

500C



This Supplement describes the operating modes of the ELECTRICAL SOFT TOP and the procedure for using the ABARTH COMPETIZIONE TRANSMISSION by Abarth .

In order to be able to use the transmission correctly, this Supplement should be read carefully and completely in order to understand the correct, permitted operations from the outset.

For anything not dealt with, refer to the Owner Handbook in which this Supplement is enclosed.

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ELECTRICAL SOFT TOP

The car is provided with an automatically actuated electric top.

The top can be opened and closed using the controls inside the car located near the courtesy light or the remote control buttons (while opening and for the horizontal part only).

SUGGESTIONS

It is advisable to close the top when the car is parked. The closed top effectively protects the car from rain and from theft.

It is advisable to put valuables in the boot and lock the lid even when the top is closed.

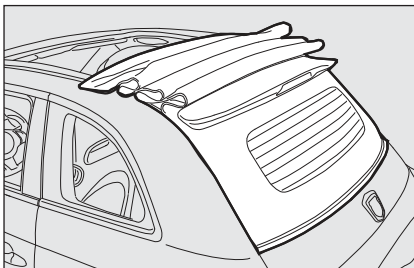


fig. 1 – Open to spoiler position

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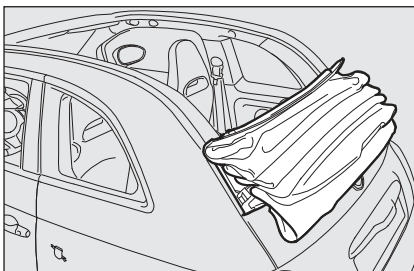


fig. 2 – Full open position

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The soft top can be automatically opened from closed position to spoiler position **fig. 1** and from this position to full open position **fig. 2**.

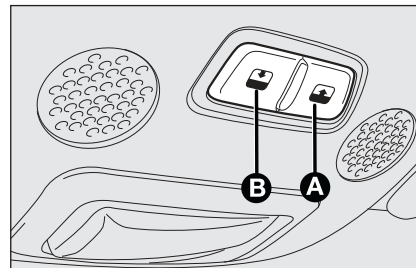


fig. 3

F0S0300m

OPERATION USING THE BUTTONS INSIDE THE CAR

WARNING The motor may overheat if the top is repeatedly operated in a short time. The system may be blocked by the overheating protection in this case. Wait for a minute and repeat.

Opening the soft top

From soft top completely closed

Press the “one-touch” button once **A**-**fig. 3** to open the soft top automatically to the horizontal opening position (spoiler position).

If one of the two buttons is pressed before reaching the stop position, the soft top may stop in an intermediate horizontal opening position.





From soft top in intermediate horizontal position

From the horizontal intermediate position press the “one-touch” button **A-fig. 3** to move the soft top automatically to the horizontal completely open position (spoiler position).

From soft top in spoiler position to soft top completely open

From the spoiler position press the “one-touch” button **A-fig. 3** to bring the soft top automatically to completely open position (vertical opening).

If one of the two buttons is pressed before reaching the final position, the soft top will stop and movement will be reversed to the initial position (spoiler position).

IMPORTANT The vertical opening will be inhibited if the tailgate is open.

IMPORTANT If the soft top locks during its movement, it may lose the position; in this case, you should carry out a complete opening/closing cycle.

Closing the soft top

From soft top completely open

Press the “one-touch” button **B-fig. 3** once to automatically close the soft top to spoiler position (vertical closing). If one of the two buttons is pressed before reaching the spoiler position, the soft top will stop and movement will be reversed to the initial position (completely open position).

From spoiler position to soft top completely closed

Press the button “one-touch” button **B-fig. 3** in spoiler position to bring the soft top automatically to safety position (approximately 25 cm from completely closed position). If one of the two buttons is pressed before reaching the stop position, the soft top may stop in an intermediate horizontal opening position.

NOTE The soft top will not automatically close completely. Keep button **B-fig. 3** pressed to close the soft top completely.

The soft top will stop immediately if the button is released between reaching the completely closed position.

From intermediate position to soft top completely closed

Press the “one-touch” button **B-fig. 3** in horizontal intermediate position to bring the soft top automatically to safety position (approximately 25 cm from horizontal completely closed position).

Keep the button **B-fig. 3** pressed to close the soft top completely.

The soft top will stop immediately if the button is released between reaching the completely closed position.

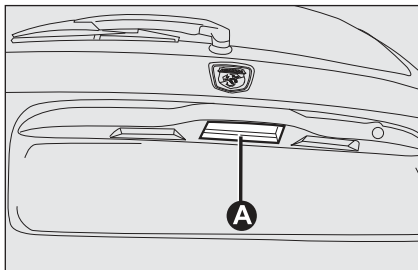


fig. 4

F0S0158m

Opening the tailgate with soft top completely open

Press the tailgate “one-touch” button **A-fig. 4** once to automatically close the soft top to spoiler position. The tailgate can be opened in spoiler position.

