

VOLKSWAGEN · POWERTRAIN

P1570

OBD-II DIAGNOSTIC TROUBLE CODE (DTC)

P1570 · Volkswagen

Control Unit Locked

P1570 on Volkswagen vehicles means the engine control module (ECM) has entered a locked or immobilized state, typically because the anti-theft immobilizer system has not authenticated the key or the control module itself. The ECM stores this code when it detects a mismatch between the stored immobilizer data and the transponder key or when the immobilizer control module reports an invalid authentication response.

SYSTEM	CODE TYPE	SEVERITY	FIX DIFFICULTY	AREA
Powertrain	Volkswagen specific	High	Professional	Vehicle speed, idle control and auxiliary inputs

Symptoms you may notice

- Engine cranks but will not start or start and immediately stall
- Immobilizer warning light (car with key symbol) flashing or staying on
- Intermittent no-start condition that may resolve after cycling the key
- Often no symptoms besides the warning light if the lock is intermittent
- Remote keyless entry or central locking may stop working
- Dashboard may display 'SAFE' or 'Immobilizer active' message

Common causes, most likely first

- 1 Transponder key chip failed or key not programmed to the vehicle
- 2 Immobilizer control module (often integrated into the instrument cluster) lost coding or failed
- 3 Engine control module (ECM) replaced or reprogrammed without immobilizer adaptation
- 4 Wiring fault or poor connection between the immobilizer reader coil and the control module
- 5 Low battery voltage or voltage spikes corrupting immobilizer data
- 6 Aftermarket remote starter or alarm system interfering with the immobilizer signal
- 7 Instrument cluster failure affecting the immobilizer data storage



How to diagnose and fix it

- 1 Scan all modules for fault codes, especially in the immobilizer and instrument cluster, to confirm the lock source
- 2 Check battery voltage and condition; recharge or replace if below 12.4 volts at rest
- 3 Verify the key is the correct transponder type and try a spare key if available
- 4 Inspect the reader coil around the ignition lock cylinder for damage or loose connection
- 5 Check wiring and connectors between the immobilizer reader coil and the control module for corrosion or breaks
- 6 Perform immobilizer adaptation or key matching using a factory scan tool or equivalent capable of immobilizer functions
- 7 If adaptation fails, replace and code the immobilizer control module or instrument cluster as required

When P1570 is not a key problem

- A weak or failing vehicle battery is a common cause of P1570 because the immobilizer data can be corrupted during low-voltage cranking, so always load-test the battery before condemning the key or module.
- Aftermarket remote starters and alarm systems frequently splice into the immobilizer wiring and can cause intermittent P1570 even when the factory key and module are healthy.
- The immobilizer function is often integrated into the instrument cluster on many Volkswagen models, so a cluster fault or replacement without proper adaptation will set P1570.
- P1570 can be stored as a historical code after a successful key adaptation, so clear it and verify it does not return before replacing any parts.
- A key that starts the car but sets P1570 intermittently may have a failing transponder coil inside the key, which a simple key test with a dedicated tester can confirm.

Can I keep driving with P1570?

Do not drive the vehicle if it will not start or stalls immediately, as the immobilizer lock prevents normal operation. If the engine starts and runs but the light is on, drive only to a repair facility and avoid shutting off the engine until you arrive.

Tools that help

- Factory-level scan tool with immobilizer adaptation capability
- Digital multimeter for voltage and continuity checks
- Battery load tester
- Transponder key tester
- Wiring diagram and connector pinout for the immobilizer circuit



Reading P1570

- P** Powertrain: engine, transmission and emissions.
- 1** Manufacturer-specific code (Volkswagen): its meaning depends on the make.
- 5** Vehicle speed, idle control and auxiliary inputs.
- 70** The exact fault within that area.

Often seen with

P1571 Left Engine Mount Solenoid Valve Short To B+ · **P1572** Left Engine Mount Solenoid Valve Short To Ground · **P1573** Left Engine Mount Solenoid Valve Open Circuit · **P1571** Brake Switch · **P1571** TCS PWM Circuit No Frequency · **P1572** ASR Active Circuit Low Too Long · **P1573** PCM EBTSM Serial Data Circuit · **P1572** Brake Pedal Switch Circuit Malfunction · **P1573** Throttle Position Not Available · **P1571** TCS PWM Circuit No Frequency · **P1572** ASR Active Circuit Low Too Long · **P1573** PCM EBTSM Serial Data Circuit · **P0513** Incorrect Immobilizer Key · **P0633** Immobilizer Key Not Programmed - ECM/PCM

See it working

Watch the animated explainer [How a Radiator Fan Relay Circuit Works](#) on Auto Veteran to see the parts involved moving.

Full guide, related articles and animations: <https://www.autoveteran.tech/dtc-codes/volkswagen-p1570/>

