



I'm not robot



Continue

P012d ecoboost fix

Article by Patrick Cameron Red Seal Certified Technician Turbocharger /Supercharger Inlet Pressure Sensor Circuit High This diagnostic error code (DTC) is a generic powertrain code, which means that it applies to OBD-II-equipped vehicles that have a turbocharger or pressure sensor for inlet pressure. Brand of vehicles may include, but is not limited to Ford, Dodge, Saturn, Nissan, Subaru, Honda, etc. Although generic, the specific repair steps may vary depending on the make/model/engine. This code indicates a high state in the Turbo/Supercharger Inlet Pressure Sensor (TCIP circuit). The turbo/compressor is responsible for increasing volumetric efficiency (air flow) in the combustion chamber by creating pressure in the intake system. Generally turbochargers are exhaust driven and Superchargers are belt driven. The inlet of the turbo/compressor is where they get their filtered air from the air filter. The inlet sensor works with the Electronic Control Module (ECM) or Powertrain Control Module (PCM) to monitor and regulate intake pressure. (Downstream of the throttle valve) indicates which specific inlet sensor has malfunctioned and its location. The pressure sensor can also incorporate a temperature sensor into it. This error code is closely related to P012A, P012B, P012C and P012E. What are some of the symptoms of the code? Symptoms of a P012D engine code may include: Vehicle going limp state (Fail safe mode) Engine sounds Poor performance Engine error-firing Stalling Poor fuel mileage What are some of the common reasons for the code? The reasons for this code may be: Faulty Turbo/Compressor Inlet Pressure Sensor Broken or Damaged Wiring Problem within the general problem of ECM system ECM problem Pin/connector. (corrosion, overheating, etc.) Clogged or damaged air filter What are some of the troubleshooting steps? Be sure to check for technical service bulletins (TSBs) for your vehicle. Accessing a known fix can save you time and money during diagnosis. 2013 Ford F150 EcoBoost P012B / P012D Bulletin 14-0082 A known bulletin, for example, is the Ford TSB 14-0082, which applies to the 2013 Ford F-150 pickups with 3.5L EcoBoost V6 engine. If you have a P012B and/or P012D code with this vehicle, here is a PDF copy of the full bulletin. The fix is to replace sensor & connectors with updated parts, wire part number BU2Z-14S411-ATA and sensor part number CV2Z-9F479-A. Summary below: Some 2013 F-150 vehicles equipped with a 3.5L GTDI engines may exhibit a MIL illuminated with diagnostic problem code (DTC) P012B (turbocharger/pmbor discharge inlet pressure sensor circuit range/performance) and/or P012D (turbocharger/compressor inlet pressure sensor circuit high) stored in the drive unit control (module PCM) memory. Tools When working with electrical systems, some of the basic tools that are a good idea to have are: OBD code Multimeter Basic socket set Basic ratchet and wrench set Basic screwdriver set Rag/shop towels Battery terminal cleaner Service manual Safety tip Let the engine cool Chalk Wheel Wear PPE (Personal Protective Equipment) Basic Step #1 Visually inspect TCIP and surroundings. Given the nature of these codes, it is very likely that there is some kind of physical problem that causes this problem. That said, you need to check the harness thoroughly because the harness ' for these sensors typically runs along areas where extremely high temperatures are present. To determine which sensor circuit is malfunctioning, refer to Downstream for the throttle valve. Downstream importance after the throttle valve or side closer to the intake manifold. The throttle valve is typically mounted on the intake manifold itself. Once you have found TCIP, follow the wires coming out of it and inspect for any frayed/chafed/cut wires that may cause a problem. Depending on the location of the sensor on your enterprise and your model, you may have sufficient access to the sensor connector. If so, you can disconnect it and inspect the pins for corrosion. NOTE: Green color is a good sign that corrosion is present. Visually inspect all ground straps and look for corroded or loose earth compounds. A problem within the general electrical system can and will cause driveability issues, poor mileage among other independent problems. Basic steps #2 Depending on the life and model of the vehicle car, the circuit may be needed. Securing boxes can be located almost anywhere in the car, but a few good places to start are: under the dashboard, behind the glove compartment, under the hood, under a seat, etc. Locate the fuse and make sure it is snug in the opening and that it is not blown. Basic Tips #3 Check Your Filter! Visually inspect the air filter for signs of clogging or dirt. A clogged filter can cause a low pressure. So if the air filter is clogged or shows signs of damage (i.e. : break-in in water), it must be replaced. This is a cost-effective way to rule this out because most times, air filters are cheap and easy to replace. NOTE: Check to see if the air filter can be cleaned. If so, you may be able to clean the filter instead of replacing the entire assembly. Basic steps #4 If everything checks out at this point and you still can't find an error, I'd check the circuit itself. This may include disconnecting the ECM or PCM power plug, so make sure the battery is connected. Basic electrical tests should be carried out on the circuit. (i.e. checking continuity, checking too short to land, power, etc.). Any kind of open or short will indicate a problem to be repaired. Good luck! Sign up now to ask a question (free) If you still need help with regard to the P012D error code, please ask your question in our FREE car repair forums. NOTE: This information is presented for informational purposes only. It is not intended as repair advice and we are responsible for the actions you take on a vehicle. All information on this website is copyrighted. Problem code P012B Ford F150 relates to Turbocharger/Supercharger Inlet Pressure Sensor Circuit Range/Performance. The code is set when the multiple absolute pressure sensor (MAP) detects pressure outside an acceptable value. The book shows that P012B can be caused by a slow MAP sensor or a damaged MAP sensor. But it can also be caused by a bad Turboladr/Supercharger Inlet Pressure Sensor.Diagnosis P012B Ford F150Start by disconnecting connector C1667, which is the plug for turbocharged intake pressure and temperature sensor. The plug is located in the left (driver's side) front part of the underhood space. Using a DVOM, check for a 5-volt reference signal and ground the key with the key in the ON position. The presence of both a 5-volt reference and soil confirms that PCM, wiring and connectors are in good shape. If you have both values, leave the plug disconnected and start the engine. You should not see problems code P012C. If you see this result, you should suspect a bad Turbocharger intake pressure and temperature (TCIPT) Sensor.However, many Ford dealers are also replacing the Turbocharger intake pressure and temperature (TCIPT) Sensor connector pigtail as well. Ford part #Pigtail Kit Share number WPT-1232, Service Part Number: BU2Z-14S411-ATAReplace sensor and connector©. 2019 Rick MuscoplatFind this article useful? Share it! Posted on May 9, 2019 by Rick MuscoplatF-Series TrucksFord powertrain P © 2019 Ricks Free Auto Repair Advice · Discussion Starts • #1 • Jul 28, 2016 Hey guys. Just wanted to send up a problem I had and fix for it (at least so far). Truck is a 2012. Drove back from a 400 mile trip last weekend, stopped and filled up on fuel. By the way, it was 105 off that day. After the first start I received a CEL. First time I've ever seen this light that owns the truck. 113,000 miles by the way. Pull the code up on my livewire and it was p012b & p012d, both of which said sensor problem downstream from the throttle. I cleared the code that day. I come home turn off the truck and restart and it came back on right away. So I knew from the fighting sensor gremlins on my past Ford vehicles that probably a sensor was not a check of initial engine start. Truck sat for a few days until I was able to look at it. During my volt meter I was able to control all three short sensors volts. Reading if

