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A turbocharger pushes compressed air into the cylinders of your car's engine. This increase in oxygen allows the engine to burn more fuel, and create more power as a result. When your car burns fuel at a faster rate like this, it has increased horsepower, so it can accelerate more quickly and function like a larger engine. Back To TopHow does a turbocharger work? A turbocharger or "turbo" is an induction device which increases the power of your engine, by pushing more compressed air into its cylinders. This increases the internal combustion in your engine, so it can burn fuel at a faster rate. When should your turbocharger be replaced? Most car turbos last somewhere between 100,000 and 150,000 miles – which could be as long as you own your vehicle, so they don't need replacing very frequently. However, if you notice significant power loss, an increase in exhaust smoke or a whining engine, it's worth checking to see if your turbocharger has blown. What turbo fits my car? Checking which turbo parts are suitable for your car is quick and easy with the Euro Car Parts fast finder tool. Enter your registration number into the search bar, and we'll filter through all the incompatible parts for you, leaving the right turbochargers for your exact make and model. Why buy your turbo from Euro Car Parts? With over 130,000 different parts in stock, we're guaranteed to have a turbocharger suitable for your car, and your budget. Click and collect is available at all our UK branches, but home delivery is also available. Plus, if you're unsatisfied with your turbo parts, we offer 60-day returns. Save the publication to a stack! Like to get better recommendations? The publisher chose not to allow downloads for this publication August 11, 2017 Admin Yamaha Service Manuals 14 Article by Don Bowman ASE Certified Automotive TechTurbocharger / Supercharger "A" Overboost Condition What does that mean? This diagnostic trouble code (DTC) is a generic powertrain code. It is considered generic because it applies to all makes and models of vehicles (1996-newer), although specific repair steps may be slightly different depending on the model. Trouble code P0234 indicates the powertrain control module (PCM) senses a dangerously high boost pressure from the engine's forced induction system. Levels of boost in excess of recommended levels can compromise the structural integrity of the engine. Normally, an engine relies on the vacuum produced by the downward movement of the piston to draw the air and fuel charge into the engine. A supercharger or turbocharger is an air compressor used to increase the air and fuel charge entering the engine. This is known as "forced induction" which allows a much smaller fuel-efficient engine to create the power normally available with a much larger engine. The mechanical apparatus used in forced induction is divided into three categories: positive displacement (root style), centrifugal and turbo. The roots style and centrifugal chargers are belt driven while the turbo relies on pressure from the exhaust to operate. A roots or positive displacement supercharger is positioned on the top of the intake. A centrifugal looks much like a rotary air conditioning compressor and is located on the driver's side front of the engine. Turbochargers are located in line with the exhaust system. As boost pressure rises, the stress on the engine increases as well. Your engine has recommended boost pressure limits to preclude the possibility of engine component failure. Code P0234 is set when these limits are breached and should be corrected as soon as possible to prevent engine or transmission damage. Turbo chargers rely on exhaust pressure to spin the turbine blades fast enough to produce air pressure greater than atmospheric. However they have an inherent lag where the exhaust pressure is insufficient to spin the turbo fast enough to create pressure. Depending on the type of unit used, the turbo needs 1700 to 2500 engine rpm before it begins to "spool up." Turbos spin around 250,000 rpm in full boost. Boost pressure increases with engine rpm. To regulate the boost pressure and prevent overboost, a wastegate valve is installed. Most modern turbos have an internal wastegate and external actuator. There is a rod from the actuator to the wastegate on the turbo. Intake manifold air pressure passes to the top of the wastegate. As boost pressure increases it begins to exert force on the spring in the actuator that holds the wastegate valve closed. The higher the pressure rises, the more it overpowers the spring, resulting in the wastegate opening and directing exhaust gas away from the turbo blades and preventing further increase in boost. Regulation of the pressure applied to the wastegate regulates the boost levels at specific rpm. To accomplish this, the computer uses barometric or MAP sensors, engine and transmission temperature sensors, knock sensors and intake pressure sensors to determine the amount of wastegate opening necessary to deliver the best boost levels. To regulate boost levels, the computer uses either a solenoid, stepper motor or pulse modulator. By regulating the pressure to the wastegate actuator, varying degrees of boost are possible. Symptoms The symptoms displayed for a P0234 code will depend on the cause of the overboost condition. The service engine soon or check engine light will illuminate. You will experience a loss of power. The engine may show signs of overheating. The transmission may show signs of overheating and harsh shifting. Additional codes associated with the condition set by P0234 may be present to help