Part 1: Fault code description and summary

Error Code	Description	Summary
P0016	Fitting camshaft	Incorrect mounting
P0033	Dump Valves - Electrical Testing	Short circuit to ground
P0033	Dump Valves - Electrical Testing	Short circuit to Vbatt
P0033	Dump Valves - Electrical Testing	Open Circuit
P0039	Dump Valves - functional tests	Solenoid valve jammed closed
P0068	Plausibility pressure upstream throttle at key-on	Comparison signal incorrect
P0069	Plausibility of manifold pressure at key-on	Comparison signal incorrect
P0101	The hole in the intake manifold	Comparison signal incorrect
P0105	The manifold pressure sensor - electrical testing	Short circuit to Vbatt
P0105	The manifold pressure sensor - electrical testing	Short circuit to ground or open circuit
P0106	The manifold pressure sensor - functional tests	Variation in subthreshold signal
P0106	The manifold pressure sensor - functional tests	Signal variation soprasoglia
P0106	The manifold pressure sensor - functional tests	Comparison signal incorrect
P0110	Manifold air temperature sensor - electrical testing	Short circuit to ground
P0110	Manifold air temperature sensor - electrical testing	Short circuit to Vbatt or open circuit
P0110	Manifold air temperature sensor - electrical testing	Signal interference (spikes)
P0111	Manifold air temperature sensor - functional tests	Comparison signal incorrect
P0111	Manifold air temperature sensor - functional tests	Signal outside tolerance
P0115	Water temperature sensor - electrical testing	Short circuit to ground
P0115	Water temperature sensor - electrical testing	Short circuit to Vbatt or open circuit

Error Code	Description	Summary
P0115	Water temperature sensor - electrical testing	Signal interference (spikes)
P0116	Water temperature sensor - functional tests	Comparison signal incorrect
P0116	Water temperature sensor - functional tests	Signal outside tolerance
P0120	Accelerator pedal potentiometer track 1	Short circuit to Vbatt
P0120	Accelerator pedal potentiometer track 1	Short circuit to ground or open circuit
P0121	Potentiometer throttle body - Track 1	Short circuit to ground
P0121	Potentiometer throttle body - Track 1	Short circuit to Vbatt or open circuit
P0130	Upstream oxygen sensor signal - functional tests	Subthreshold Voltage
P0130	Upstream oxygen sensor signal - functional tests	Implausibile signal
P0133	Upstream oxygen sensor signal - Slow Response	Comparison signal incorrect
P0136	Downstream oxygen sensor signal - functional tests	Resistance circuit outside tolerance
P0136	Downstream oxygen sensor signal - functional tests	Low signal
P0136	Downstream oxygen sensor signal - functional tests	Blocked Signal High
P0138	Downstream oxygen sensor signal - Electrical Testing	Short circuit to Vbatt
P0141	Preheating resistance downstream oxygen sensor	Short circuit to Vbatt
P0141	Preheating resistance downstream oxygen sensor	Short circuit to ground or open circuit
P0171	Fuel-lean system	Comparison signal incorrect
P0171	Fuel-lean system	Plausibility incorrect signal
P0171	Fuel-lean system	Signal outside tolerance
P0172	Fuel-rich system	Comparison signal incorrect
P0172	Fuel-rich system	Plausibility incorrect signal
P0172	Fuel-rich system	Signal outside tolerance

Error Code	Description	Summary
P0195	Engine Oil Temperature - Electrical Testing	Short circuit to ground
P0195	Engine Oil Temperature - Electrical Testing	Short circuit to Vbatt or open circuit
P0196	Oil viscosity VVA	The required position not reachable
P0201	Fault finding on the injector cylinder 1	Short circuit to ground
P0201	Fault finding on the injector cylinder 1	Short circuit to Vbatt
P0201	Fault finding on the injector cylinder 1	Open Circuit
P0202	Fault finding on the injector cylinder 2	Short circuit to ground
P0202	Fault finding on the injector cylinder 2	Short circuit to Vbatt
P0202	Fault finding on the injector cylinder 2	Open Circuit
P0203	Fault finding on the injector cylinder 3	Short circuit to ground
P0203	Fault finding on the injector cylinder 3	Short circuit to Vbatt
P0203	Fault finding on the injector cylinder 3	Open Circuit
P0204	Fault finding on the injector cylinder 4	Short circuit to ground
P0204	Fault finding on the injector cylinder 4	Short circuit to Vbatt
P0204	Fault finding on the injector cylinder 4	Open Circuit
P0219	Engine overspeed	Abnormal signaling
P0220	Accelerator pedal potentiometer track 2	Short circuit to Vbatt
P0220	Accelerator pedal potentiometer track 2	Short circuit to ground or open circuit
P0221	Potentiometer throttle body - Track 2	Short circuit to ground
P0221	Potentiometer throttle body - Track 2	Short circuit to Vbatt or open circuit
P0230	Fuel pump relay control	Short circuit to ground
P0230	Fuel pump relay control	Short circuit to Vbatt

Error Code	Description	Summary
P0230	Fuel pump relay control	Open Circuit
P0235	Pressure sensor of boost - Electrical Testing	Short circuit to Vbatt
P0235	Pressure sensor of boost - Electrical Testing	Short circuit to ground or open circuit
P0236	Pressure sensor of boost - functional tests	Comparison signal incorrect
P0243	Wastegate Solenoid - Electrical Testing	Short circuit to ground
P0243	Wastegate Solenoid - Electrical Testing	Short circuit to Vbatt
P0243	Wastegate Solenoid - Electrical Testing	Open Circuit
P0244	Wastegate Solenoid - functional tests	Comparison signal incorrect
P0298	Engine Oil Temperature - Overtemperature in the MultiAir Module	Overtemperature engine oil
P0300	Misfire Random 1000	Incorrect functioning
P0300	Misfire Random 200	The system overheating
P0301	Misfire 1000 Cylinder 1	Incorrect functioning
P0301	Misfire 200 Cylinder 1	The system overheating
P0302	Misfire 1000 Cylinder 2	Incorrect functioning
P0302	Misfire 200 Cylinder 2	The system overheating
P0303	Misfire 1000 Cylinder 3	Incorrect functioning
P0303	Misfire 200 Cylinder 3	The system overheating
P0304	Misfire 1000 Cylinder 4	Incorrect functioning
P0304	Misfire 200 Cylinder 4	The system overheating
P0325	The knock sensor	Short circuit to Vbatt
P0335	Engine speed sensor	Comparison signal incorrect
P0340	Phase sensor	Short circuit to ground

Error Code	Description	Summary
P0340	Phase sensor	Short circuit to Vbatt or open circuit
P0340	Phase sensor	Comparison signal incorrect
P0351	Charging fault finding coil 1 cylinder	Short circuit to Vbatt
P0351	Charging fault finding coil 1 cylinder	Short circuit to ground or open circuit
P0352	Charging fault finding coil 2 cylinder	Short circuit to Vbatt
P0352	Charging fault finding coil 2 cylinder	Short circuit to ground or open circuit
P0353	Charging fault finding coil 3 cylinder	Short circuit to Vbatt
P0353	Charging fault finding coil 3 cylinder	Short circuit to ground or open circuit
P0354	Charging fault finding coil 4 cylinder	Short circuit to Vbatt
P0354	Charging fault finding coil 4 cylinder	Short circuit to ground or open circuit
P0420	Efficiency of catalytic converter	Comparison signal incorrect
P0443	Canister solenoid valve	Short circuit to ground
P0443	Canister solenoid valve	Short circuit to Vbatt
P0443	Canister solenoid valve	Open Circuit
P0460	Fuel level sensor	Invalid Signal
P0480	The fan assembly 1 relays	Short circuit to ground
P0480	The fan assembly 1 relays	Short circuit to Vbatt
P0480	The fan assembly 1 relays	Open Circuit
P0481	Cooling fan relay 2	Short circuit to ground
P0481	Cooling fan relay 2	Short circuit to Vbatt
P0481	Cooling fan relay 2	Open Circuit
P0500	Vehicle speed signal	Plausibility incorrect signal

Error Code	Description	Summary
P0500	Vehicle speed signal	Abnormal signaling
P0504	The brake pedal - BLS Signal not plausible	Open Circuit
P0504	The brake pedal - BLS Signal not plausible	Comparison signal incorrect
P0504	The brake pedal - BLS Signal not plausible	Signal outside tolerance
P0504	The brake pedal - BLS Signal not plausible	Invalid Signal
P0512	Relay R1 Stop & Start function - Plausibility	Open Circuit
P0512	Relay R1 Stop & Start function - Plausibility	Short circuit to ground or open circuit
P0512	Relay R1 Stop & Start function - Plausibility	Blocked Signal High
P0520	Pressure switch oil	Signal outside tolerance
P0530	Sensor linear pressure air conditioner	Short circuit to Vbatt
P0530	Sensor linear pressure air conditioner	Short circuit to ground or open circuit
P0555	Vacuum sensor brake - Electrical Testing	Short circuit to Vbatt
P0555	Vacuum sensor brake - Electrical Testing	Short circuit to ground or open circuit
P0560	Battery Voltage	Subthreshold Voltage
P0560	Battery Voltage	Soprasoglia Voltage
P0564	Speed control lever - Validity signal	Short circuit to Vbatt
P0564	Speed control lever - Validity signal	Comparison signal incorrect
P0564	Speed control lever - Validity signal	Away Message
P0564	Speed control lever - Validity signal	Incorrect functioning
P0576	Speed control is disabled for high deceleration	Comparison signal incorrect
P0579	Speed control is disabled for high acceleration	Comparison signal incorrect
P0601	Fault finding NCM - EEPROM defective	Fault on the data memory

Error Code	Description	Summary
P0604	Fault finding NCM - faulty RAM	Comparison signal incorrect
P0605	Fault finding NCM - ROM/Flash memory faulty	General Checksum Failed
P0605	Fault finding NCM - ROM/Flash memory faulty	Fault on internal electronics
P0606	Fault finding NCM - faulty microprocessor	Fault on timer/safety (µC)
P0606	Fault finding NCM - faulty microprocessor	Incorrect functioning
P060B	Fault finding NCM - A-to-D converter	Fault on internal electronics
P060C	Procedure stopped engine for active safety	Comparison signal incorrect
P0615	Starter Relay	Short circuit to ground
P0615	Starter Relay	Open Circuit
P0615	Starter Relay	Short circuit to Vbatt or open circuit
P0621	Feedback Alternator - Signal D+	Short circuit to ground
P0621	Feedback Alternator - Signal D+	Short circuit to Vbatt or open circuit
P0638	Fault finding driving throttle body	Short circuit to ground
P0638	Fault finding driving throttle body	Short circuit to Vbatt
P0638	Fault finding driving throttle body	Open Circuit
P0638	Fault finding driving throttle body	Calculated signal incorrect
P0641	Sensor Supply - Line 1	Fault on internal electronics
P0645	Relay air conditioning compressor	Short circuit to ground
P0645	Relay air conditioning compressor	Short circuit to Vbatt
P0645	Relay air conditioning compressor	Open Circuit
P0651	Sensor Supply - Line 2	Fault on internal electronics
P0657	Feedback main relay	Subthreshold Voltage

Error Code	Description	Summary
P0657	Feedback main relay	Above Threshold Voltage
P0685	Main relay control	Short circuit to ground
P0685	Main relay control	Short circuit to Vbatt
P0685	Main relay control	Open Circuit
P0697	Sensor Supply - Line 3	Fault on internal electronics
P0700	Request Stop by NCR	Comparison signal incorrect
P0704	Clutch Switch	Blocked Signal Low
P0704	Clutch Switch	Blocked Signal High
P0704	Clutch Switch	Away Message
P0812	Reverse Switch	Short circuit to Vbatt
P083F	Clutch Switch - Discrepency values Extended and Top	Comparison signal incorrect
P1001	Solenoid valve VVA - functional tests - Cylinder 1	Solenoid valve jammed closed
P1001	Solenoid valve VVA - functional tests - Cylinder 1	Activation Time Above Threshold
P1001	Solenoid valve VVA - functional tests - Cylinder 1	Deactivation time Above Threshold
P1001	Solenoid valve VVA - functional tests - Cylinder 1	Actuator not closed
P1002	Solenoid valve VVA - functional tests - Cylinder 2	Solenoid valve jammed closed
P1002	Solenoid valve VVA - functional tests - Cylinder 2	Activation Time Above Threshold
P1002	Solenoid valve VVA - functional tests - Cylinder 2	Deactivation time Above Threshold
P1002	Solenoid valve VVA - functional tests - Cylinder 2	Actuator not closed
P1003	Solenoid valve VVA - functional tests - Cylinder 3	Solenoid valve jammed closed
P1003	Solenoid valve VVA - functional tests - Cylinder 3	Activation Time Above Threshold
P1003	Solenoid valve VVA - functional tests - Cylinder 3	Deactivation time Above Threshold

Error Code	Description	Summary
P1003	Solenoid valve VVA - functional tests - Cylinder 3	Actuator not closed
P1004	Solenoid valve VVA - functional tests - Cylinder 4	Solenoid valve jammed closed
P1004	Solenoid valve VVA - functional tests - Cylinder 4	Activation Time above threshold
P1004	Solenoid valve VVA - functional tests - Cylinder 4	Deactivation time above threshold
P1004	Solenoid valve VVA - functional tests - Cylinder 4	Actuator not closed
P1011	Solenoid valve VVA Cylinder 1 - Electrical Testing	Current above threshold circuit
P1012	Solenoid valve VVA Cylinder 1 - Electrical Testing	Current above threshold circuit
P1013	Solenoid valve VVA Cylinder 1 - Electrical Testing	Current above threshold circuit
P1014	Solenoid valve VVA Cylinder 1 - Electrical Testing	Current above threshold circuit
P1021	The ASIC module - Driver solenoid valve VVA CYLINDER 1	Subthreshold Voltage
P1021	The ASIC module - Driver solenoid valve VVA CYLINDER 1	above threshold Voltage
P1021	The ASIC module - Driver solenoid valve VVA CYLINDER 1	Program memory faulty
P1022	The ASIC module - Driver solenoid valve VVA CYLINDER 2	Subthreshold Voltage
P1022	The ASIC module - Driver solenoid valve VVA CYLINDER 2	above threshold Voltage
P1022	The ASIC module - Driver solenoid valve VVA CYLINDER 2	Program memory faulty
P1023	The ASIC module - Driver solenoid valve VVA CYLINDER 3	Subthreshold Voltage
P1023	The ASIC module - Driver solenoid valve VVA CYLINDER 3	above threshold Voltage
P1023	The ASIC module - Driver solenoid valve VVA CYLINDER 3	Program memory faulty
P1024	The ASIC module - Driver solenoid valve VVA CYLINDER 4	Subthreshold Voltage
P1024	The ASIC module - Driver solenoid valve VVA CYLINDER 4	Soprasoglia Voltage
P1024	The ASIC module - Driver solenoid valve VVA CYLINDER 4	Program memory faulty
P1031	Power stage solenoid valve VVA CYLINDER 1	Short circuit to ground

