

Diagnostic Trouble Code (DTC) table

Note:

- ◆ *When malfunctions occur in monitored sensors or components, Diagnostic Trouble Codes (DTCs) are stored in DTC memory with a description of the malfunction type.*
- ◆ *"E-Gas"-relevant malfunctions are also indicated in the instrument cluster by the warning lamp for Electronic Power Control ("EPC warning lamp"); Notes for E-gas system ⇒ [Page 24-113](#) .*
- ◆ *Malfunctions that worsen emissions are also indicated by an exhaust warning lamp (MIL) that is also located in the instrument cluster. There are malfunctions that cause the exhaust warning lamp to light up immediately after recognition. Malfunctions can also occur that do not cause the exhaust MIL to light up immediately, but only if malfunction is recognized again after repeated engine starts. Meaning of exhaust MIL ⇒ [Page 01-3](#) .*
- ◆ *The DTC table is organized by the 5 digit code at left.*
- ◆ *If a stored DTC does not recur within the next 40 warm-up cycles, the DTC will be erased automatically.*
- ◆ *Malfunctions that occur only sporadically (temporary malfunctions) are identified by the letters "SP" (sporadic malfunction) on the VAG1551 scan tool display. The word sporadic means "appearing or occurring at irregular intervals, occasional".*
- ◆ *Do not immediately replace components that the VAG1551/VAS5051 suggests are faulty, instead: Check wire connections and harness connectors to these components according to wiring diagram. Also check Ground (GND) connections according to wiring diagram. This is particularly valid when malfunctions are displayed as "sporadically occurring" (SP).*

- ◆ *If the connector is disconnected from the ECM or the battery is disconnected, all adaptation values in the control module are erased. DTC memory content will remain intact however. If the engine is started after this, a rough, uneven idle can result. In this case, engine must be allowed to run at idle for a few minutes until adaptation procedure has been completed.*

- ◆ *If DTC memory was erased ⇒ [Page 01-16](#) , readiness code must be re-generated ⇒ [Page 01-73](#) .*

DTC codes 16485 - 17624

DTC		DTC text	Corrective action
SAE	VAG		
P0101	16485	Mass Air Flow (MAF) sensor -G70- Implausible signal	- Check Mass Air Flow (MAF) sensor ⇒ Page 24-60
P0102	16486	Mass Air Flow (MAF) sensor -G70- Signal too small	
P0103	16487	Mass Air Flow (MAF) sensor -G70- Signal too large	
P0106	16490	MAP sensor -G71-/BARO sensor -F96- Implausible signal ¹⁾	⇒ Repair Manual, 1.8 Liter 4-Cyl. 5V Turbo Engine Mechanical, Engine Code (s): AEB, ATW, Repair Group 21, Charge air system with turbocharger, checking
P0112	16496	Intake Air Temperature (IAT) sensor -G42- Signal too small	- Intake Air Temperature (IAT) sensor, checking ⇒ Page 28-21
P0113	16497	Intake Air Temperature (IAT) sensor -G42- Signal too large	

1) Intake manifold pressure is determined by the charge air pressure sensor -G31- (instead of -G71- as indicated), air pressure is determined by the Barometric Pressure (BARO) sensor -F96- (in ECM).

01-21

DTC		DTC text	Corrective action
SAE	VAG		
P0116	16500	Engine Coolant Temperature (ECT) sensor -G62- Implausible signal	- Engine Coolant Temperature (ECT) sensor, checking ⇒ Page 28-30
P0117	16501	Engine Coolant Temperature (ECT) sensor -G62- Signal too small	
P0118	16502	Engine Coolant Temperature (ECT) sensor -G62- Signal too large	
P0130	16514	Bank 1, sensor 1 Electrical malfunction in circuit	- Check Oxygen Sensor (O2S) and oxygen sensor control before Three Way Catalytic Converter (TWC) ⇒ Page 24-71
P0131	16515	Bank 1, sensor 1 Voltage too low	
P0132	16516	Bank 1, sensor 1 Voltage too high	
P0133	16517	Bank1, Sensor 1 Signal too slow	
P0134	16518	Bank 1, sensor 1	

