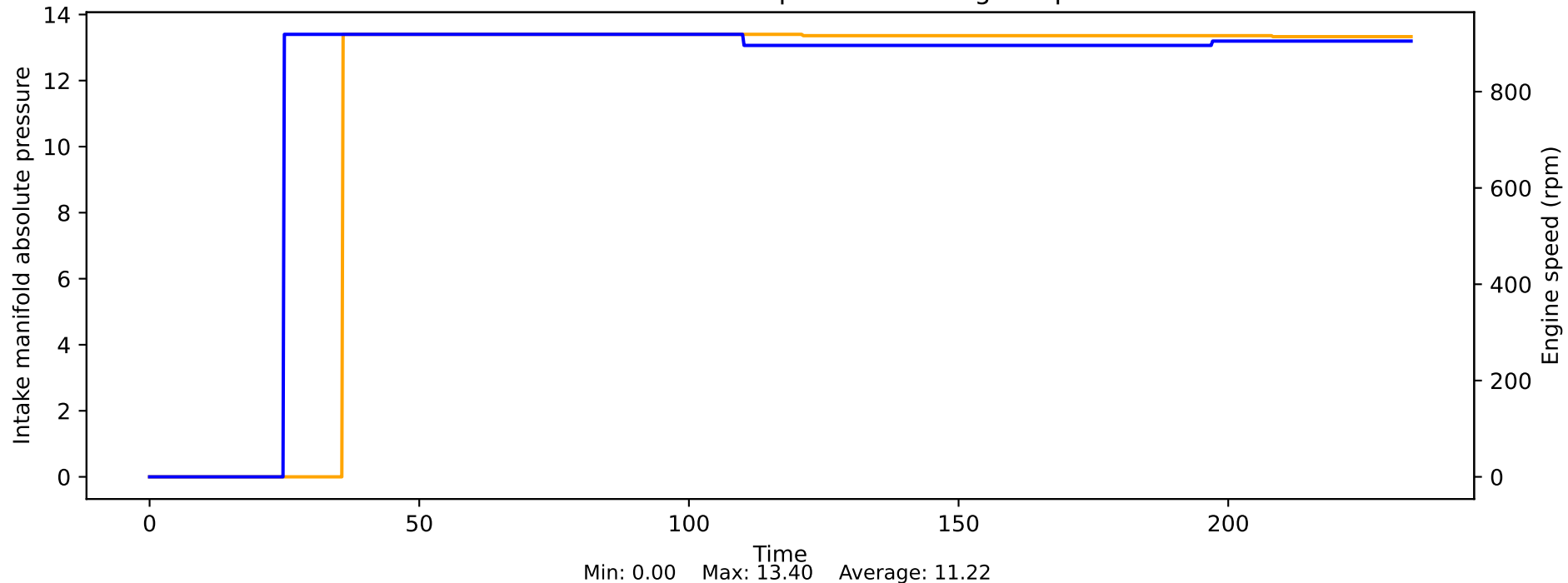
Intake air temperature, linearized and converted

Intake air temperature, linearized and converted vs Engine speed

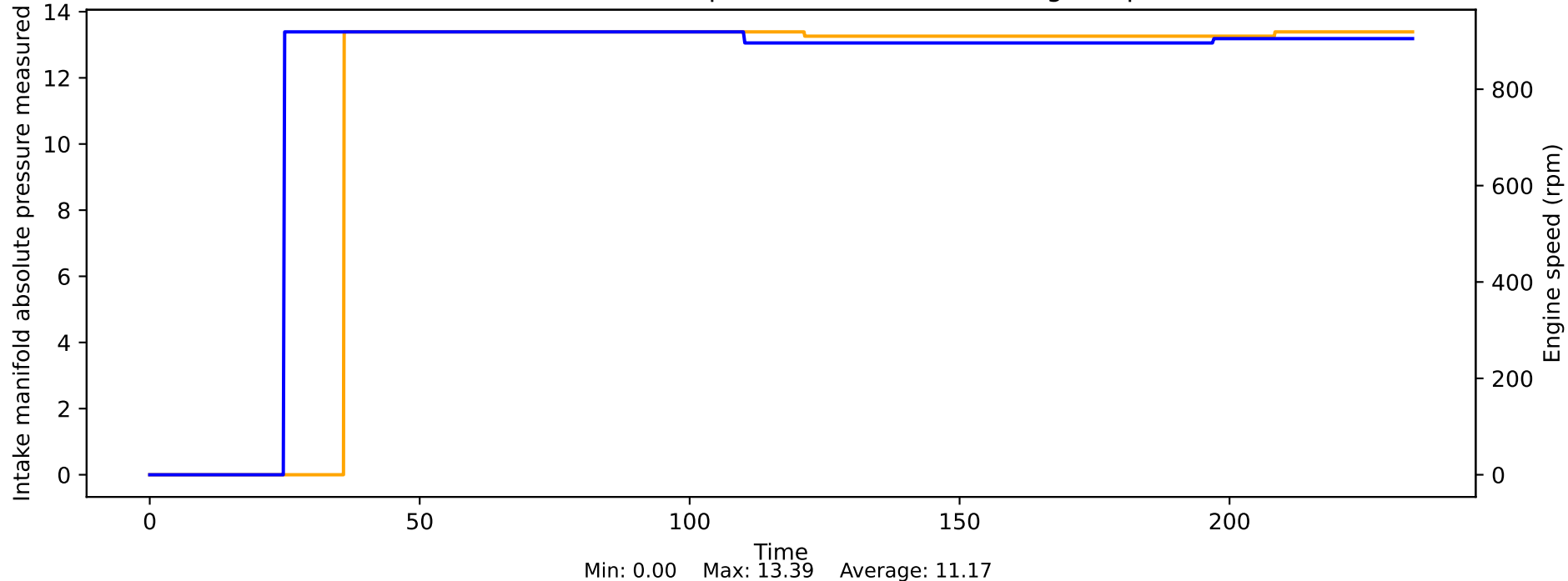


Time
Min: 0.00 Max: 30.75 Average: 24.99

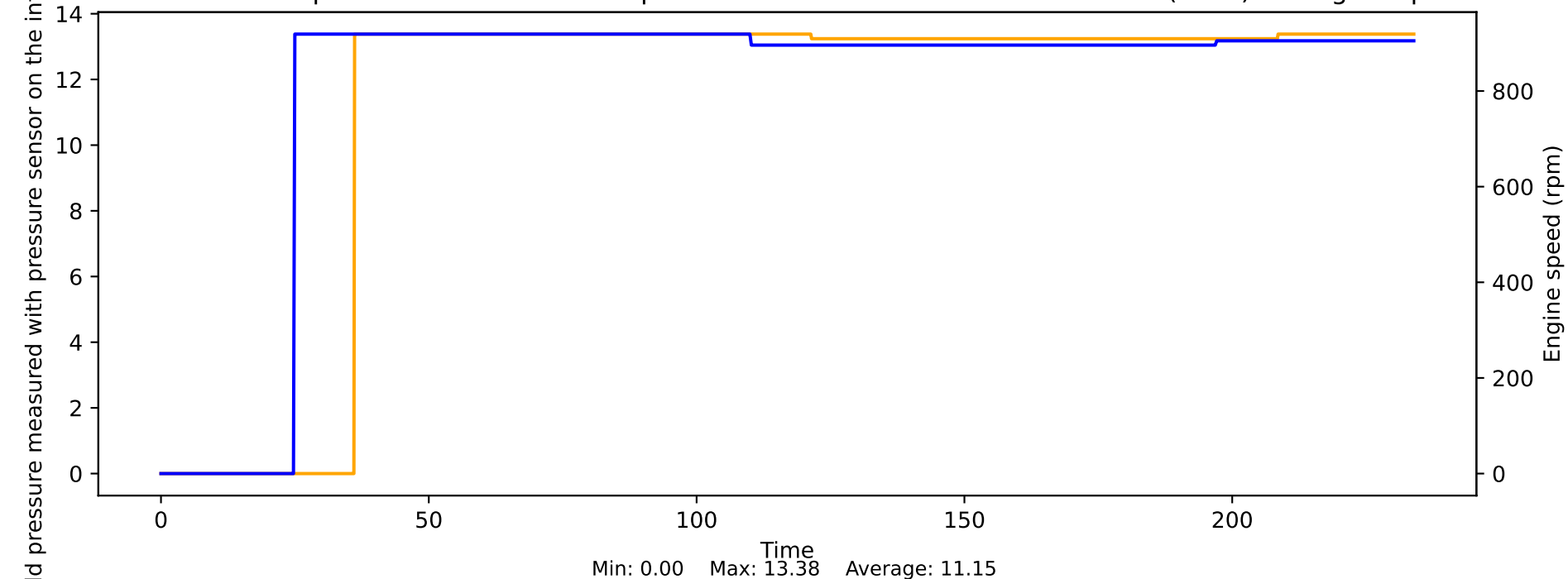
Intake manifold absolute pressure vs Engine speed



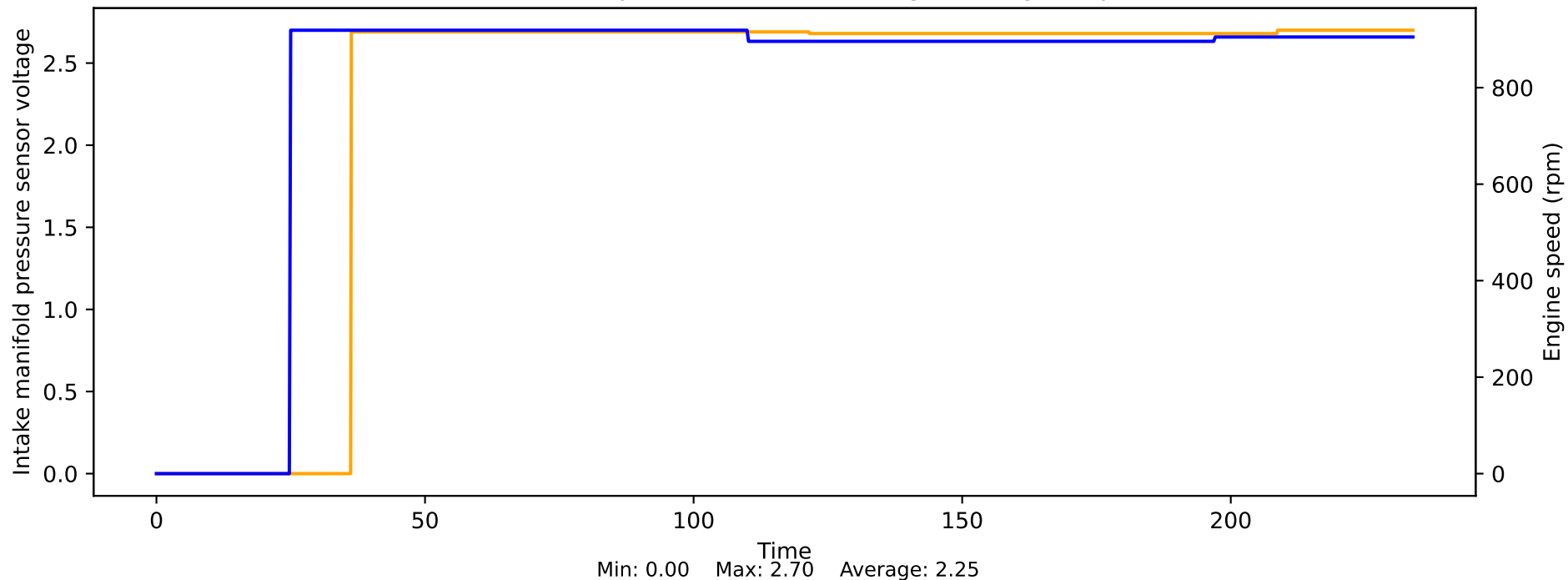
Intake manifold absolute pressure measured vs Engine speed



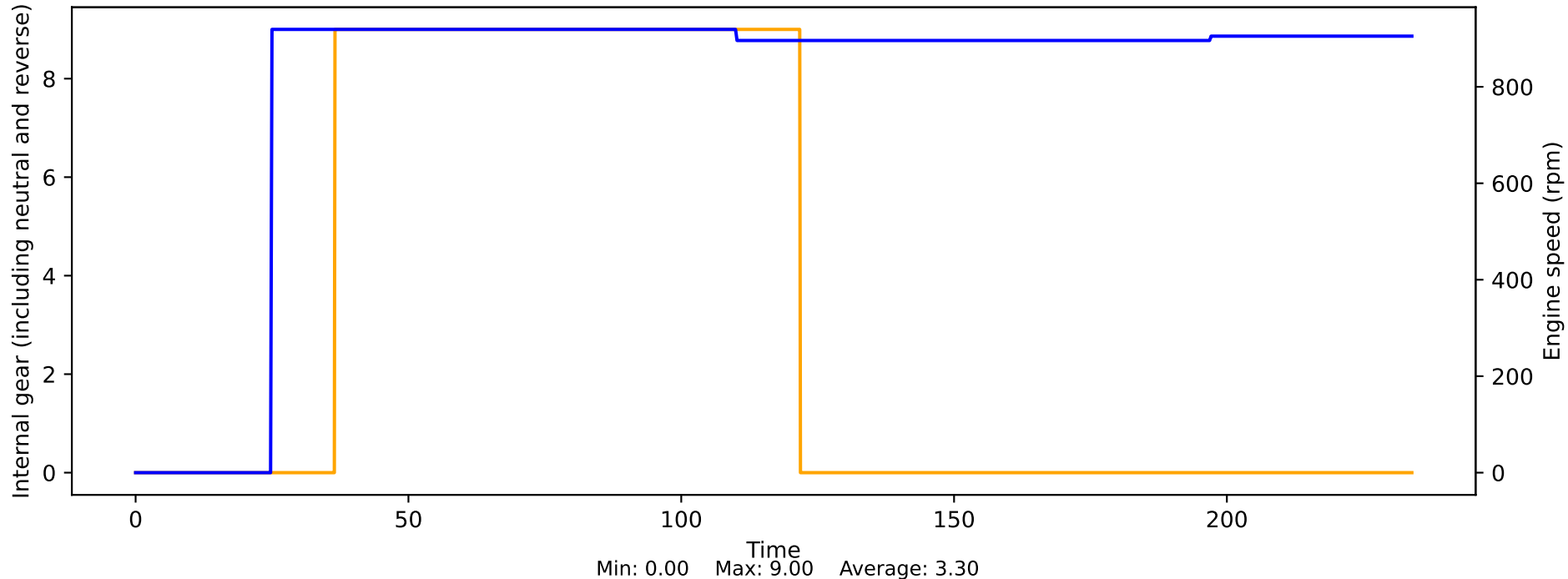
Intake manifold pressure measured with pressure sensor on the intake manifold (DS-S) vs Engine speed



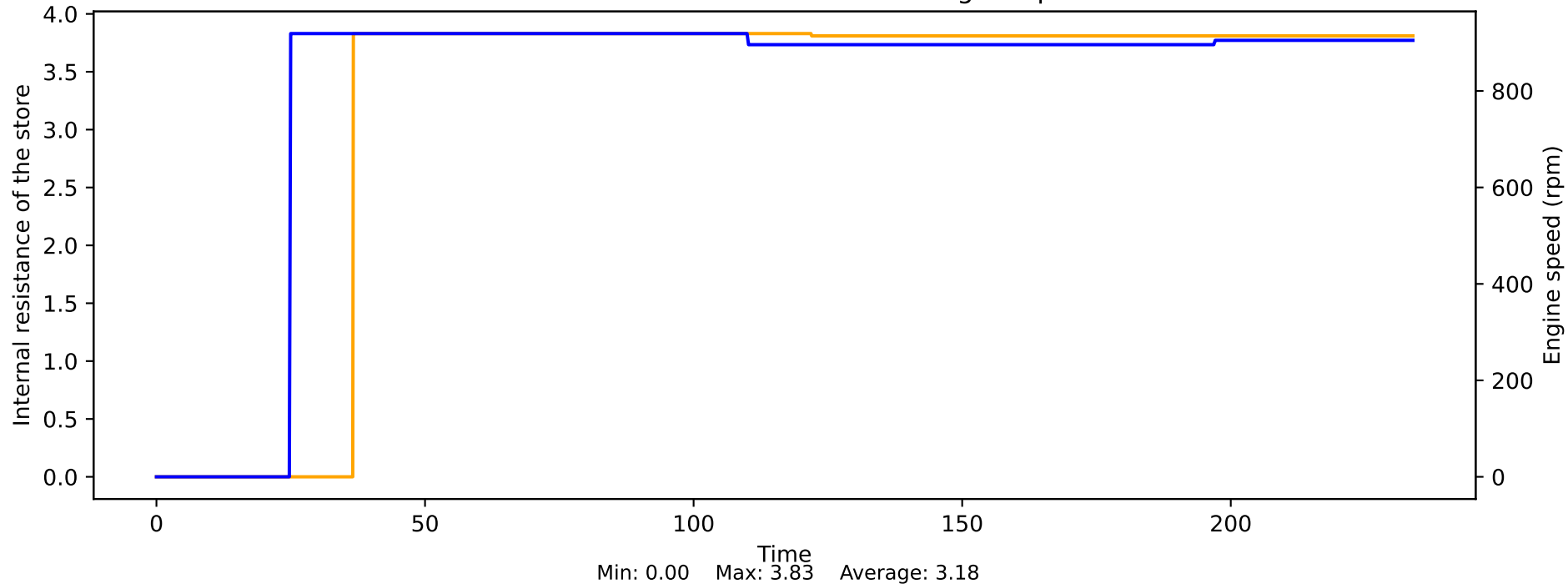
Intake manifold pressure sensor voltage vs Engine speed



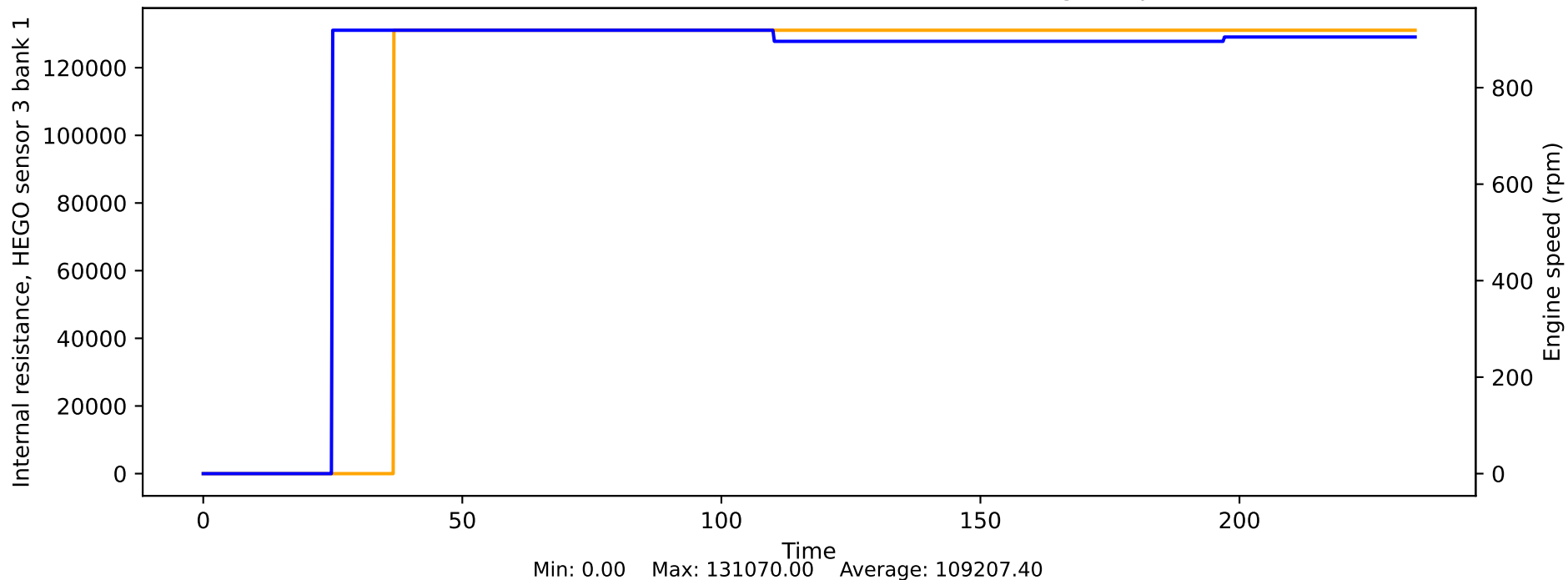
Internal gear (including neutral and reverse) vs Engine speed



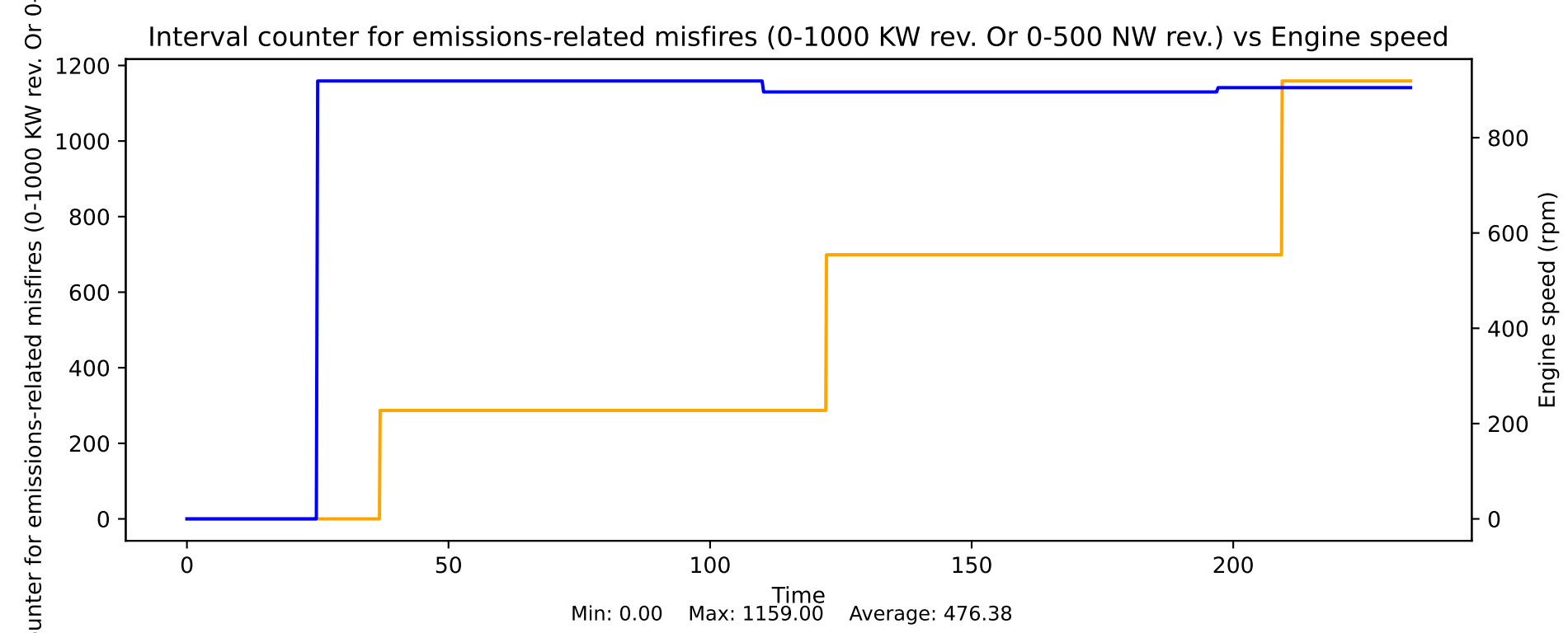
Internal resistance of the store vs Engine speed



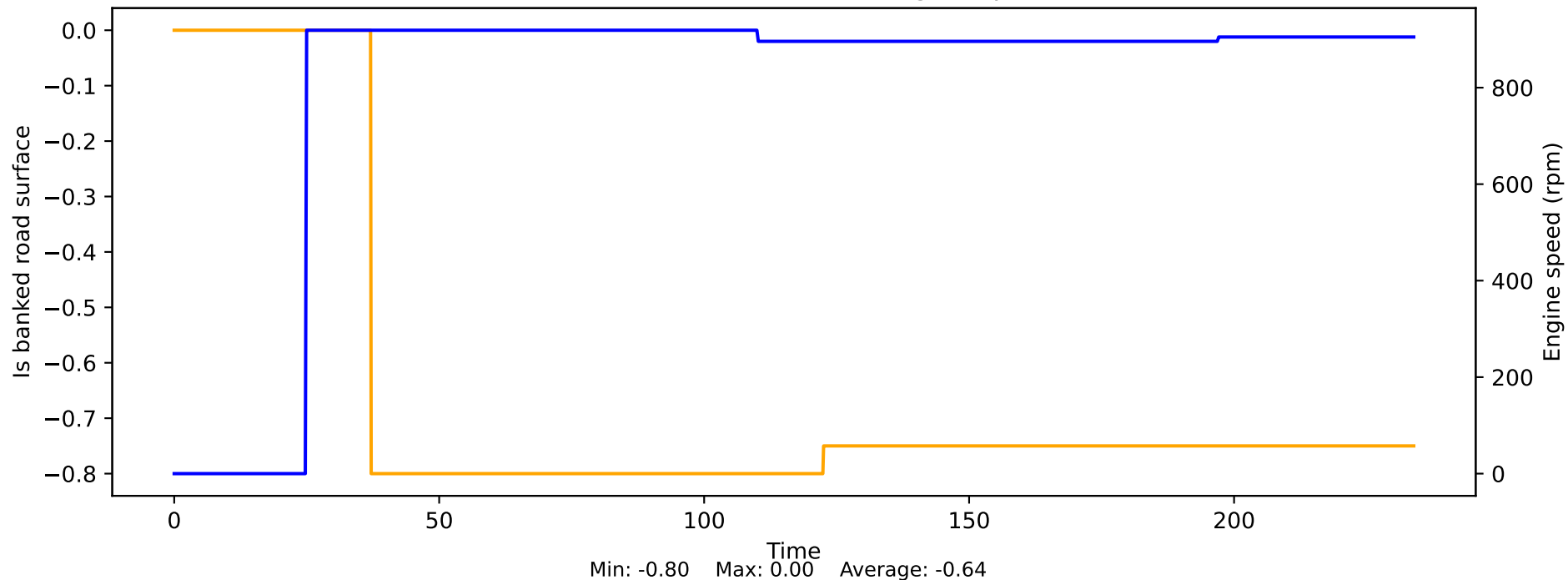
Internal resistance, HEGO sensor 3 bank 1 vs Engine speed



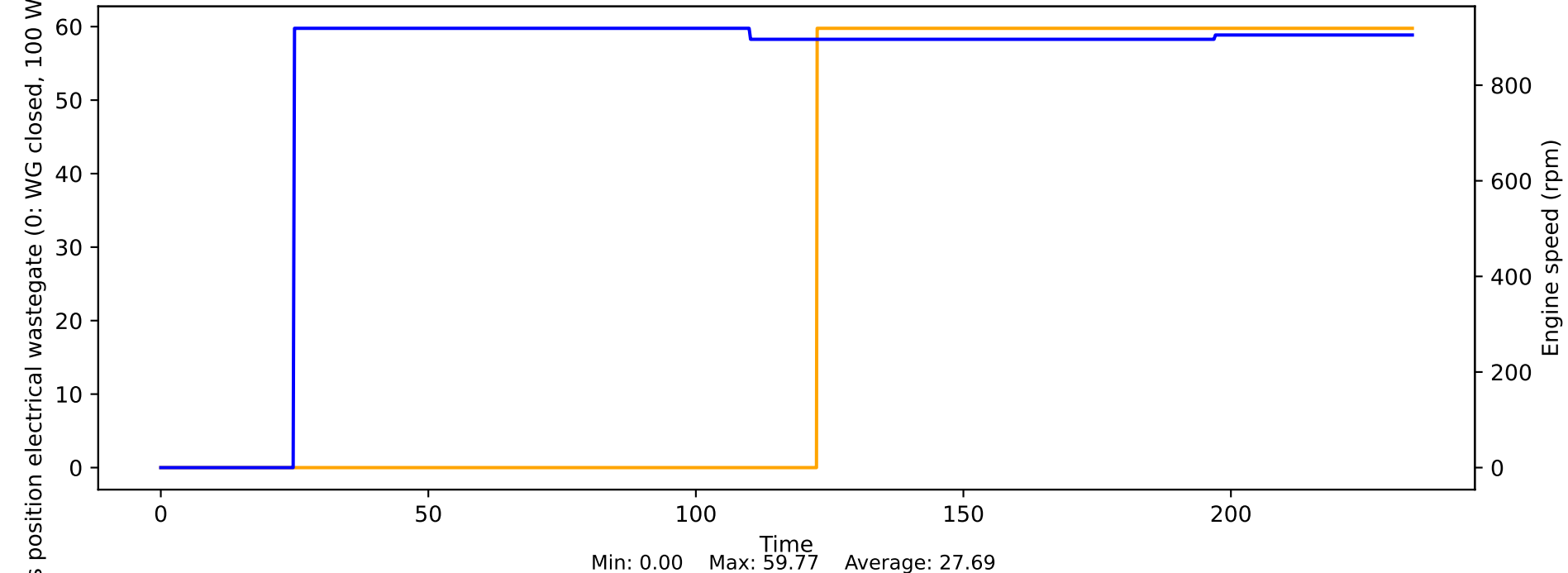
Interval counter for emissions-related misfires (0-1000 KW rev. Or 0-500 NW rev.) vs Engine speed



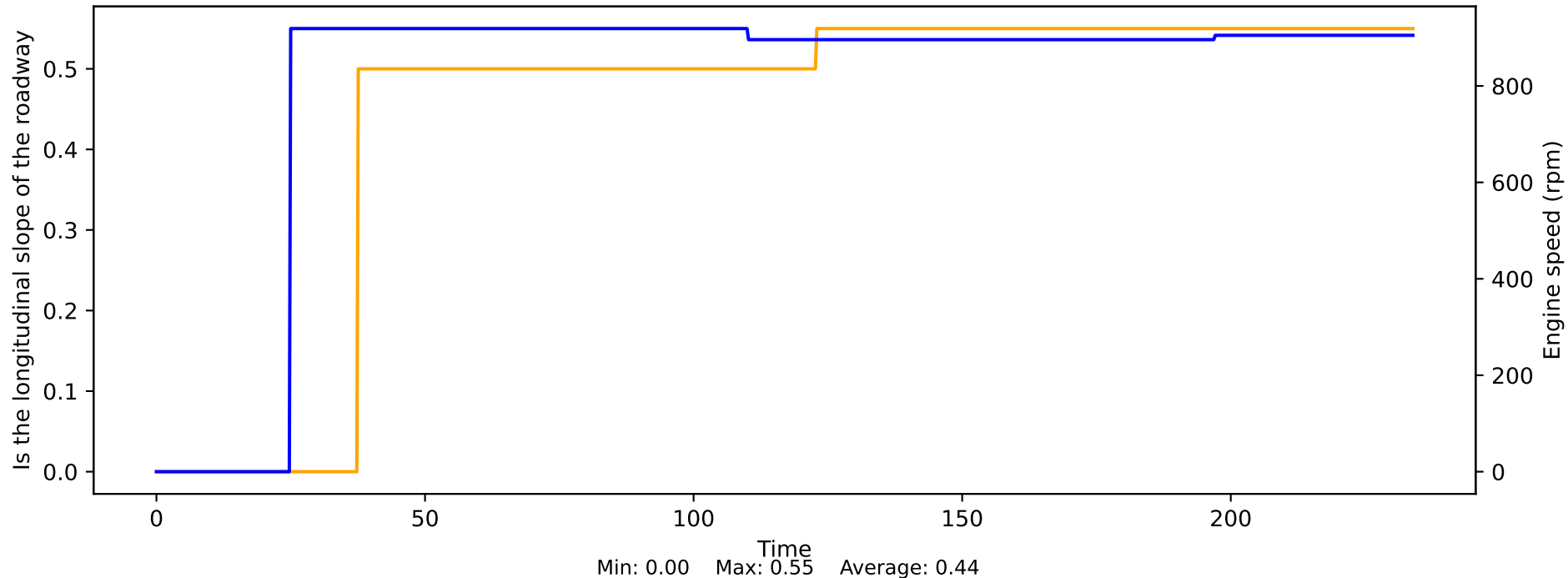
Is banked road surface vs Engine speed



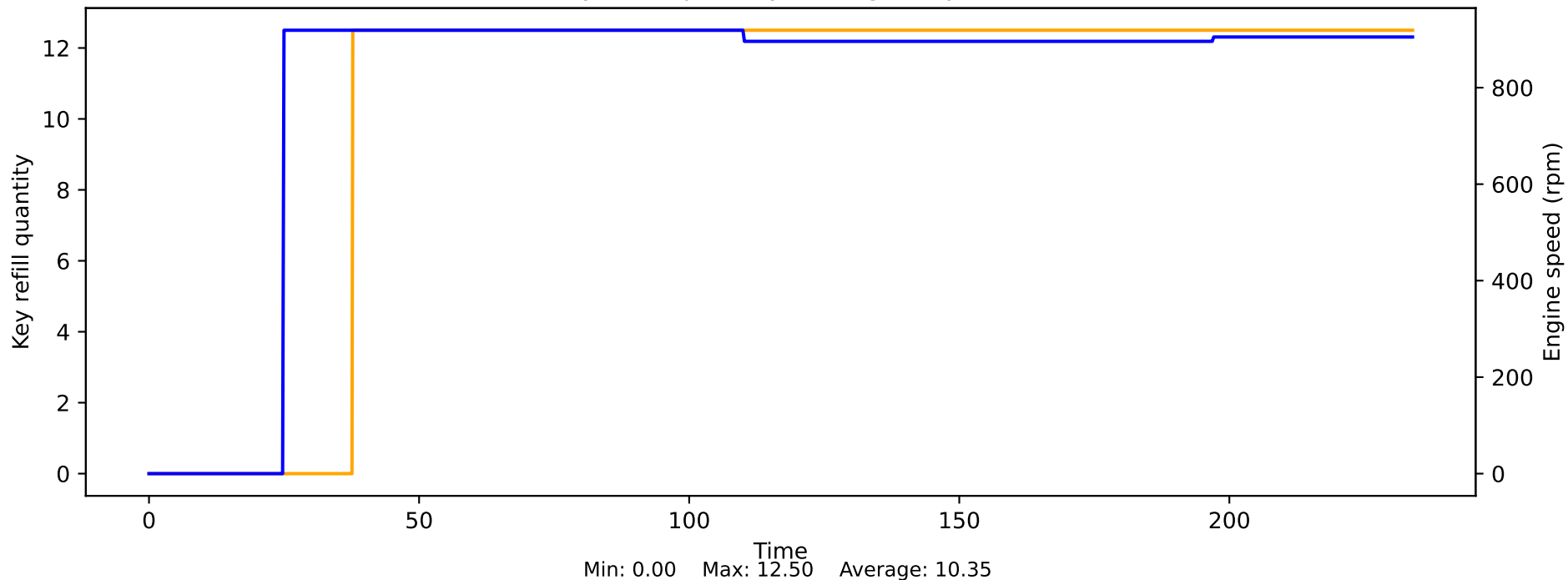
Is position electrical wastegate (0: WG closed, 100 WG open) vs Engine speed



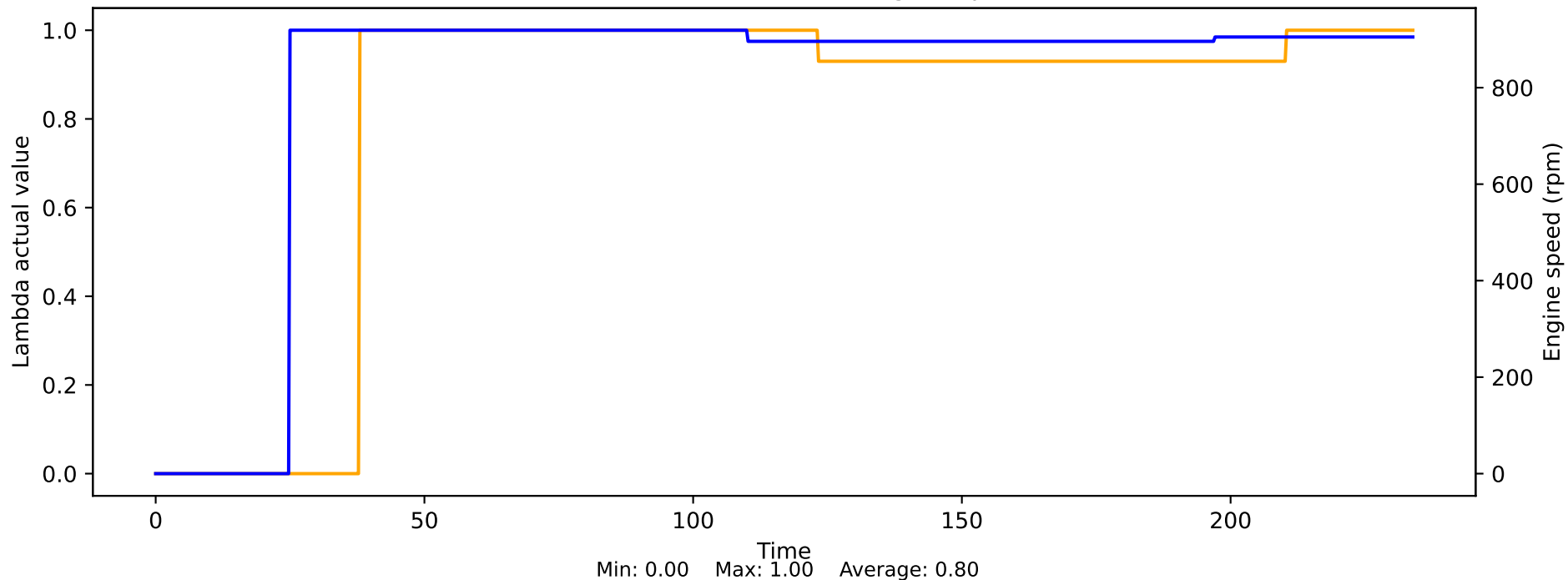
Is the longitudinal slope of the roadway vs Engine speed



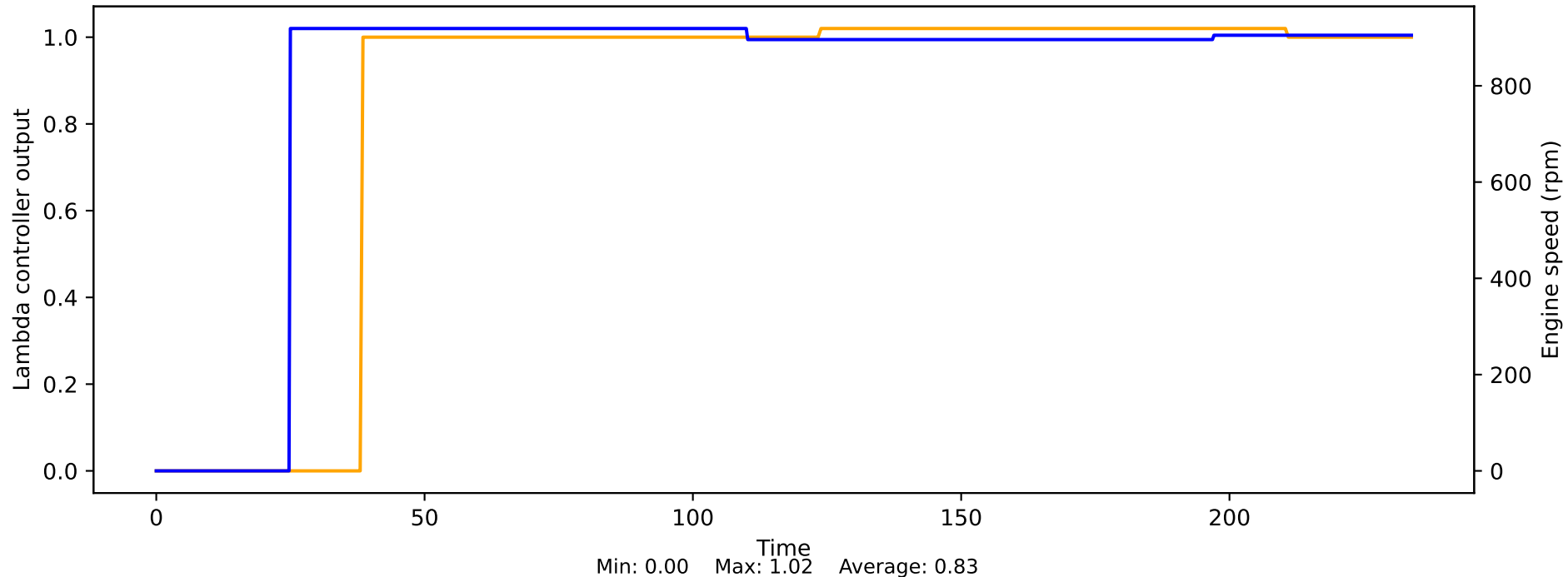
Key refill quantity vs Engine speed



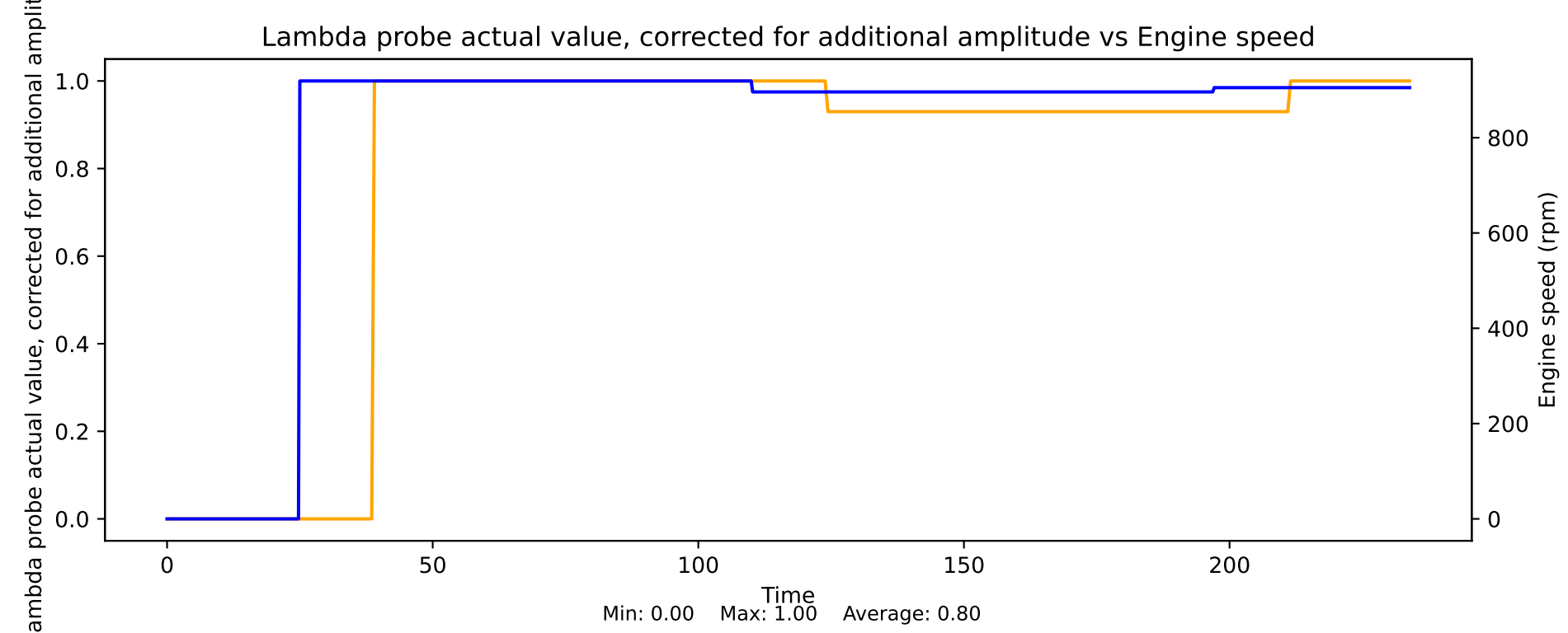
Lambda actual value vs Engine speed



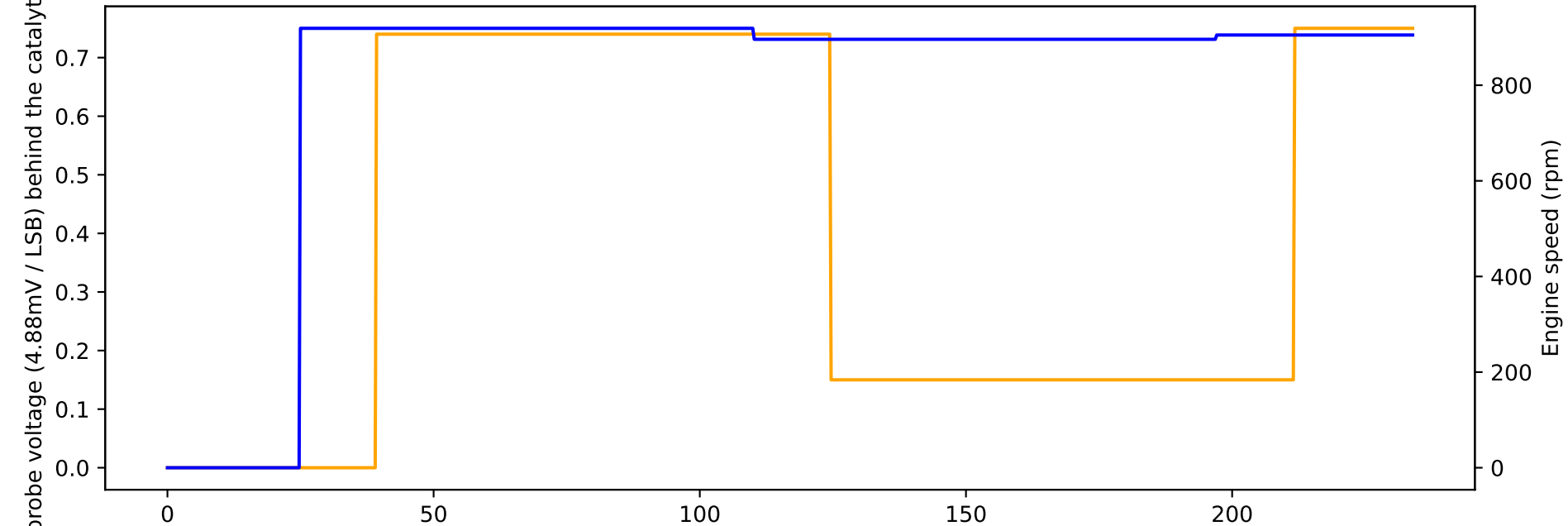
Lambda controller output vs Engine speed



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

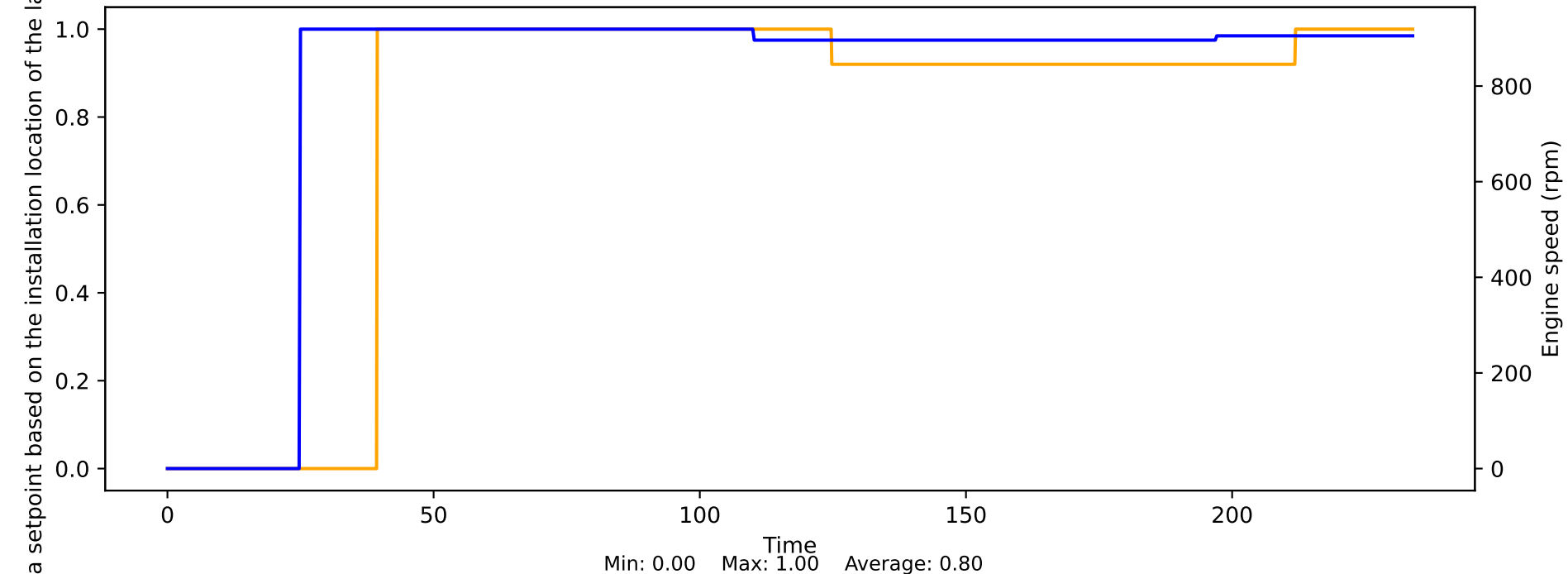


Lambda probe voltage (4.88mV / LSB) behind the catalytic converter vs Engine speed

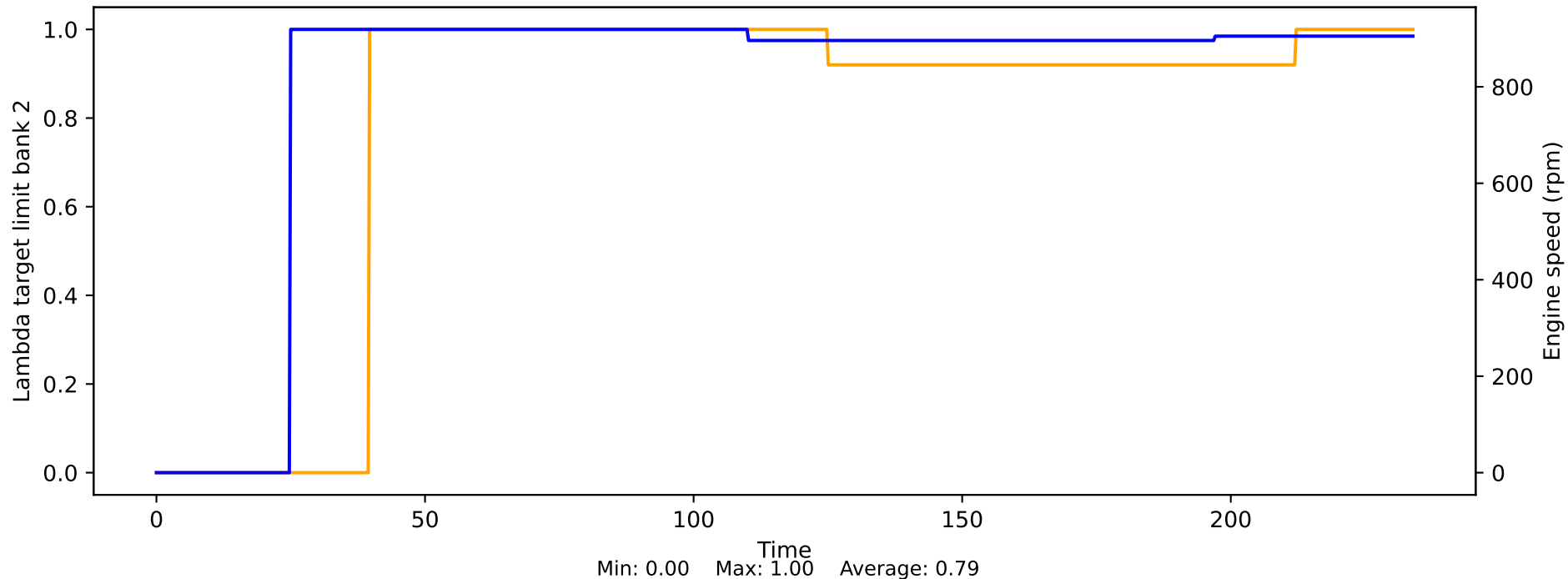


Time
Min: 0.00 Max: 0.75 Average: 0.40

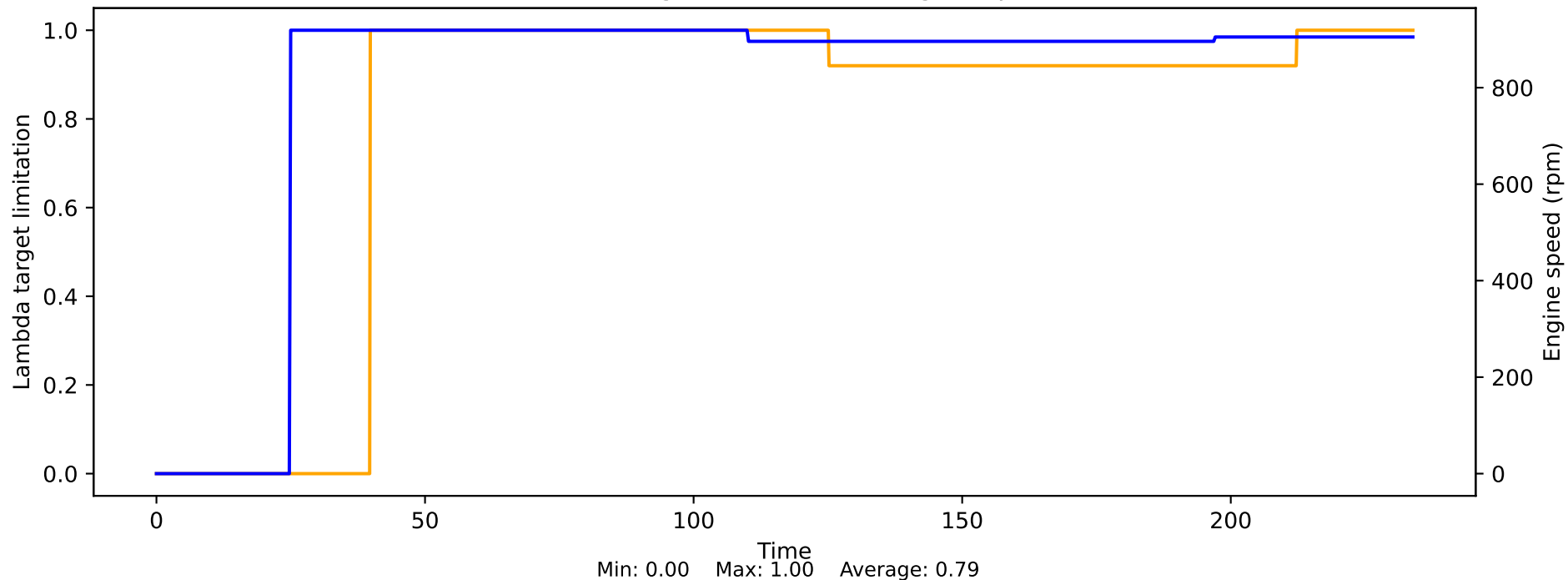
Lambda setpoint based on the installation location of the lambda sensor vs Engine speed



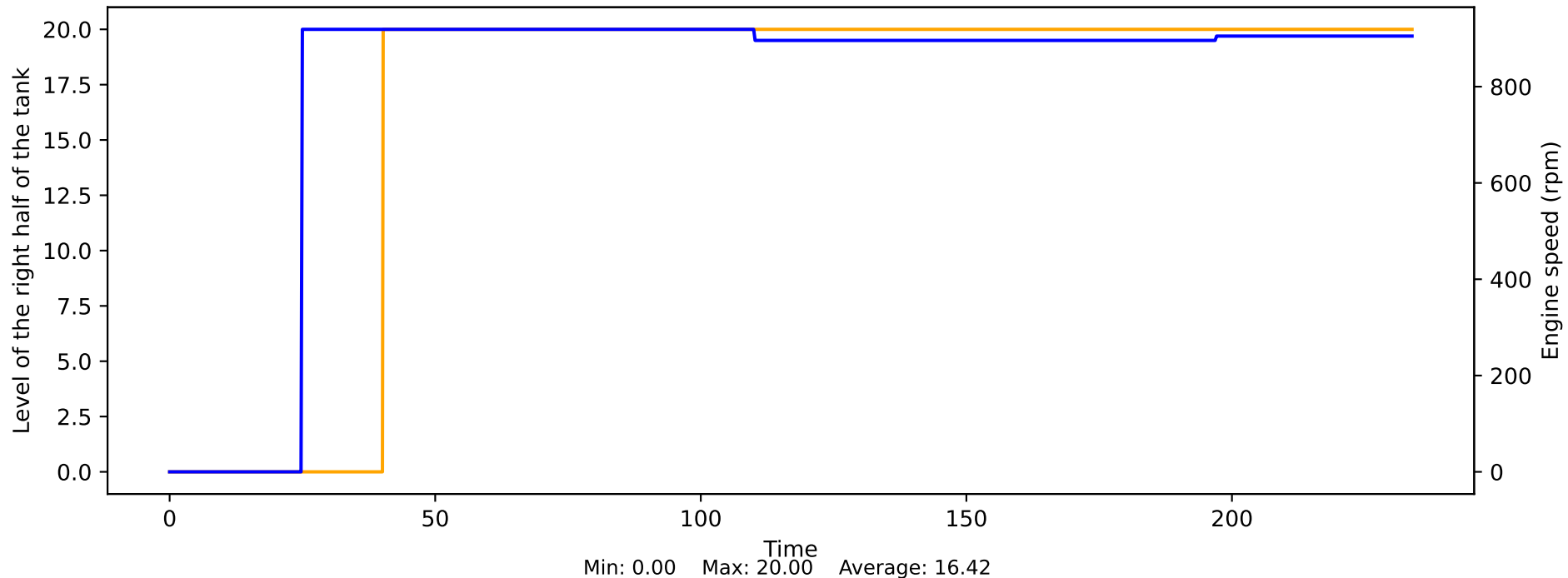
Lambda target limit bank 2 vs Engine speed



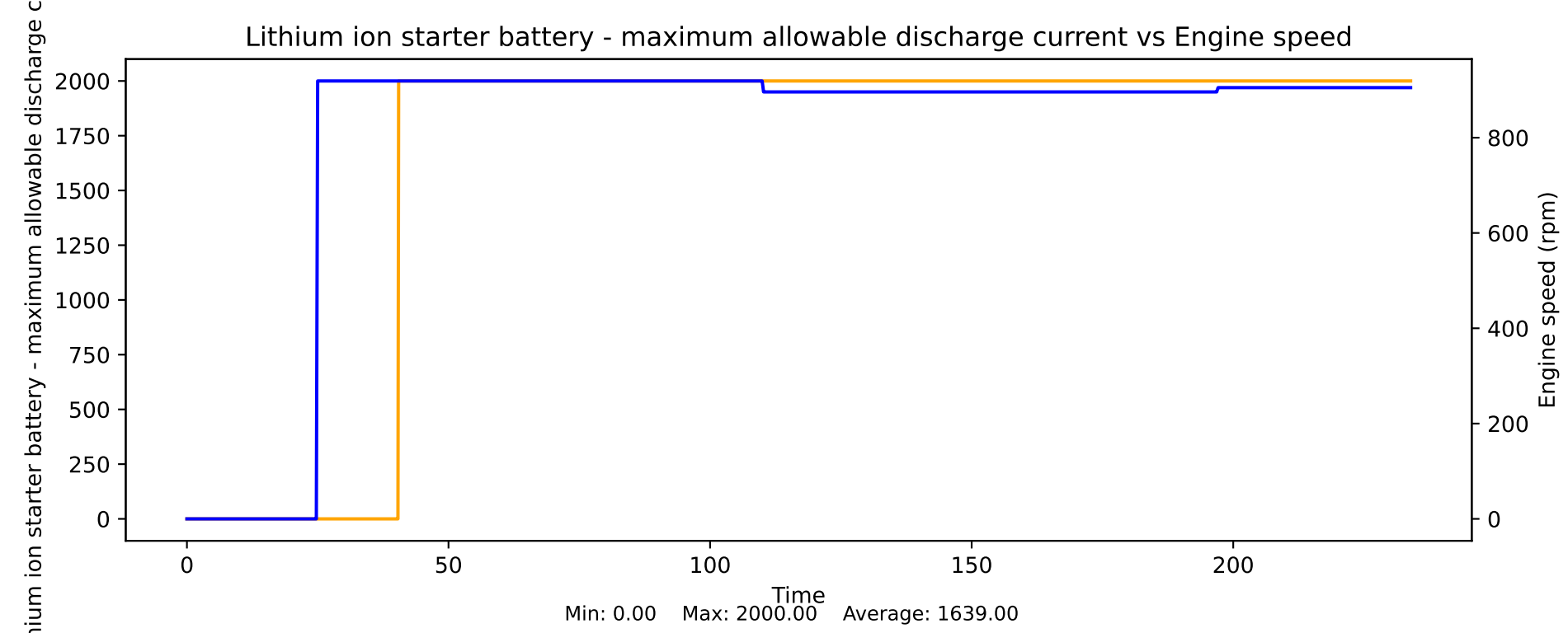
Lambda target limitation vs Engine speed



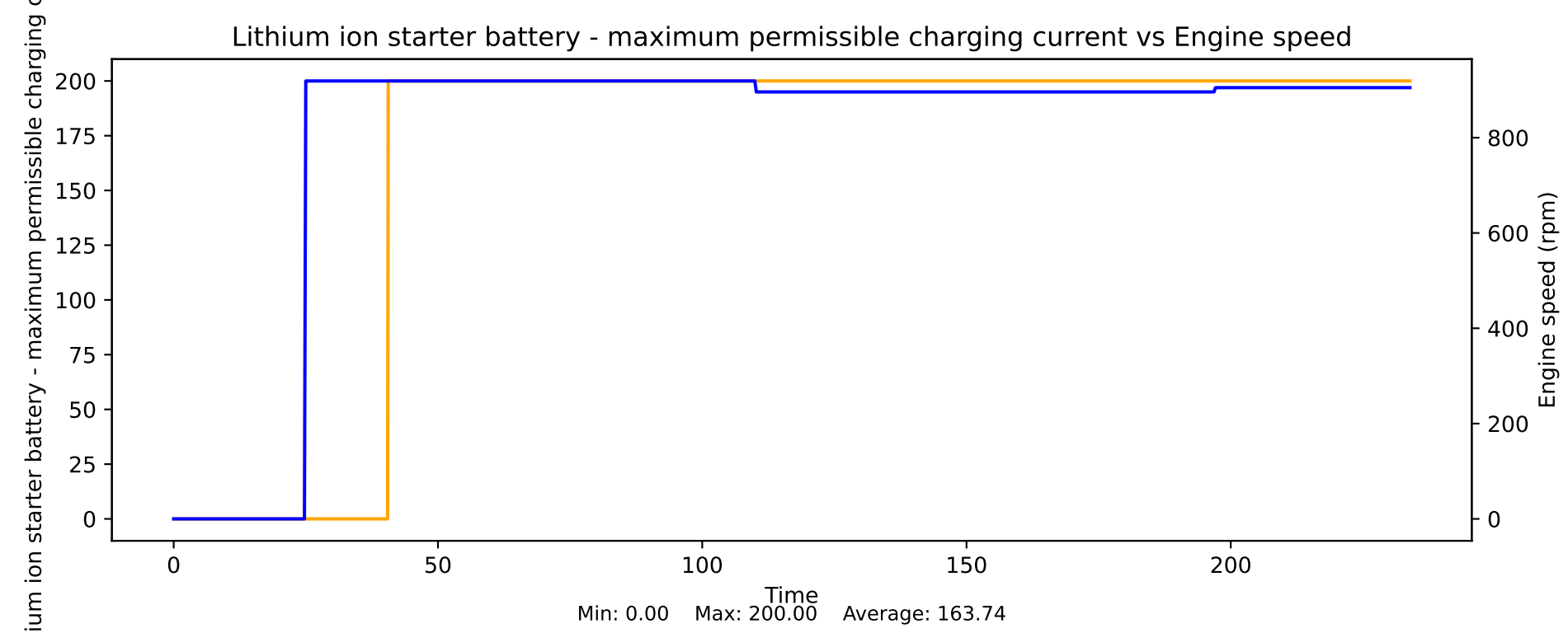
Level of the right half of the tank vs Engine speed



