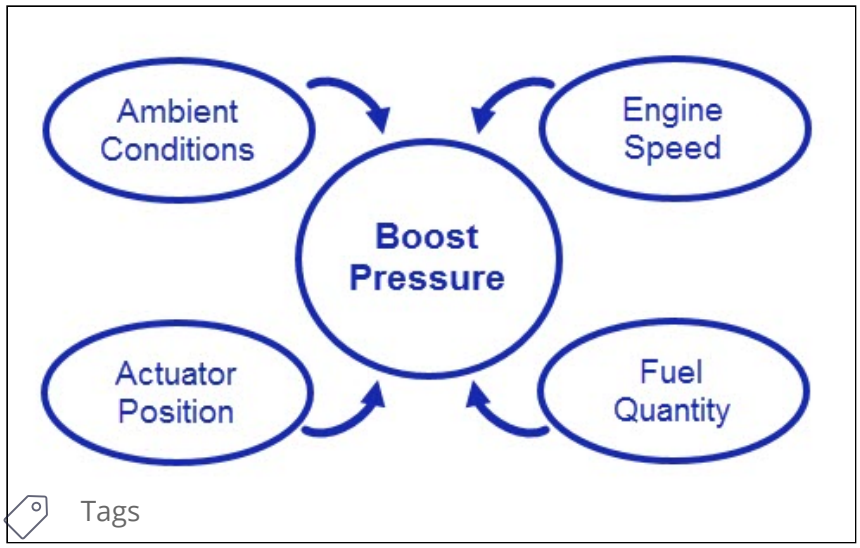
Diagnosing Low Turbocharger Boost Pressure Complaints - US13 Emissions And Newer

Internal Content

Driver or customer complaints of low boost pressure often lead to a mistaken diagnosis of low power. Drivers frequently monitor boost pressure on the information cluster or dash gauge and incorrectly make comparisons between similar trucks.

- No investigation or parts replacement should be done when low boost pressure is the only symptom or complaint unless Diagnostic Trouble Code (DTC) P0299 / P029900 is active or stored with multiple counts.
- The Engine Management System (EMS) boost air system monitor is an On Board Diagnostic (OBD) requirement that continuously calculates an estimated boost pressure during operation using the inputs as shown below. During short periods of stable, high load engine operation, the comparison is made between the estimated and actual pressure. If the difference between estimated and actual pressure differs by an amount large enough to affect emissions or performance, DTC P0299 is set.
- Allowable manufacturing variations, different engine ratings, emissions levels, and model years will result in different boost pressures by design. Increased boost pressure beyond the required level will not increase engine performance.
- **If DTC P0299 is Active or Inactive with High Counts,** proceed with basic troubleshooting and guided diagnostics in TechTool.
- **If P0299 is not shown in the fault code history and the only complaint is low boost,** do not perform any troubleshooting or replace any parts. Release the unit.



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