

## **Programmable Customer Parameters**

### **Seat Temperature, Front Seats**

\* Cars with electrically heated front seats have two switches on the climate control panel, left and right front seats. There are two temperature levels for the front seats, high and low (two LEDs lit or one LED lit).

\* The temperature values for the front seats can be programmed/changed to different values and can also be set individually.

\* Both the high and low temperature settings can be programmed.

\* The factory settings are:

\* **+36°C/97°F** for the high temperature setting (both LEDs lit)

\* **+32°C/90°F** for the low temperature setting (one LED lit).

\* The parameters can be programmed between off and **+43°C/109°F**.

\* The seat temperatures for the front seats are programmed via the vehicle communication socket under Central Electronic Module (CEM), Programming The Control Module.

### **Approach lights**

\* The approach lights are activated via the high beam flash when the engine is off and the key is out of the ignition. The length of time that low beam will be on can be programmed. The values that can be selected are **0, 30, 60 or 90 s**.

\* The approach lights are programmed via the vehicle communication socket under Central Electronic Module (CEM), Programming The Control Module.

### **Daytime running lamps**

The way in which low beam will be switched on can be programmed in three ways:

\* Low beam on in all switch positions except the parking light position (Flexnoll)

\* The light switch has three positions: off, parking light and low beam (Flex standard)

\* Low beam always on regardless of the position of the light switch (Flex low).

The daytime running lamps are programmed via the vehicle communication socket under Central Electronic Module (CEM), Programming The Control Module.

### **Time delay, locking the fuel tank filler cover**

The time delay between the car being locked using a remote control or the key until the fuel tank filler cover locks can be programmed. There are two alternatives:

**-10 minute** time delay

**-0 minute** time delay.

The time delay when locking the fuel tank filler cover is programmed via the vehicle communication socket under Central Electronic Module (CEM), Programming Customer Parameters.

## **Service intervals**

**NOTE:** From and including model year 2002, the service reminder indicator (SRI) has been replaced with a text message display.

There are three parameters which can be programmed for the service interval. These parameters govern when the service reminder indicator (SRI) lights:

- \* Distance, indicates the mileage between service intervals
- \* Time, indicates the number of months between service interval
- \* Engine time, indicates the number of engine hours between service intervals.

The service reminder indicator (SRI) is lit by the parameter that is reached first.

All parameters are programmed at the factory. The values are market dependent.

The mileage can be set to miles or km.

The service interval is programmed via the vehicle communication socket, Programming the driver information module (DIM).

## **Zeros**

- \* The mileage display can be programmed to display zeros in the reading or not.
- \* For example, the mileage of the car is **5000 km**
- \* With zeros selected this will be displayed as 005000.
- \* If zeros are not selected this will be displayed as 5000.
- \* Zeros are programmed via the vehicle communication socket under Central Electronic Module (CEM), Programming The Driver Information Module (DIM).

## **Outside temperature display (unit for the temperature display)**

- \* The combined instrument panel can be programmed for two temperature units, Celsius or Fahrenheit.
- \* The temperature is programmed via the vehicle communication socket.

## **Clock, 12 or 24 hour display**

- \* The clock in the combined instrument panel can be set to display using the **12 or 24** hour clock
- \* The service interval is programmed via the vehicle communication socket.

## **Trip computer**

- \* Only applies to cars with trip computers.

- \* The trip computer can be programmed with different units.

### **Mileage:**

- \* miles
- \* km

### **Volume:**

- \* liter
- \* US gallons
- \* GB gallons

### **Fuel consumption:**

- \* l/km
- \* km/l (structure week 9950 onwards)
- \* miles/ US gallon
- \* miles/ GB gallon

The trip computer is programmed via the vehicle communication socket.

### **Interior lighting period**

\* The period of time after which the interior lighting will go out can be programmed. The interior lighting can be set to light in three ways:

- \* When the car is unlocked with the remote control
- \* When shutting off the engine
- \* When switched on manually in the passenger compartment.

\* The programming parameters for unlocking the car with a remote control and switching off the engine are the same. The interval is between 5-255 s .

