

Internal engine coking of the oil circuit lead to early bearing damage on the turbocharger

Introduction:

These vehicles are generally known to us by early recurring damage to the turbocharger due to extreme wear in the bearing of the rotor shaft or also deficient lubrication damage.

Note:

After running 150,000 km or more, massive oil carbon deposits in the oil pan, oil suction strainer and oil filtration elements are not uncommon.

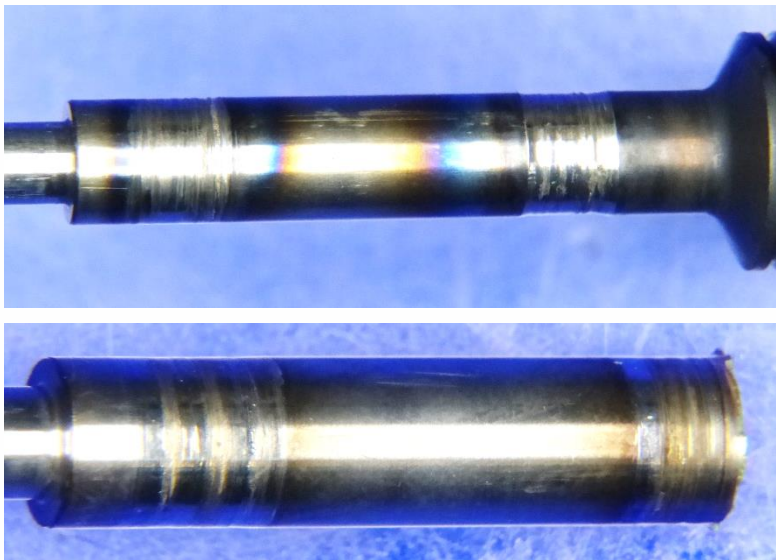
We urgently recommend taking down the oil pan and checking the general condition.

Instructions:

If the internal engine oil circuit is poorly conditioned, the oil pump with oil suction strainer and vacuum pump must be checked for contamination and wear and replaced if necessary. The oil sump and oil cooler must be cleaned mechanically. A final engine flush should be considered.

Important:

The oil inlet line and oil outlet line from the turbocharger must always be replaced.



Typical damage characteristics of lubrication deficiency damage



Vehicle Manufacturer: Hyundai

Vehicle: H 1 Cargo 2.5.CRD

Engine code: D4CB

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

BTS reference: T916245 **BTS-Service-Set-Nr:**

OE-no.: 28200-4A480

Manufacturer part no.: 53039700127, 53039700145

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.