

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

Introduction:

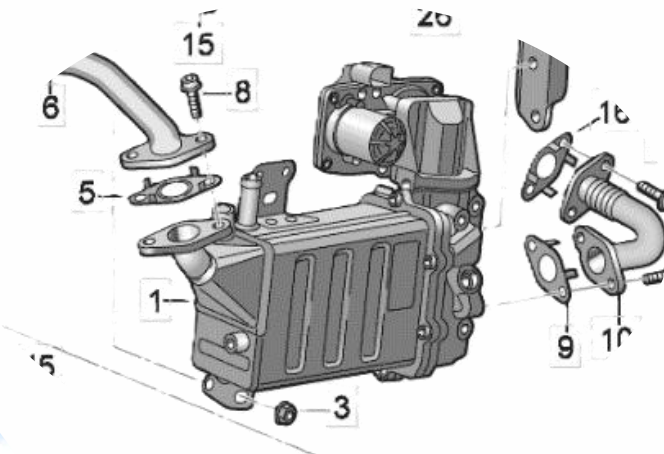
Vehicles with a fault in the boost pressure control are often diagnosed with a jammed VTG unit and only the turbocharger is replaced. A defective EGR cooler is often not considered to be the cause, even if no cooling water loss is reported.

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.



Vehicle Manufacturer: VW

Vehicle: T6 2.0 tdi

Engine code: CXHA, CXHB, DNAA

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

BTS reference: T918104

BTS-Service-Set-Nr: T981692, T981693

BTS reference: T918015

BTS-Service-Set-Nr: T981694, T981695

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.