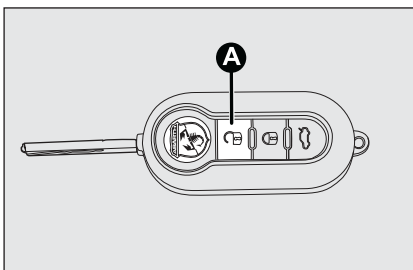


fig. 5

F0S0157m

OPERATION BY MEANS OF REMOTE CONTROL

The remote control can only be used with the engine off and the doors closed.

NOTE The remote control can only open the soft top along its horizontal section (up to the spoiler position).

Keep the release button pressed **A-fig. 5** to open the soft top. When the button is released it will stop in any position.



WARNING

Keep hands away from the soft top mechanism while opening and closing the soft top or if the soft top stops in a position before the cycle is completed to prevent damage and injury.



Never open the soft top in presence of snow or ice to prevent damage.



WARNING

Keep children away from the soft top turning area when opening and closing the top.





WARNING

When leaving the car, always remove the key from the ignition to avoid the risk of injury to passengers due to accidental operation of the top. Improper use of the top can be dangerous. Before and during operation, always check that no passenger is at risk of being injured directly by the moving top or by objects getting caught in or hit by the top.



Do not place objects on the parcel shelf to prevent damage while the top is closing.



Do not position loads on the top.

IMPORTANT NOTES

- The horizontal and vertical part of the top can be operated at any speed lower than 100 and 80 km/h respectively.
- The top can be operated at any temperature in the range from -18 to $+80$.
- It is recommended to have the engine running always when opening or closing the soft top.
- If required, remove the battery with open or closed soft top, but NOT when the soft top is moving.
- Do not fix luggage transport devices to the top and do not travel with objects resting on the open top.
- The activation of the heated rear windscreen, upon request by the user, is carried out only if the soft top is completely closed. If the soft top is closed incorrectly, the heated rear windscreen does not operate and the relevant warning light does not come on.
- When the soft top is opened using the relevant control, if the heated rear windscreen had been engaged it is automatically deactivated and the warning light switches off.
- Do not remove ice from the top with sharp items.
- Do not use scrapers or sprays to remove ice from the heated rear window to prevent damage.
- Do not put objects on the top: they could fall if the top is operated causing damage and injury.
- It is advisable to cover the top with a protective sheet if the car is left parked in the open for a long time.
- Do not keep the top open for a long time: this could cause folds and creases in the fabric.



❑ Before moving the soft top, check that there is enough room to carry out the operation and that there are no obstacles or people close to the moving parts of the soft top.

❑ The cooled air flow into the passenger compartment may decrease if the automatic climate control system is on and the top is not completely closed.

❑ With the top open and the car in motion, the voice recognition system may not recognise the voice commands because of the background noise. With top closed and at a high speed, the voice function for number dialling may not be recognised.

EMERGENCY OPERATION

If the control buttons fail, the soft top can be moved manually proceeding as described below:

❑ take the key **A-fig. 6** provided and located in the luggage compartment in combination with the tool box or the Fix&Go Automatic kit.

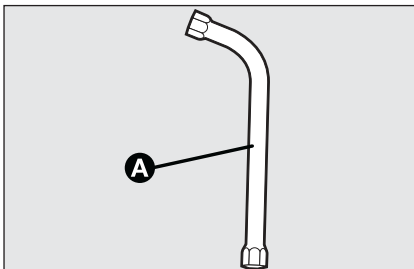


fig. 6

F0S0307m

If the tailgate cannot be opened (e.g. because of a flat battery or a failure in the tailgate electric lock), proceed as follows:

❑ remove the head restraints and fold the backrests;

❑ to release the tailgate mechanically, from inside the luggage compartment, operate the lever **A-fig. 7**;

❑ introduce the key **A-fig. 6** in the position shown in **fig. 8** (located inside the luggage compartment, underneath the parcel shelf);

❑ turn the key clockwise to open the soft top or anti-clockwise to close it.

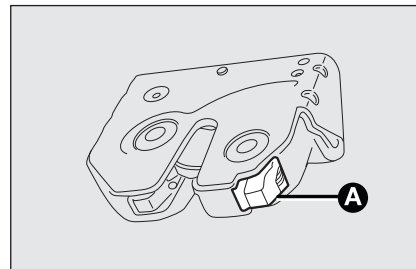


fig. 7

F0S0135m

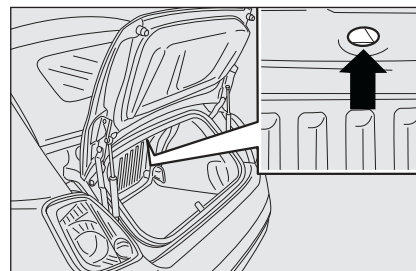


fig. 8

F0S0302m

To restore automatic movement conditions, contact an **Abarth Dealership**.



