

CODE	Fenix 5.2 System PROBABLE CAUSE for Volvo vehicles
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|-------|---|
| 1-1-1 | No faults   |
| 1-1-2 | ECU faulty  |
| 1-1-3 | Fuel injectors; From 1994 and later, Heated oxygen sensor - maximum enrichment sensed short term fuel mixture too weak                                  |
| 1-1-5 | Injector no. 1 cylinder faulty signal   |
| 1-2-1 | Manifold Absolute Pressure (MAP) signal absent or faulty  |
| 1-2-2 | Air Temperature sensor signal absent or faulty  |
| 1-2-3 | Coolant temperature sensor signal absent or faulty  |
| 1-2-5 | Injector no. 2 cylinder faulty signal   |
| 1-3-1 | Ignition System RPM signal  |
| 1-3-2 | Battery voltage too low/high  |
| 1-3-3 | Throttle switch signal (idle)   |
| 1-3-5 | Injector no. 3 faulty signal  |
| 1-4-2 | ECU faulty  |
| 1-4-3 | (front) knock sensor signal missing or sensor defective   |
| 1-4-4 | Fuel system load signal (missing or defective)  |
| 1-4-5 | Injector no. 4 cylinder faulty signal   |
| 1-5-2 | air pump valve signal absent or faulty (only on some emission controlled vehicles)  |
| 1-5-3 | Rear heated oxygen sensor signal  |
| 1-5-4 | EGR system - leakage or excessive flow  |
| 1-5-5 | Injector no. 5 cylinder faulty signal   |
| 2-1-2 | heated oxygen Sensor Signal (front sensor on 1994 and later models) absent or faulty  |
| 2-1-3 | Throttle switch signal (wide-open)  |
| 2-1-4 | Ignition rpm sensor signal erratic, absent or faulty  |
| 2-2-1 | Lambda Operation; also Heated oxygen sensor (mixture too rich under part throttle) / long term fuel mixture too weak in part load stage                 |
| 2-2-2 | Main relay signal absent or faulty  |
| 2-2-3 | Idle air control valve signal absent or faulty  |
| 2-2-4 | Coolant temperature sensor signal   |
| 2-2-5 | A/C pressure sensor signal absent or faulty   |
| 2-3-1 | Lambda adjustment; For 1994 and later, heated oxygen sensor (mixture too lean under part throttle) / long term fuel mixture too rich in part load stage |
| 2-3-2 | Lambda adjustment; For 1994 and later, adaptive heated oxygen sensor control / long term fuel mixture too weak at idle                                  |
| 2-3-3 | Idle valve - closed or intake air leak / long term idle air trim outside control range  |
| 2-3-4 | Throttle switch signal missing  |
| 2-4-1 | EGR malfunction   |
| 2-4-5 | Idle air control valve - closing signal   |
| 3-1-1 | Speedometer signal  |
| 3-1-2 | Knock/Fuel enrichment signal missing  |
| 3-1-4 | Camshaft position sensor signal missing or defective  |
| 3-1-5 | <a href="#">EVAP emission control system</a>  |
| 3-2-1 | Cold start valve - signal missing   |
| 3-2-2 | Airflow meter hot wire  |

- 3-2-4 Camshaft position sensor signal erratic
- [3-2-5 ECU memory failure](#)
- 3-3-5 TCM request for MIL (CHECK ENGINE light)
- 4-1-1 Throttle switch signal faulty or missing
- 4-1-3 EGR temperature sensor signal incorrect or missing
- 4-1-4 Turbo boost regulation
- 4-1-6 Turbo boost reduction from TCM
- 4-2-5 Temperature warning level no. 1
- 4-3-1 EGR temperature sensor faulty or missing
- 4-3-2 High temperature warning inside ECU
- 4-3-3 No rear knock sensor signal
- 4-3-5 Front heated oxygen sensor - slow response
- 4-3-6 Rear heated oxygen sensor compensation
- [4-4-3 Catalytic converter efficiency](#)
- 4-4-4 Acceleration sensor signal
- 4-5-1 Misfire cylinder no. 1
- 4-5-2 Misfire cylinder no. 2
- 4-5-3 Misfire cylinder no. 3
- 4-5-4 Misfire cylinder no. 4
- 4-5-5 Misfire cylinder no. 5
- 5-1-1 Adaptive oxygen sensor control, provides leaner mixture at idle
- 5-1-2 Oxygen intergrator at maximum lean running limit
- 5-1-3 High temperature warning inside ECU
- 5-1-4 Engine cooling fan - low speed signal faulty
- 5-2-1 Oxygen sensor preheating front
- 5-2-2 Oxygen sensor preheating rear
- 5-3-1 Power stage - group A
- 5-3-2 Power stage - group B
- 5-3-3 Power stage - group C
- 5-3-4 Power stage - group D
- [5-3-5 TC control valve signal](#)
- 5-4-1 EVAP valve signal
- 5-4-2 Misfire on more than one cylinder
- 5-4-3 Misfire on at least one cylinder
- 5-4-4 Misfire on more than one cylinder, catalytic converter damage
- 5-4-5 Misfire on at least one cylinder, catalytic converter damage
- 5-5-1 Misfire on cylinder no. 1, catalytic converter damage
- 5-5-2 Misfire on cylinder no. 2, catalytic converter damage
- 5-5-3 Misfire on cylinder no. 3, catalytic converter damage
- 5-5-4 Misfire on cylinder no. 4, catalytic converter damage
- 5-5-5 Misfire on cylinder no. 5, catalytic converter damage