\* If the passenger compartment lighting is switched on manually, the lighting will go out after a set period. This period can be programmed from 5-255 minutes .

- \* The lighting time is programmed via the vehicle communication.

### **Rear view mirror anti glare function**

\* The rear view mirror has an automatic anti-glare function which can be adjusted to three levels:

- \* Light
- \* Normal
- \* Dark.

\* Software is required for these settings.

- \* The anti-dazzle setting is programmed via the vehicle communication socket.

## **Setting the driver's seat using the remote control**

- \* This only applies to cars with power driver's seats with memory.
- \* When this function is activated, the position of the seat and door mirrors will be stored when the car is locked with the remote control. When the same remote control is used to unlock the car, the driver's seat and door mirrors will be set to the positions stored for that specific remote control. Up to three remote controls can be stored.
- \* The parameters that can be programmed are:
  - \* Seat operation via remote control, active
  - \* Seat operation via remote control, not active.
- \* The setting for automatic adjustment of the front seats will remote control is programmed via the vehicle communication socket.

## **Passenger compartment ventilation filter compensation**

- \* Only applies to cars with passenger compartment ventilation filters.
- \* This function compensates the fan speed according to the air resistance in the ventilation filter.
- \* Available parameters:
  - \* Activating compensation for the passenger compartment ventilation filter, On
  - \* Activating compensation for the passenger compartment ventilation filter, Off.
- \* Compensation of the passenger compartment ventilation filter is programmed via the vehicle communication socket.

## **The blower fan speed in the AUTO position (ECC)**

- \* This only applies to cars with electronic climate control (climate control with temperature display).
- \* This function allows the fan speed to be adjusted for the AUTO position. An increase in voltage increases the fan speed.
- \* The air flow in AUTO position can be increased or reduced.
- \* Available parameters:
  - \* Fan speed, setting **+1.0 V**
  - \* Fan speed, setting **+0.5 V**
  - \* Fan speed, setting 0 V (factory setting)
  - \* Fan speed, setting **-0.5 V**
  - \* Fan speed, setting **-1.0 V** .
- \* The fan speed in the AUTO position is programmed via the vehicle communication socket.

## **Blower fan run-on (ECC, MCC)**

- \* Only applies to cars with air conditioning (electronic or manual climate control).
- \* This function is used to disable or enable blower fan run-on. Blower fan run-on dries out the evaporator and prevents bad smells.
- \* Available parameters:

- \* Blower fan run-on = On
- \* Blower fan run-on = Off.
- \* Blower fan run-on is programmed via the vehicle communication socket.

### **Floor/Defroster air distribution, parking heater (ECC)**

\* This only applies to cars with electronic climate control (climate control with temperature display) and parking heaters.

\* This function is used to change the distribution of air between the floor and defroster when the parking heater is running.

\* Available parameters:

\* 90/10 (90% floor, 10% defroster)

\* 80/20 (80% floor, 20% defroster)

\* 70/30 (70% floor, 30% defroster)

\* 60/40 (60% floor, 40% defroster)

\* 50/50 (50% floor, 50% defroster)

\* 30/70 (30% floor, 70% defroster)

\* 10/90 (10% floor, 90% defroster).

\* The air distribution between the floor and defroster for the parking heater is programmed via the vehicle communication socket under Climate Control (Climate Control Module (CCM)), Programming The Climate Control Module (CCM).

### **Floor/Defroster air distribution, residual heater (ECC)**

\* This only applies to cars with electronic climate control (climate control with temperature display) and an electric water pump or parking heater.

\* This function is used to change the distribution of air between the floor and defroster when the residual heater is running.

\* Available parameters:

\* 90/10 (90% floor, 10% defroster)

\* 80/20 (80% floor, 20% defroster)

\* 70/30 (70% floor, 30% defroster)

\* 60/40 (60% floor, 40% defroster)

\* 50/50 (50% floor, 50% defroster)

\* 30/70 (30% floor, 70% defroster)

\* 10/90 (10% floor, 90% defroster).

\* The air distribution between the floor and defroster for the residual heater is programmed via the vehicle communication socket under Climate Control (Climate Control Module (CCM)), Programming The Climate Control Module (CCM).