INITIALISATION PROCEDURE

The soft top must be re-initialised after disconnecting the battery or if the relevant protection fuse is blown.

Proceed as follows:

- before carrying out any operation, make sure the motor is running during the whole initialisation procedure;
- keep the opening button pressed until the soft top is completely open;
- when the soft top is completely open, keep the button pressed for at least 2 seconds;
- keep the closing button pressed until the soft top is completely closed;
- when the soft top is completely closed, keep the button pressed for at least 2 seconds.

When the procedure is terminated, the soft top will automatically carry out a complete opening and closing cycle (up to 25 cm from the completely closed position) to inform the driver that correct operation has been restored.

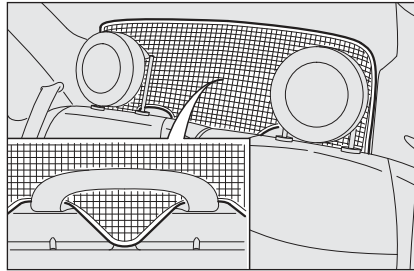


fig. 9

F0S0334m

WIND STOP

The Wind Stop **fig. 9** is designed to improve driving comfort, by reducing air turbulence in the passenger compartment when travelling with the top down.

To use it:

- Release the backrest of the rear seat (single or split).
- Attach the Wind Stop by inserting the central part inside the rear screen guard, with the concave part in the direction of the passenger, as shown in the figure.
- Correctly re-position the backrest; the Wind Stop is locked between the seat and parcel shelf.

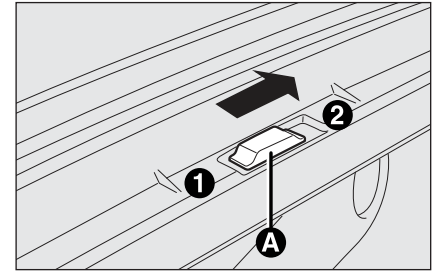


fig. 10

F0S0308m

With the Wind Stop fitted, it is still possible to move the electric hood.

When not in use, the Wind Stop should be stored in the luggage compartment without loading excessive weight on top of it; **do not bend**.

FRONT SPOILER

The car is provided with a front spoiler which can be raised to improve aerodynamic comfort inside the passenger compartment.

To raise the spoiler, release the catch using the slider **A-fig. 10** moving it to position **2**, as shown.

Be careful not to move the slider **A-fig. 10** from position **2** to position **1** with the spoiler raised.



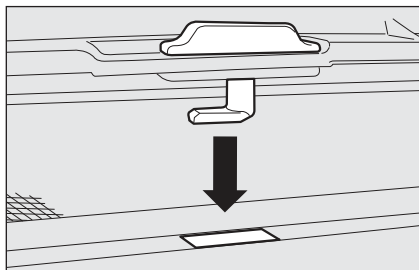


fig. 11

F0S0309m

To lower the spoiler, press the spoiler and when the catch is positioned in its housing **fig. 11** move the slider to position **1** **fig. 10** to lock it.

It is advisable to raise the spoiler when the horizontal segment of the top is open and at speeds faster than 50 km/h.

With the top completely open, it is advisable to keep the spoiler lowered to limit wind noise inside the passenger compartment.

Raising the spoiler will reduce the flow of air to the rear seats.

WASHING/CLEANING THE SOFT TOP

Use of specific products is recommended for washing the top.

The top fabric is treated with a special water-repellent, waterproofing product. The water-repellent properties will degrade in time with exposure to the elements. Observe the following instructions for washing:



Bird droppings and plant resins must be washed off immediately and thoroughly as the acid they contain is particularly aggressive.



Never use high-pressure washing systems.



When using steam washers or high-pressure water washers, maintain a suitable distance and do not exceed a maximum temperature of 60 °C. Damage, deformations and water infiltration may occur if the distance is too small or the pressure is too high.



If a water jet is used, direct away from the edges of the fabric and the rear window frame to prevent water infiltration.



Never use alcohol, petrol, chemical products, detergents, stain removers, wax, solvents and “wash and polish” products.



Remove as much dirt from the surface of the soft top with a soft brush or vacuum cleaning before washing it. This operation will considerably improve the final result.

In absence of specific products, use water and mild soap applied with a sponge preferably in the shade for washing.

Rinse the soft top with clean water after having eliminated all the stains.

Hand washing is recommended; modern automatic washing systems equipped with soft brushes which do not apply excessive pressure and employ specific soft top products may be used.



Rinse immediately to remove soap to prevent stains and blots. Repeat the operation if needed.

Leave the car in the shade after washing avoiding direct sunlight.

Waterproofing the top

Use specific waterproofing products for fabric tops.



Follow the instructions on the waterproofing product container for optimum results.



The rubber seals of the top must be washed with water only. Apply talcum power or use specific rubber care products (silicone spray) if the seals are dry or partially stuck.

