INFORMATION : FAULT CODE P0299 (ENGINE ECU)

MOUNTING BOSCH AND DIESEL TURBO DV6TED4 WITHOUT FAP OR SIEMENS ASSEMBLY AND DW10BTED4 TURBO DIESEL WITHOUT FAP OR SIEMENS ASSEMBLY AND DIESEL TURBO DW10BTED4 OR MOUNTING DELPHI AND DW10BTED4 TURBO DIESEL WITHOUT FAP OR MOUNTING DELPHI AND DIESEL TURBO DW10BTED4 OR MOUNTING BOSCH AND DIESEL TURBO DV6TED4 FAP

MOUNTING DELPHI AND DW10BTED4 TURBO DIESEL WITHOUT FAP OR MOUNTING DELPHI AND DIESEL TURBO DW10BTED4

Engine ECU DELPHI DCM3.4	
Fault code	**P0299**
After sales description of the fault code	Turbocharger pressure signal : Pressure too low in relation to the reference value
Rectification priority	3
Description of the diagnostics	Positive gap for 10 seconds, between the reference turbo pressure and the turbo pressure measured : In standard conditions (outside temperature 20°C at 0 m altitude) the pressure measured is lower than the reference by around 800 mbars at full load and by around 1350 mbars at low load
Conditions of activation of the diagnostics	Consult the associated contexts for the Pcode forwarding conditions
Conditions of disappearance of the fault	Driving for 5 minutes with several full load accelerations for 10 seconds
Down-grade modes if fault present : The ECU	Deactivates the traction control (Traction control)
	Cuts the regulation of the EGR valve
	Limits the flow of fuel
	Deactivates the cruise control
	Limits the speed until the next switching on of the ignition
	Prohibits the regeneration of the particle filter
	Cuts the regulation of the turbo : Change to piloted mode
Switching on of the warning light and/or warning message	-
Symptoms (Possible customer complaints)	Lack of power
	Noise
	Smoke from the exhaust
Suspect areas	Air meter restricted
	Clogged air filter
	Obstacle obstructing the air passage
	Air lock between compressor and engine
	Boost pressure sensor
	Turbocharger position copy sensor
	Vacuum problem (Leak , Not enough vacuum)
	Variable geometry of the turbocharger jammed in the "minimum turbo" position
	Faulty turbocharger

MOUNTING BOSCH AND DIESEL TURBO DV6TED4 FAP OR MOUNTING BOSCH AND DIESEL TURBO DV6TED4 WITHOUT FAP

Engine ECU BOSCH EDC16C34	
Fault code	**P0299**
After sales description of the fault code	Turbocharger pressure signal : Pressure too low in relation to the reference value
Rectification priority	3
Description of the diagnostics	Positive gap for 5 seconds, between the reference turbo pressure and the turbo pressure measured : The pressure measured is lower than the reference, around 300 mbars for an engine speed above 2500 rpm
Conditions of activation of the diagnostics	Consult the associated contexts for the Pcode forwarding conditions
	In particle filter regeneration with engine speed above 1800 rpm
	Not in particle filter regeneration with engine speed under 1500 rpm
Conditions of disappearance of the fault	Driving for 5 min with several full load accelerations for 10 seconds
Down-grade modes if fault present	Use of the flow calculated
	Cut-off : EGR butterfly (turbo air cooler), EGR valve and bypass butterfly (inlet air heater) in all functioning modes
	Cutting of cruise control
	Change to "easy move" torque invalid (Deactivation of automatic mode for the electronic parking brake)
Switching on of the warning light and/or warning message	NO
Symptoms (Possible customer complaints)	Lack of power
	Noise
	Smoke from the exhaust
Suspect areas	Air meter restricted
	Clogged air filter
	Obstacle obstructing the air passage
	Air lock between compressor and engine
	Boost pressure sensor
	Turbocharger position copy sensor
	Vacuum problem (Leak - Not enough vacuum)
	Variable geometry of the turbocharger jammed in the "minimum turbo" position
	Faulty turbocharger

SIEMENS ASSEMBLY AND DIESEL TURBO DW10BTED4 OR SIEMENS ASSEMBLY AND DW10BTED4 TURBO DIESEL WITHOUT FAP

Engine ECU SIEMENS SID803	
Fault code	**P0299**
After sales description of the fault code	Turbocharger pressure signal : Pressure too low in relation to the reference value
Rectification priority	3
Description of the diagnostics	The fault occurs if the turbo pressure is 800 mbars less than the requirement, for an outside temperature of 20°C and at an altitude of 0m, for at least 10 seconds
Conditions of activation of the diagnostics	Engine speed above 1000 rpm
	The actual engine torque is higher than 70 Nm
Conditions of disappearance of the fault	Driving for 5 minutes
Down-grade modes if fault present : The ECU	Downgrade ASR mode (Torque limitation for traction control)
	Deactivation of the ASR (Traction control)
	Deactivation speed limiter until the next time the ignition is switched on
	Deactivation of the speed limiter
	Deactivation of the cruise control
	Deactivation cruise control until the next time the ignition is switched on
	The engine ECU closes the EGR valve
Switching on of the warning light and/or warning message	NO
Symptoms (Possible customer complaints)	Lack of power
	Noise
	Smoke from the exhaust
Suspect areas	Air meter restricted
	Clogged air filter
	Obstacle obstructing the air passage
	Air lock between compressor and engine
	Boost pressure sensor
	Turbocharger position copy sensor
	Vacuum problem (Turbocharger)
	Faulty turbocharger