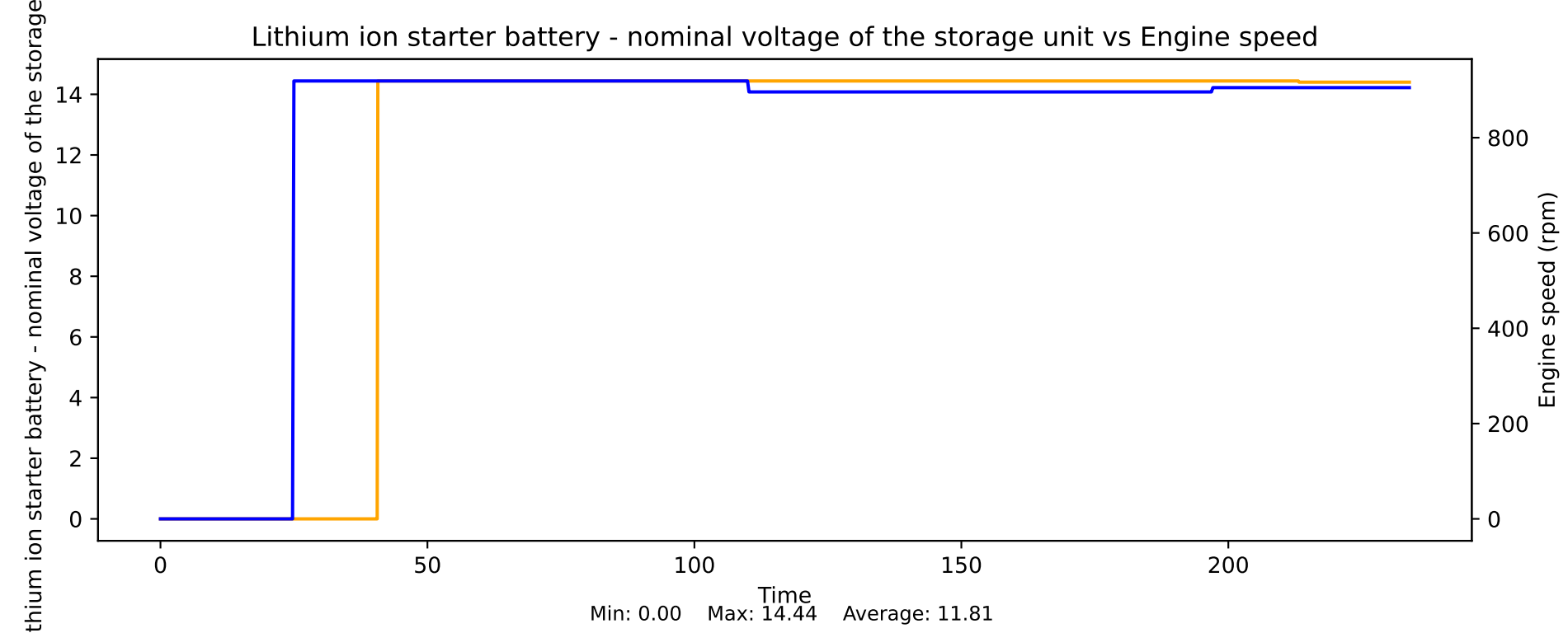
Lithium ion starter battery - maximum allowable discharge current vs Engine speed



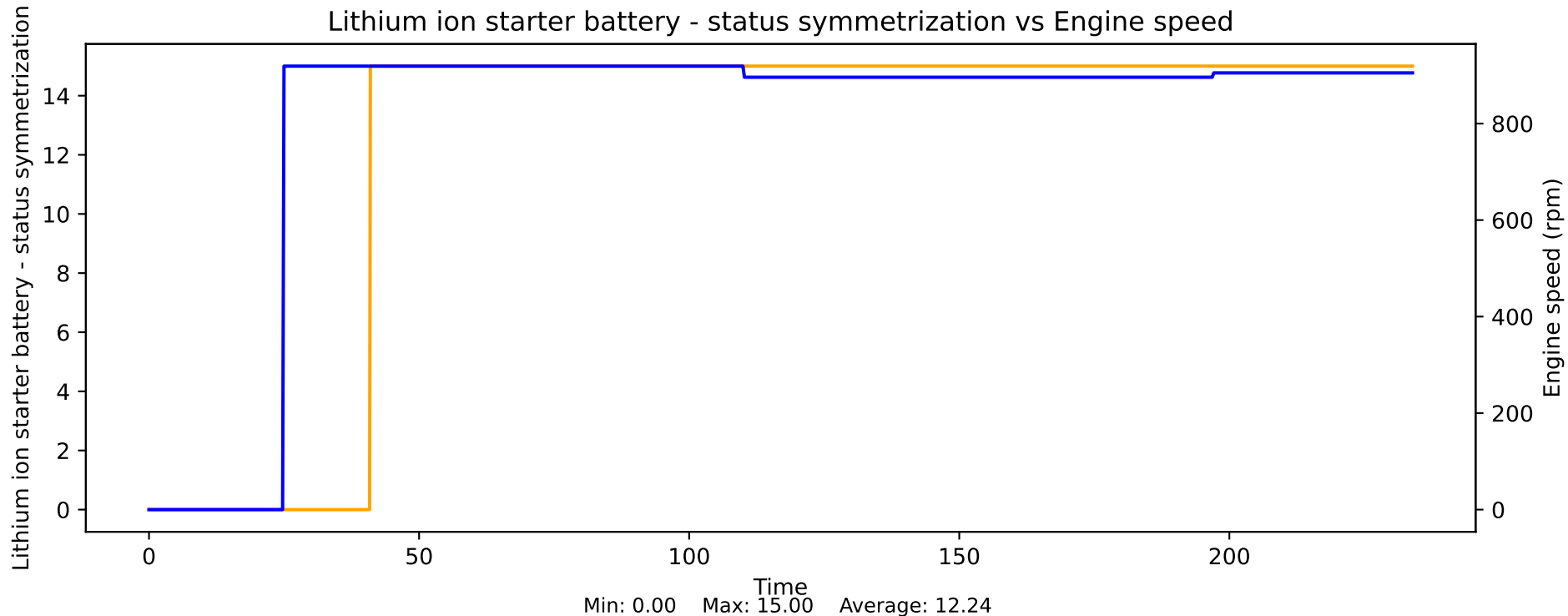
Lithium ion starter battery - maximum permissible charging current vs Engine speed



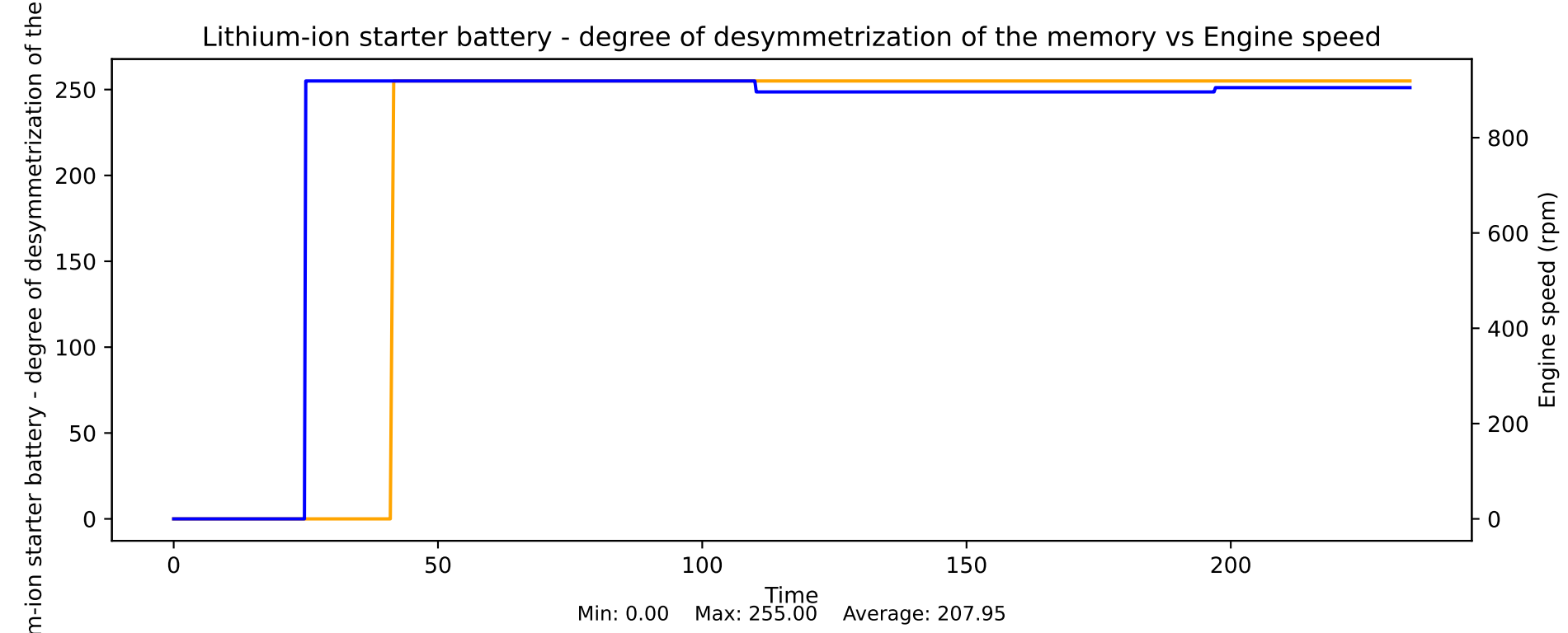
Lithium ion starter battery - nominal voltage of the storage unit vs Engine speed



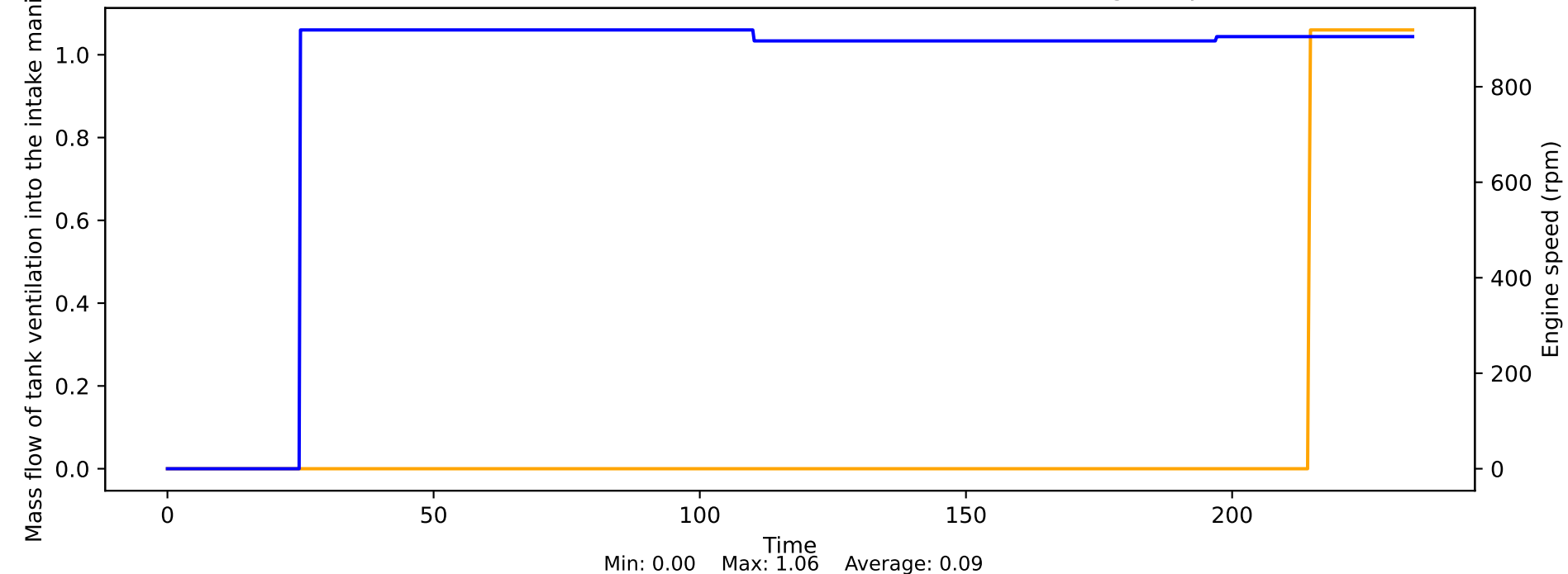
Lithium ion starter battery - status symmetrization vs Engine speed



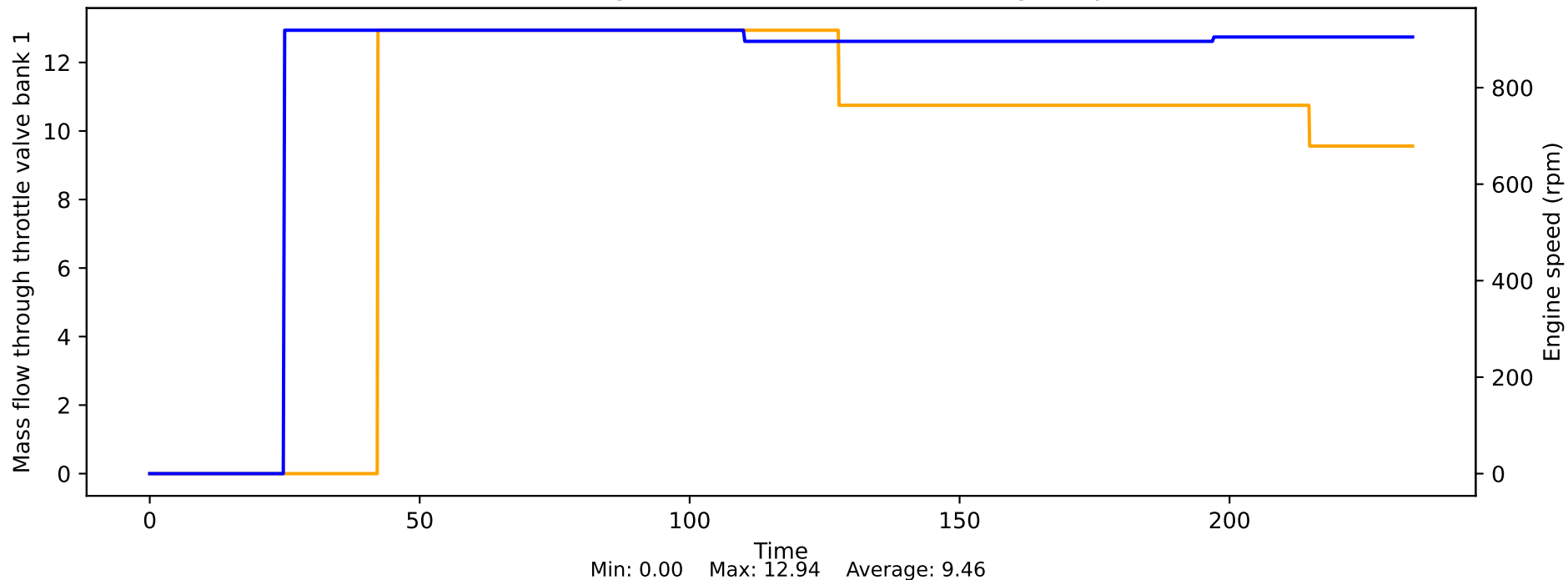
Lithium-ion starter battery - degree of desymmetrization of the memory vs Engine speed



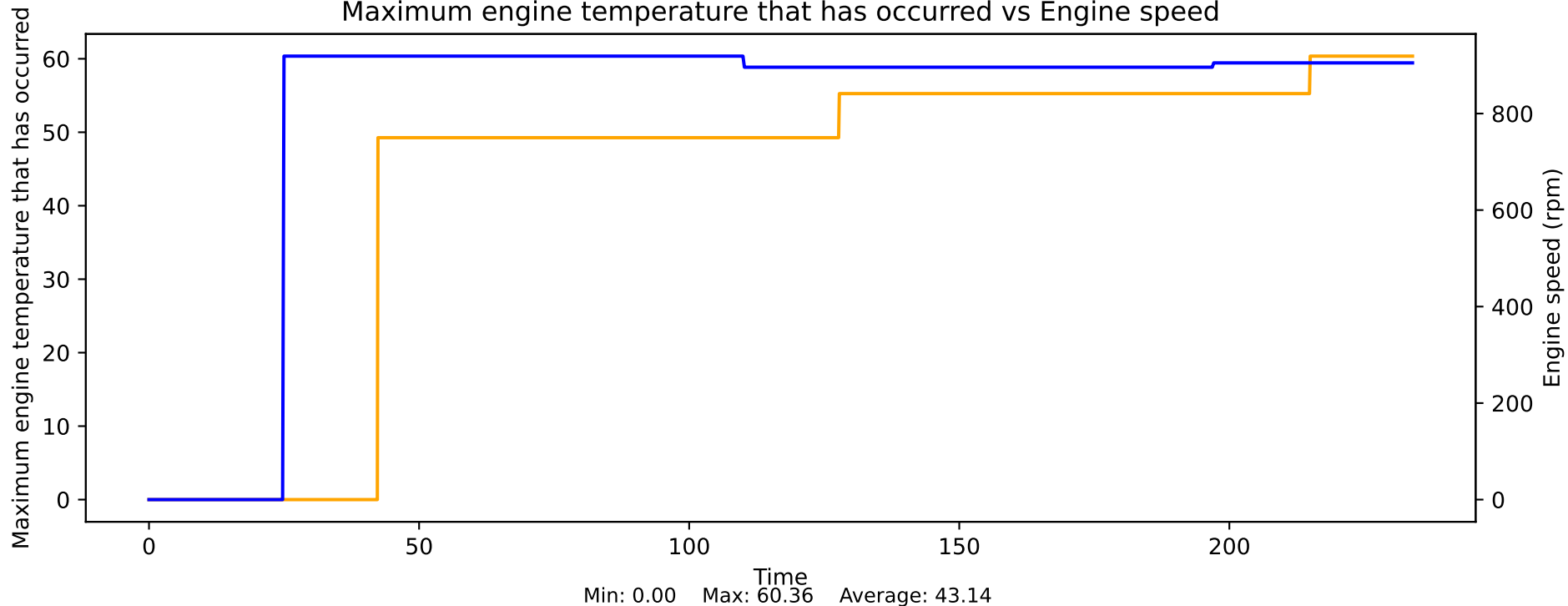
Mass flow of tank ventilation into the intake manifold vs Engine speed



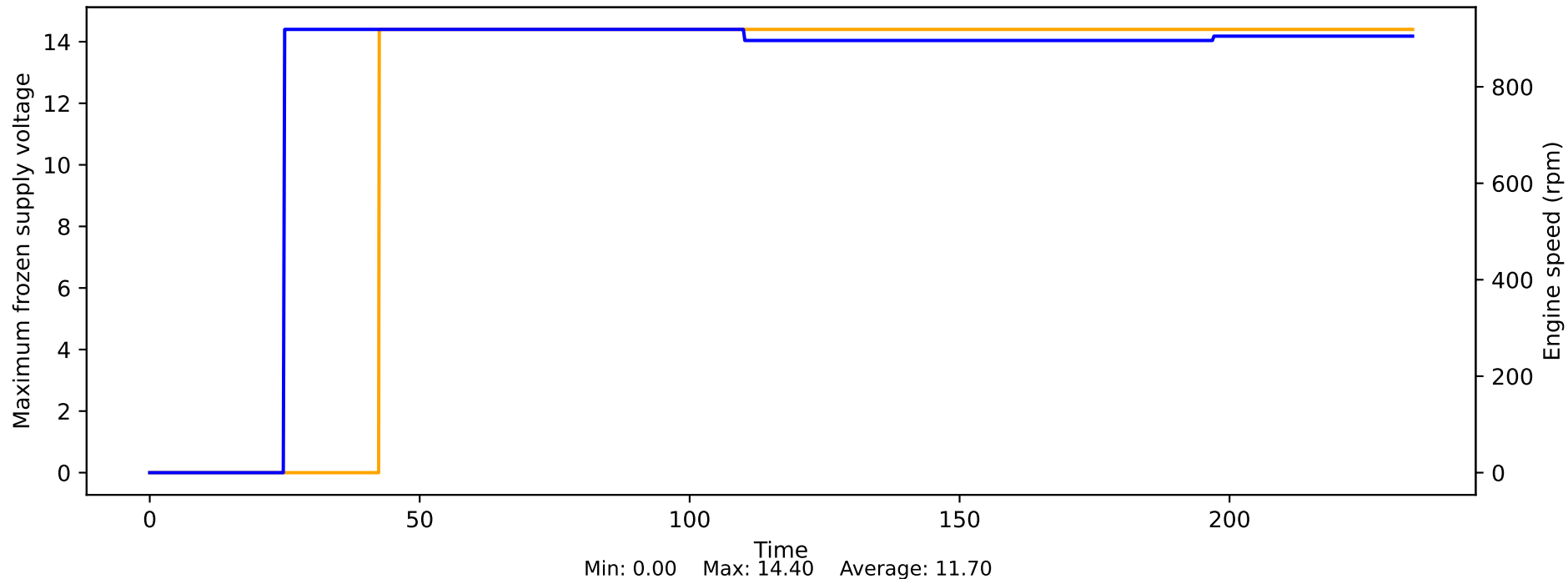
Mass flow through throttle valve bank 1 vs Engine speed



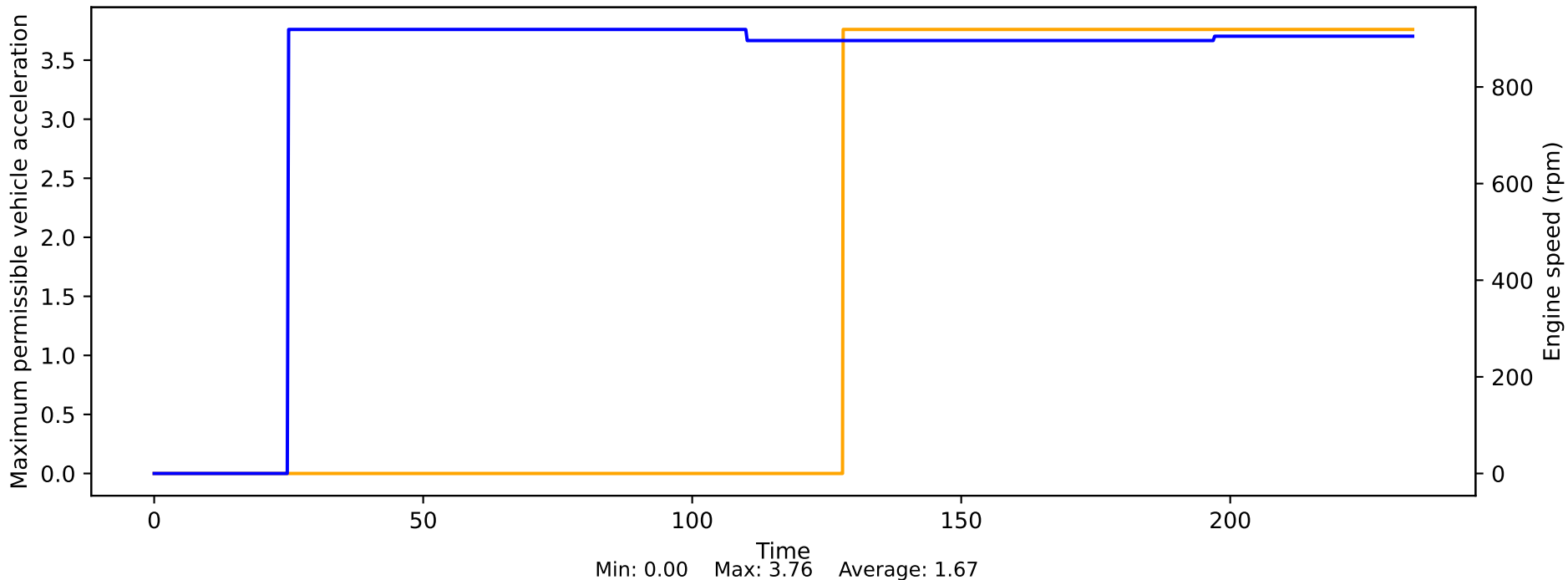
Maximum engine temperature that has occurred vs Engine speed



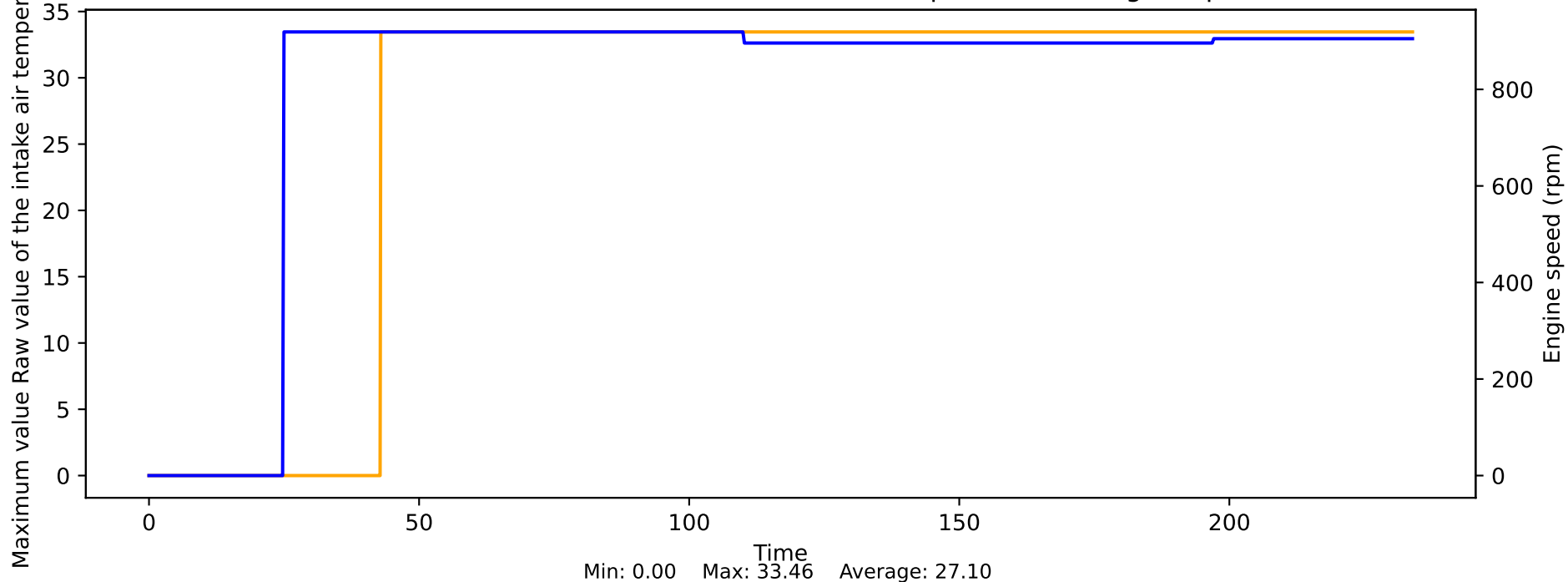
Maximum frozen supply voltage vs Engine speed



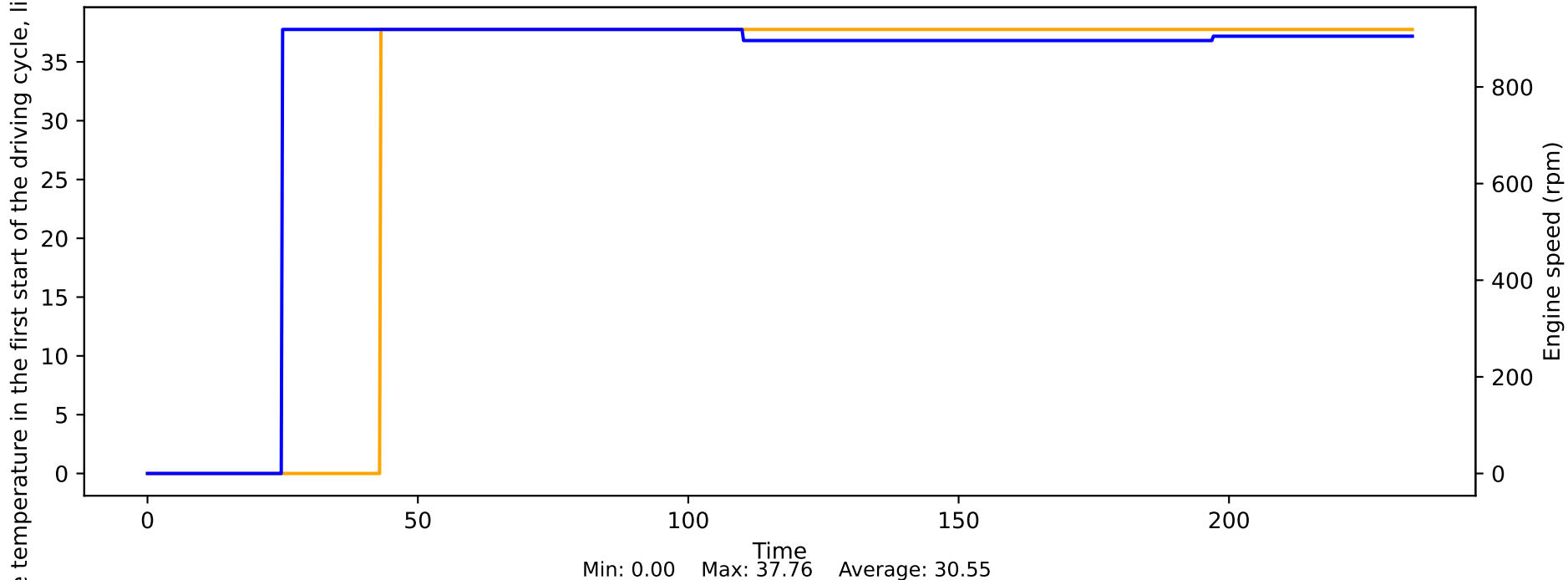
Maximum permissible vehicle acceleration vs Engine speed



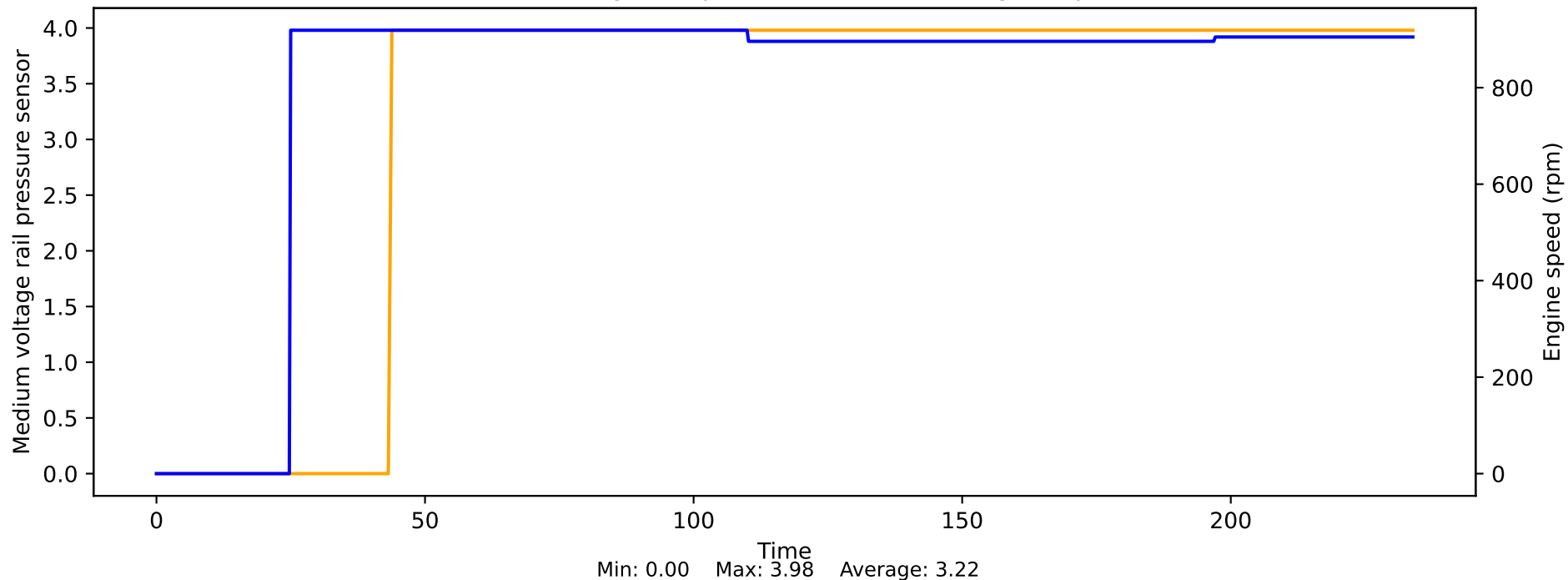
Maximum value Raw value of the intake air temperature vs Engine speed



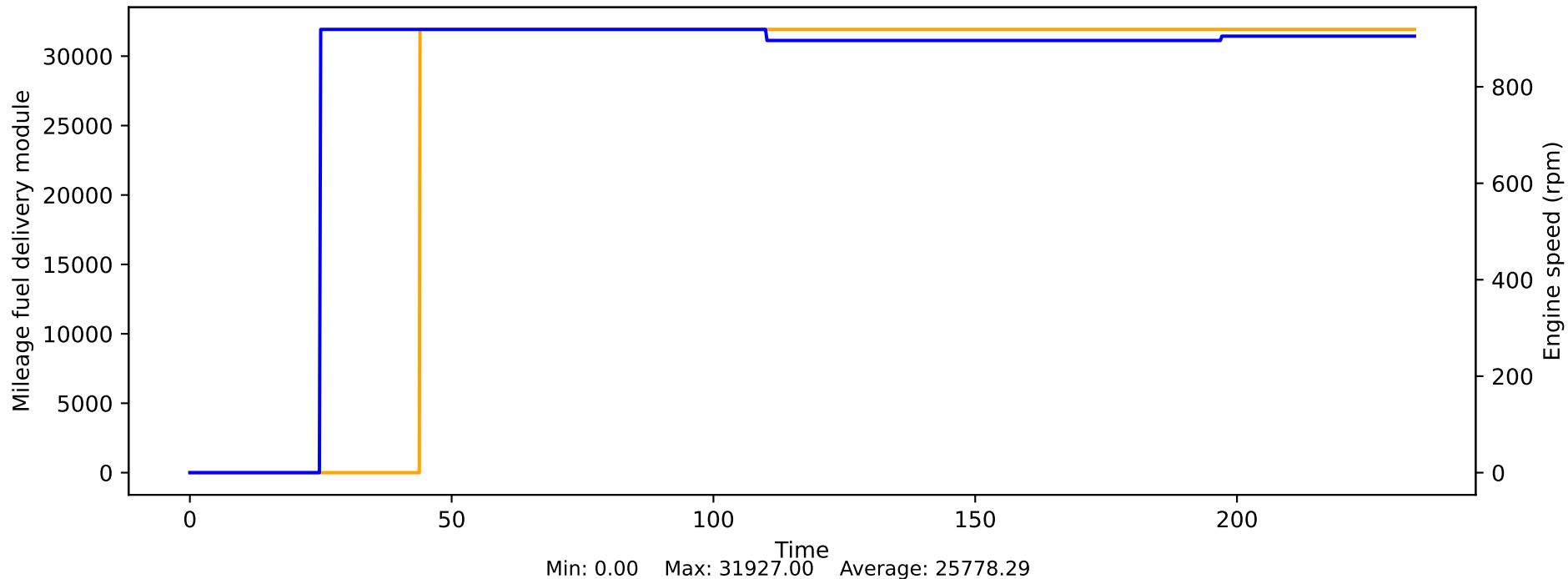
Measured engine temperature in the first start of the driving cycle, linearized and converted vs Engine speed



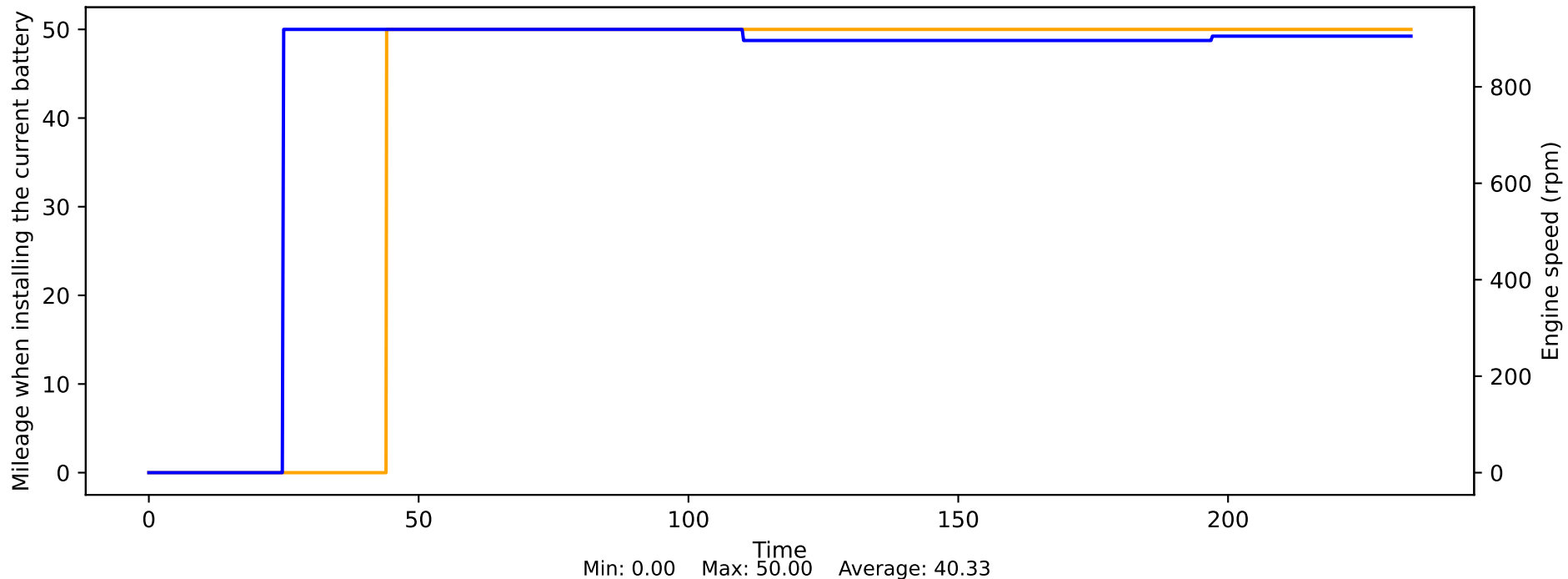
Medium voltage rail pressure sensor vs Engine speed



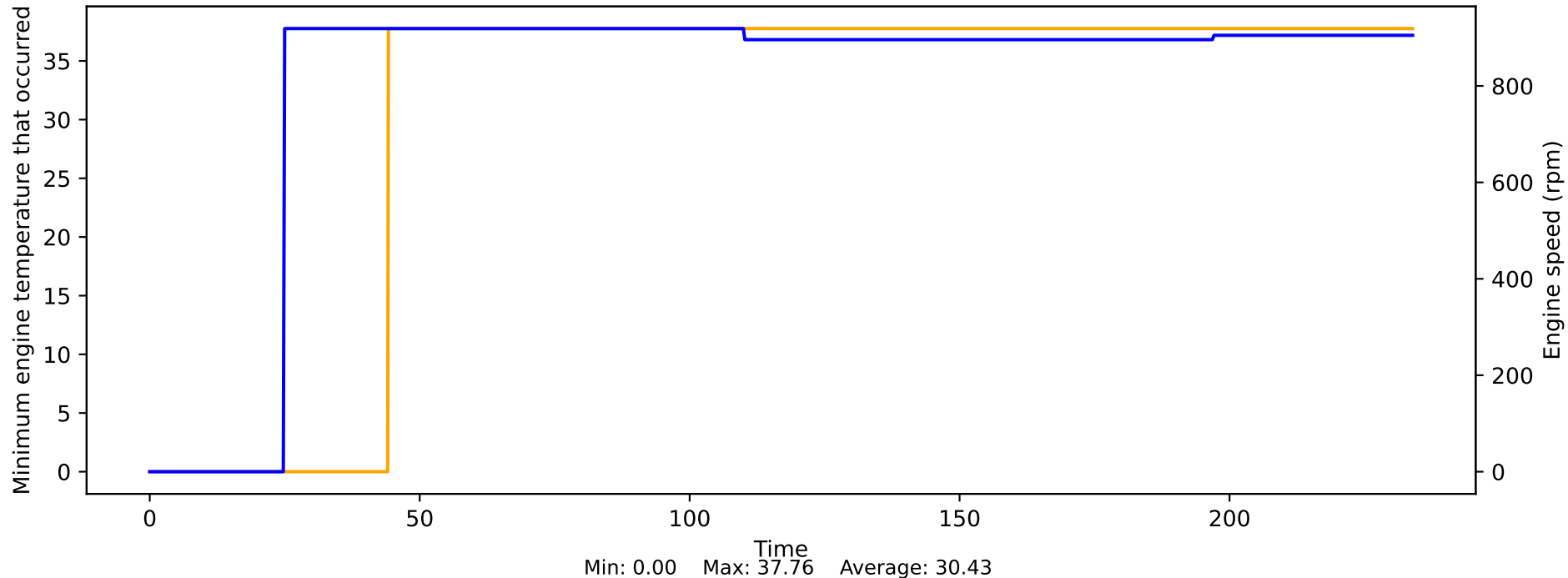
Mileage fuel delivery module vs Engine speed



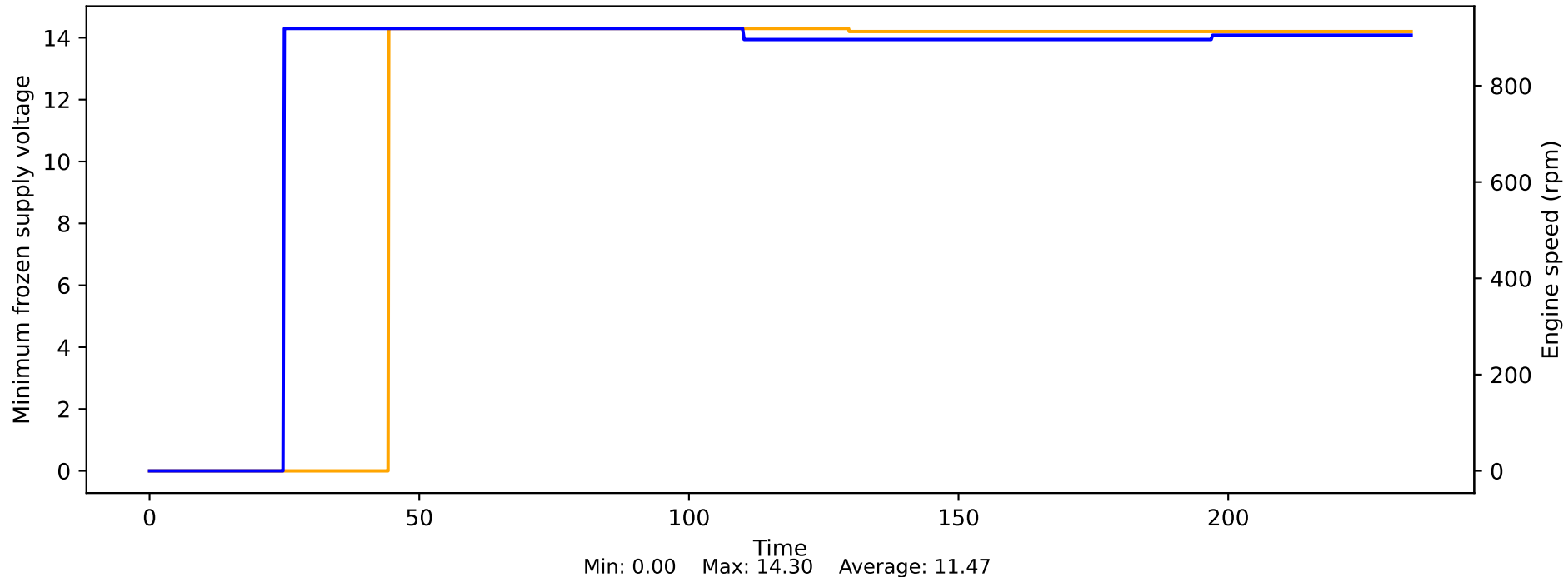
Mileage when installing the current battery vs Engine speed



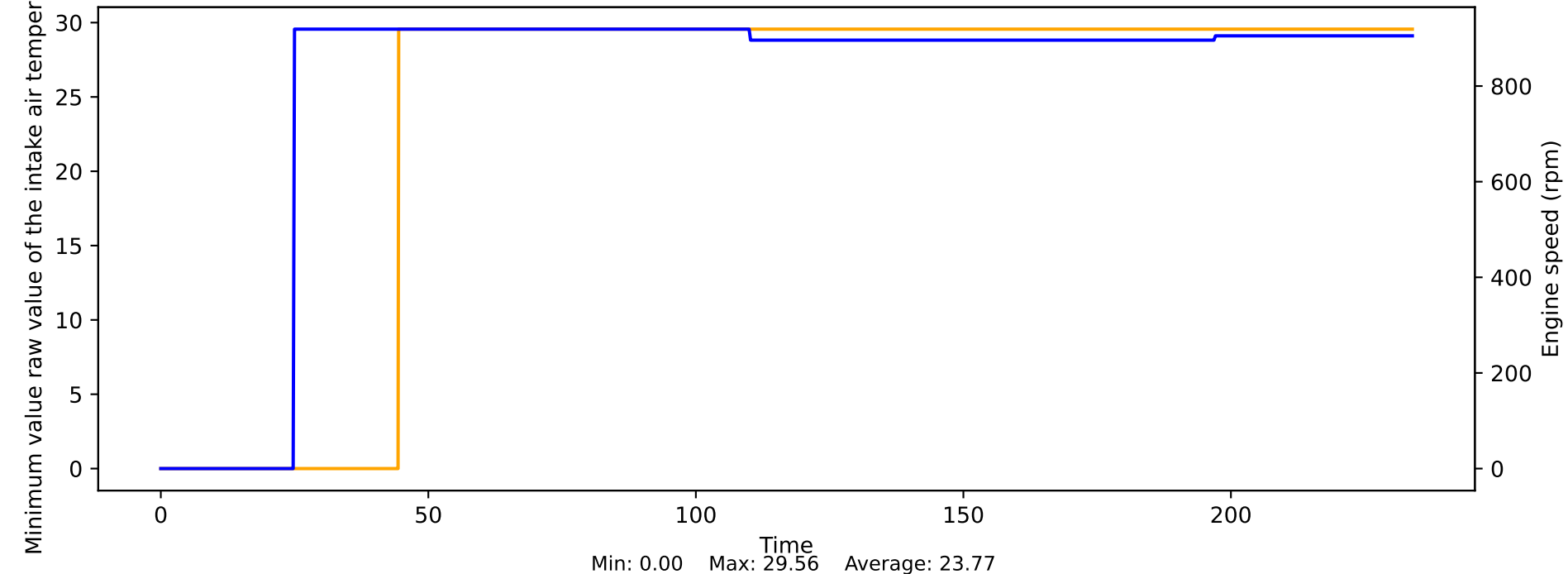
Minimum engine temperature that occurred vs Engine speed



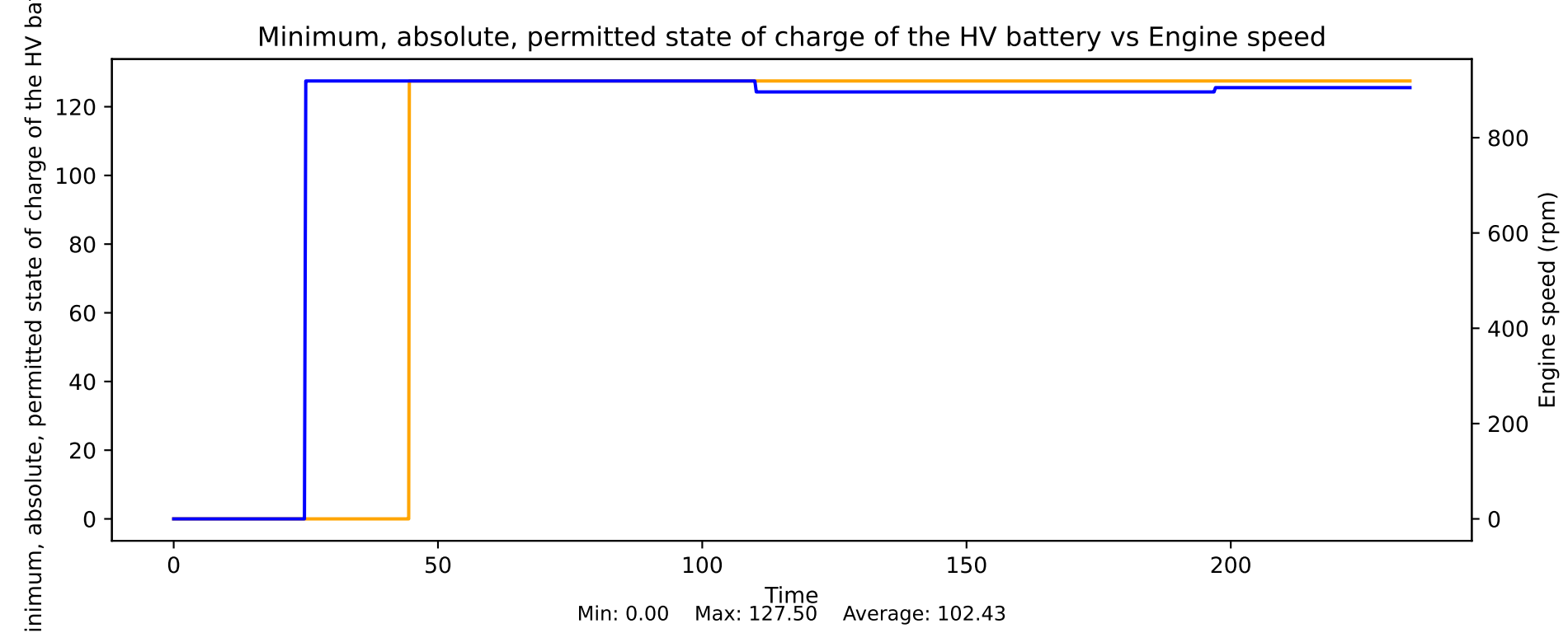
Minimum frozen supply voltage vs Engine speed



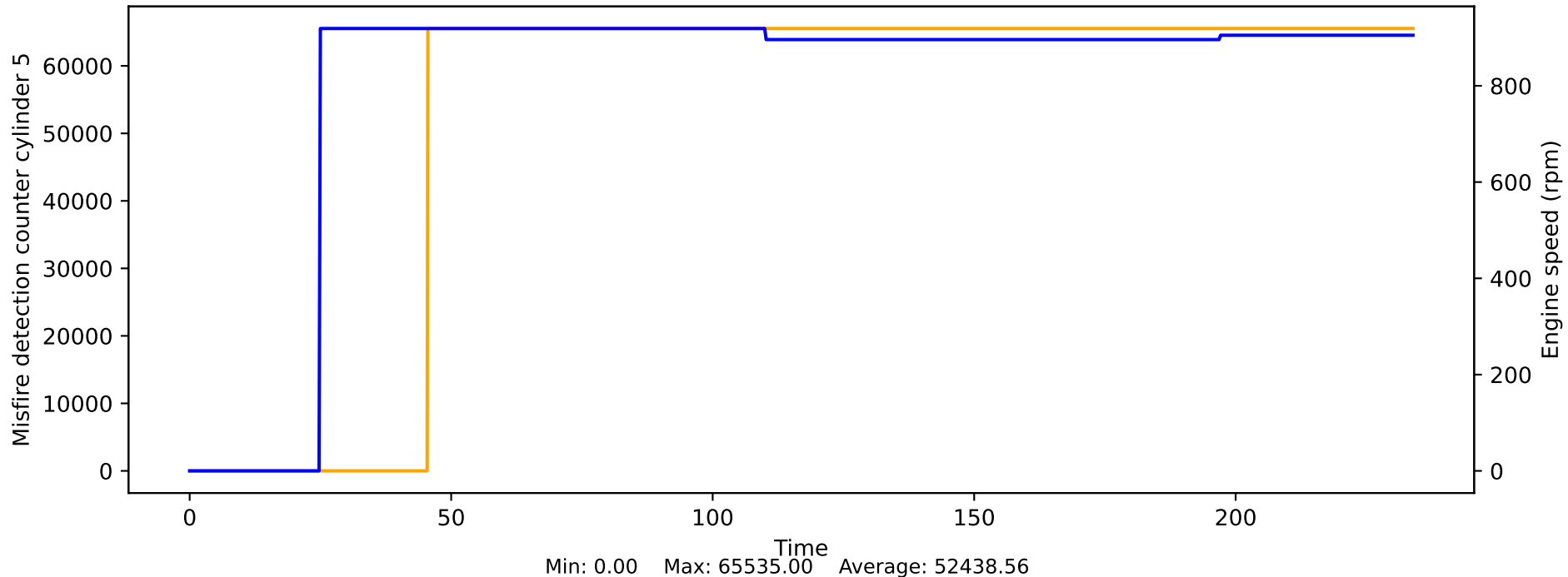
Minimum value raw value of the intake air temperature vs Engine speed



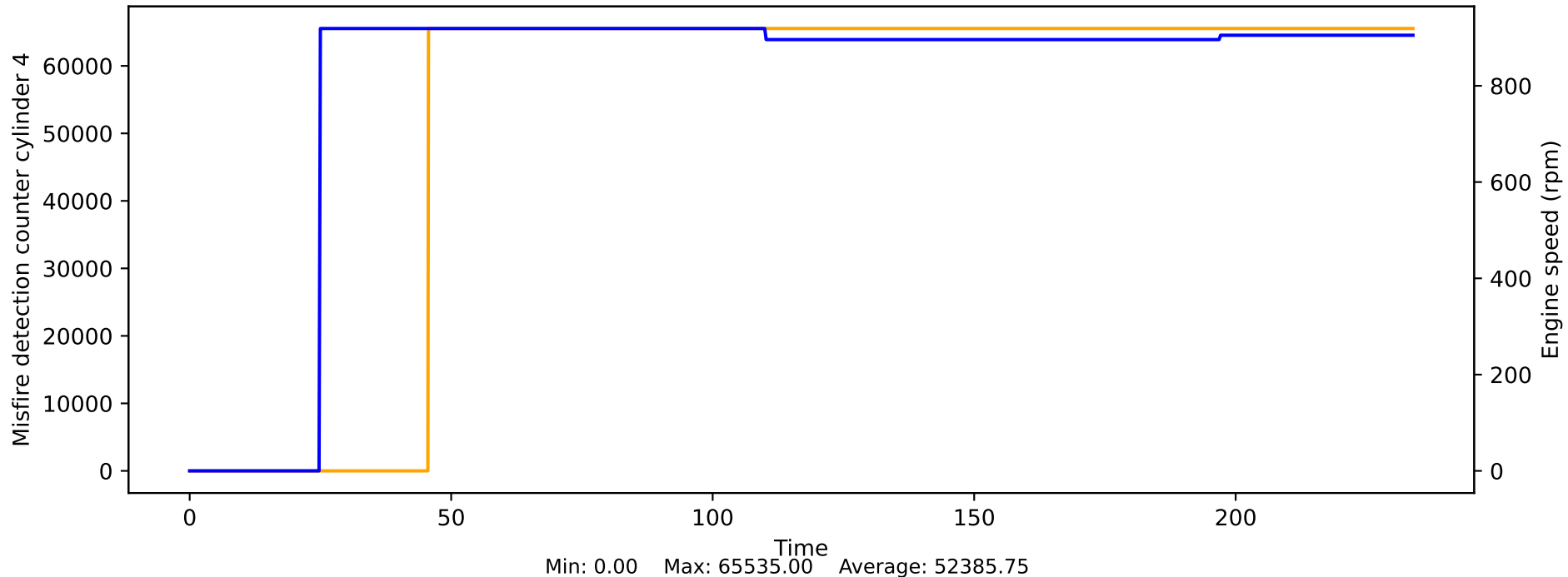
Minimum, absolute, permitted state of charge of the HV battery vs Engine speed



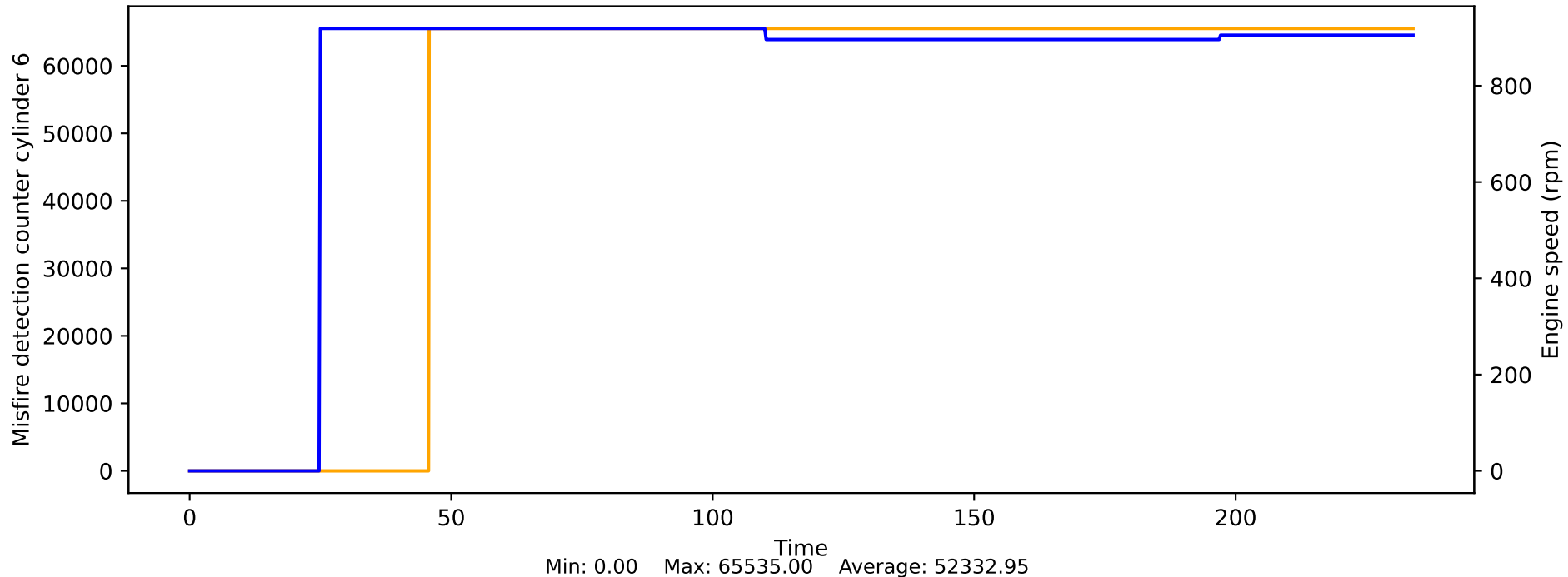
Misfire detection counter cylinder 5 vs Engine speed



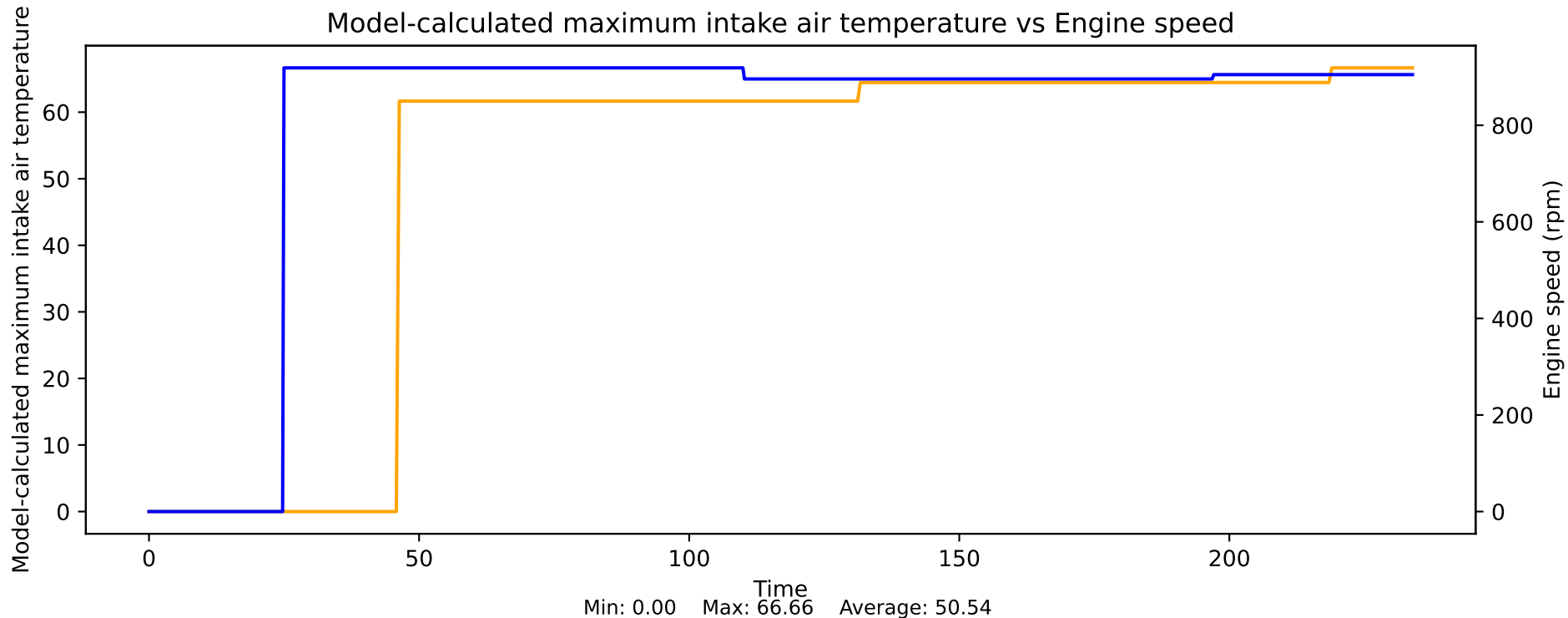
Misfire detection counter cylinder 4 vs Engine speed



