

### Errors in boost pressure control and sticking VTG unit, caused by foreign object damage on the exhaust side

#### Introduction:

Vehicles with faults in the boost pressure control or signal amplitude of the position sensor are often diagnosed as having a stuck VTG unit, and only the turbocharger is replaced. Correctly, the exhaust back pressure from the diesel particulate filter or SCR catalytic converter is considered to be responsible here. However, there are also an increasing number of cases caused by foreign objects in the exhaust gas, which seriously damage the turbine wheel and the VTG unit. This results in the VTG sticking.

#### Note:

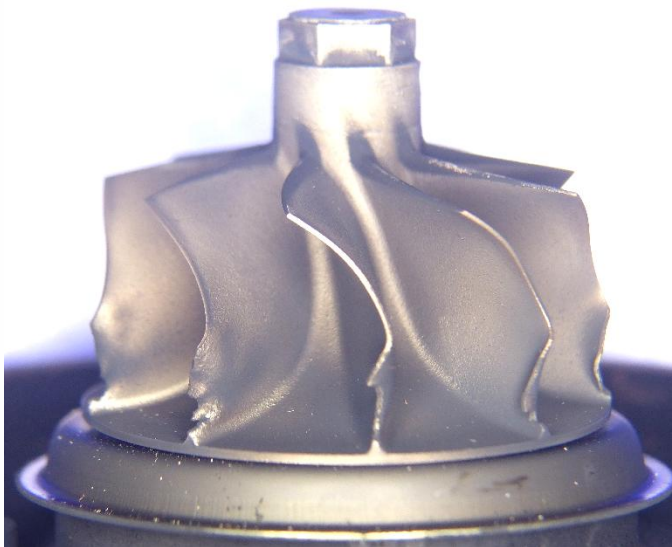
Chipped glow plugs are usually suspected when foreign objects cause damage.

In these vehicles, defective EGR valves and/or EGR coolers are the cause. During load changes, foreign objects are sucked into the exhaust manifold and, during the next acceleration, are forced through the turbocharger turbine.

#### Instructions:

Check the EGR valve and EGR cooler for damage and replace if necessary.

Check the glow plugs for proper functioning.



**Vehicle Manufacturer:** Citroen, Peugeot

**Vehicle:** Jumper II, Boxer 2.0 BlueHDi 110 / 130 / 160

**Engine code:** AHM (DW10FUE), AHN (DW10FUD), AHP (DW10FUC)

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

**BTS reference:** T918442 **BTS-Service-Set-Nr:** Txxxxxxxxx

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.