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Title: Oil Carryover Inspection

Applies To: MaxxForce 11 and 13L

DESCRIPTION

2010 MaxxForce 11 & 13L Oil Carryover

ESN: 4100000 and UP

Some field vehicles have been found with oil carryover from the high pressure turbocharger outlet, to the inlet of the high pressure charge air cooler. If this issue is present, you will see oil seepage at the joint connecting the high pressure turbocharger piping and the inlet of the high pressure charge air cooler.

(Refer to Figure 1)



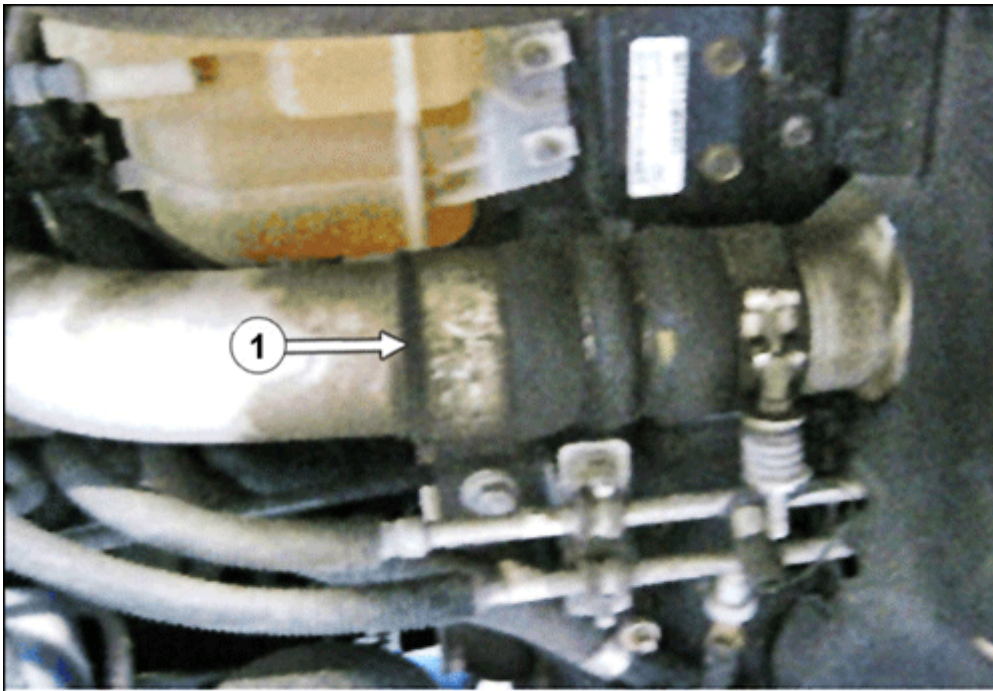


Figure 1

1. Oil Seepage at Joint

NOTE: If seepage is found, please verify there are no external oil leaks. If no external oil leaks are found please verify oil is being carried over from the high pressure turbocharger. If oil is found to be carrying over, please inspect the quality of the high pressure turbocharger as outlined in the 465 Service Manual located on ISIS.

REPAIR PROCEDURE

1. Check the air management system for boost leaks.

NOTE: If any leaks are found, please address first before continuing oil carryover diagnostics.

NOTE: If no external boost leaks are found, please verify oil is being carried over from the high pressure turbocharger.

2. Inspect the inlet of the high pressure charger air cooler for wet oil residue.

ATTENTION: If wet oil residue is not found by the joint between the high pressure turbocharger piping and the high pressure charge air cooler, no further oil carryover diagnostics is needed.

3. If oil is found, please remove the piping between the high pressure turbocharger and the high pressure charge air cooler.

