



Technical Bulletin

Ref. Number:	OSB12-08-001

Actions: Please distribute to the Chevrolet approved repairer network

Distribution: All

Diagnostic Procedure – Euro V DTC P003A, P2263 or P200A, EML on

Models:

2011 C140 Captiva

2011 J300/J305 Cruze

2011 J309 Orlando

With 2.0L/2.2L EURO V Diesel Engine (RPO Code: LNQ OR LNP with NT5) and DPF (Diesel Particulate Filter).

Complaint:

Some customers may comment that the engine warning light is on with DTC's (Diagnostic Trouble Code) set and intermittent loss of power.

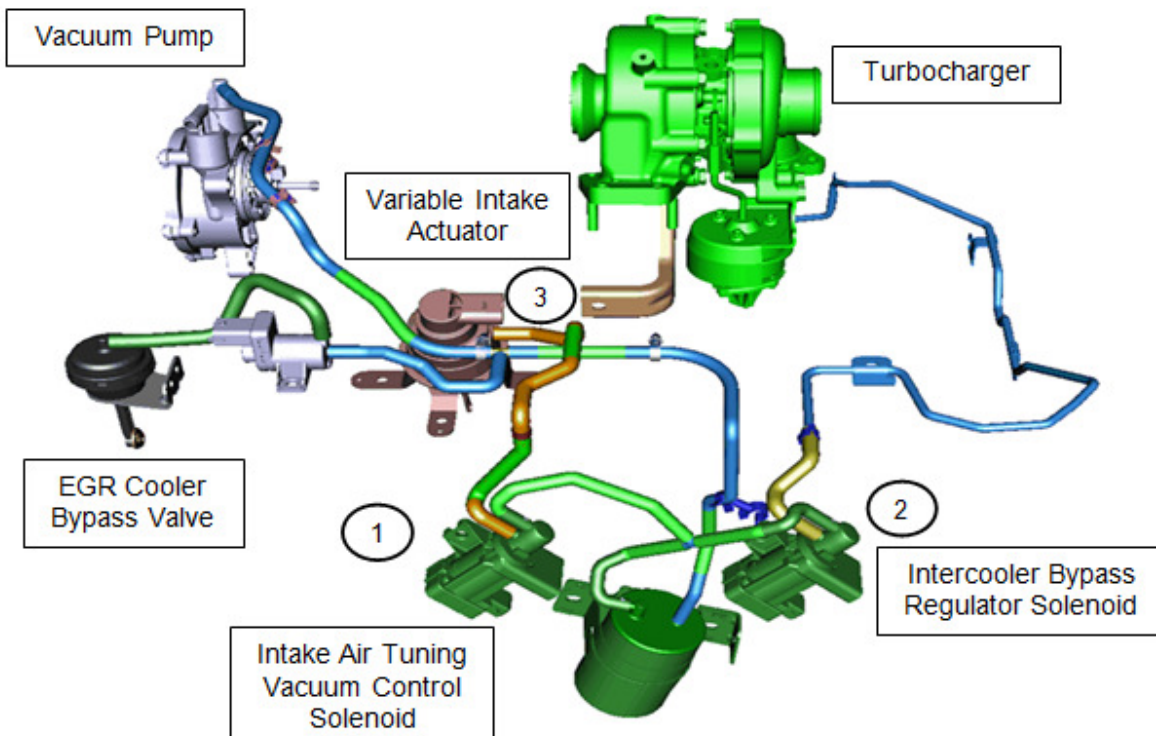
P003A: Turbocharger Vane Position Not Learned

P2263: Turbocharger Boost System Performance

P200A: Intake Manifold Runner Control Valve Control Circuit Performance

Diagnostic Procedure:

Note: Even though the part name is mentioned in the DTC description, this does not indicate this part (turbocharger) is the root cause of the DTC. Please perform the following diagnostic procedures.



This information is intended for internal use only. All information, illustrations and specifications contained in this document are based on the latest product information available at the time of issue.

UNAUTHORISED REPRODUCTION IS STRICTLY PROHIBITED.

Printed in the UK, by Chevrolet Europe Customer Care



Technical Bulletin

Ref. Number:	OSB12-08-001

No	Description	Yes	No
1	Using GDS2, check if the desired value and actual value of turbocharger are the same	Go to step2	Clear DTC No action
2	Check damage and connection condition of all related hoses and ducts. Is there problem?	Repair	Go to step 3 after clear DTC
3	Intake air tuning vacuum control solenoid checking (For turbocharger) 1. Start the engine 2. Disconnect upper inlet hose(1) of intake air tuning vacuum control solenoid and close hose by hand 3. Using GDS2, check if the desired value and actual value of the turbocharger are the same	Replace intercooler bypass regulator solenoid	Go to step 4
4	Intercooler bypass regulator solenoid checking stage 1 (For variable intake actuator) 1. Start the engine 2. Disconnect upper inlet hose(2) of intercooler bypass regulator solenoid and close hose with a hand 3. Using GDS2, check if desired value and actual value of the turbocharger are the same	Go to step 5	System OK No action
5	Intercooler bypass regulator solenoid checking stage 2 (For variable intake actuator) 1. Start the engine 2. Disconnect upper outlet hose(3) of intake air tuning vacuum control solenoid and close hose by hand 3. Using GDS2, check if the desired value and actual value of the turbocharger are the same	Replace the Intake air tuning vacuum control solenoid	Go to step 6
6	With engine off, apply air pressure to lower port or hose of variable intake actuator using a vacuum tester (Pressure: Around 95kPa). Does air leak?	Replace manifold assembly (With variable intake actuator)	Go to step 7
7	With engine off, apply air pressure to lower port or hose of EGR cooler bypass valve using a vacuum tester (Pressure: Around 95kPa). Does air leak?	Replace EGR cooler assembly (With EGR cooler bypass valve)	System OK No action