

Special Service Message

NOTE: A Special Service Message is a formal communication issued by Land Rover and carries the same importance of a Technical Service Bulletin. An SSM is a quick method of communicating "Need To Know" information to the technical service community. SSM's may be issued in advance of a technical bulletin or may be the only communication on a given topic. All information contained in Land Rover technical communications are intended for use by trained, professional technicians with the knowledge, tools, and equipment required to complete the procedure correctly and safely. It informs the Technicians of conditions that may occur on some vehicles, or provides information that could assist in correct vehicle and diagnostic service.

SSM 75757 - INGENIUM I6 3.0L Diesel - Restricted performance and MIL Illuminated

Models : Defender/L663
Discovery / L462
Range Rover / L405
Range Rover / L460
Range Rover Sport / L494
Range Rover Velar / L560

Engineer Name : Taylor Lee

Last Modified : 18 MAY 2022 10:54:27

Category : Driveability

Symptom : 614000 Lack/Loss of Power

Content : **Issue:**

JLR is investigating customer reports restricted engine performance, Malfunction Indicator Lamp (MIL) Illuminated, and the following Diagnostic Trouble Codes (DTC) stored with the Powertrain control module (PCM).

P0299-84 Turbocharger/Supercharger "A" Under boost Condition - Signal below allowable range.

P2261-72 Turbocharger/Supercharger Bypass Valve "A" - Mechanical - Actuator stuck open.

Cause:

Unknown at this time.

Action:

Carry out a leakage test on the vacuum system using a suitable vacuum pump with gauge to verify no vacuum leaks are present.

Before conducting the test, visually inspect the connection on the high-pressure (HP) turbocharger actuator and airbox.
Reference Image 1

Remove the vacuum pipe from the HP turbocharger actuator and attach the vacuum gauge to test the pipe system.

Remove the vacuum pipe from the airbox and block this pipe

while conducting the test.

Start the engine and inspect the vacuum gauge readings. The gauge must read a vacuum of -75 KPA to -100 KPA.

If the vacuum reads -75 to -100 KPA then this confirms no leaks are present, proceed to conducting a check on the turbocharger actuator using the vacuum pump ensuring it holds vacuum and the actuator rod moves freely in operation.

If all of the above tests have been performed and no fault is found, then proceed to the DTC help text to continue the investigation.

When the source of the issue has been identified contact technical assistance must be made, referencing the SSM document number, providing photographic evidence and DTC snapshot data before replacing any components to support JLR engineering (PTS_100).

Thank you in advance for your assistance with this matter.

File : [Image 1.pdf](#)