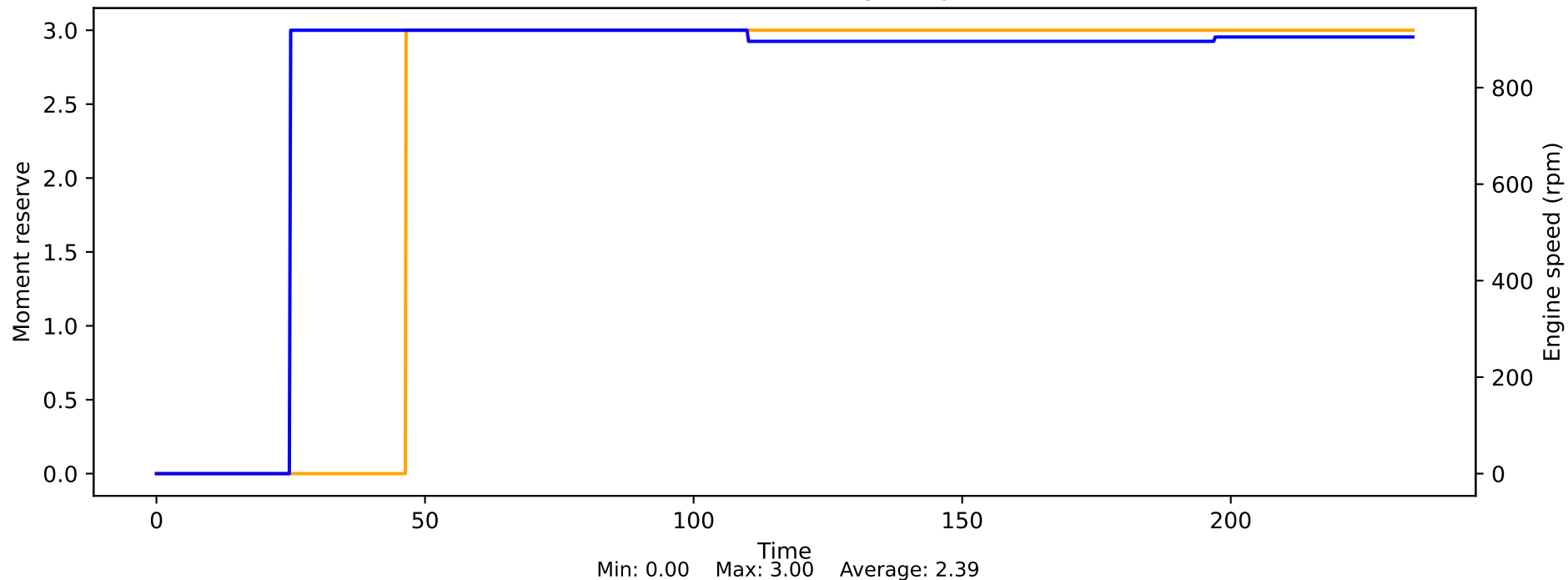
Misfire detection counter cylinder 6 vs Engine speed



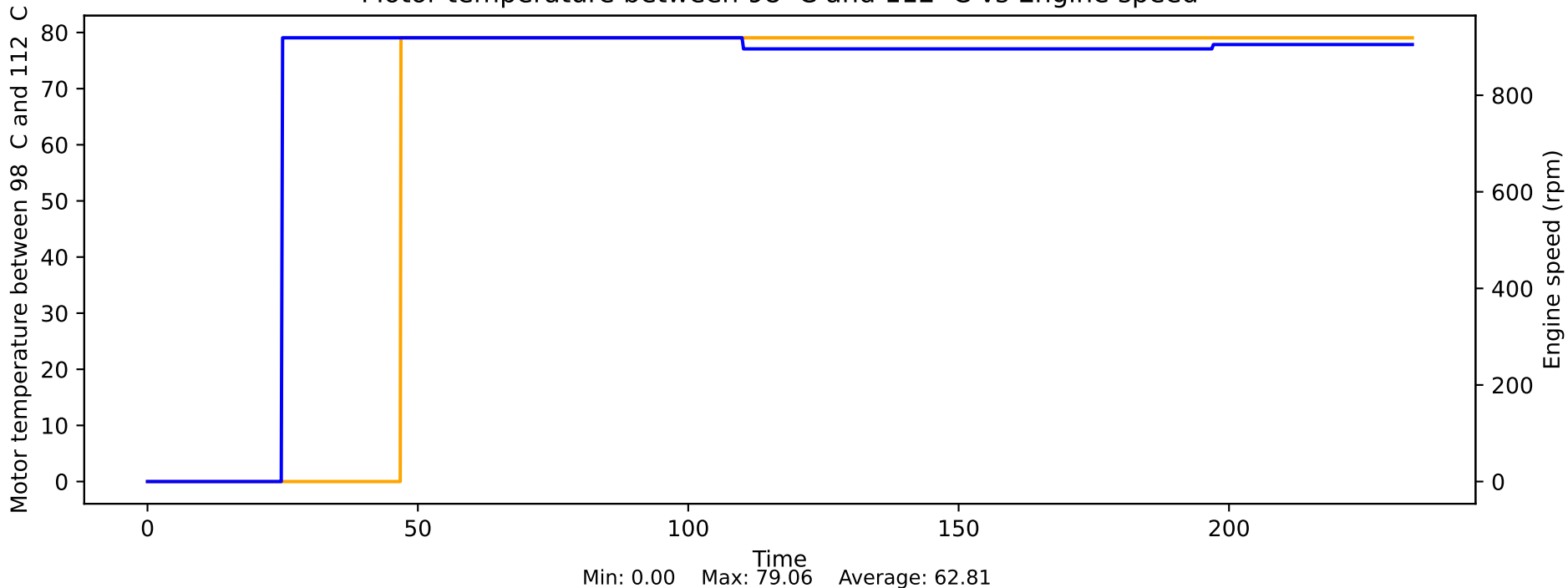
Model-calculated maximum intake air temperature vs Engine speed



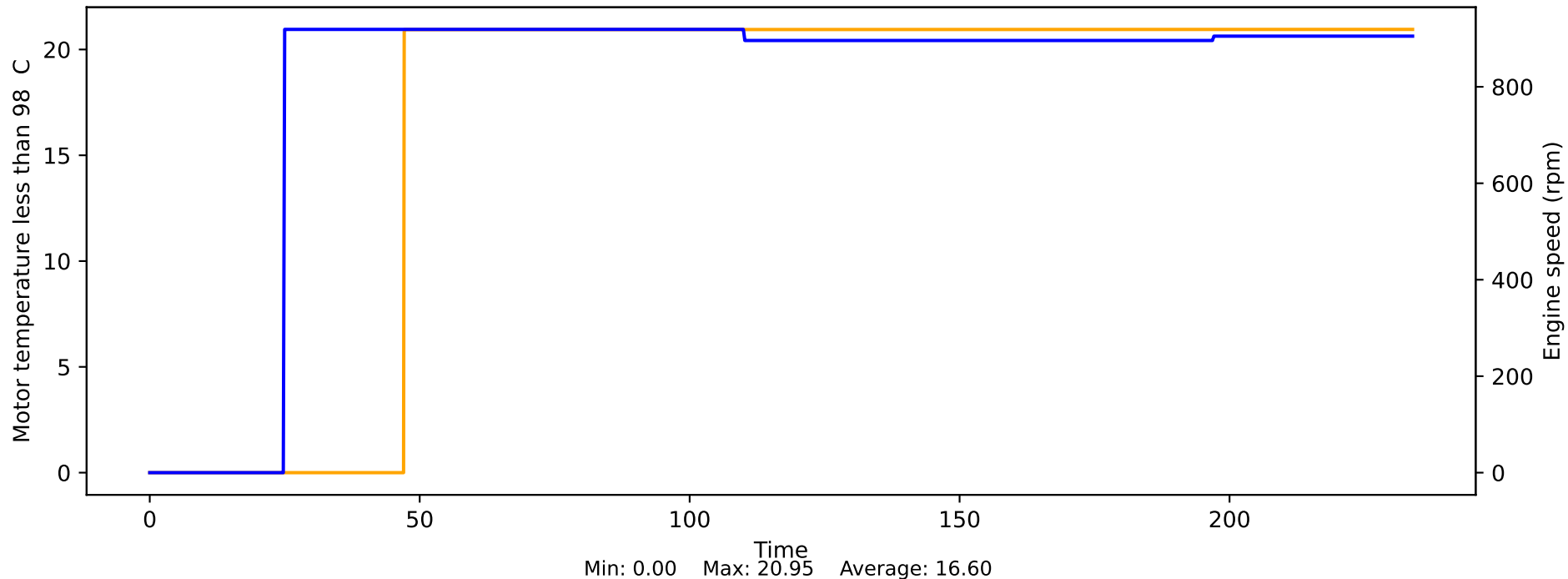
Moment reserve vs Engine speed



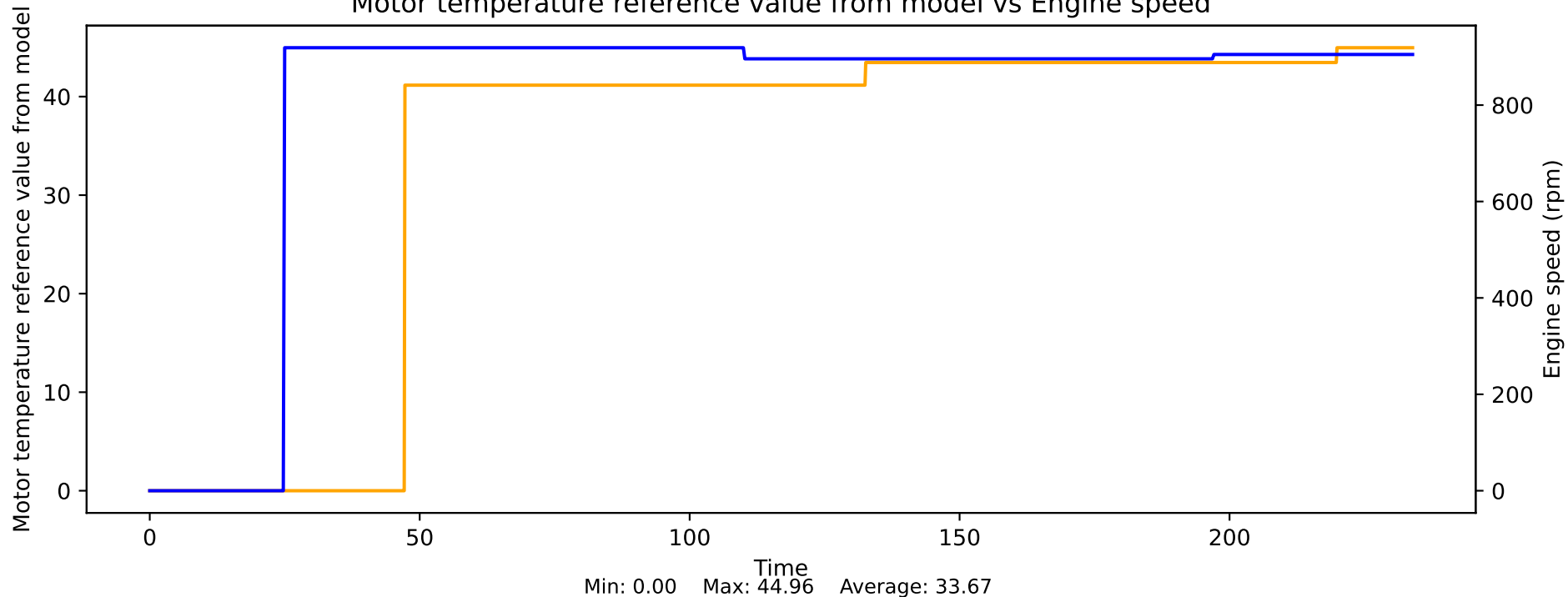
Motor temperature between 98 C and 112 C vs Engine speed



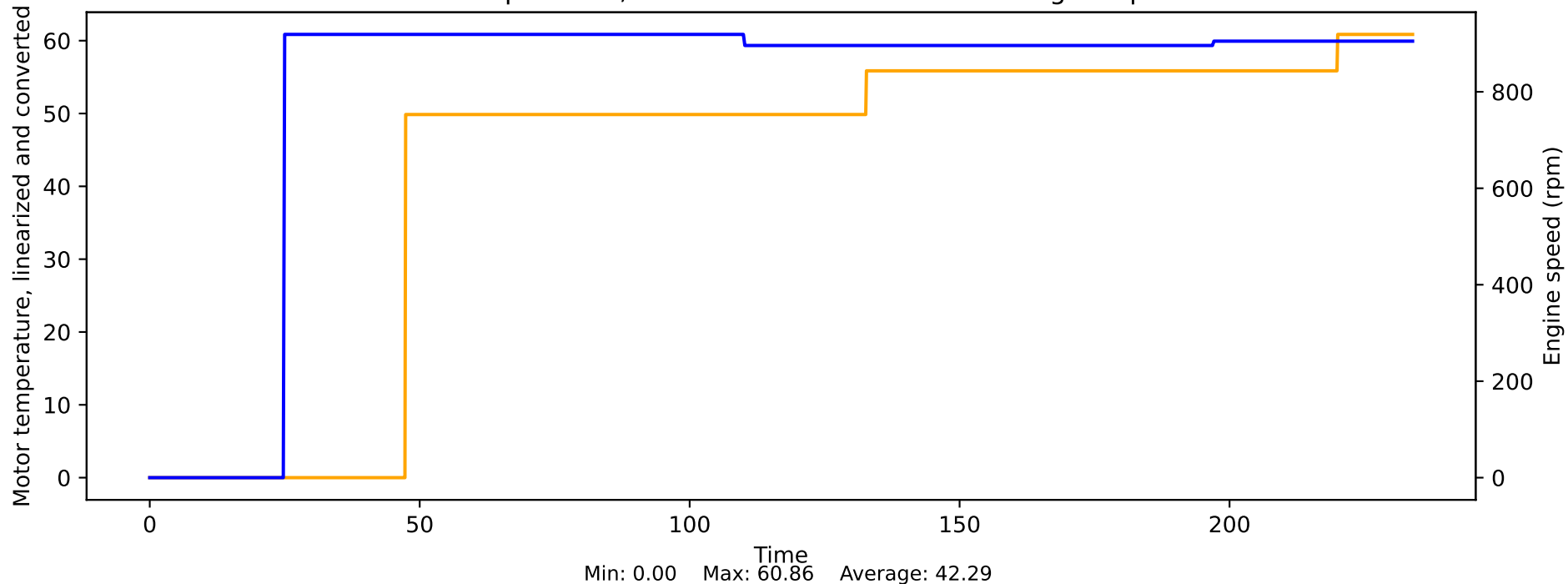
Motor temperature less than 98 C vs Engine speed



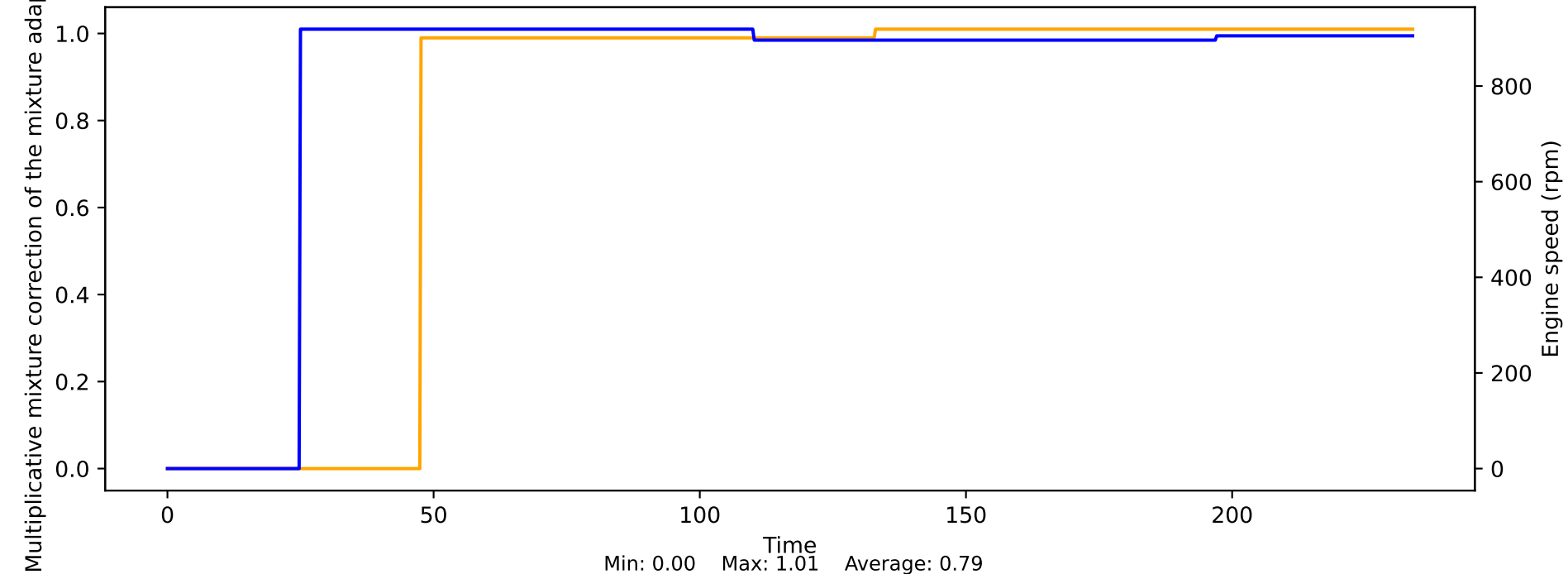
Motor temperature reference value from model vs Engine speed



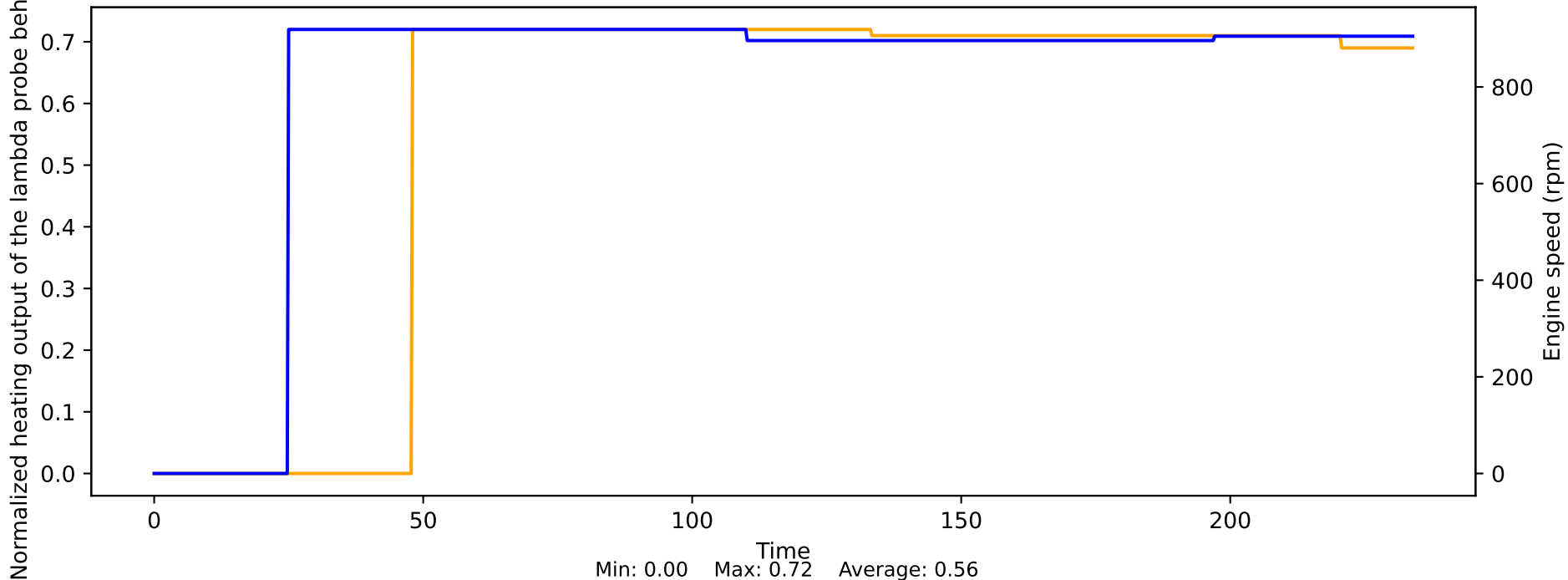
Motor temperature, linearized and converted vs Engine speed



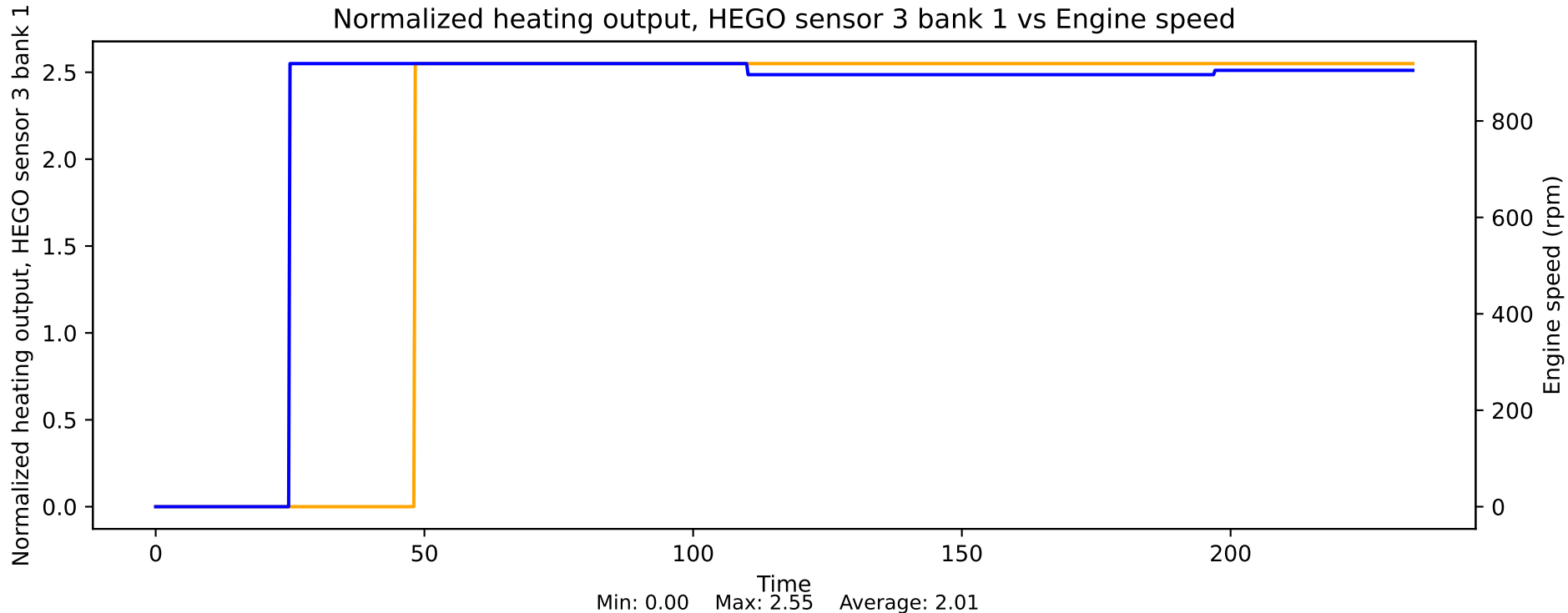
Multiplicative mixture correction of the mixture adaptation vs Engine speed



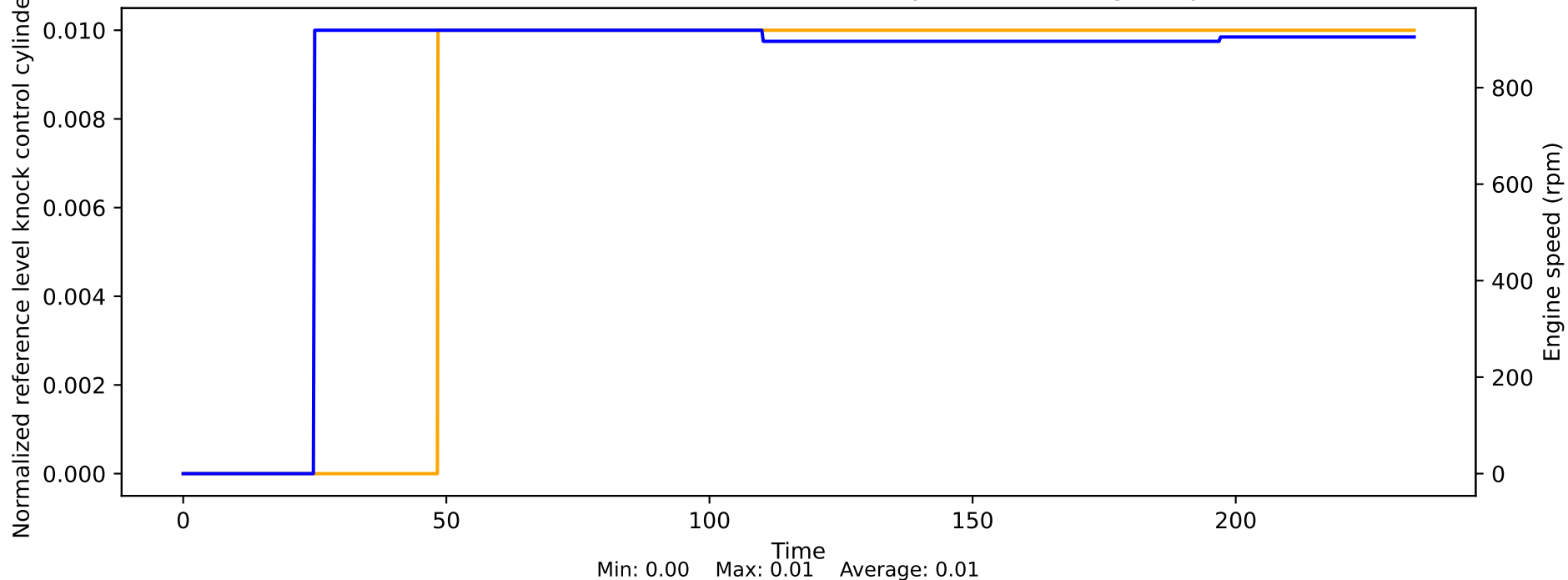
Normalized heating output of the lambda probe behind cat vs Engine speed



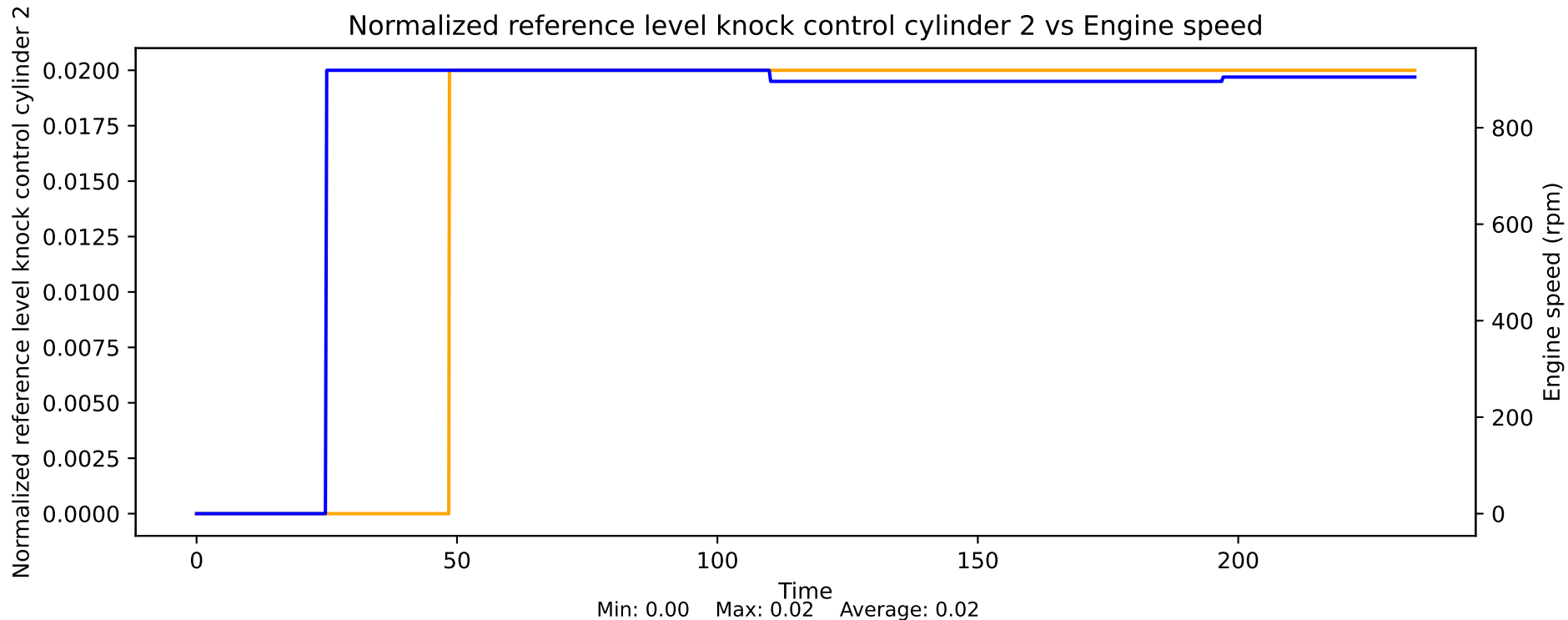
Normalized heating output, HEGO sensor 3 bank 1 vs Engine speed



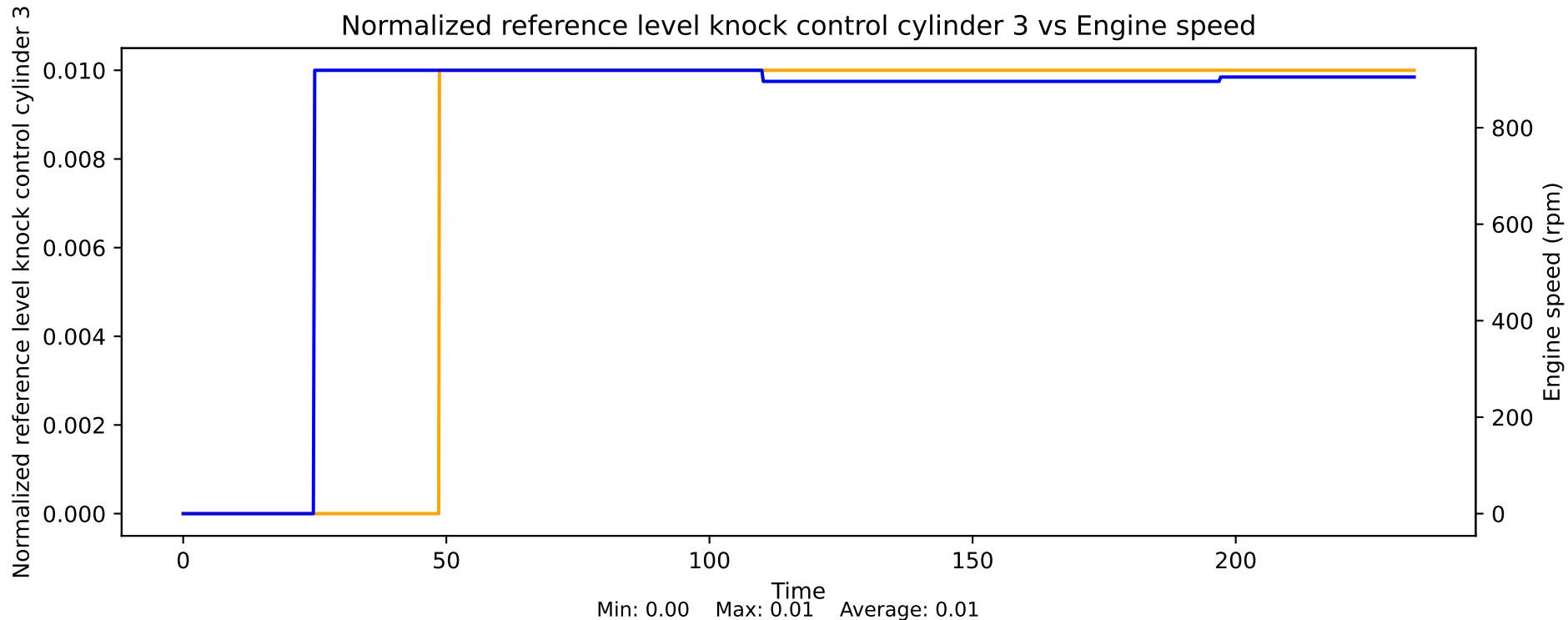
Normalized reference level knock control cylinder 1 vs Engine speed



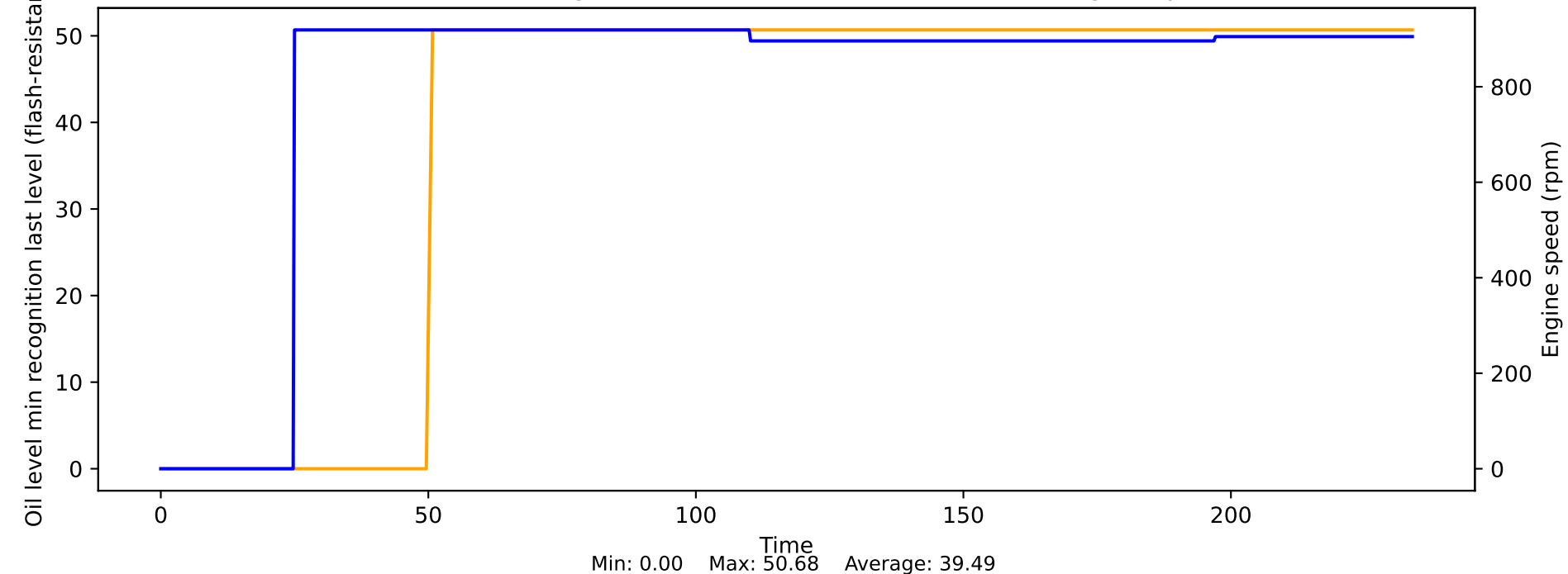
Normalized reference level knock control cylinder 2 vs Engine speed



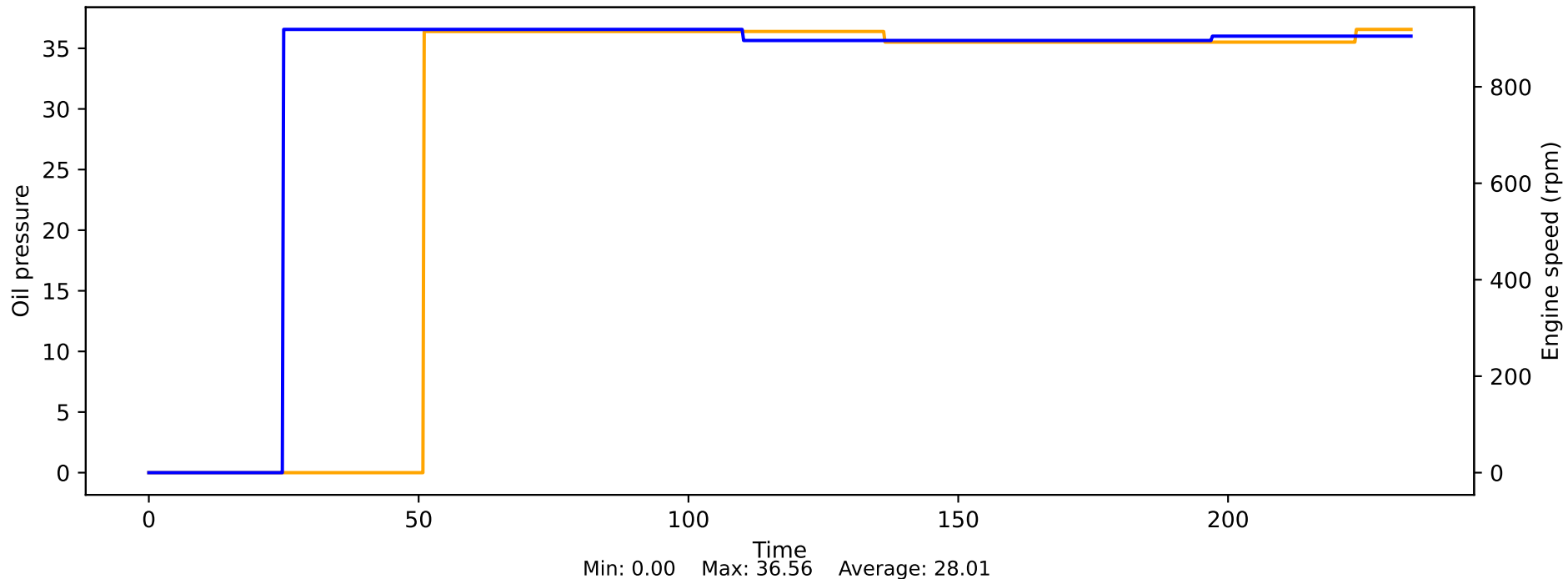
Normalized reference level knock control cylinder 3 vs Engine speed



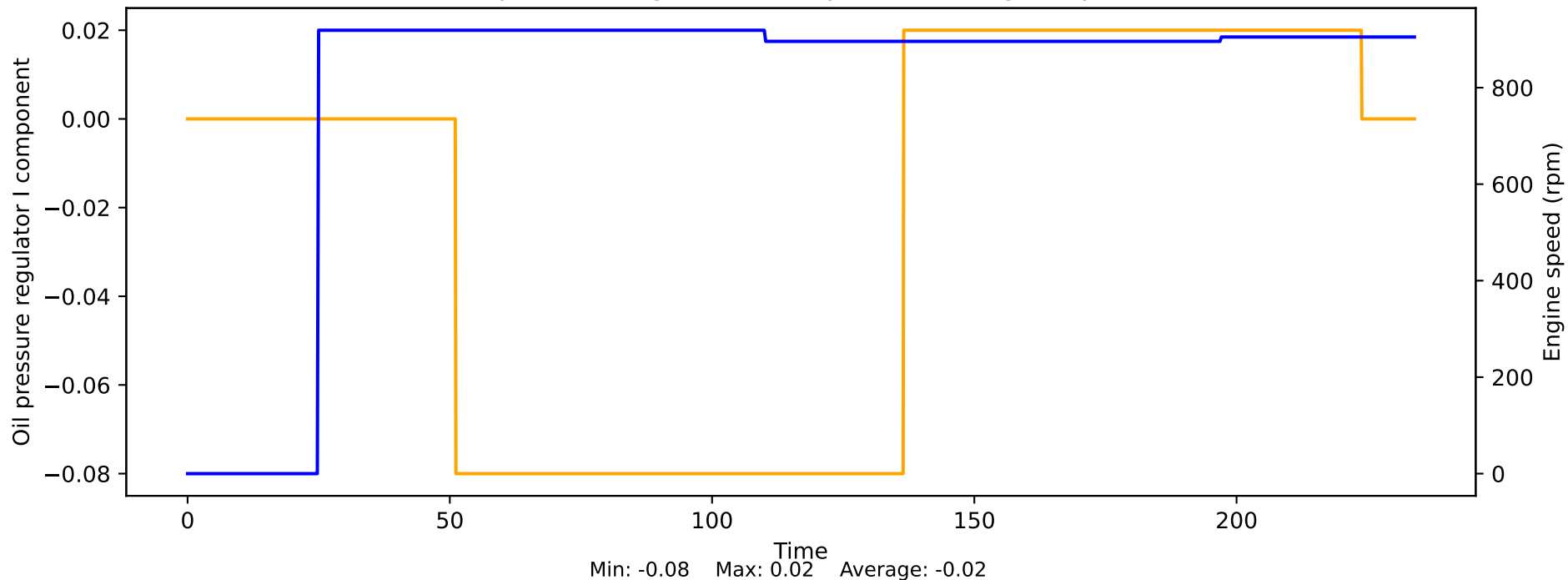
Oil level min recognition last level (flash-resistant) vs Engine speed



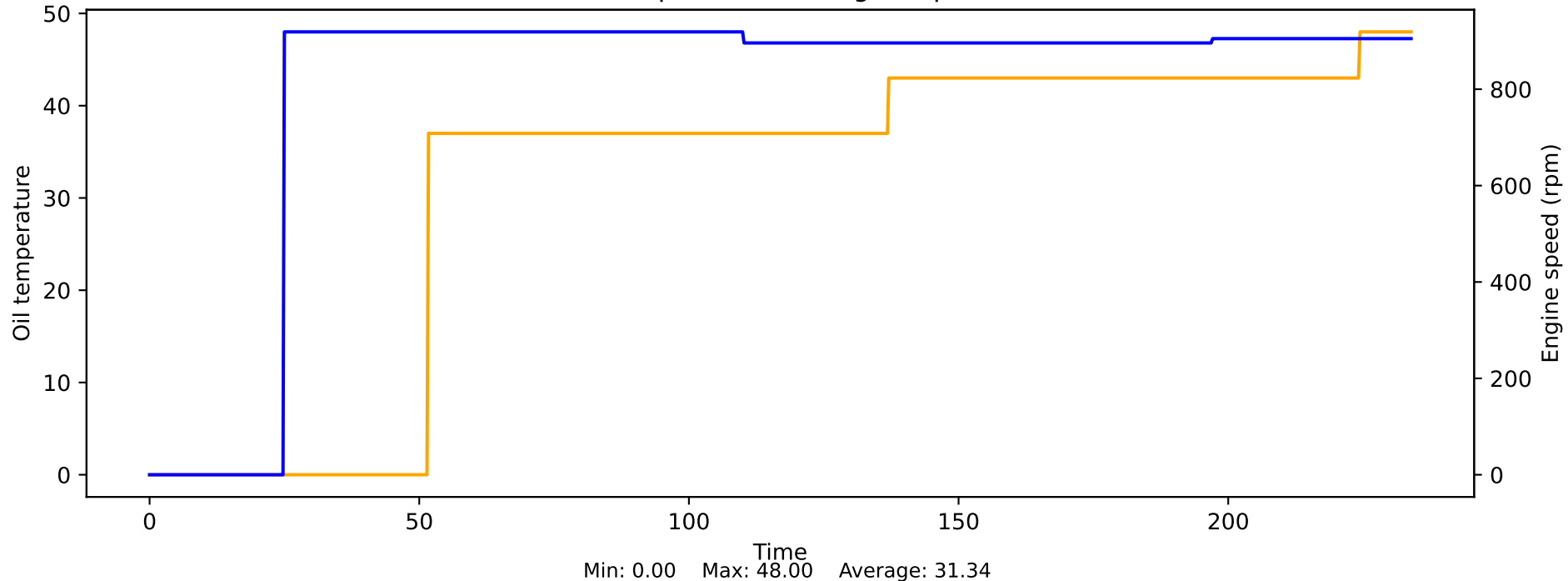
Oil pressure vs Engine speed



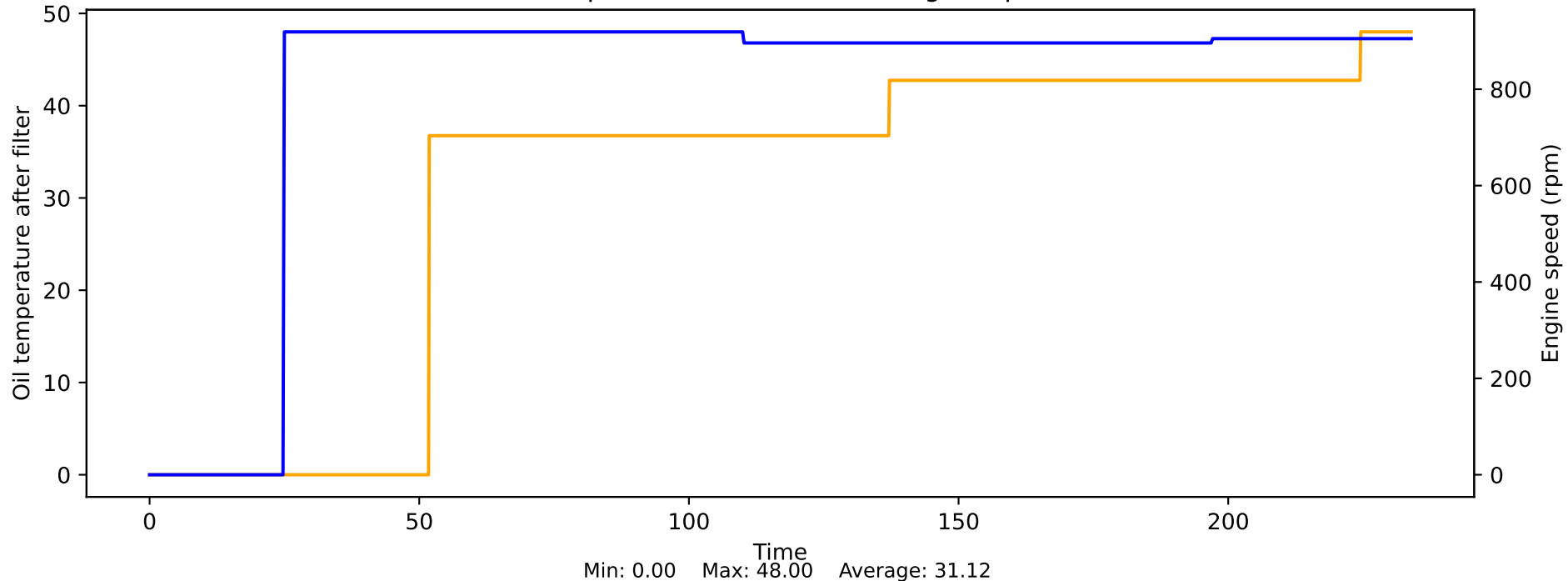
Oil pressure regulator I component vs Engine speed



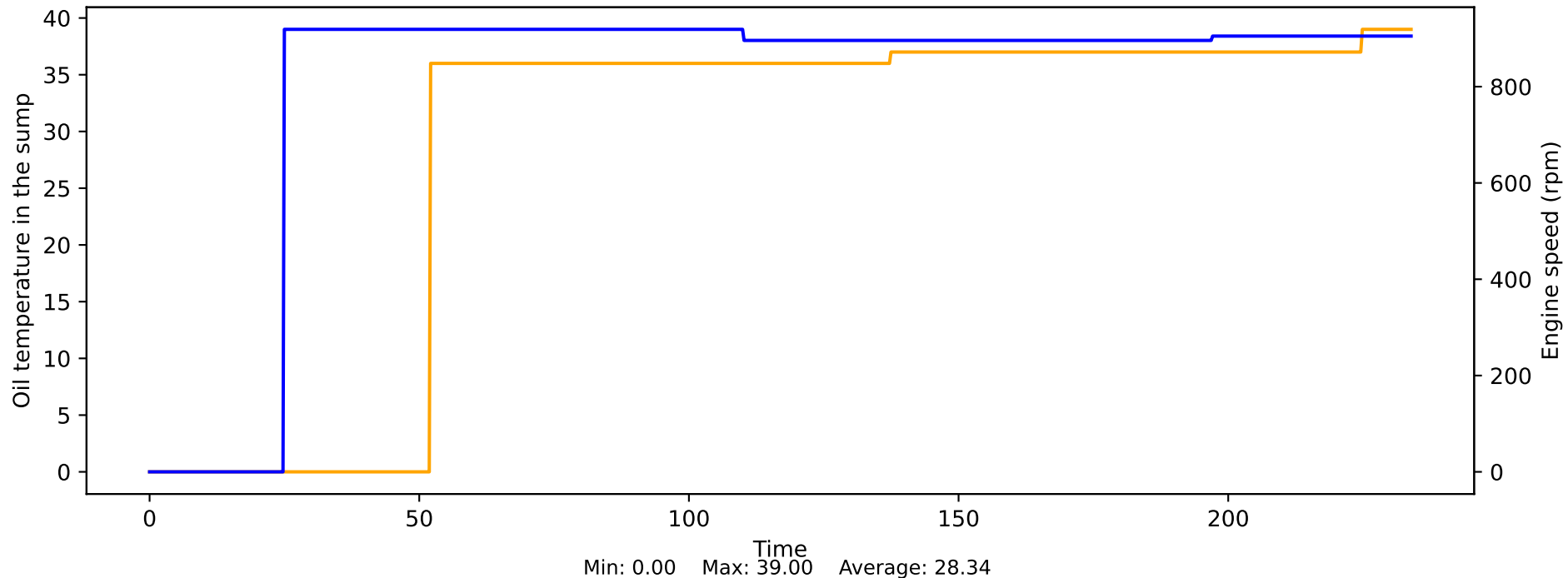
Oil temperature vs Engine speed



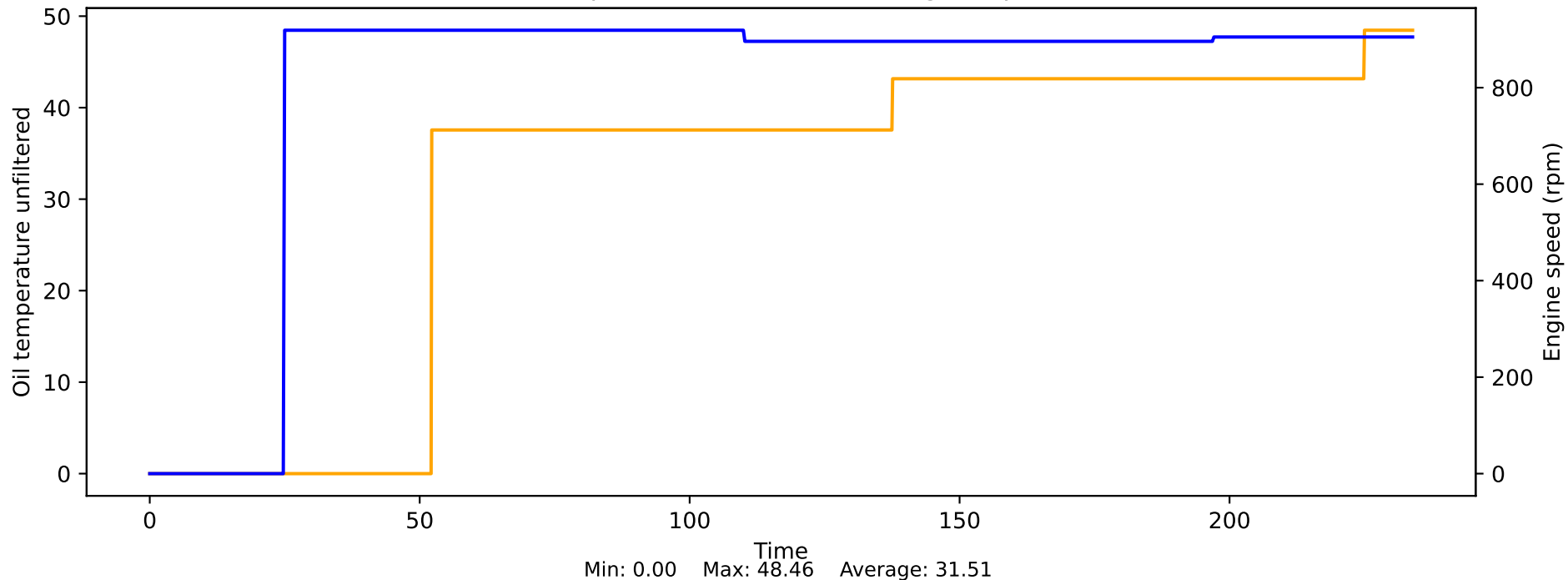
Oil temperature after filter vs Engine speed



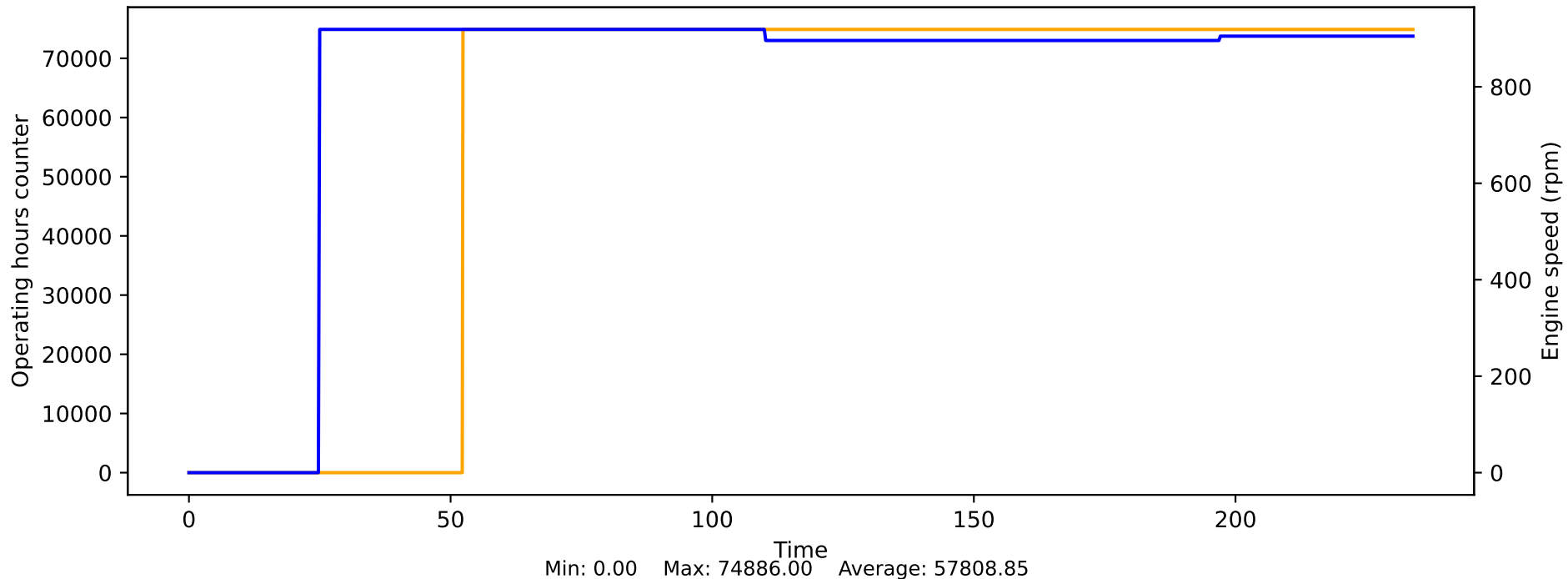
Oil temperature in the sump vs Engine speed



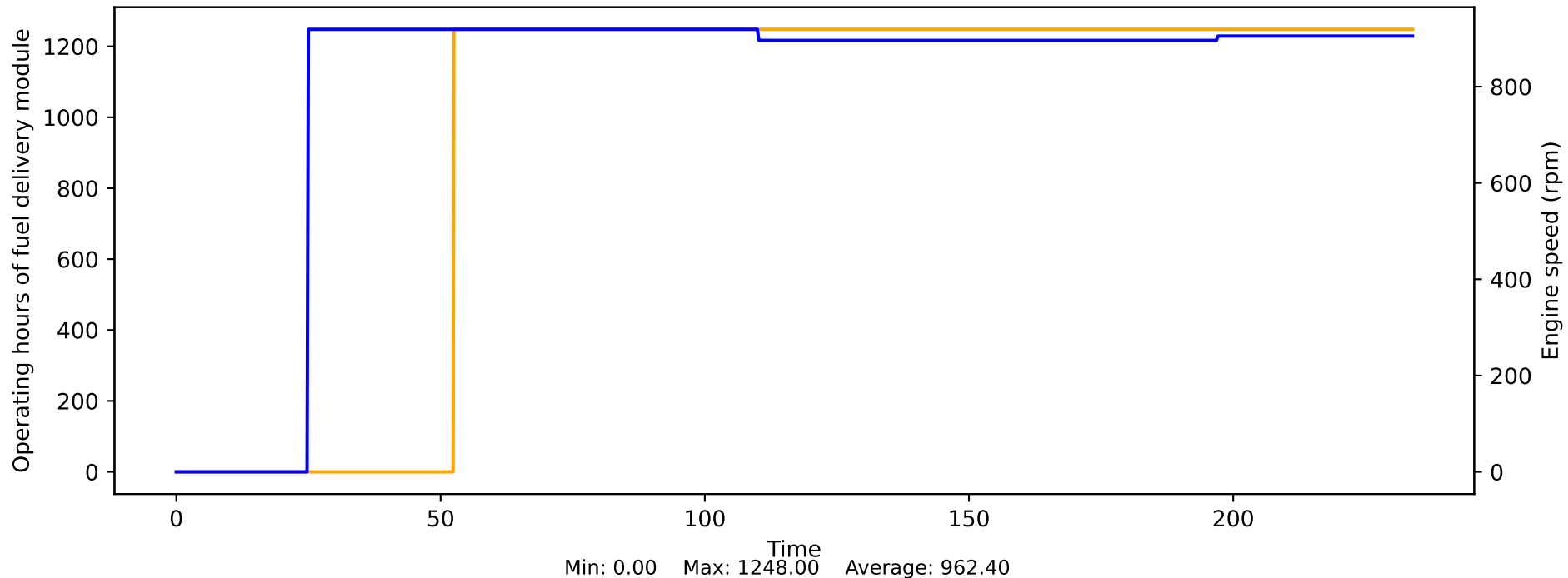
Oil temperature unfiltered vs Engine speed



