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Coding Information

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Title: CAC to Air Compressor Intake Tube Separating at Connection

Applies To: MV build between Nov 30 2022 to Feb 9 2023

CHANGE LOG

Please refer to the change log text box below for recent changes to this article:

08/04/2023 - Initial Article Release

DESCRIPTION

On some MV models, the CAC to Air compressor intake tube could separate from the rubber elbow under boost pressure (See Fig 1 & 2 for Reference).

This document will guide the user through measuring the barb at the end of the steel tube and replacing the spring clamp with a constant tension clamp. If the barb on the end of the pipe is smaller than 26.9mm (+-0.25mm), it will need to be replaced.





Figure #1: CAC to Air Compressor Intake hose separated

Item 1: CAC to Air Compressor intake pipe and rubber elbow separated at the air compressor.

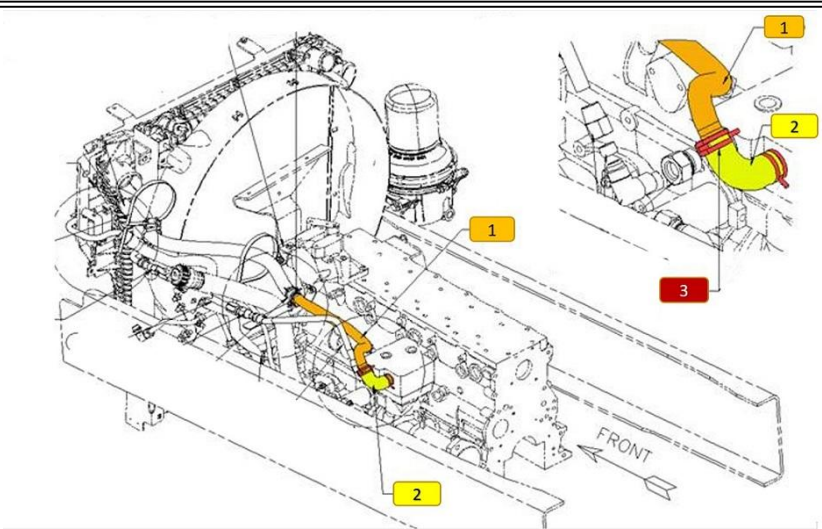


Figure #2: CAC to Air Compressor Intake hose

Item 1: Tube, ISB Compressor Inlet Pipe - PN 4181656C3
Item 2: Hose, ISB Compressor Inlet Elbow - PN 4221851C1
Item 3: Clamp, Duct Hose - (This spring clamp is being replaced with a constant tension breeze clamp (PN 1622034C1) * Note - Its only being replaced between the pipe and hose)

SYMPTOM(s)

The truck could derate to 35 MPH and the check engine light illuminates impairing the normal operation of the air brake charging system and engine. Fault Code 102-18 present.

Diagnostic Trouble Code(s) & Dashboard Indicator Light(s):

DTC/Light	Description
SPN102 FMI18	Intake Pressure below normal.

Customer Observations or Concerns:

Vehicle derates, Loss of power, MIL/check engine light illumination, possible boost leak noise/air leaking noise

SPECIAL TOOL(s) / SOFTWARE


N/A


SERVICE PARTS INFORMATION

Parts are available through PDC.

Kit Description	Part Number	Quantity Required	Notes
Tube, ISB Compressor Inlet Pipe	4181656C3	1	
Clamp, Air Duct Hose (New Constant Tension Breeze Clamp)	1622034C1	1	Replaces Mubea Spring clamp

DIAGNOSTIC STEP(s)

 WARNING:
To prevent personal injury and / or death, always wear safe eye protection when performing vehicle maintenance.

 WARNING:
To prevent property damage, personal injury, and / or death, park vehicle on a hard, flat surface, turn the engine off, set the parking brake, and install wheel chocks to prevent the vehicle from moving in either direction.

Step	Action	Decision
#1	Verify concern: Check if MIL light is on, vehicle is derated, SPN102 - 18 is active, Perform a	Yes. Continue to the Repair section below for further repair instructions.

visual inspection, if CAC to Air compressor intake tube is separated from the rubber elbow. See Fig # 1 (CAC to Air Compressor Intake hose separated)?

No. Continue using FCAP diagnostics.

REPAIR STEP(s)

REPAIR PROCEDURE:

1. Using Dial Caliper, measure the barb at the end of the Air Compressor Intake Pipe and rubber elbow, See Figures 1, 2 & 4 for location, If barb is smaller than 26.9mm (+0.25mm), replace the pipe. The current PDC inventory was certified to be within specifications.
2. If the barb measures within specification, replace the spring clamp with constant tension Breeze clamp, see parts information for PN. Air Compressor Intake Pipe does not need to be replaced.
3. Remove the spring clamp and replace with a constant tension breeze clamp. See Figure 3 - Item 4, for the location of the new constant tension breeze clamp.

