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Document ID: IK1200492

Availability: ISIS, Bus ISIS, FleetSIS

Revision: 4

Major System: ENGINES

Created: 4/28/2010

Current Language: English

Last Modified: 5/4/2015

Other Languages: [Français](#), [Español](#),

Author: Aaron Mimbs

Viewed: 6163

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Coding Information

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Title: No base engine oil pressure VT365

Applies To: All VT 365 International engines from 2003-2006 model years

CHANGE LOG

Please refer to the change log text box below for recent changes to this article:

05/04/2015 - Fixed link to TSI in Other Resources
04/02/2015 - Author updated for feedback purposes.

DESCRIPTION

How to determine if the loss of base engine oil pressure is a failure from the lube oil system or a severe ICP system leak.

SYMPTOMS

- No base oil pressure verified with a manual gauge
- Crank but no start
- Unable to build ICP
-

POSSIBLE DIAGNOSTIC TROUBLE CODES

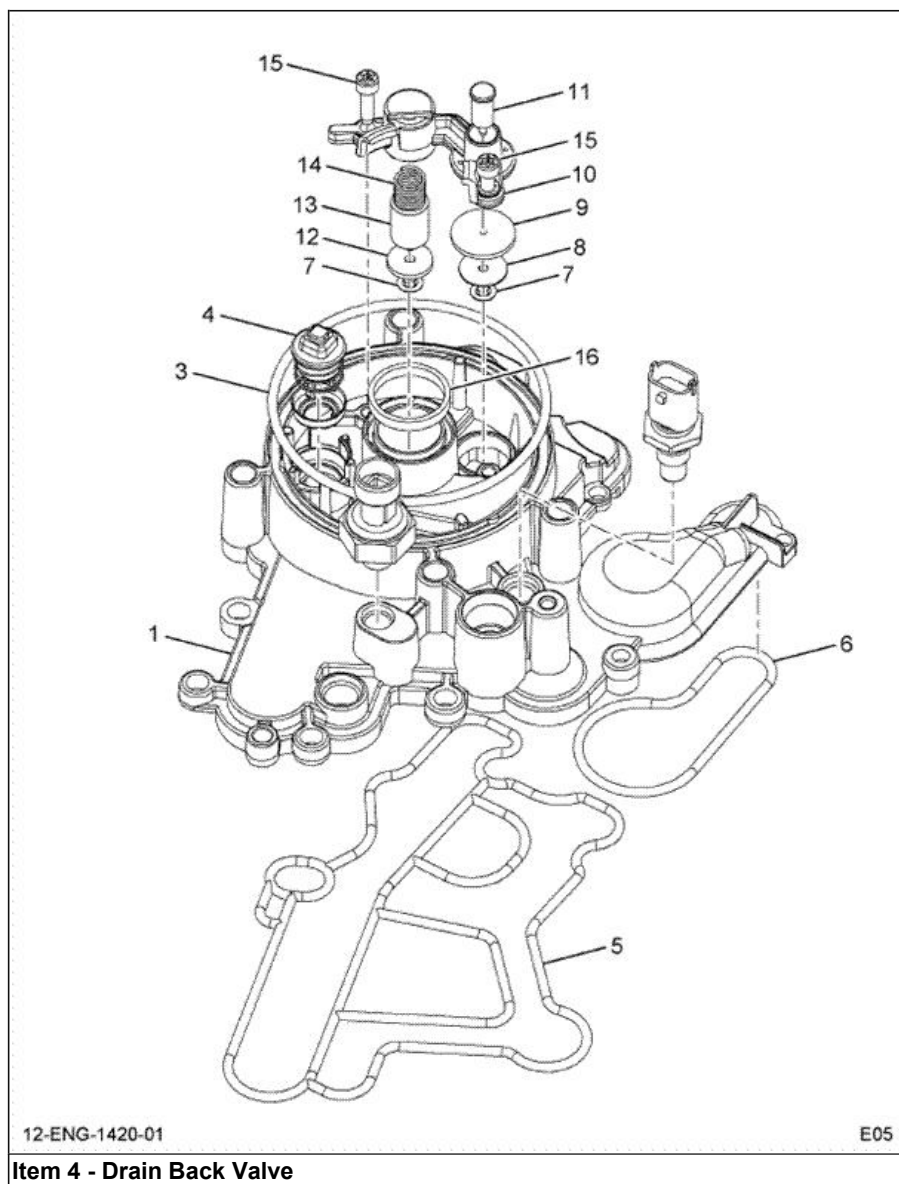
DTC	MODULE	DESCRIPTION
313	DLC II	Engine oil pressure below warning level
335	DLC II	ICP unable to build pressure during cranking

SIGNALS TO WATCH

Add a screenshot of DLB, MD, Service Assistant, etc. showing what signals they should monitor, if any.

TROUBLESHOOTING

1. To determine if the low oil pressure is on the lube oil system or the ICP system, remove the oil filter cap and filter from the oil canister. Using a long thin screw driver, hold open the oil drain back valve located at the bottom of the filter (Item #4). Have the engine cranked. If the canister fills, that indicates the lube oil pump is making oil pressure. Thus the failure is located within the ICP system. If the canister does not fill with oil, then diagnose the oil pump, the oil pressure regulator and oil pick up tube



OTHER RESOURCES

[TSI 05-12-17](#)

Engine starts when cold but not when it warms up. Diagnosing an Injection Control Pressure (ICP) system leak on the VT365 and VT275 engine DTC 333 335

[EGES-240 Engine Diagnostics Manual](#)

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