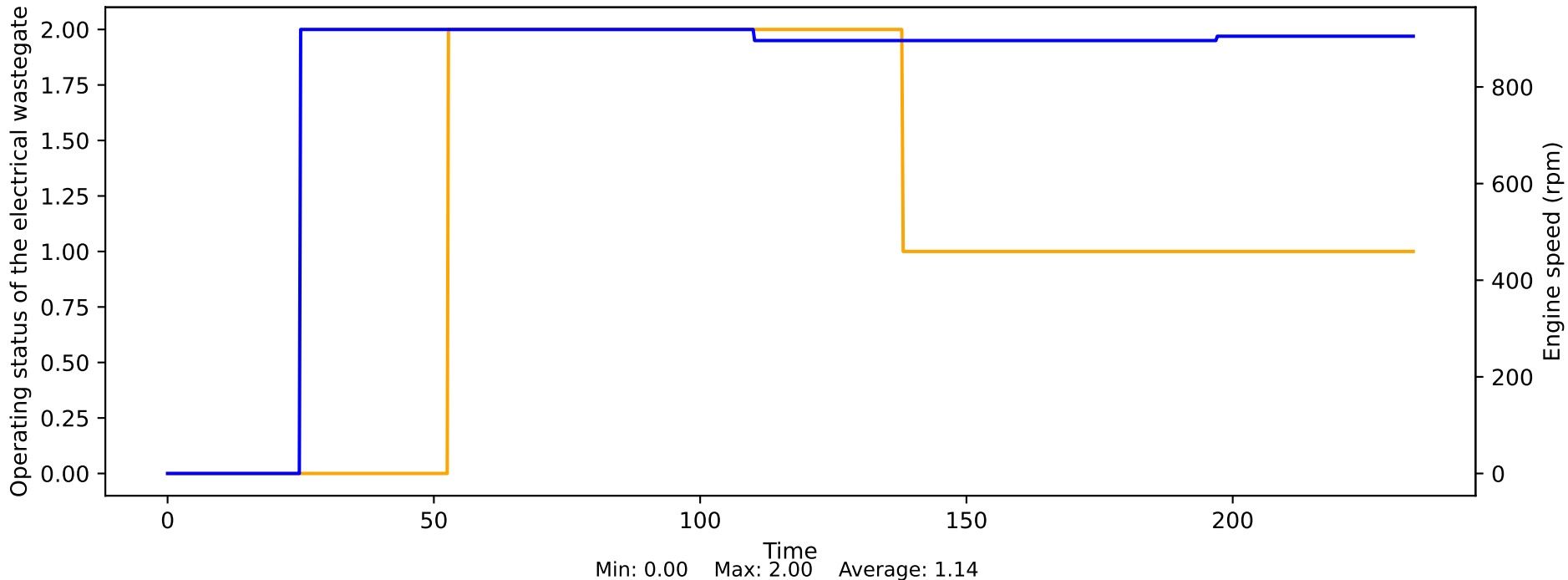
Operating hours counter vs Engine speed

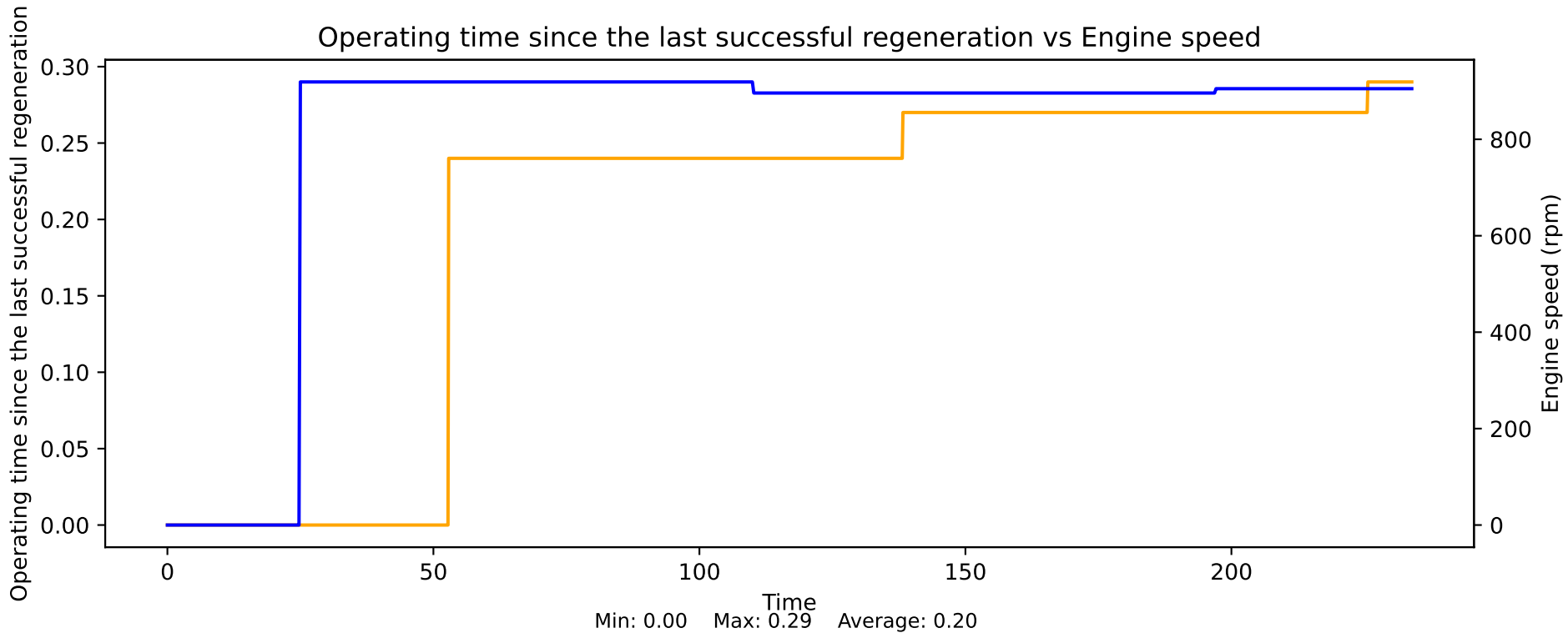


Operating hours of fuel delivery module vs Engine speed

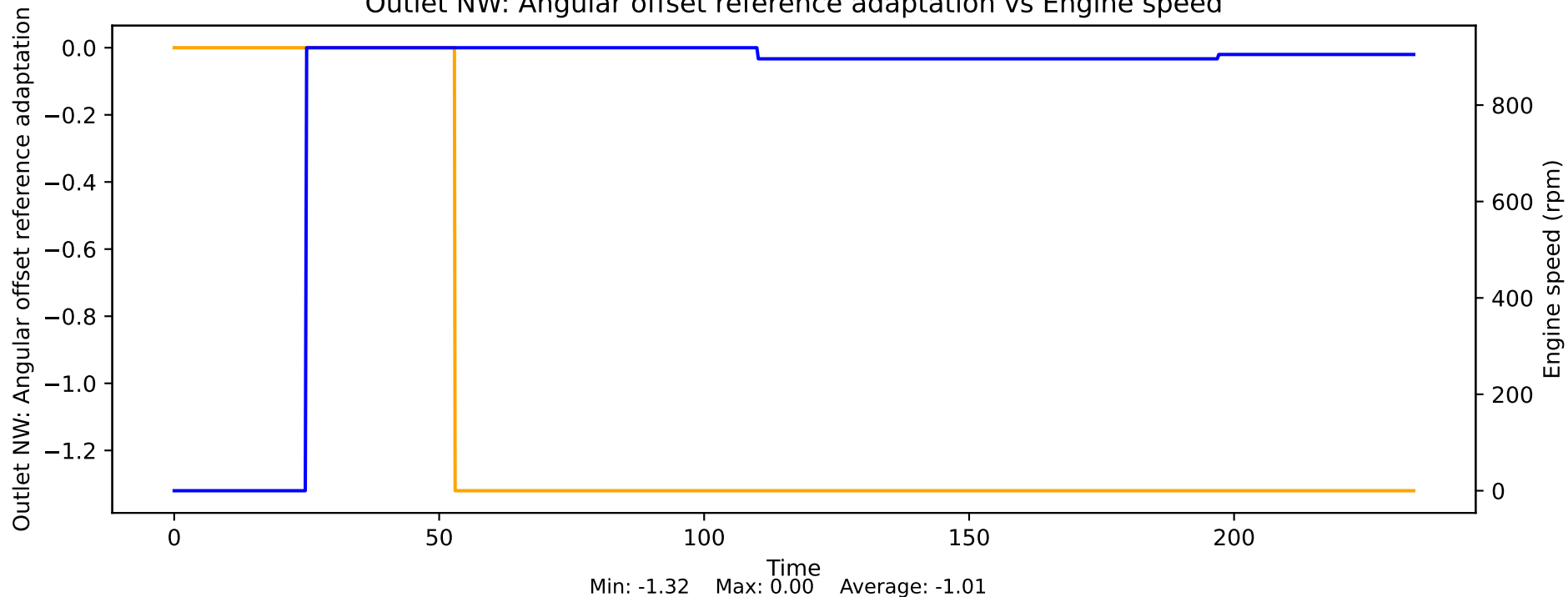


Operating status of the electrical wastegate vs Engine speed

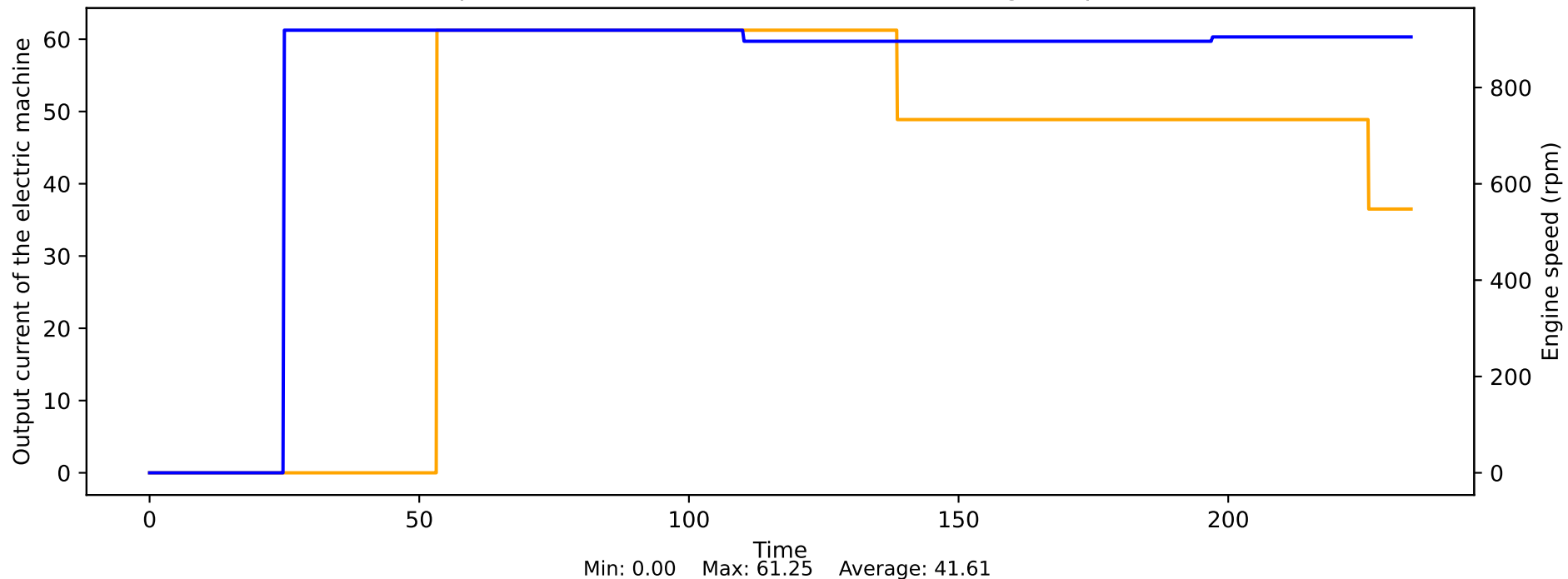




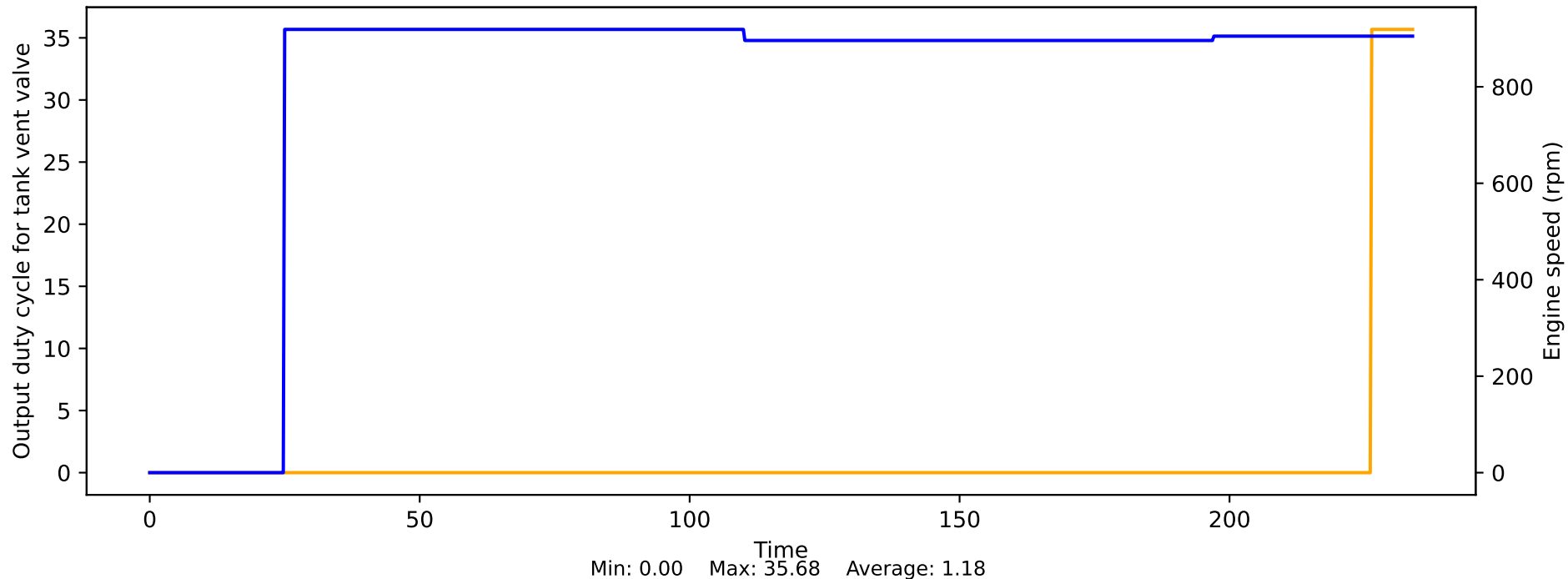
Outlet NW: Angular offset reference adaptation vs Engine speed



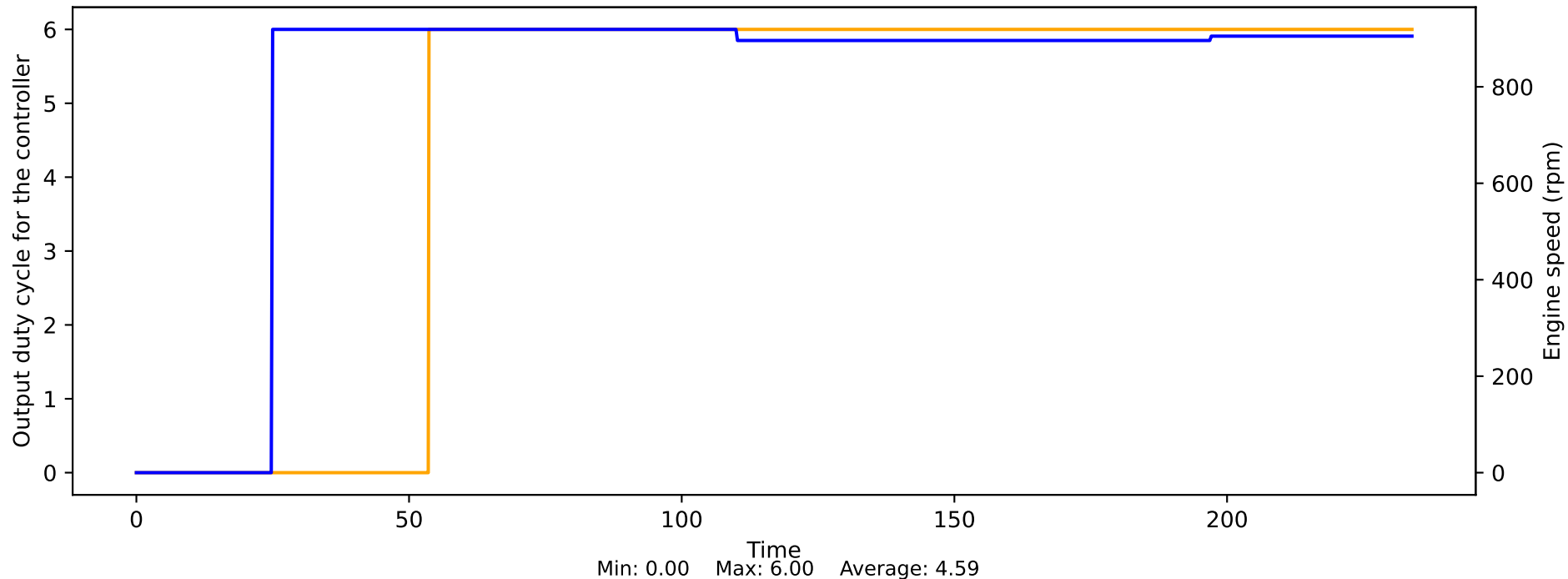
Output current of the electric machine vs Engine speed



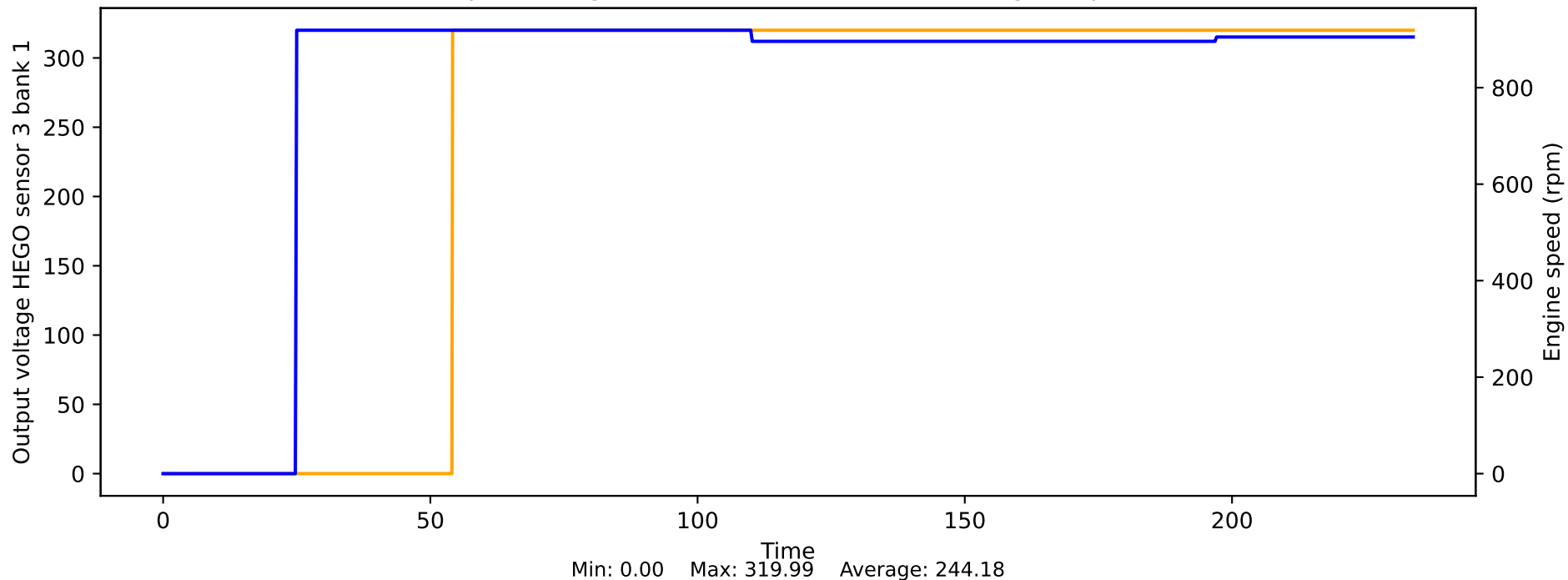
Output duty cycle for tank vent valve vs Engine speed



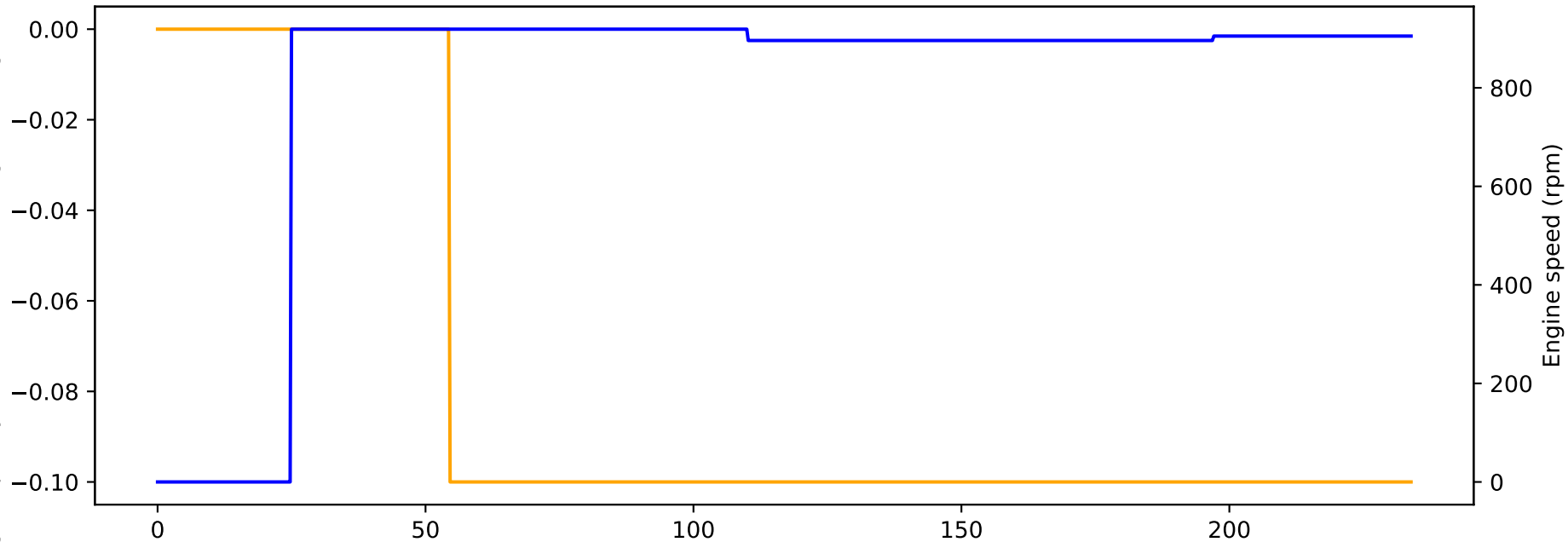
Output duty cycle for the controller vs Engine speed



Output voltage HEGO sensor 3 bank 1 vs Engine speed

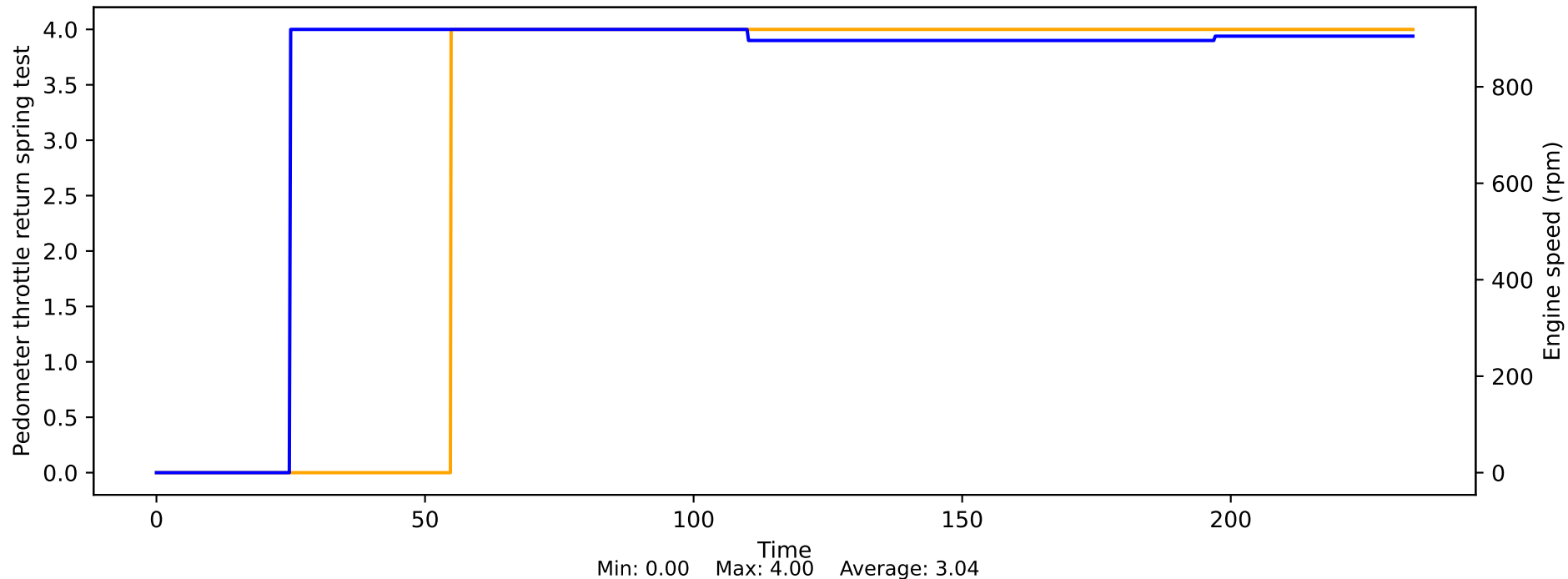


Oxygen storage capacity of the cat for cat diagnosis, high range, Cat2BANK 1 vs Engine speed

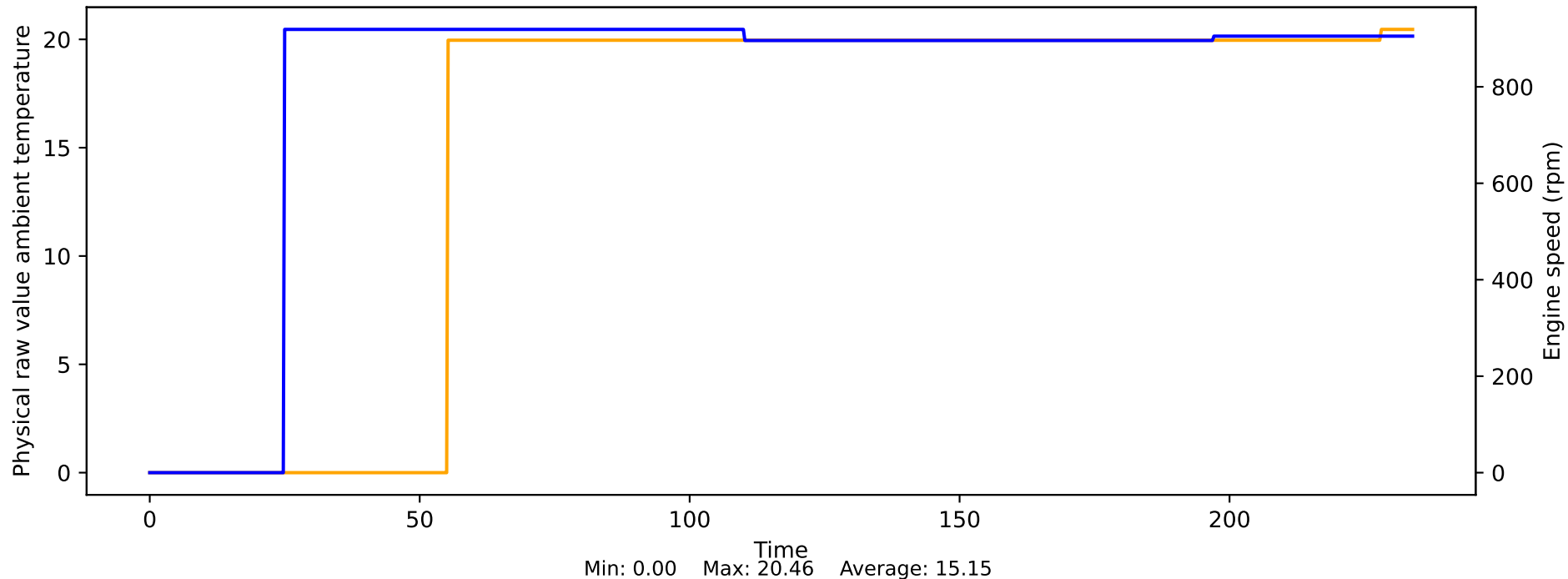


Time
Min: -0.10 Max: 0.00 Average: -0.08

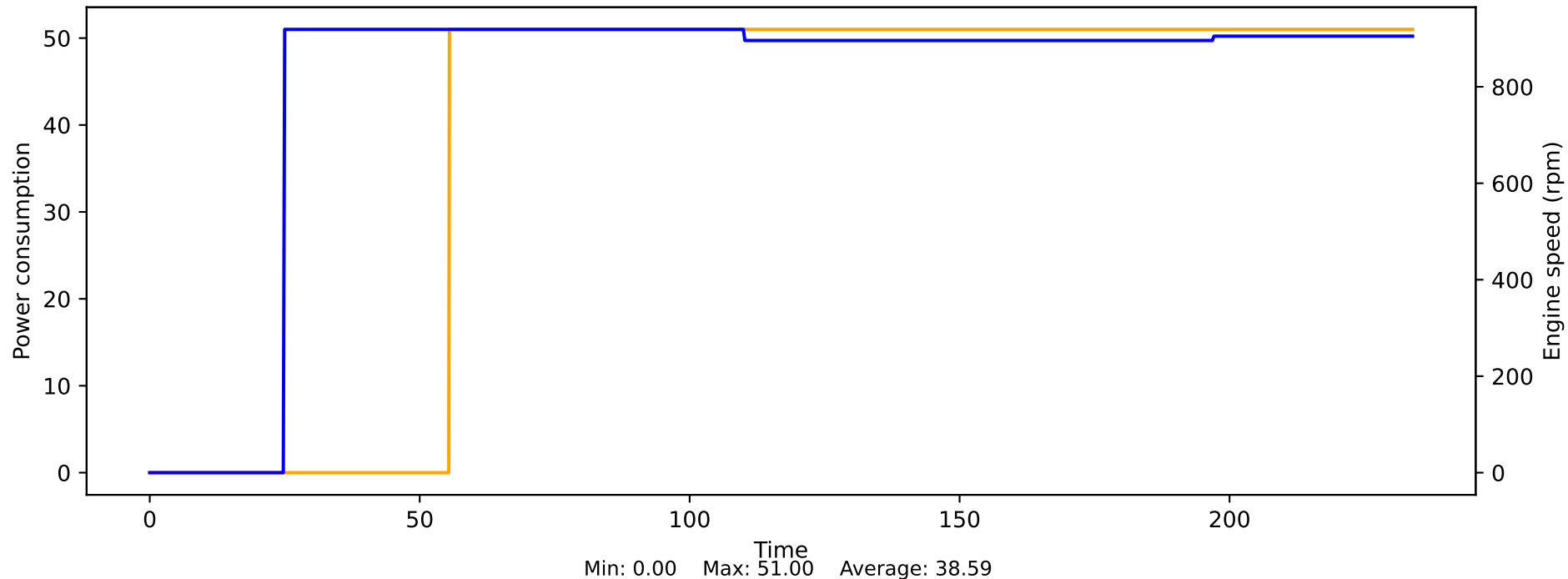
Pedometer throttle return spring test vs Engine speed



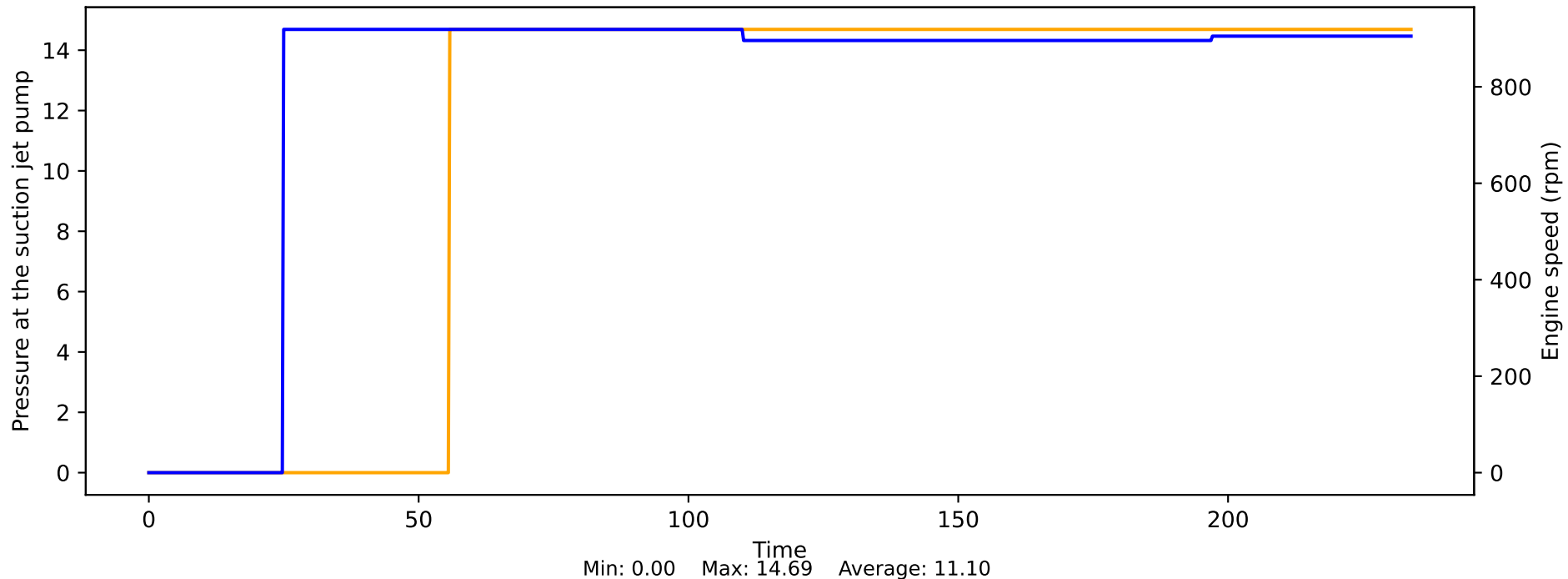
Physical raw value ambient temperature vs Engine speed



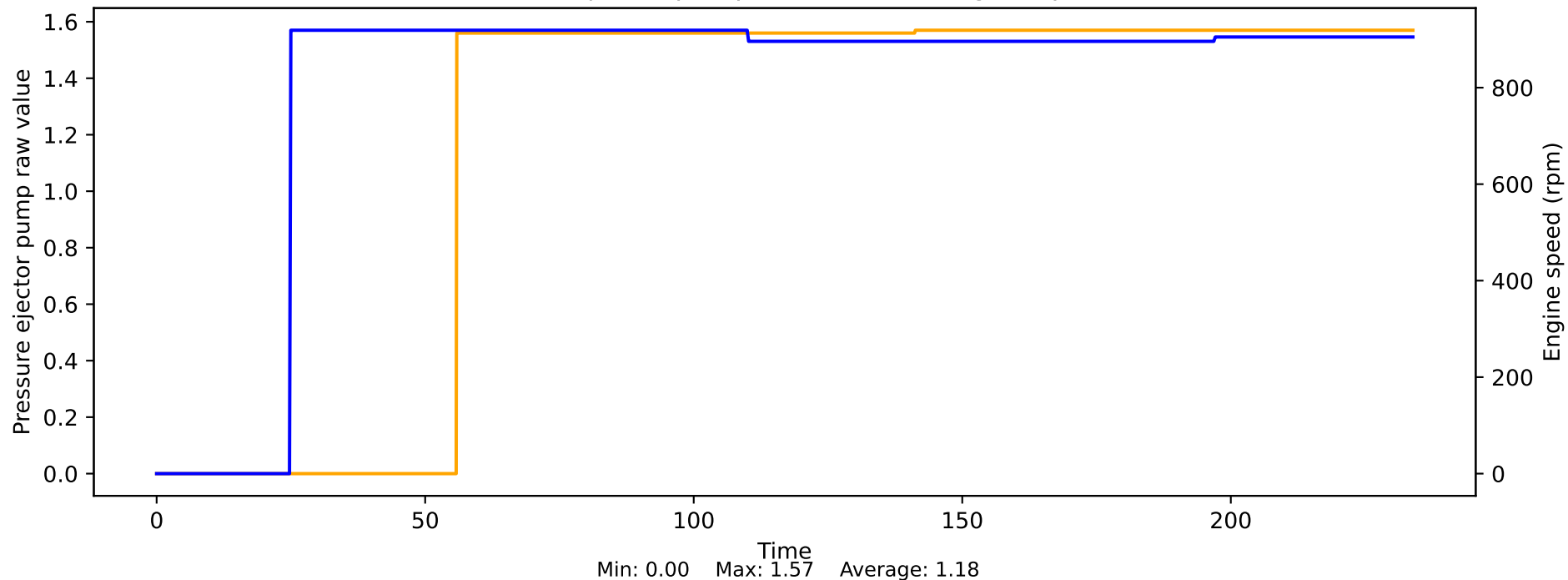
Power consumption vs Engine speed



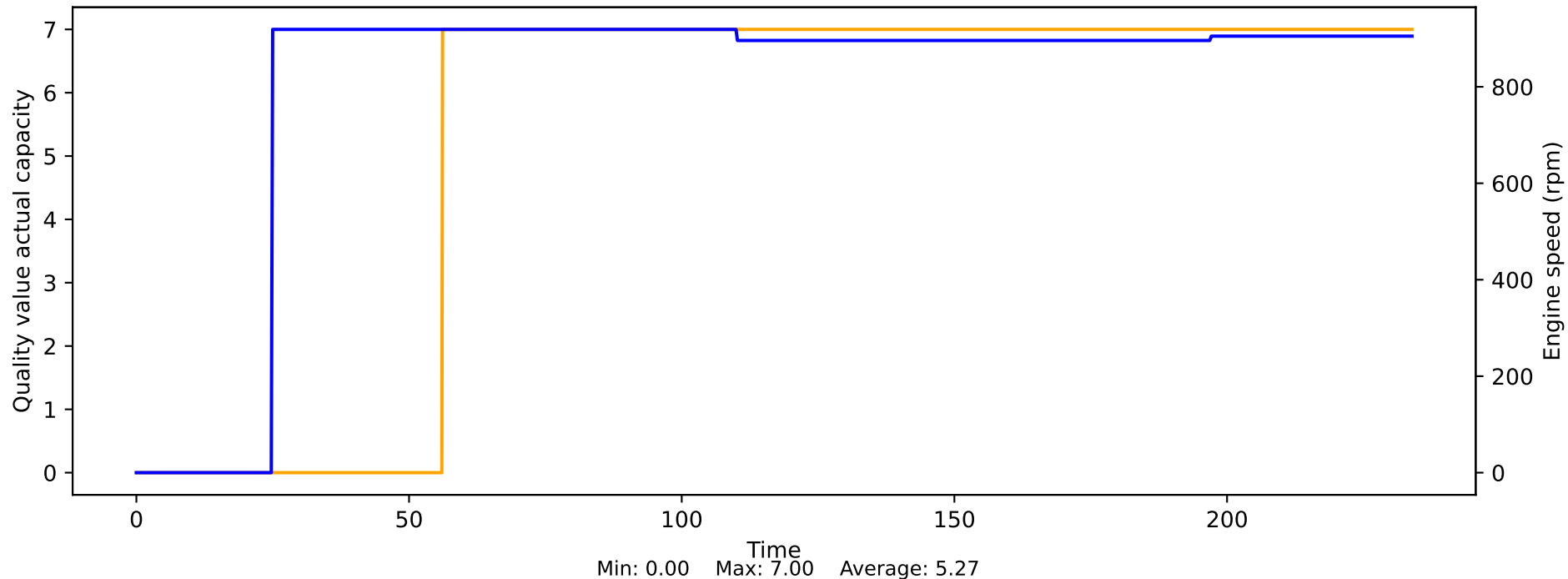
Pressure at the suction jet pump vs Engine speed



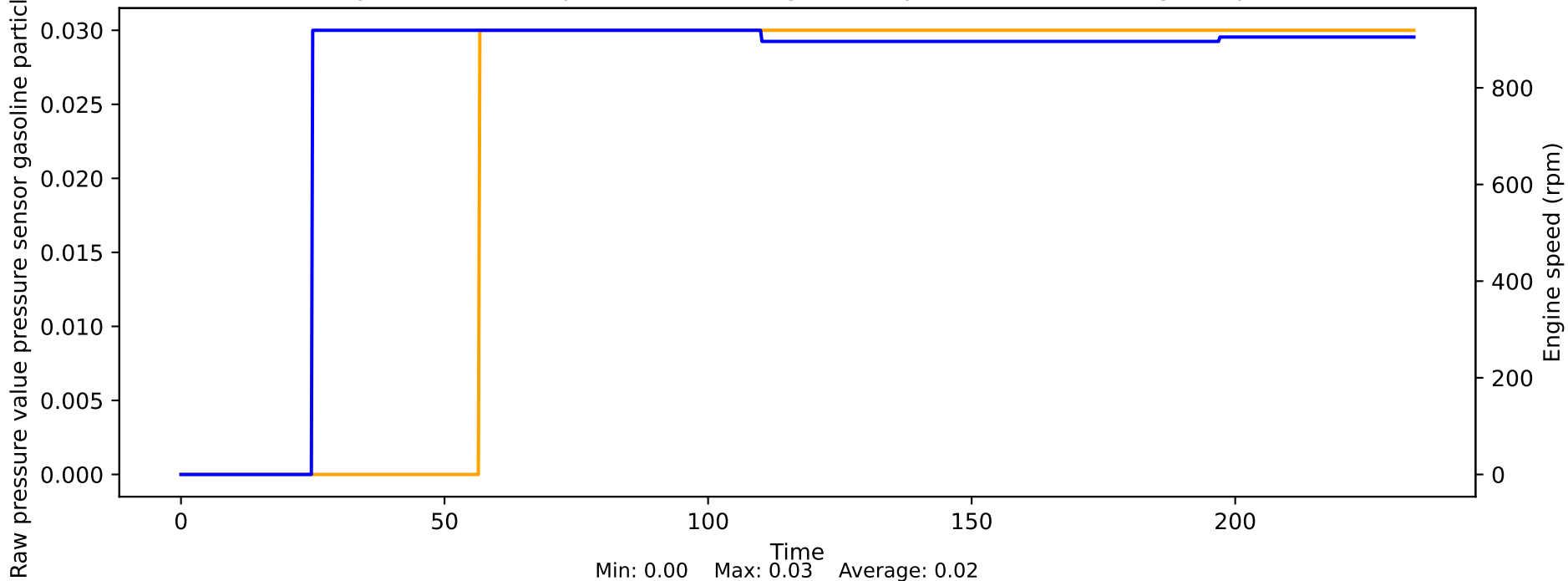
Pressure ejector pump raw value vs Engine speed



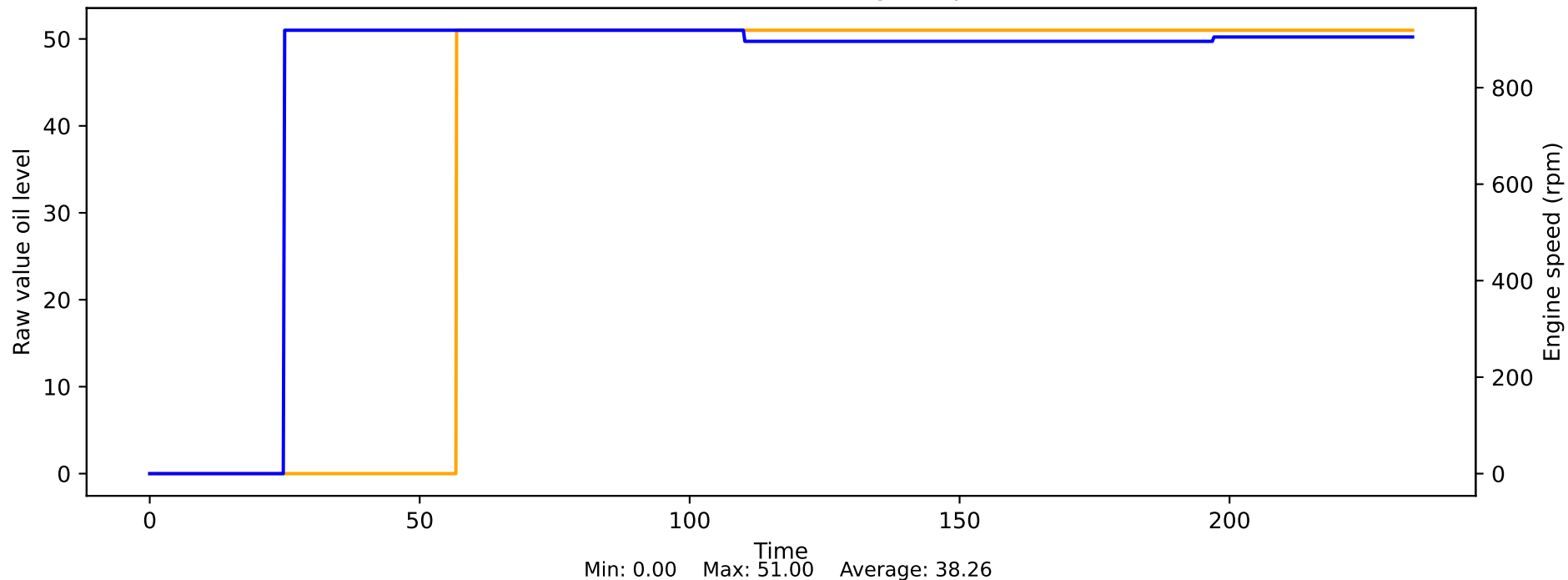
Quality value actual capacity vs Engine speed



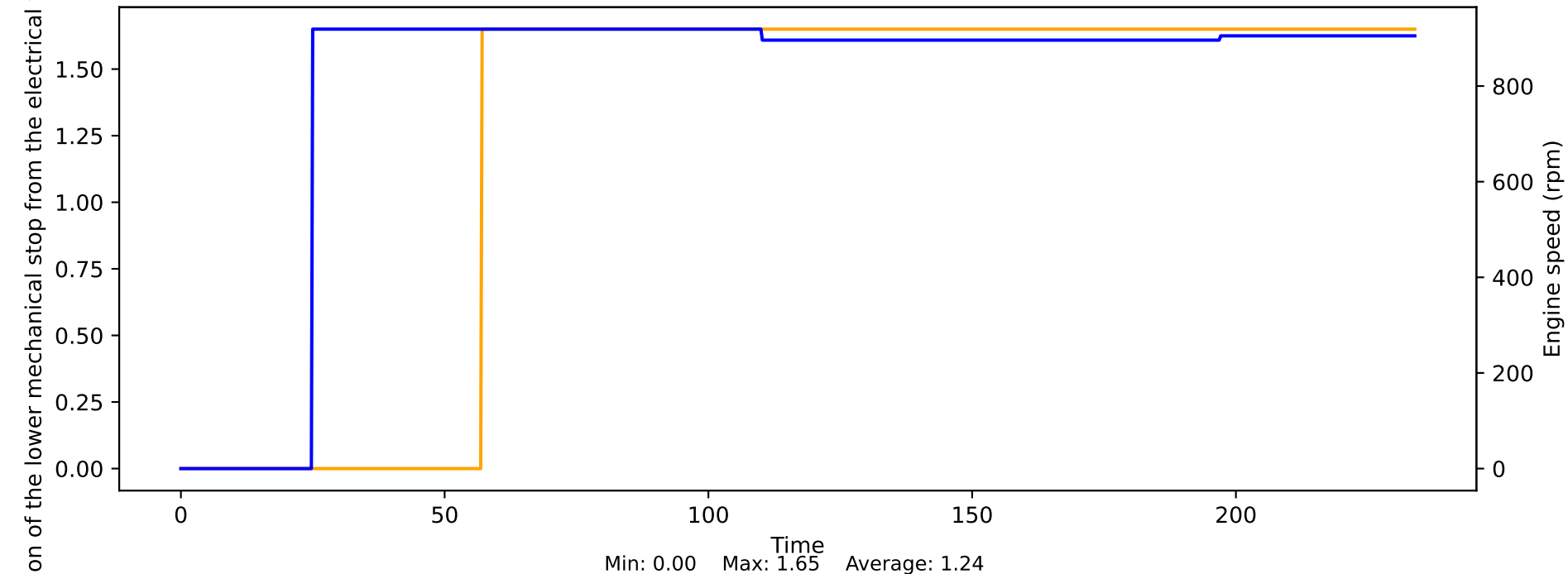
Raw pressure value pressure sensor gasoline particle filter vs Engine speed



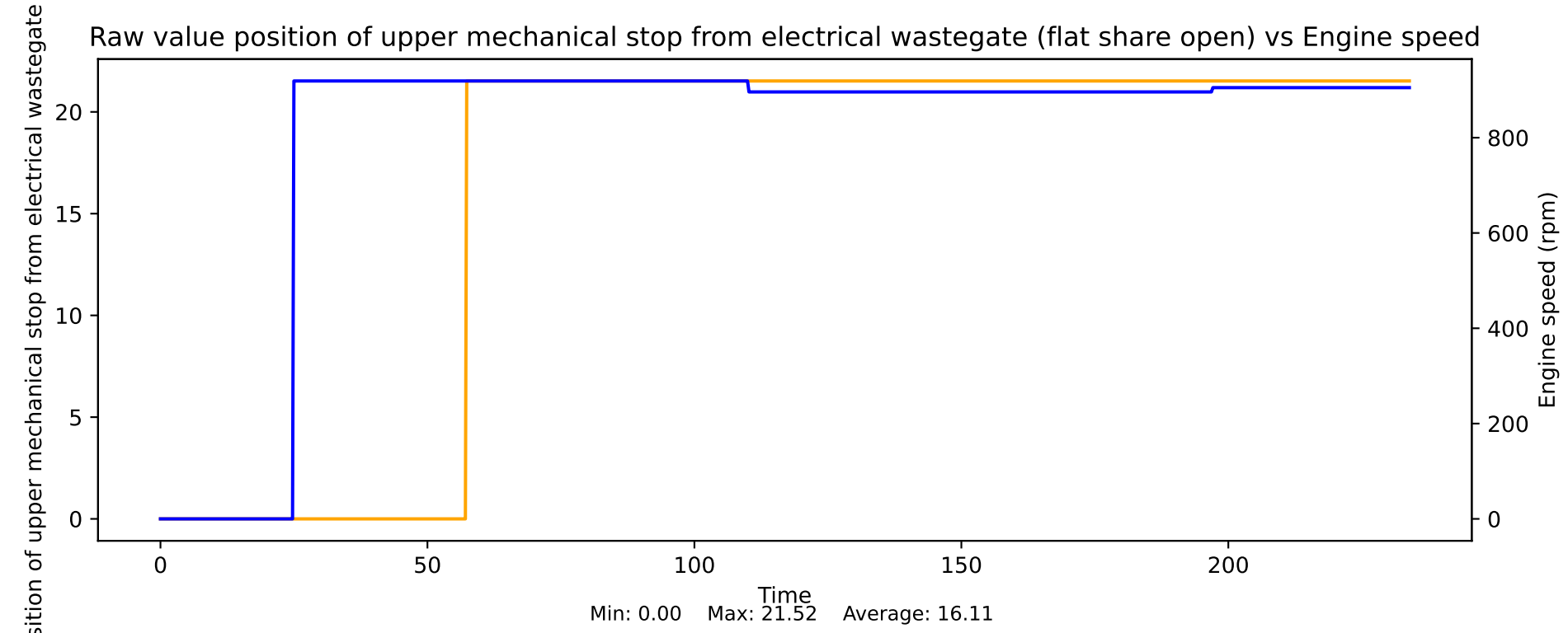
Raw value oil level vs Engine speed



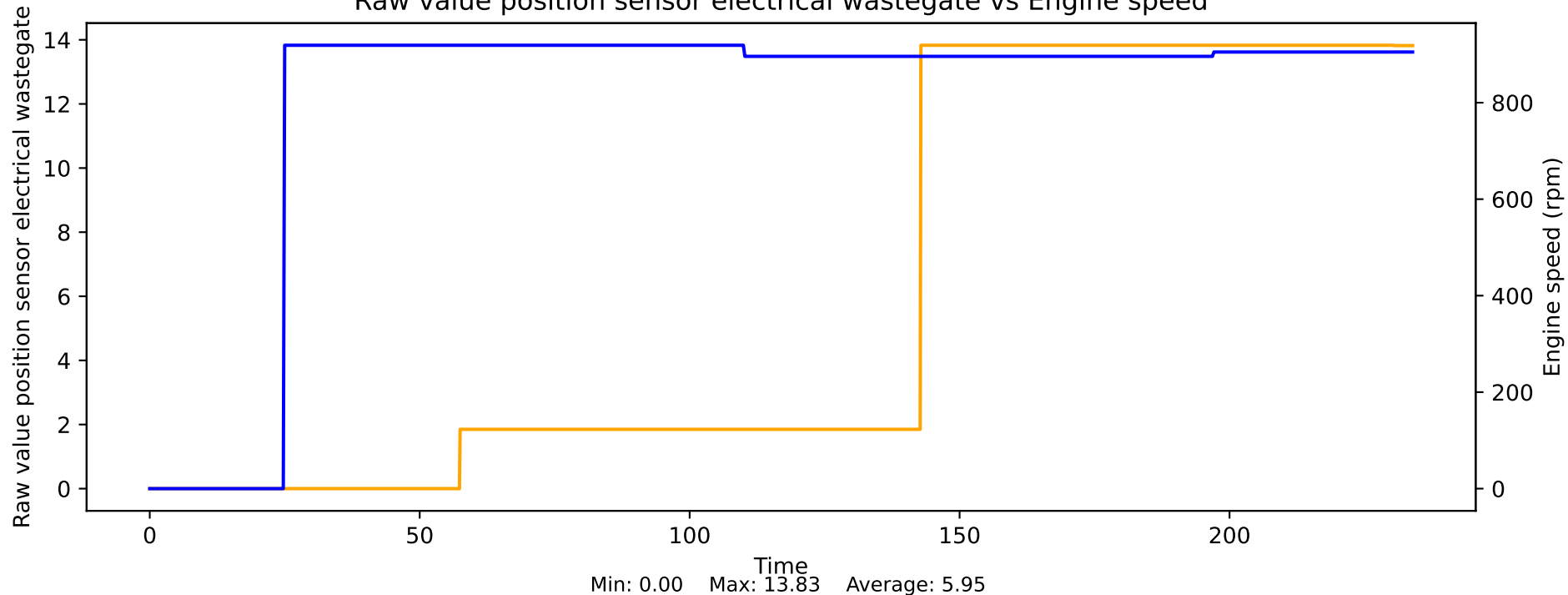
Raw value position of the lower mechanical stop from the electrical wastegate (WG closed) vs Engine speed



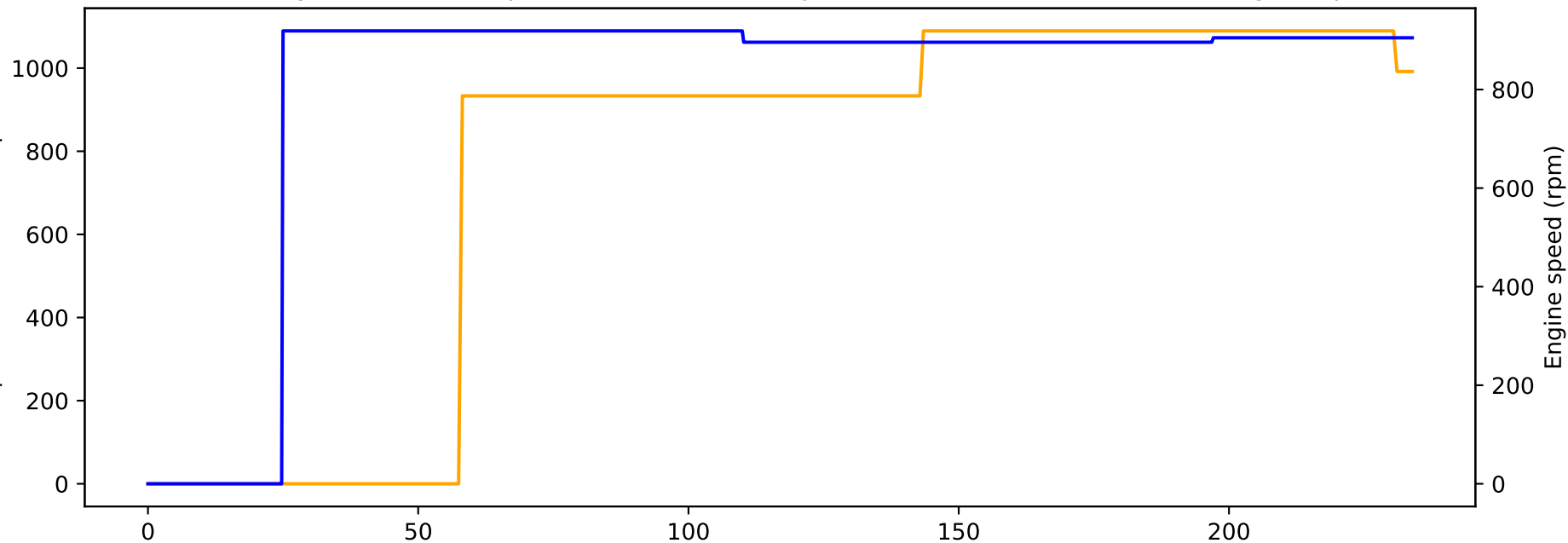
Raw value position of upper mechanical stop from electrical wastegate (flat share open) vs Engine speed



Raw value position sensor electrical wastegate vs Engine speed

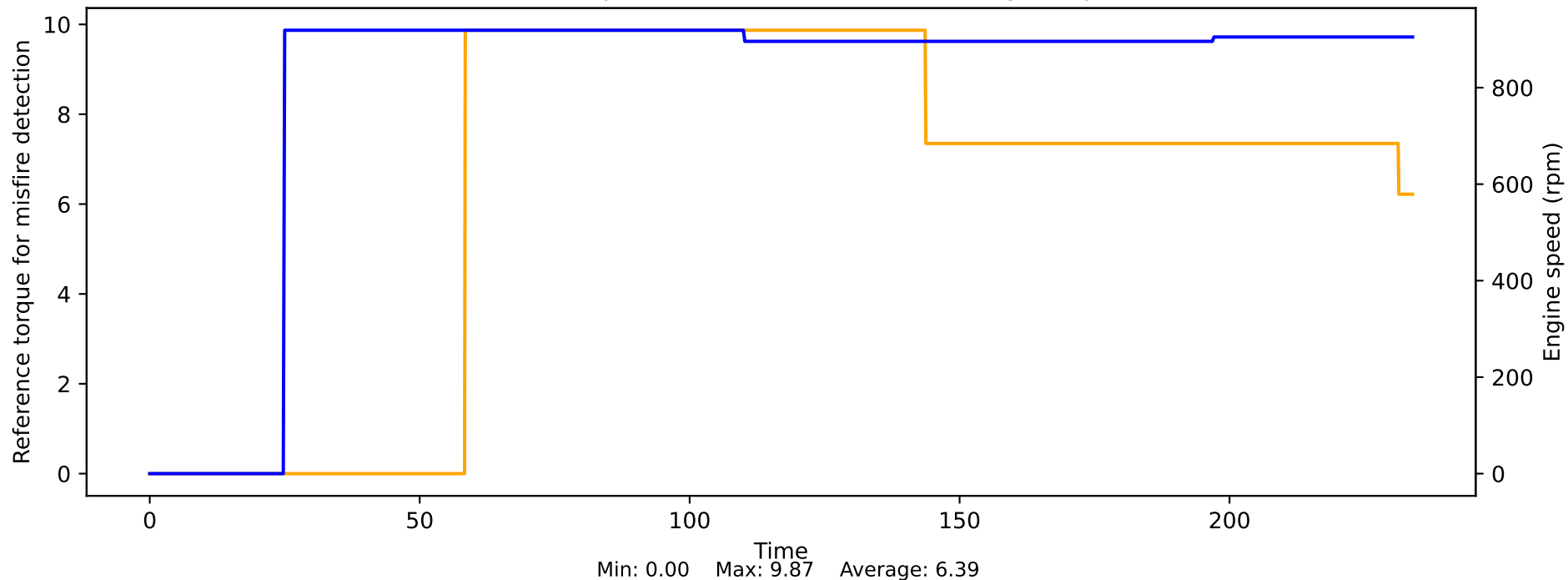


Raw voltage value of the pressure sensor Otto particle filter from the ADC vs Engine speed

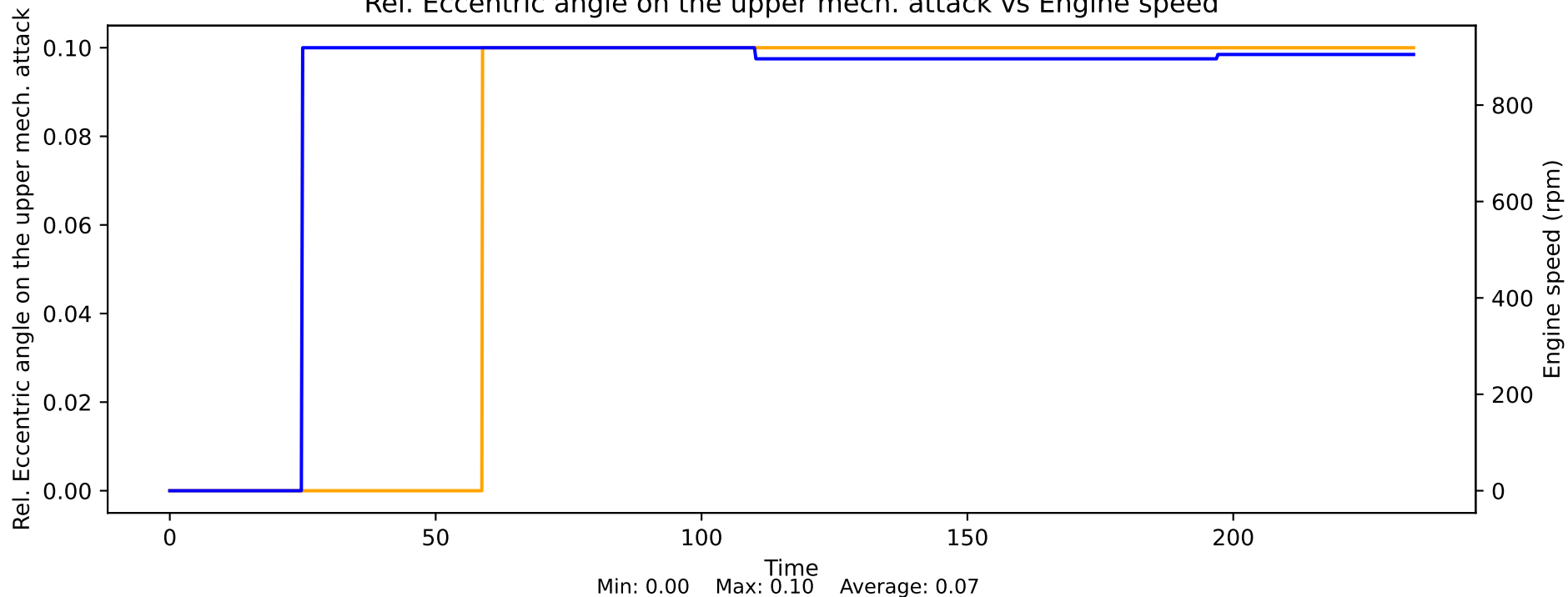


Time
Min: 0.00 Max: 1089.60 Average: 755.23

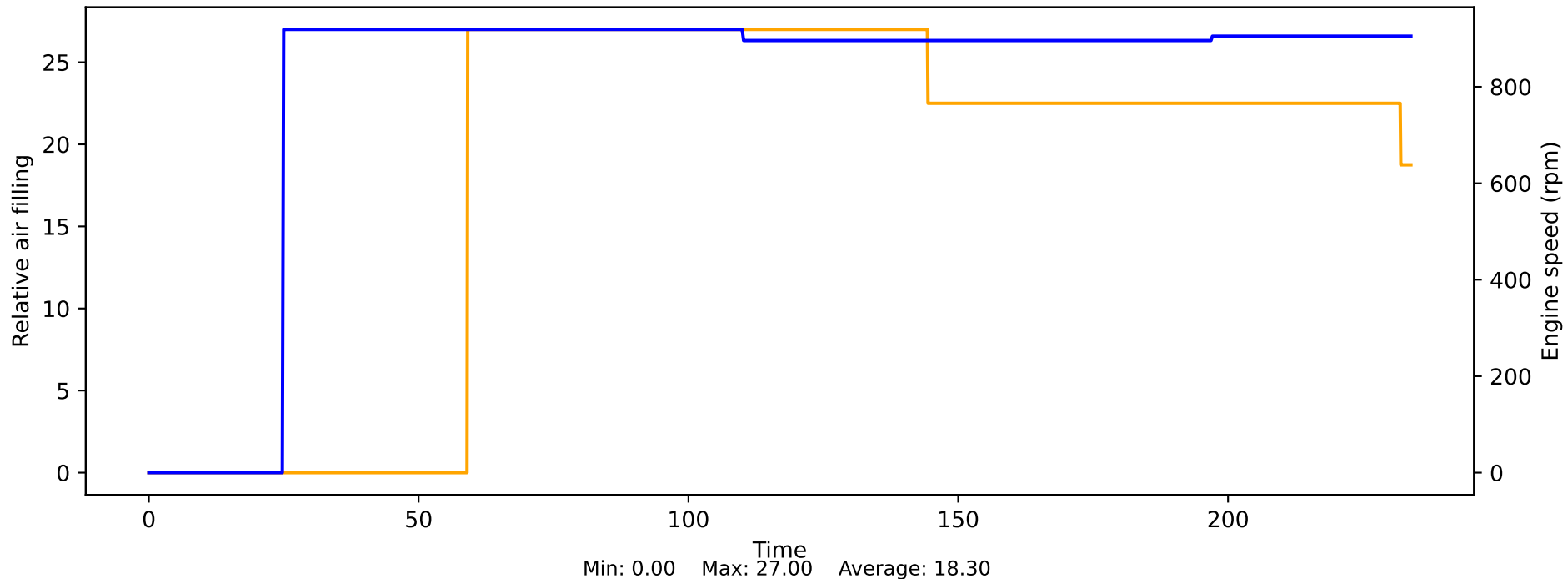
Reference torque for misfire detection vs Engine speed