Error Code	Description	Summary
P1031	Power stage solenoid valve VVA CYLINDER 1	Short circuit to Vbatt
P1031	Power stage solenoid valve VVA CYLINDER 1	Open Circuit
P1031	Power stage solenoid valve VVA CYLINDER 1	Plausibility incorrect signal
P1032	Power stage solenoid valve VVA CYLINDER 2	Short circuit to ground
P1032	Power stage solenoid valve VVA CYLINDER 2	Short circuit to Vbatt
P1032	Power stage solenoid valve VVA CYLINDER 2	Short circuit to ground or open circuit
P1032	Power stage solenoid valve VVA CYLINDER 2	Circuit voltage is out of range
P1033	Power stage solenoid valve VVA CYLINDER 3	Short circuit to ground
P1033	Power stage solenoid valve VVA CYLINDER 3	Short circuit to Vbatt
P1033	Power stage solenoid valve VVA CYLINDER 3	Short circuit to ground or open circuit
P1033	Power stage solenoid valve VVA CYLINDER 3	Circuit voltage is out of range
P1034	Power stage solenoid valve VVA CYLINDER 4	Short circuit to ground
P1034	Power stage solenoid valve VVA CYLINDER 4	Short circuit to Vbatt
P1034	Power stage solenoid valve VVA CYLINDER 4	Short circuit to ground or open circuit
P1034	Power stage solenoid valve VVA CYLINDER 4	Circuit voltage is out of range
P1041	Current Feedback plotting solenoid valve VVA - Cylinder 1	Circuit Current Out Of Range
P1041	Current Feedback plotting solenoid valve VVA - Cylinder 1	The shape signal incorrect
P1041	Current Feedback plotting solenoid valve VVA - Cylinder 1	Invalid Signal
P1042	Current Feedback plotting solenoid valve VVA - Cylinder 2	Circuit Current Out Of Range
P1042	Current Feedback plotting solenoid valve VVA - Cylinder 2	The shape signal incorrect
P1042	Current Feedback plotting solenoid valve VVA - Cylinder 2	Invalid Signal
P1043	Current Feedback plotting solenoid valve VVA - Cylinder 3	Circuit Current Out Of Range

Error Code	Description	Summary
P1043	Current Feedback plotting solenoid valve VVA - Cylinder 3	The shape signal incorrect
P1043	Current Feedback plotting solenoid valve VVA - Cylinder 3	Invalid Signal
P1044	Current Feedback plotting solenoid valve VVA - Cylinder 4	Circuit Current Out Of Range
P1044	Current Feedback plotting solenoid valve VVA - Cylinder 4	The shape signal incorrect
P1044	Current Feedback plotting solenoid valve VVA - Cylinder 4	Invalid Signal
P1061	Solenoid valve VVA Cylinder 1 - functional tests	Actuator locked
P1061	Solenoid valve VVA Cylinder 1 - functional tests	Actuator too fast/too slow in closing
P1061	Solenoid valve VVA Cylinder 1 - functional tests	Actuator too fast/too slow for closing opening
P1061	Solenoid valve VVA Cylinder 1 - functional tests	Reopening actuator
P1062	Solenoid valve VVA Cylinder 2 - functional tests	Actuator locked
P1062	Solenoid valve VVA Cylinder 2 - functional tests	Actuator too fast/too slow in closing
P1062	Solenoid valve VVA Cylinder 2 - functional tests	Actuator too fast/too slow for closing opening
P1062	Solenoid valve VVA Cylinder 2 - functional tests	Reopening actuator
P1063	Solenoid valve VVA Cylinder 3 - functional tests	Actuator locked
P1063	Solenoid valve VVA Cylinder 3 - functional tests	Actuator too fast/too slow in closing
P1063	Solenoid valve VVA Cylinder 3 - functional tests	Actuator too fast/too slow for closing opening
P1063	Solenoid valve VVA Cylinder 3 - functional tests	Reopening actuator
P1064	Solenoid valve VVA Cylinder 4 - functional tests	Actuator locked
P1064	Solenoid valve VVA Cylinder 4 - functional tests	Actuator too fast/too slow in closing
P1064	Solenoid valve VVA Cylinder 4 - functional tests	Actuator too fast/too slow for closing opening
P1064	Solenoid valve VVA Cylinder 4 - functional tests	Reopening actuator
P1105	The hole in the intake manifold	Comparison signal incorrect

Error Code	Description	Summary
P1106	Intake Manifold Pressure - Signal Low	Comparison signal incorrect
P1120	Throttle position control	Calculated signal incorrect
P1121	Consistency throttle potentiometers	Comparison signal incorrect
P1196	Engine Oil Temperature - functional tests	Comparison signal incorrect (plausibility at key-on)
P1196	Engine Oil Temperature - functional tests	Signal outside tolerance (slope signal out-of-band model with engine running)
P1220	Consistency throttle potentiometers	Comparison signal incorrect
P1300	Learning phonic wheel	Not Configured
P1302	Learning Currency	Invalid Signal
P1302	Learning Currency	Not Configured
P1305	Learning Neutral - Not performed	Not Configured
P1305	Learning Neutral - Not Plausible	Comparison signal incorrect
P1310	Limitation first start	Invalid Signal
P1320	Learning MultiAir Module	Not Configured
P1320	Learning MultiAir Module	Comparison signal incorrect
P1325	Knock sensor at key-on _	Short circuit to ground
P1325	Knock sensor at key-on _	Short circuit to Vbatt
P1325	Knock sensor at key-on _	The signal has a few transitions
P1325	Knock sensor at key-on _	The signal has too many transitions
P1512	Relay R2 Stop & Start function - Plausibility	Blocked Signal High
P1680	Learning the motorised throttle (TRC)	The required position not reachable
P1681	Learning the motorised throttle (TRO)	The required position not reachable
P1683	Learning the motorised throttle (LHP)	The required position not reachable

Error Code	Description	Summary
P1684	Fault during throttle learning	Unexpected operation
P1686	Incorrect learning lower level butterfly	Incorrect functioning
P1687	Stop during throttle learning	Unexpected operation
P181D	Sensor signal Neutral - Fault check plausibility	Frequency Signal incorrect
P181D	Sensor signal Neutral - Fault check plausibility	Plausibility incorrect signal
P1850	Sensor signal Neutral - subthreshold Value	Short circuit to ground
P1850	Sensor signal Neutral – above threshold Value	Short circuit to Vbatt or open circuit
P1850	Sensor signal Neutral - Duty Cycle out of range	Frequency Signal incorrect
P1851	Sensor signal Neutral - Frequency out of range	Frequency Signal incorrect
P2226	Atmospheric pressure sensor	Short circuit to Vbatt
P2226	Atmospheric pressure sensor	Short circuit to ground or open circuit
P2227	Sensor plausibility atmospheric pressure at key-on	Comparison signal incorrect
P2231	Heater linear lambda upstream	Short circuit to Vbatt
P2231	Heater linear lambda upstream	Short circuit to ground or open circuit
P2244	Reference voltage ILIOS (driving linear lambda)	Incorrect functioning
P2299	Consistency The accelerator pedal and brake pedal	Comparison signal incorrect
C001	CAN line - NCM	Fault on internal electronics
C001	CAN line - NCM mute	Away Message
C001	CAN line - NCM in Bus Off	Bus off
C405	Cruise Control - Invalid Data from NBC	Comparison signal incorrect
C405	Cruise Control - Invalid Data from NBC	Serial date not valid
C405	Cruise Control - Invalid Data from NBC	Counter incorrect sequence

Error Code	Description	Summary
C405	Cruise Control - Invalid Data from NBC	Invalid Signal
C422	Strategy FPS - invalid data from NBC	Serial date not valid
C422	Strategy FPS - invalid data from NBC	Counter incorrect sequence
C422	Strategy FPS - invalid data from NBC	Bad Request
C426	Immobilyzer	Not programd
C426	Immobilyzer	Comparison signal incorrect
C426	Immobilyzer	Time-out protection on the circuit/component
C426	Immobilyzer	Abnormal signaling
C427	Strategy FPS - Command from NBC not valid	Abnormal signaling
U1700	CAN line - no signal from NBC	Away Message
U1700	CAN line - Message Length NBC not correct	Incorrect functioning
U1706	CAN line - no signal from the NFR	Away Message
U1706	CAN line - Message Length NFR is not correct	Incorrect functioning
U1711	CAN line - no signal from the NCR	Away Message
U1711	CAN line - Message Length NCR not correct	Incorrect functioning

Part 2: Error codes, possible causes, checks to be carried out

In this section are listed for each individual error, possible causes and the checks to be carried out in the face of such errors.

NOTE: The information contained in this section is from a variety of sources and, in many cases, translated from Italian. We have done our best to provide informative guidance but it is recommended that you discuss the checks and remedies with an Alfa specialist or dealer for assistance.

Error Code	Possible Causes	The checks to be carried out
P0016	- Mounting axis a wrong cams - Timing incorrect - Target on cam axis not correct (tooth indented/bent) - Phase sensor is not functioning correctly - Speed sensor not correctly installed - Phonic wheel not conforming/excessive gap - Timing belt damaged - The hydraulic circuit module MultiAir seized	- Verify timing and positioning cam axis (before checking the timing check that the cam axis is not blocked for pumping seizure of the MultiAir module) - Checks on the timing belt - Check flatness on cam axis (tooth indented/bent) - Verifying position sensor turns and air gap between speed sensor and tone wheel (impacts on target) - Check the phase sensor
P0033	- The connections on the dump valve and/or the engine control unit - Low insulation harness (CC to earth) - Dump valve not functioning correctly - The engine control unit is not functioning correctly	- Check the connections and wiring harness continuity - Verification of insulation conductors - Diagnose active on dump valve and check the activation - Verify dump valves - Check engine control unit
P0033	- The connections on solenoid valve and/or the engine control unit - Low insulation harness (CC to Vbatt) - Dump valve not functioning correctly - The engine control unit is not functioning correctly	- Check the connections and wiring harness continuity - Verification of insulation conductors - Diagnose active on dump valve and check the activation - Verify dump valves - Check engine control unit
P0033	- The connections on solenoid valve and/or the engine control unit - Open wiring harness continuity - The earth connections uncertain - Dump valve not functioning correctly - The engine control unit is not functioning correctly	- Check the connections and wiring harness continuity - Carry out checks on the earth connections - Diagnose active on dump valves and Verify the activation - Verify dump valves - Check the engine control unit
P0039	- The connections on solenoid valve and/or the engine control unit - Open wiring harness continuity - Low insulation harness (CC to Vbatt) - The earth connections uncertain - Reversing the pneumatic pipes on the wastegate solenoid valve - Dump valve not functioning correctly - The engine control unit is not functioning correctly	- Check the connections and wiring harness continuity - Checks on the earth connections - Verify proper connection of pneumatic ducts on wastegate solenoid - Verify dump valves - Check engine control unit
P0068	- The connections on sensor inlet pressure and/or engine control unit - Low insulation wiring - Sensor suction pressure not functioning correctly - The engine control unit is not functioning correctly	- Check the connections and wiring harness continuity - Verification of insulation conductors - Perform tests with pressure sensor replacement suction - Check engine control unit
P0069	- The connections on sensor inlet pressure and/or engine control unit - Low insulation wiring - Sensor suction pressure not functioning correctly - The engine control unit is not functioning correctly	- Check the connections and wiring harness continuity - Verification of insulation conductors - Perform tests with pressure sensor replacement suction - Check engine control unit

P0101	- Leaks in the intake manifold - Incorrect positioning throttle body on intake manifold - Combined sensor pressure/temperature manifold not functioning correctly	- Pressure measurement fully warm minimum (provided a value of approximately 300mBar) - Verifying points of infiltration - Verifying position of throttle body on intake manifold - Check the connections and wiring harness continuity - Check pressure sensor/temperature manifold
P0105	- The connections on sensor inlet pressure and/or engine control unit - Low insulation wiring - Sensor suction pressure not functioning correctly - The engine control unit is not functioning correctly	- Check the connections and wiring harness continuity - Verification of insulation - Check sensor suction pressure - Check the engine control unit
P0105	- The connections on sensor inlet pressure and/or engine control unit - Low insulation wiring - Open wiring harness continuity - Sensor suction pressure not functioning correctly - The engine control unit is not functioning correctly	- Check the connections and wiring harness continuity - Verification of insulation conductors - Verification of the status of the earth connections - Perform tests with pressure sensor replacement suction - Check engine control unit
P0106	- The connections on sensor inlet pressure and/or engine control unit - Timing incorrect - Incorrect compressions - Sensor suction pressure is not properly positioned - Sensor suction pressure not functioning correctly - The engine control unit is not functioning correctly	- Pressure measurement minimum (provided a value of approximately 300mBar) - Check the connections and wiring harness continuity - Verification of the status of the - Check the compressions and timing - Check sensor suction pressure - Check engine control unit
P0106	- The connections on sensor inlet pressure and/or engine control unit - Timing incorrect - Incorrect compressions - Low oil pressure (valve actuation VVA incorrect) - Sensor suction pressure is not properly positioned - Sensor suction pressure not working properly - The engine control unit is not functioning correctly	- Pressure measurement minimum (provided a value of approximately 300mBar) - Check the connections and wiring harness continuity - Verification of the status of the earth connections - Check the compressions and MultiAir timings - Check oil level and filter state oil input module - Driving Check wastegate solenoid valve (only - Check engine control unit - Check sensor suction pressure
P0106	- The connections on sensor inlet pressure and/or engine control unit - Timing incorrect - Incorrect compressions - Low oil pressure (valve actuation VVA incorrect) - Sensor suction pressure is not properly positioned - Sensor suction pressure not functioning correctly - The engine control unit is not functioning correctly	- Pressure measurement minimum (provided a value of approximately 300mBar) - Checked connections and wiring harness continuity - Verification of the status of the earth connections - Check the compressions and MultiAir timing applications Turbo) - Check engine control unit
P0110	- The connections on connector sensor and/or engine control unit - Open wiring harness continuity - Low insulation wiring - The air temperature sensor is not functioning correctly - The engine control unit is not functioning correctly	- Check the connections and wiring harness continuity - Verification of the status of the earth connections - Check temperature sensor - Check engine control unit

