

# TECH TIP

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## TURBOCHARGER DIAGNOSIS WHEN AN EXHAUST RESTRICTION IS PRESENT

**SUBJECT VEHICLES:** 2011MY-2016MY Hino Conventional Trucks equipped with a J08 engine

**Note:** This technical tip is provided as technical information and is not authorization for a warrantable repair.

### OVERVIEW:

Subject vehicles may exhibit a MIL lamp on with reduced engine power due to a restriction in the exhaust system such as a plugged DPF. The technician may find DTC's (Diagnostic Trouble Codes) such as P244B, P141F, P226C, and P0299 stored in the engine ECU. If any of these DTC's are present, it is important to inspect for an exhaust restriction before suspecting an issue with the turbocharger. Codes P0299 (Underboost) and P226C (Slow VNT Response) can set when the exhaust has a restriction. Many turbochargers have been returned to Hino through warranty which test good upon inspection. These turbochargers were replaced during the same repair of a plugged DPF. Turbochargers returned through warranty will now be subject to claim denial if they were incorrectly condemned upon the same repair where an exhaust restriction was present.

### DIAGNOSTIC TIPS

If codes P244B or P141F are present with P0299 or P226C, address the aftertreatment system related DTC's **BEFORE** suspecting an issue with the turbocharger. If there is mechanical noise from the turbocharger, inspect the turbine and compressor of the turbocharger for damage as outlined by section EN08 of the Workshop Manual. If damage is present replacement of the turbocharger would be justified.

Only pursue an issue with the turbocharger after the exhaust restriction has been corrected, all DTC's have been cleared, and the P0299 or P226C returns during a road test.



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