

Sudden noises with poor performance, foreign object damage on the compressor side

Introduction:

After installing a new turbocharger, noises with an associated lack of power occur after a short running time. The visual inspection of the compressor wheel shows damage to the air inlet edges. Breakouts on individual wings are not uncommon.

Note:

These vehicles are also equipped with a low-pressure EGR. After the diesel particulate filter, exhaust gases are fed into the turbocharger's intake tract via an "air intake pipe". Loosened fragments from the DPF or broken elements from the "air intake pipe" fly into the compressor wheel of the turbocharger. These foreign bodies hit the air inlet edges of the compressor, are repeatedly thrown back and sucked in.

Foreign object damage to the compressor is excluded from the guarantee.

Instructions:

The diesel particle filter and the "air intake pipe" assembly must be checked for damage. The air filter box, airflow meter, intake throttle and the pipings of the fresh air lines up to the compressor must be carefully examined for foreign objects and mechanical damage. The elements of the crankcase ventilation must also be checked for damage.

Defective or embrittled components must be replaced in any case.



exemplary Nissan
„air intake pipe“ complete
1657600QE

When commissioning the turbocharger (Mercedes), the adaption values must be reset.

Vehicle Manufacturer: Mercedes, Nissan, Opel, Renault

Vehicle: C180 BlueTEC, C200 BlueTEC, Qashqai 1.6 dCi, X-Trail 1.6 dCi, Vivario B 1.6 CDTI,
Fluence 1.6 DCI, Grand Scénic 1.6 DCI, Megan 1.6 DCI, Scénic 1.6 DCI

Engine code: OM 626.951, R9M

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

BTS reference: T915419 **BTS-Service-Set-Nr:**

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.