P0110	- The connections on connector sensor and/or engine control unit - Open wiring harness continuity - Low insulation wiring - The air temperature sensor is not functioning correctly - The engine control unit is not functioning correctly	- Check the connections and wiring harness continuity - Verification of the status of the earth connections - Check temperature sensor - Check engine control unit
P0110	- The connections on connector sensor and/or engine control unit - Open wiring harness continuity - Low insulation wiring - The air temperature sensor is not functioning correctly - The engine control unit is not functioning correctly	- Check the connections and wiring harness continuity - Verification of the status of the earth connections - Check temperature sensor - Check engine control unit
P0111	- The connections on connector sensor and/or engine control unit - The air temperature sensor is not functioning correctly - The engine control unit is not functioning correctly	- Check the connections and wiring harness continuity - Verification of the status of the earth connections - Check engine control unit
P0111	- The connections on connector sensor and/or engine control unit - The air temperature sensor is not functioning correctly - The engine control unit is not functioning correctly	- Check the connections and wiring harness continuity - Verification of the status of the earth connections - Check temperature sensor - Check engine control unit
P0115	- The connections on connector sensor and/or engine control unit - The coolant temperature sensor is not functioning correctly - The engine control unit is not functioning correctly	- Check the connections and wiring harness continuity - Check connection status sensor on the engine - Check the coolant temperature sensor - Check engine control unit
P0115	- The connections on connector sensor and/or engine control unit - Open wiring harness continuity - Low insulation wiring - The coolant temperature sensor is not functioning correctly - The engine control unit is not functioning correctly	- Check the connections and wiring harness continuity - Check connection status sensor on the engine - Check the coolant temperature sensor replacement - Check engine control unit
P0115	- The connections on connector sensor and/or engine control unit - Open wiring harness continuity - Low insulation wiring - The coolant temperature sensor is not functioning correctly - The engine control unit is not functioning correctly	- Check the connections and wiring harness continuity - Check connection status sensor on the engine - Check the coolant temperature sensor - Check engine control unit
P0116	- The connections on connector sensor and/or engine control unit - Open wiring harness continuity - Low insulation wiring - The air temperature sensor is not functioning correctly - The engine controller is not functioning correctly	- Check the connections and wiring harness continuity - Verification of the status of the - Check temperature sensor - Check the engine control unit
P0116	- The connections on connector sensor and/or engine control unit - Open wiring harness continuity - Low insulation wiring - The air temperature sensor is not functioning correctly - The engine controller is not functioning correctly	- Check the connections and wiring harness continuity - Verification of the status of the - Check temperature sensor - Check the engine control unit

P0120	- The connections on pedal connector, engine control unit - Open wiring harness continuity - Low insulation wiring - The pedal potentiometer is not functioning correctly - The engine control unit is not functioning correctly	- Check the connections and wiring harness continuity - Check the pedal potentiometer - Check engine control unit
P0120	- The connections on pedal connector, engine control unit - Open wiring harness continuity - Low insulation wiring - The pedal potentiometer is not functioning correctly - The engine control unit is not functioning correctly	- Check the connections and wiring harness continuity - Check the pedal potentiometer - Check engine control unit
P0121	- The connections on connector throttle body or engine control unit - Open wiring harness continuity - Low insulation wiring - Masses not properly tightened, oxidised or painted - The throttle body is not functioning correctly - The engine control unit is not functioning correctly	- Check the connections and wiring harness continuity - Verification of the status of the - Check the throttle body - Check the engine control unit
P0121	- The connections on connector throttle body or engine control unit - Open wiring harness continuity - Low insulation wiring - Masses not properly tightened, oxidised or painted - The throttle body is not functioning correctly - The engine control unit is not functioning correctly	- Check the connections and wiring harness continuity - Verification of the status of the - Check the throttle body - Check the engine control unit
P0130	- Low insulation wiring - The earth connections not efficient - Oxygen sensor is not functioning correctly - The engine control unit is not functioning correctly - Opening valves out of tolerance for low oil pressure	- Check continuity and insulation of the wiring harness (verification inversion signal cables or CC to Vbatt) - Verification of the status of the earth connections - Check lambda probe - Check engine control unit - Check oil level and MultiAir oil filter
P0130	- The connections probe connector and/or the engine control unit - Oxidised terminals or corroded - Wiring Harness Continuity - Isolate wiring (possible CC between cables signal) - Improper use of styling on connector - Probe not working - Controller not functioning correctly - Opening valves out of tolerance for low oil pressure	- Checking status of contacts and connections on the probe and on the engine control unit - Check continuity and insulation of the wiring harness (verification inversion or CC between cables signal) - Check for any leaks on the manifold - Checking status of probe (possible presence of oil or oxides on the sensitive element and/or impacts on the probe body) - Check lambda probe - Check engine control unit - Check oil level and oil filter in the module
P0133	- Leakage on the exhaust manifold - Incorrect installation of the probe - Contaminated fuel - Leaking engine oil - Improper use of styling on connector - Probe not working - Controller not functioning correctly	- Check for any leaks on the manifold - Checking status of probe (possible presence of oil or oxides on the sensitive element and/or impacts on the probe body) - Check lambda probe - Check engine control unit

P0136	- Incorrect installation of the probe - Improper use of styling on connector - Calibration not updated - Probe not working - Controller not functioning correctly	- Checking status of probe (possible presence of oil or The oxides on the sensitive element and/or impacts - Check lambda probe - Check the engine control unit
P0136	- Loose connections probe connector and/or the engine control unit - Oxidised terminals or corroded - Wiring Harness Continuity - Isolate wiring (possible CC to earth) - Leakage on the exhaust manifold - Incorrect installation of the probe - Improper use of styling on connector - Probe not working - Controller not functioning correctly	- Check status of contacts and connections on the probe and on the engine control unit - Verification of continuity and insulation of the wiring (verification of inversion of signal cables or DC to MASS) - Check probe status (possible presence of oil or oxides on the sensitive element and / or shock on the probe body) - Check the lambda probe - Check the engine control unit
P0136	- Loose connections probe connector and/or the engine control unit - Oxidised terminals or corroded - Wiring Harness Continuity - Isolate wiring (possible CC to Vbatt) - Leakage on the exhaust manifold - Incorrect installation of the probe - Improper use of styling on connector - Probe not working - Controller not functioning correctly	- Check status of contacts and connections on the probe and on the engine control unit - Verification of continuity and insulation of the wiring (verification of inversion of signal cables or DC to Vbatt) - Check probe status (possible presence of oil or oxides on the sensitive element and / or shock on the probe body) - Check the lambda probe - Check the engine control unit
P0138	- Loose connections probe connector and/or the engine control unit - Oxidised terminals or corroded - Wiring Harness Continuity - Isolate wiring (possible CC to Vbatt) - Probe not working - Controller not functioning correctly	- Checking status of contacts and connections on the probe and on the engine control unit - Check continuity and insulation of the wiring harness (verification inversion signal cables or CC to Vbatt) - Check lambda probe - Check engine control unit
P0141	- Loose connections probe connector and/or the engine control unit - Oxidised terminals or corroded - Low insulation harness (CC between conductors) - Open wiring harness continuity - Probe not working - Controller not functioning correctly	- Check the connections and wiring harness continuity - Check lambda probe - Check engine control unit
P0141	- Loose connections probe connector and/or the engine control unit - Oxidised terminals or corroded - Low insulation harness (CC between conductors) - Open wiring harness continuity - Probe not working - Controller not functioning correctly	- Check the connections and wiring harness continuity - Check lambda probe - Check engine control unit
P0171	- Leakage on the exhaust manifold - Incorrect installation of the oxygen sensor - Leakages injectors - Calibration not updated - Oxygen sensor not working - The catalyst is not functioning correctly	- Check for possible leaks on the exhaust manifold - Check probe status (possible presence of oil or oxides on the sensitive element and/or impacts on the probe body) - Check for electroinjective leakage - Check the engine control unit
P0171	- Leakage on the exhaust manifold - Incorrect installation of the oxygen sensor - Leakages injectors - Calibration not updated - Oxygen sensor not working - The catalyst is not functioning correctly	- Check for possible leaks on the exhaust manifold - Check probe status (possible presence of oil or oxides on the sensitive element and/or impacts on the probe body) - Check for electroinjective leakage - Check the engine control unit

P0171	- Leakage on the exhaust manifold - Incorrect installation of the oxygen sensor - Leakages injectors - Calibration not updated - Oxygen sensor not working - The catalyst is not functioning correctly	- Check for possible leaks on the exhaust manifold - Check probe status (possible presence of oil or oxides on the sensitive element and/or impacts on the probe body) - Check for electroinjective leakage - Check the engine control unit
P0172	- Leakage on the exhaust manifold - Incorrect installation of the oxygen sensor - Leakages injectors - Calibration not updated - Oxygen sensor not working - The catalyst is not functioning correctly - Opening valves out of tolerance for low oil pressure	- Check for any leaks on the exhaust manifold - Checking status of probe (possible presence of oil or oxides on the sensitive element and/or impacts on the probe body) - Verify leakage injectors - Check the upstream oxygen sensor - Check engine control unit - Check oil level and oil filter in the module input MultiAir
P0172	- Leakage on the exhaust manifold - Incorrect installation of the oxygen sensor - Leakages injectors - Calibration not updated - Oxygen sensor not working - The catalyst is not functioning correctly - Opening valves out of tolerance for low oil pressure	- Check for any leaks on the exhaust manifold - Checking status of probe (possible presence of oil or oxides on the sensitive element and/or impacts on the probe body) - Verify leakage injectors - Check the upstream oxygen sensor - Check engine control unit - Check oil level and oil filter in the module input MultiAir
P0172	- Leakage on the exhaust manifold - Incorrect installation of the oxygen sensor - Leakages injectors - Calibration not updated - Oxygen sensor not working - The catalyst is not functioning correctly - Opening valves out of tolerance for low oil pressure	- Check for any leaks on the exhaust manifold - Checking status of probe (possible presence of oil or oxides on the sensitive element and/or impacts on the probe body) - Verify leakage injectors - Check the upstream oxygen sensor - Check engine control unit - Check oil level and oil filter in the module input MultiAir
P0195	- Loose connections on connector sensor and/or engine control unit - Low insulation wiring - The oil temperature sensor is not functioning correctly - The engine control unit is not functioning correctly	- Check the connections and wiring harness continuity - Check connection status sensor on the engine - Check the oil temperature sensor - Check engine control unit
P0195	- Loose connections on connector sensor and/or engine control unit - Open wiring harness continuity - Low insulation wiring - The oil temperature sensor is not functioning correctly - The engine control unit is not functioning correctly	- Check the connections and wiring harness continuity - Check connection status sensor on the engine - Check the oil temperature sensor - Check engine control unit
P0196	- The oil temperature sensor is not correctly funzionente - Engine oil is no longer correct - Overtemperature engine oil - Solenoid valves VVA worn - Oil pump not functioning correctly - The engine control unit is not functioning correctly	- Verification of the status of the engine oil and engine oil filter in the module input MultiAir - Functional Check oil pump - Check oil temperature sensor - Check engine control unit
P0201	- Loose connections connector electroinjector, engine control unit connector disconnection of - Oxidised terminals or corroded - Isolate wiring (possible CC to earth) - Electro-injector not working/locked - Controller not functioning correctly	- Check the connections and wiring harness continuity - Perform Active diagnosis by interchanging two injectors (the fault follows the component) - Check engine control unit

P0201	- Loose connections connector electroinjector, engine control unit connector disconnection of - Oxidised terminals or corroded - Isolate wiring (possible CC to Vbatt) - Electro-injector not working/locked - Controller not functioning correctly	- Check the connections and wiring harness continuity - Perform Active diagnosis by interchanging two injectors (the fault follows the component) - Check engine control unit
P0201	- Loose connections connector electroinjector, engine control unit connector disconnection of - Oxidised terminals or corroded - Isolate wiring (possible CA) - Electro-injector not working/locked - Controller not functioning correctly	- Check the connections and wiring harness continuity - Perform Active diagnosis by interchanging two injectors (the fault follows the component) - Check engine control unit
P0202	- Loose connections connector electroinjector, engine control unit connector disconnection of - Oxidised terminals or corroded - Isolate wiring (possible CC to earth) - Electro-injector not working/locked - Controller not functioning correctly	- Check the connections and wiring harness continuity - Perform Active diagnosis by interchanging two injectors (the fault follows the component) - Check engine control unit
P0202	- Loose connections connector electroinjector, engine control unit connector disconnection of - Oxidised terminals or corroded - Isolate wiring (possible CC to Vbatt) - Electro-injector not working/locked - Controller not functioning correctly	- Check the connections and wiring harness continuity - Perform Active diagnosis by interchanging two injectors (the fault follows the component) - Check engine control unit
P0202	- Loose connections connector electroinjector, engine control unit connector disconnection of - Oxidised terminals or corroded - Isolate wiring (possible CA) - Electro-injector not working/locked - Controller not functioning correctly	- Check the connections and wiring harness continuity - Perform Active diagnosis by interchanging two injectors (the fault follows the component) - Check engine control unit
P0203	- Loose connections connector electroinjector, engine control unit connector disconnection of - Oxidised terminals or corroded - Isolate wiring (possible CC to earth) - Electro-injector not working/locked - Controller not functioning correctly	- Check the connections and wiring harness continuity - Perform Active diagnosis by interchanging two injectors (the fault follows the component) - Check engine control unit
P0203	- Loose connections connector electroinjector, engine control unit connector disconnection of - Oxidised terminals or corroded - Isolate wiring (possible CC to Vbatt) - Electro-injector not working/locked - Controller not functioning correctly	- Check the connections and wiring harness continuity - Perform Active diagnosis by interchanging two injectors (the fault follows the component) - Check engine control unit
P0203	- Loose connections connector electroinjector, engine control unit connector disconnection of - Oxidised terminals or corroded - Isolate wiring (possible CA) - Electro-injector not working/locked - Controller not functioning correctly	- Check the connections and wiring harness continuity - Perform Active diagnosis by interchanging two injectors (the fault follows the component) - Check engine control unit
P0204	- Loose connections connector electroinjector, engine control unit connector disconnection of - Oxidised terminals or corroded - Isolate wiring (possible CC to earth) - Electro-injector not working/locked - Controller not functioning correctly	- Check the connections and wiring harness continuity - Perform Active diagnosis by interchanging two injectors (the fault follows the component) - Check engine control unit