identify the cause. Codes are available for all electrical components utilized by the engine management computer for the control of boost levels. The engine may display signs of pre-ignition in the form of knocking. The engine may display ignition misfiring. Causes Potential causes for this DTC include: In lieu of further trouble codes associated with the overboost condition it would be safe to say the problem is mechanical. The operation of the wastegate is the most probable. The wastegate is either stuck closed causing the turbo to spin higher than normal, thus causing the overboost. The rod from the wastegate actuator to the wastegate on the turbo is bent. A hose came off the wastegate or boost controller. A supply hose to the boost controller or from the controller to the wastegate is clogged. Dodge trucks with a Cummins diesel have a peculiar problem. They run fine but the check engine light comes on and sets code P0234 at an idle, yet the light goes out several minutes later at cruise speeds. The digital boost control gauge is connected to the MAP sensor which has an intermittent fault at idle yet does not set a code. Replacement of the MAP sensor corrects this. Diagnostic Steps & Possible Solutions Inspect the wastegate actuator rod to the turbo. Repair it if it's bent. Inspect the hoses including the one from the boost controller to the wastegate actuator and the feed lines to the boost controller. Look for cracks or disconnected hoses. Pull the hose ends and look for plugged lines. Connect a vacuum pump to the wastegate controller. Pump it slowly while watching the actuator rod. Make a note of the inches of mercury necessary to actuate the rod, or whether the rod moves at all. Consult a service manual for vacuum necessary to actuate the wastegate. If it is out of specification, replace the actuator. If the rod fails to move or the wastegate actuator fails to hold vacuum, replace the actuator. If it holds a vacuum yet fails to move the rod, the internal wastegate in the turbo is stuck closed. Remove the turbo and have the wastegate repaired. Start the engine and disconnect the supply hose to the boost controller. Inspect it for obstructions and boost pressure. Install the hose and disconnect the hose on the opposite side of the boost controller. There must be boost pressure present - if not replace the boost controller. Register now to ask a question (free)! Chevrolet Duramax Diesel DTC's!!! P0234 P0380I have a 2002 Chevy 2500HD w/ the 6.6L Duramax Diesel w/ 87,000 miles. I have a Hypertech Power Programmer for the truck. My service engine soon light came on & I could feel a (. skip & hesitation in the truck at times, so I hooked my programmer back up to return the truck back to factor...2014 Ford Escape P26B7, P0238, P0234, P0453, P007D, P0236Car presents with rough idle, gas smell, haven't driven it as I am worried it could damage the catalytic converter. Car only has 55k miles on it...2013 Ford escape code p0234I just purchased a used ford escape about a week ago... and oh my luck, the check engine light came on yesterday. I took it to autozone where they did a code reading and it's apparently a turbo/supercharger over-boost condition. Now obviously, I'm very worried bc from what I've read if it is over bo...P0234 over boost conditionHello I'm working on a 2006 Chevy C4500 6.6 turbo diesel I've identified what is causing the light to come on. I've got 13 kpa difference between the barro sensor and the mass air flow sensor. Has any one ran into this problem before?...2010 ford focus 1.6 diesel with both underboost and overboost errors P0234, P0299, P0095Hi My 2010 ford focus has recently had a new turbo installed and has done roughly 300 miles since them, but now i am receiving 3 error codes P0234, P0299 and P0095. Suggesting that the turbo is suffering from both overboost and underboost problems, which forgive me if i am wrong seems impossible. ...2014 Ford Escape P0234 code causeCould this condition be caused by hitting a patch of ice and having the engine suddenly rev? should I have it serviced?...2009 Dodge Journey Suspected turbocharger problem...P0234Hi, recently bought a used Dodge within first week. i Had problems.After driving for 40 miles, and braking down to 50 mph, the revs would go. High and then shifting problems Its an auto, diesel then once i pu! over take out key the problems gone foranother 40 miles and so on.I got a diag.ostic...Chevrolet Captiva MAP sensor issue p0234 p0299Hi all, I have a 2010 Chevrolet Captiva LTZ (turbo diesel). When driving at high speed the "service car soon" light came on together with a sudden loss of power. The car kept going in limp mode and reset when the engine is restarted, but drops again at about 30mph with the same error. The car ha...vw touran no power p0234vw touran has no power . fault code P0234 boost pressure regulation : limit exceeded overboost condition . any advice would be a big help , thanksTurbo overboost P0234 faultHi I have read various posts on this issue. My Wrangler 2.8CRD throws this fault totally at random, at cruising speed (100 to 120kph). I then stop the car, disconnect the battery, wait 10 minutes, reconnect the battery and the car is fine again. Sometimes the engine warning light goes off immediate... If you still need help regarding the P0234 trouble code, please post your question in our FREE car repair forums. NOTE: This information is presented for information purposes only. It is not intended as repair advice and we are not responsible for any actions you take on any vehicle. All information on this site is copyright protected.

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