Interior top fabric

Remove dust with a soft brush. Avoid using hard brushes made of synthetic material to prevent damaging the fabric beyond repair.

Clean the surface with a microfibre cloth or soft sponge dipped in a solution of water and mild soap. Clean the entire surface, including the zones where cleaning is not needed, to prevent stains.

Use common, car care mild stain removers for more stubborn stains. Apply by blotting (never rubbing) directly on the area of the stain.

ABARTH COMPETIZIONE TRANSMISSION

The vehicle is equipped with an electronically controlled manual transmission known as Abarth Competizione transmission which allows two operating logics: **MANUAL** and **AUTO**.

The transmission consists of a conventional manual transmission to which an electronically-controlled electrohydraulic device that controls the clutch and gear shifts automatically has been added.

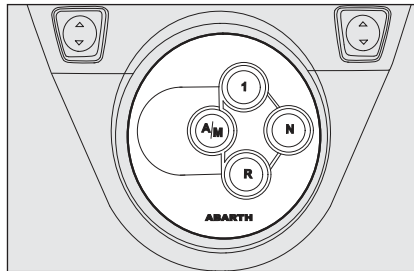


fig. 12

F0S0163m

With key extracted from the starting device, the buttons on the gearbox dashboard (**fig. 12**) can be pressed with or without the brake pedal depressed. When the buttons are pressed, the system will not perform any activation, therefore the speed engaged before switching off the engine remains engaged.

With vehicle stationary and key in the **MAR** position (ignition-operated electrical services activated), the screen displays the speed engaged and the active operating mode (automatic = **AUTO** or manual = no display).

STARTING THE VEHICLE

Notes

- At starting, the system sets in **AUTO** mode.
- With the buttons **1**, **N**, **R** and brake pedal depressed, the 1st speed, neutral (**N**) and reverse (**R**) can be engaged.
- With the buttons **1**, **N**, **R** and without depressing the brake pedal, no gear change request is implemented by the system.
- With the levers on the steering wheel (see paragraph “Levers on the steering wheel”) and even with the brake pedal depressed, no gear can be engaged.
- If the vehicle is switched off with mode **SPORT** or **NORMAL** active, the mode previously set is maintained when the engine is restarted.



OPERATING MODES

The transmission can work in two operating modes:

- the first manual type (**MANUAL**), in which the driver decides directly when to change gear;
- the second completely automatic (**AUTO**), in which the system decides when to make the gear change.

Manual operation (MANUAL)

In this operating mode, the driver is responsible for choosing the best gear ratio to engage, depending on the car operating conditions.

To change to a higher gear, operate the lever “+” on the steering wheel; to change to a lower gear, operate the lever “-”.

If the request is accepted by the system, when the gear change is completed, the display shows the new gear engaged.



fig. 13

F0S0173m

NOTE The system shows the gear actually engaged on the display and not the gear requested by the driver.

If the request is not accepted by the system, the display shows the gear engaged before the request and an acoustic signal is emitted.

If the gear change request may adversely affect the correct operation of the engine or the transmission, the system will not allow the gear change but will automatically change down if the engine reaches the idling speed (e.g. during deceleration).



fig. 14

F0S0174m

Automatic operation (AUTO)

To switch automatic operation (**AUTO**) on/off, press the button **A/M** on the transmission panel; activation is signalled by the word **AUTO** and the gear engaged shown on the display (fig. 13-14).

In **AUTO** mode the system changes gear depending on the vehicle speed, the engine rpm and the intensity with which the accelerator pedal is pressed.

To move the vehicle, the 1st, 2nd or the reverse (**R**) gear must always be engaged (with brake pedal depressed).

A gear change can be requested using the control lever without having to switch off this mode: this function known as “gear suggestion” suspends the automatic mode for the time necessary to carry out the gear selection requested by the driver.

“Kick Down” function

The “Kick Down” function is also available: if necessary (for example when overtaking), the system downshifts one or more gears (if the rpm allow it) in order to provide suitable power and torque for the acceleration requested by the driver.

In this way the engine speed and power can be suddenly increased and then automatically restored when the conditions set previously are resumed.

WARNING The use of the “Kick Down” function is recommended only when overtaking or accelerating fast, in order not to increase fuel consumption.

Pressing the button **SPORT** on the dashboard activates the “**SPORT**” mode (the word **SPORT** is displayed on the screen located inside the turbocharger pressure gauge – see paragraph “Information displayed”). If the button is pressed a second time, the “**SPORT**” mode is deactivated.

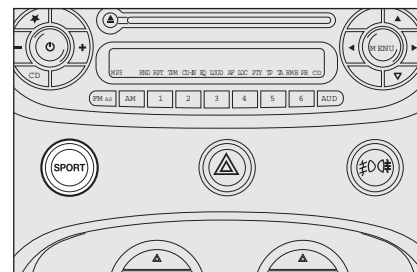


fig. 15

F0S0164m

SPORT FUNCTION

The driver can also use the **SPORT** function which enables a sporty driving setting by intervening on gear changes, the engine control unit and the steering. To activate this function, press the **SPORT** button (fig. 15) located on the dashboard.