P0204	- Loose connections connector electroinjector, engine control unit connector disconnection of - Oxidised terminals or corroded - Isolate wiring (possible CC to Vbatt) - Electro-injector not working/locked - Controller not functioning correctly	- Check the connections and wiring harness continuity - Perform Active diagnosis by interchanging two injectors (the fault follows the component) - Check engine control unit
P0204	- Loose connections connector electroinjector, engine control unit connector disconnection of - Oxidised terminals or corroded - Isolate wiring (possible CA) - Electro-injector not working/locked - Controller not functioning correctly	- Check the connections and wiring harness continuity - Perform Active diagnosis by interchanging two injectors (the fault follows the component) - Check engine control unit
P0219	- Misuse customer - Incorrect engine timing	- Check the maximum speed reached and the dwell time in overspeed - Verify correct timing the engine - Check tensioning timing belt - Verification of the status of the valves
P0220	- Loose connections on pedal connector, engine control unit - Open wiring harness continuity - Low insulation wiring - The pedal potentiometer is not functioning correctly - The engine control unit is not functioning correctly	- Check the connections and wiring harness continuity - Check the pedal potentiometer - Check engine control unit
P0220	- Loose connections on pedal connector, engine control unit - Open wiring harness continuity - Low insulation wiring - The pedal potentiometer is not functioning correctly - The engine control unit is not functioning correctly	- Check the connections and wiring harness continuity - Check the pedal potentiometer - Check engine control unit
P0221	- Loose connections on connector throttle body or engine control unit - Open wiring harness continuity - Low insulation wiring - Masses not properly tightened, oxidised or painted - The throttle body is not functioning correctly - The engine control unit is not functioning correctly	- Check the connections and wiring harness continuity - Verification of the status of the - Check the throttle body - Check the engine control unit
P0221	- Loose connections on connector throttle body or engine control unit - Open wiring harness continuity - Low insulation wiring - Masses not properly tightened, oxidised or painted - The throttle body is not functioning correctly - The engine control unit is not functioning correctly	- Check the connections and wiring harness continuity - Verification of the status of the - Check the throttle body - Check the engine control unit
P0230	- Loose connections on the relay or the engine control unit - Low insulation harness (CC to earth) - The fuel pump relay is not working properly - CVM not functioning correctly	- Check the connections and wiring harness continuity - Check pump relay
P0230	- Loose connections on the relay or the engine control unit - Low insulation harness (CC to Vbatt) - The fuel pump relay is not working properly - CVM not functioning correctly	- Check the connections and wiring harness continuity - Check pump relay

P0230	- Loose connections on the relay or the engine control unit - Open wiring harness continuity - The fuel pump relay is not working properly - CVM not functioning correctly	- Check the connections and wiring harness continuity - Check pump relay
P0235	- Loose connections on the sensor and/or engine control unit - Open wiring harness continuity - Low insulation harness (CC to Vbatt) - The sensor is not functioning correctly - The engine control unit is not functioning correctly	- Check the connections and wiring harness continuity - Check sensor - Check engine control unit
P0235	- Loose connections on the sensor and/or engine control unit - Open wiring harness continuity - Low insulation harness (CC to earth) - The sensor is not functioning correctly - The engine control unit is not functioning correctly	- Check the connections and wiring harness continuity - Check sensor - Check engine control unit
P0236	- Leaks in the turbocharging system	- Checks on the turbocharging system
P0243	- Loose connections on wastegate solenoid or the engine control unit - Low insulation harness (CC to earth) - Wastegate solenoid valve not functioning correctly - The engine control unit is not functioning correctly	- Check the connections and wiring harness continuity - Check wastegate solenoid - Check engine control unit
P0243	- Loose connections on wastegate solenoid or the engine control unit - Low insulation harness (CC to Vbatt) - Wastegate solenoid valve not functioning correctly - The engine control unit is not functioning correctly	- Check the connections and wiring harness continuity - Check wastegate solenoid - Check engine control unit
P0243	- Loose connections on wastegate solenoid or the engine control unit - Wiring break - Wastegate solenoid valve not functioning correctly - The engine control unit is not functioning correctly	- Check the connections and wiring harness continuity - Check wastegate solenoid - Check engine control unit
P0244	- Loose connections on wastegate solenoid or the engine control unit - Pressure sensor of boost not functioning correctly - The turbine is not functioning correctly - The engine control unit is not functioning correctly	- Check the connections and wiring harness continuity - Checked operation/integrity turbine - Check pressure sensor of boost - Check wastegate solenoid - Check engine control unit
P0298	- Water/oil heat exchanger is not working properly - The fans will not activate - Thermostatic Valve jammed closed - Oil not more compliant - Water pump not working (error stores in concomitance of signalling engine overheating) - The oil temperature sensor is not functioning correctly - The engine control unit is not functioning correctly	- Verify congruence air temperatures, water and oil at key-on after a long break - Measure resistance sensor (estimated value: 10k ohms at 25°C, 20Kohms at 10°C) - Checks on the thermostatic valve and water pump - Checks on the water/oil exchanger - Verification of the status of the oil and the filter to the inlet of the MultiAir Module - Engine Regimare; Make active diagnosis on fans and check with Examiner the consequent decrease of engine oil temperature - Check the oil temperature sensor - Check engine control unit

P0300	- Loose connections coil connector, injectors, engine control unit - Oxidised terminals or corroded - Wiring Harness Continuity - Isolate wiring (possible CC to Vbatt command coils and/or electro-injectors) - Low Fuel Pressure - Wrong fuel/water in fuel - The manifold pressure sensor is not functioning correctly - Leaks in the intake/exhaust systems - Timing incorrect - Incorrect compressions - The speed sensor is not properly positioned/excessive gap - Target not correct - Oscillations on the kinematic chain (jostling clutch, faults joints/bearings, faults blocks/engine mounts, incorrect load suspensions, incorrect balance tires) - Presence of engine oil the combustion chamber - Spark plugs gunked - Failure injectors - The coils of ignitions not working - Engine control unit not working	- Checking status of contacts and connections on reels, electro-injectors and engine control unit - Check continuity and insulation of the wiring harness - Check pressure and fuel quality - Check for any leaks in the intake manifold - Check the compressions and timing - Verify pressure reading from the manifold pressure sensor - Verify positioning speed sensor, sensor air gap revolutions/target status, phonic wheel (Impacts) - Re learning phonic wheel - Checks on the kinematic chain - Check engine oil level - Checking status of spark plugs (soiling from engine oil or unburned fuel) and correct use (LUM) - Active diagnosis on the electro-injectors - Check ignition coils - Check engine control unit
P0300	- Loose connections coil connector, injectors, engine control unit - Oxidised terminals or corroded - Wiring Harness Continuity - Isolate wiring (possible CC to Vbatt command coils and/or electro-injectors) - Low Fuel Pressure - Wrong fuel/water in fuel - The manifold pressure sensor is not functioning correctly - Leaks in the intake/exhaust systems - Timing incorrect - Incorrect compressions - The speed sensor is not properly positioned/excessive gap - Target not correct - Oscillations on the kinematic chain (jostling clutch, faults joints/bearings, faults blocks/engine mounts, incorrect load suspensions, incorrect balance tires) - Presence of engine oil the combustion chamber - Spark plugs gunked - Failure injectors - The coils of ignitions not working - Engine control unit not working	- Checking status of contacts and connections on reels, electro-injectors and engine control unit - Check continuity and insulation of the wiring harness - Check pressure and fuel quality - Check for any leaks in the intake manifold - Check the compressions and timing - Verify pressure reading from the manifold pressure sensor - Verify positioning speed sensor, sensor air gap revolutions/target status, phonic wheel (Impacts) - Re learning phonic wheel - Checks on the kinematic chain - Check engine oil level - Checking status of spark plugs (soiling from engine oil or unburned fuel) and correct use (LUM) - Active diagnosis on the electro-injectors - Check ignition coils - Check engine control unit
P0301	- See Possible causes for error P0300	- See checks listed for error P0300 Limited to cylinder components 1 (coil, candle and electro-injector cylinder 1)
P0301	- See Possible causes for error P0300	- See checks listed for error P0300 Limited to cylinder components 1 (coil, candle and electro-injector cylinder 1)
P0302	- See Possible causes for error P0300	- See checks listed for error P0300 Limited to cylinder components 2 (coil, candle and electro-injector cylinder 2)
P0302	- See Possible causes for error P0300	- See checks listed for error P0300 Limited to cylinder components 2 (coil, candle and electro-injector cylinder 2)

P0303	- See Possible causes for error P0300	- See checks listed for error P0300 Limited to cylinder components 3 (coil, candle and electro-injector cylinder 3)
P0303	- See Possible causes for error P0300	- See checks listed for error P0300 Limited to cylinder components 3 (coil, candle and electro-injector cylinder 3)
P0304	- See Possible causes for error P0300	- See checks listed for error P0300 Limited to cylinder components 4 (coil, candle and electro-injector cylinder 4)
P0304	- See Possible causes for error P0300	- See checks listed for error P0300 Limited to cylinder components 4 (coil, candle and electro-injector cylinder 4)
P0325	- Loose connections sensor and/or engine control unit - Oxidised terminals or corroded - Open wiring harness continuity - Sensor not correctly positioned/tightened - Sensor not Working - Controller not functioning correctly	- Check the connections and wiring harness continuity - Check tightening sensor - Check sensor - Check engine control unit
P0335	- Loose connections sensor and/or engine control unit - Oxidised terminals or corroded - Open wiring harness continuity - Excessive < throttle between the encoder wheel and engine speed sensor - Low insulation harness (CC to Vbatt or ground) - Sensor not Working - Controller not functioning correctly	- Check the connections and wiring harness continuity - Verification < throttle sensor phonic/ - Verification sensor positioning - Check sensor - Check engine control unit
P0340	- Loose connections on the sensor and/or engine control unit - Low insulation harness (CC to earth) - Incorrect positioning cover - Phonic tooth on the cam axis bent - The sensor is not functioning correctly - The engine control unit is not functioning correctly	- Check the connections and wiring harness continuity - Verify positioning cover - Check flatness on cam axis - Verification sensor positioning - Check sensor - Check engine control unit
P0340	- Loose connections on the sensor and/or engine control unit - Low insulation harness (CC to Vbatt) - Incorrect positioning cover - Phonic tooth on the cam axis bent - The sensor is not functioning correctly - The engine control unit is not functioning correctly	- Check the connections and wiring harness continuity - Verify positioning cover - Check flatness on cam axis - Verification sensor positioning - Check sensor - Check engine control unit
P0340	- Loose connections on the sensor and/or engine control unit - Wiring break - Incorrect positioning cover - Phonic tooth on the cam axis bent - The sensor is not functioning correctly - The engine control unit is not functioning correctly	- Check the connections and wiring harness continuity - Verify positioning cover - Check flatness on cam axis - Verification sensor positioning - Check sensor - Check engine control unit
P0351	- Loose connections on coil and/or the engine control unit - Low insulation harness (CC to Vbatt) - Damaged phonic wheel - The ignition coil is not working properly - The engine control unit is not functioning correctly	- Check the connections and wiring harness continuity - Check integrity phonic wheel - Check coil - Check engine control unit

P0351	- Loose connections on coil and/or the engine control unit - Low insulation harness (CC to earth) - Interruption power fuse (errors in concomitance with the errors relating to the other n.3 coils) - Wiring break - Damaged phonic wheel - The ignition coil is not working properly - The engine control unit is not functioning correctly	- Check the connections and wiring harness continuity - Check supply fuse and relative connection line - Check integrity phonic wheel - Check coil - Check engine control unit
P0352	- Loose connections on coil and/or the engine control unit - Low insulation harness (CC to Vbatt) - Damaged phonic wheel - The ignition coil is not working properly - The engine control unit is not functioning correctly	- Check the connections and wiring harness continuity - Check integrity phonic wheel - Check coil - Check engine control unit
P0352	- Loose connections on coil and/or the engine control unit - Low insulation harness (CC to earth) - Interruption power fuse (errors in concomitance with the errors relating to the other n.3 coils) - Wiring break - Damaged phonic wheel - The ignition coil is not working properly - The engine control unit is not functioning correctly	- Check the connections and wiring harness continuity - Check supply fuse and relative connection line - Check integrity phonic wheel - Check coil - Check engine control unit
P0353	- Loose connections on coil and/or the engine control unit - Low insulation harness (CC to Vbatt) - Damaged phonic wheel - The ignition coil is not working properly - The engine control unit is not functioning correctly	- Check the connections and wiring harness continuity - Check integrity phonic wheel - Check coil - Check engine control unit
P0353	- Loose connections on coil and/or the engine control unit - Low insulation harness (CC to earth) - Interruption power fuse (errors in concomitance with the errors relating to the other n.3 coils) - Wiring break - Damaged phonic wheel - The ignition coil is not working properly - The engine control unit is not functioning correctly	- Check the connections and wiring harness continuity - Check supply fuse and relative connection line - Check integrity phonic wheel - Check coil - Check engine control unit
P0354	- Loose connections on coil and/or the engine control unit - Low insulation harness (CC to Vbatt) - Damaged phonic wheel - The ignition coil is not working properly - The engine control unit is not functioning correctly	- Check the connections and wiring harness continuity - Check integrity phonic wheel - Check coil - Check engine control unit

P0354	- Loose connections on coil and/or the engine control unit - Low insulation harness (CC to earth) - Interruption power fuse (errors in concomitance with the errors relating to the other n.3 coils) - Wiring break - Damaged phonic wheel - The ignition coil is not working properly - The engine control unit is not functioning correctly	- Check the connections and wiring harness continuity - Check supply fuse and relative connection line - Check integrity phonic wheel - Check coil - Check engine control unit
P0420	- Throttle - on the exhaust manifold - Incorrect installation of the oxygen sensor - Calibration not updated - Oxygen sensor not working - The catalyst is not functioning correctly	- Comparison signals probes upstream and downstream - Verification of throttle on the exhaust manifold - Checking status of probe (possible presence of oil or oxides on the sensitive element and/or impacts on the probe body) - Check probes
P0443	- Loose connections on solenoid valve and/or the engine control unit - Low insulation harness (CC to earth) - Solenoid valve not functioning correctly - The engine control unit is not functioning correctly	- Check the connections and wiring harness continuity - Checking status of ducts which are connected to the solenoid valve - Check solenoid valve - Check engine control unit
P0443	- Loose connections on solenoid valve and/or the engine control unit - Low insulation harness (CC to Vbatt) - Solenoid valve not functioning correctly - The engine control unit is not functioning correctly	- Check the connections and wiring harness continuity - Checking status of ducts which are connected to the solenoid valve - Check solenoid valve - Check engine control unit
P0443	- Loose connections on solenoid valve and/or the engine control unit - Open wiring harness continuity - Solenoid valve not functioning correctly - The engine control unit is not functioning correctly	- Check the connections and wiring harness continuity - Checking status of ducts which are connected to the solenoid valve - Check solenoid valve - Check engine control unit
P0460	- Incorrect operation of the fuel level sensor	- Check errors in NBC
P0480	- Loose connections on the relay and/or the engine control unit - Low insulation harness (CC to earth) - Relay not working correctly - The engine control unit is not functioning correctly	- Check the connections and wiring harness continuity - Check the - Check engine control unit
P0480	- Loose connections on the relay and/or the engine control unit - Low insulation harness (CC to Vbatt) - Relay not working correctly - The engine control unit is not functioning correctly	- Check the connections and wiring harness continuity - Check the - Check engine control unit
P0480	- Loose connections on the relay and/or the engine control unit - Open wiring harness continuity - Relay not working correctly - The engine control unit is not functioning correctly	- Check the connections and wiring harness continuity - Check the - Check engine control unit
P0481	- Loose connections on the relay and/or the engine control unit - Low insulation harness (CC to earth) - Relay not working correctly - The engine control unit is not functioning correctly	- Check the connections and wiring harness continuity - Check the - Check engine control unit

