SI-190419
Service-Information Turbocharger

Error boost pressure control, power loss temporarily clamping VTG unit

Introduction:
With the diagnosis of a malfunctioning VTG unit, it is not sufficient to exclude the exhaust backpressure and crankcase internal pressure as the cause of the damage. In these vehicles, the reason for failure of the turbocharger is often to be found in the regulated EGR cooler.

Note:
A malicious damage caused by an exhaust-side debris. This foreign body comes from a defective EGR cooler. Here often breaks the control valve, which is thrown back against the conventional exhaust direction in the exhaust manifold during the load change. From there, it finds its way into the turbine housing and destroys the VTG unit and turbine wheel.

Instructions:
In addition to the usual test work, the regulated EGR cooler must be checked for proper function and damage. In doing so, EGR pipes and exhaust manifolds should be inspected for foreign bodies. Damaged components have to be replaced.
Damaged control valves of the EGR cooler also lead to excessive EGR gas temperatures in the intake manifold. Faulty motor control and consequential damage are to be expected.

Cut-open EGR cooler with broken control flap

Fragments of EGR cooler destroy the turbocharger

Vehicle Manufacturer: Opel, Vauxhal, Renault, Nissan
Vehicle: Movano Mk II, Master III, NV 400
Engine code: M9T 678, M9T 680, M9T 694, M9T 696, M9T 698, M9T 880

Validity: This service information is valid for renewing the turbocharger with
BTS reference: T916619 **BTS-Service-Set-Nr:** T981609

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