		No activity	
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01-22

DTC		DTC text	Corrective action
SAE	VAG		
P0136	16520	Bank 2, sensor 1 Electrical malfunction in circuit	- Check Oxygen Sensor (O2S) and oxygen sensor control behind Three Way Catalytic Converter (TWC) ⇒ Page 24-87
P0137	16521	Bank1, Sensor 2 Voltage too low	
P0138	16522	Bank1, Sensor 2 Voltage too high	
P0139	16523	Bank1, Sensor 2 Signal too slow	
P0140	16524	Bank1, Sensor 2 No activity	
P0236	16620	Charge air pressure sensor -G31- Implausible signal	⇒ Repair Manual, 1.8 Liter 4-Cyl. 5V Turbo Engine Mechanical, Engine Code(s): AEB, ATW, Repair Group 21, Charge air system with turbocharger, checking
P0237	16621	Charge air pressure sensor -G31- Signal too small	
P0238	16622	Charge air pressure sensor -G31-	

		Signal too large	
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01-23

DTC		DTC text	Corrective action
SAE	VAG		
P0300	16684	Combustion misfire detected	<ul style="list-style-type: none"> - Check fuel pressure ⇒ Page 24-33 - Check fuel injectors ⇒ Page 24-38 - Check spark plugs and ignition wires with connector - Ignition coils with power output stages Checking ⇒ Page 28-4 - Check misfire recognition ⇒ Page 28-51 - Fill fuel tank with fuel
P0301	16685	Cyl. 1 combustion misfire detected	
P0302	16686	Cyl. 2 combustion misfire detected	
P0303	16687	Cyl. 3 combustion misfire detected	
P0304	16688	Cyl. 4 combustion misfire detected	
P0321	16705	Engine Speed (RPM) sensor -G28- Implausible signal	<ul style="list-style-type: none"> - Check sender for fuel gauge ⇒ Page 28-26
P0322	16706	Engine Speed (RPM) sensor -G28- No signal	

01-24

DTC		DTC text	Corrective action
SAE	VAG		
P0327	16711	Knock Sensor (KS) 1 -G61- Signal too small	- Check knock sensor ⇒ Page 28-41
P0328	16712	Knock Sensor (KS) 1 -G61- Signal too large	
P0332	16716	Knock Sensor (KS) 2 -G66- Signal too small	
P0333	16717	Knock Sensor (KS) 2 -G66- Signal too large	
P0341	16725	Camshaft Position (CMP) sensor -G40- Implausible signal	- Check Camshaft Position (CMP) sensor ⇒ Page 28-45

01-25

DTC		DTC text	Corrective action
SAE	VAG		
P0411	16795	Secondary air system Throughput faulty	<p>- Check combination valve.</p> <p>⇒ Repair Manual, 1.8 Liter 4-Cyl. 5V Turbo Engine Mechanical, Engine Code(s): AEB, ATW, Repair Group 26; Checking Secondary Air Injection (AIR) system</p> <p>- Check hose setup (Secondary Air Injection -AIR- solenoid valve); check intake system for leaks (false air) ⇒ Page 24-68</p>
P0422	16806	Bank 1, main catalytic converter Not effective enough	<p>- Generate readiness code ⇒ Page 01-73 . If the same malfunction is indicated again, replace catalytic converter.</p> <p>⇒ Repair Manual, 1.8 Liter 4-Cyl. 5V Turbo Engine Mechanical, Engine 1.8 Liter 4-Cyl. 5V Turbo Engine Mechanical, Engine Code(s): AEB, ATW, Repair Group 26</p>
P0441	16825	Tank ventilation system Throughput faulty	<p>- Check Evaporative Emission (EVAP) canister purge regulator valve ⇒ Page 24-107</p>

01-26

DTC		DTC text	Corrective action
P0442	16826	Tank ventilation system Small leak detected	- Checking fuel supply and ventilation systems for leaks
P0455	16839	Tank ventilation system Large leak detected	⇒ Repair Manual, Fuel Supply System, Repair Group 20; Fuel supply; EVAP canister system components, servicing; tank leak diagnostic, performing.
P0456	16840	Tank ventilation system Pinhole leak detected	- Checking EVAP system for leaks using KLI9210 EVAP tester ⇒ Repair Manual, Fuel Supply System, Repair Group 20

