

**Diagnostic Sheet**

FROM: Maserati TSO

TO: Maserati Network



PERSONAL SERVICE LAB

MASTERS OF CARE

# Ghibli QP Levante DTC P0090

DATE: May10, 2024

This Diagnostic Sheet serves as a guide and provides additional diagnostic info for possible DTC "P0090 - Fuel Pressure Regulator Control Circuit 1 Open" stored in the engine control unit (ECM).

**MODELS:** M157 Ghibli V6, M156 Quattroporte V6 and M161 Levante V6(MY 22-23).

**SUBJECT:** DTC in ECM "P0090 - Fuel Pressure Regulator Control Circuit 1 Open" accompanied by engine warning light and reduced performance. This DTC is stored if the engine control unit detects a control current value of the MSV valve of the GDI pump lower than 0.7 [A] for a time exceeding 500 ms.

**ACTION:**

1. Save a complete scan report. Check whether the vehicle has already been subjected to Rapid Update 648. If so, open a BOL as a "Support Request", reporting the outcome of the checks already carried out. If not, proceed with the next steps.

2. Disconnect the 12V battery by following the procedure in the workshop manual:

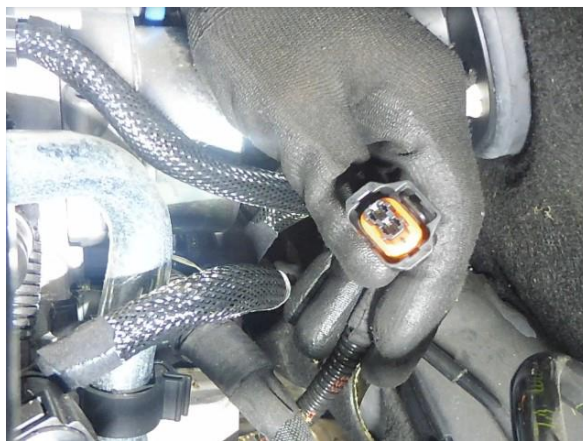
• **08.20.001 - BATTERY - Connection-disconnection of power supply.**

3. the procedure indicated in the workshop manual up to **step 22** (where you release the clips shown in the photo):

• **01.90.013 - CPL. ENGINE INJECTION CABLES - Removal-Refitting or Replacement.**



4. Identify the connector to allow correct procedure.



5. Insert the feeler (p/n 900100002) in one of the two seats of the connector. The feeler is designed to have the same dimensional characteristics as the pins on the pump, to test and simulate the coupling.



6. Wiggle test the connector manually, with the sensor inserted, to check that there is no looseness of the seat such as to allow the sensor itself to come out, partial or total (this is to simulate the vibrations of the vehicle during operating conditions).

7. Carry out the same procedure for the other connector seat, using the same feeler.

8. If the test is *positive*, i.e. the probe remains well anchored to the connector seat, the component is **OK**. No further steps are required at this point.

9. Reassemble all the removed parts following the procedure in reverse order and you can release the vehicle.

10. If, on the other hand, the test is *negative*, i.e. the probe does not remain well connected even to only one of the two seats, the component is **NOT OK**. At this point the **connector** (p/n 673015820) needs to be **replaced**.

11. Replace the connector following the procedure indicated in the bulletin **MAS000766**. (For details, please refer to TechDOC procedure **0.30.005 - CONNECTORS REPAIR - REPLACEMENT - Warnings**).



**Note: while soldering the wire, it is necessary to protect all the areas involved from heat with adequate protections**

12. Perform a functional check to verify that the system is functioning correctly.

13. Open a BOL as "factory information", attaching the scan report requested in step 1 and the results of the checks listed above.