INFORMATION : FAULT CODE P0402 (ENGINE ECU)

MOUNTING DELPHI AND DW10BTED4 TURBO DIESEL WITHOUT FAP OR SIEMENS ASSEMBLY AND DW10BTED4 TURBO DIESEL WITHOUT FAP OR MOUNTING BOSCH AND DIESEL TURBO DV6TED4 FAP OR MOUNTING DELPHI AND DIESEL TURBO DW10BTED4 OR MOUNTING BOSCH AND DV6ATED4 TURBO DIESEL OR MOUNTING BOSCH AND DIESEL TURBO DV6TED4 WITHOUT FAP OR MOUNTING BOSCH AND DIESEL TURBO DV6TED4 90HP FAP OR SIEMENS ASSEMBLY AND DIESEL TURBO DW10BTED4

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

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Engine ECU DELPHI DCM3.4	
Fault code	P0402
After sales description of the fault code	Air system fault : Measured quantity of air lower than the setting
Description of the diagnostics	Positive gap for 10 seconds between the theoretical air flow and the calculated measured air flow (Opening of the EGR valve too great)
Conditions of activation of the diagnostics	Consult the associated contexts for the Pcode forwarding conditions
	EGR regulation
Conditions of disappearance of the fault	Vehicle driven for 5 minutes, remaining below an engine speed of 3000 rpm
Down-grade modes if fault present	Deactivation of diagnosis of coherence on the flowmeter
	Wheel anti-skid (Traction control) Deactivated
Down-grade modes if fault present : The ECU	Cuts the regulation of the EGR valve
	Limits the flow of fuel
	Deactivates the cruise control
	Limits vehicle speed until the next time the ignition is switched on
	Prohibits the regeneration of the particle filter
Switching on of the warning light and/or warning message	Warning lamp MIL
Main customer complaints likely	Noise
	Diesel fuel consumption a bit higher
	Lack of power
	Starting problem
Suspect areas	EGR valve remaining open
	Air leak between the air flow sensor and the compressor
	Obstacle hindering the passage of the air
	Air flow sensor information incorrect
	Vacuum problem
	Variable geometry of the turbocharger jammed in the "minimum turbo" position
	Principal air meter
	Air flow meter
	turbocharger
	Variable geometry of the turbo + vacuum circuit
	Turbocharging pressure sensor
	Clogged air filter

MOUNTING BOSCH AND DV6ATED4 TURBO DIESEL OR MOUNTING BOSCH AND DIESEL TURBO DV6TED4 FAP OR MOUNTING BOSCH AND DIESEL TURBO DV6TED4 WITHOUT FAP OR MOUNTING BOSCH AND DIESEL TURBO DV6TED4 90HP FAP

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Engine ECU BOSCH EDC16C34	
Fault code	P0402
After sales description of the fault code	Air system fault : Measured quantity of air lower than the setting
Description of the diagnostics	Positive gap for 10 seconds between the theoretical air flow and the calculated measured air flow (Opening of the EGR valve too great)
Conditions of activation of the diagnostics	Consult the associated contexts for the Pcode forwarding conditions
	Engine speed between 750 and 2750 rpm
Conditions of disappearance of the fault	Vehicle driven for 5 minutes, remaining below an engine speed of 3000 rpm
Down-grade modes if fault present	Deactivation of diagnosis of coherence on the flowmeter
	Cut-off : EGR butterfly (turbo air cooler), EGR valve and bypass butterfly (inlet air heater) in all functioning modes
	Cutting of the "exhaust heat recovery" function
	Limitation of engine torque
	Cutting of cruise control
Switching on of the warning light and/or warning message	Warning lamp MIL
Main customer complaints likely	Noise
	Diesel fuel consumption a bit higher
	Lack of power
	Starting problem
Suspect areas	EGR valve remaining open
	Air leak between the air flow sensor and the compressor
	Obstacle hindering the passage of the air
	Air flow sensor information incorrect
	Vacuum problem
	Variable geometry of the turbocharger jammed in the "minimum turbo" position
	Principal air meter
	Air flow meter
	turbocharger
	Variable geometry of the turbo + vacuum circuit
	Turbocharging pressure sensor
	Clogged air filter

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

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Engine ECU SIEMENS SID803	
Fault code	P0402
After sales description of the fault code	Air system fault : Measured quantity of air lower than the setting
Description of the diagnostics	Comparison between the air flow setting in the EGR zone and the flow measured at the flowmeter
	The fault appears if the air flow measured is less than 30% of the reference value (corresponding to an EGR flow that is too great) ; For an outside temperature of 20°C, at an altitude of 0 m, for at least 10 s
Conditions of activation of the diagnostics	Engine speed between 1000 and 3500 rpm
	Half load : Stabilised at average speed
	Does not occur at full load
Conditions of disappearance of the fault	Vehicle driven for 5 minutes, remaining below an engine speed of 3000 rpm
Down-grade modes if fault present	Inhibition of the flowmeter plausibility faults
	Deactivation of the ASR (Wheel anti-skid)
	Deactivation of the speed limiter
	Deactivation speed limiter until the next time the ignition is switched on
	Deactivation of the cruise control
	Deactivation of the vehicle cruise control until the next time the ignition is switched on
Switching on of the warning light and/or warning message	Warning lamp MIL
Main customer complaints likely	Noise
	Diesel fuel consumption a bit higher
	Lack of power
	Starting problem
Suspect areas	EGR valve : Open
	Air mixer
	Particle filter
	Air flow meter
	Air leak between flowmeter and turbocharger
	Obstacle hindering the passage of the air
	Air flow sensor information incorrect
	Vacuum problem
	Variable geometry of the turbocharger jammed in the "minimum turbo" position

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