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Coding Information

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Title: Turbocharger Exhaust Pipe Leak - 2008 ProStar, TransStar 8600 and 9000 Trucks and Tractors

Applies To: ProStar and TransStar 8600 and 9000 with Cummins ISX ,ISM or CAT C13 Engines Built before 11-26-2007

## DESCRIPTION

A possible exhaust leak may develop at the upper or lower section of the turbocharger flex exhaust pipe on certain 2008 ProStar, TransStar (8600) and 9000 Trucks and Tractors with Cummins ISM, ISX and CAT C13 Engines.

These leaks may be the result of poor or unfinished weld, poor weld between the flex pipe and solid turbo flange or outlet pipe, cracking of the flex pipe, or a poor fit between the turbo pipe to the intermediate pipe.

## PARTS INFORMATION

- For intermediate pipe and turbo pipe part #'s, you'll need to look in parts catalog. There are too many different variations to list them all here.

There is an updated intermediate pipe clamp released in production and service parts to replace the original clamp (3626689c1). The Current Intermediate pipes will have the new clamp spot welded to the replacement pipe.

The new clamp part number 3824468c1 replaces the original clamp and should be installed anytime the turbo flex pipe assembly or intermediate pipe is serviced. It is important to identify which clamp is attached to the intermediate pipe to properly complete repairs. Both clamps look similar in size and construction but the new clamp is specifically sized for this joint. The original clamp can be identified by a Torca part number 94-0050 or 94-0064 stamped / etched on the clamp. The new clamp will end in 0111 either 74-0111 or 94-0111 is acceptable. This clamp should be updated any time the turbo pipe or intermediate pipe is serviced and the original clamp is still attached to the intermediate pipe. Carefully cut spot weld, remove original clamp and install the updated clamp in original location and rotation to insure optimized clamp load.

**Do not use the new clamp in locations where the original clamp is used unless it is called out in the parts catalogue.**

## TROUBLESHOOTING

- Use a flashlight to look at the upper and lower section of the turbocharger flex pipe. Inspect the welds at the top and lower section of the pipe for leaks and cracked welds as shown in the photo below

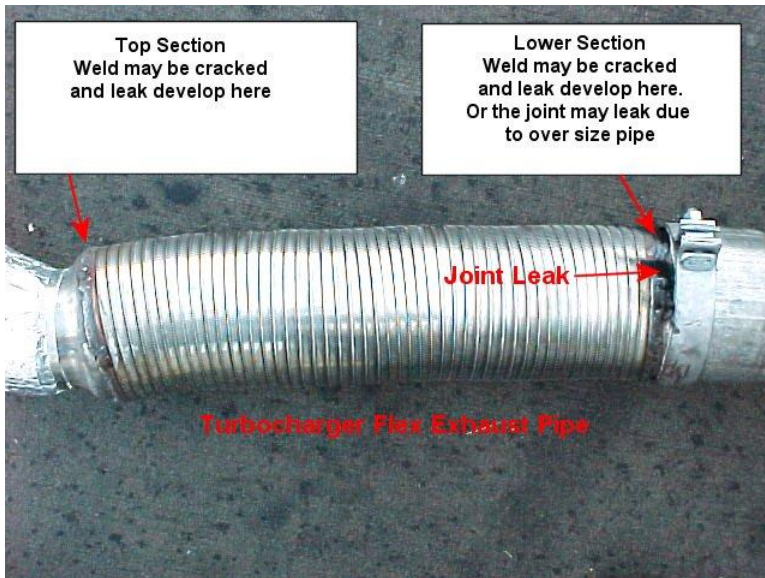


Photo 1- Inspect Turbocharger exhaust pipe for cracked welds and leaks as shown.

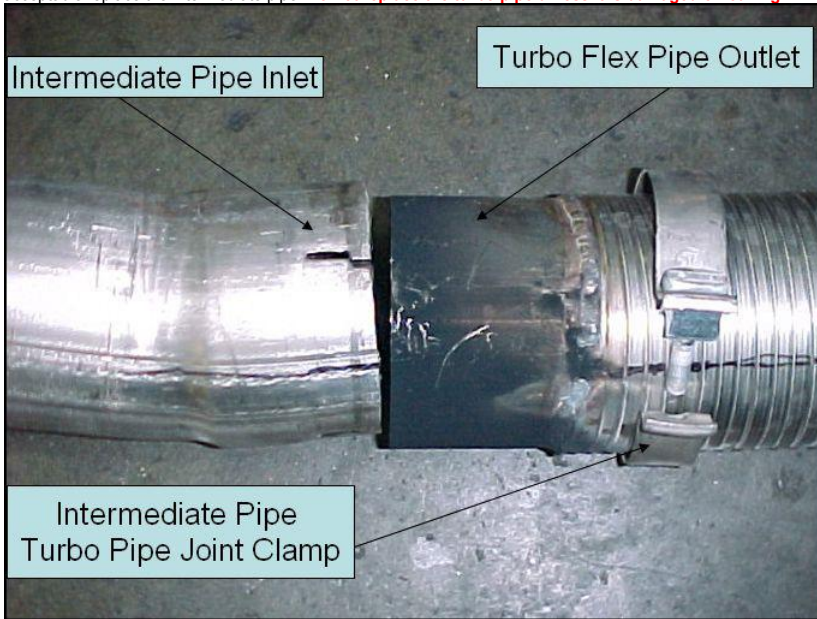
## RESOLUTION

Replace the correct pipe assembly as described here. Use appropriate pipe assemblies by VIN as listed in the parts catalogue. Only replace the turbo pipe **as an assembly do not try to just replace the flex portion**. Improved pipes went into production on 11/26/2007 **If you find a unit with exhaust leaks due to pipe fit or flexpipe cracking built after 11/26/07 you need to make a case file and contact tech service for further instructions.**

The **preferred repair is to replace the failed part** whenever possible. The temporary repair procedure has been discontinued because parts should be available in less than 2 days now.

- Inspect leak and determine the failure mode:

- a. If the leak is a result of poor joint fit between the Turbo Pipe (flex pipe) and the Intermediate pipe, carefully inspect the turbo pipe for any damage. If the turbo pipe is acceptable replace the intermediate pipe. **Do not replace the turbo pipe unless it is damaged or leaking!**



- b. If the leak is determined to be due to poor weld quality or the flexpipe has cracked as in pictures, inspect to make sure the joint fit is acceptable and not leaking. If joint fit is acceptable, replace the turbo pipe only. **Do not replace the intermediate pipe if the joint fit is acceptable**



- c. If the unit exhibits both failure modes it will be necessary to replace both pipes to correct the issue.

If replacement parts are **not available**, order replacement parts on Critical anyway and you should have them in less than 2 days.

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