



INA Service Info



Belt-in-oil timing belt

Premature wear with error memory entry in the engine control unit

Manufacturer: Citroen
 Peugeot
 DS
 Vauxhall
 Opel
 Toyota

Engines: 1.2-litre, 3-cylinder
 PSA/EB... petrol engines

See parts catalogue for current assignment



Figure 1: Oil pump intake pipes that are clogged by debris from the timing belt

On various models from the above-mentioned vehicle manufacturers, unusual wear of the timing belt can occur on 1.2-litre petrol engines. The error memory entries P15A0, P15A1 and P15A8 may be stored in the engine control unit in connection with this. The damage profile is characterised by parts detaching from the timing belt, which can then lead to blockages of the engine oil intake pipe (Fig. 1) and the oil channels. If the deterioration is not detected in time, the possibility of serious engine damage cannot be ruled out.

It is therefore always advisable to visually inspect the condition of the timing belt via the service opening in the timing housing when the vehicle is undergoing maintenance or repairs and to act accordingly.

If the timing belt is changed due to this issue, all parts that convey oil may be affected. Depending on the degree of contamination, it is recommended to check that oil passages are not obstructed and to flush them where possible. It cannot be ruled out that the oil pump may also have to be replaced in severe cases.

To ensure the long-term operational reliability of the new timing belt, only an engine oil that complies with all approvals issued by the vehicle manufacturer may be used during further operation. Affected garage customers should be made aware of the importance of using approved engine oils.

Please observe the vehicle manufacturer specifications!

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