01-27

DTC		DTC text	Corrective action
SAE	VAG		
P0501	16885	Vehicle speed signal Implausible signal	- Checking Vehicle Speed Signal (VSS) ⇒ Page 24-157
P0506	16890	Idle control RPM below specified value	- Check throttle valve control module ⇒ Page 24-120
P0507	16891	Idle control RPM above specified value	
P0560	16944	Voltage supply Implausible signal	- Check voltage supply for control module ⇒ Page 28-36
P0562	16946	Voltage supply Voltage too low	
P0563	16947	Voltage supply Voltage too high	
P0571	16955	Brake light switch -F- ¹⁾ Implausible signal	- Check brake light switch and brake pedal switch ⇒ Page 24-143

¹⁾ Brake pedal switch -F47- is monitored in addition to brake light switch -F-.

01-28

DTC		DTC text	Corrective action
SAE	VAG		
P0601	16985	Control module faulty	- Replacing Engine Control Module (ECM) ⇒ Page 24-23
P0604	16988	Control module faulty	
P0605	16989	Control module faulty	
P0685	17069	Main relay -J271- Open circuit	- Check motronic Engine Control Module (ECM) power supply relay -J271- ⇒ Page 28-13
P1102	17510	Bank 1, sensor 1, heating circuit Short circuit to B+	- Check oxygen sensor heating ⇒ Page 24-99
P1105	17513	Bank 1, sensor 2, heating circuit Short circuit to B+	
P1111	17519	Oxygen sensor control, bank 1 System too lean	- Check oxygen sensor control behind catalytic converter ⇒ Page 24-71
P1112	17520	Oxygen sensor control, bank 1 System too rich	

01-29

DTC		DTC text	Corrective action
SAE	VAG		
P1113	17521	Bank 1, sensor 1 Internal resistance too high	- Check oxygen sensor heating ⇒ Page 24-99
P1114	17522	Bank 1, sensor 2 Internal resistance too high	
P1115	17523	Bank 1, sensor 1, heating circuit Short circuit to Ground (GND)	
P1116	17524	Bank 1, sensor 1, heating circuit Open circuit	
P1117	17525	Bank 1, sensor 2, heating circuit Short circuit to Ground (GND)	
P1118	17526	Bank 1, sensor 2, heating circuit Open circuit	

DTC		DTC text	Corrective action
SAE	VAG		
P1127	17535	Bank 1, mixture adaptation (mult.) System too rich	<ul style="list-style-type: none"> - Road test vehicle (fuel in oil). - Check fuel system pressure ⇒ Page 24-33 - Check Mass Air Flow (MAF) sensor ⇒ Page 24-60 - Check intake system for leaks (false air) ⇒ Page 24-68
P1128	17536	Bank 1, mixture adaptation (mult.) System too lean	<ul style="list-style-type: none"> - Check oxygen sensor before catalytic converter ⇒ Page 24-71 - Check oxygen sensor behind catalytic converter ⇒ Page 24-87 - Check fuel injectors ⇒ Page 24-38 .

Note:

mult. = multiplicative, means that malfunction is valid across entire range of engine speed and engine load.

01-31

DTC		DTC text	Corrective action
SAE	VAG		
P1136	17544	Bank 1, mixture adaptation (add.) System too lean	<ul style="list-style-type: none"> - Road test vehicle (fuel in oil). - Check fuel system pressure ⇒ Page 24-33 - Check Mass Air Flow (MAF) sensor ⇒ Page 24-60 - Check intake system for leaks (false air) ⇒ Page 24-68
P1137	17545	Bank 1, mixture adaptation (add.) System too rich	<ul style="list-style-type: none"> - Check oxygen sensor behind catalytic converter ⇒ Page 24-87 - Check Evaporative Emission (EVAP) canister purge regulator valve ⇒ Page 24-107

Note:

add = additive, means that malfunction is only valid at closed throttle (idle).