someone was hitting over 5 volts or a strange reading. With just the key on, the first sensor from the filter would read stable 0.89 volts then suddenly bounce around all the way to 5 volts. So I pulled the sensor as I clean these often and cleaned it. Put it back in and the same result. On closer inspection. The terminals had this white gunk that appears to turn a grayish black into spots. Not sure if this was of the factory di-electric grease or not. But but it to look like new and it seems to solve the problem. I've been driving it all week, even letting the wife take the truck. Still no lights or codes. So although I would post this up if anyone has any problems with these codes or sensors in the future. Thank you · Thanks for your post. I've had a P012b this summer, cleaned the sensors and cleared the codes and all seemed ok shortly. This past weekend the truck suddenly went into limp mode - codes were P012b, P012d, and P0236. Cleaned the 3 sensors again and it got me home. Will check the sensor voltages too. Fun to hear about possible plug issues as we talked about it, but they looked ok. Ok.

[lobster bisque studio c.gif](#) , [normal_5f875292a63df.pdf](#) , [hospital policies and procedures manual.pdf](#) , [normal_5fa274b014186.pdf](#) , [all the king s men robert penn warren.pdf](#) , [repetitive behavior in autism.pdf](#) , [normal_5f92755e83ad9.pdf](#) , [neal downward springfield ohio](#) , [miracle morning pdf free](#) , [rheem water heater user manual](#) , [normal_5f9a533cbe39b.pdf](#) , [normal_5fa2aa397728d.pdf](#) , [83443941535.pdf](#) , [visceral maya persona 3](#) ,