Post-clear check: ABS / ESP

Vehicle	Mercedes-Benz E-Class (W212), diesel
VIN	WDD·944
Date	5 November 2026, 16:23–16:26 UTC
Location	Remote, through the Gateway PRO dongle
Follows	Full vehicle scan of the same day (ABS / ESP warning light on)
What was done	Fault memory of the ESP / ABS control unit cleared, then re-read to see which faults return. Only the ESP / ABS unit was cleared; all other units were left as they were.

Result

The fault returned at once: left front wheel speed sensor L6/1, "signal faulty", currently present, warning lamp requested (C04B000).
It was set straight after the next ignition cycle, without a road test. A fault the ESP finds at switch-on points to the electrical side of the sensor circuit (sensor, connector or wiring) rather than to the encoder ring.

Sequence

Time (UTC)	Step	ESP / ABS fault memory
16:23	Before the clear (VIN confirmed)	`C04AB00` active L6/1 left front axle rpm sensor: signal implausible, warning lamp requested `C04A600` stored L6/1 left front axle rpm sensor: mechanical fault `C350000` stored implausible CAN signals from N62 (parking system control unit)
16:24	Clear fault memory	Accepted by the control unit (positive reply)
16:24	Re-read straight after	no faults All tests reset ("not completed since clear")
16:25	Re-read (car standing)	no faults
16:25–16:26	Ignition cycled at the car (dongle briefly offline)	Warning light back on (reported from the car)
16:26	Re-read after switch-on	`C04B000` active The signal from component L6/1 (left front axle rpm sensor) is faulty. Warning lamp requested.

The two stored faults (C04A600, C350000) did not return in this check. C04AB00 ("signal implausible") is the driving-plausibility version of the same sensor fault; C04B000 ("signal faulty") is found by the ESP's own sensor check at switch-on.

Recommended checks

1. **Connector L6/1 (left front):** unplug, inspect pins and seal for corrosion, water or pushed-back pins.
2. **Wiring L6/1 → ESP control unit:** continuity of both wires; short to ground and to battery voltage; chafing along the wheel arch and suspension (compare against the right front sensor circuit).
3. **Supply at the sensor** with ignition on (compare with the right front sensor).
4. **Sensor:** swap L6/1 with the right front sensor (same part on most W212) and re-read. If the fault moves to the right front, the sensor is faulty; if it stays left front, the wiring / connector is.
5. After the repair: clear the fault memory of the ESP and of the units with follow-on messages (transmission, shift module, power steering, collision assist, rear camera), then road test above 20 km/h with turns and re-read.

Scope

Read-only except the single fault-memory clear of the ESP / ABS control unit requested by the workshop. The car was identified by its VIN before the clear. No coding, no output tests, no other unit cleared. Every reply is kept on file.