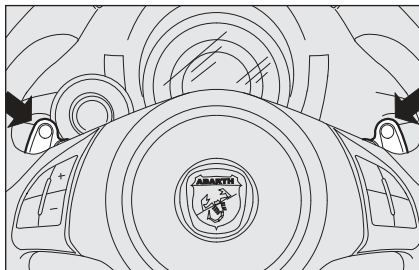


fig. 16

F0S0159m

LEVERS ON THE STEERING WHEEL fig. 16

These enable sequential gear shifting.

The lever “+” on the steering wheel engages a higher gear, while the lever “-” engages a lower gear.

The engagement of a lower (or higher) gear is only permitted if the engine revs allow it.

STARTING THE ENGINE

To start the engine press the brake pedal: the system engages neutral (**N**) automatically.

After the starting procedure, the 1st speed (**1**) or reverse (**R**) can be engaged.

Independently of the mode (**AUTO/MANUAL**), to engage the 1st speed or the reverse (**R**), it is necessary to depress **the brake pedal** and press the button **1** on the transmission panel and the button **R** to engage the 1st speed and the reverse respectively.

The levers on the steering wheel work only if the 1st speed has been engaged by pressing the button **1**: setting off in 2nd speed is therefore possible by operating the “+” lever with brake pedal depressed (in this case the selected mode **AUTO/MANUAL** is kept active).

IMPORTANT The 1st speed cannot be engaged by pressing the lever “-” on the steering wheel.

Important notes

If start-up is requested with the gearbox faulty, run the “Delayed startup” procedure (see paragraph “Warning lights and messages”): if the ignition key is turned to the **AVV** position for at least 7 seconds with brake pedal depressed, the engine will be started. The system will remain in a recovery situation (highest permitted gear 3rd, Automatic mode not available). If the engine does not start, contact an **Abarth Dealership**.

When the driver’s door is opened, the system activates the hydraulics so that they are prepared for the subsequent engine starting.



MOVING THE CAR

Starting the vehicle (setting off) is permitted in 1st and 2nd speed (recommended on road surfaces with poor grip) and reverse (R).

Notes (concerning vehicle start up)

The gears can only be engaged by pressing the brake pedal. If the brake pedal is not depressed, the display will show a dedicated message (see paragraph “Warning lights and messages”).

Higher speeds than 2^a cannot be engaged: in this case the display will show a dedicated message (see paragraph “Warning lights and messages”).

When setting off on a medium-steep incline, it is advisable to engage the hand-brake.

Engaging the 1st speed

Proceed as follows:

- press the brake pedal;
- press button 1 on the transmission panel;
- release the brake pedal and press the accelerator pedal (fully depressing the pedal quickly to the end of travel position and switching off the ASR, if fitted, with a “lively” departure).

Downshifting to the 1st speed is possible by operating the lever “-” behind the steering wheel.

Engaging the 2nd speed

Proceed as follows:

- press the brake pedal;
- press button 1 on the transmission panel;
- operate the lever “+” on the steering wheel keeping the brake pedal depressed;
- release the brake pedal and press the accelerator pedal.





Engaging reverse (R)

Reverse (**R**) can only be engaged with vehicle stationary and brake pedal depressed.

Proceed as follows:

- press the brake pedal (vehicle completely stationary);
- press button **R** on the transmission panel;
- release the brake pedal and press the accelerator pedal.

When reverse is engaged, the system emits an acoustic signal.

If the brake pedal is not depressed (and the vehicle is stationary), the display will show a dedicated message (see paragraph “Warning lights and messages”) and the system will automatically engage neutral (**N**).

IMPORTANT With the vehicle in motion, the request is accepted and executed if the vehicle speed drops below 3 km/h within 3 seconds from the request: if the request is not executed, the system will keep the speed engaged or, if the speed of the car drops below 10 km/h, will put the gearbox in neutral (**N**) and the manoeuvre will have to be repeated.

ENGAGING NEUTRAL (N)

Neutral (**N**) can only be engaged with accelerator pedal released, regardless of the brake pedal condition (depressed or not) (in any case, pressing the brake pedal is always recommended).

The display will show the letter **N** together with the active operating mode.

When trying to engage the neutral with accelerator pedal depressed, the system will not accept the request and maintain the speed engaged. In this case the display will show a dedicated message (see paragraph “Warning lights and messages”) and an acoustic signal is emitted.

To engage a speed from the neutral (**N**) position, press button **1** on the transmission panel (it is not necessary to press the brake pedal): the gearbox will immediately choose the correct gear according to the vehicle’s speed.



fig. 17

F0S0287m

DISPLAYED INFORMATION

When the ignition key is turned to the **MAR** position, after about 1 second, the display will show the speed engaged and the last mode used (**AUTO** or **MANUAL**):

N = neutral;

1 = first speed;

2 = second speed;

3 = third speed;

4 = fourth speed;

5 = fifth speed;

R = reverse

The vehicle always starts with the mode **AUTO** active.