DTC		DTC text	Corrective action
SAE	VAG		
P1149	17557	Oxygen sensor control, bank 1 Unplausible control value	<ul style="list-style-type: none"> - Check oxygen sensor adaptation values and control ⇒ Page 24-74 - Check fuel system pressure ⇒ Page 24-33 - Check intake system for leaks (false air) ⇒ Page 24-68
P1171	17579	Angle sensor -2- for throttle drive (power accelerator actuation) -G188- Implausible signal	<ul style="list-style-type: none"> - Check angle sensor -1- for throttle drive ⇒ Page 24-127
P1172	17580	Angle sensor -2- for throttle drive (power accelerator actuation) -G188- Signal too small	
P1173	17581	Angle sensor -2- for throttle drive (power accelerator actuation) -G188- Signal too large	
P1176	17584	Bank 1 oxygen sensor correction behind catalytic converter Control limit reached	<ul style="list-style-type: none"> - Check oxygen sensor aging of oxygen sensor before catalytic converter ⇒ Page 24-83 - Check oxygen sensor and oxygen sensor control behind catalytic converter ⇒ Page 24-87

DTC		DTC text	Corrective action
SAE	VAG		
P1198	17606	Bank 1, sensor 2, heating circuit Electrical malfunction	- Check oxygen sensor heating ⇒ Page 24-99
P1213	17621	Cylinder 1 fuel injector -N30- Short circuit to B+	- Check fuel injectors ⇒ Page 24-38 .
P1214	17622	Cylinder 2 fuel injector -N31- Short circuit to B+	
P1215	17623	Cylinder 3 fuel injector -N32- Short circuit to B+	
P1216	17624	Cylinder 4 fuel injector -N33- Short circuit to B+	

DTC codes 17633 -18261

DTC		DTC text	Corrective action
SAE	VAG		
P1225	17633	Cylinder 1 fuel injector -N30- Short circuit to Ground (GND) ¹⁾	- Check fuel injectors ⇒ Page 24-38 .
P1226	17634	Cylinder 2 fuel injector -N31- Short circuit to Ground (GND) ¹⁾	
P1227	17635	Cylinder 3 fuel injector -N32- Short circuit to Ground (GND) ¹⁾	
P1228	17636	Cylinder 4 fuel injector -N33- Short circuit to Ground (GND) ¹⁾	
P1237	17645	Cylinder 1 fuel injector -N30- Open circuit	
P1238	17646	Cylinder 2 fuel injector -N31- Open circuit	
P1239	17647	Cylinder 3 fuel injector -N32- Open circuit	
P1240	17648	Cylinder 4 fuel injector -N33-	

		Open circuit	
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DTC		DTC text	Corrective action
SAE	VAG		
P1250	17658	Fuel level too low	<ul style="list-style-type: none"> - For resulting malfunction ⇒ Note below - Fill fuel tank with fuel, erase DTC memory - Check DTC memory of instrument cluster <p>⇒ Repair Manual, Electrical Equipment On Board Diagnostic (OBD), Repair Group 01, OBD of instrument cluster</p>
P1287	17695	Recirculating valve for turbocharger -N249- Open circuit	⇒ Repair Manual, 1.8 Liter 4-Cyl. 5V Turbo Engine Mechanical, Engine Code (s): AEB, ATW, Repair Group 21, Charge air system with turbocharger, checking
P1288	17696	Recirculating valve for turbocharger -N249- Short circuit to B+	
P1289	17697	Recirculating valve for turbocharger -N249- Short circuit to Ground (GND)	

Note:

The DTC "Fuel Level Too Low" is stored in connection with combustion misfires or malfunctions relating to oxygen sensor control when there is/was too little fuel in fuel tank. The DTC is stored as a static malfunction and is not switched to sporadic even if fuel tank has been filled with fuel in the meantime.