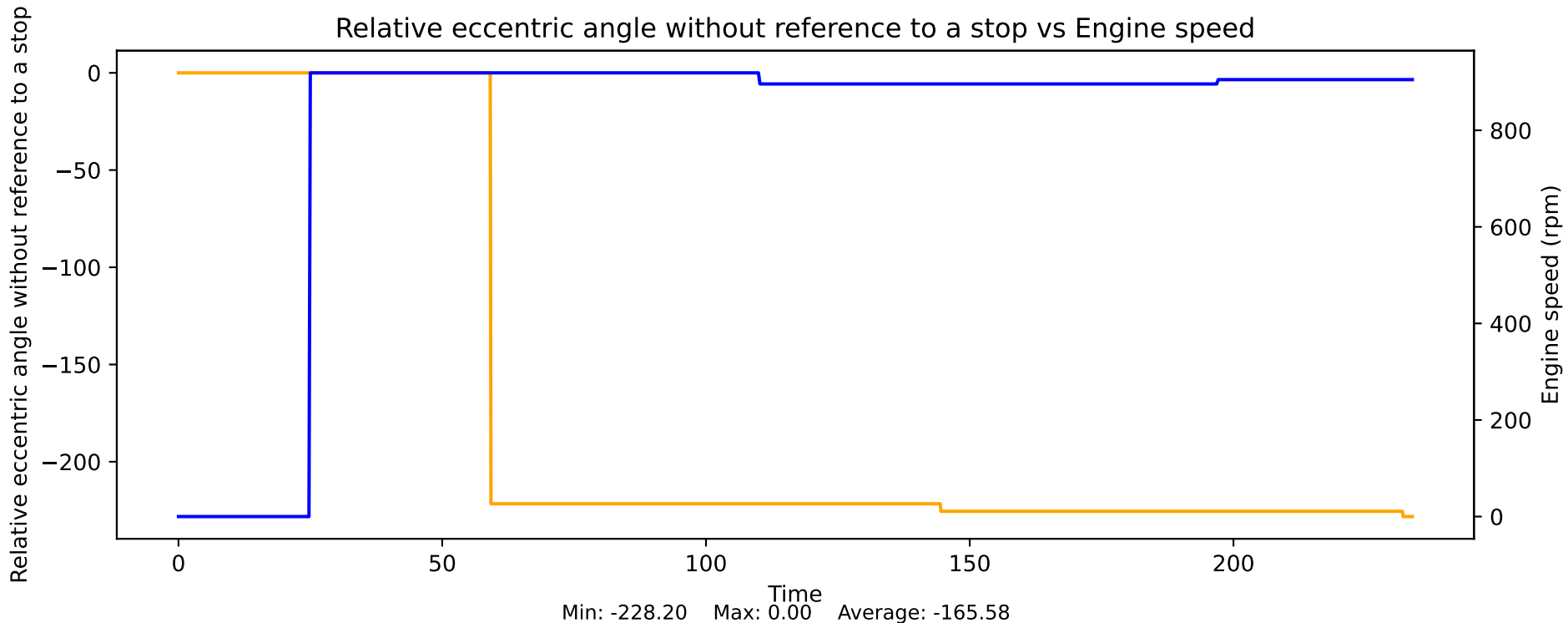
Rel. Eccentric angle on the upper mech. attack vs Engine speed



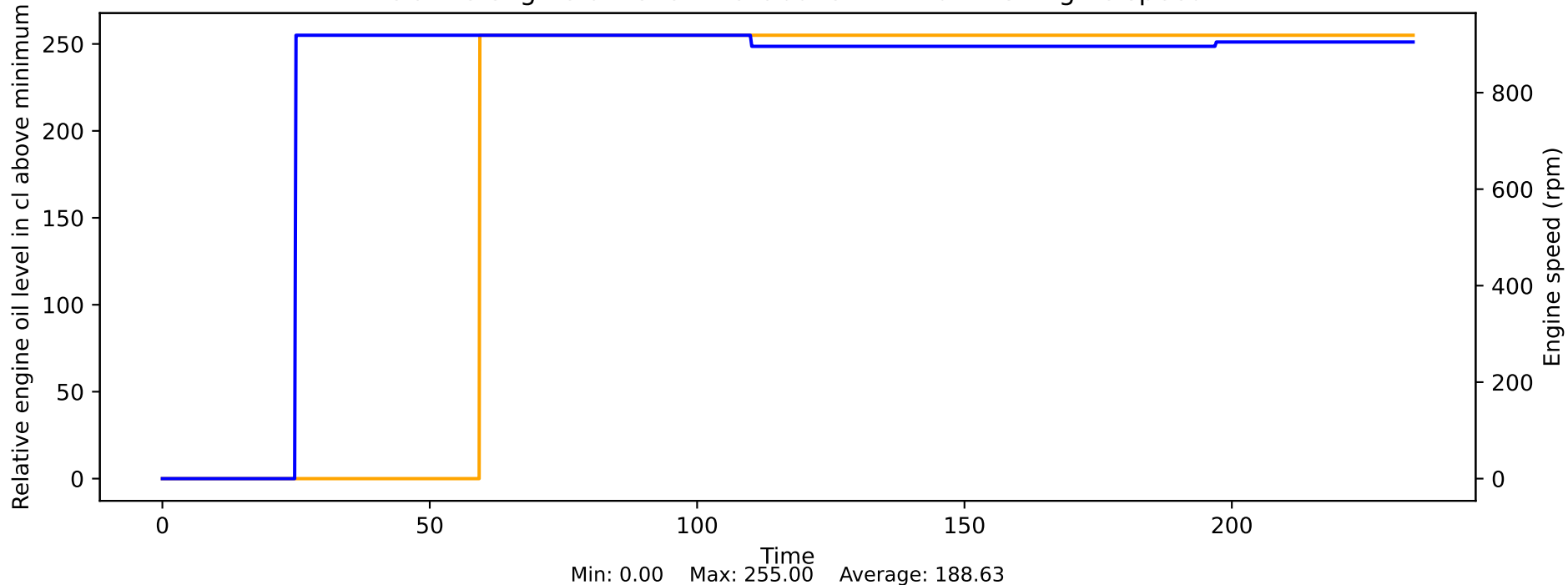
Relative air filling vs Engine speed



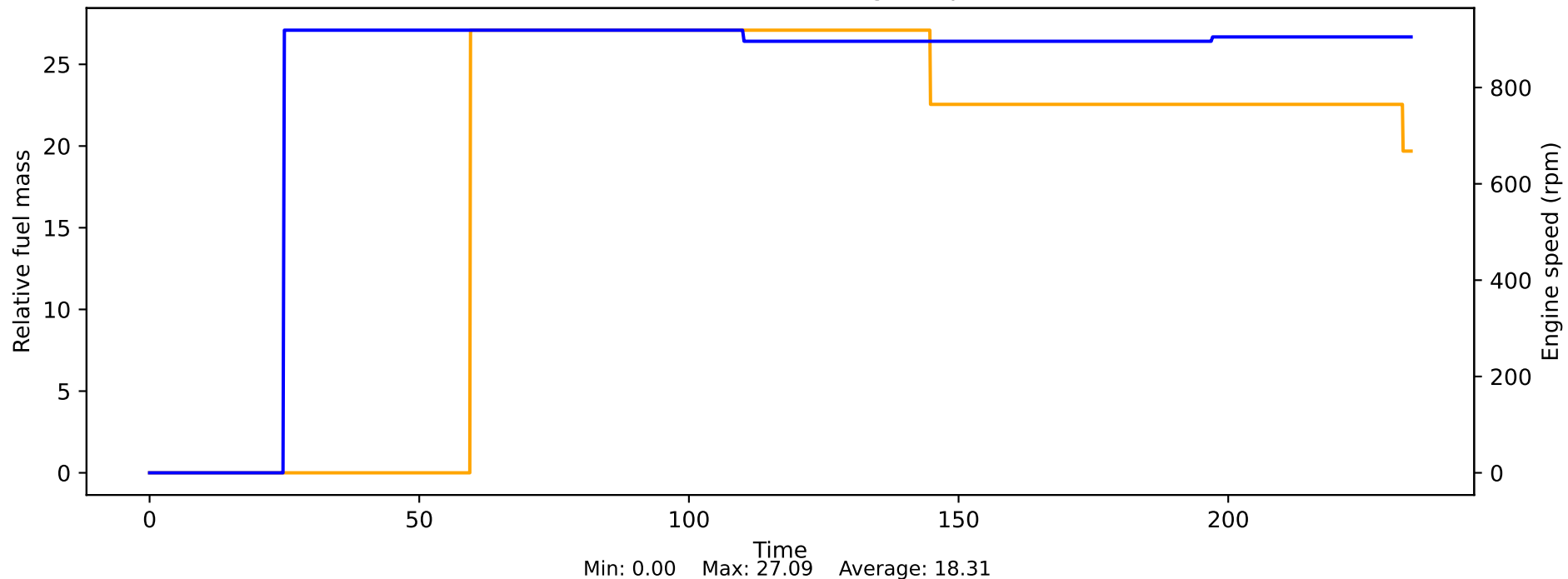
Relative eccentric angle without reference to a stop vs Engine speed



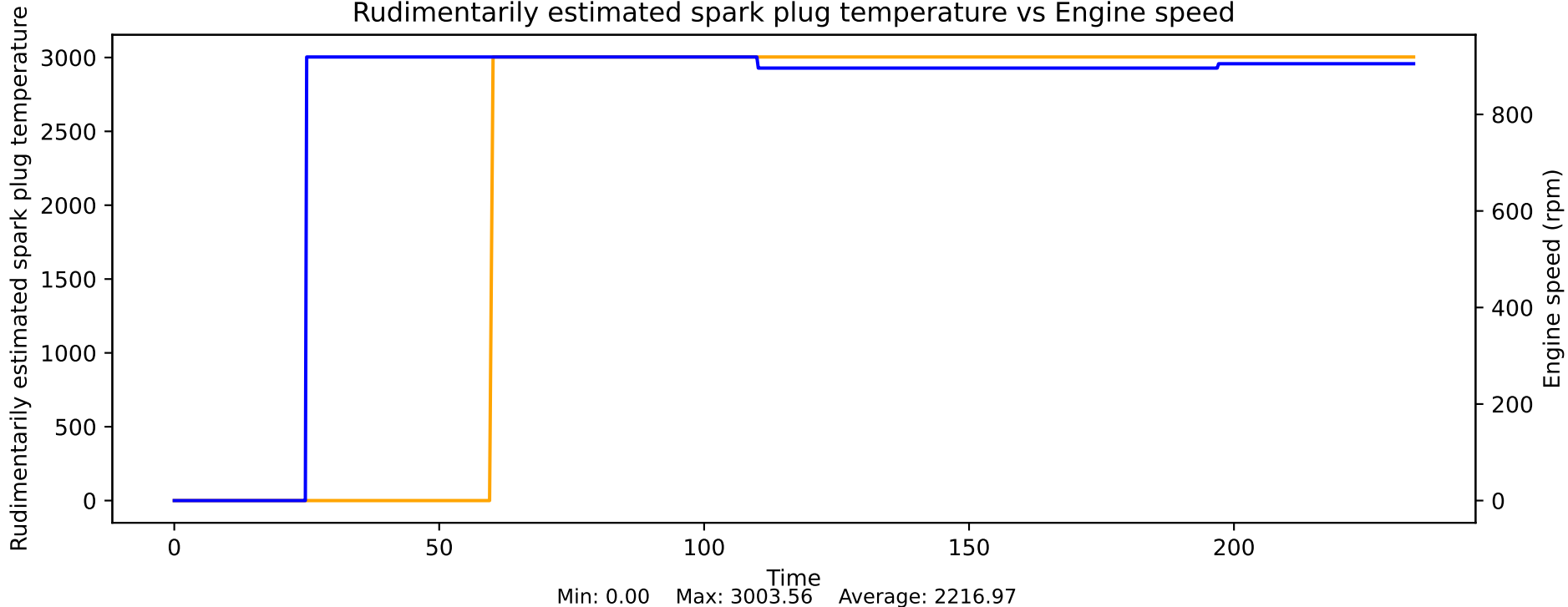
Relative engine oil level in cl above minimum vs Engine speed



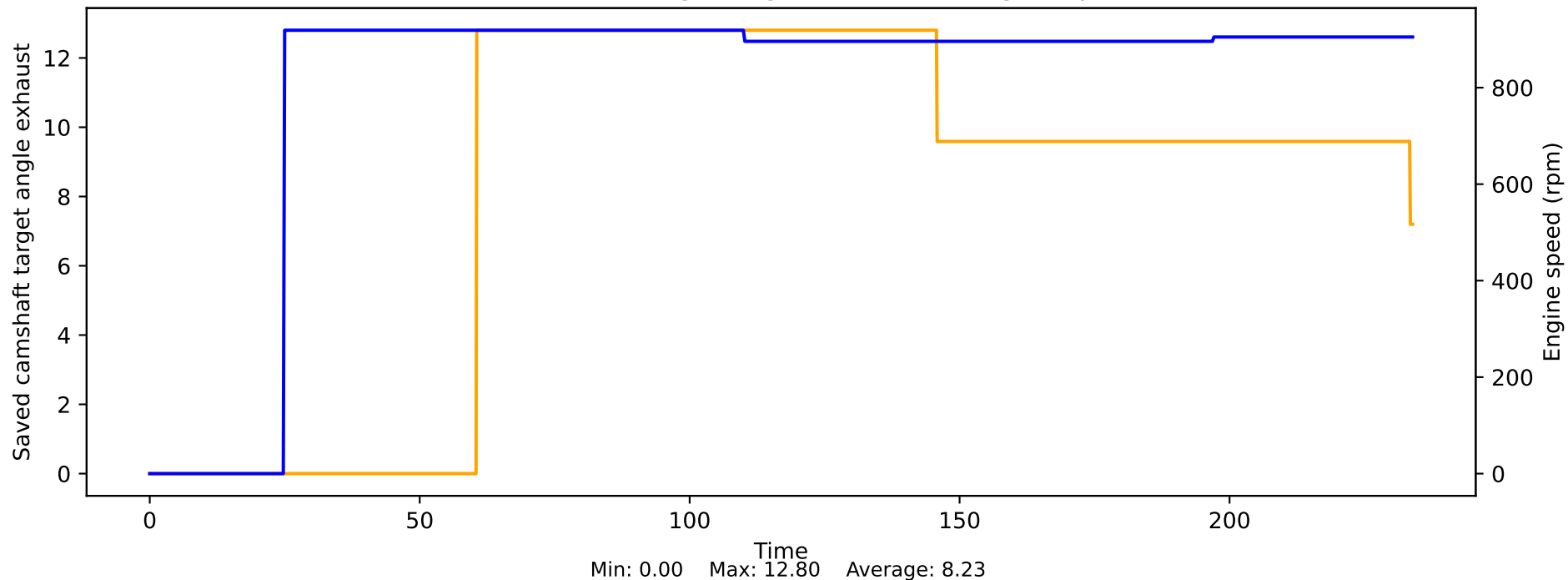
Relative fuel mass vs Engine speed



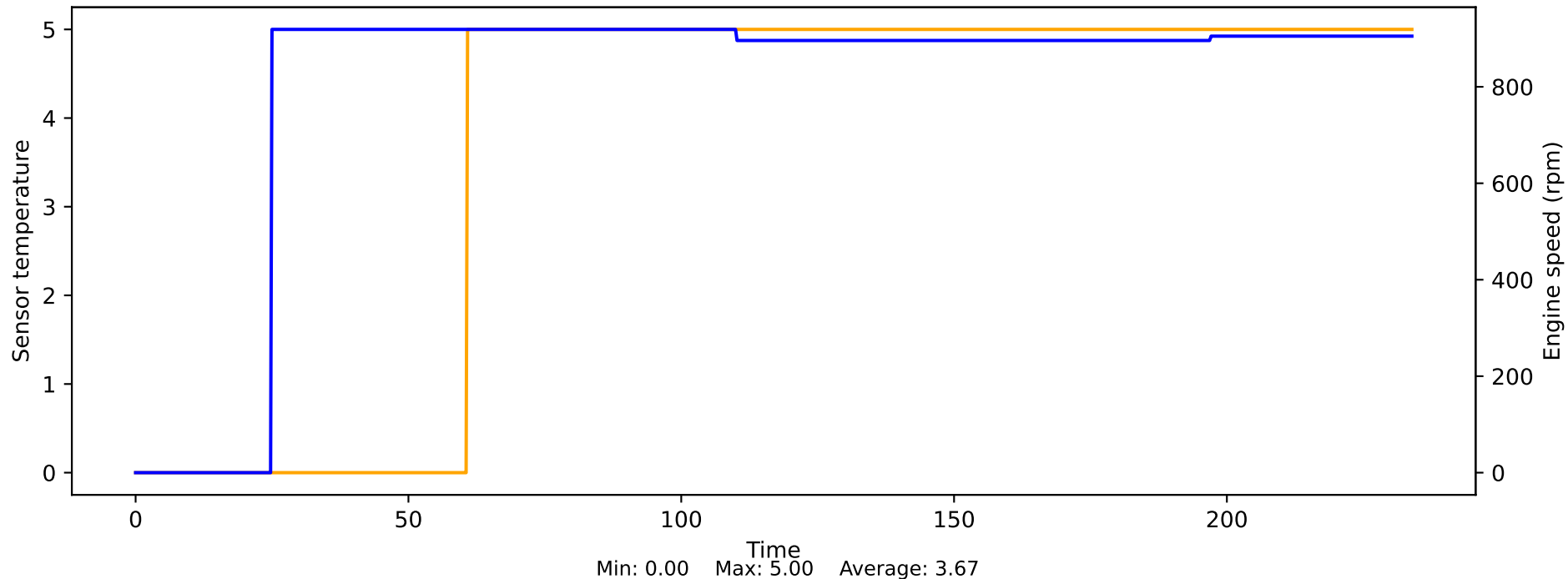
Rudimentarily estimated spark plug temperature vs Engine speed



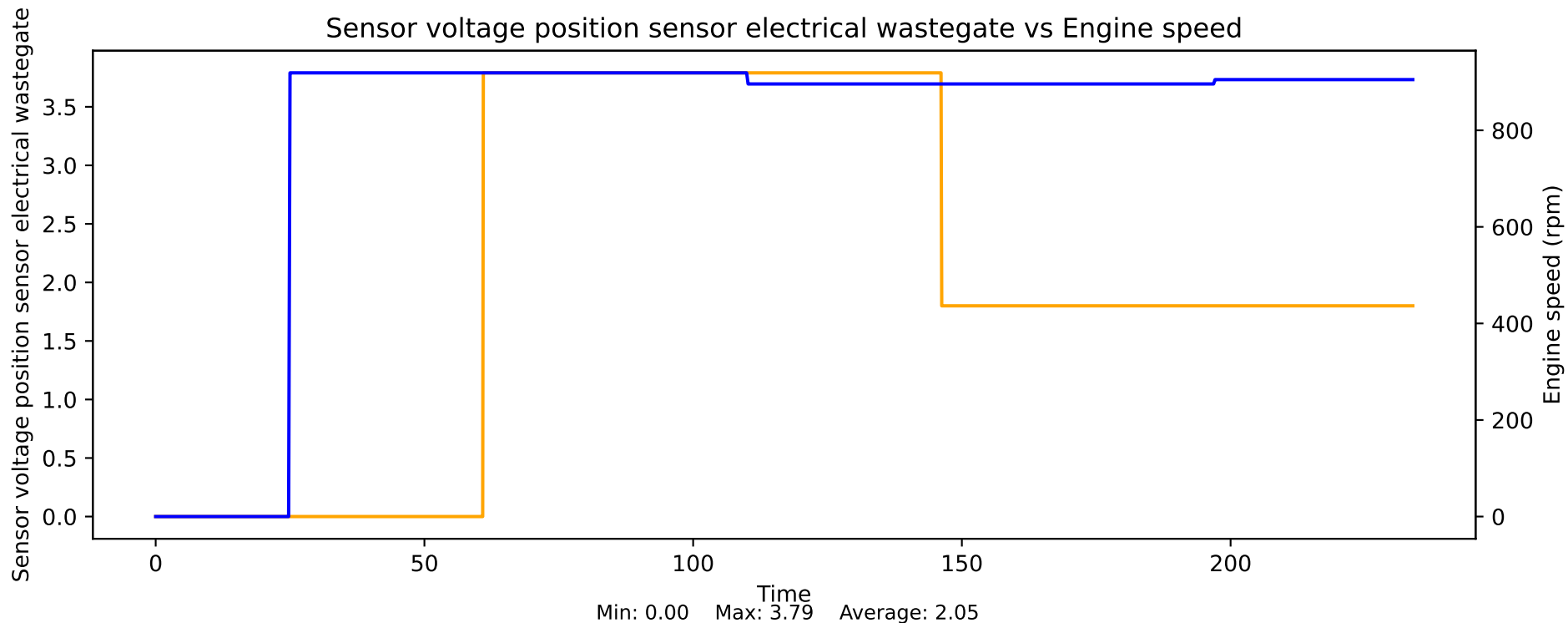
Saved camshaft target angle exhaust vs Engine speed



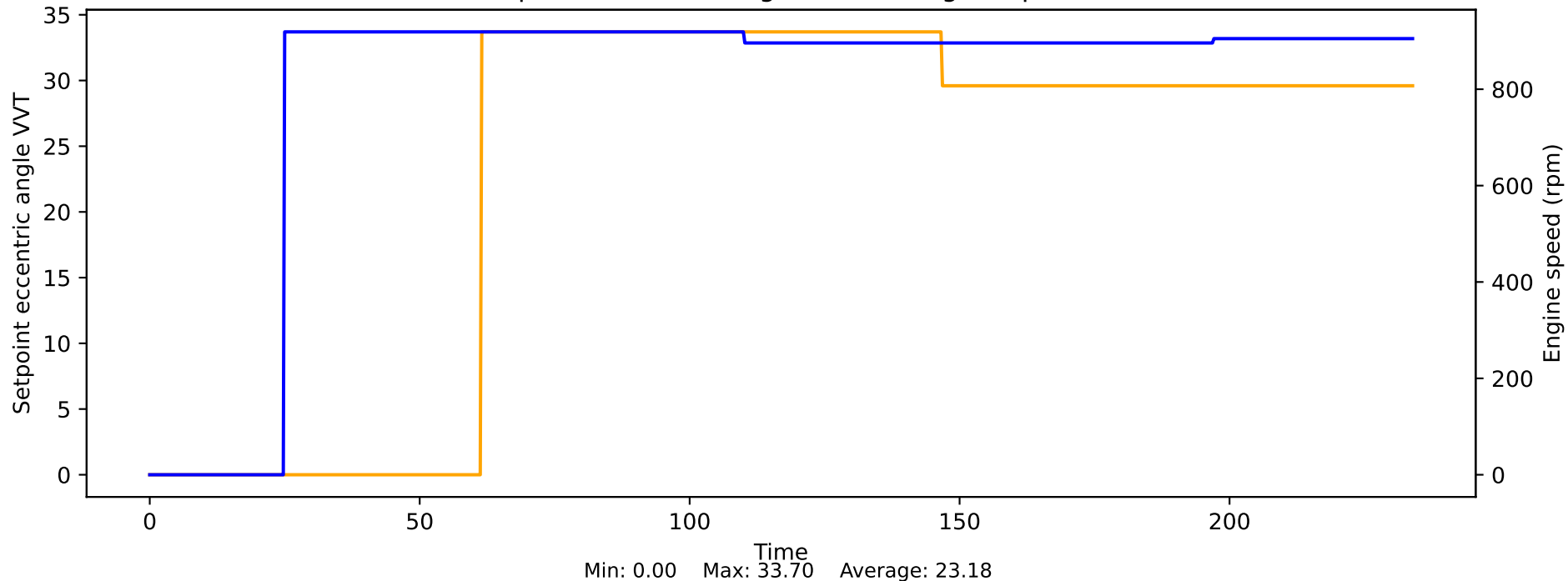
Sensor temperature vs Engine speed



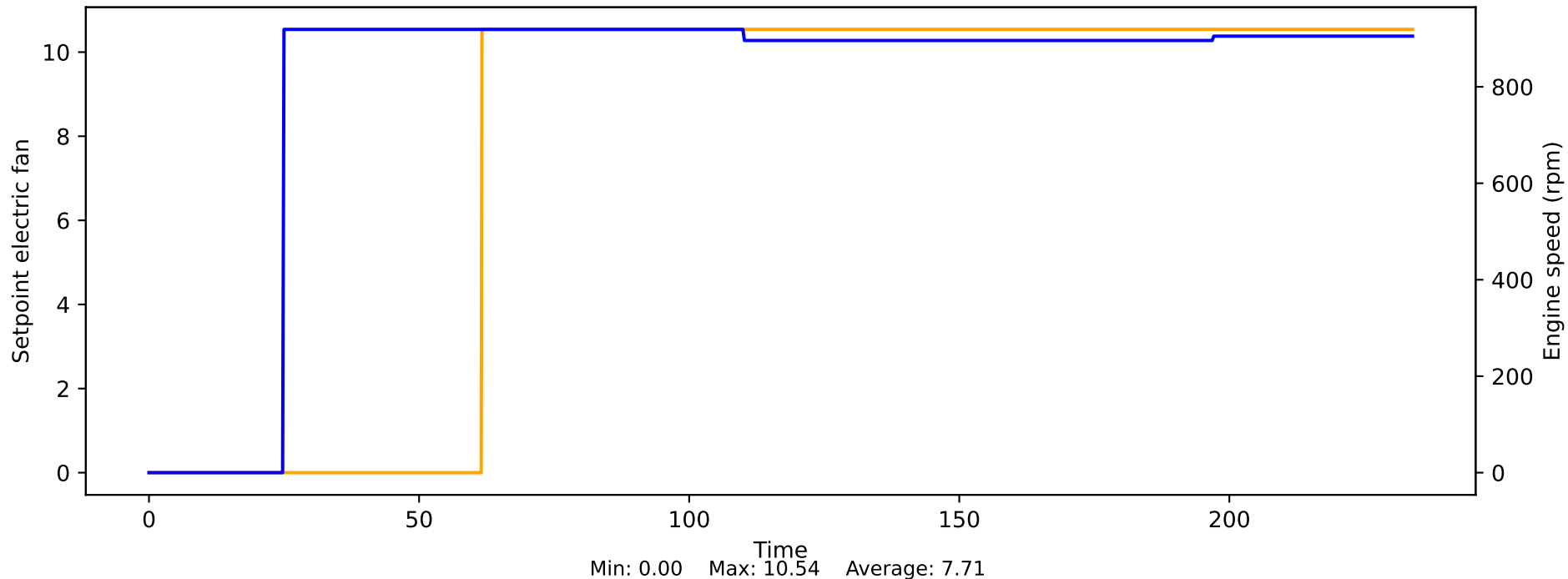
Sensor voltage position sensor electrical wastegate vs Engine speed



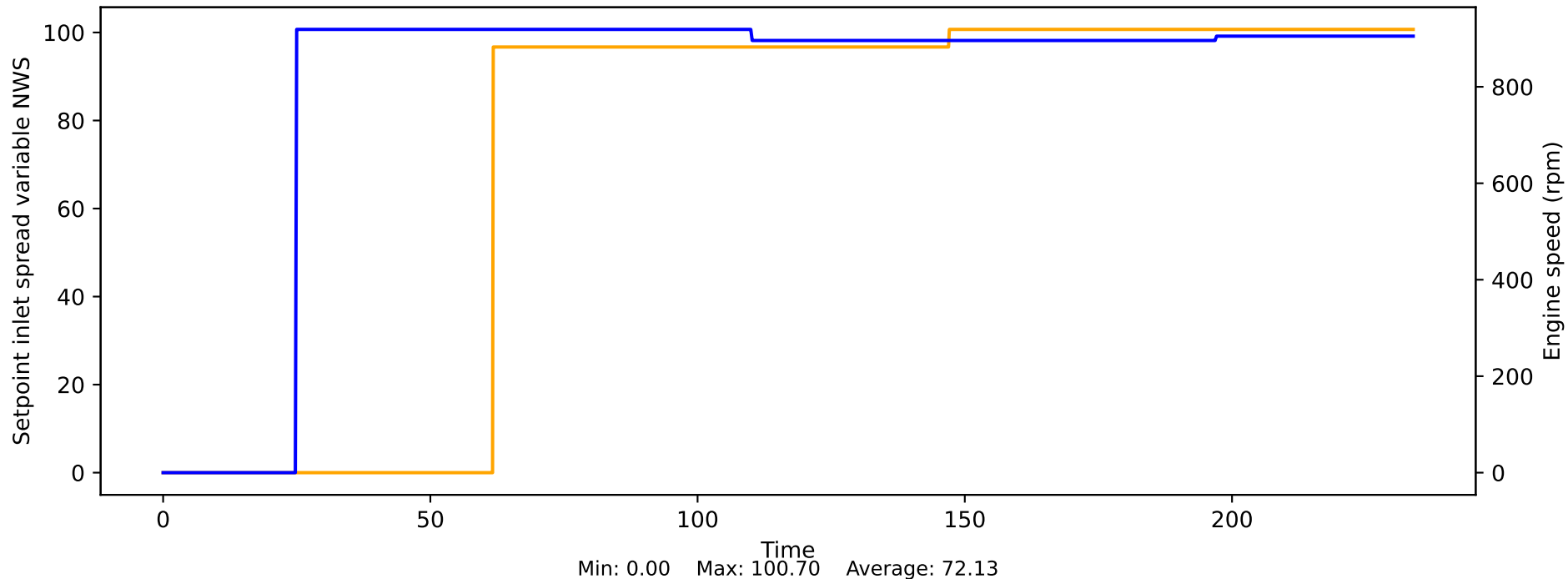
Setpoint eccentric angle VVT vs Engine speed



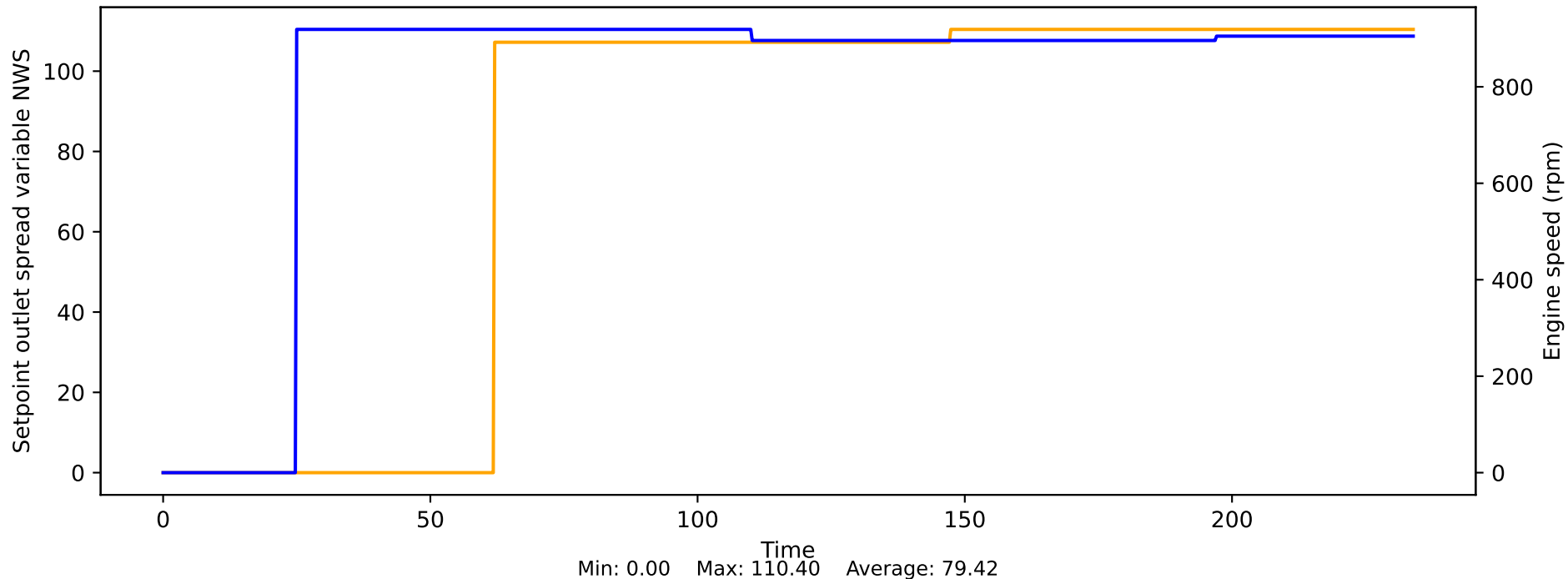
Setpoint electric fan vs Engine speed



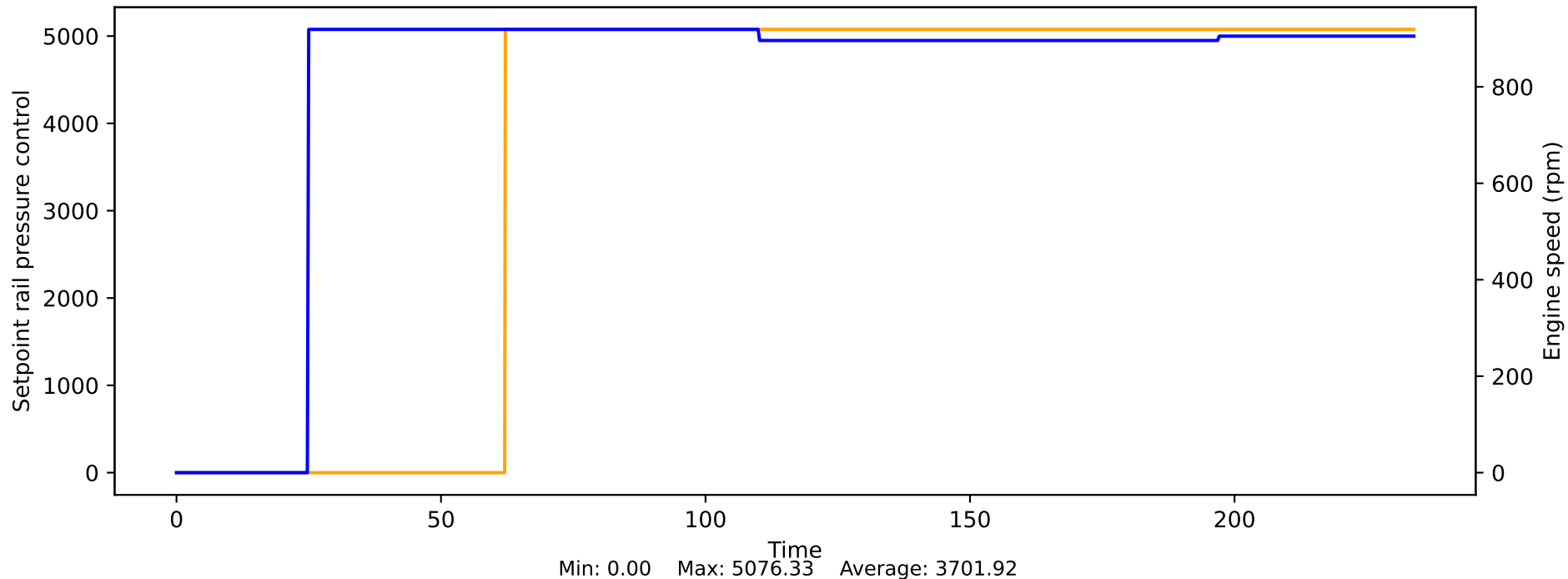
Setpoint inlet spread variable NWS vs Engine speed



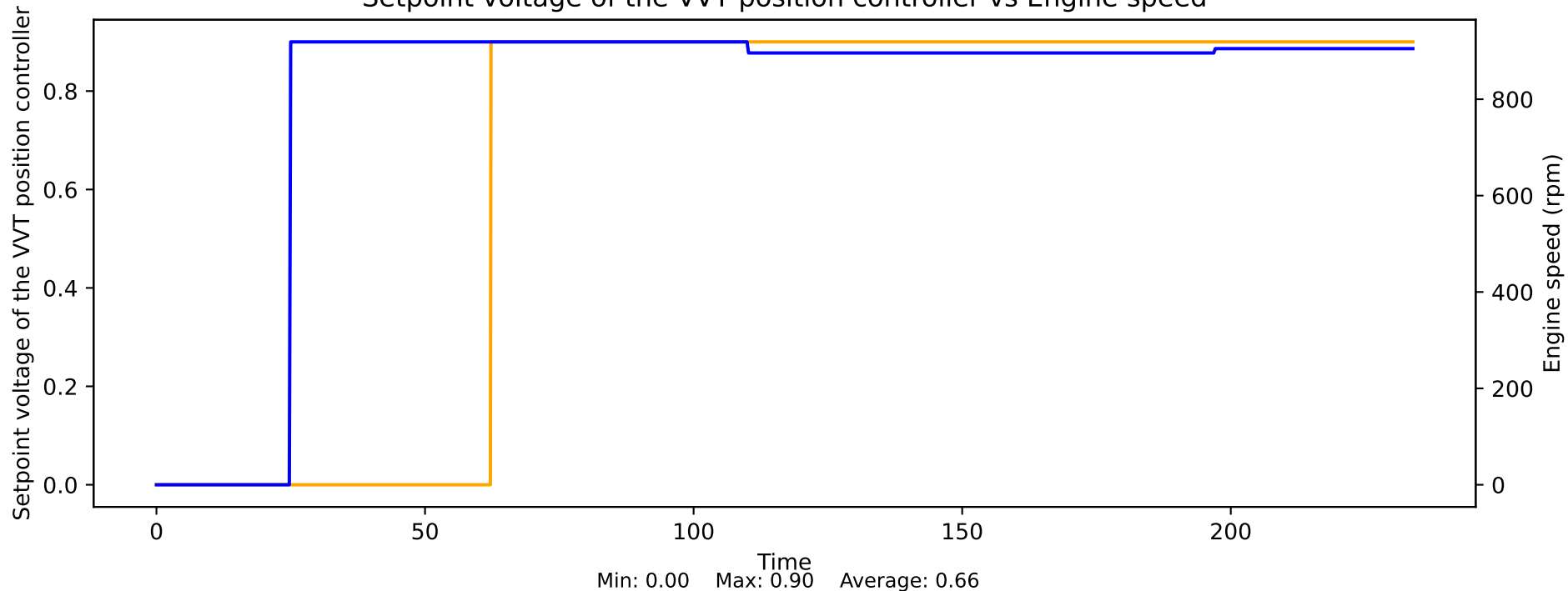
Setpoint outlet spread variable NWS vs Engine speed



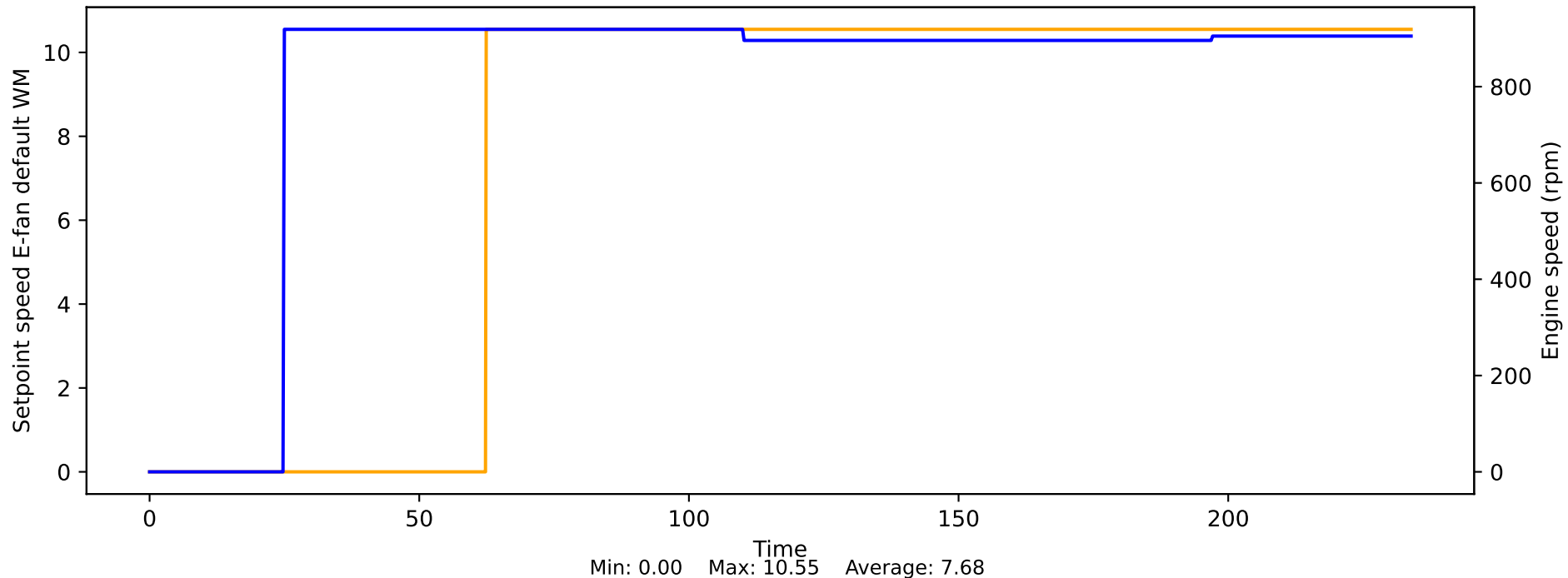
Setpoint rail pressure control vs Engine speed



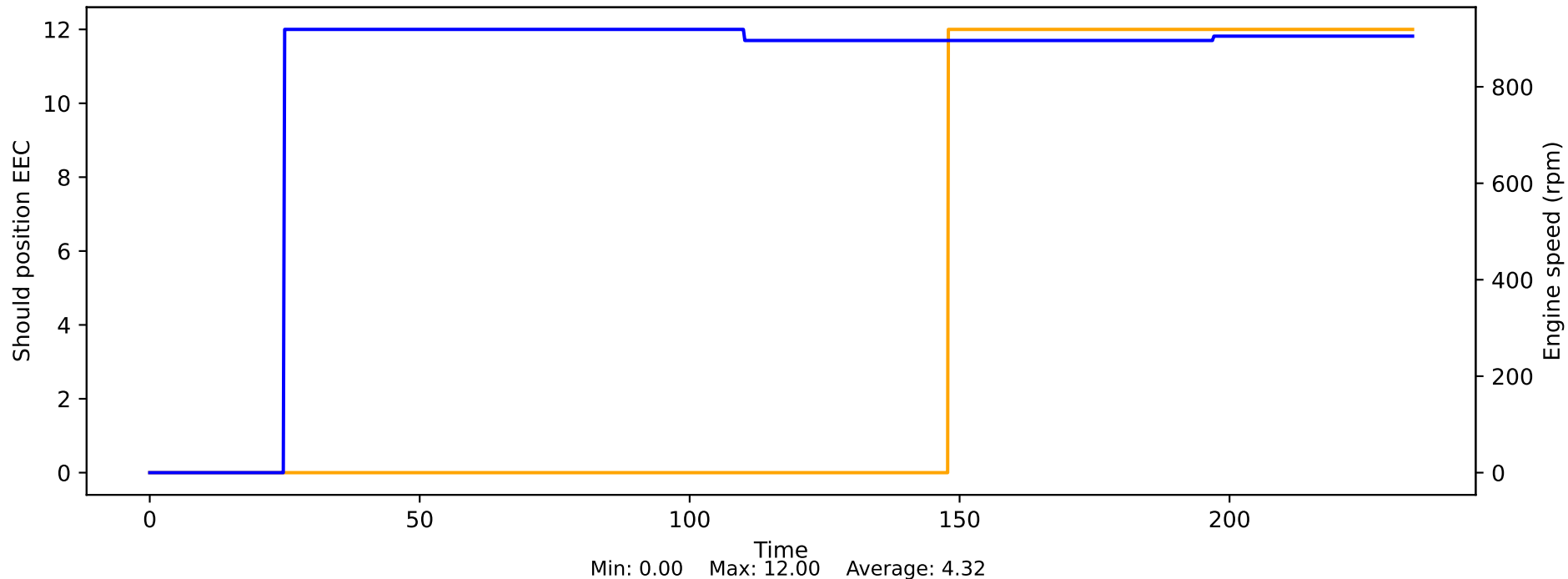
Setpoint voltage of the VVT position controller vs Engine speed



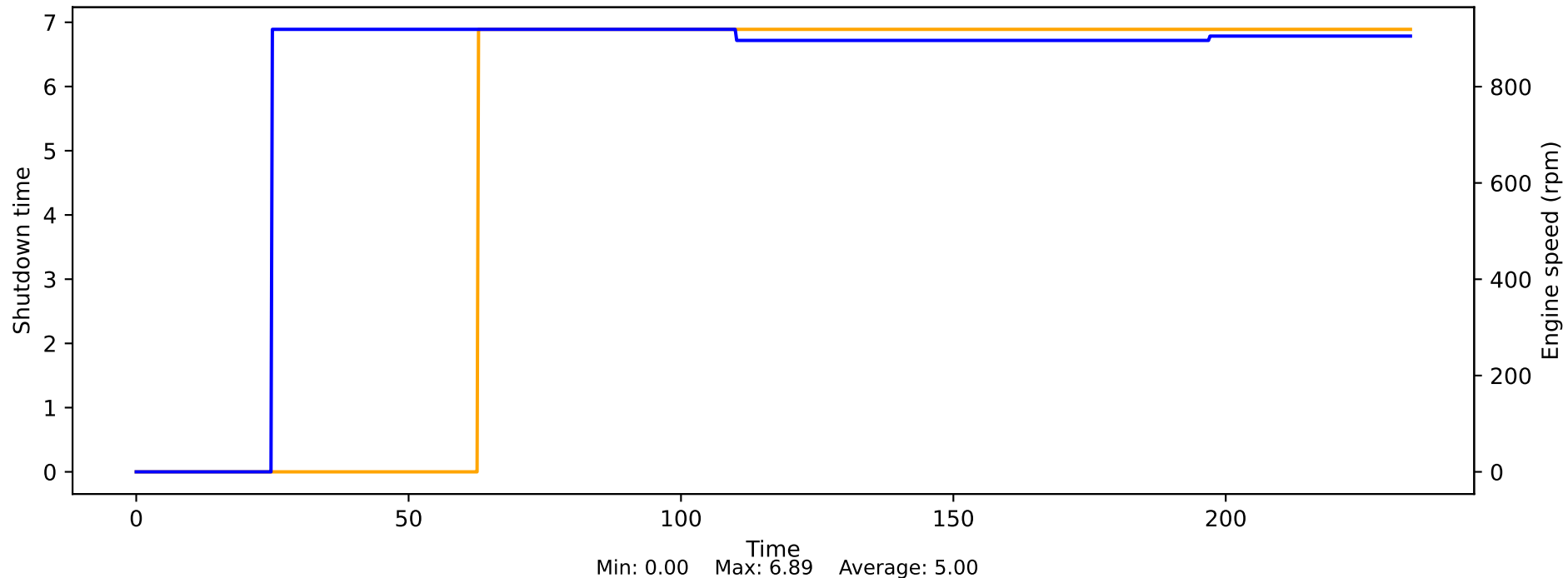
Setpoint speed E-fan default WM vs Engine speed



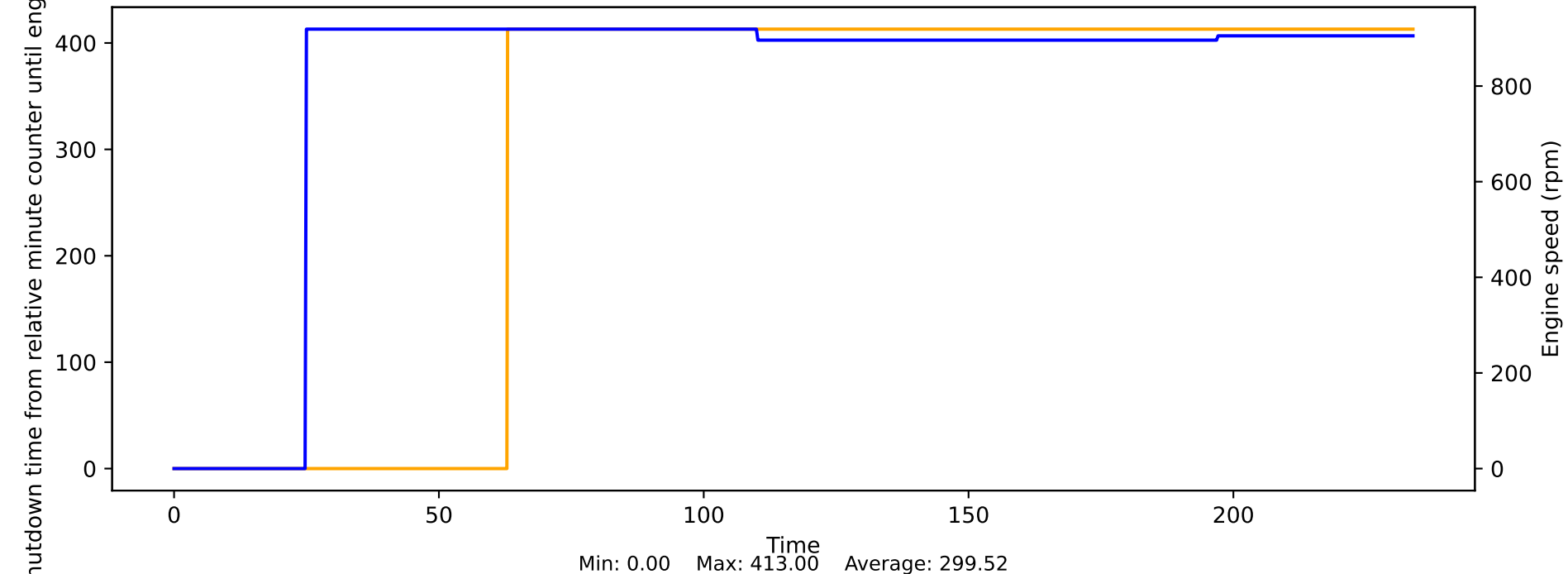
Should position EEC vs Engine speed



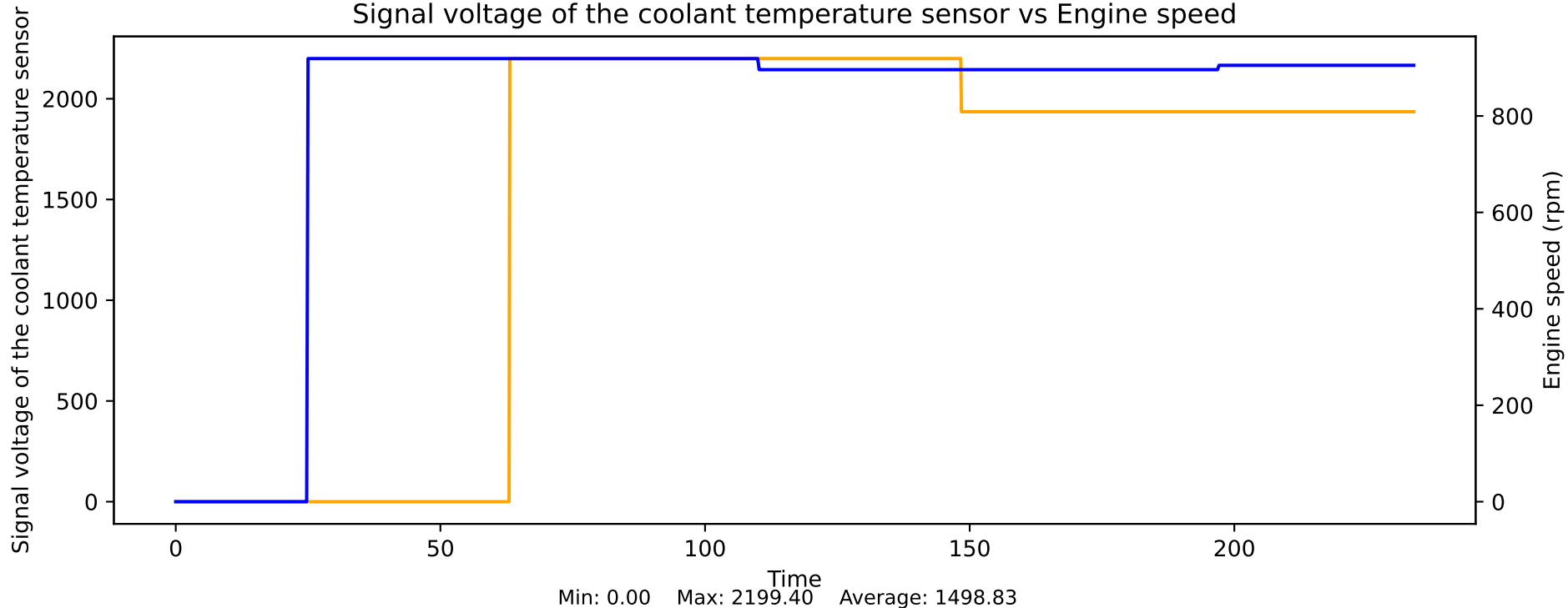
Shutdown time vs Engine speed



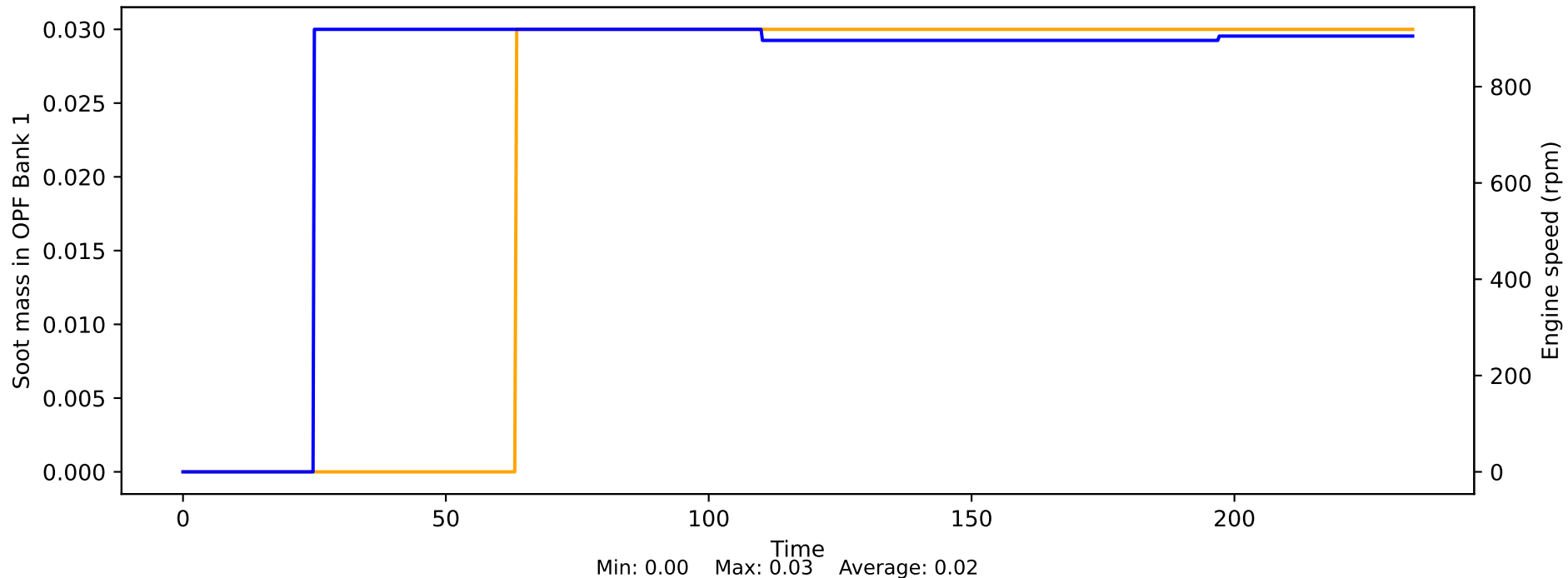
Shutdown time from relative minute counter until engine start vs Engine speed



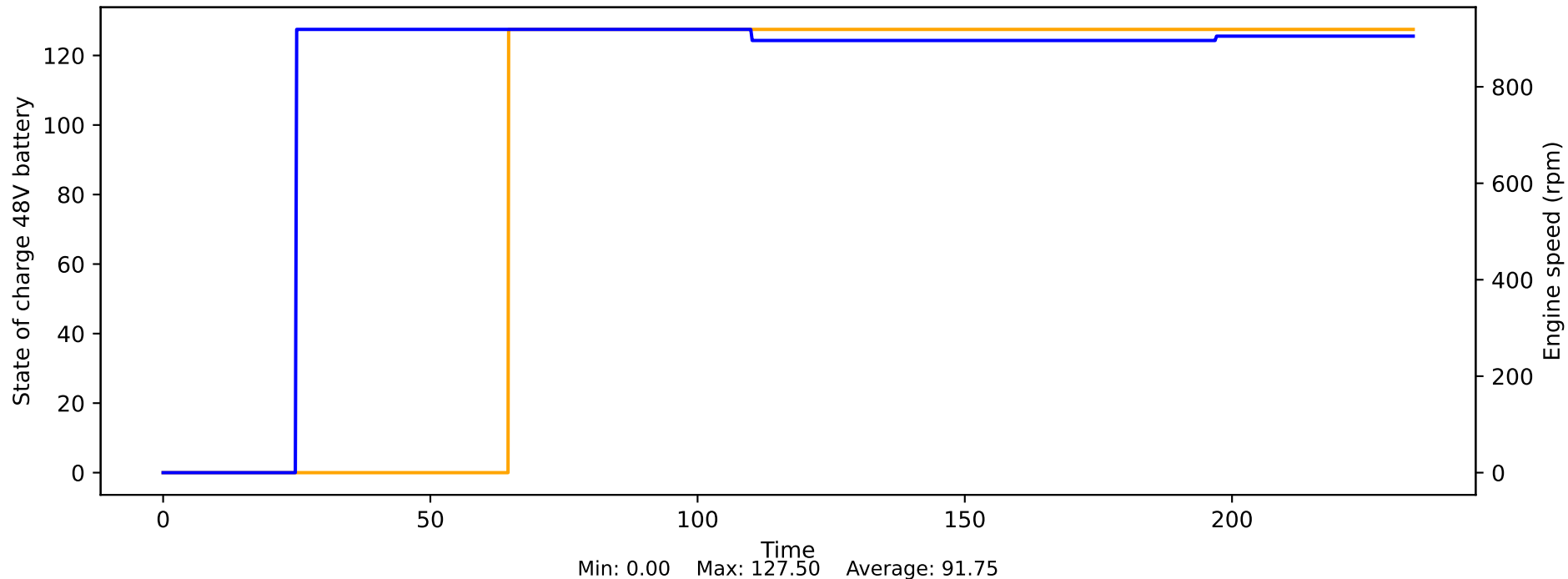
Signal voltage of the coolant temperature sensor vs Engine speed



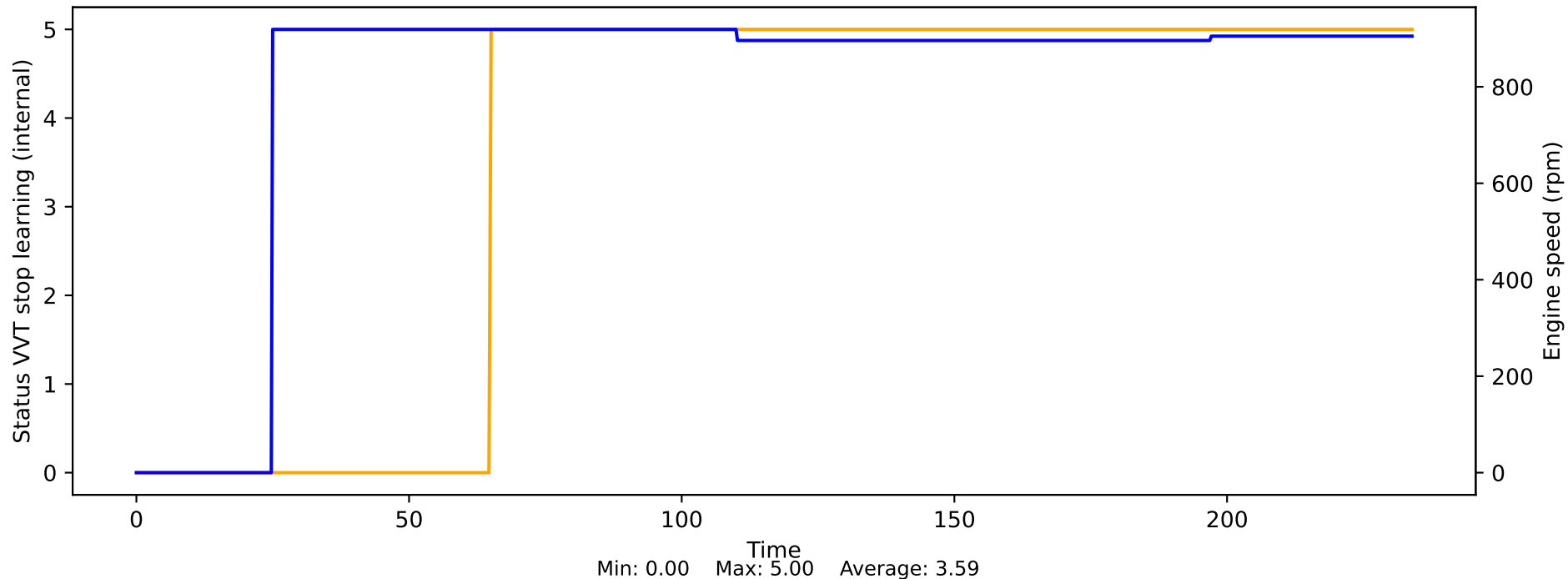
Soot mass in OPF Bank 1 vs Engine speed



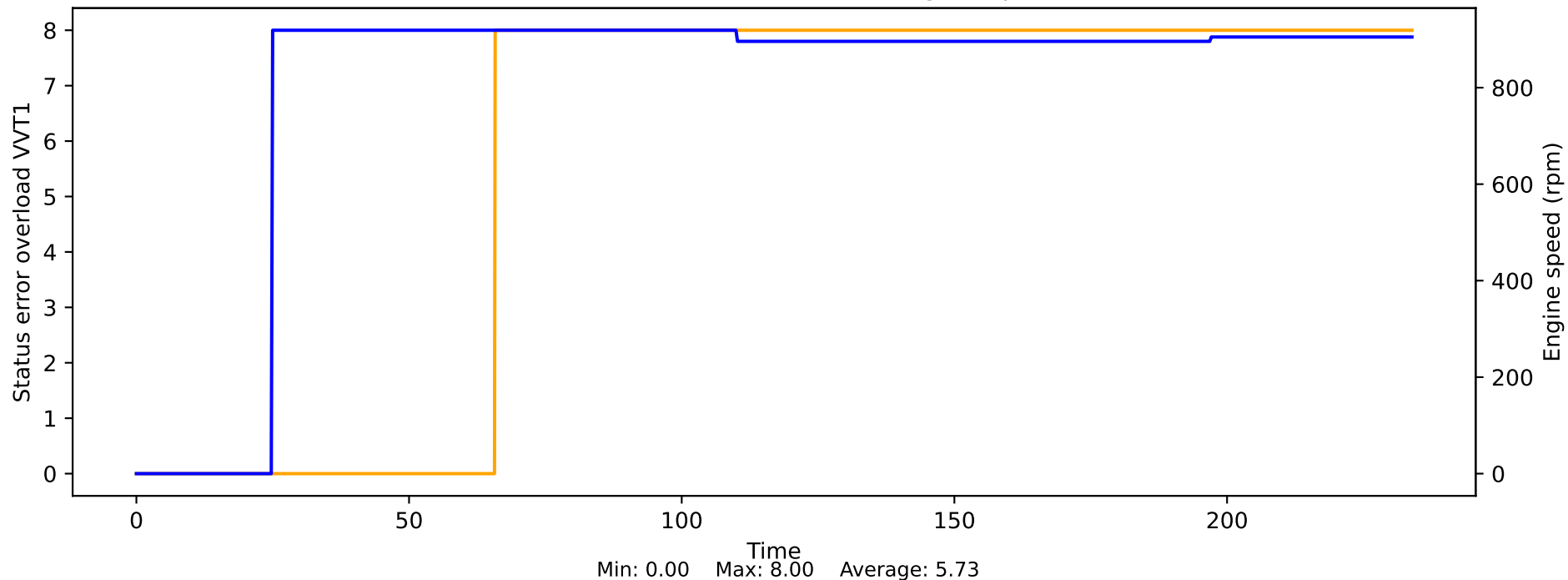
State of charge 48V battery vs Engine speed