If the **SPORT** function is used, the display (fig. 17) inside the turbocharger pressure gauge will show the word **SPORT**.

IMPORTANT If 10 seconds elapse with the ignition key in the **MAR** position and the display does not show the gear engaged, turn the key to the **STOP** position, wait for the display to switch off and then repeat the manoeuvre. If the fault persists, contact an **Abarth Dealership**.

WARNING BUZZER

For safety reasons, an acoustic warning is emitted when parking the vehicle with the gearbox in neutral (**N**) (the warning can be heard when the ignition key is turned to the **STOP** position).

With the vehicle stationary, engine running and (1st), (2nd) or (**R**) gear engaged, the system turns on the buzzer and automatically shifts the gearbox to neutral (**N**) when:

- the accelerator and/or the brake pedal are not operated for at least 3 minutes;
- the brake pedal is pressed for longer than 10 minutes;
- the driver's door is opened and the accelerator pedal or the brake pedal are not operated for at least 1.5 seconds;
- a fault is detected in the transmission.





PARKING THE CAR

To park safely, keeping a foot on the brake pedal, the 1st or reverse (**R**) gear must be engaged and, in case of parking uphill/downhills, the handbrake must be engaged. Wait until the indication of the gear engaged disappears on the display before releasing the brake pedal.

IMPORTANT NEVER leave the car with the gearbox in neutral (**N**).

GENERAL WARNINGS

- With car stationary and gear engaged, always keep the brake pedal pressed until you decide to set off, then release the brake and accelerate gradually.
- During prolonged stops with the engine running, it is advisable to keep the gearbox in neutral (**N**).
- In order to safeguard the efficiency of the clutch, do not use the accelerator to keep the car stationary (e.g. when stopped on an incline); if the clutch overheats it could be damaged. Use the brake pedal or the hand brake and press the accelerator pedal only when you decide to set off.
- Use the 2nd gear only when you need more control when setting off for manoeuvres on surfaces with poor grip.
- If, with reverse (**R**) engaged, you need to engage the 1st speed or vice versa, change gear only with vehicle stationary and brake pedal pressed.
- Although it is highly inadvisable, if you are driving downhill and, for unexpected reasons, you let the car move forward with the transmission in neutral (**N**), when there is a request to engage a speed, depending on the actual speed of the car, the system will automatically engage the best speed for the correct transmission of drive torque to the wheels.
- When necessary, with the engine switched off, it is possible to engage the 1st speed, reverse (**R**) or neutral (**N**) with key in **AVV** position and brake pressed. In this case, it is advisable to change allowing at least 5 seconds to elapse between one gear change and the next to safeguard the operation of the hydraulic system and the pump in particular.
- Fully and quickly depressing the accelerator pedal activates a function that allows a “lively” departure.
- For departures on a hill, accelerating gradually but fully immediately after having released the handbrake or the brake pedal allows the engine to greatly increase the number of revs and tackle the steepest gradients with more torque at the wheels.

WARNING LIGHTS AND MESSAGES



CHECK TRANSMISSION – SEE HANDBOOK (red)

When the ignition key is turned to **MAR**, the warning light turns on and should go off after a few seconds.

The warning light on the instrument panel flashes (together with a message in the display and a buzzer) to indicate that the gearbox is faulty.



If there is a fault in the transmission, contact an Abarth Dealership as soon as possible to check the system.

REDUCE GEARS

This message appears in the display to indicate that the driver is using the transmission incorrectly.

Incorrect use (by the driver) could automatically activate a procedure for protecting the system.



Contact an Abarth Dealership if the message remains in the display.

MANUAL METHOD UNAVAILABLE

This message is shown in the display when it is not possible to select **MANUAL** mode with the engine running.



Contact an Abarth Dealership if the message remains in the display.

AUTOMATIC METHOD UNAVAILABLE

The message appears in the display when it is not possible to select **AUTO** mode with the engine running.



Contact an Abarth Dealership if the message remains in the display.



CLUTCH OVERTEMPERATURE SEE HANDBOOK

This message appears in the display together with a buzzer when the clutch overheats.

In this situation, limit setting off and gear change or, if necessary, park (turning off the engine) until optimum conditions are restored.



If the message still appears in the display, contact an Abarth Dealership.



To safeguard clutch efficiency, do not use the accelerator to keep the car at a standstill (e.g.: parking on a hill); the clutch could be damaged by overheating. Use the brake pedal instead and operate the accelerator only when you are ready to set off.

PRESS BRAKE PEDAL

This message is shown in the display together with a buzzer during an attempt at starting when the brake pedal is not pressed.