01-36

DTC		DTC text	Corrective action
SAE	VAG		
P1297	17705	Charger/throttle-valve connection, Pressure loss	<ul style="list-style-type: none"> - Check hoses between turbocharger and throttle valve: ⇒ Repair Manual, 1.8 Liter 4-Cyl. 5V Turbo Engine Mechanical, Engine Code(s): AEB, ATW, Repair Group 21; Turbocharger - Check air pressure system using VAG 1687 charge air system tester: ⇒ Repair Manual, 1.8 Liter 4-Cyl. 5V Turbo Engine Mechanical, Engine Code(s): AEB, ATW, Repair Group 21; Charge pressure, leak test with VAG 1687
P1325	17733	Knock control, cyl. 1 Control limit reached	<ul style="list-style-type: none"> - Check knock control ⇒ Page 28-40
P1326	17734	Knock control, cyl. 2 Control limit reached	
P1327	17735	Knock control, cyl. 3 Control limit reached	
P1328	17736	Knock control, cyl. 4 Control limit reached	

P1335	17743	Engine torque monitoring 2 Control limit exceeded	- Significant leak; check intake system for leaks (false air) ⇒ Page 24-68 - Check Intake Air Temperature (IAT) sensor ⇒ Page 28-21
P1336	17744	Engine torque monitoring Control limit exceeded	- Check Mass Air Flow (MAF) sensor ⇒ Page 24-60 - Check coolant temperature sensor ⇒ Page 28-30

DTC		DTC text	Corrective action
SAE	VAG		
P1337	17745	Bank 1, Camshaft Position (CMP) sensor - G163- Short circuit to Ground (GND)	- Check Camshaft Position (CMP) sensor ⇒ Page 28-45
P1338	17746	Bank 1, Camshaft Position (CMP) sensor - G163- Open circuit/short circuit to B+	
P1340	17748	Camshaft Position (CMP) / crankshaft position sensor incorrect allocation	- Unscrew Camshaft Position (CMP) sensor and check whether shutter wheel is mounted properly at camshaft. (If mounted improperly, locking lug will get squished when mounting bolt is tightened.) - Also check engine timing ⇒ Repair Manual, 1.8 Liter 4-Cyl. 5V Turbo Engine Mechanical, Engine Code (s): AEB, ATW, Repair Group 13; Engine, disassembling and assembling; removing and installing toothed belt

01-39

DTC		DTC text	Corrective action
SAE	VAG		
P1386	17794	Control module faulty	- Replacing Engine Control Module (ECM) ⇒ Page 24-23
P1387	17795	Control module faulty	
P1388	17796	Control module faulty	
P1410	17818	EVAP canister purge regulator valve -N80- Short circuit to B+	- Check Evaporative Emission (EVAP) canister purge regulator valve ⇒ Page 24-107
P1421	17829	Secondary Air Injection (AIR) solenoid valve -N112- Short circuit to Ground (GND)	⇒ Repair Manual, 1.8 Liter 4-Cyl. 5V Turbo Engine Mechanical, Engine Code(s): AEB, ATW, Repair Group 26; Checking Secondary Air Injection (AIR) system
P1422	17830	Secondary Air Injection (AIR) solenoid valve -N112- Short circuit to B+	

01-40

DTC		DTC text	Corrective action
SAE	VAG		
P1424	17832	Bank 1, Secondary Air Injection (AIR) system Leak detected	- Check hoses and components of the Secondary Air Injection (AIR) system ⇒ Repair Manual, 1.8 Liter 4-Cyl. 5V Turbo Engine Mechanical, Engine Code(s): AEB, ATW, Repair Group 26; Checking Secondary Air Injection (AIR) system
P1425	17833	EVAP canister purge regulator valve -N80- Short circuit to Ground (GND)	- Check Evaporative Emission (EVAP) canister purge regulator valve ⇒ Page 24-107
P1426	17834	EVAP canister purge regulator valve -N80- Open circuit	
P1432	17840	Secondary Air Injection (AIR) solenoid valve -N112- Open circuit	⇒ Repair Manual, 1.8 Liter 4-Cyl. 5V Turbo Engine Mechanical, Engine Code(s): AEB, ATW, Repair Group 26; Checking Secondary Air Injection (AIR) system
P1433	17841	Secondary Air Injection (AIR) pump relay -J299- Open circuit	
P1434	17842	Secondary Air Injection (AIR) pump relay -J299-	

		Short circuit to B+
P1435	17843	Secondary Air Injection (AIR) pump relay -J299- Short circuit to Ground (GND)