<b>CODE</b>	<b>Motronic 4.3 System</b>
	<b>PROBABLE CAUSE for Volvo vehicles</b>

- 1-1-2 ECU faulty
- 1-1-5 Injector no. 1 cylinder faulty signal

- 1-2-1 MAF signal absent or faulty
- 1-2-3 Coolant temperature sensor signal absent or faulty
- 1-2-5 Injector no. 2 cylinder faulty signal
- 1-3-1 Ignition System RPM signal absent or faulty
- 1-3-2 Battery voltage too low/high
- 1-3-5 Injector no. 3 faulty signal
- 1-4-3 (front) knock sensor signal missing or sensor defective
- 1-4-4 Fuel system load signal (missing or defective)
- 1-4-5 Injector no. 4 cylinder faulty signal
- 1-5-2 air pump valve signal absent or faulty (on certain engines)
- 1-5-4 EGR system - leakage or excessive flow (on certain engines)
- 1-5-5 Injector no. 5 cylinder faulty signal
- 2-1-2 heated oxygen Sensor Signal absent or faulty
- 2-1-4 Ignition rpm sensor signal intermittently absent
- 2-2-3 Idle air control valve signal absent or faulty
- 2-2-5 A/C pressure sensor signal absent or faulty
- 2-3-1 Long term fuel mixture too lean or rich in part load stage
- 2-3-2 long term fuel mixture too lean or rich at idle
- 2-3-3 long term idle air trim outside control range
- 2-3-5 EGR controller signal absent/faulty (on certain engines)
- 2-4-1 EGR flow fault (on certain engines)
- 2-4-3 throttle position sensor signal voltage incorrect (out of range)
- 2-4-4 knock control at limit
- 2-4-5 Idle air control valve closing signal faulty/absent
- 3-1-1 Speedo signal missing
- 3-1-3 EVAP valve signal absent/faulty (on certain engines)
- 3-1-4 Camshaft position sensor signal missing or defective
- [3-1-5 EVAP emission control system fault](#) (on certain engines)
- 3-2-3 Malfunction indicator lamp signal faulty
- [3-2-5 ECU memory failure](#)
- 3-3-5 request for Malfunction indicator lamp signal from auto transmission ECU
- 3-4-2 airconditioning relay control signal fault
- 3-4-3 fuel pump relay control signal fault
- 4-1-1 Throttle position sensor signal not within correct voltage
- 4-1-3 EGR temperature sensor signal incorrect or missing (on certain engines)
- 4-1-4 Turbo boost pressure too high
- 4-1-6 Turbo boost reduction from auto transmission ECU(/TCM)
- 4-3-2 High temperature warning inside ECU
- 4-3-3 rear knock sensor signal absent/faulty
- 4-3-5 heated oxygen sensor - slow response
- 4-4-2 air pump relay signal absent/faulty (on certain engines)
- 5-1-1 long term fuel mix too rich @ idle
- 5-1-2 short term fuel mix too rich @ idle
- 5-1-3 High temperature warning inside ECU
- 5-1-4 Engine cooling fan at low speed faulty

- 5-1-5 Engine cooling fan at high speed faulty
- 5-2-1 Oxygen sensor heating fault
- 5-2-3 signal to ECU module box cooling fan shorted to 12 volts
- 5-2-4 fault in transmission torque control signal
- 5-3-5 turbo regulator valve fault
- 5-4-1 EVAP valve signal fault (on certain engines)

CODE	<b>Bosch LH 3.2 Jetronic System</b> <b>PROBABLE CAUSE for Volvo vehicles</b>
1-1-1	No faults
1-1-2	ECU faulty
1-1-3	short term fuel mixture too weak
1-2-1	MAF signal absent or faulty
1-2-3	Coolant temperature sensor signal absent or faulty
1-3-1	Ignition System RPM signal absent or faulty
1-3-2	Battery voltage too low/high
2-1-2	heated oxygen Sensor Signal absent or faulty
2-2-1	long term fuel mixture too weak in part load stage
2-2-3	Idle air control valve signal absent or faulty
2-3-1	Long term fuel mixture too lean or rich in part load stage
2-3-2	Long term fuel mixture too lean at idle
3-1-1	Speedo signal missing
4-1-1	Throttle position sensor signal absent
5-1-1	long term fuel mix too rich @ idle
5-1-2	short term fuel mix too rich