PRESS BRAKE PEDAL – DELAYED STARTUP

The display shows these messages alternately and in sequence together with a buzzer when the system does not recognise the brake pedal as operational during a starting attempt.

In this situation, keep the key on **AVV** for at least 7 seconds with the brake pressed. The engine will start. The system will be in recovery mode (maximum speed permitted: 3rd).

IMPORTANT If start-up is requested with the gearbox faulty, run the “Delayed start-up” procedure (see associated messages): turn the key to the **AVV** position for at least 7 seconds with the brake depressed and the engine will start. The system will be in recovery mode (highest gear permitted 3rd, Automatic mode not available). If the engine does not start, contact an **Abarth Dealership**.

IMPORTANT The messages are only displayed if the engine is started with a gear other than neutral (**N**) engaged.



Contact an Abarth Dealership if the messages remain in the display.

GEAR NOT AVAILABLE

This message appears in the display together with a buzzer in the following cases:

- when it is not possible to change gear due to a fault in the system;

or

- when, due to a fault in the system, it is only possible to engage 1st, 2nd, 3rd or reverse (R).



Contact an Abarth Dealer-ship if the message remains in the display.

OPERATION NOT PERMITTED

The message appears in the display together with a buzzer when the system will not accept a gear change via the control lever because certain conditions required for acceptance of the gear change are not met.

PUSH BRAKE PEDAL – REPEAT OPERATION

The message appears in the display accompanied, in some cases, by a buzzer for safety reasons if you attempt to change gear without previously pressing the brake pedal.



Contact an Abarth Dealer-ship if the message remains in the display.

SET TO NEUTRAL N (neutral)

This message appears in the display together with a warning buzzer when the system asks the driver to perform the manoeuvre.

When the transmission is changed to (N) the message in the display should go off.



Contact an Abarth Dealer-ship if the message remains in the display.



TOWING THE CAR

Make sure that the transmission is in neutral (**N**) (checking that the car can be moved) and proceed in the same way as for towing a normal car with a manual gearbox (see description in Owner Handbook).

If the transmission cannot be put in neutral, do not tow the vehicle and contact an **Abarth Dealership**.

SCHEDULED SERVICING PLAN

The gearbox oil is “For Life”-type and does not have to be checked regularly, excepting the cases of leaks or malfunction of the device.

During each scheduled service operation or **every 12 months**, check the operation of the soft top (opening and closing), check the seals and lubricate the top sliding side guides.

CHECKING FLUID LEVELS

ABARTH COMPETIZIONE TRANSMISSION HYDRAULIC ACTUATION SYSTEM OIL

The oil level should only be checked at an **Abarth Dealership**.



Used transmission hydraulic actuation system oil contains substances that are harmful to the environment. It is advisable to have the oil changed by an Abarth Dealership where it will be disposed respecting the environment and according to legal requirements.



PASSENGER SEAT SUITABILITY FOR ISOFIX CHILD SEATS

The table below shows the different installation possibilities of Isofix restraint systems on seats fitted with Isofix fasteners in compliance with European standard ECE 16.

Weight group	Child seat position	Isofix size class	Rear side Isofix position
Group 0 up to 10 kg	Facing backwards	E	X
	Facing backwards	E	X
Group 0+ up to 13 kg	Facing backwards	D	X
	Facing backwards	C	X
	Facing backwards	D	X
	Facing backwards	C	X
Group I from 9 up to 18 kg	Facing forwards	B	IUF
	Facing forwards	BI	IUF
	Facing forwards	A	X

IUF: suitable for Isofix child restraint systems which face forwards, universal class (fitted with third upper fastener), approved for the weight group.

X: Isofix position not suitable for Isofix child seats in this group of weight and/or size class.



ENGINE CODE – BODYWORK VERSION

Versions	Engine code	Bodywork version
I.4 TB BZ ABARTH COMPETIZIONE TRANSMISSION	312A3000	312AXF11 07B

ENGINE

GENERAL INFORMATION		I.4 TB BZ ABARTH COMPETIZIONE TRANSMISSION	
Type code		312A3000	
Cycle		Otto	
Number and arrangement of cylinders		4 in line	
Piston bore and stroke	mm	72 x 84	
Total displacement	cm ³	1368	
Compression ratio		9.8:1	
Max. power (EEC) at a speed of	kW HP rpm	NORMAL	SPORT
		103 140 5500	103 140 5500
Max. EEC torque at a speed of	Nm kgm rpm	NORMAL	SPORT
		180 18.3 2000	206 21 2000
Spark plugs		NGK IKR9F8	
Fuel		Unleaded petrol 95 RON (EN228 Specification)	



TRANSMISSION

I.4 TB BZ ABARTH COMPETIZIONE TRANSMISSION

Transmission

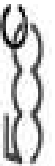
Five forward speeds plus reverse with electronically managed electrohydraulic control system

Clutch

Electronically controlled electrohydraulic system

Drive

Front



WHEELS

RIMS AND TYRES

Version	Rim	Tyres provided
1.4 TB BZ ABARTH	6 ¹ / ₂ J x 16 H2 ET35	195/45 R16 84V XL (*)
COMPETIZIONE TRANSMISSION	7J x 17 H2 ET38	205/40 R17 84W XL (**)

(*) Tyre suitable for 7 mm snow chains.