01-41

DTC		DTC text	Corrective action
SAE	VAG		
P1471	17879	Leak Detection Pump (LDP) tank ventilation system Short circuit to B+	- Evaporative Emission (EVAP) system, diagnostic leak test ⇒ Repair Manual, Fuel Supply System, Repair Group 20; Parts of the EVAP canister system, servicing
P1472	17880	Leak Detection Pump (LDP) tank ventilation system Short circuit to Ground (GND)	
P1473	17881	Leak Detection Pump (LDP) tank ventilation system Open circuit	
P1475	17883	Leak Detection Pump (LDP) tank ventilation system Malfunction / no signal	
P1476	17884	Leak Detection Pump (LDP) tank ventilation system Malfunction/vacuum pressure too low	
P1477	17885	Leak Detection Pump (LDP) tank ventilation system Malfunction	
P1478	17886	Leak Detection Pump (LDP) tank	

		ventilation system	
		Hose without throughput recognized	

01-42

DTC		DTC text	Corrective action
SAE	VAG		
P1500	17908	Fuel Pump (FP) relay -J17- Electrical malfunction in circuit	- Check Fuel Pump (FP) relay ⇒ Page 24-53
P1502	17910	Fuel Pump (FP) relay -J17- Short circuit to B+	
P1517	17925	Main relay -J271- Failure in electrical circuit	- Check motronic Engine Control Module (ECM) power supply relay -J271- ⇒ Page 28-13
P1523	17931	Crash signal from airbag control module Implausible signal ¹⁾	⇒ Repair Manual, Body On Board Diagnostic (OBD), Repair Group 01; On Board Diagnostic (OBD) of airbag system
P1539	17947	Clutch vacuum vent valve switch -F36- Implausible signal	- Check clutch pedal switch ⇒ Page 24-149
P1542	17950	Angle sensor -1- for throttle drive (power accelerator actuation) -G187- Implausible signal	- Check angle sensor -1- for throttle drive ⇒ Page 24-127
P1543	17951	Angle sensor -1- for throttle drive (power accelerator actuation) -G187-Signal too small	
P1544	17952	Angle sensor -1- for throttle drive (power accelerator actuation) -G187-	

		Signal too large	
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1) DTC is stored upon appropriate signal from airbag control module.

01-43

DTC		DTC text	Corrective action	
SAE	VAG			
P1545	17953	Throttle valve control Malfunction	- Check throttle valve control module ⇒ Page 24-120	
P1546	17954	Wastegate bypass regulator valve -N75- Short circuit to B+	⇒ Repair Manual, 1.8 Liter 4-Cyl. 5V Turbo Engine Mechanical, Engine Code (s): AEB, ATW, Repair Group 21, Charge air system with turbocharger, checking	
P1547	17955	Wastegate bypass regulator valve -N75- Short circuit to Ground (GND)		
P1548	17956	Wastegate bypass regulator valve -N75- Open circuit		
P1555	17963	Maximum boost pressure exceeded		
P1556	17964	Boost pressure regulation Control limit not reached		
P1557	17965	Boost pressure regulation Control limit exceeded		- Check air pressure system using VAG 1687 charge air system tester ⇒ Repair Manual, 1.8 Liter 4-Cyl. 5V Turbo Engine Mechanical, Engine Code (s): AEB, ATW, Repair Group 21, Charge pressure, leak test with VAG 1687

01-44

DTC		DTC text	Corrective action
SAE	VAG		
P1558	17966	Throttle drive (power accelerator actuation) -G186- Electrical malfunction in circuit	- Check throttle valve control module ⇒ Page 24-120
P1559	17967	Throttle valve control module - J338- Malfunction in basic setting	- Perform adaptation ⇒ Page 24-121
P1560	17968	Maximum engine speed exceeded	- Repair mechanical damage
P1564	17972	Throttle valve control module - J338- Voltage too low during basic setting	- Charge battery, repeat basic setting
P1565	17973	Throttle valve control module - J338- Lower impact not reached	- Check throttle valve control module ⇒ Page 24-120
P1568	17976	Throttle valve control module - J338- Mechanical malfunction	
P1569	17977	Cruise control switch -E45-	⇒ Repair Manual, Electrical Equipment On Board Diagnostic (OBD), Repair Group 01; OBD for cruise control system

