

Limp-home mode and delayed or non-existent upshift in combination with severe vibrations (in vehicles with automatic transmission)

Topic number	LI07.00-N-059118
Version	1
Design group	07.00 General
Date	06-03-2014
Validity	Model 906 with engine OM642
Reason for change	
Reason for block	

Complaint:

After a cold start and/or under full-load conditions, there is a delayed or non-existent upshift (in vehicles with automatic transmission) in combination with severe vibrations. The engine switches to limp-home mode, has an interruption of tractive power, jolts, etc.. The CHECK ENGINE indicator lamp (MIL) lights up and various fault codes are logged in the fault memory, such as messages concerning boost pressure or boost pressure control deviation, injection, rail pressure, etc.

Cause:

Leak oil line damaged.

Restrictor (T-piece) of leak oil line damaged.

Incorrect T-piece due to prior incorrect repair (see Figure 01).

Note: An incorrect or incorrectly matched restrictor (T-piece) can result in power degradation, fault entries (rail pressure faults, boost pressure faults) and limp-home mode (see Figure 01).

Remedy:

1. Perform guided tests for the individual fault codes and process the faults if there are fault entries in the control unit. If all guided tests pass, proceed to Step #2.
2. Visual inspection of leak oil line and restrictor.
3. If there is a fault in the leak oil line or restrictor (T-piece) or if the wrong restrictor is installed, replace the leak oil line.

Note: The connections of the leak oil line must never be separated or replaced by other components! Always replace the entire leak oil line complete.

Attachments	
File	Description
01 .jpg	Restrictor (T-piece)

Symptoms
Power transmission / Power transmission, function / Vibrations
Power generation / Engine management / Engine management indicator lamp / Engine diagnosis / lit
Power generation / Engine management / Engine performance / Poor/delayed throttle response

Control unit/fault code		
Control unit	Fault code	Fault text
CDI6Common Rail Diesel Injection (CR6NFZ)	123900	Charge pressure is too low.

Parts							
Part number	ES1	ES2	Designation	Quantity	Note	EPC	Other make part
A 642 070 81 32			Leak oil line	1		X	

Work units				
Op. no.	Operation text	Time	Damage code	Note
54-0650			07074 F7	
54-1011				
07-0641				
07-9110				
01-4009				

Validity		
Vehicle	Engine	Transmission
Sprinter III	642	*

Attachments

01 .jpg:

