

## Service Method

Distribution: All

Relevant Models: All Trionic

# Trionic Boost Adaptation

## Background

On all Trionic versions including T5, T7 and T8 maximum turbo boost pressure is continuously adapted and optimized during normal driving. There are times when it is desirable to force the Trionic to adapt more rapidly by carrying out the procedure explained below. It is recommended to perform this adaptation after replacement of the Trionic control module (ECM) be it original or upgraded.

**Note:** It is important that the engine is at normal operating temperature and the basic boost pressure is within factory specifications before adaptation is performed. See relative method for checking and adjusting base boost first. Remember to always use quality high-octane fuel (Recommended min. 91). Obey all local laws when on public roads.

## Method

There are two methods depending on gearbox type.

- **Manual Gearbox**

The adaptation range is from 2000 rpm up to 3500 rpm. The minimum time needed in this range is 3 seconds. Select the highest gear possible. It is easiest to perform this on a long hill. Repeat this until maximum boost pressure is attained. Maximum boost will vary with regards to fuel quality, ECM variant and ambient temperature.

- **Automatic Gearbox**

Accelerate uphill with the maximum throttle possible without the kick down function being used. The range is from 3000 up to 4500 rpm. Time spent in this rpm range should be more than three seconds. Repeat this procedure until maximum performance is attained. Maximum boost will vary with regards to fuel quality, ECM variant and ambient temperature.

**Note:** If over-boost fuel cutoff is experienced repeatedly due to excessive turbo pressure, negative boost pressure adaptation will occur. This can be caused by other faults. After correcting the fault to restore maximum boost, disconnect power to the control module and follow the appropriate adaptation method again.

To force adaptation power can be disconnected from the Trionic unit by removing and refitting Fuse 28 on 9-3 or Fuse 17 for 9-5 with the key off.