



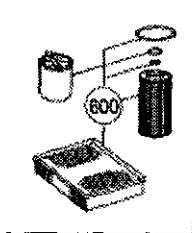
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**SUBJECT: MY-All, Model 906 with Engine 642  
Operations in Clean Air Line Area**

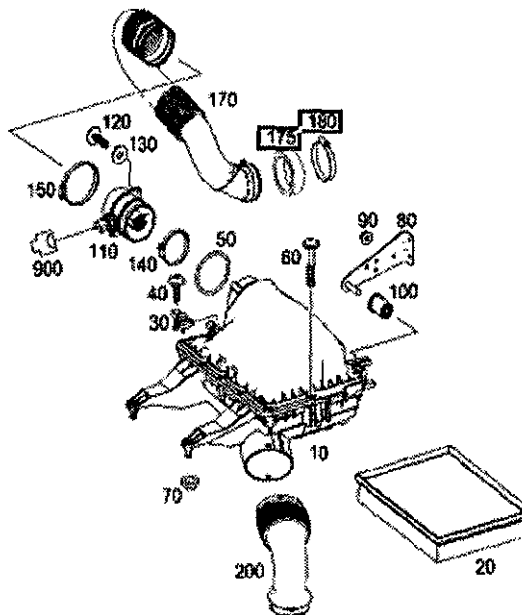
When working around or in the clean air line area, or when replacing it, the seals and boots for the clean air line must be checked for damage or incorrect mounting.

Damaged mounting can lead to:

- Engine diagnosis warning lamp lights up
- Engine has low output, switches to limp-home, emits blue smoke
- Damage to turbocharger
- Engine damage



OM 642



This bulletin has been created and maintained in accordance with MBUSA-SLP S423QH001, Document and Data Control, and MBUSA-SLP S424HH001, Control of Quality Records.

**NOTE:** The clean air line seal to the turbocharger must be replaced each time the connection is released. Deformed or damaged boots must also be replaced.

Incorrect mounting will result in complaints about engine running characteristics.

Under certain circumstances, damaged or deformed seals on the clean air line can allow dirt and foreign matter in and damage the engine.

The specified torque of 3Nm for mounting the clean air line to the compressor section of the turbocharger must be followed. In the event of a complaint, check the seals and boots of the clean air line for correct seating and signs of damage. Always document these instances with pictures.

Warranty and goodwill claims for engine damage that has been caused by incorrect mounting of the clean air line, will be rejected.

When working on a vehicle where the clean air line/air filter box needs to be moved, do not rotate the clean air assembly while affixed to the turbocharge. This will damage the seal on the turbocharger. Ensure that the clean air assembly is removed completely.