4. Inspect the high pressure turbocharger outlet duct.

(Refer to Figure 2)



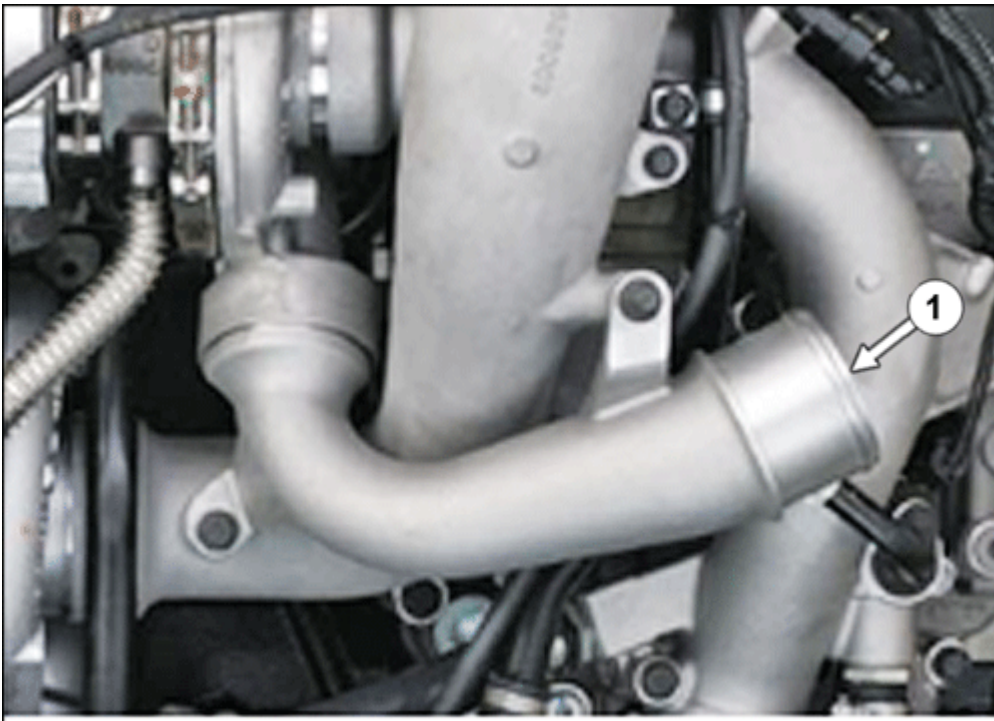


Figure 2

1. High pressure turbocharger outlet duct

5. Look for wet oil residue inside the outlet of the high pressure turbocharger duct.

(Refer to Figure 3)

