



Solution

Title (customer effect)	Mack Chassis - Equipped With A Variable Geometry Turbo (VGT) - Oil Leakage From Turbo / Oil Or Oil Residue Observed in Charge Air System
Cause	Issues with the Charge Air System may result in the presence of oil in the Charge Air Cooler (CAC) or intake piping.
Solution	<p>If oil is found in the Charge Air System or the Turbo Compressor Outlet, the turbo should not be condemned immediately.</p> <ol style="list-style-type: none">1. Review SNM15-012 and follow all guidelines outlined.2. Ensure that the turbo itself has not experienced a failure aside from the oil leakage.<ul style="list-style-type: none">• A major oil leak from the turbo would more likely be an internal failure.3. Check repair history and verify that there were no previous failures that could have left oil residue in the system.4. If the issue persists following repairs or there are no issues found from SNV guidelines, further diagnostics will need to be performed to determine the source of the oil.

Solution visibility [Dealer distribution](#)

Function(s)/component(s) affected

Function affected engine , Turbocharger

Function Group


Function Group 255 turbocharger

Customer effect

Main customer effect soot , regeneration , fluid , smoke , diagnostics/methodology , efficiency/abnormal behavior

Fluid problem leak

Fluid implicated oil

Lights/Messages on information display  oil

Administration

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Status	Published
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Average score	3
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Number of scores	1
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Variantes Kola

DPX - ENGINE TYPE	ENG-VE11 - 11 L. VOLVO ENGINE , ENG-VE13 - 13 L. VOLVO ENGINE , ENG-VE16 -16 L. VOLVO ENGINE
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KTX - ENGINE EMMISION CONTROL	EM-USA10 , EM-USA14
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NA_MACK_Vehicle_Range

NA_MACK_Vehicle_Range ge	Cabover , LR , LEU , MRU , Conventional , Anthem , CHU , CXU , GU , TD
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Engine family

Engine family	MP7 , MP8 , MP10
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Emission Standard

Emission Standard	2018 , OBD2017 , US17 GHG , US16 , US15 , US07 , US10 , US13 OBD , US14 GHG
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