

Loss of power, boost pressure error or noises caused by broken EGR control valves

Introduction:

Lack of power with associated error memory entries are multiple on these vehicles "charging pressure limit exceeded" upper limit of charge pressure exceeded", or also record errors such as "electrical error in the actuator".

Note:

A stiff or jammed VTG unit is often caused by an exhaust-side foreign body damage. The culprit is the broken flap in the EGR valve. The fragments are thrown back into the exhaust manifold during the load change and blown from there into the turbine housing of the turbocharger.

Additional reasons for boost pressure error is an excessive exhaust back pressure owed by a clogged diesel particulate filter or silencer. Elevated crankcase internal pressure is also to be investigated as a cause.

Instructions:

Exhaust manifolds, manifolds and the entire EGR tract should be inspected for foreign bodies and defective parts have to be replaced.

Measure exhaust backpressure and crankcase internal pressure with our testing tool MESS01.



Vehicle Manufacturer: Audi, VW

Vehicle: A4, A6, A8, Q7, Touareg, Phaeton 3.0 TDI
A6 2.7 TDI

Engine code: AMB, ASB, BFB, BKN, BKS, BMK, BNG, BUG, BUN
BPP, BSG

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

BTS reference: T914130 **BTS-Service-Set-Nr:** T981345, T981346, T981349

BTS reference: T914134 **BTS-Service-Set-Nr:** T981347, T981348

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.