P0481	- Loose connections on the relay and/or the engine control unit - Low insulation harness (CC to Vbatt) - Relay not working correctly - The engine control unit is not functioning correctly	- Check the connections and wiring harness continuity - Check the - Check engine control unit
P0481	- Loose connections on the relay and/or the engine control unit - Open wiring harness continuity - Relay not working correctly - The engine control unit is not functioning correctly	- Check the connections and wiring harness continuity - Check the - Check engine control unit
P0500	- Interruption CAN line between NFR controller and NCM	- Check the connections and continuity CAN - Verification errors present in NBC and NFR
P0500	- Interruption CAN line between NFR controller and NCM	- Check the connections and continuity CAN - Verification errors present in NBC and NFR
P0504	- Loose connections on brake switch, engine control unit connector disconnection of if provided - Low insulation harness (CC to earth) - Open wiring harness continuity - Brake switch not correctly positioned - Brake switch not functioning correctly - The engine control unit is not functioning correctly	- Check the connections and wiring harness continuity - Check switch - Check engine control unit
P0504	- Loose connections on brake switch, engine control unit connector disconnection of if provided - Low insulation harness (CC to earth) - Open wiring harness continuity - Brake switch not correctly positioned - Brake switch not functioning correctly - The engine control unit is not functioning correctly	- Check the connections and wiring harness continuity - Check switch - Check engine control unit
P0504	- Loose connections on brake switch, engine control unit connector disconnection of if provided - Low insulation harness (CC to Vbatt) - Open wiring harness continuity - Brake switch not correctly positioned - Brake switch not functioning correctly - The engine control unit is not functioning correctly	- Check the connections and wiring harness continuity - Check switch - Check engine control unit
P0504	- Loose connections on brake switch, engine control unit connector disconnection of if provided - Low insulation harness (CC to Vbatt) - Open wiring harness continuity - Brake switch not correctly positioned - Brake switch not functioning correctly - The engine control unit is not functioning correctly	- Check the connections and wiring harness continuity - Check switch - Check engine control unit
P0512	- Loose connections on the relay and/or the engine control unit - Open wiring harness continuity - Relay not working correctly - The engine control unit is not functioning correctly	- Check the connections and wiring harness continuity (in particular positive battery voltage and key) - Integrity Verification Key pawl - Check throttle < supply fuses - Check relay R1 and/or R2 - Check engine control unit
P0512	- Loose connections on the relay and/or the engine control unit - Open wiring harness continuity - The engine control unit is not functioning correctly	- Check the connections and wiring harness continuity (and in particular the conductor from the controller voltage stabilizer) - Check engine control unit

P0512	- Loose connections on the relay and/or the engine control unit - Open wiring harness continuity - Relay not working correctly - The engine control unit is not functioning correctly	- Check the connections and wiring harness continuity (and in particular the conductor from the controller voltage stabilizer) - Check relay R1 - Check engine control unit
P0520	- Loose connections on the switch and/or the engine control unit - Low insulation harness (CC to Vbatt) - Open wiring harness continuity - Switch not working correctly - The engine control unit is not functioning correctly	- Check the connections and wiring harness continuity - Check oil level - Check tightening switch (possible presence of oxides which cause contact resistance) - Check switch - Check engine control unit
P0530	- Loose connections on the sensor and/or engine control unit - Low insulation harness (CC to Vbatt) - Excessive charging refrigerant gas - The sensor is not functioning correctly - The engine control unit is not functioning correctly	- Check the connections and wiring harness continuity - Check sensor - Check engine control unit
P0530	- Loose connections on the sensor and/or engine control unit - Low insulation harness (CC to earth) - Open wiring harness continuity - Excessive charging refrigerant gas - The sensor is not functioning correctly - The engine control unit is not functioning correctly	- Check the connections and wiring harness continuity - Check sensor - Check engine control unit
P0555	- Loose connections on the sensor and/or engine control unit - Low insulation harness (CC to Vbatt) - The sensor is not functioning correctly - The engine control unit is not functioning correctly	- Check the connections and wiring harness continuity - Check sensor - Check engine control unit
P0555	- Loose connections on the sensor and/or engine control unit - Low insulation harness (CC to earth) - Open wiring harness continuity - The sensor is not functioning correctly - The engine control unit is not functioning correctly	- Check the connections and wiring harness continuity - Check sensor - Check engine control unit
P0560	- Loose connections on battery, engine control unit, alternator - Oxidised terminals or corroded - Battery not working correctly - Battery is not sufficiently charged - Alternator is not working correctly - The engine control unit is not functioning correctly	- Check the connections and wiring harness continuity - Verify battery charge status - Verify correct operation alternator - Check engine control unit
P0560	- Loose connections on battery, engine control unit, alternator - Oxidised terminals or corroded - Battery not working correctly - Battery voltage too high - Alternator is not working correctly - The engine control unit is not functioning correctly	- Check the connections and wiring harness continuity - Verify battery charge status - Verify correct operation alternator - Check engine control unit
P0564	- Faults on the CAN line - Speed control lever not functioning correctly (the device connects to the NBC)	- Checks on the CAN line - Checks on NBC - Checks on speed control lever
P0564	- Faults on the CAN line - Speed control lever not functioning correctly (the device connects to the NBC)	- Checks on the CAN line - Checks on NBC - Checks on speed control lever

P0564	- Faults on the CAN line - Speed control lever not functioning correctly (the device connects to the NBC)	- Checks on the CAN line - Checks on NBC - Checks on speed control lever
P0564	- Faults on the CAN line - Speed control lever not functioning correctly (the device connects to the NBC)	- Checks on the CAN line - Checks on NBC - Checks on speed control lever
P0576	- Incorrect operation of the Cruise Control System	- Check errors in NBC
P0579	- Incorrect operation of the Cruise Control System	- Check errors in NBC
P0601	- The engine control unit is not functioning correctly	- Check engine control unit
P0604	- The engine control unit is not functioning correctly	- Check engine control unit
P0605	- The engine control unit is not functioning correctly	- Check engine control unit
P0605	- The engine control unit is not functioning correctly	- Check engine control unit
P0606	- Battery voltage too low when starting - Main relay faulty - The power supply circuit of the coil main relay interrupted - The engine control unit is not functioning correctly	- Check the earth connections - Verify battery charge status - Check the main relay - Check engine control unit
P0606	- Battery voltage too low when starting - Main relay faulty - The power supply circuit of the coil main relay interrupted - The engine control unit is not functioning correctly	- Check the earth connections - Verify battery charge status - Check the main relay - Check engine control unit
P060B	- The engine control unit is not functioning correctly	- Check engine control unit
P060C	- The engine control unit is not functioning correctly	- Check engine control unit
P0615	- Loose connections on the relay and/or the engine control unit - Low insulation harness (CC to earth) - Relay not working correctly - The engine control unit is not functioning correctly	- Check the connections and wiring harness continuity - Check the - Check engine control unit
P0615	- Loose connections on the relay and/or the engine control unit - Open wiring harness continuity - Relay not working correctly - The engine control unit is not functioning correctly	- Check the connections and wiring harness continuity - Check the - Check engine control unit
P0615	- Loose connections on the relay and/or the engine control unit - Low insulation harness (CC to Vbatt) - Relay not working correctly - The engine control unit is not functioning correctly	- Check the connections and wiring harness continuity - Check the - Check engine control unit
P0621	- Loose connections on the engine control unit and/or alternator - Oxidised terminals or corroded - Alternator is not working correctly - The engine control unit is not functioning correctly	- Check the connections and wiring harness continuity - Verify correct operation alternator - Check engine control unit
P0621	- Loose connections on the engine control unit and/or alternator - Oxidised terminals or corroded - Alternator is not working correctly - The engine control unit is not functioning correctly	- Check the connections and wiring harness continuity - Verify correct operation alternator - Check engine control unit

P0638	- Loose connections on connector throttle body or engine control unit - Open wiring harness continuity - Low insulation wiring - Masses not properly tightened, oxidised or painted - The throttle body is not functioning correctly - The engine control unit is not functioning correctly	- Check the connections and wiring harness continuity - Verification of the status of the - Check body throttled < - Check the engine control unit
P0638	- Loose connections on connector throttle body or engine control unit - Open wiring harness continuity - Low insulation wiring - Masses not properly tightened, oxidised or painted - The throttle body is not functioning correctly - The engine control unit is not functioning correctly	- Check the connections and wiring harness continuity - Verification of the status of the - Check body throttled < - Check the engine control unit
P0638	- Loose connections on connector throttle body or engine control unit - Open wiring harness continuity - Low insulation wiring - Masses not properly tightened, oxidised or painted - The throttle body is not functioning correctly - The engine control unit is not functioning correctly	- Check the connections and wiring harness continuity - Verification of the status of the - Check body throttled < - Check the engine control unit
P0638	- Loose connections on connector throttle body or engine control unit - Open wiring harness continuity - Low insulation wiring - Masses not properly tightened, oxidised or painted - Body throttled < not functioning correctly - The engine control unit is not functioning correctly	- Check the connections and wiring harness continuity - Verification of the status of the - Check body throttled < - Check the engine control unit
P0641	'- Loose connections on connector engine control unit and/or the sensors - Open wiring harness continuity - Low insulation wiring - Masses not properly tightened, oxidised or painted - The engine control unit is not functioning correctly	- Check the connections and wiring harness continuity - Verification of the status of the - Check engine control unit
P0645	- Loose connections on the relay and/or the engine control unit - Low insulation harness (CC to earth) - Relay not working correctly - The engine control unit is not functioning correctly	- Check the connections and wiring harness continuity - Check the - Check engine control unit
P0645	- Loose connections on the relay and/or the engine control unit - Low insulation harness (CC to Vbatt) - Relay not working correctly - The engine control unit is not functioning correctly	- Check the connections and wiring harness continuity - Check the - Check engine control unit
P0645	- Loose connections on the relay and/or the engine control unit - Open wiring harness continuity - Relay not working correctly - The engine control unit is not functioning correctly	- Check the connections and wiring harness continuity - Check the - Check engine control unit

P0651	'- Loose connections on connector engine control unit and/or the sensors - Open wiring harness continuity - Low insulation wiring - Masses not properly tightened, oxidised or painted - The engine control unit is not functioning correctly	- Check the connections and wiring harness continuity - Verification of the status of the - Check engine control unit
P0657	- Loose connections on the relay and/or the engine control unit - Low insulation harness (CC to earth) - Relay not working correctly - The engine control unit is not functioning correctly	- Check the connections and wiring harness continuity - Check the - Check engine control unit
P0657	- Loose connections on the relay and/or the engine control unit - Low insulation harness (CC to Vbatt) - Relay not working correctly - The engine control unit is not functioning correctly	- Check the connections and wiring harness continuity - Check the - Check engine control unit
P0685	- Loose connections on the relay and/or the engine control unit - Low insulation harness (CC to earth) - Relay not working correctly - The engine control unit is not functioning correctly	- Check the connections and wiring harness continuity - Check the - Check engine control unit
P0685	- Loose connections on the relay and/or the engine control unit - Low insulation harness (CC to Vbatt) - Relay not working correctly - The engine control unit is not functioning correctly	- Check the connections and wiring harness continuity - Check the - Check engine control unit
P0685	- Loose connections on the relay and/or the engine control unit - Open wiring harness continuity - Relay not working correctly - The engine control unit is not functioning correctly	- Check the connections and wiring harness continuity - Check the - Check engine control unit
P0697	'- Loose connections on connector engine control unit and/or the sensors - Open wiring harness continuity - Low insulation wiring - Masses not properly tightened, oxidised or painted - The engine control unit is not functioning correctly	- Check the connections and wiring harness continuity - Verification of the status of the - Check engine control unit
P0700	- Anomalies in the NCR	- Check the presence errors in NCR
P0704	- Loose connections on the brake switch or the engine control unit - Low insulation wiring - Open wiring harness continuity - Brake switch not correctly positioned - Brake switch not functioning correctly - The engine control unit is not functioning correctly	- Check the connections and wiring harness continuity - Check correct positioning switch - Check switch - Check engine control unit
P0704	- Loose connections on the brake switch or the engine control unit - Low insulation wiring - Open wiring harness continuity - Brake switch not correctly positioned - Brake switch not functioning correctly - The engine control unit is not functioning correctly	- Check the connections and wiring harness continuity - Check correct positioning switch - Check switch - Check engine control unit

P0704	- Loose connections on the brake switch or the engine control unit - Low insulation wiring - Open wiring harness continuity - Brake switch not correctly positioned - Brake switch not functioning correctly - The engine control unit is not functioning correctly	- Check the connections and wiring harness continuity - Check correct positioning switch - Check switch - Check engine control unit
P0812	- Loose connections on reverse switch or the engine control unit - Low insulation wiring - Open wiring harness continuity - Reverse switch incorrectly positioned - Reverse switch not functioning correctly - The engine control unit is not functioning correctly	- Check the connections and wiring harness continuity - Check correct positioning switch - Check switch - Check engine control unit
P083F	- Loose connections on clutch switch or the engine control unit - Low insulation harness (CC to Vbatt) - Clutch switch not functioning correctly - The engine control unit is not functioning correctly	- Check the connections and wiring harness continuity - Check switch - Check engine control unit
P1001	- Engine oil is no longer correct (presence of cooling liquid in the oil circuit) - Solenoid valve VVA - Hydraulic circuit not working - Impedance excessive wiring and/or loose connection/oxidations on solenoid valve VVA	- Check connections on solenoid valves VVA and wiring harness continuity - Carry out the engine oil change, check status input filter oil MultiAir module and reset the self-adapting parameters and VVA - Check engine control unit - Replace MultiAir Module
P1001	- Engine oil is no longer correct (presence of cooling liquid in the oil circuit) - Solenoid valve VVA - Hydraulic circuit not working - Impedance excessive wiring and/or loose connection/oxidations on solenoid valve VVA - The driver in the engine control unit does not operate correctly	- Check connections on solenoid valves VVA and wiring harness continuity - Carry out the engine oil change, check status input filter oil MultiAir module and reset the self-adapting parameters and VVA - Check engine control unit - Replace MultiAir Module
P1001	- Engine oil is no longer correct (presence of cooling liquid in the oil circuit) - Solenoid valve VVA - Hydraulic circuit not working - Impedance excessive wiring and/or loose connection/oxidations on solenoid valve VVA - The driver in the engine control unit does not operate correctly	- Connection tests on solenoid valves VVA and wiring harness continuity - Carry out the engine oil - Check engine control unit - Replace the MultiAir
P1001	- Engine oil is no longer correct (presence of cooling liquid in the oil circuit) - Solenoid valve VVA - Hydraulic circuit not working - Impedance excessive wiring and/or loose connection/oxidations on solenoid valve VVA - The driver in the engine control unit does not operate correctly	- Connection tests on solenoid valves VVA and Wiring Harness - Carry out the engine oil change, check status filter Oil inlet MultiAir module and reset parameters autoadaptatives and VVA - Check engine control unit - Replace the MultiAir Module
P1002	- Engine oil is no longer correct (presence of cooling liquid in the oil circuit) - Solenoid valve VVA - Hydraulic circuit not working - Impedance excessive wiring and/or loose connection/oxidations on solenoid valve VVA	- Check connections on solenoid valves VVA and wiring harness continuity - Carry out the engine oil change, check status input filter oil MultiAir module and reset the self-adapting parameters and VVA - Check engine control unit - Replace MultiAir Module

