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Case Number: S2018000007

Release Date: 9/01/2020

Symptom/Vehicle Issue: (Revision A) Diagnostic Trouble Code (DTC) P0299 – Turbocharger Underboost Additional Diagnostics

Discussion: When diagnosing a vehicle that has set DTC P0299, it is always important to closely follow the normal published diagnostics for the DTC. In addition to performing the steps outlined in the diagnostic flow chart, please also refer to the additional diagnostic steps listed below to ensure a proper repair.

Diagnosis:

1. Remove, and inspect the engine air filter. Ensure that the air filter is clean, and is an OEM replacement. Several reports have been received from the field of some aftermarket replacement air filters causing this DTC to set. These filters may look very similar to filters available through Mopar. If the filter is an aftermarket filter, swap the filter with the proper Mopar replacement, and retest the DTC.

2. Ensure that the Charge Air Cooler (CAC) system is properly pressure tested per the steps outlined in Service Library Service Information Section 09 – Engine, 6.7L Diesel > Turbocharger System > Diagnosis and Testing – Leaks. While performing the CAC leak testing, pay close attention to the CAC boot connected to the turbo outlet for leaks caused by the wire harness rubbing through the boot. Please see (Figure 1).

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Figure 1

3. If the boot is found damaged, replace as necessary, and retest the CAC system for any additional leaks. Repair as necessary.

4. Remove the EGR Crossover tube from the EGR valve, and inspect the EGR inlet to see if there are signs that the valve internal seat has begun to rotate. Please see (Figure 2). The EGR internal shaft should be completely visible when looking into the crossover tube inlet.

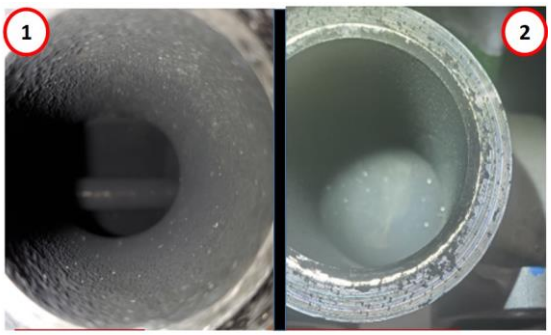

Figure 2

1. Healthy part 2. EGR with rotated seat

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5. Thoroughly inspect the EGR valve end cap for signs of leaks (Figure 3). If found to be leaking, replace the EGR valve.

Figure 3.

6. Ensure that the PCM is at the latest available calibration.

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