

Boost controller error due to stiff VTG-unit, cause defective EGR cooler

Introduction:

In vehicles with a fault in boost pressure control, a jammed VTG unit is often diagnosed and only the turbocharger replaced. A defective EGR cooler is often not considered as the cause, even if no loss of cooling water is reported.

Note:

Examine the turbocharger to be replaced in the exhaust manifold and turbine exhaust for deposits of rust or light lime scale. If the EGR cooler leaks, after shutting off the engine, cooling water presses into the exhaust manifold and into the VTG unit of the turbocharger. There it comes to corrosion and lime scale deposits, which leads to the stiffness up to the blocking of the VTG. Even small amounts of cooling water loss are sufficient.

Instructions:

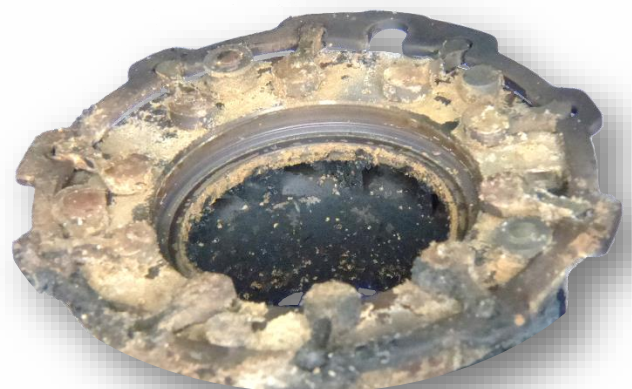
Check the EGR cooler for leaks in the cooling water circuit and replace if necessary. So an expensive repetition damage can be avoided at the new turbocharger.



Flange face EGR connection and exhaust manifold



Lime deposits and rust in the VTG unit



Vehicle Manufacturer: VW

Vehicle: Crafter, Amarok 2.0 tdi

Engine code: CKTB, CKTC, CNFA

Validity: This service information is valid for renewing the turbocharger with

BTS reference: T916320 **BTS-Service-Set-Nr:** Txxxxxxxxx

Manufacturer part no.: 803955-50xxS, 809603-50xxS

Please note: OE-references are only for means of comparison. The content of this Service Information is non-binding and is only for informational purposes. The manufacturer specifications have to be adhered to.