

GENERIC · POWERTRAIN

P2263

OBD-II DIAGNOSTIC TROUBLE CODE (DTC)

P2263

Turbo/Super Charger Boost System Performance

P2263 is a generic powertrain code indicating that the engine control module (ECM) has detected a performance problem with the turbocharger or supercharger boost system. The ECM monitors boost pressure via the manifold absolute pressure (MAP) sensor and compares actual boost to the commanded boost under specific driving conditions; when the deviation exceeds a calibrated threshold for a set time, it stores this code and illuminates the check engine light.

SYSTEM	CODE TYPE	SEVERITY	FIX DIFFICULTY	AREA
Powertrain	Generic (all makes)	Medium	Intermediate	Fuel and air metering (injector circuits)

Symptoms you may notice

- Illumination of the check engine light, often with no other noticeable symptoms
- Reduced engine power or limp mode, especially during acceleration or under load
- Noticeable lack of boost, causing sluggish acceleration and poor throttle response
- Audible whistling, hissing, or rushing air sound from the engine bay during acceleration
- Black smoke from the exhaust or decreased fuel economy due to over-fueling
- Transmission may shift erratically or hold gears longer as the ECM limits torque

Common causes, most likely first

- 1 Boost pressure sensor (MAP or dedicated boost sensor) faulty or contaminated
- 2 Leaking or disconnected charge air cooler (intercooler) hose or piping
- 3 Faulty turbocharger wastegate actuator, solenoid, or sticking vanes (VGT)
- 4 Restricted intake or exhaust system, such as a clogged air filter or blocked catalytic converter
- 5 Faulty boost control solenoid or its wiring/connector
- 6 ECM software issue or calibration error (less common)
- 7 Mechanical failure of the turbocharger or supercharger (e.g., damaged compressor wheel, worn bearings)



How to diagnose and fix it

- 1 Perform a visual inspection of all charge air cooler hoses, clamps, and pipes for leaks, cracks, or loose connections
- 2 Check the air filter and intake system for restrictions or blockages
- 3 Use a scan tool to monitor live boost pressure data and compare commanded versus actual boost under load
- 4 Test the boost control solenoid for proper operation and resistance, and inspect its wiring and connectors
- 5 Inspect the turbocharger wastegate actuator or VGT mechanism for free movement and correct adjustment
- 6 Perform a boost leak test using a smoke machine or pressure tester to pinpoint hidden leaks
- 7 If all else checks out, follow the manufacturer's diagnostic flow chart for P2263, which may include testing the boost sensor and ECM

Don't overlook these boost system checks

- A loose or cracked intercooler hose is one of the most frequent causes of P2263, yet it often produces no obvious symptoms beyond the warning light and a slight hiss under acceleration.
The boost pressure sensor can become contaminated with oil residue from the PCV system, causing skewed readings that set P2263 without any mechanical fault in the turbo system.
- On variable geometry turbochargers (VGT), carbon buildup on the vanes can cause sticking and set P2263, but this is often misdiagnosed as a failed turbocharger when cleaning or exercising the vanes may resolve it.
- A restricted exhaust system, such as a clogged diesel particulate filter (DPF) or catalytic converter, can cause low boost and trigger P2263, so exhaust backpressure should be checked before replacing turbo components.
P2263 can be set by a faulty boost control solenoid that fails to bleed off pressure correctly, and this solenoid is often overlooked in favor of the turbocharger itself.

Can I keep driving with P2263?

You can usually drive the vehicle with P2263, but avoid heavy acceleration and towing until the fault is repaired, as the ECM may limit power and continued driving could lead to more serious damage or poor fuel economy.

Tools that help

- OBD-II scan tool with live data capability
- Smoke machine or boost leak tester
- Digital multimeter
- Hand tools (screwdrivers, wrenches, socket set)
- Inspection mirror and flashlight



Reading P2263

- P** Powertrain: engine, transmission and emissions.
- 2** Generic (SAE) code: it means the same thing on every OBD-II vehicle.
- 2** Fuel and air metering (injector circuits).
- 63** The exact fault within that area.

Often seen with

P0101 Mass/Volume Air Flow Circuit Range/Performance · **P0106** MAP/Barometric Pressure Circuit Range/Performance · **P0234** Engine Overboost Condition · **P0235** Turbocharger Boost Sensor A Circuit Malfunction · **P0299** Turbo/Supercharger Underboost

See it working

Watch the animated explainer [Turbocharger Trainer: Boost, Wastegate and Intercooler](#) on Auto Veteran to see the parts involved moving.

Full guide, related articles and animations: <https://www.autoveteran.tech/dtc-codes/p2263/>