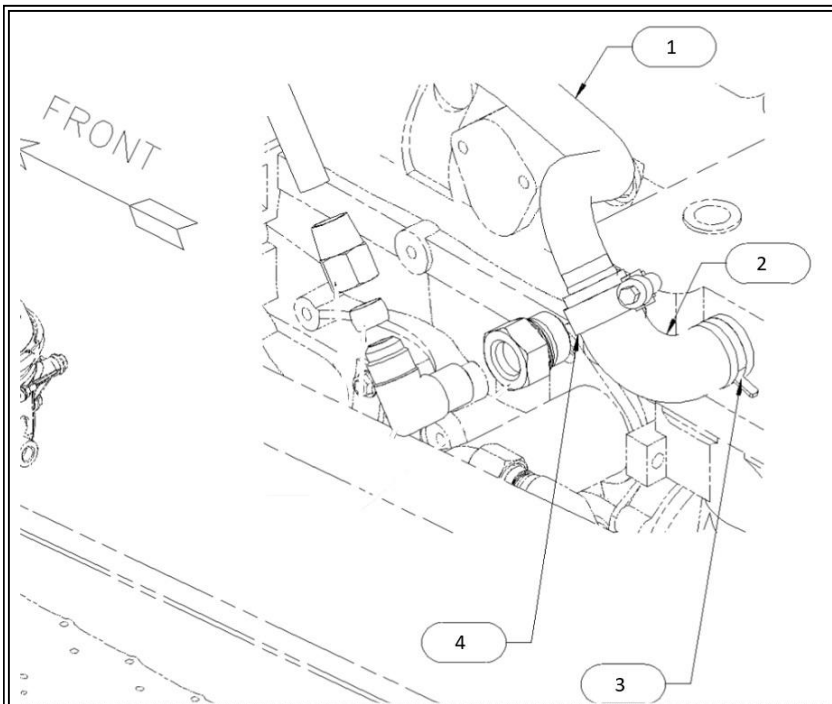


Figure #3: CAC to Air Compressor Intake Pipe and rubber elbow

Item 1: Tube, ISB Compressor Inlet Pipe - PN 4181656C3
Item 2: Hose, ISB Compressor Inlet Elbow - PN 4221851C1
Item 3: Clamp, Duct Hose - (This spring clamp remains in place)
Item 4: Clamp, Air Duct Hose (New Constant Tension Breeze Clamp)
PN 1622034C1 * Note - It's only being replaced between the pipe and hose)

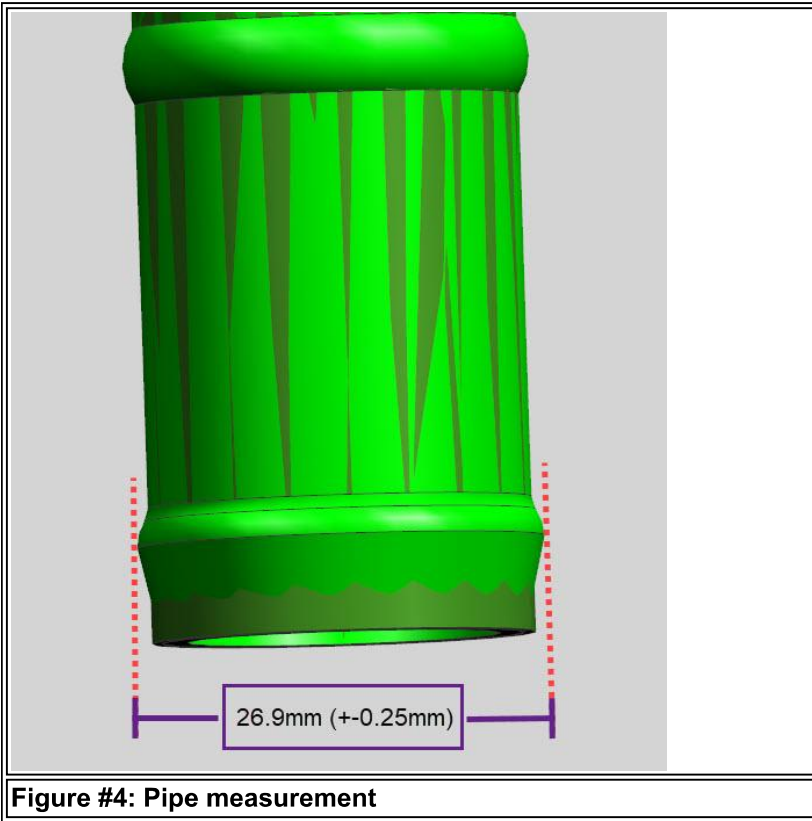


Figure #4: Pipe measurement

WARRANTY INFORMATION

Warranty Claim Coding:

Refer to the [Warranty Coding Manual](#) for Group and Noun Codes.

Standard Repair Time(s):

Refer to the [SRT Manual](#) for Repair Times

OTHER RESOURCES

[Master Service Information Site](#)

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