

GENERIC · POWERTRAIN

P226C

OBD-II DIAGNOSTIC TROUBLE CODE (DTC)

P226C

Turbocharger Boost Control A Slow Response

P226C indicates that the powertrain control module (PCM) commanded a change in turbocharger boost pressure via the boost control solenoid, but the resulting change in manifold pressure did not occur within the expected time window. The PCM monitors the turbocharger boost control circuit and the actual boost pressure, and it sets this code when the response is slower than the calibrated threshold.

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.
- A noticeable lag or delay in turbocharger response when accelerating.
- Reduced engine power or a limp-home mode in some vehicles.
- Poor fuel economy or increased exhaust smoke under load.
- A surge or hesitation during acceleration as boost pressure fluctuates.
- In rare cases, the engine may enter a reduced-power strategy that limits boost.

Common causes, most likely first

- 1 A sticking or carbon-fouled turbocharger boost control solenoid (also called the wastegate or VNT solenoid).
- 2 A leaking or disconnected vacuum or pressure hose in the boost control circuit.
- 3 A faulty turbocharger wastegate actuator or variable nozzle turbine (VNT) mechanism that is stuck or restricted.
- 4 A restricted or damaged intercooler or intake tract causing a pressure drop.
- 5 A failing turbocharger boost pressure sensor or manifold absolute pressure (MAP) sensor providing inaccurate feedback.
- 6 Wiring issues such as a short, open, or high resistance in the boost control solenoid circuit.
- 7 A PCM calibration issue or internal fault, though this is less common.



How to diagnose and fix it

- 1 Inspect all vacuum and pressure hoses in the boost control system for cracks, leaks, or disconnections and repair as needed.
- 2 Test the boost control solenoid for proper resistance and operation using a scan tool or multimeter, and replace if faulty.
- 3 Check the wastegate actuator or VNT mechanism for free movement and correct adjustment, cleaning or replacing if stuck.
- 4 Verify the boost pressure sensor and MAP sensor readings against actual pressure using a scan tool and replace if inaccurate.
- 5 Inspect the intercooler and intake piping for restrictions or damage that could cause a pressure drop.
- 6 Perform a circuit test on the boost control solenoid wiring, checking for opens, shorts, or high resistance, and repair the harness.
- 7 If all mechanical and electrical checks pass, reprogram the PCM with the latest calibration or replace it if internal failure is confirmed.

Common misdiagnosis traps for P226C

- A sticking VNT mechanism on the turbocharger is frequently overlooked because the solenoid tests fine, but carbon buildup prevents the vanes from moving freely.
- A small vacuum leak that only appears under boost can cause this code without setting a lean condition code, so a smoke test of the intake and boost system is essential.
- The boost pressure sensor may read correctly at idle but drift under load, so live data comparison during a road test is more reliable than a static check.
- Some vehicles use a shared vacuum pump for both the brake booster and boost control, and a failing pump can cause boost control issues without obvious brake symptoms.
- After replacing a turbocharger or solenoid, a relearn or adaptation procedure may be required to prevent the code from returning.

Can I keep driving with P226C?

You can usually drive the vehicle with this code, but avoid heavy acceleration and towing until it is repaired, as the turbocharger may not deliver full boost and the engine may enter a reduced-power mode. Prolonged driving with a boost control fault can lead to increased exhaust emissions or damage to the turbocharger.

Tools that help

- OBD-II scan tool with live data capability
- Hand vacuum pump with gauge
- Digital multimeter
- Smoke machine for leak detection
- Basic hand tools (screwdrivers, wrenches, sockets)



Reading P226C

- 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).
- 6C** The exact fault within that area.

Often seen with

P0234 Engine Overboost Condition · **P0299** Turbo/Supercharger Underboost · **P226B** Turbocharger/Supercharger A Boost Pressure Too High - Mechan · **P226D** Particulate Filter Deteriorated/Missing Substrate (Bank 1) · **P2563** Turbocharger Boost Control Position Sensor Circuit Range/Per

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/p226c/>

