



System Protection

In the event of the coolant or engine oil being subject to excessive temperatures while the engine is running, certain functions in the vehicle are influenced so that more energy is made available to the engine-cooling system, i.e. temperature-increasing loads are avoided.

These measures are divided into two operating modes:

- Component protection
- Emergency

■ Measures and displays for engine oil temperature

| Engine oil temp (T-oil C) | Operating mode | Display in Cluster | Power output reduction, Air conditioning | Power output reduction, Engine | Torque converter clutch lockup |
|---------------------------|----------------------|---|--|--------------------------------|--------------------------------|
| 148 | | | Start 0 % | Start 0 % | |
| 149 | | | – | | |
| 150 | Component Protection | | – | | |
| 151 | Component Protection | | – | From here = clear reduction | |
| 152 | Component Protection | | End - 100 % | | |
| 153 | Component Protection | | | | |
| 154 | Component Protection | | | | |
| 155 | Component Protection | | | | |
| 156 | Component Protection |  | | | |
| 157 | Component Protection | | | End @ 90 % | |
| 158 | Emergency | | | | Active |
| 159 | Emergency | | | | Active |
| 160 | Emergency | | | | Active |
| 161 | Emergency |  | | | Active |
| 162 | Emergency | | | | Active |
| 163 | Emergency | | | | Active |