(**) Tyre not suitable for snow chains.

COLD TYRE INFLATION PRESSURE (bar)

Tyres	Medium load		Full load	
	Front	Rear	Front	Rear
195/45 R16 84V XL	2.3	2.1	2.6	2.4
205/40 R17 84W XL	2.3	2.1	2.6	2.4

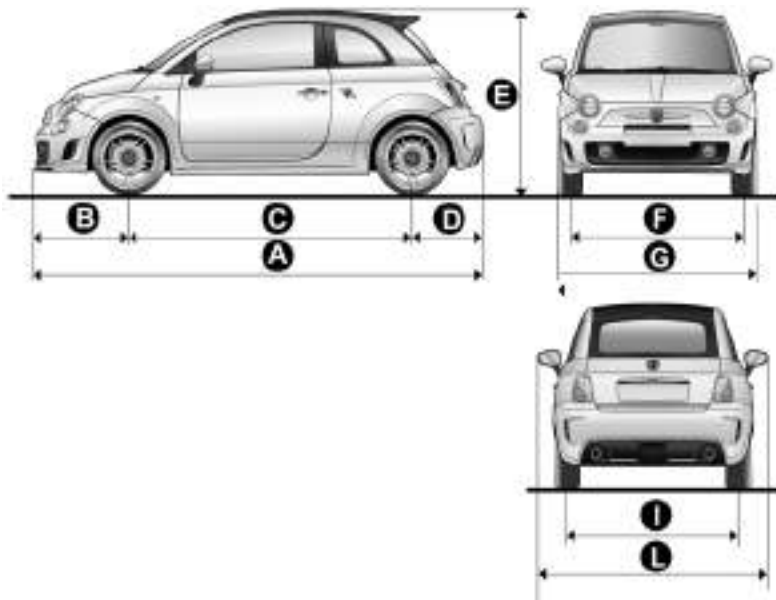
Add +0.3 bar to the prescribed pressure when the tyres are warm. However, recheck that the value is correct with the tyre cold.

With snow tyres, add +0.2 bar to the inflation pressure value recommended for standard tyres.

When travelling at speeds over 160 km/h, inflate the tyres to the values specified for fully laden conditions.

PERFORMANCE

The top speed after the vehicle has been run in is 205 km/h.



F0S135Ab

DIMENSIONS

Dimensions are expressed in mm and refer to the vehicle equipped with its original tyres.

Height is measured with the vehicle unladen.

Boot volume

Capacity with vehicle unladen
(VDA standards) 185 litres

A	B	C	D	E	F	G	I	L
3657	776	2300	581	1480/1485(▲)	1415/1409(▲)	1627	1408/1402(▲)	1893

(▲) With 205/40 R17 tyres



WEIGHTS

Weights (kg)

I.4 TB BZ ABARTH COMPETIZIONE TRANSMISSION

Unladen weight (with all fluids, fuel tank filled to 90% and without optional equipment):	1085
Payload (*) including the driver:	355
Maximum allowed loads (**)	
– front axle:	830
– rear axle:	640
– total:	1440
Towable loads:	
– braked trailer:	800
– non braked trailer:	400
Maximum load on roof:	–
Maximum load on the ball:	60

(*) If special equipment is fitted (sunroof, tow hitch, etc.) the unladen car weight increases, thus reducing the specified payload with respect to the maximum permitted load.

(**) Loads not to be exceeded. The driver is responsible for arranging goods in the luggage compartment and/on load platform within the maximum permitted loads.

CAPACITIES

	1.4 TB BZ ABARTH COMPETIZIONE TRANSMISSION		Specified fuels Recommended products
	litres	kg	
ABARTH COMPETIZIONE TRANSMISSION hydraulic actuation system	0.70	0.59	TUTELA CAR CS SPEED Special oil with “ATF DEXRON III” additive Contractual Technical Reference N. F005.F98

FUEL CONSUMPTION

Fuel consumption according to the current European directive (litres/100 km)

	Urban	Extra-urban	Combined
1.4 TB BZ ABARTH COMPETIZIONE TRANSMISSION	8.4	5.4	6.5

CO₂ EMISSIONS

The CO₂ emission level at the exhaust given in the following table refer to combined consumption.

Versions

	CO ₂ emissions according to the current European directive (g/km)
1.4 TB BZ ABARTH COMPETIZIONE TRANSMISSION	151





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The data contained in this publication is intended merely as a guide. Fiat reserves the right to modify the models and versions described in this booklet at any time for technical and commercial reasons.

If you have any further questions please consult your Abarth dealer.

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