

2015 Land Rover Range Rover Evoque (LV) L4-2.0L Turbo

Vehicle > ALL Diagnostic Trouble Codes (DTC) > Testing and Inspection > P Code Charts > P0011

P0011-71 - INTAKE (A) CAMSHAFT POSITION TIMING - OVER-ADVANCED (BANK 1) - ACTUATOR STUCK - GTDI 2.0L PETROL - SULEV, ENGINE CONTROL MODULE (ECM)

DIAGNOSTIC TROUBLE CODE INDEX - GTDI 2.0L PETROL/GTDI 2.0L PETROL - SULEV, DTC: ENGINE CONTROL MODULE (ECM)

DESCRIPTION AND OPERATION

ENGINE CONTROL MODULE (ECM) GTDI 2.0L - PETROL

For a detailed description of the 2.0L GTDI petrol electronic engine controls, refer to the relevant Description and Operation section in the workshop manual. For additional information, refer to: Electronic Engine Controls (303-14 Electronic Engine Controls - GTDi 2.0L Petrol/GTDi 2.0L Petrol - SULEV, Diagnosis and Testing)

WARNING:

Fuel injector voltage will reach 65 Volts during operation and have a high current requirement.

CAUTION:

Diagnosis by substitution from a donor vehicle is **NOT** acceptable. Substitution of control modules does not guarantee confirmation of a fault, and may also cause additional faults in the vehicle being tested and/or the donor vehicle.

NOTES:

- If the control module or a component is suspect and the vehicle remains under manufacturer warranty, refer to the warranty policy and procedures manual, or determine if any prior approval programme is in operation, prior to the installation of a new module/component.
- Generic scan tools may not read the codes listed, or may read only five digit codes. Match the five digits from the scan tool to the first five digits of the seven digit code listed to identify the fault (the last two digits give additional information read by the manufacturer-approved diagnostic system).
- When performing voltage or resistance tests, always use a digital multimeter that has the resolution ability to view 3 decimal places. For example, on the 2 volts range can measure 1mV or 2 K Ohm range can measure 1 Ohm. When testing resistance always take the resistance of the digital multimeter leads into account.
- Check and rectify basic faults before beginning diagnostic routines involving pinpoint tests.
- If DTCs are recorded and after performing the pinpoint tests, a fault is not present, an intermittent concern may be the cause. Always check for loose connections and corroded terminals.

- Check DDW for open campaigns. Refer to the corresponding bulletins and SSMs which may be valid for the specific customer complaint and carry out the recommendations as required.

DTC	DESCRIPTION	POSSIBLE CAUSES	ACTION
P0011-71	Intake (A) Camshaft Position Timing - Over-Advanced (Bank 1) - Actuator stuck	• Variable camshaft timing solenoid, short circuit to ground, short circuit to power, open circuit, high resistance • Variable camshaft timing solenoid failure	• Refer to electrical circuit diagrams and check the variable camshaft timing solenoid circuit for short circuit to ground, short circuit to power, open circuit, high resistance • Check and install a new variable camshaft timing solenoid as required