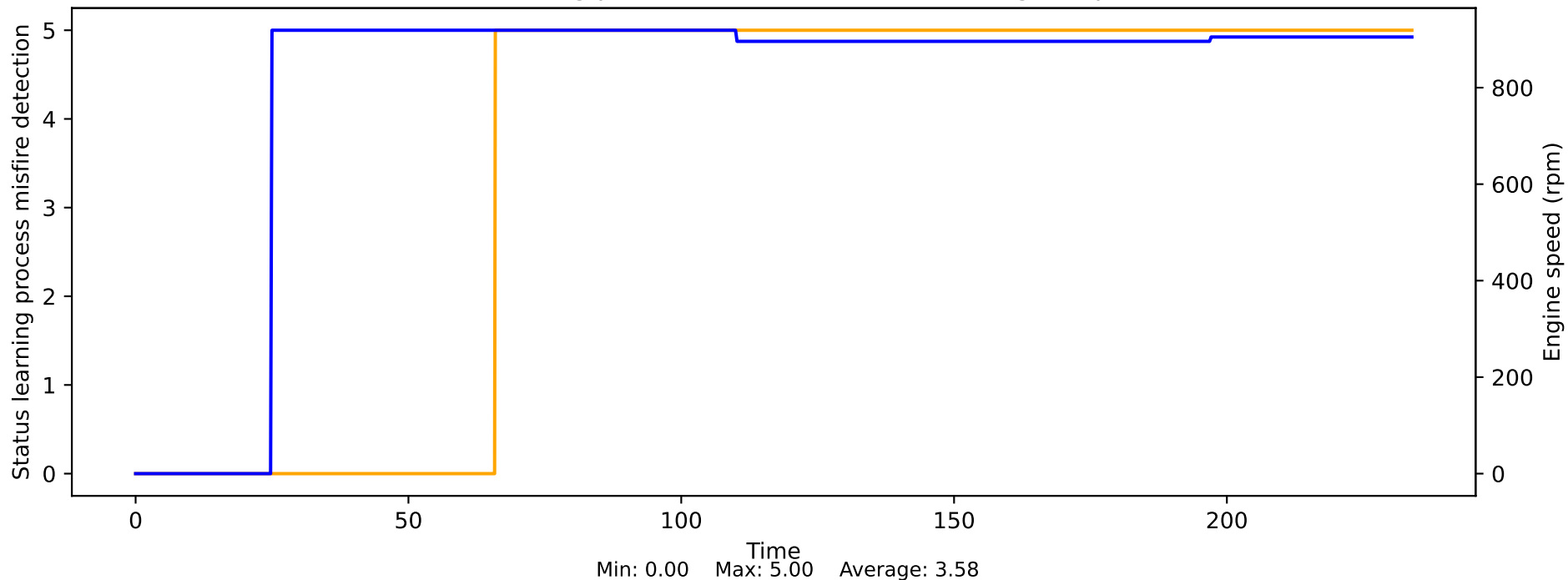
Status VVT stop learning (internal) vs Engine speed



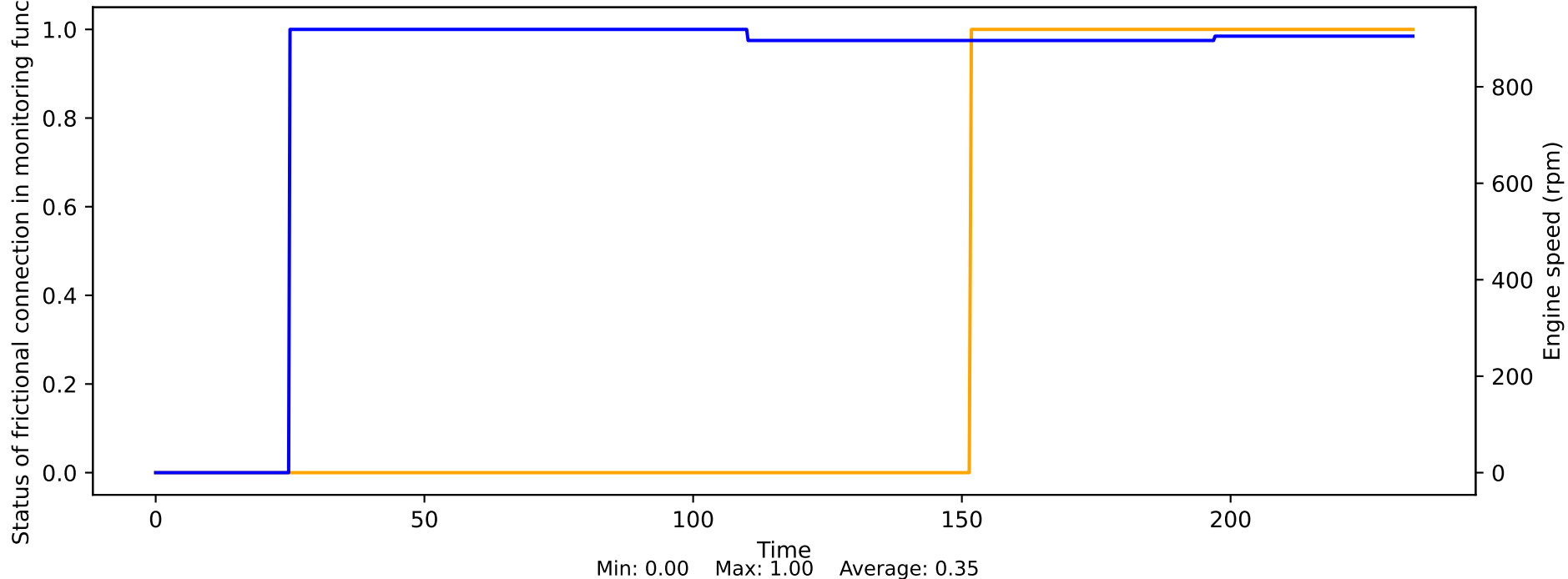
Status error overload VVT1 vs Engine speed



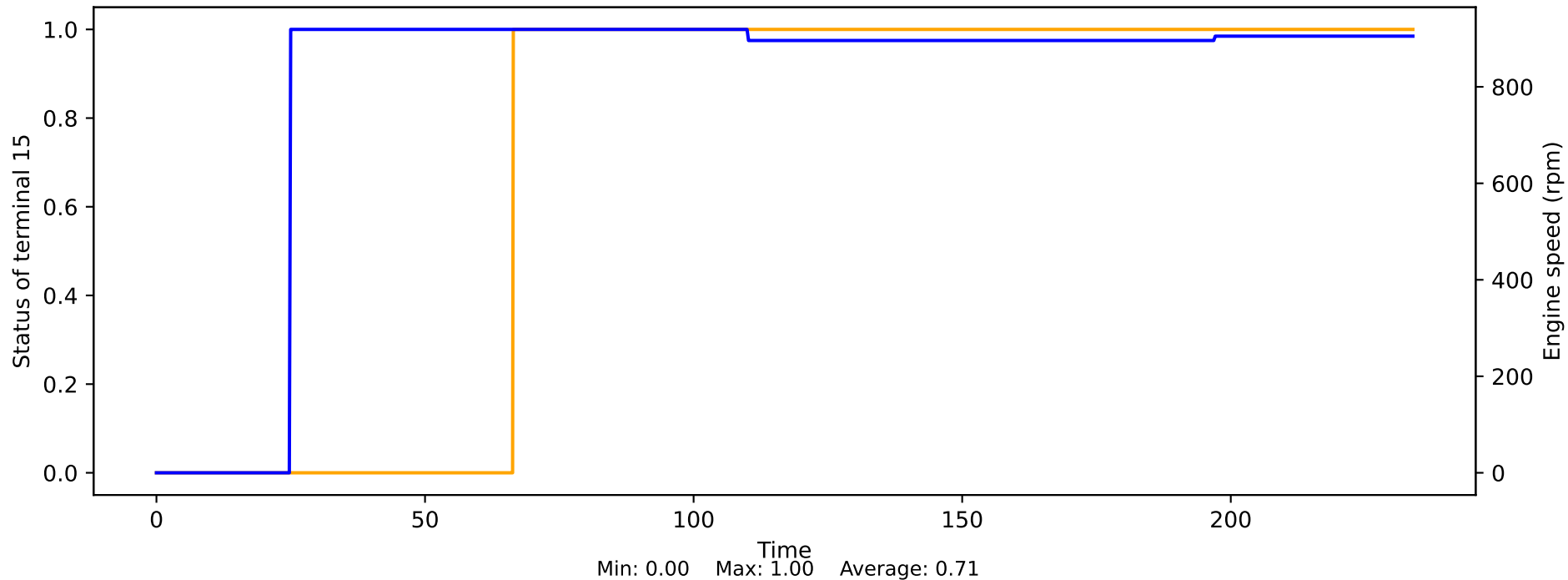
Status learning process misfire detection vs Engine speed



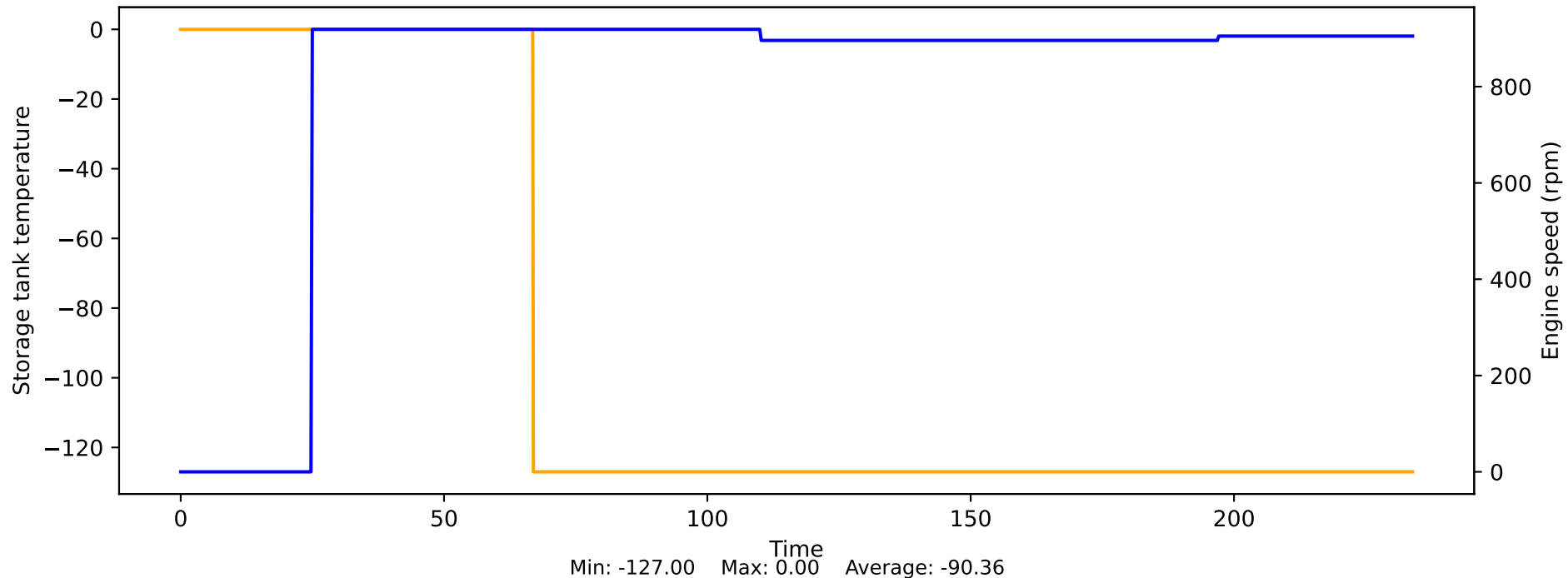
Status of frictional connection in monitoring function vs Engine speed



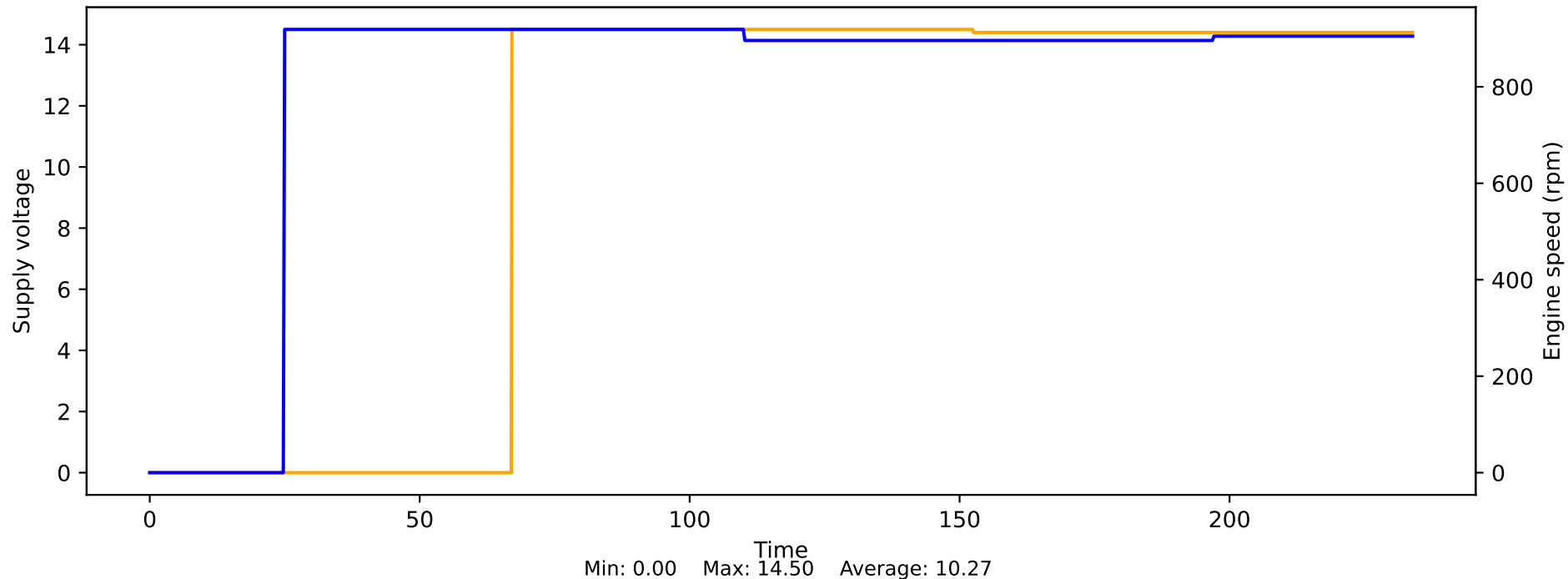
Status of terminal 15 vs Engine speed



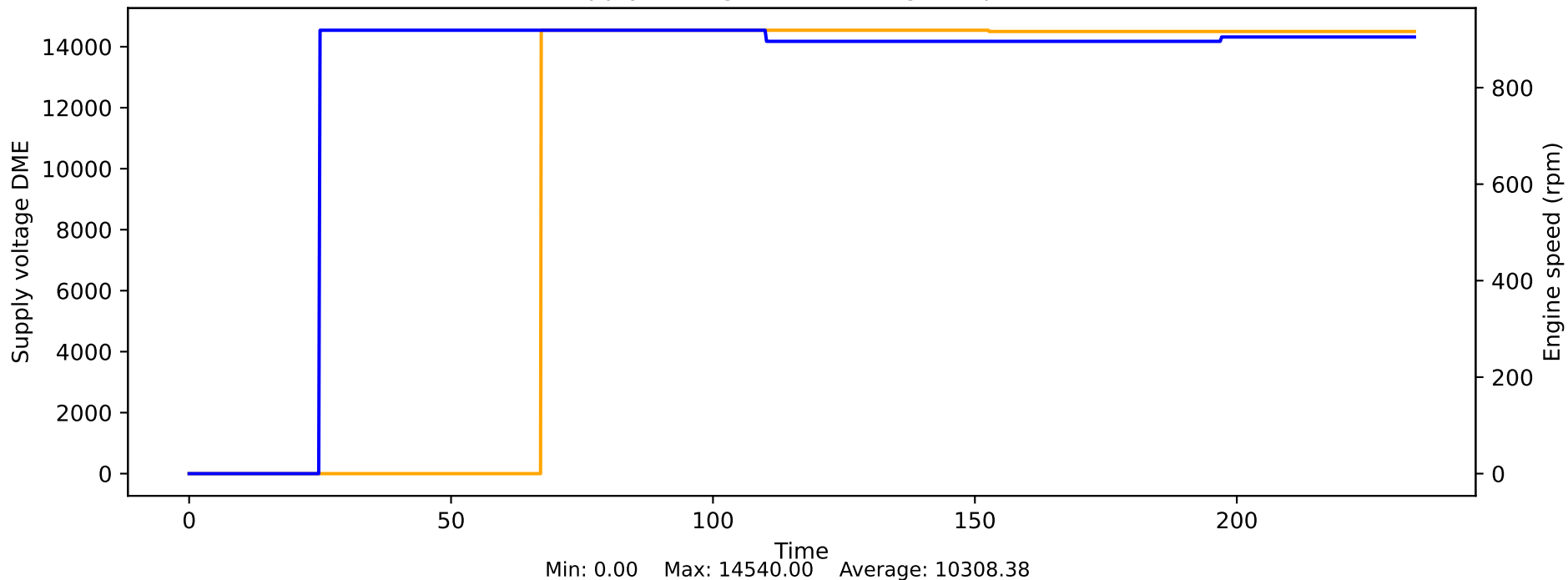
Storage tank temperature vs Engine speed



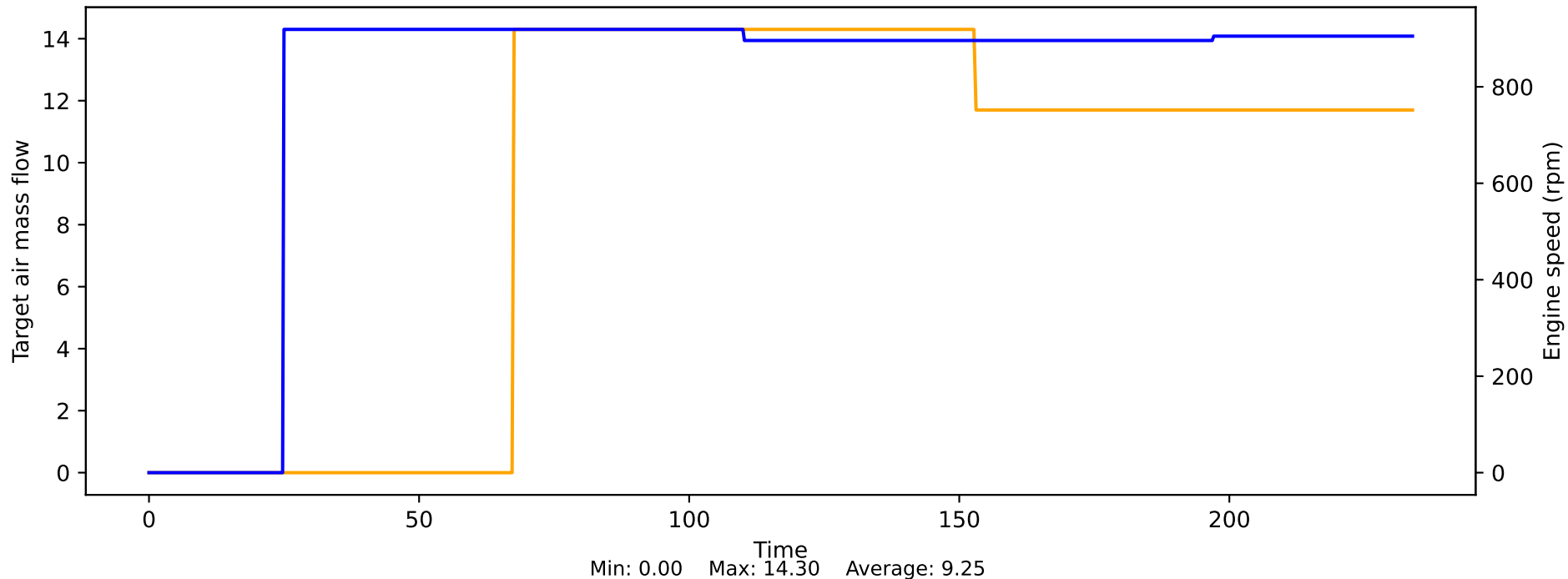
Supply voltage vs Engine speed



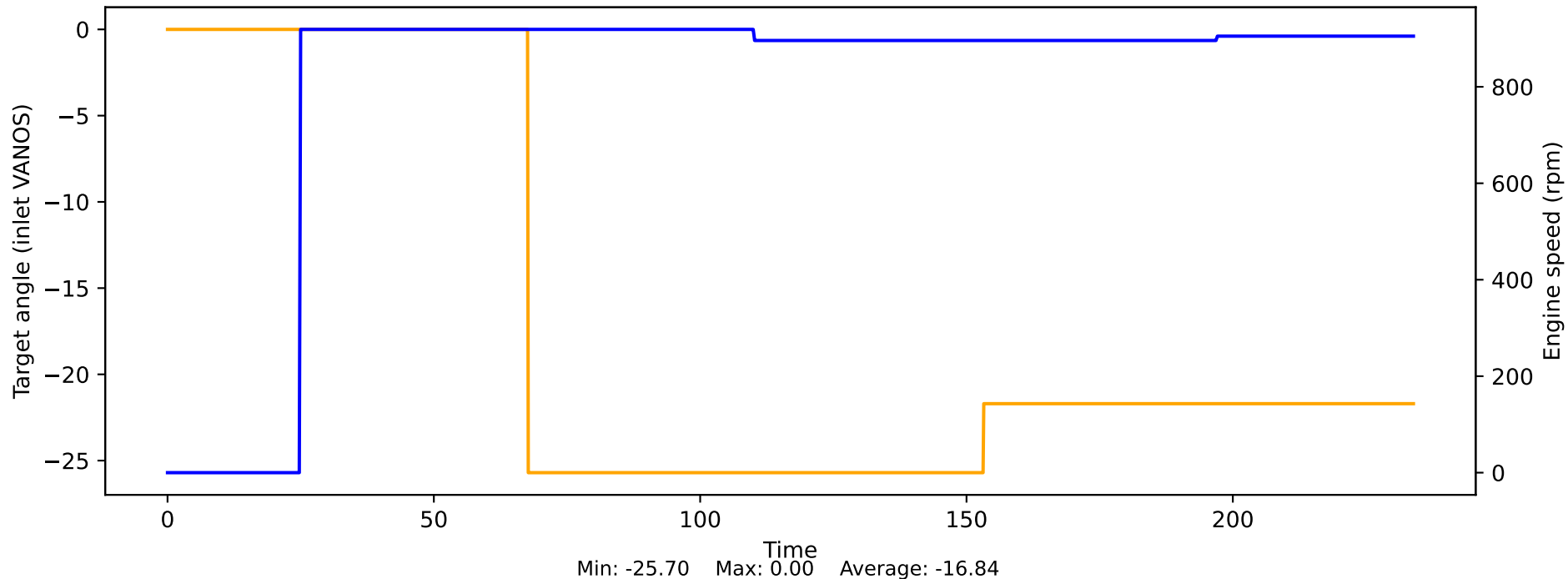
Supply voltage DME vs Engine speed



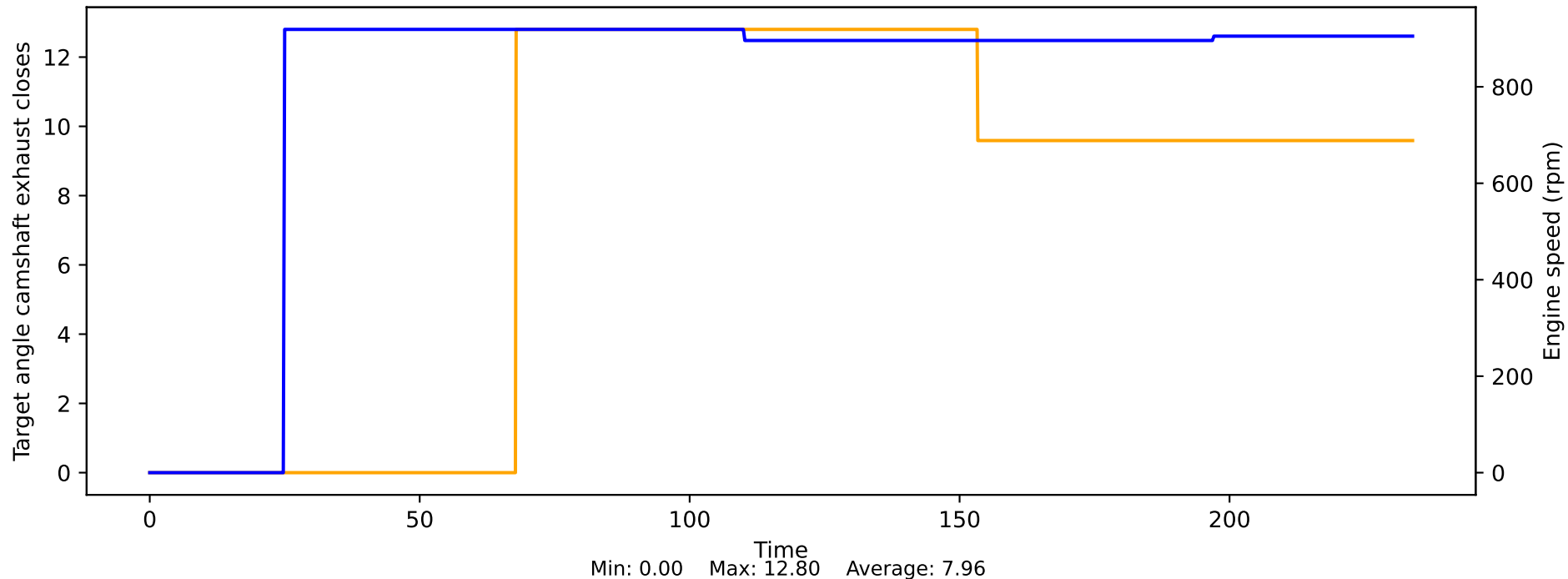
Target air mass flow vs Engine speed



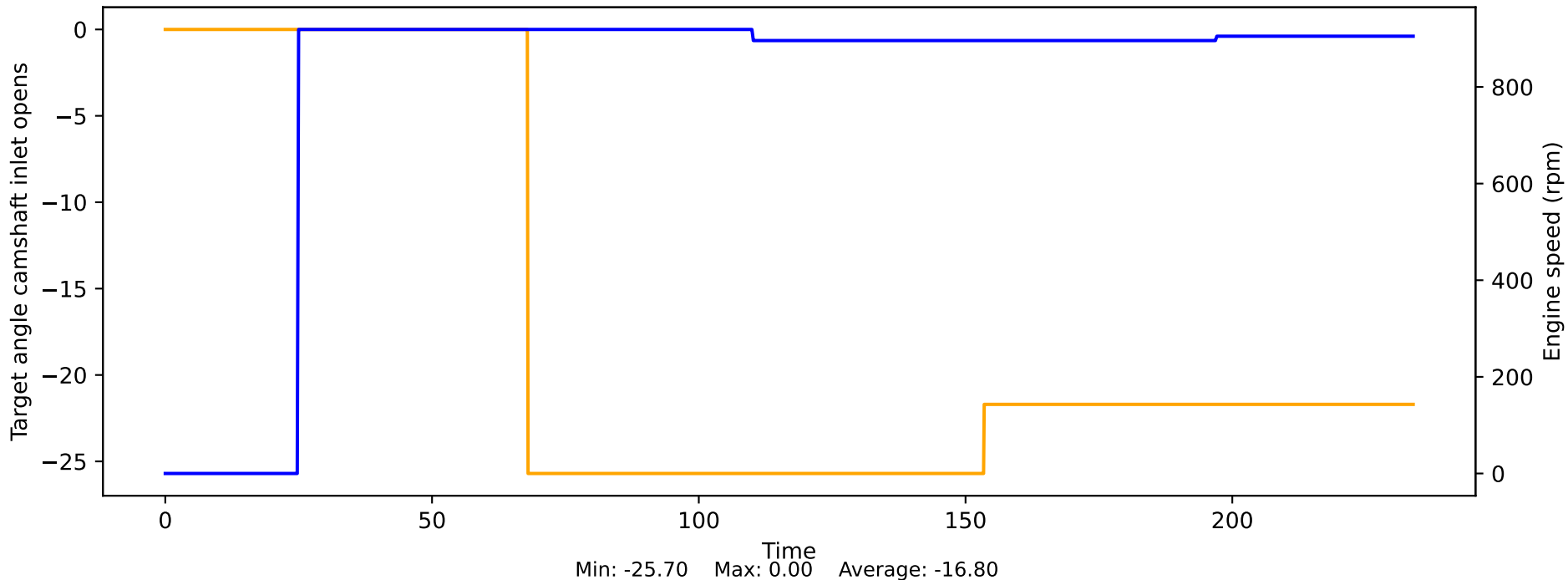
Target angle (inlet VANOS) vs Engine speed



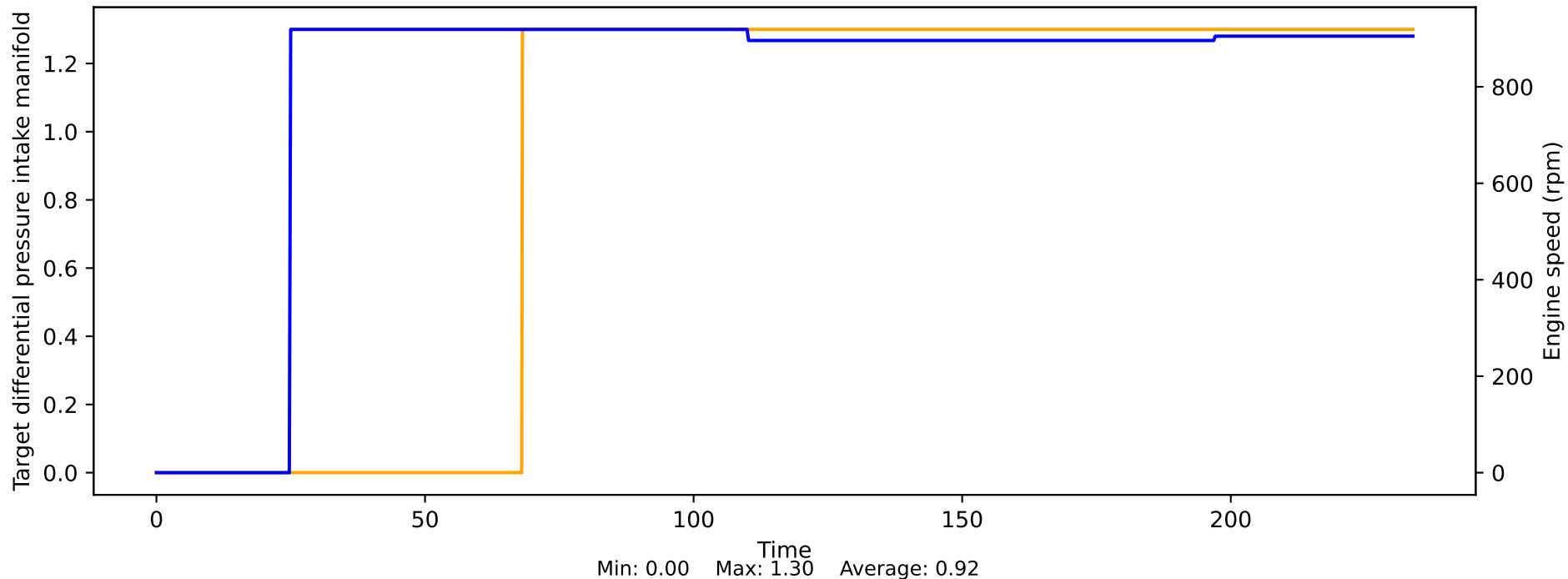
Target angle camshaft exhaust closes vs Engine speed



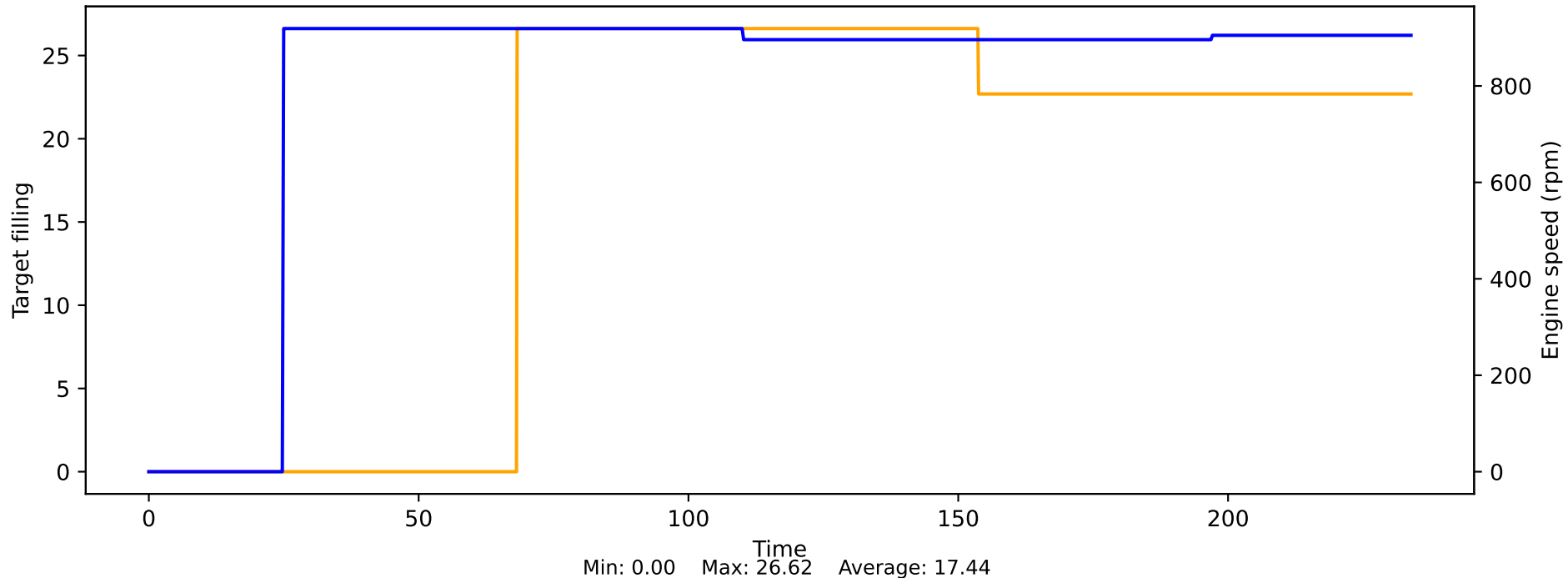
Target angle camshaft inlet opens vs Engine speed



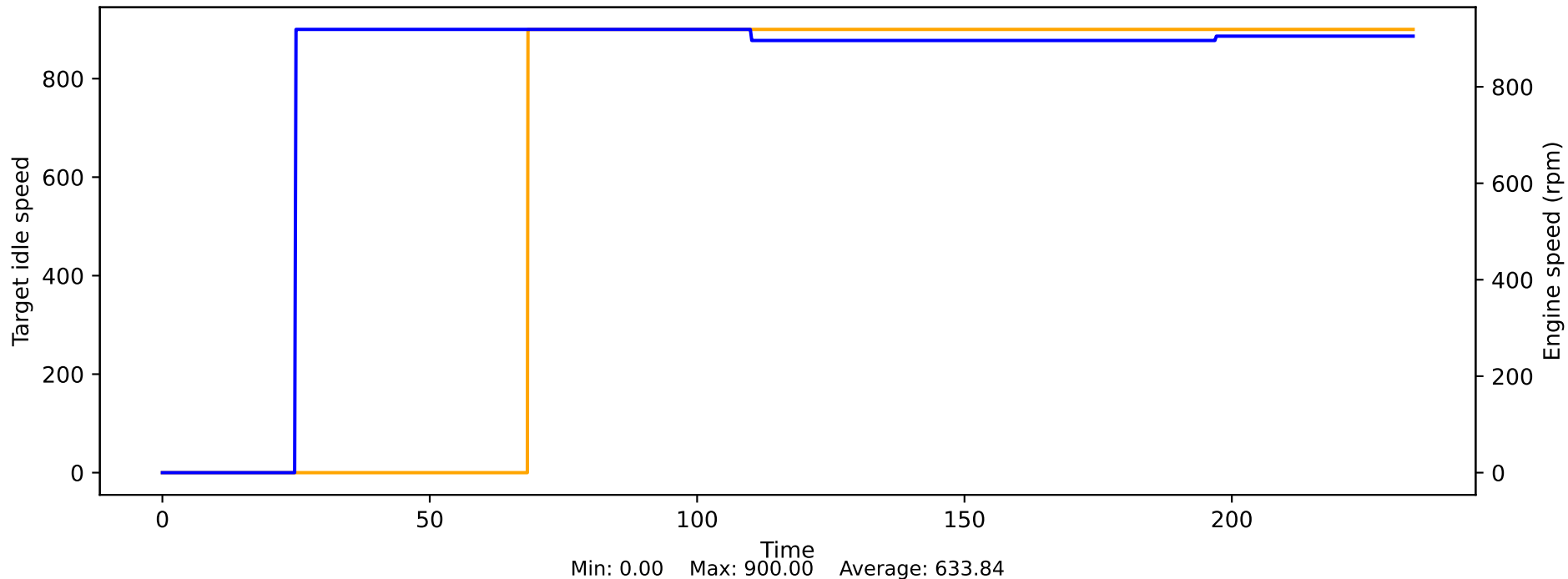
Target differential pressure intake manifold vs Engine speed



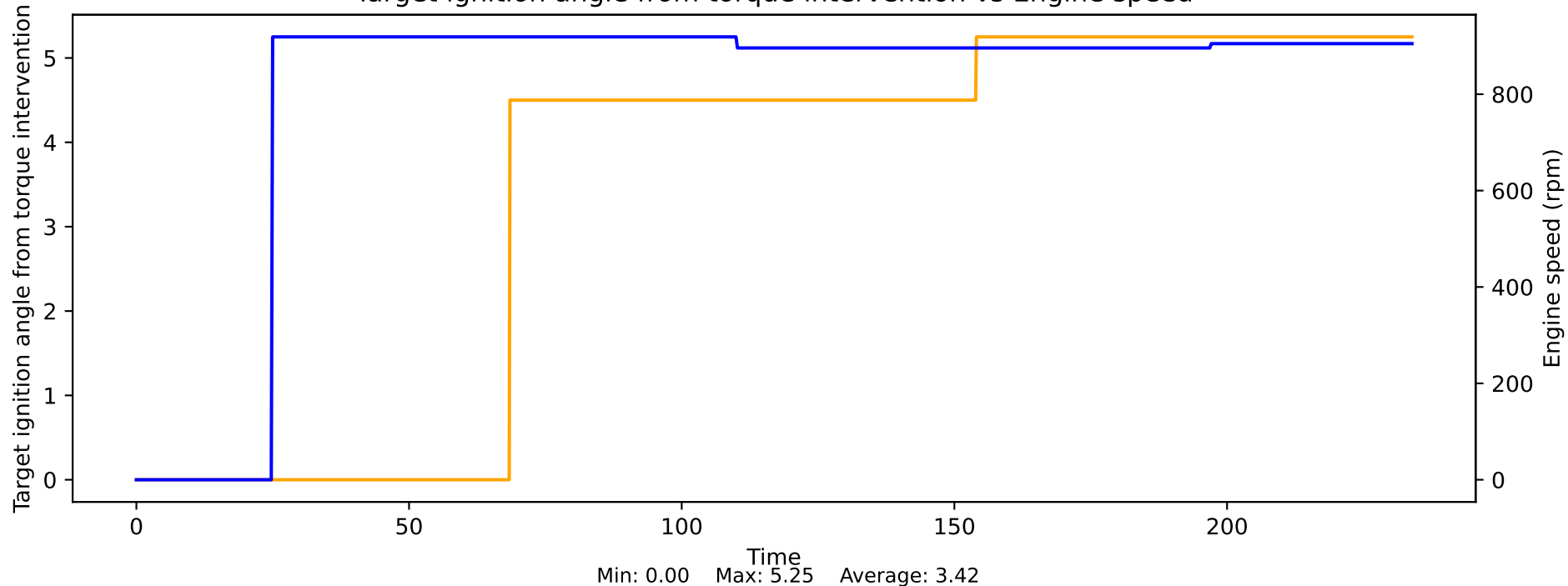
Target filling vs Engine speed



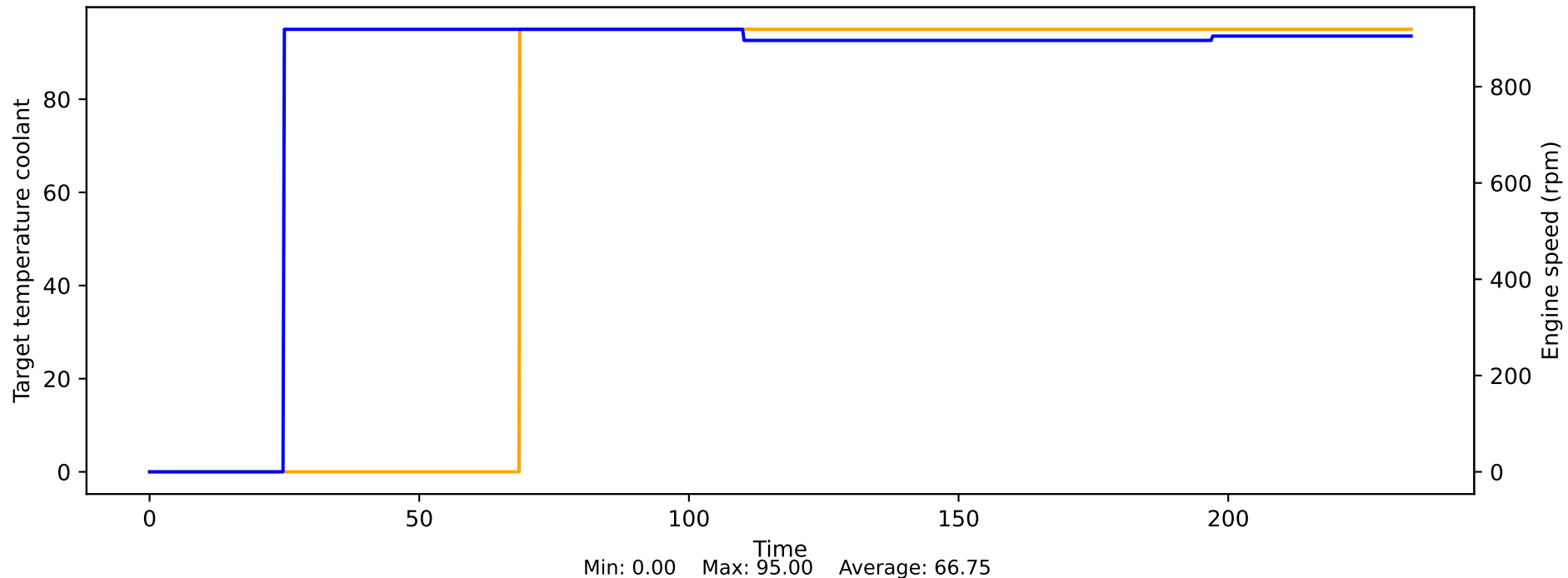
Target idle speed vs Engine speed



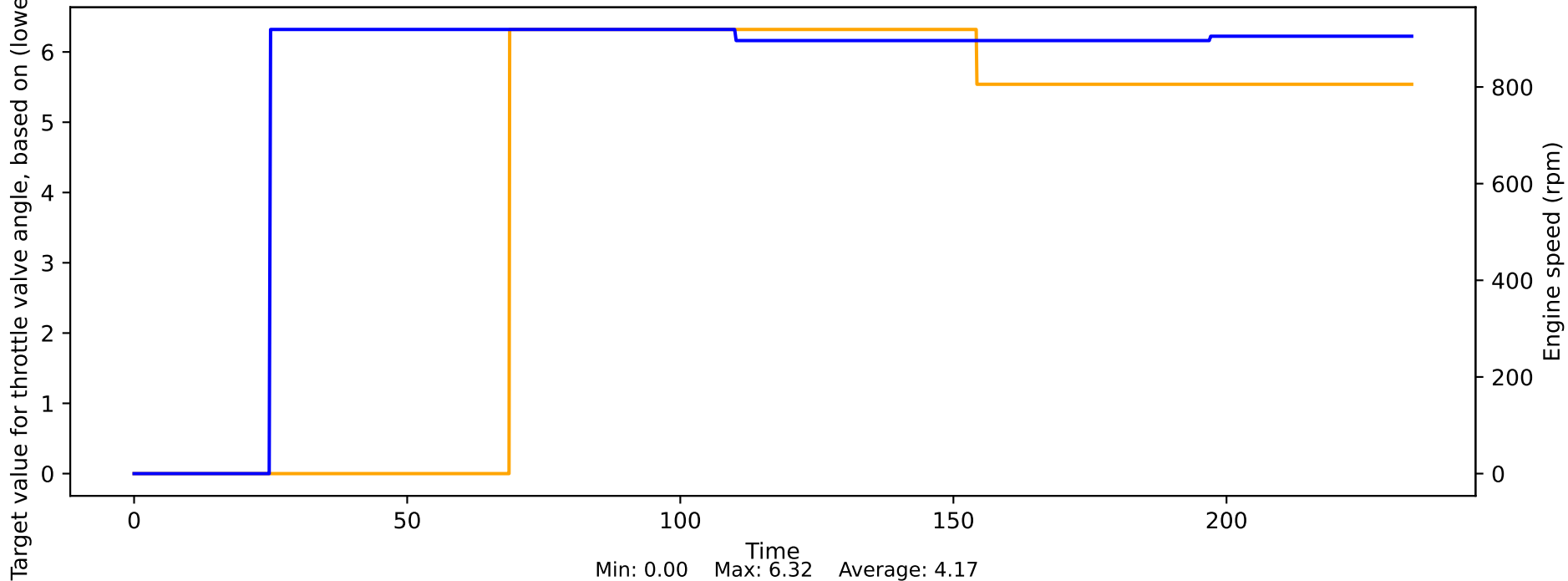
Target ignition angle from torque intervention vs Engine speed



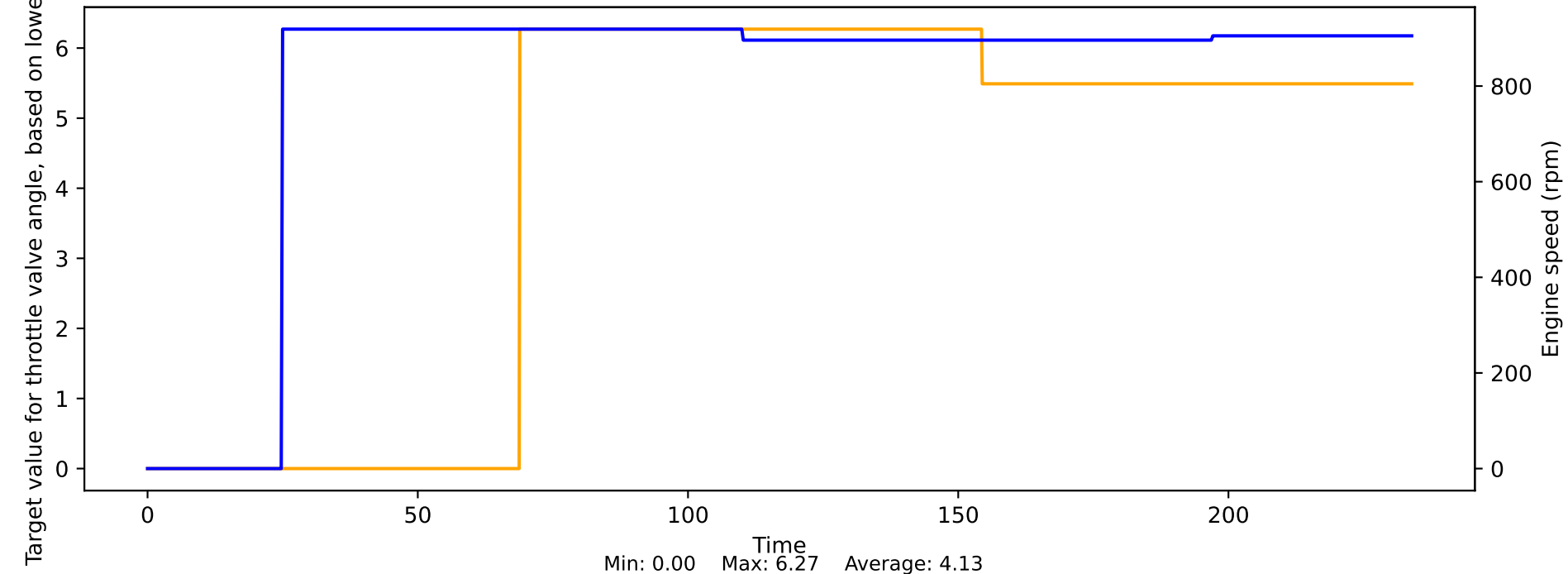
Target temperature coolant vs Engine speed



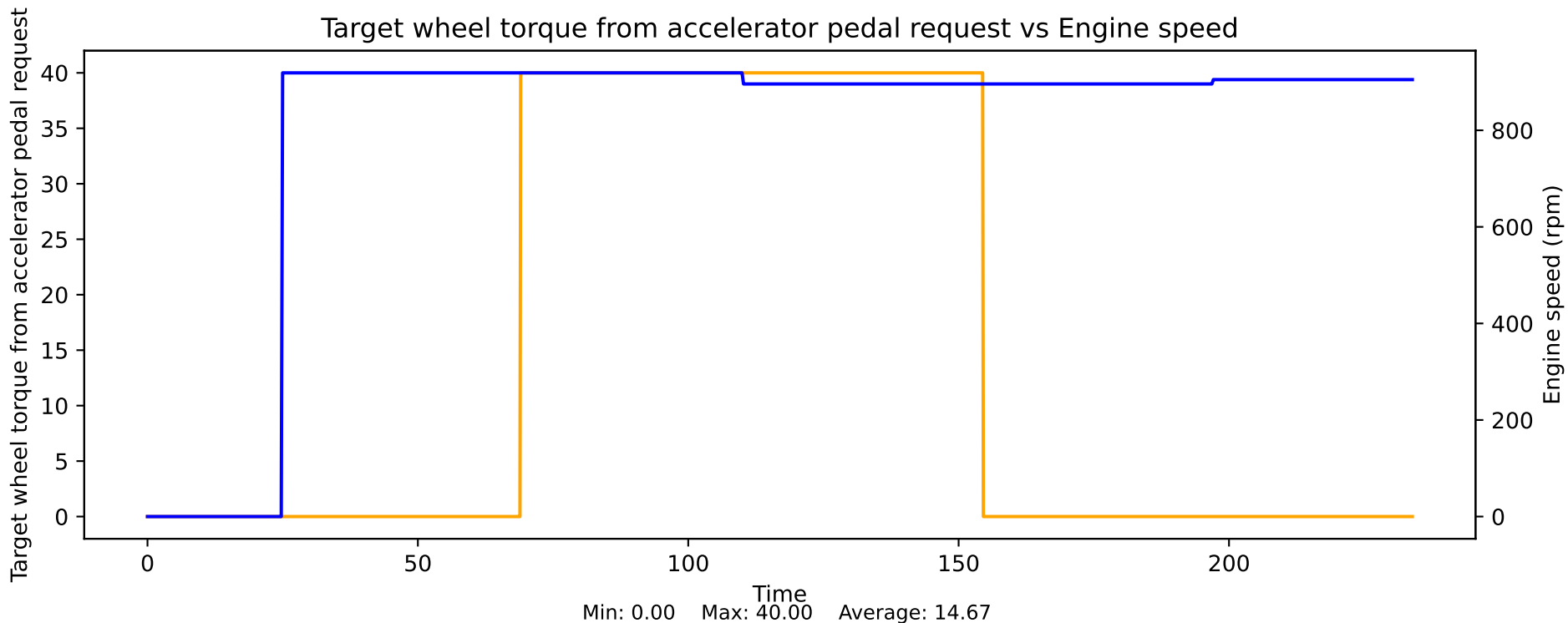
Target value for throttle valve angle, based on (lower) stop vs Engine speed



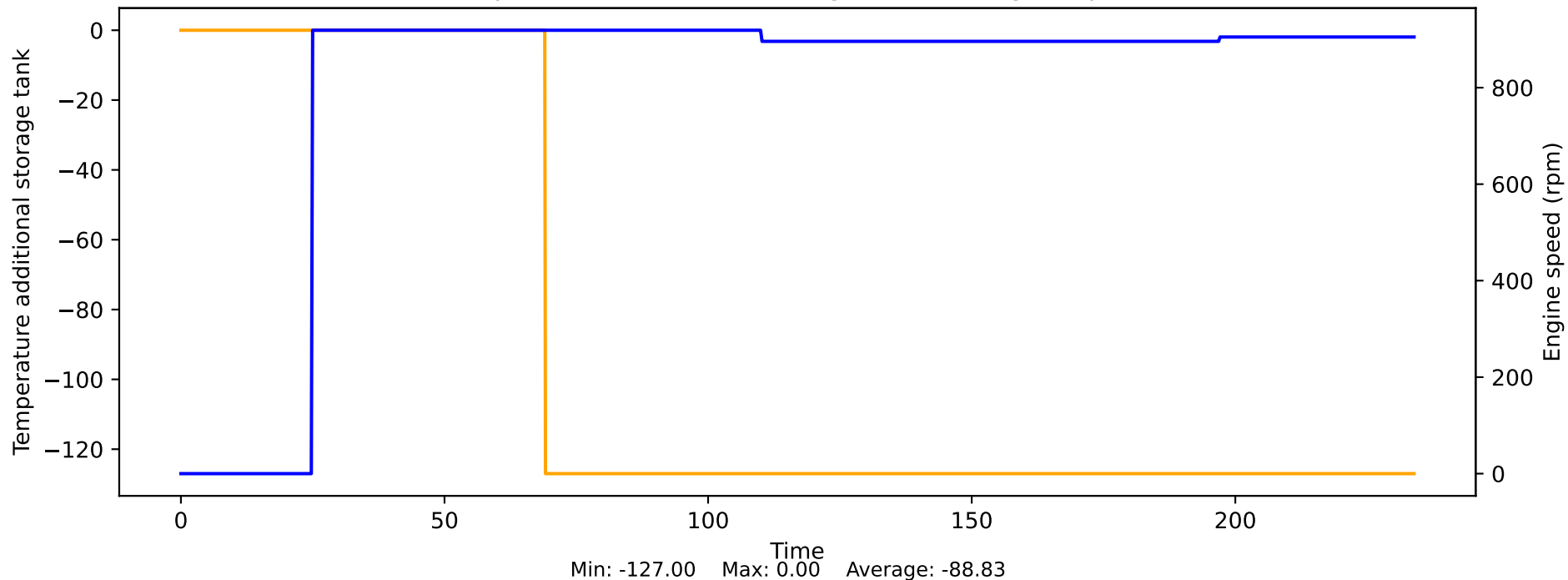
Target value for throttle valve angle, based on lower stop vs Engine speed



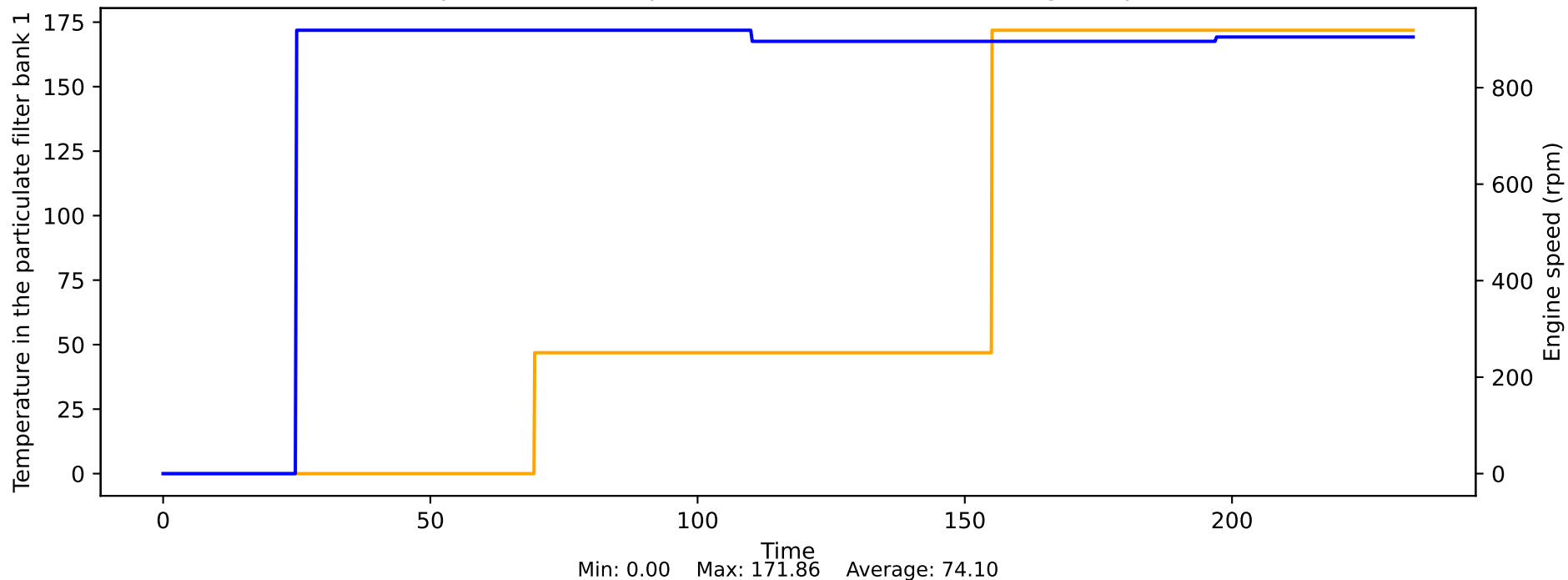
Target wheel torque from accelerator pedal request vs Engine speed



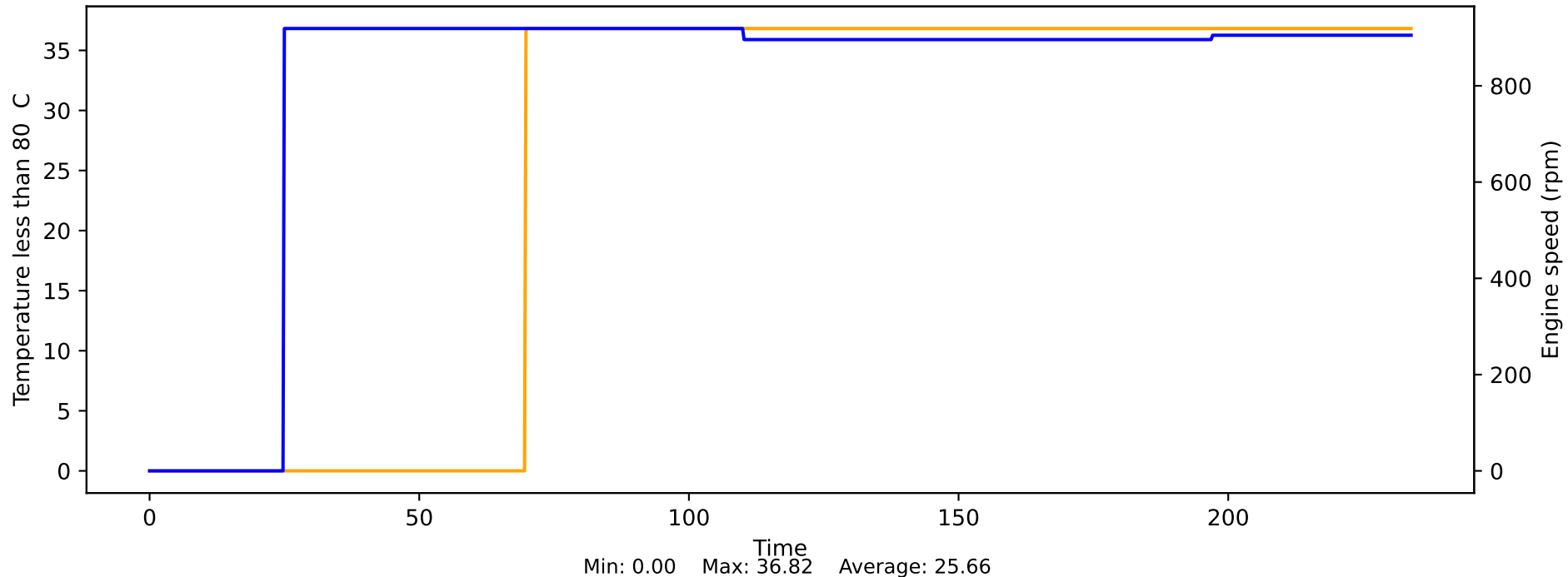
Temperature additional storage tank vs Engine speed