		Implausible signal	
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01-45

DTC		DTC text	Corrective action
SAE	VAG		
P1579	17987	Throttle valve control module - J338- Adaptation not started	- Perform adaptation of throttle valve control module while maintaining test requirements ⇒ Page 24-121
P1602	18010	Voltage supply, terminal 30 Voltage too low	- Check voltage supply for control module ⇒ Page 28-36
P1603	18011	Control module faulty	- Replacing Engine Control Module (ECM) ⇒ Page 24-23
P1604	18012	Control module faulty	
P1606	18014	Rough terrain info/engine torque from ABS control module Electrical malfunction in circuit	- Check data transfer between Engine Control Module (ECM) and other CAN capable control modules ⇒ Page 24-169
P1609	18017	Crash shut-off was triggered (Crash triggered) ¹⁾	⇒ Repair Manual, Body On Board Diagnostic (OBD), Repair Group 01; On Board Diagnostic (OBD) of airbag system - Erase DTC memory of the Engine Control Module (ECM) after output Diagnostic Test Mode (DTM) of the airbag system ⇒ Page 01-16

DTC is stored upon appropriate signal from airbag control module and also during output Diagnostic Test Mode (DTM) of the airbag system.

DTC		DTC text	Corrective action
SAE	VAG		
P1612	18020	Engine Control Module (ECM) incorrectly coded ¹⁾	- Code Engine Control Module (ECM) ⇒ Page 01-62
P1624	18032	Request for warning lamp on active ¹⁾	- Exhaust related malfunction of Transmission Control Module (TCM) - Check DTC memory of Transmission Control Module (TCM) ⇒ Repair Manual, 5 Spd. Automatic Transmission 01V On Board Diagnostic (OBD), Repair Group 01
P1626	18034	Powertrain databus Missing message from Transmission Control Module (TCM)	- Check data transfer between Engine Control Module (ECM) and other CAN capable control modules ⇒ Page 24-169

¹⁾ The Transmission Control Module (TCM) recognized a malfunction that worsens engine emissions. The Transmission Control Module (TCM) sends the DTC to the Engine Control Module (ECM), which then switches on the Malfunction Indicator Lamp (MIL) -K83-. Check Malfunction Indicator Lamp (MIL) -K83- ⇒ [Page 01-3](#). The message P1624 is simultaneously stored in the Engine Control Module (ECM) as evidence that the Malfunction Indicator Lamp (MIL) -K83- was not switched on due to an engine problem but rather a transmission problem.

01-47

DTC		DTC text	Corrective action
SAE	VAG		
P1630	18038	Throttle Position (TP) sensor -G79- Signal too small	- Throttle Position (TP) sensor, checking ⇒ Page 24-133
P1631	18039	Throttle Position (TP) sensor -G79- Signal too large	
P1633	18041	Sender -2- for accelerator pedal position -G185- Signal too small	
P1634	18042	Sender -2- for accelerator pedal position -G185- Signal too large	
P1639	18047	Throttle Position (TP) sensor -G79- and sender -2- for accelerator pedal position -G185- Implausible signal	
P1640	18048	Control module faulty	- Replacing Engine Control Module (ECM) ⇒ Page 24-23

01-48

DTC		DTC text	Corrective action
SAE	VAG		
P1648	18056	Powertrain databus faulty	- Check data transfer between Engine Control Module (ECM) and other CAN capable control modules ⇒ Page 24-169
P1649	18057	Powertrain databus Missing message from ABS control module	
P1676	18084	Fault light for power accelerator activation -K132- Electrical malfunction in circuit	- Check fault light for power accelerator activation ⇒ Page 24-116
P1677	18085	Fault light for power accelerator activation -K132- Short circuit to B+	
P1690	18098	Malfunction Indicator Lamp (MIL) -K83- Failure in electrical circuit	- Check Malfunction Indicator Lamp (MIL) ⇒ Page 01-5
P1693	18101	Malfunction Indicator Lamp (MIL) -K83- Short circuit to B+	
P1853	18261	Powertrain databus	- Check data transfer between Engine Control Module (ECM) and other CAN capable control modules ⇒ Page 24-169

		Implausible message from ABS control module	
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Note:

Fault light for power accelerator activation -K132- (in wiring diagrams, referred to as: fault light for e-gas activation -K132-) is also called the EPC warning lamp.