



SERVICE NEWS

To: Volvo Service Managers
Volvo Warranty Administrators

Bulletin: SNV 11-09a
Date: Nov 14, 2012
Valid to: Pending
Replaces: N/A
Priority: **HIGH**

From: Reliability

Subject: EGR Delta P ports

The following information is being provided by the VPTNA Team. The intent is to provide guidance regarding issues that may be observed on US10 Trucks in service.

Volvo Trucks has released an updated Venturi tube for the 11, 13 and 16 liter engines that have been coated with a special coating, if you have the updated Venturi DO NOT remove the coating this is a non-serviceable part. If during your checks you need to confirm there are no restrictions in the Venturi ports use shop air to verify ports are free from restriction. If ports are found to be clogged then replacement of the coated Venturi is required. If your truck is equipped with the old style non-coated Venturi, proceed with cleaning as per directions.



ISSUE DESCRIPTION:

Clogging of the EGR dP ports has been seen on 11L, 13L and 16L engines. The port clogging can lead to 5 MPH inducement. The symptoms of this include but are not limited to the following:

Inducement with SPN 4094-18 logged:

Units that have logged SPN 4094 FMI 18 have been found to have a high incidence of EGR dP tube clogging however this is not the only cause for this fault.

SPN 411 FMI 7:

EGR port clogging
EGR flow issues

**Engine performance issues with no faults logged:**

EGR port clogging can cause complaints of low power, hesitation or stumble.

DO NOT clear faults before investigating all active faults most non-electrical faults are difficult to log and may require extensive vehicle operation to make them become active.

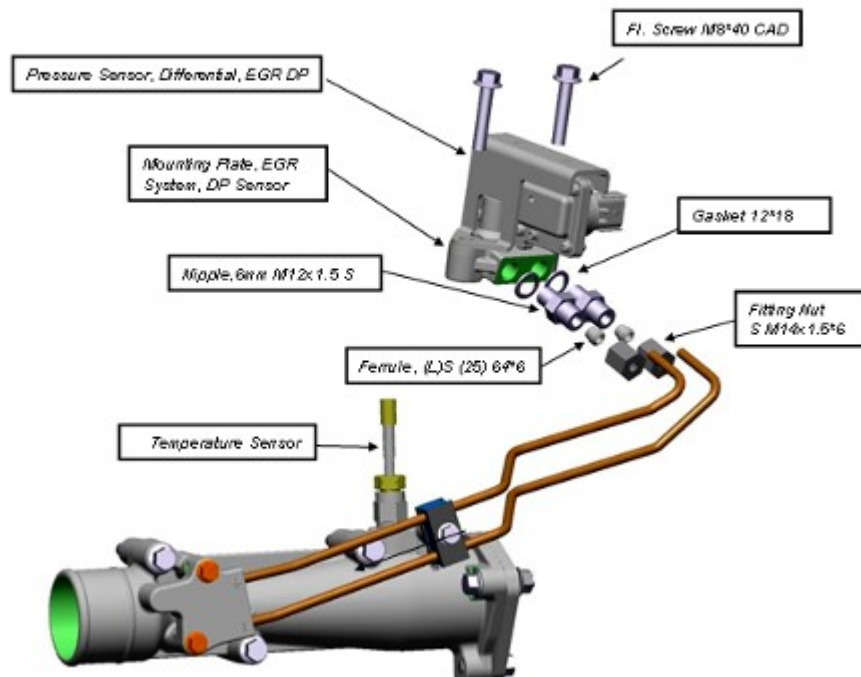
Correction:

If one of the scenarios list above are observed or there is plugging detected for any reason follow the instructions below.

For 11L engines:

Remove the dP sensor from the mounts. Remove the lines and lower mounting block from the Venturi. Check for soot blockages. Clean any blockage from the blocks and plates. Clear tubes if possible. Both tubes and ports should be inspected and cleaned as per cleaning instructions later in this bulletin. If unable to clean soot from the tubes they must be replaced. Inspect the mounting blocks and seals. If any damage to seals or sealing surfaces is found replace components as needed.

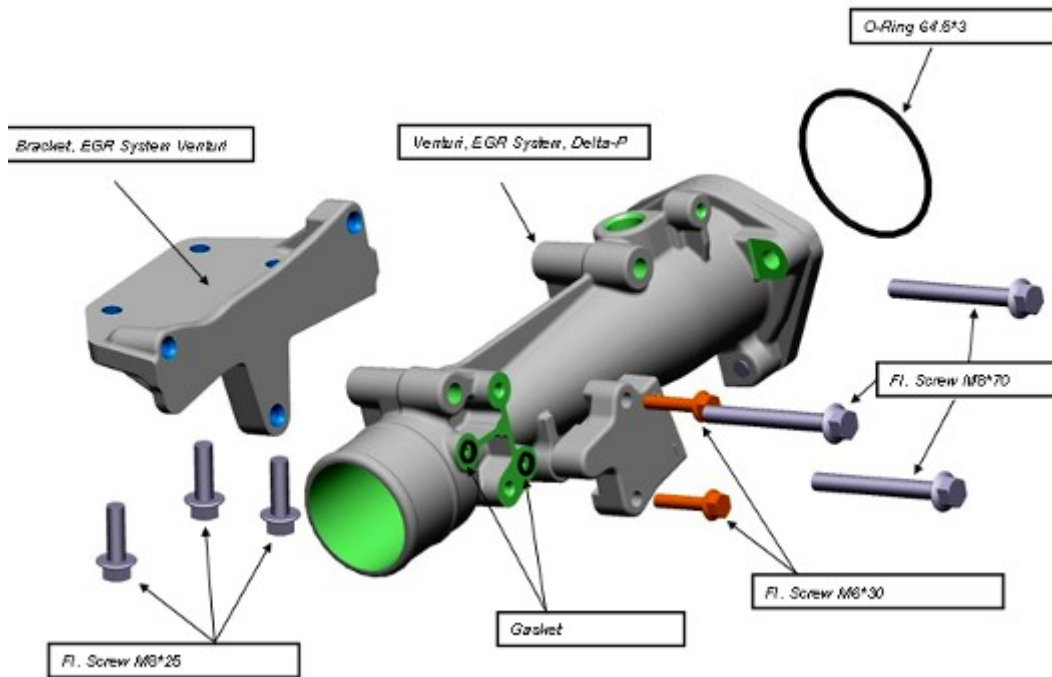
Be sure to investigate all relevant faults and symptoms.

