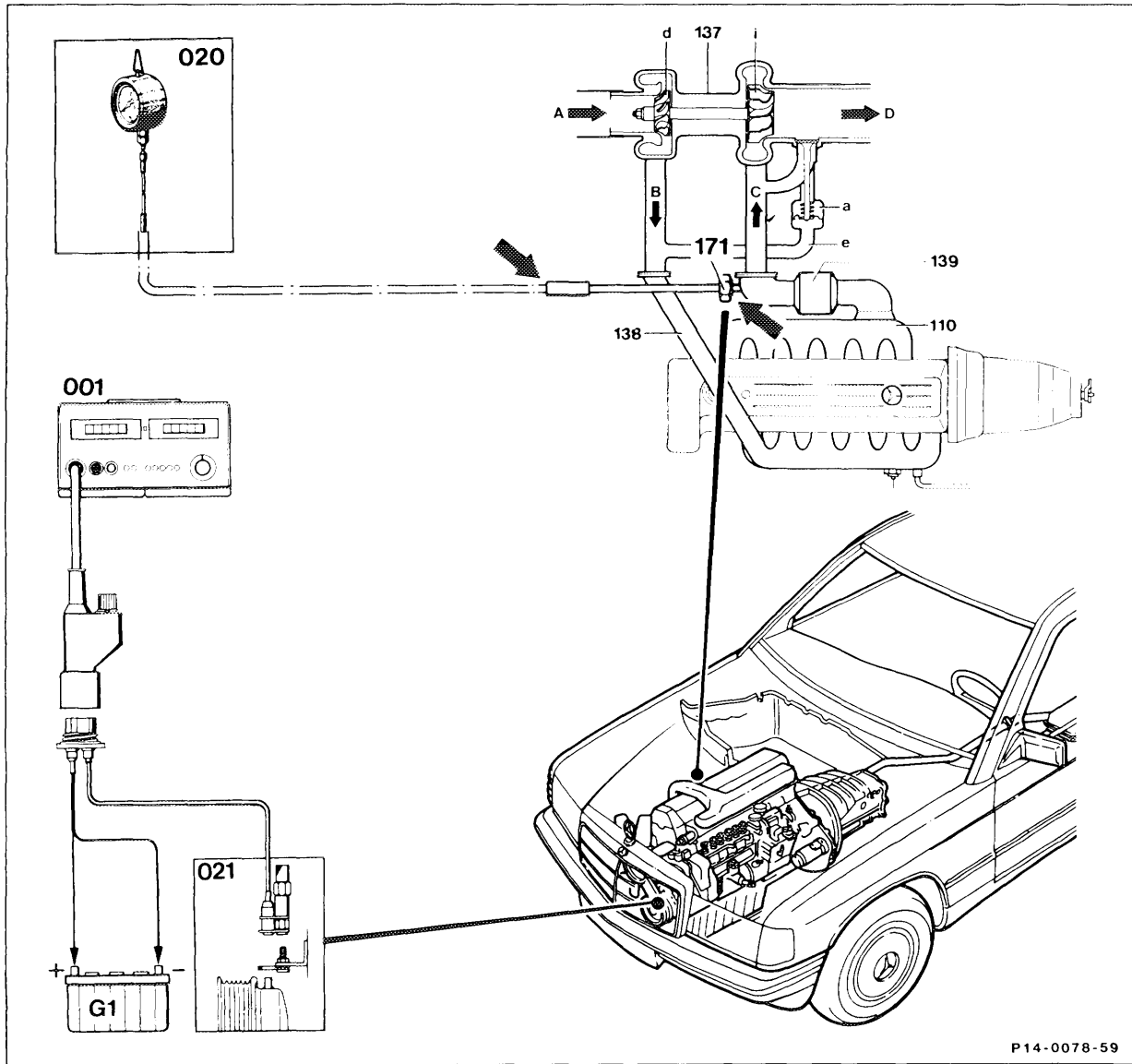


14-150 Testing exhaust backpressure - Turbodiesel



P 14-0078-59

- 110 Exhaust manifold
- 137 turbocharger
- 138 Charge air pipe
- a boost pressure control valve
- d Compressor wheel
- e Control line
- i Turbine wheel

- A Compressor inlet (fresh air)
- B Compressor outlet (precompressed air)
- C Exhaust gases to turbine wheel
- D Exhaust outlet

Digital tester (001) and TDC pulse generator (021)	connect, disconnect.
Screw plug (171)	remove, install.
Tester (020) with connection pipe	connect to exhaust manifold.
Engine	raise to operating temperature (coolant temperature 60-80°C)
Selector lever	move to position "P".
Engine	run up to 4000 rpm. Take test reading.
	Specification: < 2.0 bar
	Actual value > 2.5 bar. Perform regeneration of trap oxidizer as follows: with selector lever in position "2", run car on dynamometer or on road for a total of 2 minutes at full load. Test exhaust backpressure at 4000 rpm in position "P".
	Specification: > 1.5 bar.
	Repeat regeneration (max. once) if specified value is not reached, replace trap oxidizer and perform brief EDS test.

Note

If the the problem recurs after a short time, determine whether there are any special driving conditions (e.g. frequent short journeys, particularly in colder climatic conditions or prolonged idling).

Check the following before replacing the trap oxidizer:

- 1 EDS brief test (07.1-190)
- 2 Full throttle stop on injection pump (30-300)
- 3 Air cleaner element
- 4 boost pressure (09-100)
- 5 Delivery of fuel pump (07-145/146)
- 6 Fuel filter and pre-filter (07-245)
- 7 Start of delivery (07.1-117)

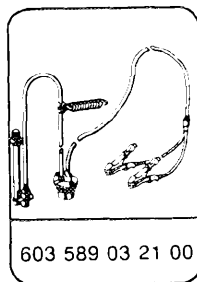
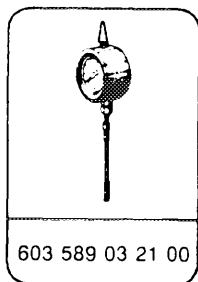
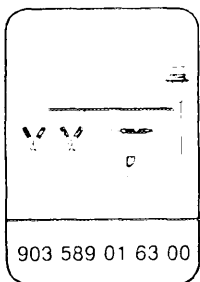
Note

Under normal driving conditions the test reading of the exhaust backpressure is approx. 2.0 bar.

Test data

Selector lever in position "P"	Coolant temperature 60-80°C	At 4000 rpm approx. 2.0 bar
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Special tools



Commercial tester

Digital tester	e.g. Sun, EMT-1019 Master 3, Sun, MCM-2110. All-Test 3610-MB
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