P1002	- Engine oil is no longer correct (presence of cooling liquid in the oil circuit) - Solenoid valve VVA - Hydraulic circuit not working - Impedance excessive wiring and/or loose connection/oxidations on solenoid valve VVA - The driver in the engine control unit does not operate correctly	- Connection tests on solenoid valves VVA and Wiring Harness - Carry out the engine oil change, check status filter Oil inlet MultiAir module and reset parameters autoadaptatives and VVA - Check the engine control unit - Replace the MultiAir Module
P1002	- Engine oil is no longer correct (presence of cooling liquid in the oil circuit) - Solenoid valve VVA - Hydraulic circuit not working - Impedance excessive wiring and/or loose connection/oxidations on solenoid valve VVA - The driver in the engine control unit does not operate correctly	- Connection tests on solenoid valves VVA and Wiring Harness - Carry out the engine oil change - Check the engine control unit - Replace the MultiAir Module
P1002	- Engine oil is no longer correct (presence of cooling liquid in the oil circuit) - Solenoid valve VVA - Hydraulic circuit not working - Impedance excessive wiring and/or loose connection/oxidations on solenoid valve VVA - The driver in the engine control unit does not operate correctly	- Connection tests on solenoid valves VVA and Wiring Harness - Carry out the engine oil change, check status filter Oil inlet MultiAir module and reset parameters autoadaptatives and VVA - Check the engine control unit - Replace the MultiAir Module
P1003	- Engine oil is no longer correct (presence of cooling liquid in the oil circuit) - Solenoid valve VVA - Hydraulic circuit not working - Impedance excessive wiring and/or loose connection/oxidations on solenoid valve VVA	- Checks connections on solenoid valves VVA and wiring harness continuity - Carry out the engine oil change, check status input filter oil MultiAir module and reset the self-adapting parameters and VVA - Check engine control unit
P1003	- Engine oil is no longer correct (presence of cooling liquid in the oil circuit) - Solenoid valve VVA - Hydraulic circuit not working - Impedance excessive wiring and/or loose connection/oxidations on solenoid valve VVA - The driver in the engine control unit does not operate correctly	- Connection tests on solenoid valves VVA and Wiring Harness - Carry out the engine oil change, check status filter Oil inlet MultiAir module and reset parameters autoadaptatives and VVA - Check the engine control unit - Replace the MultiAir Module
P1003	- Engine oil is no longer correct (presence of cooling liquid in the oil circuit) - Solenoid valve VVA - Hydraulic circuit not working - Impedance excessive wiring and/or loose connection/oxidations on solenoid valve VVA - The driver in the engine control unit does not operate correctly	- Connection tests on solenoid valves VVA and wiring harness continuity - Carry out the engine oil - Check engine control unit - Replace the MultiAir
P1003	- Engine oil is no longer correct (presence of cooling liquid in the oil circuit) - Solenoid valve VVA - Hydraulic circuit not working - Impedance excessive wiring and/or loose connection/oxidations on solenoid valve VVA - The driver in the engine control unit does not operate correctly	- Connection tests on solenoid valves VVA and Wiring Harness - Carry out the engine oil change, check status filter Oil inlet MultiAir module and reset parameters autoadaptatives and VVA - Check engine control unit - Replace the MultiAir Module
P1004	- Engine oil is no longer correct (presence of cooling liquid in the oil circuit) - Solenoid valve VVA - Hydraulic circuit not working - Impedance excessive wiring and/or loose connection/oxidations on solenoid valve VVA	- Check connections on solenoid valves VVA and wiring harness continuity - Carry out the engine oil change, check status input filter oil MultiAir module and reset the self-adapting parameters and VVA - Check engine control unit - Replace MultiAir Module

P1004	- Engine oil is no longer correct (presence of cooling liquid in the oil circuit) - Solenoid valve VVA - Hydraulic circuit not working - Impedance excessive wiring and/or loose connection/oxidations on solenoid valve VVA - The driver in the engine control unit does not operate correctly	- Connection tests on solenoid valves VVA and Wiring Harness - Carry out the engine oil change, check status filter Oil inlet MultiAir module and reset parameters autoadaptatives and VVA - Check the engine control unit - Replace the MultiAir Module
P1004	- Engine oil is no longer correct (presence of cooling liquid in the oil circuit) - Solenoid valve VVA - Hydraulic circuit not working - Impedance excessive wiring and/or loose connection/oxidations on solenoid valve VVA - The driver in the engine control unit does not operate correctly	- Connection tests on solenoid valves VVA and Wiring Harness - Carry out the engine oil change - Check the engine control unit - Replace the MultiAir Module
P1004	- Engine oil is no longer correct (presence of cooling liquid in the oil circuit) - Solenoid valve VVA - Hydraulic circuit not working - Impedance excessive wiring and/or loose connection/oxidations on solenoid valve VVA - The driver in the engine control unit does not operate correctly	- Connection tests on solenoid valves VVA and Wiring Harness - Carry out the engine oil change, check status filter Oil inlet MultiAir module and reset parameters autoadaptatives and VVA - Check the engine control unit - Replace the MultiAir Module
P1011	- Loose connection on solenoid valve connector VVA - Low insulation harness (CC to earth) - Solenoid valve VVA not functioning correctly (CC inside) - The engine control unit is not functioning correctly	- Check the connections and wiring harness continuity - Measure resistance solenoid valves VVA: average value provided 0.25 - 0.30 Ohms (do not change the part of the wiring connected to the solenoid valves VVA with additional bridles that can irreparably damage the power stage of the engine control unit) - Make a u-turn the connectors on the solenoid valves adjacent VVA and perform active diagnosis (carry out first reset error memory) - Check engine control unit
P1012	- Loose connections on the brake switch or the engine control unit - Low insulation harness (CC to earth) - Solenoid valve VVA not functioning correctly - The engine control unit is not functioning correctly	- Check the connections and wiring harness continuity - Measure resistance solenoid valves VVA: average value provided 0.25 - 0.30 Ohms (do not change the part of the wiring connected to the solenoid valves VVA with additional bridles that can irreparably damage the power stage of the engine control unit) - Perform inversion connectors on the solenoid valves adjacent VVA and perform active diagnosis (carry out first reset error memory) - Check engine control unit
P1013	- Loose connections on the brake switch or the engine control unit - Low insulation harness (CC to earth) - Solenoid valve VVA not functioning correctly - The engine control unit is not functioning correctly	- Check the connections and wiring harness continuity - Measure resistance solenoid valves VVA: average value provided 0.25 - 0.30 Ohms (do not change the part of the wiring connected to the solenoid valves VVA with additional bridles that can irreparably damage the power stage of the engine control unit) - Perform inversion connectors on the solenoid valves adjacent VVA and perform active diagnosis (carry out first reset error memory) - Check engine control unit

P1014	- Loose connections on the brake switch or the engine control unit - Low insulation harness (CC to earth) - Solenoid valve VVA not functioning correctly - The engine control unit is not functioning correctly	- Check the connections and wiring harness continuity - Measure resistance solenoid valves VVA: average value provided 0.25 - 0.30 Ohms (do not change the part of the wiring connected to the solenoid valves VVA with additional bridles that can irreparably damage the power stage of the engine control unit) - Perform inversion connectors on the solenoid valves adjacent VVA and perform active diagnosis (carry out first reset error memory) - Check engine control unit
P1021	- Module driver solenoid valve VVA not functioning correctly	- Check engine control unit
P1021	- Module driver solenoid valve VVA not functioning correctly	- Check engine control unit
P1021	- Module driver solenoid valve VVA not functioning correctly	- Check engine control unit
P1022	- Module driver solenoid valve VVA not functioning correctly	- Check engine control unit
P1022	- Module driver solenoid valve VVA not functioning correctly	- Check engine control unit
P1022	- Module driver solenoid valve VVA not functioning correctly	- Check engine control unit
P1023	- Module driver solenoid valve VVA not functioning correctly	- Check engine control unit
P1023	- Module driver solenoid valve VVA not functioning correctly	- Check engine control unit
P1023	- Module driver solenoid valve VVA not functioning correctly	- Check engine control unit
P1024	- Module driver solenoid valve VVA not functioning correctly	- Check engine control unit
P1024	- Module driver solenoid valve VVA not functioning correctly	- Check engine control unit
P1024	- Module driver solenoid valve VVA not functioning correctly	- Check engine control unit
P1031	- Loose connections solenoid valve connector VVA and/or engine control unit - Oxidised terminals or corroded - Isolate wiring (possible CC to earth) - Solenoid valve VVA not working/locked - Controller not functioning correctly	- Check the connections and wiring harness continuity - Measure resistance solenoid valves VVA: average value provided 0.25 - 0.30 Ohms (do not change the part of the wiring connected to the solenoid valves VVA with additional bridles that can irreparably damage the power stage of the engine control unit) - Make a u-turn the connectors on the solenoid valves adjacent VVA and perform active diagnosis - Check engine control unit
P1031	- Loose connections solenoid valve connector VVA, engine control unit - Oxidised terminals or corroded - Isolate wiring (possible CC to Vbatt) - Solenoid valve VVA not working/locked - Controller not functioning correctly	- Check the connections and wiring harness continuity - Measure resistance solenoid valves VVA: average value provided 0.25 - 0.30 Ohms (do not change the part of the wiring connected to the solenoid valves VVA with additional bridles that can irreparably damage the power stage of the engine control unit) - Make a u-turn the connectors on the solenoid valves adjacent VVA and perform active diagnosis - Check engine control unit
P1031	- Loose connections solenoid valve connector VVA and/or engine control unit - Oxidised terminals or corroded - Wiring break - Solenoid valve VVA not working/in open circuit - Controller not functioning correctly	- Check the connections and wiring harness continuity - Measure resistance solenoid valves VVA: average value provided 0.25 - 0.30 Ohms (do not change the part of the wiring connected to the solenoid valves VVA with additional bridles that can irreparably damage the power stage of the engine control unit) - Make a u-turn the connectors on the solenoid valves adjacent VVA and perform active diagnosis - Check engine control unit

P1031	- Loose connections solenoid valve connector VVA and/or engine control unit - Isolate wiring (CC to Vbatt or CC to earth) - Controller not functioning correctly	- Check the connections and wiring harness continuity - Make a u-turn the connectors on the solenoid valves adjacent VVA and perform active diagnos. - Check engine control unit
P1032	- Loose connections solenoid valve connector VVA, engine control unit - Oxidised terminals or corroded - Isolate wiring (possible CC to earth) - Solenoid valve VVA not working/locked - Controller not functioning correctly	- Check the connections and wiring harness continuity - Measure resistance solenoid valves VVA: average value provided 0.25 - 0.30 Ohms (do not change the part of the wiring connected to the solenoid valves VVA with additional bridles that can irreparably damage the power stage of the engine control unit) - Make a u-turn the connectors on the solenoid valves adjacent VVA and perform active diagnosis - Check engine control unit
P1032	- Loose connections solenoid valve connector VVA, engine control unit - Oxidised terminals or corroded - Isolate wiring (possible CC to Vbatt) - Solenoid valve VVA not working/locked - Controller not functioning correctly	- Check the connections and wiring harness continuity - Measure resistance solenoid valves VVA: average value provided 0.25 - 0.30 Ohms (do not change the part of the wiring connected to the solenoid valves VVA with additional bridles that can irreparably damage the power stage of the engine control unit) - Make a u-turn the connectors on the solenoid valves adjacent VVA and perform active diagnosis - Check engine control unit
P1032	- Loose connections solenoid valve connector VVA, engine control unit - Oxidised terminals or corroded - Isolate wiring (possible CA) - Solenoid valve VVA not working/locked - Controller not functioning correctly	- Check the connections and wiring harness continuity - Measure resistance solenoid valves VVA: average value provided 0.25 - 0.30 Ohms (do not change the part of the wiring connected to the solenoid valves VVA with additional bridles that can irreparably damage the power stage of the engine control unit) - Make a u-turn the connectors on the solenoid valves adjacent VVA and perform active diagnosis - Check engine control unit
P1032	- Loose connections solenoid valve connector VVA, engine control unit - Oxidised terminals or corroded - Isolate wiring - Solenoid valve VVA not working/locked - Controller not functioning correctly	- Check the connections and wiring harness continuity - Make a u-turn the connectors on the solenoid valves adjacent VVA and perform active diagnosis - Check engine control unit
P1033	- Loose connections solenoid valve connector VVA, engine control unit - Oxidised terminals or corroded - Isolate wiring (possible CC to earth) - Solenoid valve VVA not working/locked - Controller not functioning correctly	- Check the connections and wiring harness continuity - Measure resistance solenoid valves VVA: average value provided 0.25 - 0.30 Ohms (do not change the part of the wiring connected to the solenoid valves VVA with additional bridles that can irreparably damage the power stage of the engine control unit) - Make a u-turn the connectors on the solenoid valves adjacent VVA and perform active diagnosis - Check engine control unit
P1033	- Loose connections solenoid valve connector VVA, engine control unit - Oxidised terminals or corroded - Isolate wiring (possible CC to Vbatt) - Solenoid valve VVA not working/locked - Controller not functioning correctly	- Check the connections and wiring harness continuity - Measure resistance solenoid valves VVA: average value provided 0.25 - 0.30 Ohms (do not change the part of the wiring connected to the solenoid valves VVA with additional bridles that can irreparably damage the power stage of the engine control unit) - Make a u-turn the connectors on the solenoid valves adjacent VVA and perform active diagnosis - Check engine control unit