11L engines:**2930 – Exhaust Gas Recirculation**

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2930 – Exhaust Gas Recirculation (6 of 10)



For 13L and 16L engines:

Remove the dP sensor from the mount. Heat the four screws that hold the adaptor to the Venturi (see instructions later in this document). Remove the mounting adaptor block from the Venturi. Check for soot blockages. Clean any blockage from the blocks and plates as per cleaning instructions later in this bulletin. If unable to clean soot from the components they must be replaced. Inspect the mounting blocks and seals. If any damage to seals or sealing surfaces is found, replace components as needed.

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When removing the dP sensor and the mounting adaptor, the adaptor mounting bolts for the 13L and 16L engines have thread lock applied by the component manufacturer. This may contribute to bolt breakage. A gentle application of heat to the side of the Venturi from a propane torch will melt the thread lock and allow the bolt to be removed easily. Removal of the Venturi may be needed to avoid damage to wiring when the heat is applied.

16L

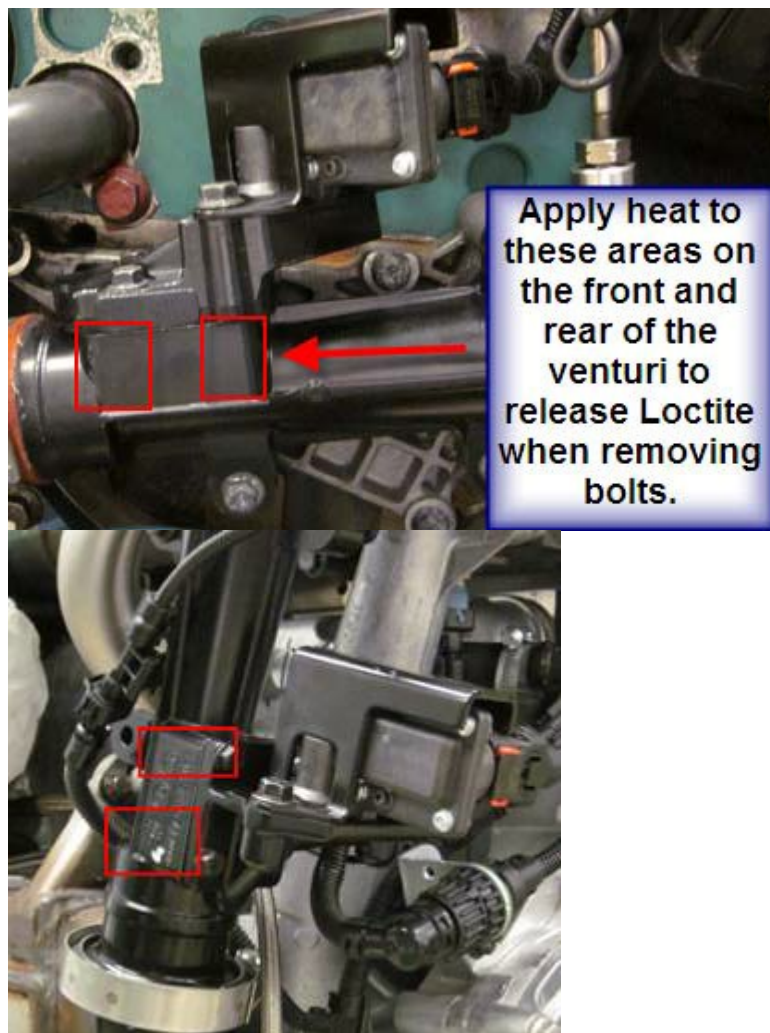




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Cleaning

The components are aluminum and are coated to prevent corrosion. Care must be taken not to damage this coating when cleaning the blockage from the ports and tubes.

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The mounting adaptor in the top picture is not to be reused. The mounting adaptor in the lower picture is borderline. If the coating comes off during proper cleaning then it must be replaced. The corrosive nature of EGR gases will attack the material now and may eventually cause a leak under the seals.

Clean the components with mineral spirits type parts cleaner and a rag. Carburetor cleaner can be used but must not be allowed to soak and must be blown dry after cleaning. For blockages use a Non-marring instrument like the end of a cotton swab, soft tooth brush (do not use a wire brush or scraper) to clear the ports. The dP tubes on the 11L engine can be cleaned with a piece of mechanics wire. If the blockages cannot be cleared or the coating is



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damaged the component must be replaced. Mounting adaptor bolts for the 13L and 16L engines should be reassembled using Loctite 241 or 271 and torqued to proper specs 11L engines do not get Loctite applied.

Torque Specifications:

MountingBlockFlangeScrewM6*30 = 10 ± 1.5 Nm (7.4 ± 1 ft-lb) (89 ± 13 in-lb)

dPSensorFlangeScrewM8*40 = 20 ± 3 Nm (15 ± 2 ft-lb) Tubebracketretainer screw (11L only) = 10 ± 1 Nm (90 ± 9 in-lb). EGRdifferentialpressurefitting = 20 ± 3 Nm (15 ± 2 ft-lb)

SRT= .25 hrs.