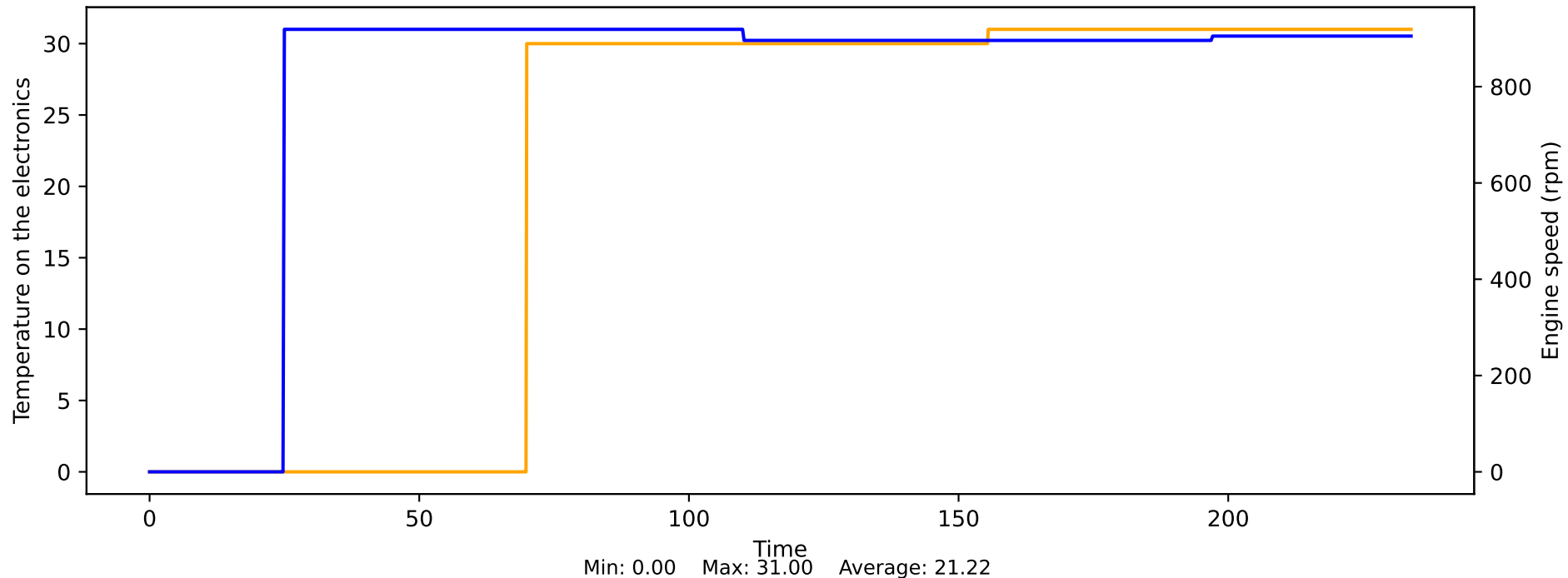
Temperature in the particulate filter bank 1 vs Engine speed



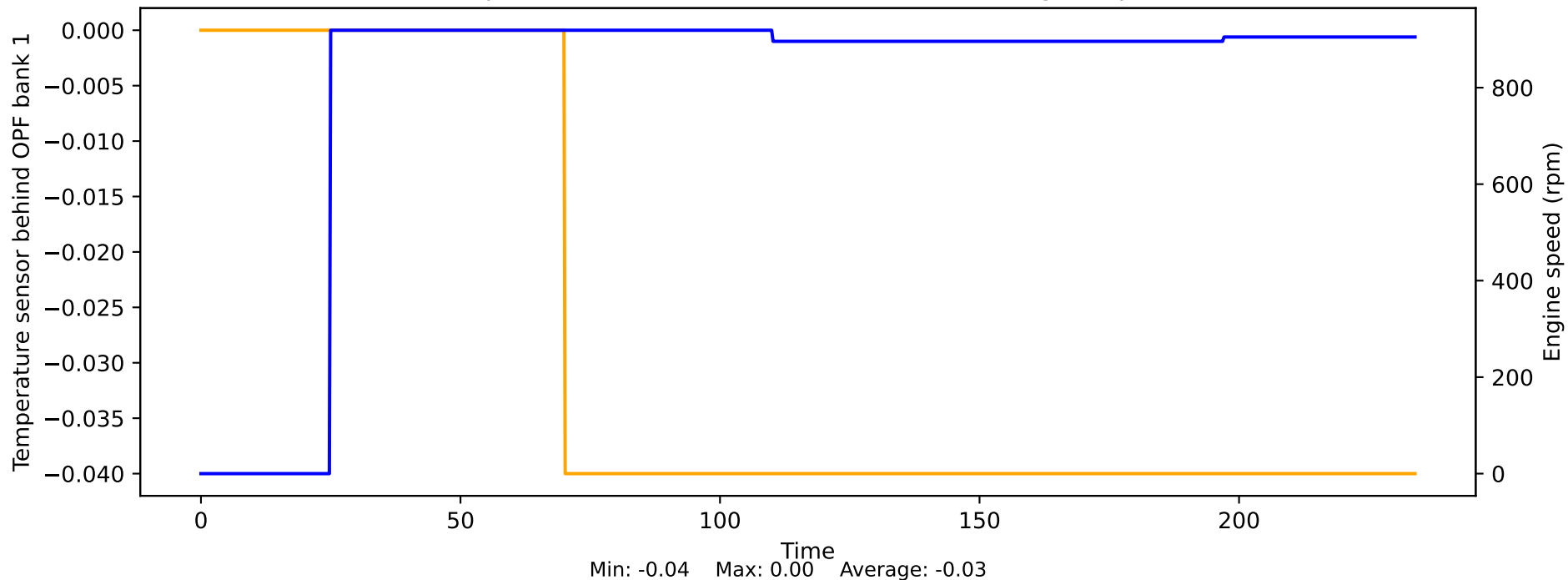
Temperature less than 80 C vs Engine speed



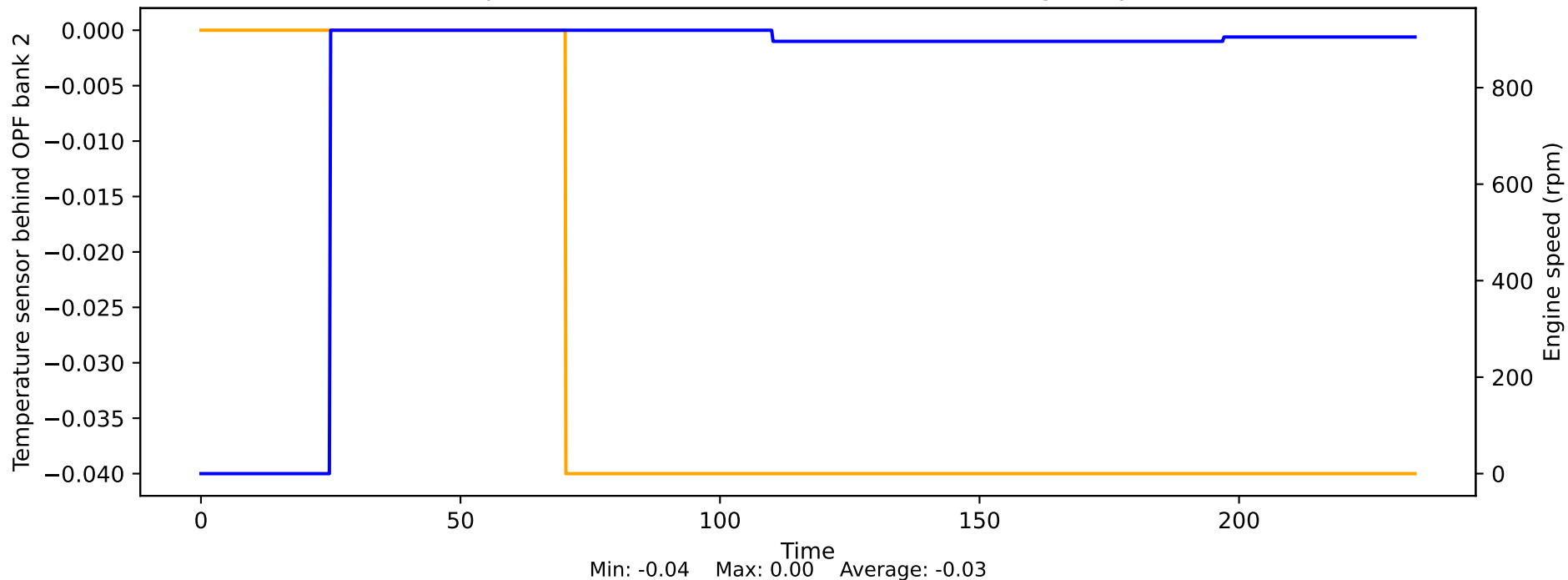
Temperature on the electronics vs Engine speed



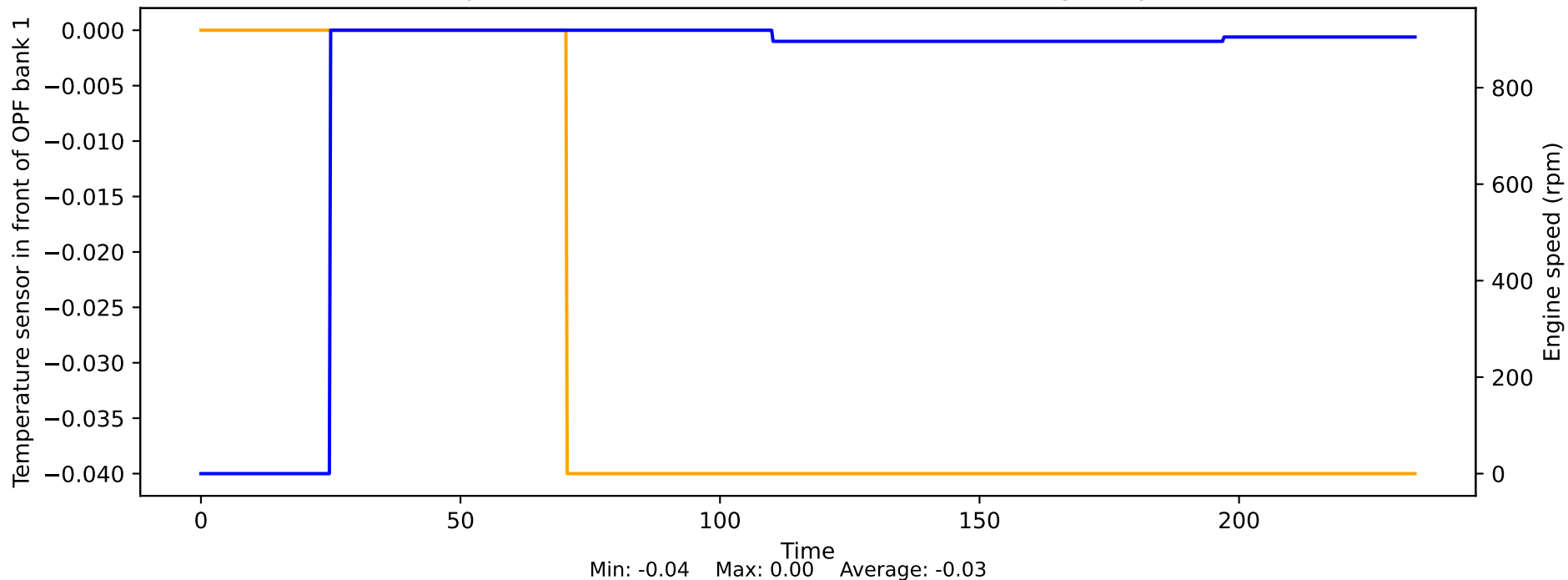
Temperature sensor behind OPF bank 1 vs Engine speed



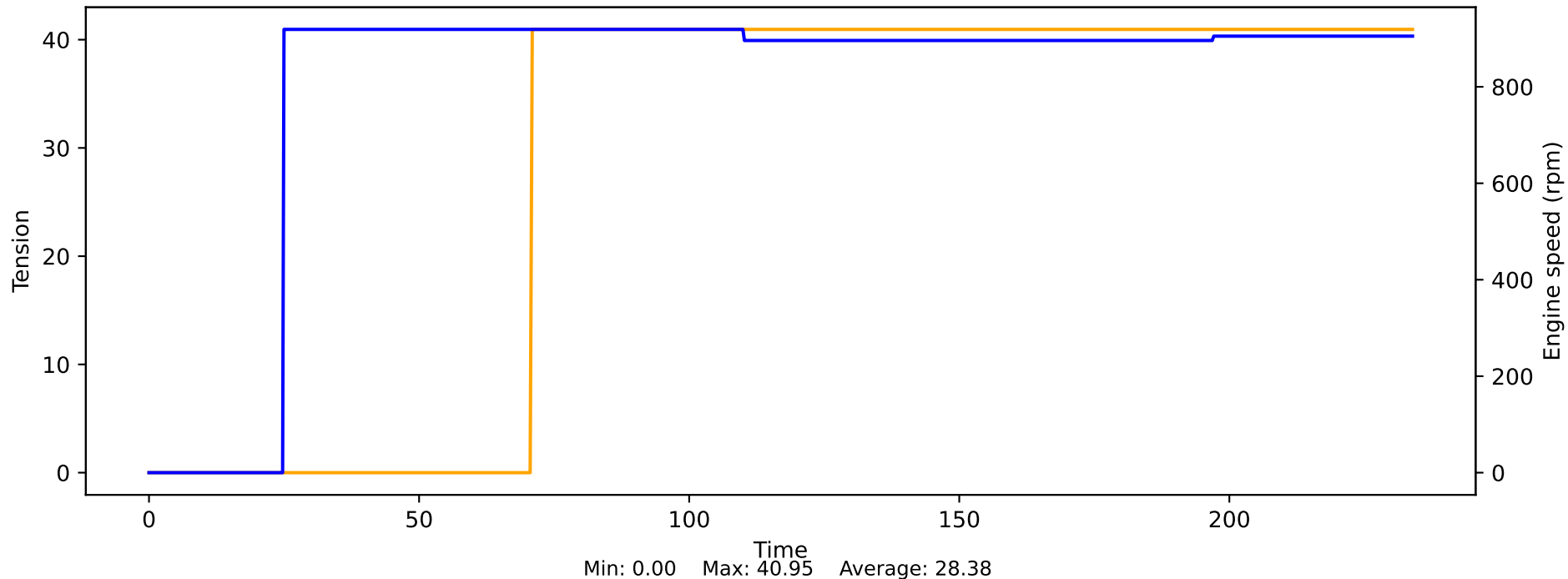
Temperature sensor behind OPF bank 2 vs Engine speed



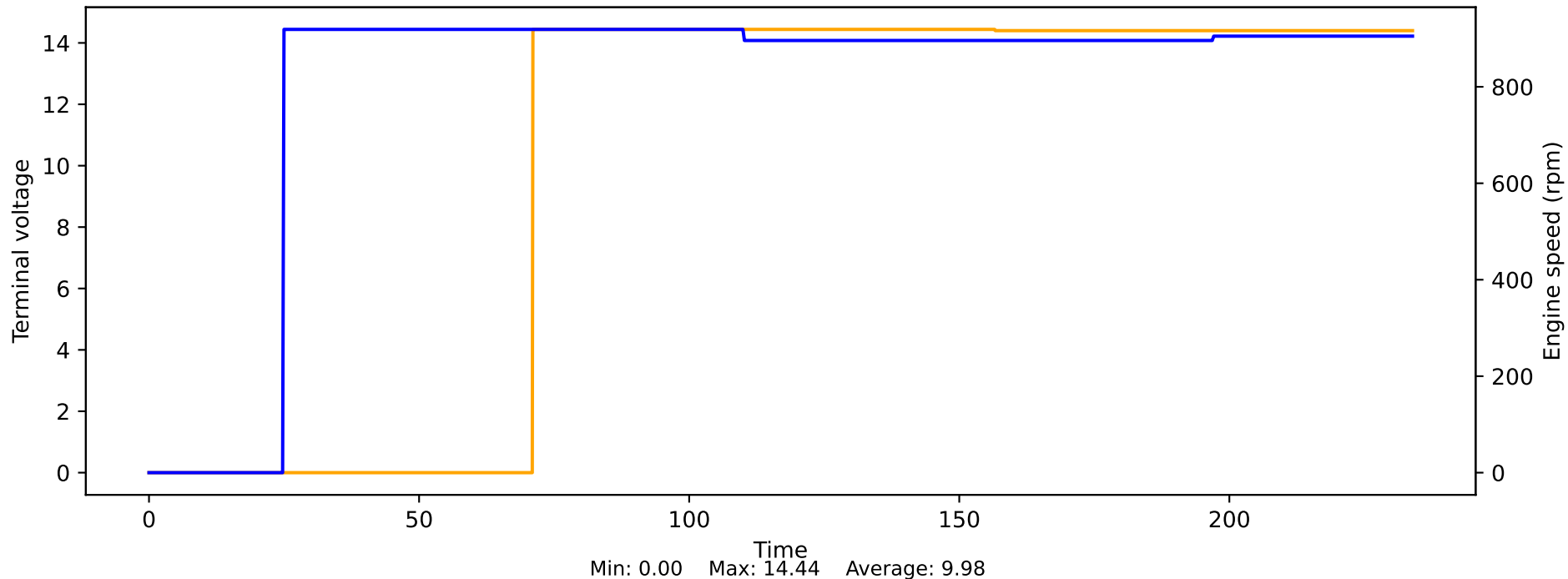
Temperature sensor in front of OPF bank 1 vs Engine speed



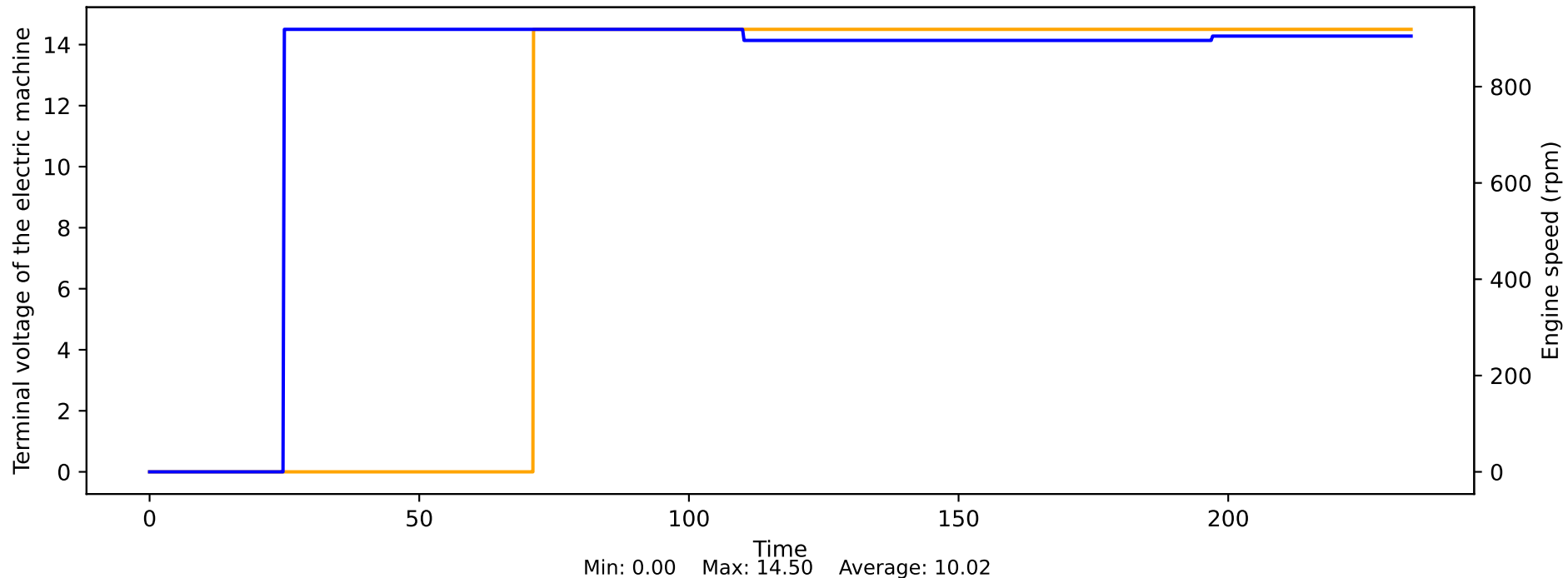
Tension vs Engine speed



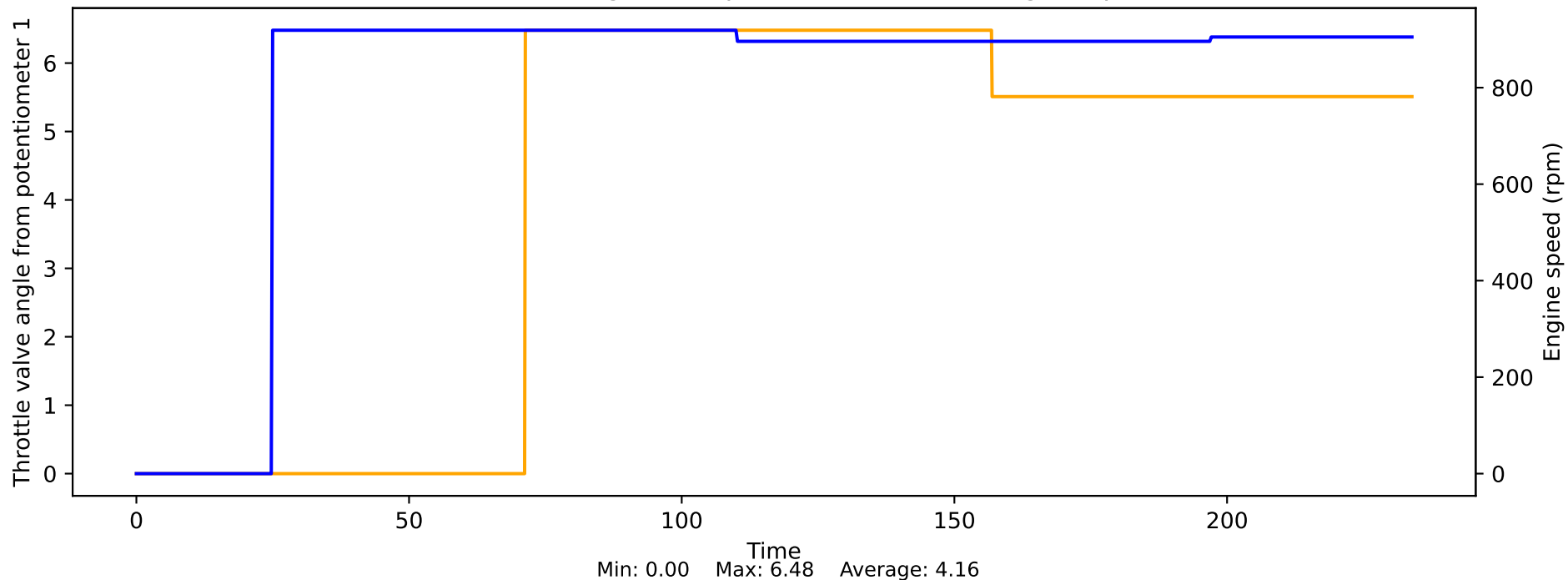
Terminal voltage vs Engine speed



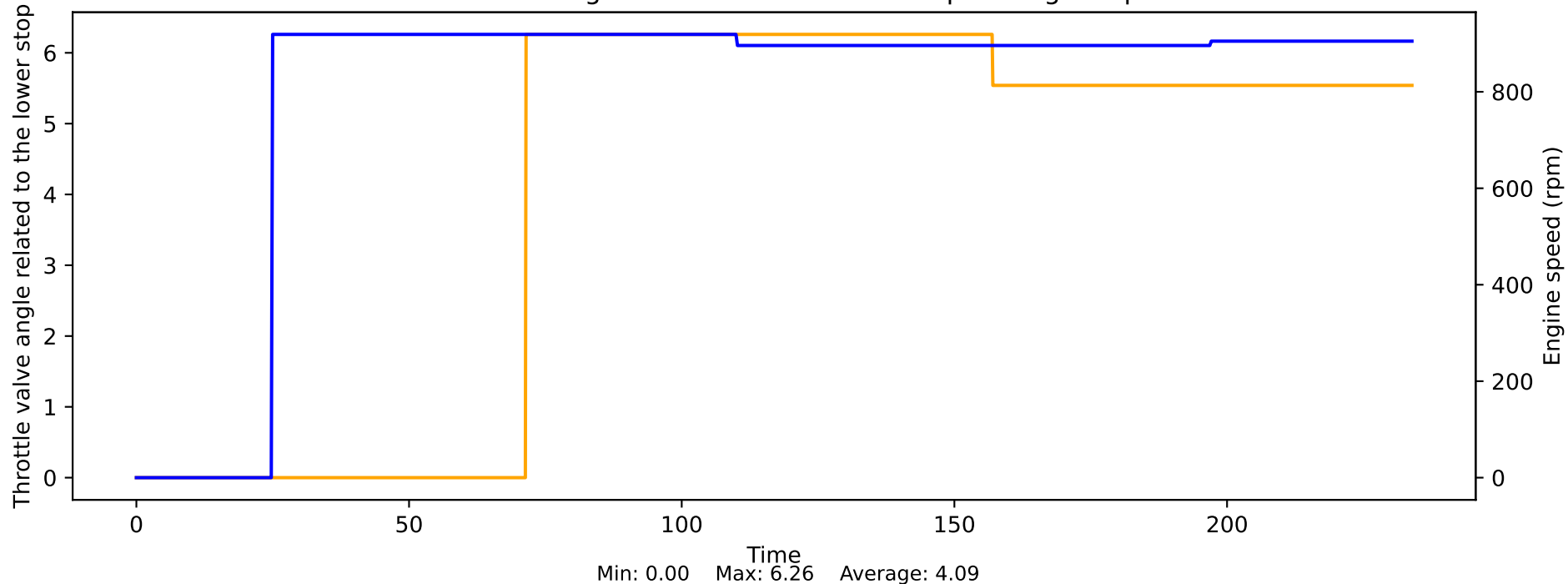
Terminal voltage of the electric machine vs Engine speed



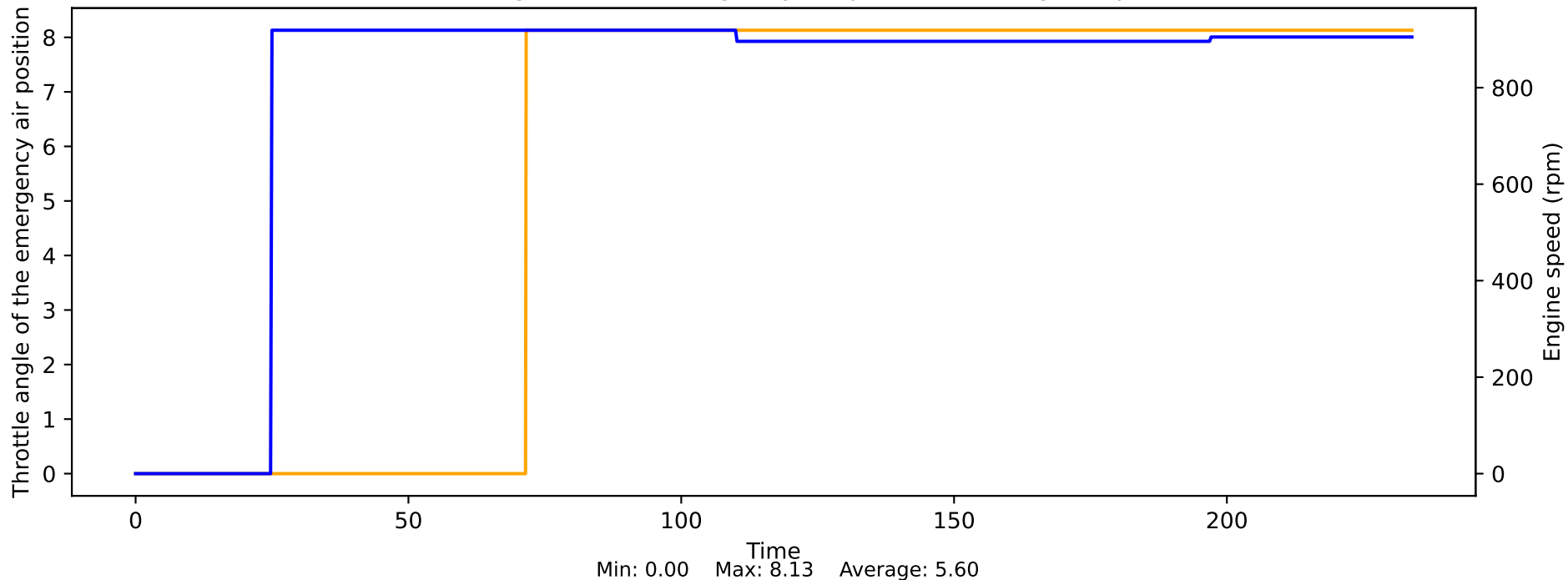
Throttle valve angle from potentiometer 1 vs Engine speed



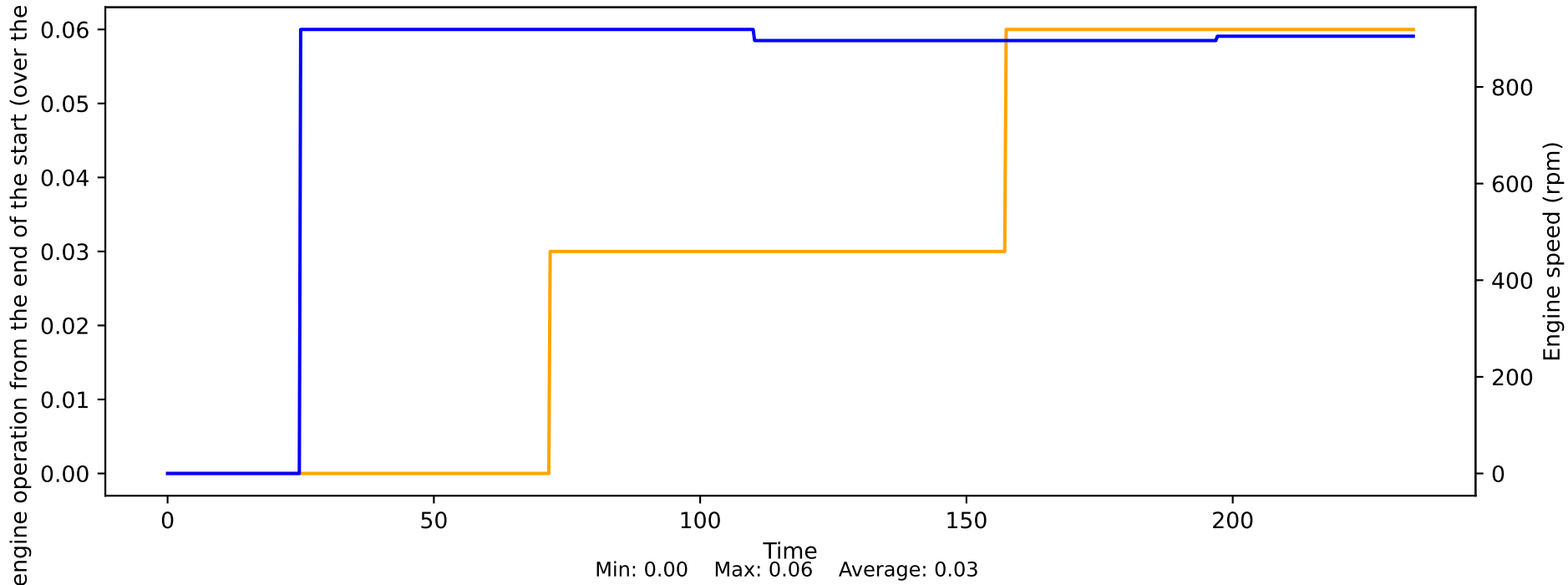
Throttle valve angle related to the lower stop vs Engine speed



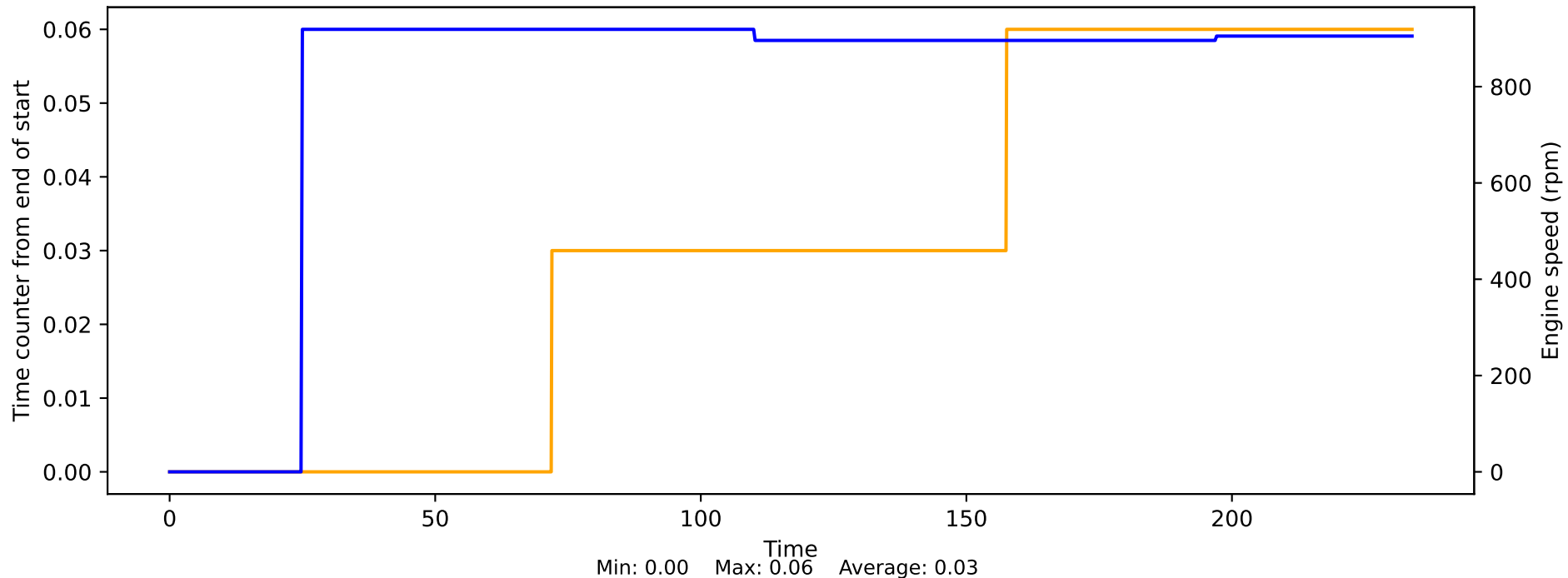
Throttle angle of the emergency air position vs Engine speed



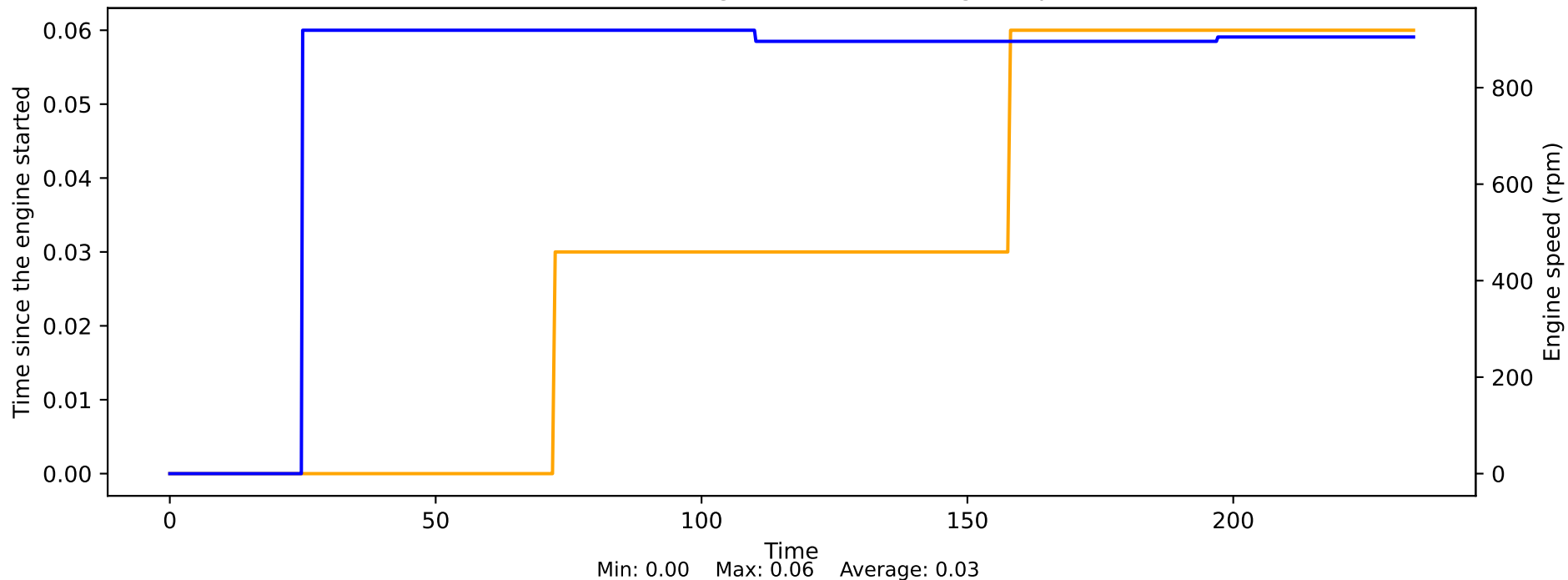
Time counter for engine operation from the end of the start (over the entire control unit cycle) vs Engine speed



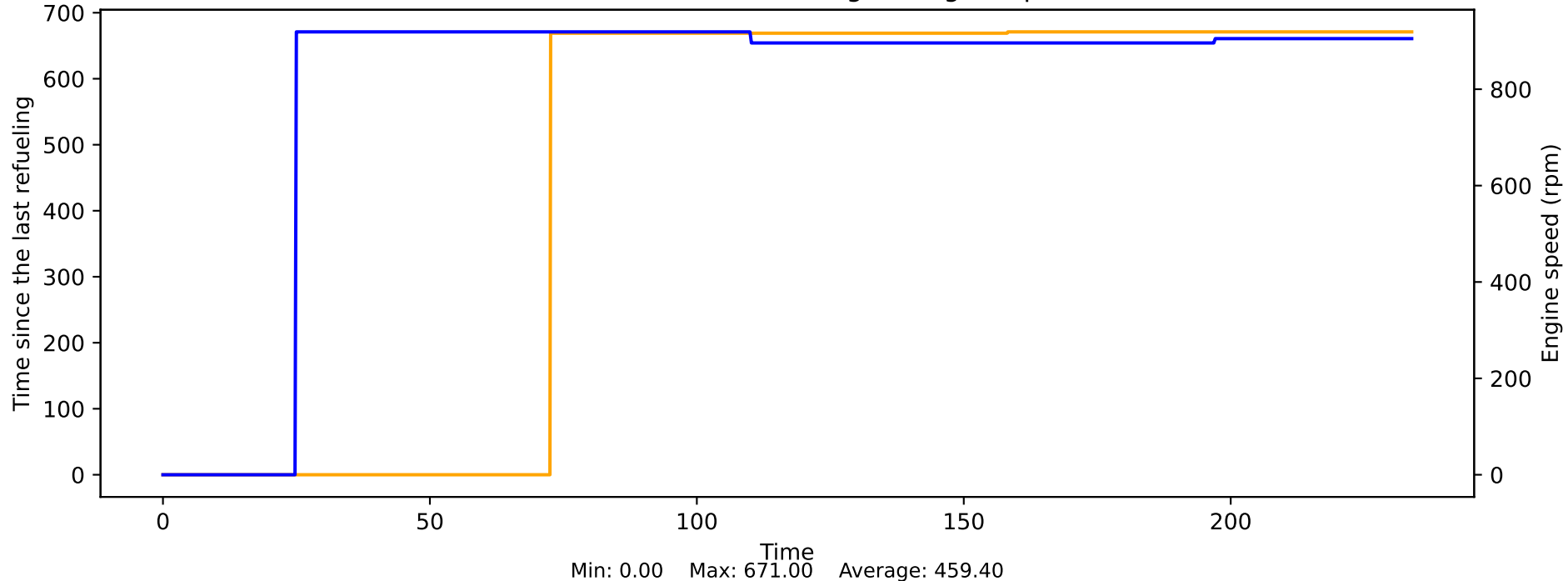
Time counter from end of start vs Engine speed



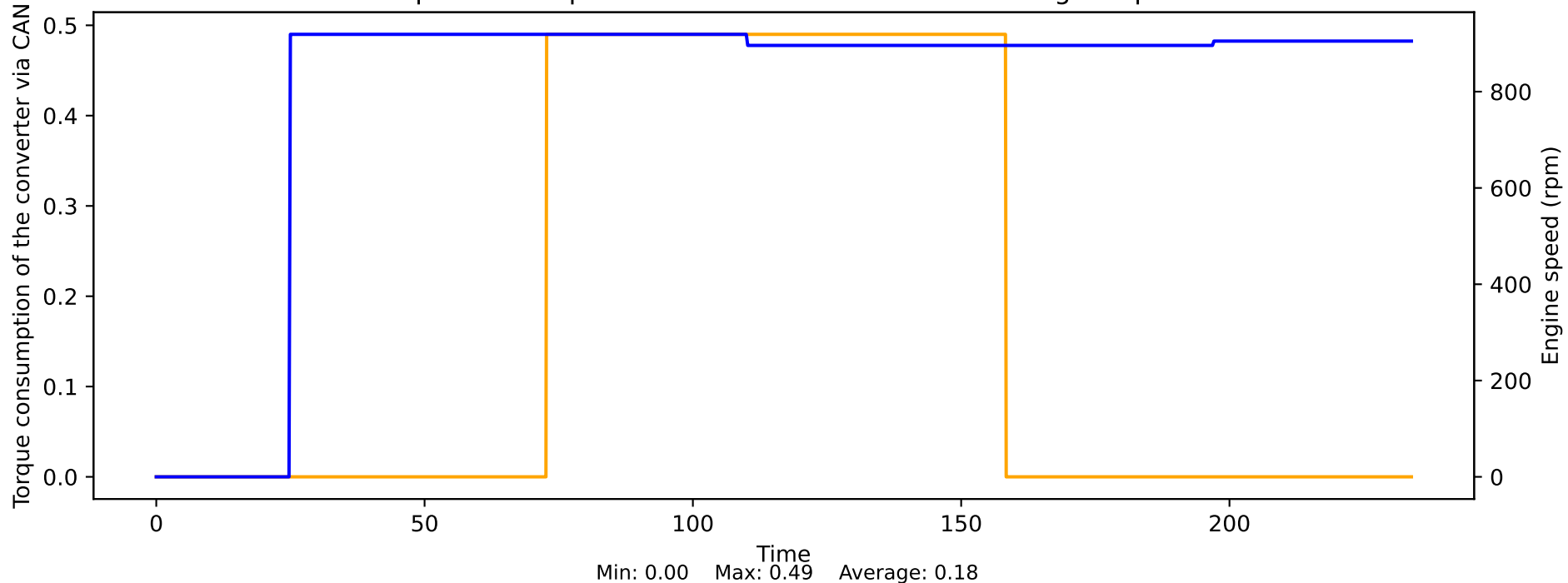
Time since the engine started vs Engine speed



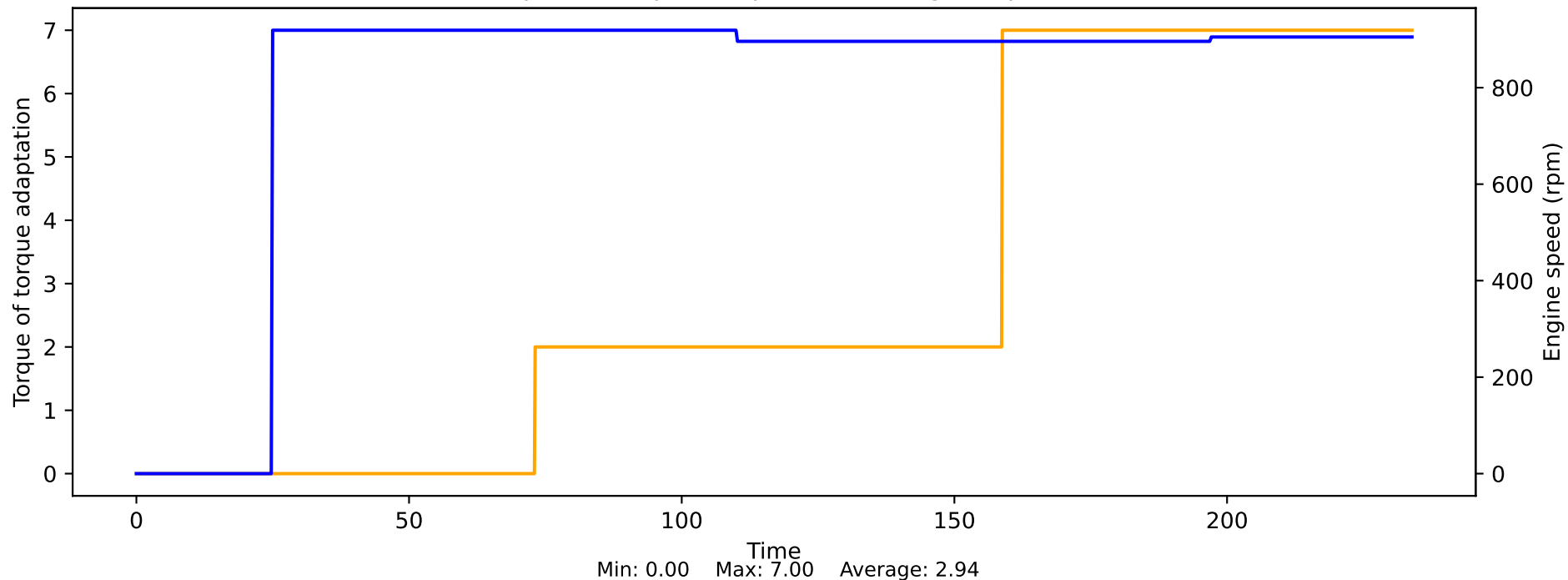
Time since the last refueling vs Engine speed



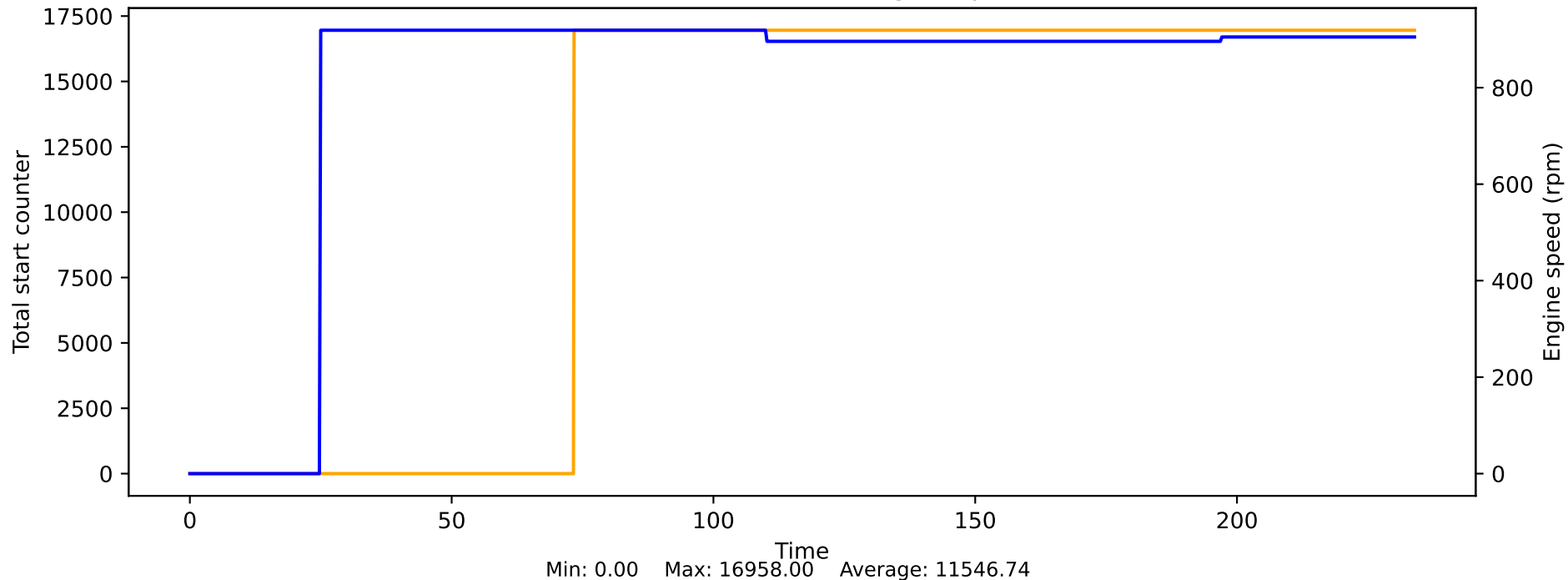
Torque consumption of the converter via CAN vs Engine speed



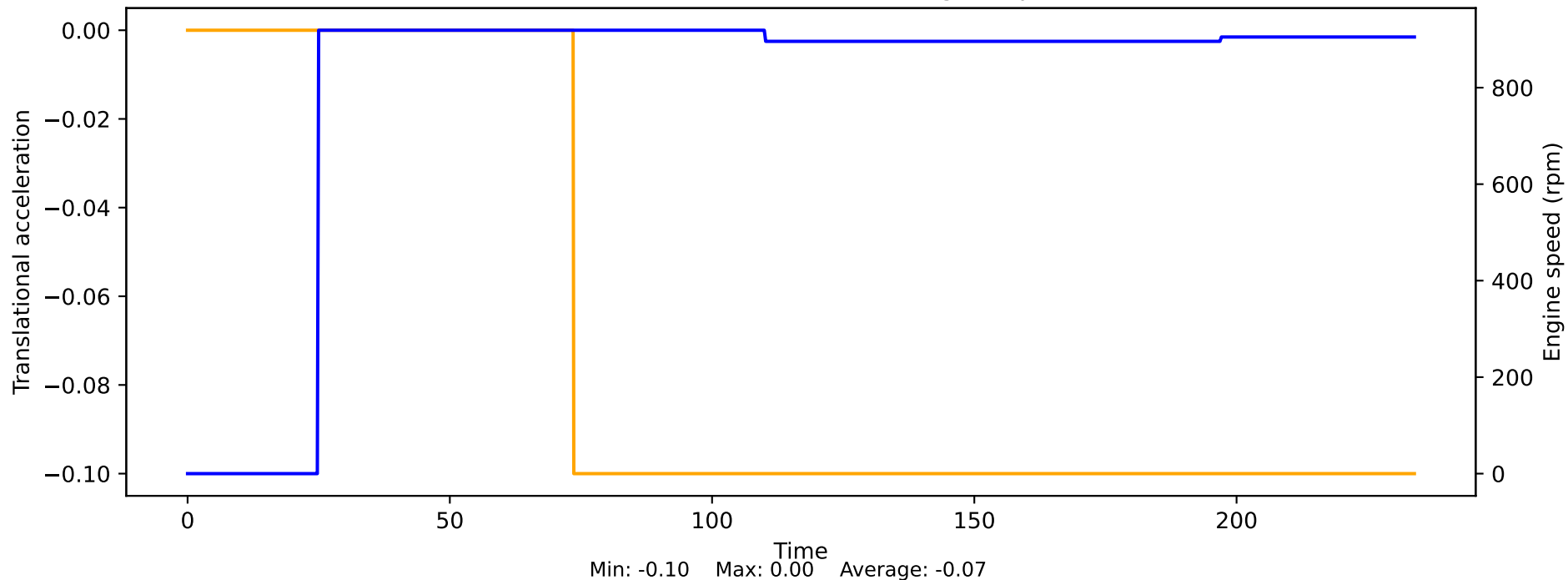
Torque of torque adaptation vs Engine speed



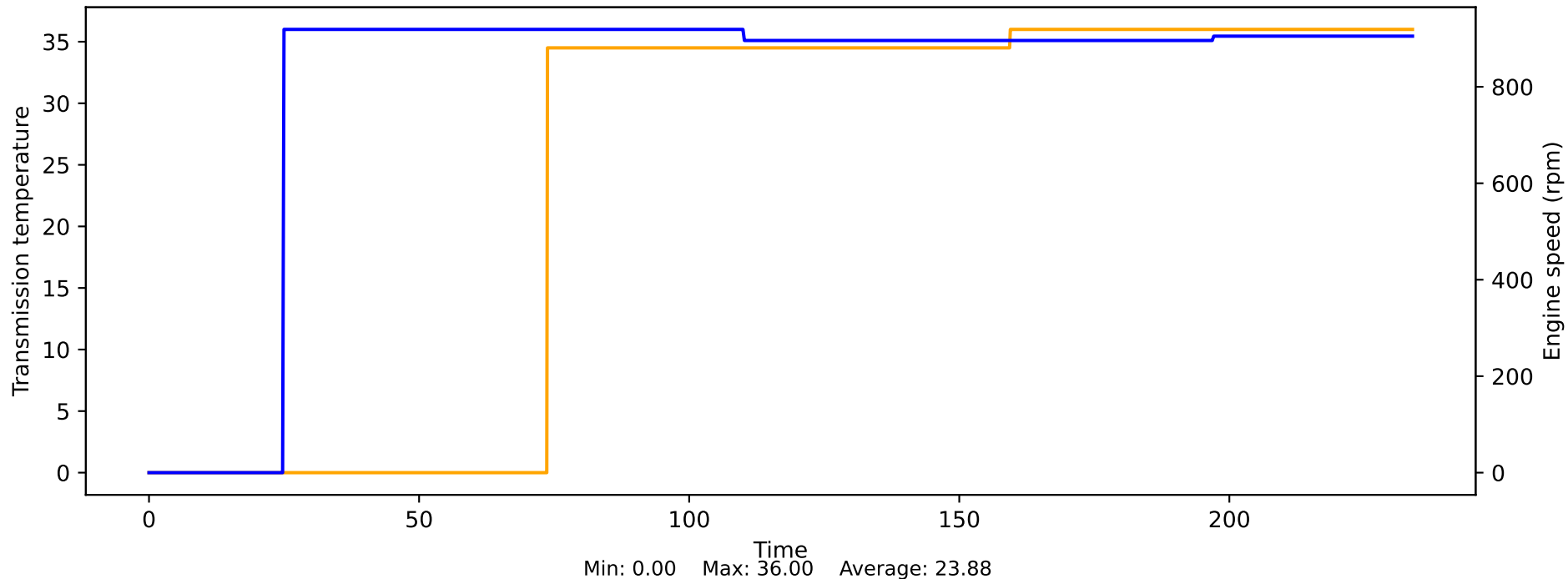
Total start counter vs Engine speed



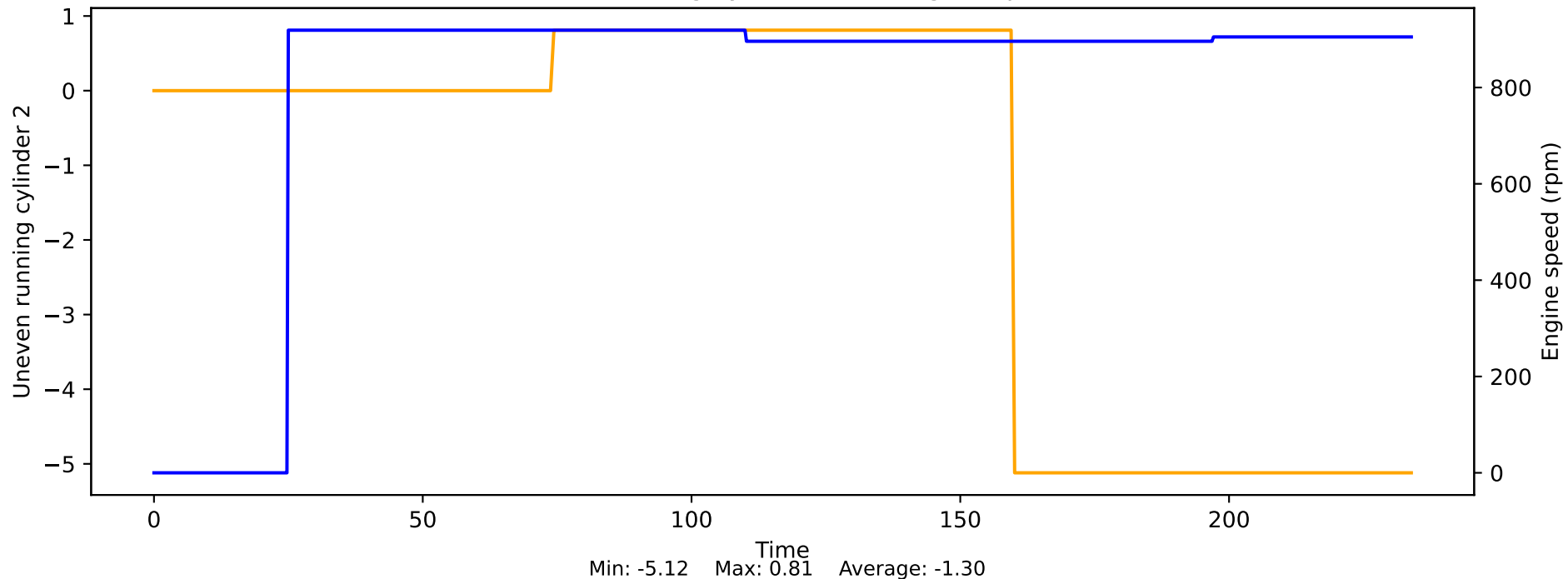
Translational acceleration vs Engine speed



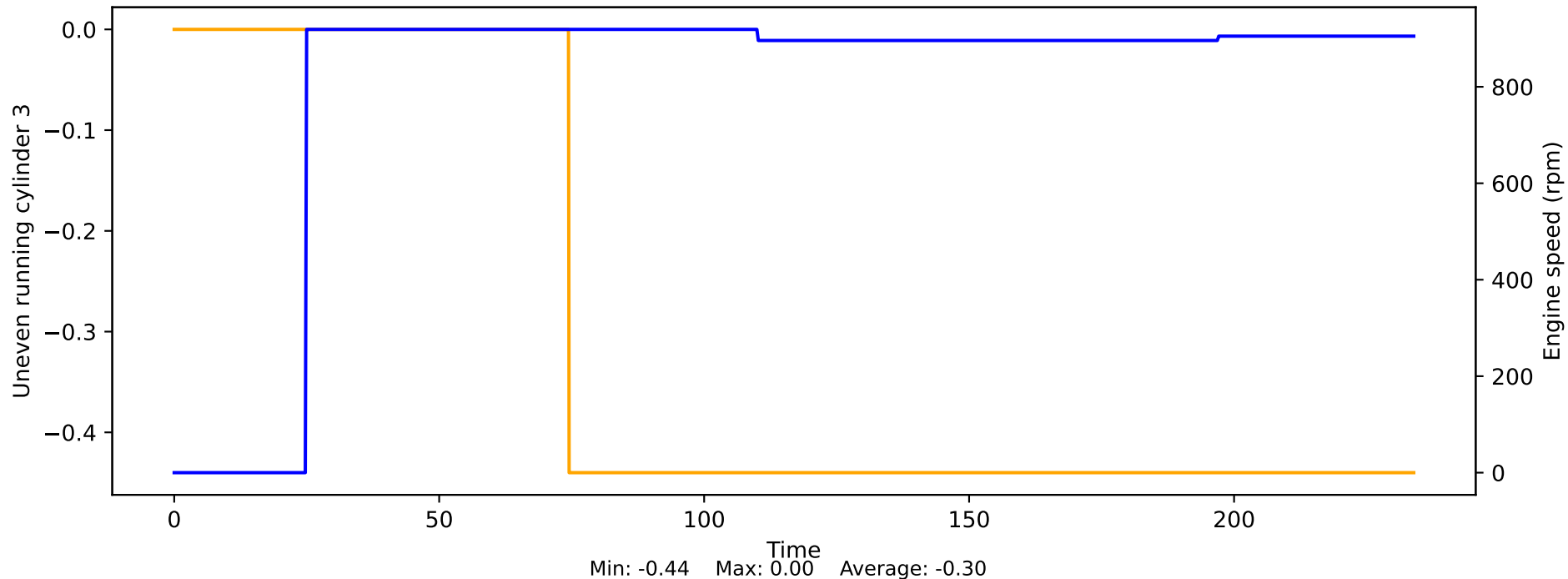
Transmission temperature vs Engine speed



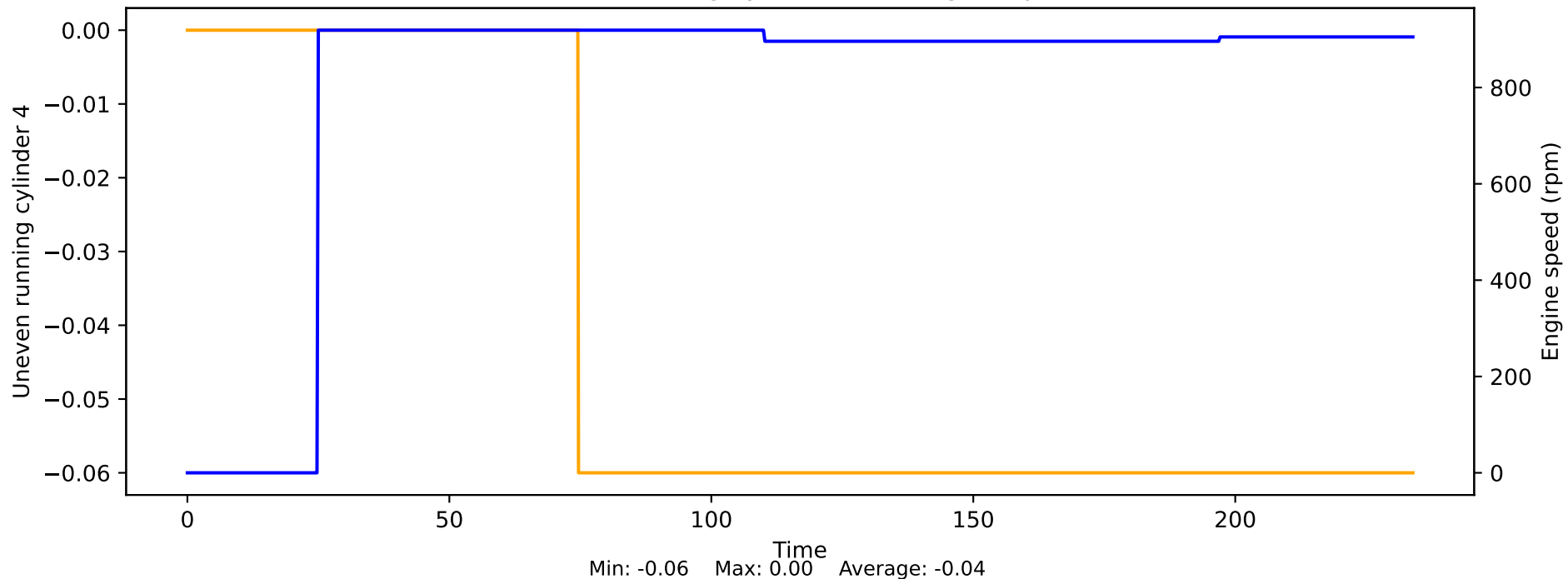
Uneven running cylinder 2 vs Engine speed