P1033	- Loose connections solenoid valve connector VVA, engine control unit - Oxidised terminals or corroded - Isolate wiring (possible CA) - Solenoid valve VVA not working/locked - Controller not functioning correctly	- Check the connections and wiring harness continuity - Measure resistance solenoid valves VVA: average value provided 0.25 - 0.30 Ohms (do not change the part of the wiring connected to the solenoid valves VVA with additional bridles that can irreparably damage the power stage of the engine control unit) - Make a u-turn the connectors on the solenoid valves adjacent VVA and perform active diagnosis - Check engine control unit
P1033	- Loose connections solenoid valve connector VVA, engine control unit - Oxidised terminals or corroded - Isolate wiring - Solenoid valve VVA not working/locked - Controller not functioning correctly	- Check the connections and wiring harness continuity - Make a u-turn the connectors on the solenoid valves adjacent VVA and perform active diagnosis - Check engine control unit
P1034	- Loose connections solenoid valve connector VVA, engine control unit - Oxidised terminals or corroded - Isolate wiring (possible CC to earth) - Solenoid valve VVA not working/locked - Controller not functioning correctly	- Check the connections and wiring harness continuity - Measure resistance solenoid valves VVA: average value provided 0.25 - 0.30 Ohms (do not change the part of the wiring connected to the solenoid valves VVA with additional bridles that can irreparably damage the power stage of the engine control unit) - Make a u-turn the connectors on the solenoid valves adjacent VVA and perform active diagnosis - Check engine control unit
P1034	- Loose connections solenoid valve connector VVA, engine control unit - Oxidised terminals or corroded - Isolate wiring (possible CC to Vbatt) - Solenoid valve VVA not working/locked - Controller not functioning correctly	- Check the connections and wiring harness continuity - Measure resistance solenoid valves VVA: average value provided 0.25 - 0.30 Ohms (do not change the part of the wiring connected to the solenoid valves VVA with additional bridles that can irreparably damage the power stage of the engine control unit) - Make a u-turn the connectors on the solenoid valves adjacent VVA and perform active diagnosis - Check engine control unit
P1034	- Loose connections solenoid valve connector VVA, engine control unit - Oxidised terminals or corroded - Isolate wiring (possible CA) - Solenoid valve VVA not working/locked - Controller not functioning correctly	- Check the connections and wiring harness continuity - Measure resistance solenoid valves VVA: average value provided 0.25 - 0.30 Ohms (do not change the part of the wiring connected to the solenoid valves VVA with additional bridles that can irreparably damage the power stage of the engine control unit) - Make a u-turn the connectors on the solenoid valves adjacent VVA and perform active diagnosis - Check engine control unit
P1034	- Loose connections solenoid valve connector VVA, engine control unit - Oxidised terminals or corroded - Isolate wiring - Solenoid valve VVA not working/locked - Controller not functioning correctly	- Check the connections and wiring harness continuity - Make a u-turn the connectors on the solenoid valves adjacent VVA and perform active diagnosis - Check engine control unit
P1041	- Feedback Form electromagnetic valve driver VVA not functioning correctly	- Check engine control unit
P1041	- Feedback Form electromagnetic valve driver VVA not functioning correctly	- Check engine control unit
P1041	- Feedback Form electromagnetic valve driver VVA not functioning correctly	- Check engine control unit
P1042	- Feedback Form electromagnetic valve driver VVA not functioning correctly	- Check engine control unit
P1042	- Feedback Form electromagnetic valve driver VVA not functioning correctly	- Check engine control unit
P1042	- Feedback Form electromagnetic valve driver VVA not functioning correctly	- Check engine control unit
P1043	- Feedback Form electromagnetic valve driver VVA	- Check engine control unit

	Working Correctly	
P1043	- Feedback Form electromagnetic valve driver VVA not functioning correctly	- Check engine control unit
P1043	- Feedback Form electromagnetic valve driver VVA not functioning correctly	- Check engine control unit
P1044	- Feedback Form electromagnetic valve driver VVA not functioning correctly	- Check engine control unit
P1044	- Feedback Form electromagnetic valve driver VVA not functioning correctly	- Check engine control unit
P1044	- Feedback Form electromagnetic valve driver VVA not functioning correctly	- Check engine control unit
P1061	- High impedance wiring - Contacts on solenoid valve VVA loose and/or oxidized - Excessive oscillations battery voltage - The presence of air bubbles in the oil circuit - Oil level outside limits - Solenoid valve VVA with high resistance - Solenoid valve defective VVA - The engine control unit is not functioning correctly	- Check the level and condition engine oil (presence of coolant in the oil) - Check status input filter oil MultiAir Module - Verify battery charge status - Verify the voltage delivered by the alternator - Check status the earth connections - Check the connections and wiring harness continuity - Measure resistance solenoid valves VVA: average value provided 0.25 - 0.30 Ohms (do not change the part of the wiring connected to the solenoid valves VVA with additional bridles and/or warning lights that can irreparably damage the power stage of the engine control unit) - Check engine control unit - Check the MultiAir Module
P1061	- Engine oil is no longer correct - Excessive oscillations battery voltage - Excessive impedance wiring - Solenoid valve VVA with high resistance - Solenoid valve defective VVA - The engine control unit is not functioning correctly	- Check the level and condition engine oil (presence of coolant in the oil) - Verify battery charge status - Verify the voltage delivered by the alternator - Check status the earth connections - Check the connections and wiring harness continuity - Measure resistance solenoid valves VVA: average value provided 0.25 - 0.30 Ohms (do not change the part of the wiring connected to the solenoid valves VVA with additional bridles and/or warning lights that can irreparably damage the power stage of the engine control unit) - Check engine control unit - Carry out oil change - Check the MultiAir Module
P1061	- Engine oil is no longer correct - Excessive oscillations battery voltage - Excessive impedance wiring - Solenoid valve VVA with high resistance - Solenoid valve defective VVA - The engine control unit is not functioning correctly	- Check the level and condition engine oil (presence of coolant in the oil) - Verify battery charge status - Verify the voltage delivered by the alternator - Check status the earth connections - Check the connections and wiring harness continuity - Measure resistance solenoid valves VVA: average value provided 0.25 - 0.30 Ohms (do not change the part of the wiring connected to the solenoid valves VVA with additional bridles and/or warning lights that can irreparably damage the power stage of the engine control unit) - Check engine control unit - Carry out oil change - Check the MultiAir Module
P1061	- Solenoid valve defective VVA - Engine control unit not properly pilot solenoid valve VVA	- Check engine control unit - Check the MultiAir

P1062	- High impedance wiring - Contacts on solenoid valve VVA loose and/or oxidized - Excessive oscillations battery voltage - The presence of air bubbles in the oil circuit - Oil level outside limits - Solenoid valve VVA with high resistance - Solenoid valve defective VVA - The engine control unit is not functioning correctly	- Check the level and condition engine oil (presence of coolant in the oil) - Verify battery charge status - Verify the voltage delivered by the alternator - Check status the earth connections - Check the connections and wiring harness continuity - Measure resistance solenoid valves VVA: average value provided 0.25 - 0.30 Ohms (do not change the part of the wiring connected to the solenoid valves VVA with additional bridles and/or warning lights that can irreparably damage the power stage of the engine control unit) - Check engine control unit - Carry out oil change - Check the MultiAir Module
P1062	- Engine oil is no longer correct - Excessive oscillations battery voltage - Excessive impedance wiring - Solenoid valve VVA with high resistance - Solenoid valve defective VVA - The engine control unit is not functioning correctly	- Check the level and condition engine oil (presence of coolant in the oil) - Verify battery charge status - Verify the voltage delivered by the alternator - Check status the earth connections - Check the connections and wiring harness continuity - Measure resistance solenoid valves VVA: average value provided 0.25 - 0.30 Ohms (do not change the part of the wiring connected to the solenoid valves VVA with additional bridles and/or warning lights that can irreparably damage the power stage of the engine control unit) - Check engine control unit - Carry out oil change - Check the MultiAir Module
P1062	- Engine oil is no longer correct - Excessive oscillations battery voltage - Excessive impedance wiring - Solenoid valve VVA with high resistance - Solenoid valve defective VVA - The engine control unit is not functioning correctly	- Check the level and condition engine oil (presence of coolant in the oil) - Verify battery charge status - Verify the voltage delivered by the alternator - Check status the earth connections - Check the connections and wiring harness continuity - Measure resistance solenoid valves VVA: average value provided 0.25 - 0.30 Ohms (do not change the part of the wiring connected to the solenoid valves VVA with additional bridles and/or warning lights that can irreparably damage the power stage of the engine control unit) - Check engine control unit - Carry out oil change - Check the MultiAir Module
P1062	- Solenoid valve defective VVA - Engine control unit not properly pilot solenoid valve VVA	- Check engine control unit - Check the MultiAir
P1063	- High impedance wiring - Contacts on solenoid valve VVA loose and/or oxidized - Excessive oscillations battery voltage - The presence of air bubbles in the oil circuit - Oil level outside limits - Solenoid valve VVA with high resistance - Solenoid valve defective VVA - The engine control unit is not functioning correctly	- Check the level and condition engine oil (presence of coolant in the oil) - Verify battery charge status - Verify the voltage delivered by the alternator - Check status the earth connections - Check the connections and wiring harness continuity - Measure resistance solenoid valves VVA: average value provided 0.25 - 0.30 Ohms (do not change the part of the wiring connected to the solenoid valves VVA with additional bridles and/or warning lights that can irreparably damage the power stage of the engine control unit) - Check engine control unit - Carry out oil change - Check the MultiAir Module

P1063	- Engine oil is no longer correct - Excessive oscillations battery voltage - Excessive impedance wiring - Solenoid valve VVA with high resistance - Solenoid valve defective VVA - The engine control unit is not functioning correctly	- Check the level and condition engine oil (presence of coolant in the oil) - Verify battery charge status - Verify the voltage delivered by the alternator - Check status the earth connections - Check the connections and wiring harness continuity - Measure resistance solenoid valves VVA: average value provided 0.25 - 0.30 Ohms (do not change the part of the wiring connected to the solenoid valves VVA with additional bridles and/or warning lights that can irreparably damage the power stage of the engine control unit) - Check engine control unit - Carry out oil change - Check the MultiAir Module
P1063	- Engine oil is no longer correct - Excessive oscillations battery voltage - Excessive impedance wiring - Solenoid valve VVA with high resistance - Solenoid valve defective VVA - The engine control unit is not functioning correctly	- Check the level and condition engine oil (presence of coolant in the oil) - Verify battery charge status - Verify the voltage delivered by the alternator - Check status the earth connections - Check the connections and wiring harness continuity - Measure resistance solenoid valves VVA: average value provided 0.25 - 0.30 Ohms (do not change the part of the wiring connected to the solenoid valves VVA with additional bridles and/or warning lights that can irreparably damage the power stage of the engine control unit) - Check engine control unit - Carry out oil change - Check the MultiAir Module
P1063	- Solenoid valve defective VVA - Engine control unit not properly pilot solenoid valve VVA	- Check engine control unit - Check the MultiAir
P1064	- High impedance wiring - Contacts on solenoid valve VVA loose and/or oxidized - Excessive oscillations battery voltage - The presence of air bubbles in the oil circuit - Oil level outside limits - Solenoid valve VVA with high resistance - Solenoid valve defective VVA - The engine control unit is not functioning correctly	- Check the level and condition engine oil (presence of coolant in the oil) - Verify battery charge status - Verify the voltage delivered by the alternator - Check status the earth connections - Check the connections and wiring harness continuity - Measure resistance solenoid valves VVA: average value provided 0.25 - 0.30 Ohms (do not change the part of the wiring connected to the solenoid valves VVA with additional bridles and/or warning lights that can irreparably damage the power stage of the engine control unit) - Check engine control unit - Carry out oil change - Check the MultiAir Module
P1064	- Engine oil is no longer correct - Excessive oscillations battery voltage - Excessive impedance wiring - Solenoid valve VVA with high resistance - Solenoid valve defective VVA - The engine control unit is not functioning correctly	- Check the level and condition engine oil (presence of coolant in the oil) - Verify battery charge status - Verify the voltage delivered by the alternator - Check status the earth connections - Check the connections and wiring harness continuity - Measure resistance solenoid valves VVA: average value provided 0.25 - 0.30 Ohms (do not change the part of the wiring connected to the solenoid valves VVA with additional bridles and/or warning lights that can irreparably damage the power stage of the engine control unit) - Check engine control unit - Carry out oil change - Check the MultiAir Module

P1064	- Engine oil is no longer correct - Excessive oscillations battery voltage - Excessive impedance wiring - Solenoid valve VVA with high resistance - Solenoid valve defective VVA - The engine control unit is not functioning correctly	- Check the level and condition engine oil (presence of coolant in the oil) - Verify battery charge status - Verify the voltage delivered by the alternator - Check status the earth connections - Check the connections and wiring harness continuity - Measure resistance solenoid valves VVA: average value provided 0.25 - 0.30 Ohms (do not change the part of the wiring connected to the solenoid valves VVA with additional bridles and/or warning lights that can irreparably damage the power stage of the engine control unit) - Check engine control unit - Carry out oil change - Check the MultiAir Module
P1064	- Solenoid valve defective VVA - Engine control unit not properly pilot solenoid valve VVA	- Check engine control unit - Check the MultiAir
P1105	- Leaks in the intake manifold - Incorrect positioning throttle body on intake manifold - Combined sensor pressure/temperature manifold not functioning correctly	- Pressure measurement regimato minimum (provided a value of approximately 300mBar) - Verifying points of infiltration - Verifying position of throttle body on intake manifold - Check the connections and wiring harness continuity - Check pressure sensor/temperature manifold
P1106	- Loose connections on sensor inlet pressure and/or engine control unit - Incorrect compressions - Leaks in the intake manifold - Sensor suction pressure is not properly positioned - Sensor suction pressure not functioning correctly - The engine control unit is not functioning correctly	- Check the connections and wiring harness continuity - Measure Resistance Measurement - min pressure (provided a value of approximately 300mBar) - Check connections and wiring harness continuity - Verification of the status of the earth connections - Check the compressions - Driving Check wastegate solenoid valve (only applications Turbo) - Check sensor suction pressure - Check engine control unit
P1120	- Loose connections on connector throttle body or engine control unit - Open wiring harness continuity - Low insulation wiring - Masses not properly tightened, oxidised or painted - The throttle body is not functioning correctly - The engine control unit is not functioning correctly	- Check the connections and wiring harness continuity - Verification of the status of the - Check the throttle body - Check the engine control unit
P1121	- Loose connections on connector throttle body or engine control unit - Open wiring harness continuity - Low insulation wiring - Masses not properly tightened, oxidised or painted - The throttle body is not functioning correctly - The engine control unit is not functioning correctly	- Check the connections and wiring harness continuity - Verification of the status of the - Check the throttle body - Check the engine control unit
P1196	- Loose connections on connector sensor and/or engine control unit - Low insulation wiring - The oil temperature sensor is not functioning correctly - The engine control unit is not functioning correctly	- Check for errors on air temperature and/or water (resolve before these errors) - Check the connections and wiring harness continuity - Check connection status sensor on the engine - Verify congruence air temperatures, water and oil at key-on after a long break - Measure resistance sensor to engine (value less than 10k ohms) - Check the oil temperature sensor - Check engine control unit

