		pressure sensor failure (internal to the engine control module)	
P2263-21	Turbocharger/Supercharger Boost System Performance - signal amplitude < minimum	• Induction system air leak or blockage • Boost air system leak or blockage • Manifold absolute pressure sensor failure • Turbocharger actuator sticking • Turbocharger failure	• Using the manufacturer approved diagnostic system check for associated DTCs at the same timeline which could indicate a boost issue and refer to the relevant DTC index • Check the induction system for leaks, blockages, etc and rectify as necessary. Clear the DTC and retest the system • Check the boost air system for leaks, blockages, etc and rectify as necessary. Clear the DTC and retest the system • Check the turbocharger actuator and oil seals, etc and rectify as necessary. Clear the DTC and retest the system
P2263-22	Turbocharger/Supercharger Boost System Performance - signal amplitude > maximum	• Boost air system leak or blockage • Manifold absolute pressure sensor failure • Turbocharger overboost • Turbocharger vanes stuck closed	• Using the manufacturer approved diagnostic system check for associated DTCs at the same timeline which could indicate a boost issue and refer to the relevant DTC index • Check the induction system for leaks, blockages, etc and rectify as necessary. Clear the DTC and retest the system • Check the boost air system for leaks, blockages, etc and rectify as necessary. Clear the DTC and retest the system • Check the turbocharger actuator and oil seals, etc and rectify as necessary. Clear the DTC and retest the system
P226B-00	Turbocharger/Supercharger Boost Pressure Too High - Mechanical - no sub type information	• Turbocharger vanes stuck closed	• Using the manufacturer approved diagnostic system check for associated DTCs at the same timeline which could indicate a boost issue and refer to the relevant DTC index • Check the turbocharger actuator and oil seals, etc and rectify as necessary. Clear the DTC and retest the system
P228C-77	Fuel Pressure Regulator 1 Exceeded Control Limits - Pressure Too Low - commanded position not reachable	• Fuel injector stuck open • Fuel rail pressure is outside the expected range	• Check for fuel injector stuck open • Using the manufacturer approved diagnostic system, check for associated DTCs at the same timeline which could indicate an injector, pump or volume control valve fault and refer to the relevant DTC index. Rectify as necessary, clear the DTC and retest the system
P2297-00	O2 Sensor Out of Range During Deceleration Bank 1, Sensor 1 - no sub type information	• Oxygen concentration out of range on overrun • Front heated oxygen sensor circuit, short circuit to power, short circuit to ground, high resistance, open circuit • Front heated oxygen sensor internal failure	• Using the manufacturer approved diagnostic system, check for associated DTCs at the same timeline which could indicate an injector, pump or volume control valve fault and refer to the relevant DTC index. Rectify as necessary, clear the DTC and retest the system • Refer to the electrical circuit diagrams and check the front heated oxygen sensor circuit for short circuit to power, short circuit to ground, open circuit, high resistance. Repair the circuit as required, clear the DTC and retest the system • If the fault persists, check and install a new front heated oxygen sensor as required. Refer to the warranty policy and procedures manual, or determine if any prior approval programme is in operation, prior to the installation of a new module/component
P242B-21	Exhaust Gas Temperature Sensor Circuit Range/Performance Bank 1 Sensor 3 - signal amplitude < minimum	NOTE: - Circuit EGT 3 - • Post-catalyst temperature sensor 3 contaminated • Post-catalyst temperature sensor 3 circuit,	• Check post-catalyst temperature sensor 3 for contamination • Refer to the electrical circuit diagrams and check the post-catalyst temperature sensor 3 circuit for short circuit to ground, open circuit, high resistance. Repair the circuit as required, clear the DTC and retest the system • If the fault persists, check and install a new post-catalyst temperature sensor 3 as required. Refer to