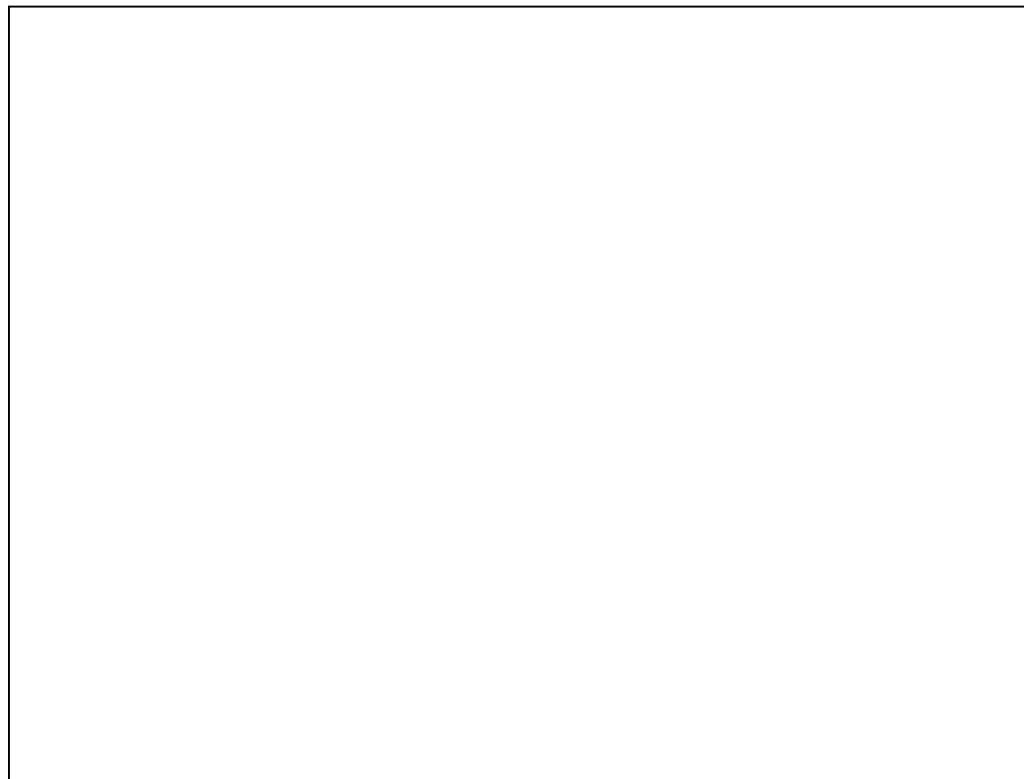




Figure 3

*Oil carryover from the high pressure turbocharger through the high pressure turbocharger outlet duct.

ATTENTION: If wet oil residue is not found at the high pressure turbocharger outlet duct, no further oil carryover diagnostics is needed.

6. If wet oil residue is found at the high pressure turbocharger outlet duct, please remove the high pressure charge air cooler and drain the high pressure charge air cooler from the high pressure charge air cooler's outlet, into a bucket.

(Refer to Figure 4)



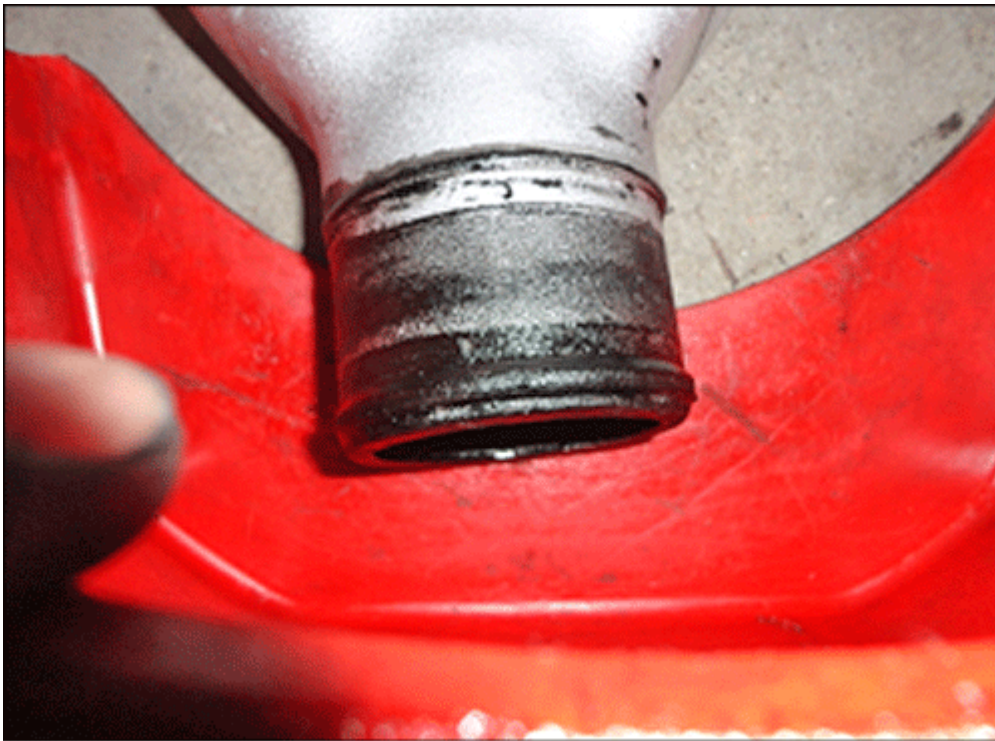


Figure 4

7. If more than 2 ounces of oil is found in the high pressure charge air cooler, please open a case file for further diagnostics.
 - Please open a case file, listing the steps you have already taken to diagnose the issue.
8. Before finishing any repairs, verify the cleanliness of the charge air system.
 - If less than 2 ounces of oil is found, opening a case file is not needed, and oil carryover is not an issue with the vehicle.
9. If oil carryover is found please check the calibration scorecard to ensure the most up to date calibration is in the vehicle.
10. If the vehicle does not have the latest calibration, please update the calibration.

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