BMW - loss of power, error code 27F100 / 244C00

Data sheet	
Manufacturer	BMW
Vehicle model	All models
Engine	Diesel engines
Engine code	N47
Year of manufacture	2007-2015
Symptoms	Power loss, error code 27F100 / 244C00

Important safety information

Vehicle has no power. Error codes 27F100 – 244C00 – vacuum line squeezed or pinched in some way

If the above-mentioned fault symptoms occur in conjunction with the fault codes

- 27F100 (charge air hose monitoring: charge air hose dislodged), and
- 244C00 (boost pressure control, control deviation – boost pressure too low),

a possible cause may be a faulty vacuum hose.

The fault may occur sporadically and usually becomes apparent after only a short journey.

The Check-Control message ‘Drive system malfunction’ is also displayed on the instrument cluster.

One possible cause could be a crushed or kinked vacuum line between the boost pressure control valve and the EGR valve.

Because of the confined installation space around the connector for the high-pressure pump (near the oil dipstick guide tube), the hose may become pinched as a result of the installation process. Consequently the vacuum is not built up sufficiently, which leads to the boost pressure control valve being operated incorrectly. The result is that the boost pressure remains below the setpoint, the vehicle switches to emergency mode and suffers a significant loss of power.

In order to diagnose the problem, the vacuum line between the boost pressure control valve and the EGR valve is to be checked for kinks or any damage. If there are any visible deformations or leaks, the line must be replaced. When installing the new vacuum line, it is vital to follow the revised installation instructions. The error memory must then be cleared and the vehicle reassessed.

If the problem persists, further diagnostic investigation of the peripherals is required. Should this be the case, the entire vacuum system, the control of the pressure transducer and also the functioning of the EGR valve, boost pressure sensor and differential pressure sensor must all be checked. A leak in the charge air system (e.g. charge air hose or charge air cooler) or a faulty pressure sensor may also be the cause of the control deviation.

Once the repair is complete, all error codes are to be cleared and a test drive is to be carried out.

Please note

This fault may also occur in other BMW diesel engines from the N47 and N57 series that have an identical vacuum system.

Please always observe the maintenance and repair instructions provided by the vehicle manufacturer when carrying out such work.