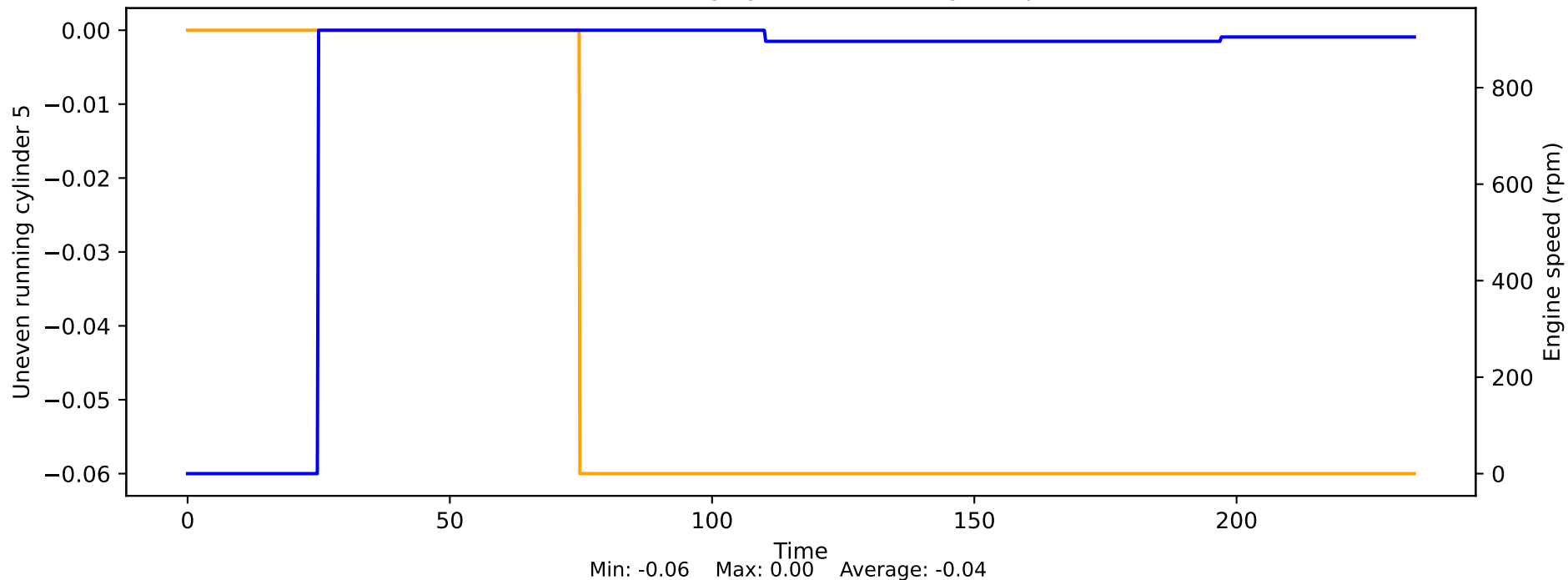
Uneven running cylinder 3 vs Engine speed



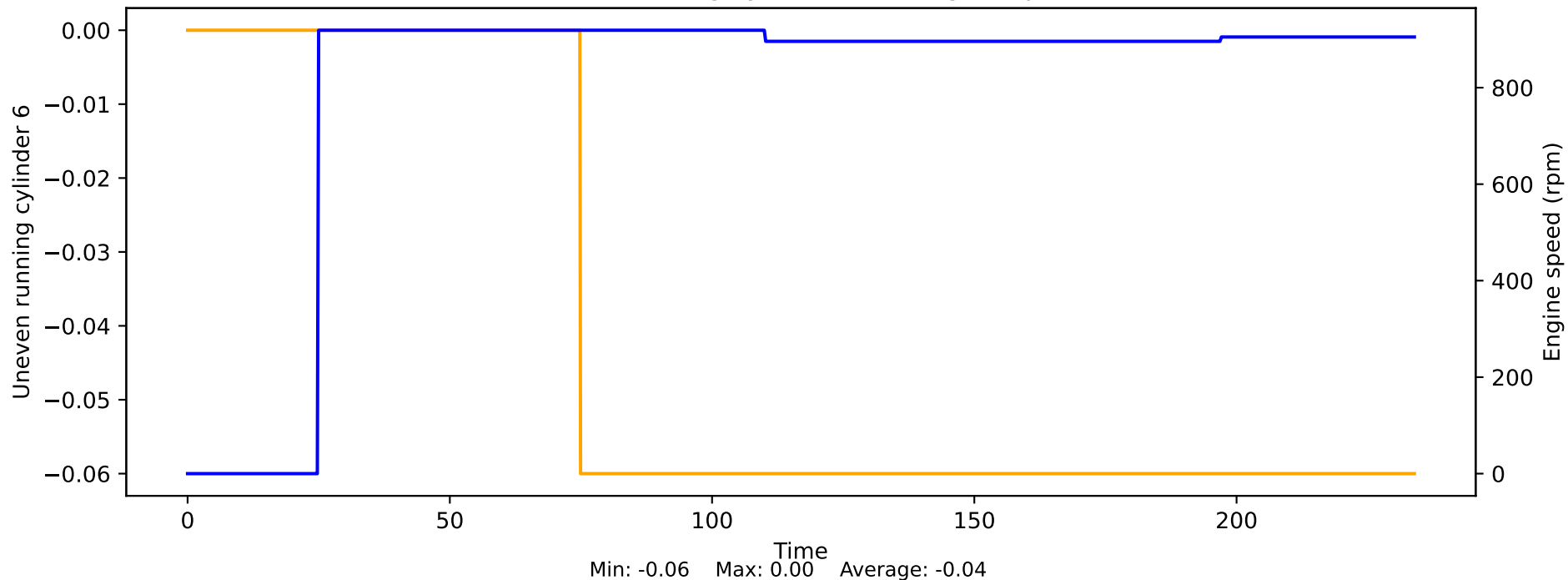
Uneven running cylinder 4 vs Engine speed



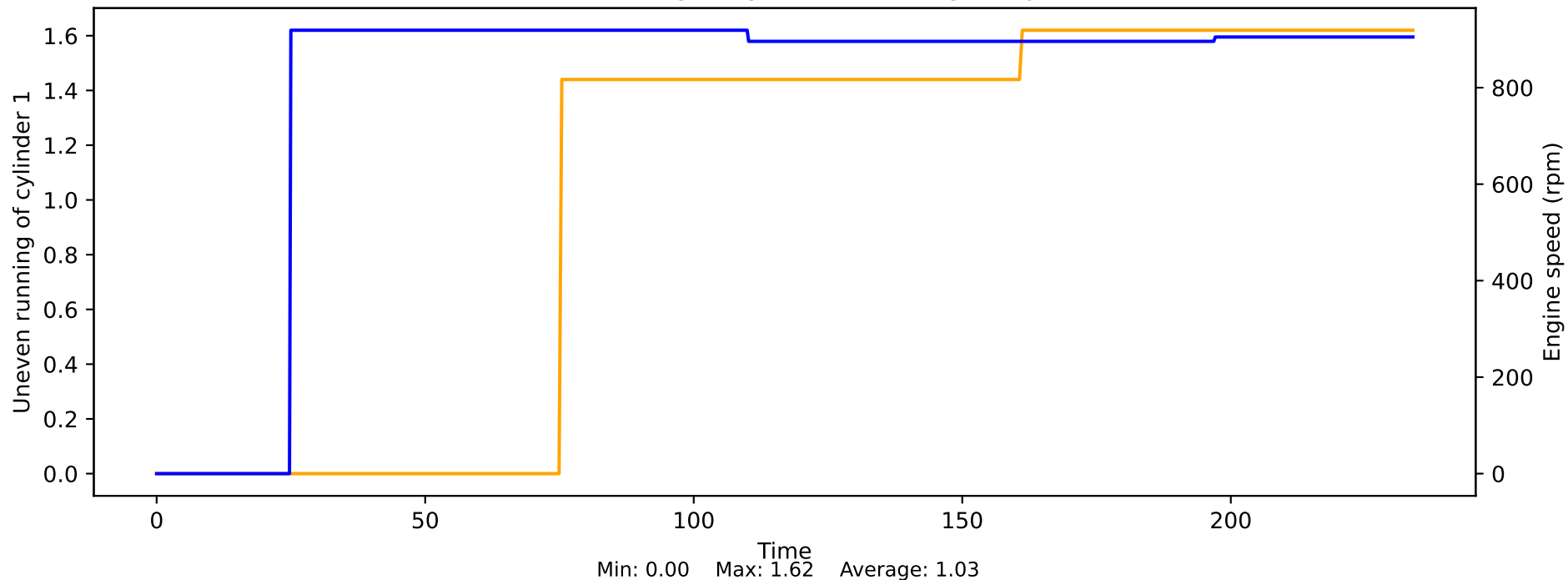
Uneven running cylinder 5 vs Engine speed



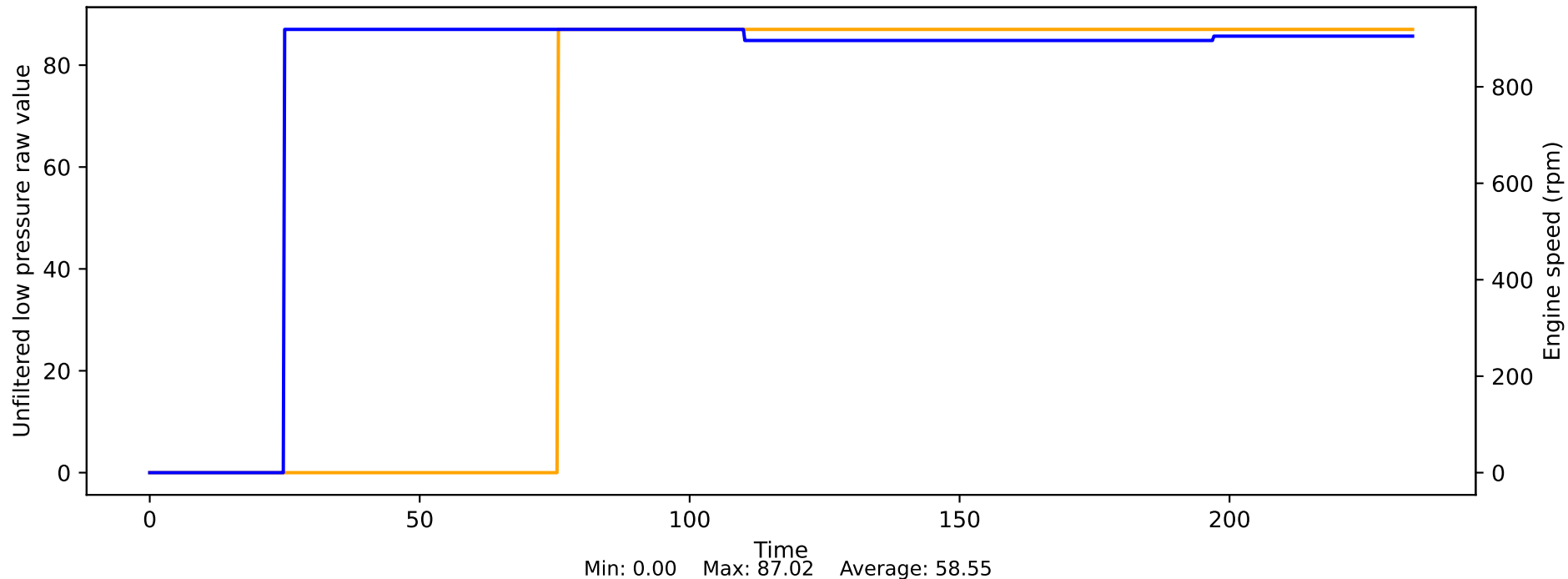
Uneven running cylinder 6 vs Engine speed



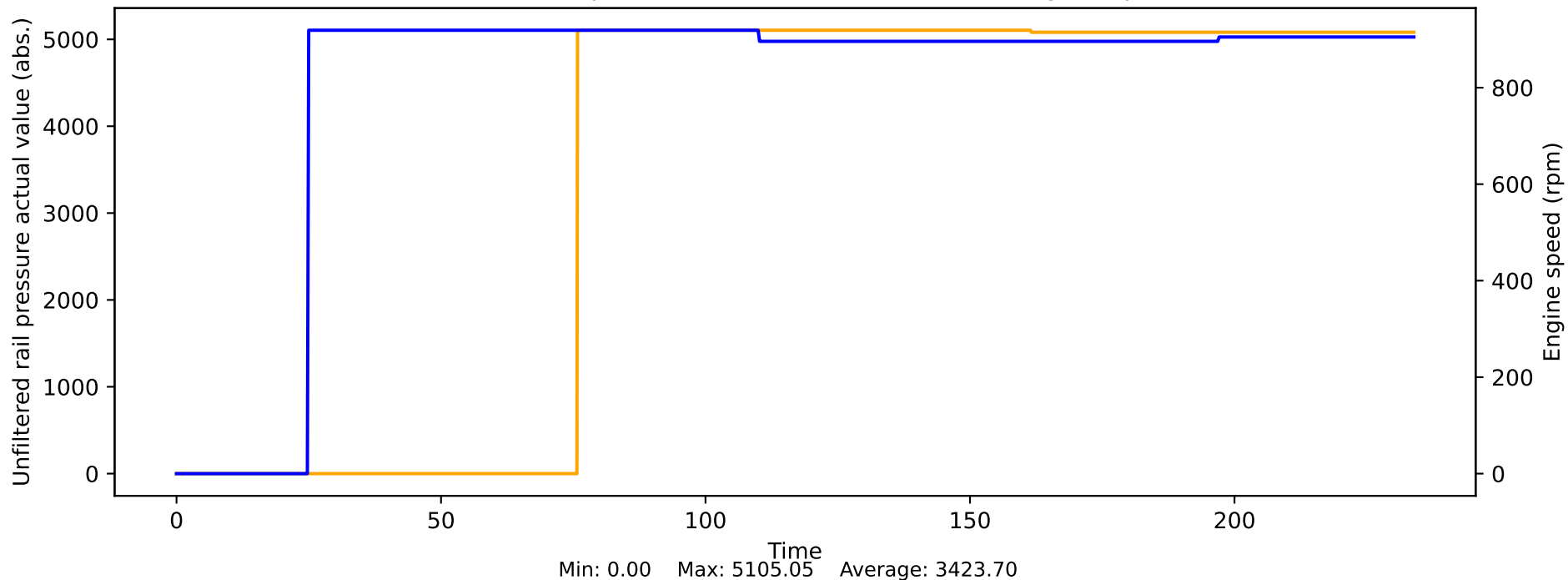
Uneven running of cylinder 1 vs Engine speed



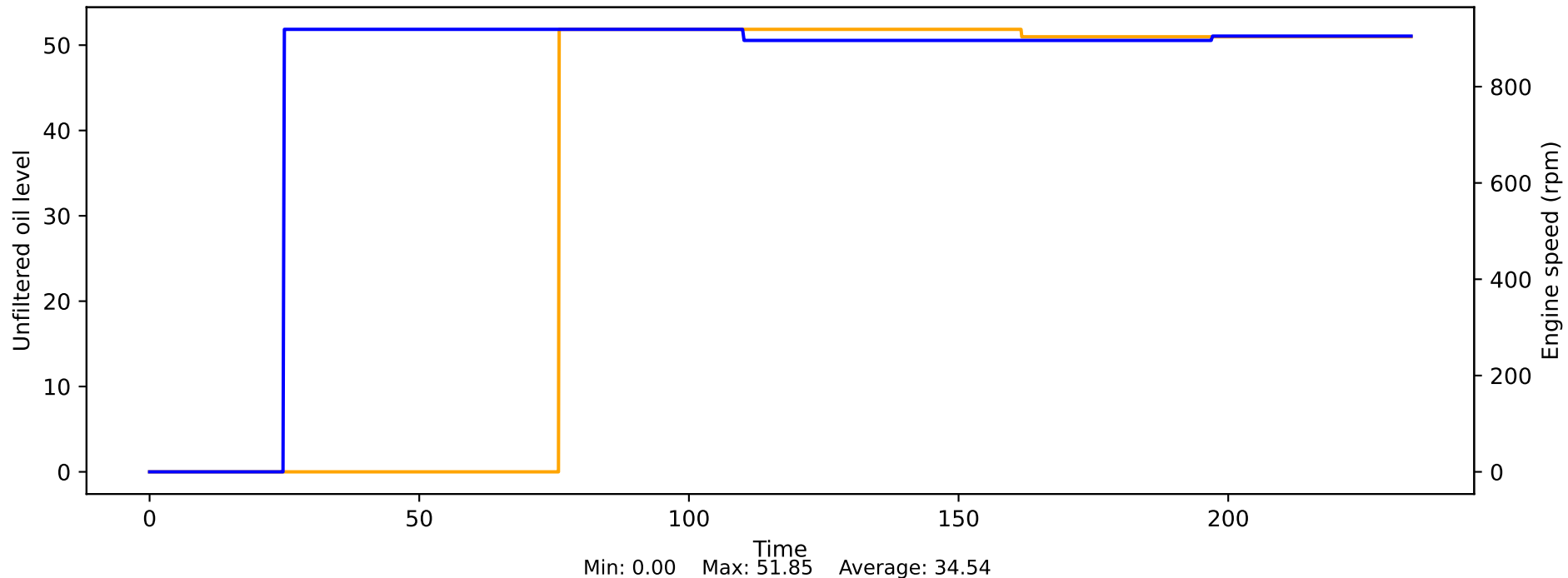
Unfiltered low pressure raw value vs Engine speed



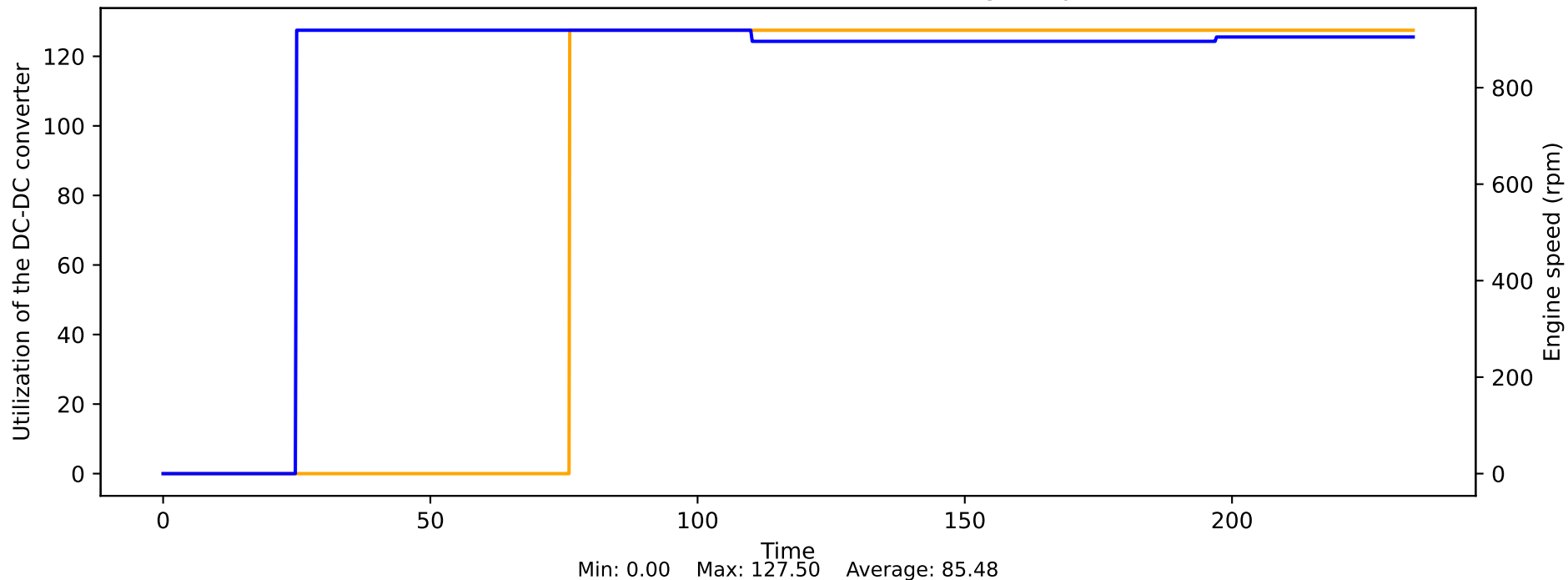
Unfiltered rail pressure actual value (abs.) vs Engine speed



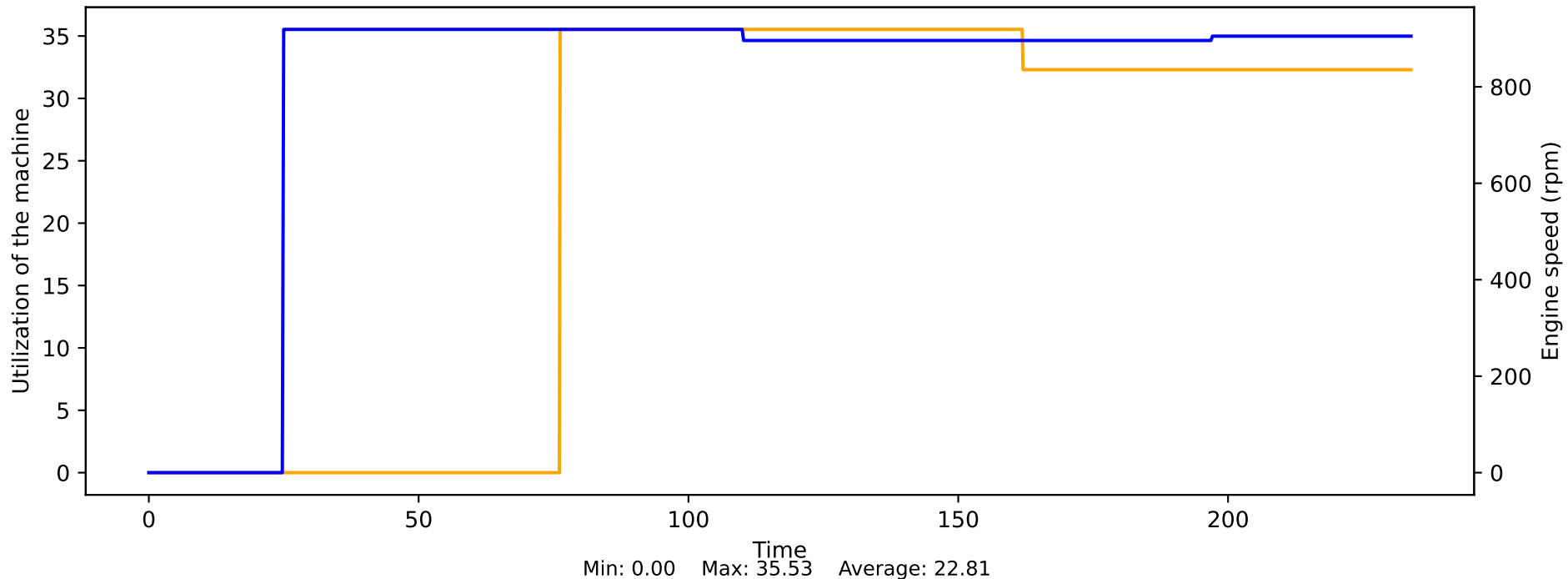
Unfiltered oil level vs Engine speed



Utilization of the DC-DC converter vs Engine speed

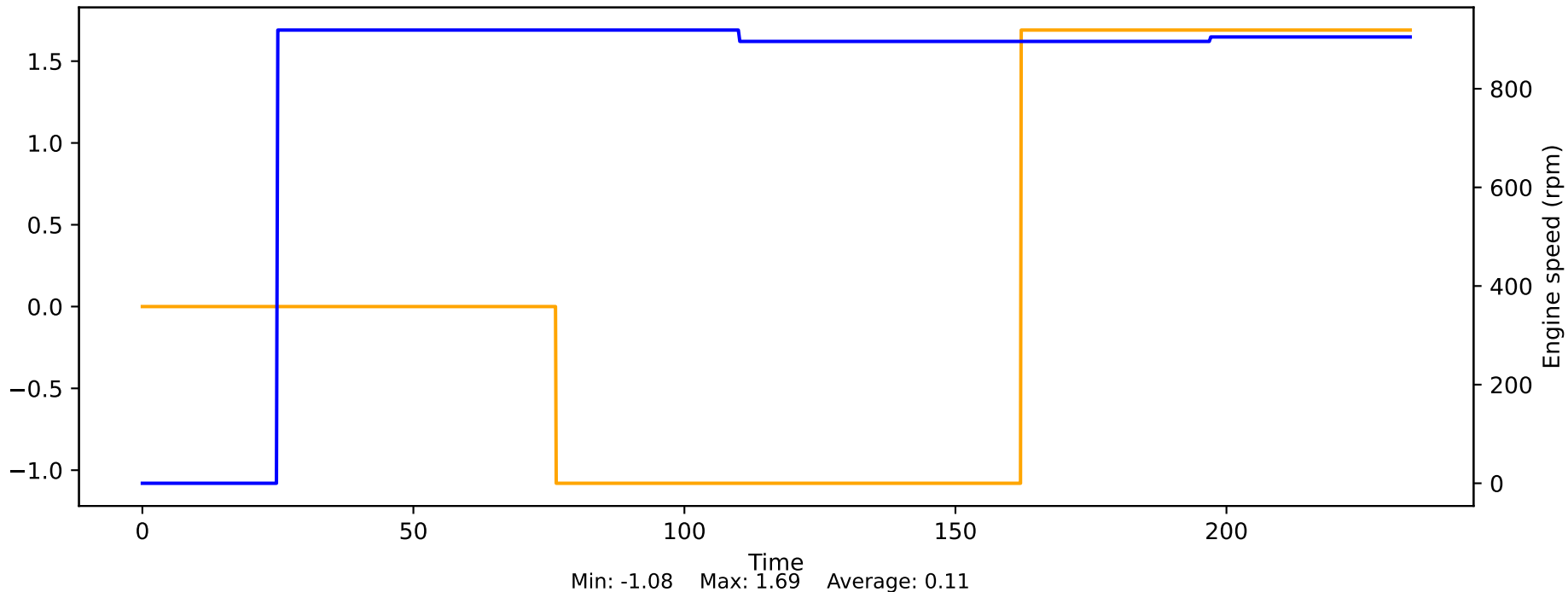


Utilization of the machine vs Engine speed

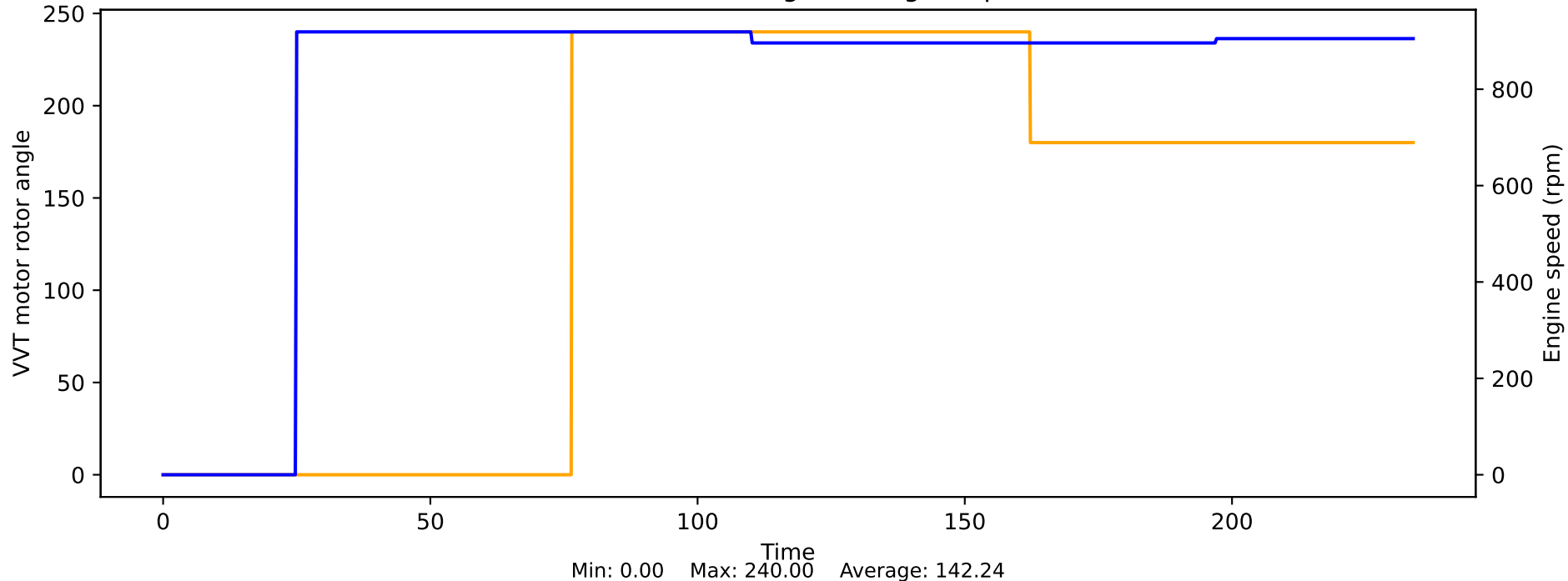


VVT motor current to be set by the position controller

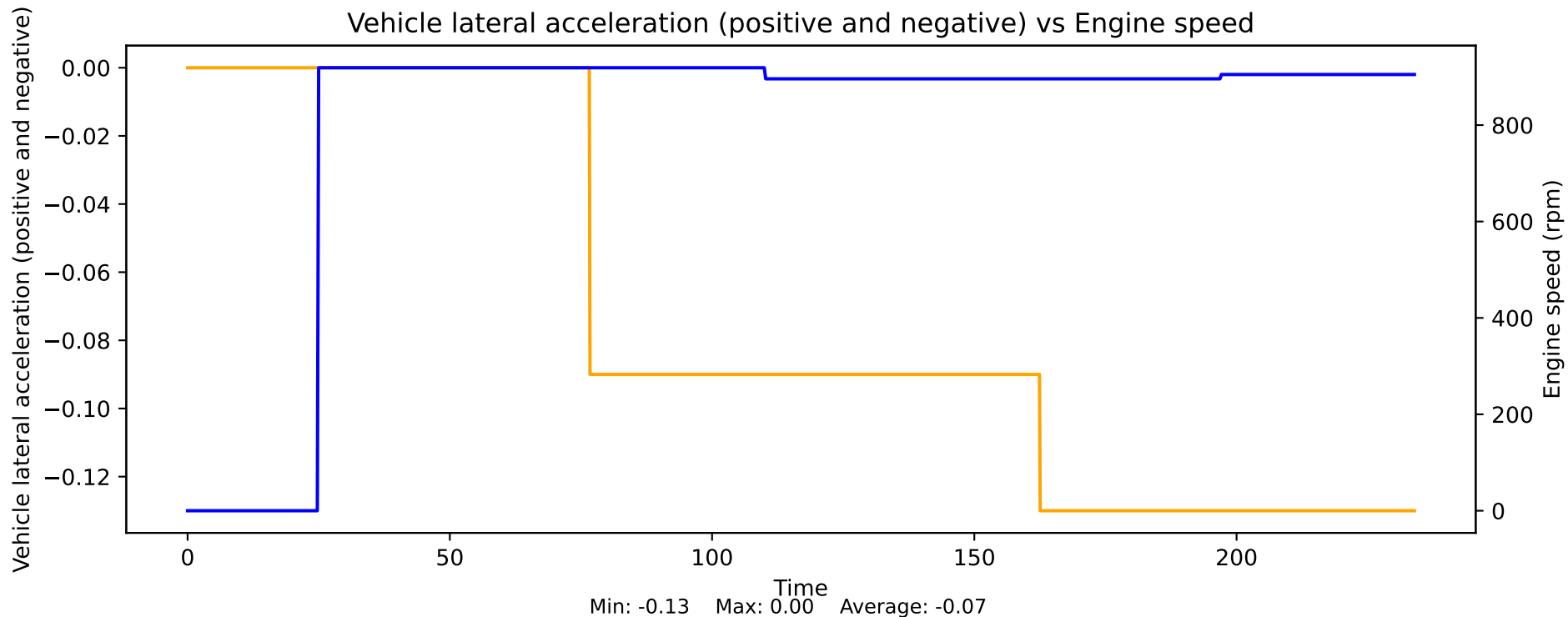
VVT motor current to be set by the position controller vs Engine speed



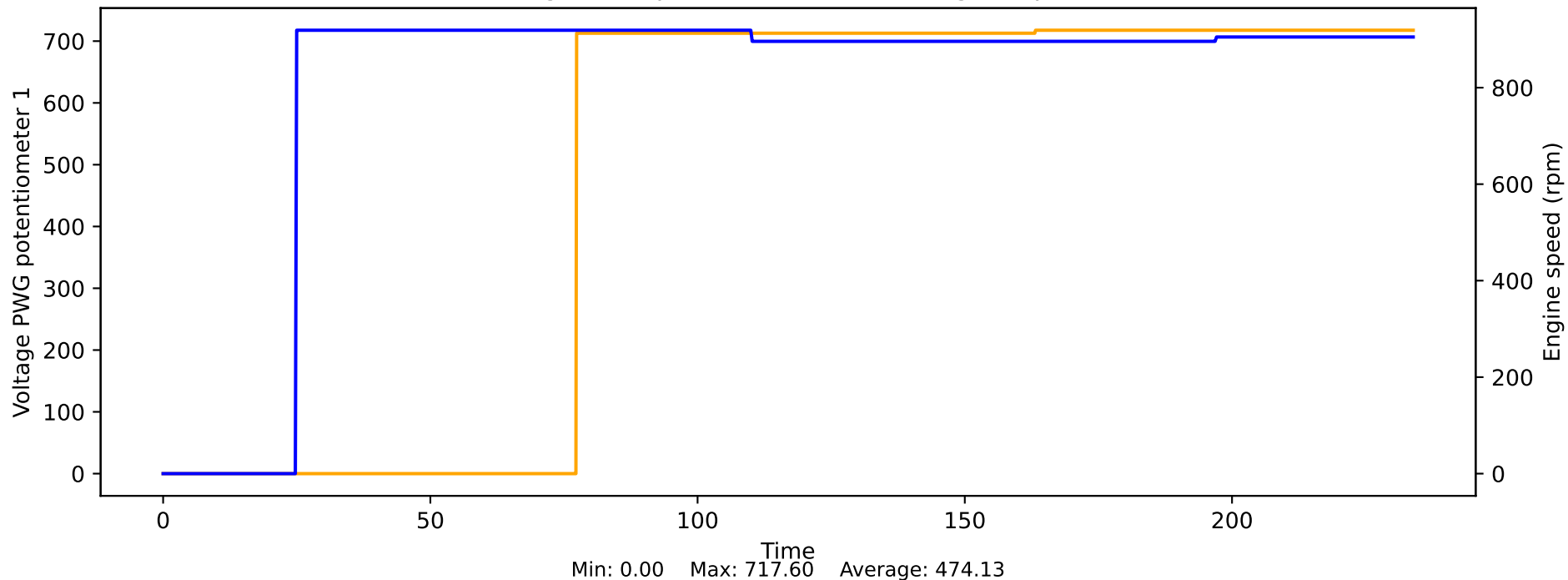
VVT motor rotor angle vs Engine speed



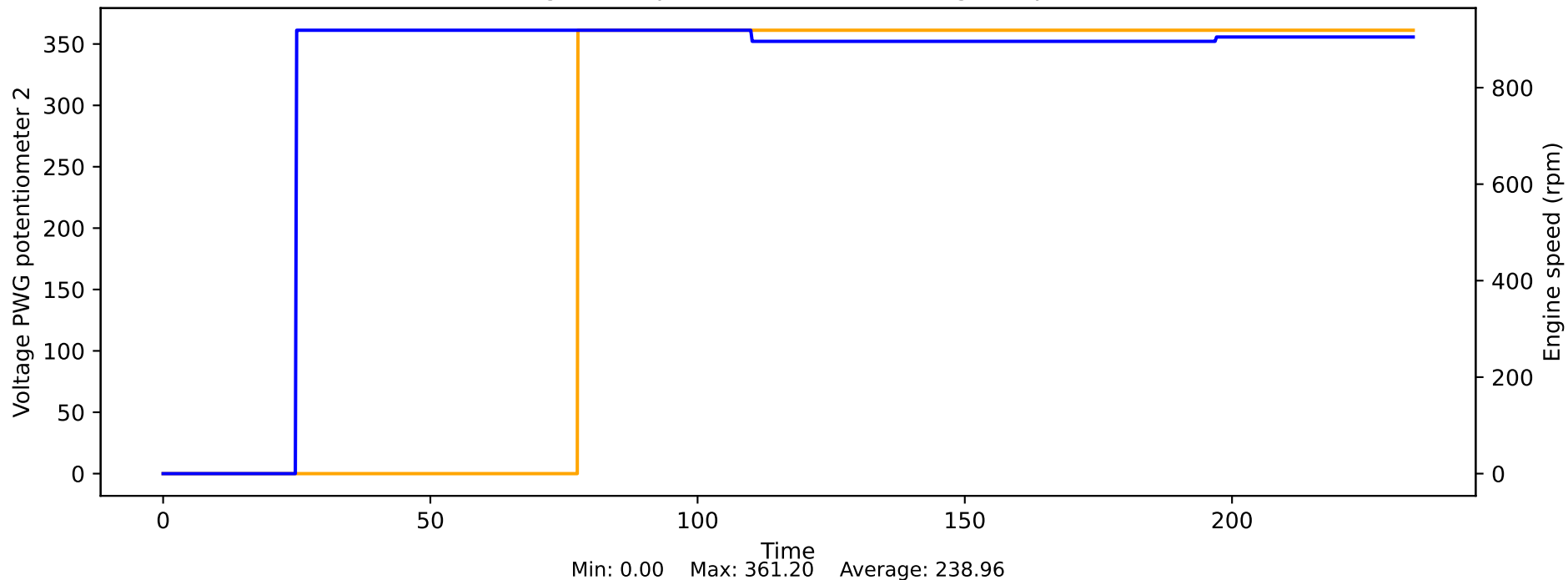
Vehicle lateral acceleration (positive and negative) vs Engine speed



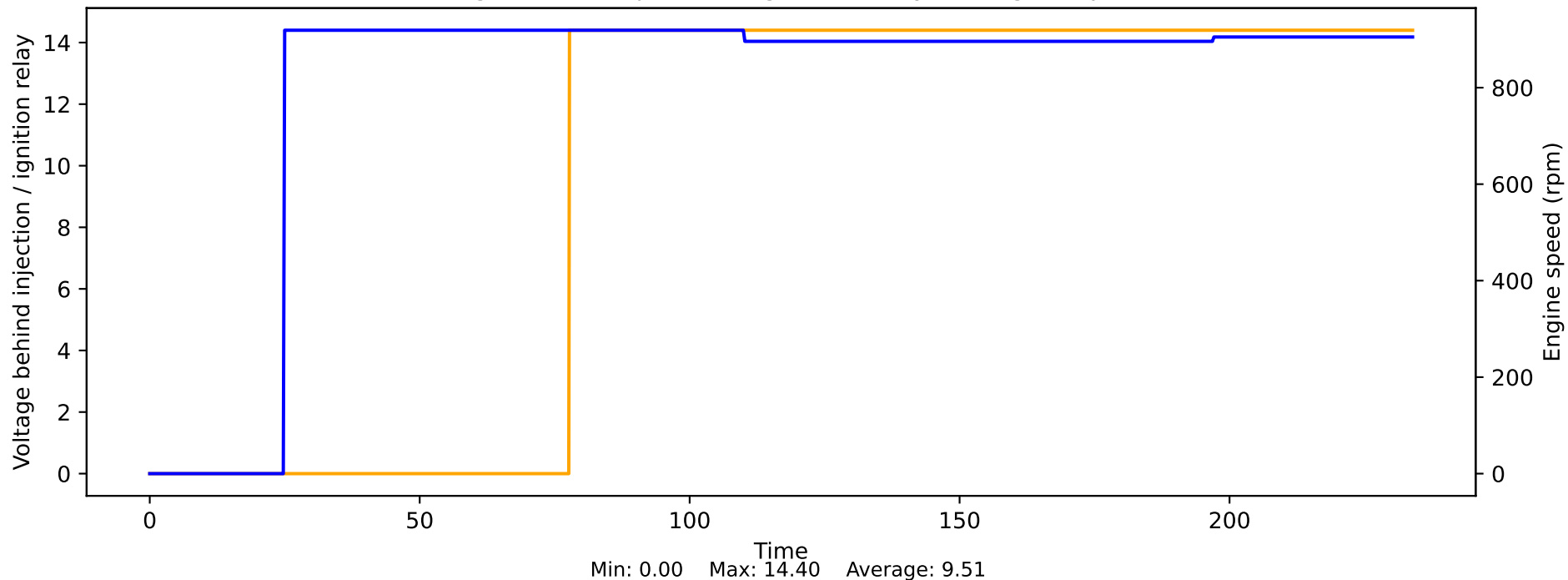
Voltage PWG potentiometer 1 vs Engine speed



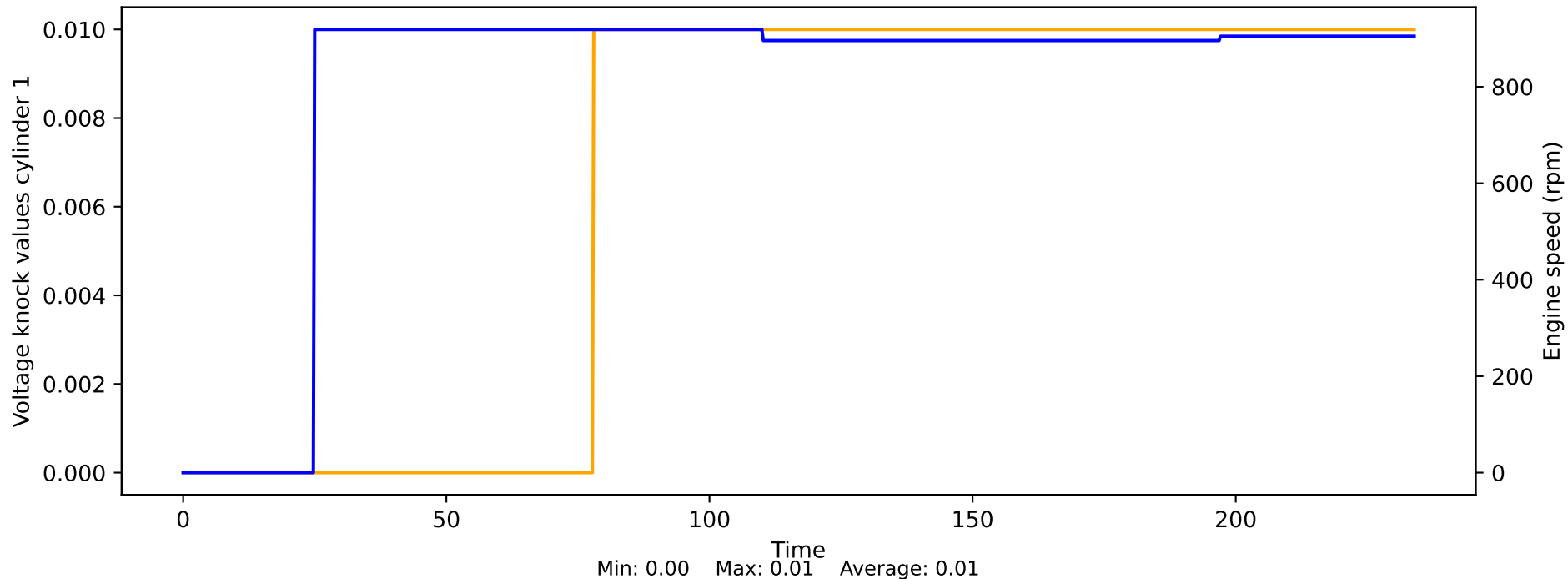
Voltage PWG potentiometer 2 vs Engine speed



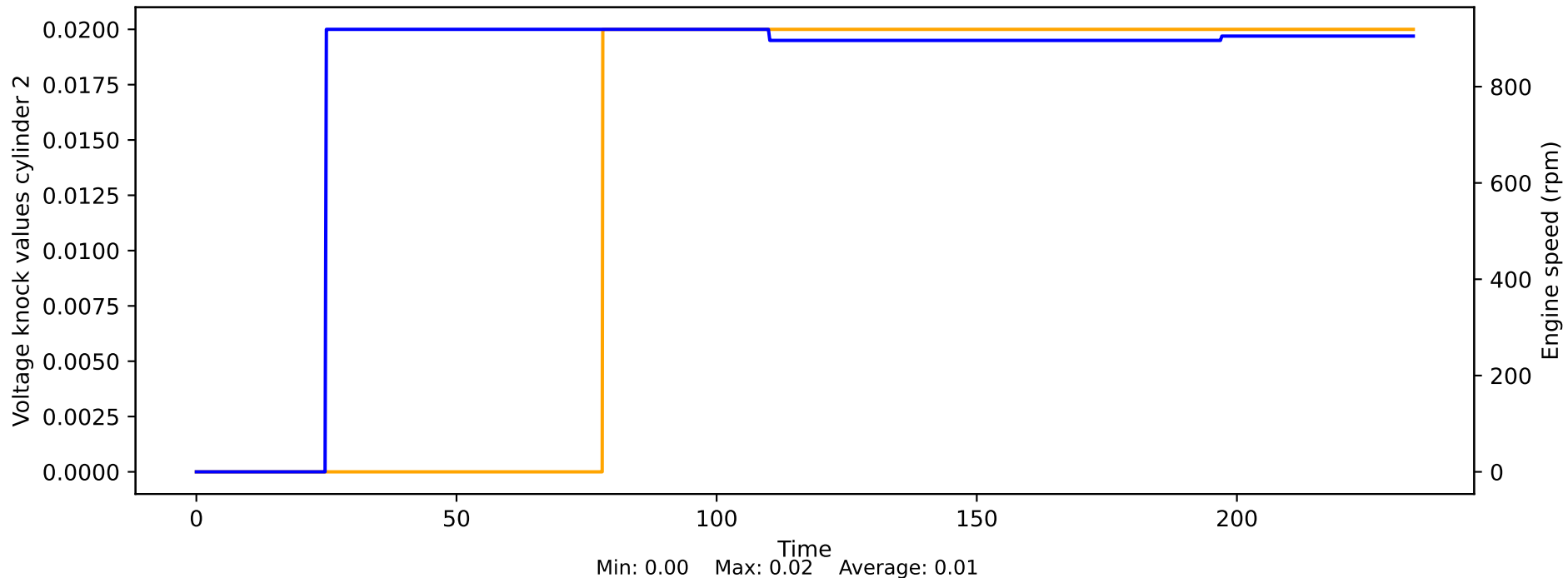
Voltage behind injection / ignition relay vs Engine speed



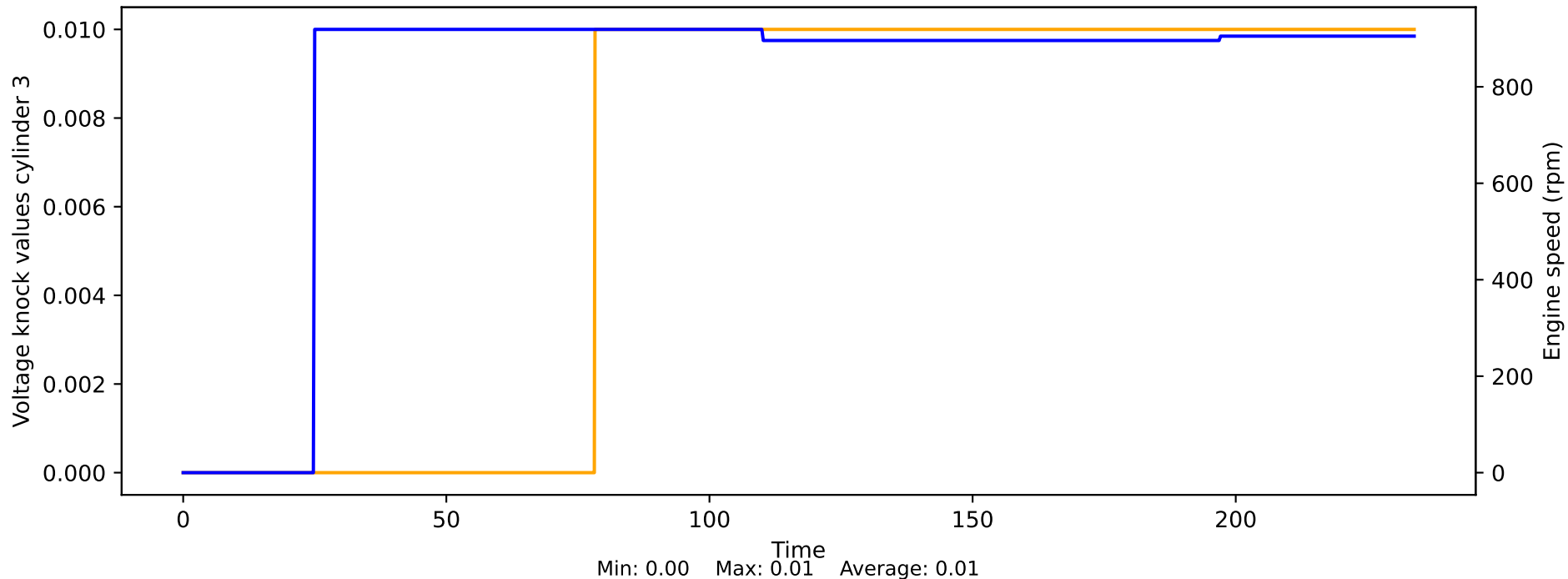
Voltage knock values cylinder 1 vs Engine speed



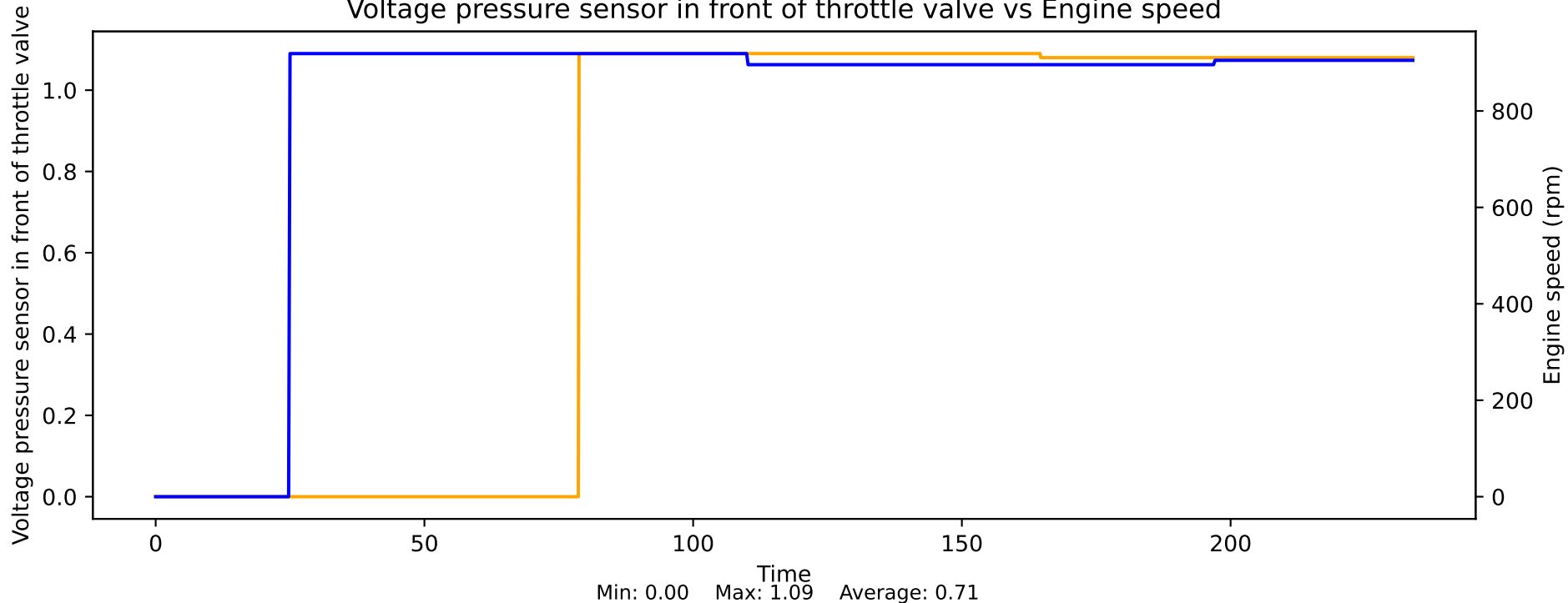
Voltage knock values cylinder 2 vs Engine speed



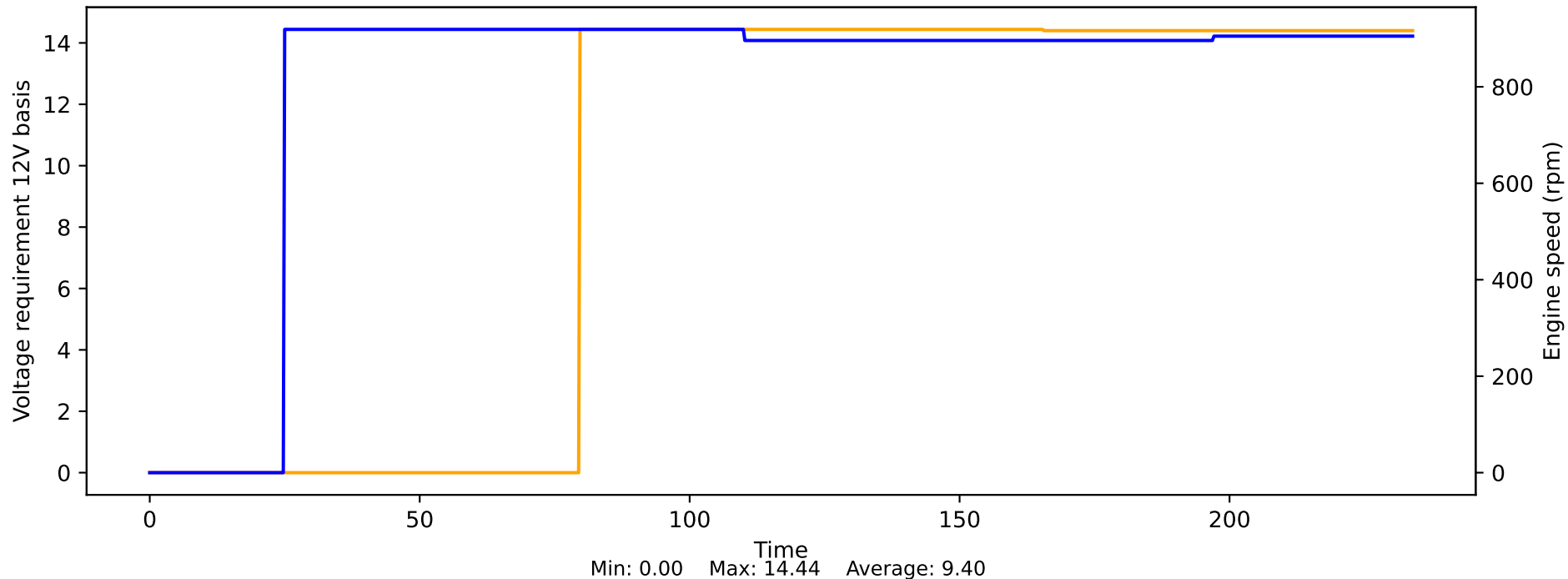
Voltage knock values cylinder 3 vs Engine speed



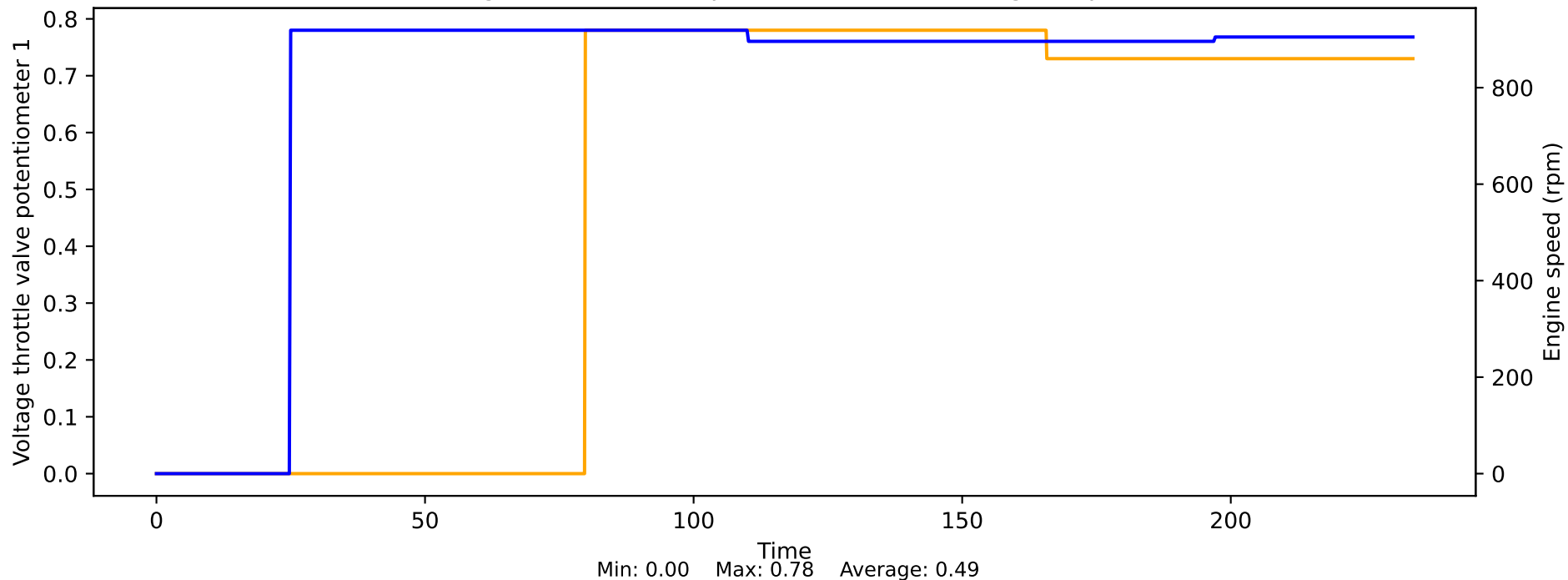
Voltage pressure sensor in front of throttle valve vs Engine speed



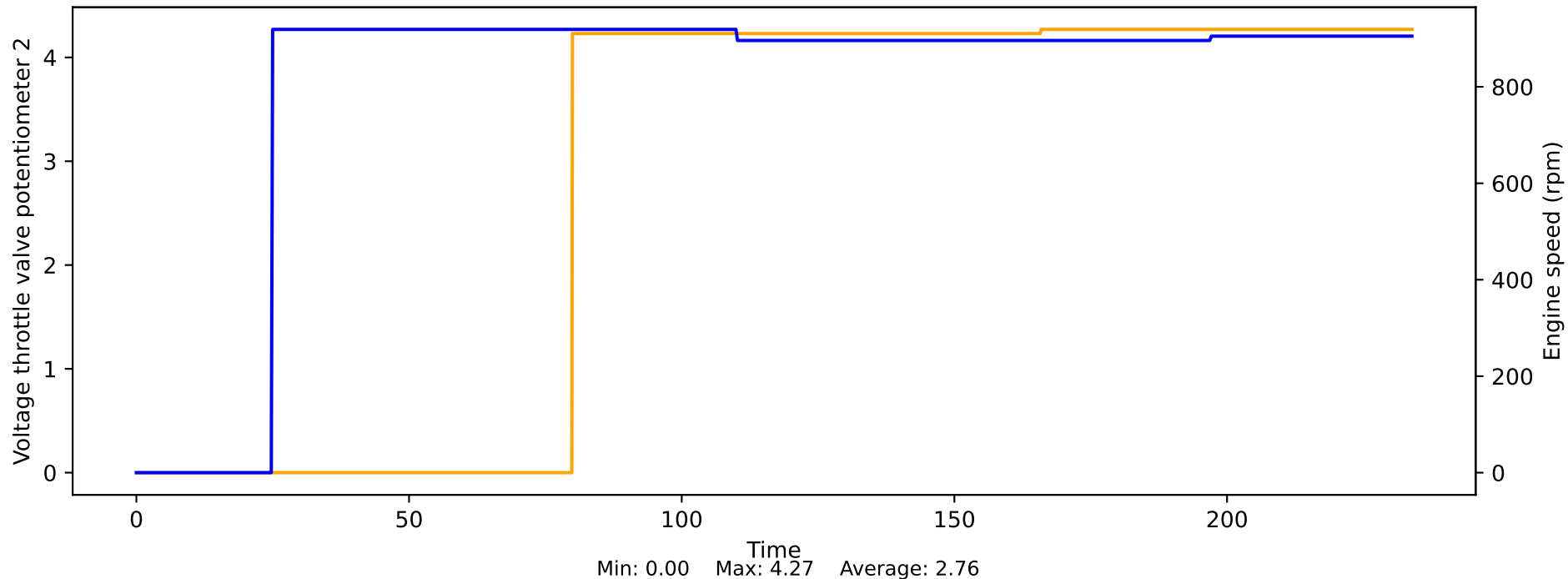
Voltage requirement 12V basis vs Engine speed



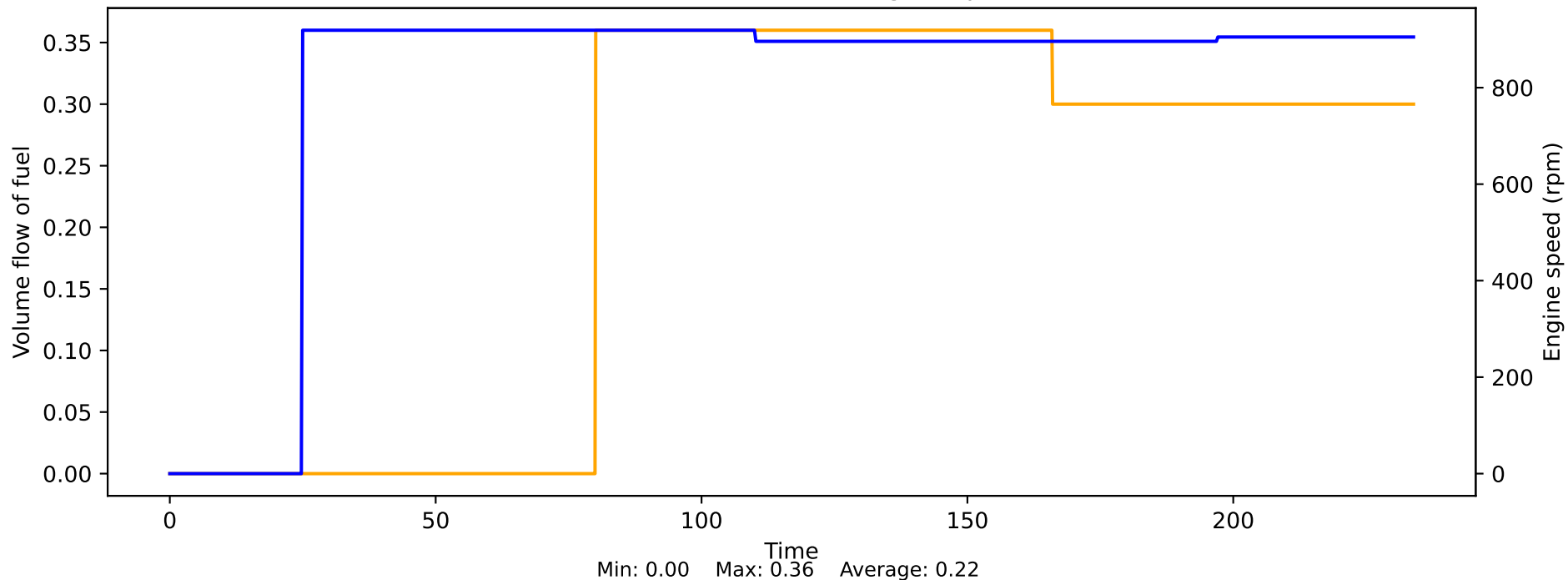
Voltage throttle valve potentiometer 1 vs Engine speed



Voltage throttle valve potentiometer 2 vs Engine speed



Volume flow of fuel vs Engine speed



48V on-board network status relay vs Engine speed