P1196	- Loose connections on connector sensor and/or engine control unit - Open wiring harness continuity - Low insulation wiring - The oil temperature sensor is not functioning correctly - The engine control unit is not functioning correctly	- Check for errors on air temperature and/or water (resolve before these errors) - Check the connections and wiring harness continuity - Check connection status sensor on the engine - Verify congruence air temperatures, water and oil at key-on after a long break - Measure resistance sensor to engine regimato (value less than 10k ohms) - Make acquisition of 10s with Examiner of the oil temperature signal and check the presence of disturbances (absence of instantaneous variations in temperature greater than 10°C) - Check the oil temperature sensor - Check engine control unit
P1220	- Loose connections on pedal connector, engine control unit - Open wiring harness continuity - Low insulation wiring - The pedal potentiometer is not functioning correctly - The engine control unit is not functioning correctly	- Check the connections and wiring harness continuity - Check the pedal potentiometer - Check engine control unit
P1300	- Phonic wheel not learned - Carried out reset adaptive parameters - Replacing NCM	- Learning phonic wheel - The dispersions in the power supply circuit that can generate noise in the learning phase - Check sensor engine revolutions - Check engine control unit
P1302	- Transmission type not learned - Carried out reset adaptive parameters - Replacing NCM	- Learning Gearbox (in the case of manual transmission clutch press) - Check the clutch switch - Check engine control unit
P1302	- The error is stored in the first key-on on NCM (replacing NCM) - NCR not functioning correctly - Interruption CAN line	- Learning Gearbox (in the case of manual transmission clutch press) - Check the CAN line - Carry out checks on NCR - Check engine control unit
P1305	- Replacing NCM	- Make learning procedure position with lever in neutral (only Exchange MTA)
P1305	- Replacing NCM	- Make learning procedure position with lever in neutral (only Exchange MTA)
P1310	- This type of error is present only at the first delivery of the car in the dealership	- Perform procedure for eliminating limitation
P1320	- Adaptive reset - Reset procedure MultiAir Module - Replacing the phase sensor - Replacing the MultiAir Module - Replace oxygen sensor mount - Replacing Cam axis - Replace engine speed sensor - Replacing the engine oil temperature sensor - Replacing NCM	- Follow the indications relating to the procedure Learning MultiAir Module
P1320	- Negative outcome of the learning of the MultiAir Module	- Carry out procedure to reset the MultiAir form and follow the instructions given by the diagnostic tool
P1325	- Loose connections sensor and/or engine control unit - Oxidised terminals or corroded - Open wiring harness continuity - Sensor not correctly positioned/tightened - Sensor not Working - Controller not functioning correctly	- Check the connections and wiring harness continuity - Check tightening sensor - Check sensor - Check engine control unit

P1325	- Loose connections sensor and/or engine control unit - Oxidised terminals or corroded - Open wiring harness continuity - Sensor not correctly positioned/tightened - Sensor not Working - Controller not functioning correctly	- Check the connections and wiring harness continuity - Check tightening sensor - Check sensor - Check engine control unit
P1325	- Loose connections sensor and/or engine control unit - Oxidised terminals or corroded - Open wiring harness continuity - Sensor not correctly positioned/tightened - Sensor not Working - Controller not functioning correctly	- Check the connections and wiring harness continuity - Check tightening sensor - Check sensor - Check engine control unit
P1325	- Loose connections sensor and/or engine control unit - Oxidised terminals or corroded - Open wiring harness continuity - Sensor not correctly positioned/tightened - Sensor not Working - Controller not functioning correctly	- Check the connections and wiring harness continuity - Check tightening sensor - Check sensor - Check engine control unit
P1512	- Loose connections on the relay and/or the engine control unit - Open wiring harness continuity - Relay not working correctly - The engine control unit is not functioning correctly	- Check the connections and wiring harness continuity (and in particular the conductor from the controller voltage stabilizer) - Check relay R2 - Check engine control unit
P1680	- Loose connections on connector throttle body or engine control unit - Open wiring harness continuity - Low insulation wiring - Masses not properly tightened, oxidised or painted - The throttle body is not functioning correctly - The engine control unit is not functioning correctly	- Check the connections and wiring harness continuity - Verification of the status of the - Check the throttle body - Check the engine control unit
P1681	- Loose connections on connector throttle body or engine control unit - Open wiring harness continuity - Low insulation wiring - Masses not properly tightened, oxidised or painted - The throttle body is not functioning correctly - The engine control unit is not functioning correctly	- Check the connections and wiring harness continuity - Verification of the status of the - Check the throttle body - Check the engine control unit
P1683	- Loose connections on connector throttle body or engine control unit - Open wiring harness continuity - Low insulation wiring - Masses not properly tightened, oxidised or painted - The throttle body is not functioning correctly - The engine control unit is not functioning correctly	- Check the connections and wiring harness continuity - Verification of the status of the - Check the throttle body - Check the engine control unit
P1684	- Loose connections on connector throttle body or engine control unit - Open wiring harness continuity - Low insulation wiring - Masses not properly tightened, oxidised or painted - The throttle body is not functioning correctly - The engine control unit is not functioning correctly	- Check the connections and wiring harness continuity - Verification of the status of the - Check the throttle body - Check the engine control unit

P1686	- The throttle body is not functioning correctly	- Check the connections and wiring harness continuity - Verification of the status of the earth connections - Check the throttle body
P1687	- Loose connections on connector throttle body or engine control unit - Open wiring harness continuity - Low insulation wiring - Masses not properly tightened, oxidised or painted - The coolant temperature sensor is not functioning correctly - The air temperature sensor is not functioning correctly - The speed sensor is not functioning correctly - Accelerator pedal not working properly - The throttle body is not functioning correctly - The engine control unit is not functioning correctly	- Check the connections and wiring harness continuity - Verification of the status of the earth connections - Check water temperature from Examiner (>6° and<100°) - Check air temperature from Examiner (>6°) - Checking battery voltage from Examiner (>10V) - Reading engine revolutions (= 0 rpm) - Reading vehicle speed (= 0 km/h) - Reading pedal position (0°) - Check the throttle body - Check engine control unit
P181D	- Loose connections on sensor neutral or engine control unit - Open wiring harness continuity - Low insulation wiring - Masses not properly tightened, oxidised or painted - Condensation on the sensor linear pressure (sensor supply Neutral derived from sensor linear pressure) - Neutral sensor not functioning correctly - The engine control unit is not functioning correctly	- Check the connections and wiring harness continuity - Check for oxidation on the connector sensor linear pressure - Verify correct mounting Sensor Neutral - Check sensor - Check engine control unit
P181D	- Loose connections on sensor neutral or engine control unit - Open wiring harness continuity - Low insulation wiring - Masses not properly tightened, oxidised or painted - Condensation on the sensor linear pressure (sensor supply Neutral derived from sensor linear pressure) - Neutral sensor not functioning correctly - The engine control unit is not functioning correctly	- Check the connections and wiring harness continuity - Check for oxidation on the connector sensor linear pressure - Verify correct mounting Sensor Neutral - Check sensor - Check engine control unit
P1850	- Loose connections on sensor neutral or engine control unit - Open wiring harness continuity - Low insulation wiring - Masses not properly tightened, oxidised or painted - Condensation on the sensor linear pressure (sensor supply Neutral derived from sensor linear pressure) - Neutral sensor not functioning correctly - The engine control unit is not functioning correctly	- Check the connections and wiring harness continuity - Verification of the status of the - Checks on sensor linear pressure - Check sensor - Check engine control unit
P1850	- Loose connections on sensor neutral or engine control unit - Open wiring harness continuity - Low insulation wiring - Masses not properly tightened, oxidised or painted - Condensation on the sensor linear pressure (sensor supply Neutral derived from sensor linear pressure) - Neutral sensor not functioning correctly - The engine control unit is not functioning correctly	- Check the connections and wiring harness continuity - Verification of the status of the - Checks on sensor linear pressure - Check sensor - Check engine control unit

P1850	- Loose connections on sensor neutral or engine control unit - Open wiring harness continuity - Low insulation wiring - Masses not properly tightened, oxidised or painted - Condensation on the sensor linear pressure (sensor supply Neutral derived from sensor linear pressure) - Neutral sensor not functioning correctly - The engine control unit is not functioning correctly	- Check the connections and wiring harness continuity - Verification of the status of the - Checks on sensor linear pressure - Check sensor - Check engine control unit
P1851	- Loose connections on sensor neutral or engine control unit - Open wiring harness continuity - Low insulation wiring - Masses not properly tightened, oxidised or painted - Condensation on the sensor linear pressure (sensor supply Neutral derived from sensor linear pressure) - Neutral sensor not functioning correctly - The engine control unit is not functioning correctly	- Check the connections and wiring harness continuity - Verification of the status of the - Checks on sensor linear pressure - Check sensor - Check engine control unit
P2226	- The engine control unit is not functioning correctly	- Check engine control unit
P2226	- The engine control unit is not functioning correctly	- Check engine control unit
P2227	- The engine control unit is not functioning correctly	- Check engine control unit
P2231	- Loose connections probe connector and/or the engine control unit - Oxidised terminals or corroded - Low insulation harness (CC between conductors) - Open wiring harness continuity - Probe not working - Controller not functioning correctly	- Check the connections and wiring harness continuity - Measure resistance preheating at ambient temperature (nominal value 3 Ohm, values above 40 Ohms require replacement of oxygen sensor mount) - Check lambda probe - Check engine control unit
P2231	- Loose connections probe connector and/or the engine control unit - Oxidised terminals or corroded - Low insulation harness (CC between conductors) - Open wiring harness continuity - Probe not working - Controller not functioning correctly	- Check the connections and wiring harness continuity - Measure resistance preheating at ambient temperature (nominal value 3 Ohm, values above 40 Ohms require replacement of oxygen sensor mount) - Check lambda probe - Check engine control unit
P2244	- Internal error of the engine control unit	- Check lambda probe - Check engine control unit
P2299	- The driver has depressed both pedals at the same time - Brake switch correttemente not positioned - Brake switch not functioning correctly - Low insulation wiring - The engine control unit is not functioning correctly	- Check the connections and wiring harness continuity - Verify positioning brake switch - Verify brake switch - Check the engine control unit
C001	- Loose connections on the engine control unit or other nodes connected on the CAN - Interruption or low insulation on the CAN line - The engine control unit is not functioning correctly	- Check the connections and wiring harness continuity - Verify impdenza line with nodes connected (60 Ohm) - Impedance check on NCM disconnected (120 ohms) - Functional tests on other nodes connected - Check engine control unit

C001	- Loose connections on the engine control unit or other nodes connected on the CAN - Interruption or low insulation on the CAN line - The engine control unit is not functioning correctly	- Check the connections and wiring harness continuity - Verify impedance line with nodes connected (60ohms) - Impedance check on NCM disconnected (120 ohms) - Functional tests on other nodes connected - Check engine control unit
C001	- Loose connections on the engine control unit or other nodes connected on the CAN - Interruption or low insulation on the CAN line - The engine control unit is not functioning correctly	- Check the connections and wiring harness continuity - Verify impdenza line with nodes connected (60 Ohm) - Impedance check on NCM disconnected (120 ohms) - Functional tests on other nodes connected - Check engine control unit
C405	- NBC not functioning correctly - The engine control unit is not functioning correctly	- Reading errors on NBC (check errors on Speed Control Lever) - Checks on NBC - Check the connections and continuity CAN line between NBR and NCM - Check engine control unit
C405	- NBC not functioning correctly - The engine control unit is not functioning correctly	- Reading errors on NBC (check errors on Speed Control Lever) - Checks on NBC - Check the connections and continuity CAN line between NBR and NCM - Check engine control unit
C405	- NBC not functioning correctly - The engine control unit is not functioning correctly	- Reading errors on NBC (check errors on Speed Control Lever) - Checks on NBC - Check the connections and continuity CAN line between NBR and NCM - Check engine control unit
C405	- NBC not functioning correctly - The engine control unit is not functioning correctly	- Reading errors on NBC (check errors on Speed Control Lever) - Checks on NBC - Check the connections and continuity CAN line between NBR and NCM - Check engine control unit
C422	- NBC not functioning correctly - The engine control unit is not functioning correctly	- Reading errors on NBC (check the key recognition) - Verify connection transponder - Checks on NBC - Check the connections and continuity CAN line between NBC and NCM - Check engine control unit
C422	- NBC not functioning correctly - The engine control unit is not functioning correctly	- Reading errors on NBC (check the key recognition) - Verify connection transponder - Checks on NBC - Check the connections and continuity CAN line between NBC and NCM - Check engine control unit
C422	- NBC not functioning correctly - The engine control unit is not functioning correctly	- Reading errors on NBC (check the key recognition) - Verify connection transponder - Checks on NBC - Check the connections and continuity CAN line between NBC and NCM - Check engine control unit
C426	- Key not working properly - Antenna not working correctly - NBC not functioning correctly - NBC encoded on other car - Engine control unit encoded on other car - The engine control unit is not functioning correctly	- Reading errors on NBC (check the key recognition) - Test connection transponder - Checks on NBC - Check connections and continuity CAN line between NBC and NCM - Check engine control unit

C426	- Key not working properly - Antenna not working correctly - NBC not functioning correctly - NBC encoded on other car - Engine control unit encoded on other car - The engine control unit is not functioning correctly	- Reading errors on NBC (check the key recognition) - Test connection transponder - Checks on NBC - Check connections and continuity CAN line between NBC and NCM - Check engine control unit
C426	- Key not working properly - Antenna not working correctly - NBC not functioning correctly - NBC encoded on other car - Engine control unit encoded on other car - The engine control unit is not functioning correctly	- Reading errors on NBC (check the key recognition) - Test connection transponder - Checks on NBC - Check connections and continuity CAN line between NBC and NCM - Check engine control unit
C426	- Key not working properly - Antenna not working correctly - NBC not functioning correctly - NBC encoded on other car - Engine control unit encoded on other car - The engine control unit is not functioning correctly	- Reading errors on NBC (check the key recognition) - Test connection transponder - Checks on NBC - Check connections and continuity CAN line between NBC and NCM - Check engine control unit
C427	- Key not working properly - Antenna not working correctly - NBC not functioning correctly - NBC encoded on other car - Engine control unit encoded on other car - The engine control unit is not functioning correctly	- Reading errors on NBC (this error you store in by Consequently off fuel pump for intervening of airbag node)and NCM - Check the connections and continuity CAN line
U1700	- Loose connections on the engine control unit or other nodes connected on the CAN - Interruption or low insulation on the CAN line - The engine control unit is not functioning correctly	- Check the connections and continuity CAN line
U1700	- Loose connections on the engine control unit or other nodes connected on the CAN - Interruption or low insulation on the CAN line - The engine control unit is not functioning correctly	- Check the connections and continuity CAN line
U1706	- Loose connections on the engine control unit or other nodes connected on the CAN - Interruption or low insulation on the CAN line - The engine control unit is not functioning correctly	- Check the connections and continuity CAN line
U1706	- Loose connections on the engine control unit or other nodes connected on the CAN - Interruption or low insulation on the CAN line - The engine control unit is not functioning correctly	- Check the connections and continuity CAN line
U1711	- Loose connections on the engine control unit or other nodes connected on the CAN - Interruption or low insulation on the CAN line - The engine control unit is not functioning correctly	- Check the connections and continuity CAN line
U1711	- The connections on the engine control unit or other nodes connected on the CAN - Interruption or low insulation on the CAN line - The engine control unit is not functioning correctly	- Check the connections and continuity CAN line

