

<b>DTC</b>	<b>Description</b>	<b>Possible causes</b>	<b>Action</b>
P029B00	Cylinder 1- Fuel Trim at Min Limit	<ul style="list-style-type: none"> <li>● Fuel injector circuit high resistance</li> <li>● Fuel injector circuit short circuit to ground</li> <li>● Fuel injector circuit short circuit to power</li> <li>● Injector leak</li> <li>● Cylinder compression low <ul style="list-style-type: none"> <li>- Cylinder leakage past the injector</li> <li>- Cylinder leakage past the glow plug</li> <li>- Mechanical fault, valve, piston/ring, etc</li> </ul> </li> <li>● Injector fault</li> </ul>	<p>Refer to the electrical guides and check the fuel injector circuit. Check the injector and surrounding area for evidence of fuel leakage. Disconnect the injector and check for evidence of fuel leakage in the connector. Rectify as necessary. Clear the DTCs. Reconnect the injector and start the engine. Allow to warm up to above 60°C (140°F) and allow to idle (cylinder balance diagnosis is now active). If the DTC resets, check for Cylinder leakage and rectify as necessary. Clear the DTCs and recheck. Carry out a compression test only if the DTC resets. If the above tests are all within range, install a new injector. REFER to: (303-04D Fuel Charging and Controls - TDV8 3.6L Diesel)</p> <p><a href="#">Fuel Injectors LH (Removal and Installation)</a>, <a href="#">Fuel Injectors RH (Removal and Installation)</a>.</p>
P029C00	Cylinder 1 - Injector Restricted	<ul style="list-style-type: none"> <li>● Fuel injector circuit high resistance</li> <li>● Fuel injector circuit short circuit to ground</li> <li>● Fuel injector circuit short circuit to power</li> <li>● Injector leak</li> <li>● Cylinder compression low <ul style="list-style-type: none"> <li>- Cylinder leakage past the injector</li> <li>- Cylinder leakage past the glow plug</li> <li>- Mechanical fault, valve, piston/ring, etc</li> </ul> </li> <li>● Injector fault</li> </ul>	<p>Refer to the electrical guides and check the fuel injector circuit. Check the injector and surrounding area for evidence of fuel leakage. Disconnect the injector and check for evidence of fuel leakage in the connector. Rectify as necessary. Clear the DTCs. Reconnect the injector and start the engine. Allow to warm up to above 60°C (140°F) and allow to idle (cylinder balance diagnosis is now active). If the DTC resets, check for Cylinder leakage and rectify as necessary. Clear the DTCs and recheck. Carry out a compression test only if the DTC resets. If the above tests are all within range, install a new injector. REFER to: (303-04D Fuel Charging and Controls - TDV8 3.6L Diesel)</p> <p><a href="#">Fuel Injectors LH (Removal and Installation)</a>, <a href="#">Fuel Injectors RH (Removal and Installation)</a>.</p>
P029D00	Cylinder 1- Injector Leaking	<ul style="list-style-type: none"> <li>● Fuel injector circuit high resistance</li> <li>● Fuel injector circuit short circuit to ground</li> <li>● Fuel injector circuit short circuit to power</li> <li>● Injector leak</li> <li>● Cylinder compression low <ul style="list-style-type: none"> <li>- Cylinder leakage past the injector</li> <li>- Cylinder leakage past the glow plug</li> <li>- Mechanical fault, valve, piston/ring, etc</li> </ul> </li> <li>● Injector fault</li> </ul>	<p>Refer to the electrical guides and check the fuel injector circuit. Check the injector and surrounding area for evidence of fuel leakage. Disconnect the injector and check for evidence of fuel leakage in the connector. Rectify as necessary. Clear the DTCs. Reconnect the injector and start the engine. Allow to warm up to above 60°C (140°F) and allow to idle (cylinder balance diagnosis is now active). If the DTC resets, check for Cylinder leakage and rectify as necessary. Clear the DTCs and recheck. Carry out a compression test only if the DTC resets. If the above tests are all within range, install a new injector. REFER to: (303-04D Fuel Charging and Controls - TDV8 3.6L Diesel)</p> <p><a href="#">Fuel Injectors LH (Removal and Installation)</a>, <a href="#">Fuel Injectors RH (Removal and Installation)</a>.</p>
P029E00	Cylinder 2- Fuel Trim at Max Limit	<ul style="list-style-type: none"> <li>● Fuel injector circuit high resistance</li> <li>● Fuel injector circuit short circuit to ground</li> <li>● Fuel injector circuit short circuit to power</li> <li>● Injector leak</li> <li>● Cylinder compression low <ul style="list-style-type: none"> <li>- Cylinder leakage past the injector</li> <li>- Cylinder leakage past the glow plug</li> <li>- Mechanical fault, valve, piston/ring, etc</li> </ul> </li> <li>● Injector fault</li> </ul>	<p>Refer to the electrical guides and check the fuel injector circuit. Check the injector and surrounding area for evidence of fuel leakage. Disconnect the injector and check for evidence of fuel leakage in the connector. Rectify as necessary. Clear the DTCs. Reconnect the injector and start the engine. Allow to warm up to above 60°C (140°F) and allow to idle (cylinder balance diagnosis is now active). If the DTC resets, check for Cylinder leakage and rectify as necessary. Clear the DTCs and recheck. Carry out a compression test only if the DTC resets. If the above tests are all within range, install a new injector. REFER to: (303-04D Fuel Charging and Controls - TDV8 3.6L Diesel)</p> <p><a href="#">Fuel Injectors LH (Removal and Installation)</a>, <a href="#">Fuel Injectors RH (Removal and Installation)</a>.</p>