## \*\* SOLUTION \*\*

Title	Turbo Compound (TC) Hot Side Noise Diagnostic Information
Mack Models	
Mack Model	AN - Anthem , GR - Granite , PI - Pinnacle
Volvo Models	
Volvo Model	VN, VNL, VNR, VNX, VAH, VHD
Emission Standard	I
Emission Standard	US17+OBD16, US17+OBD18, US17+OBD19
Engine family	
Engine family	13L Engine , MP8
** SOLUTION **	
Cause	Information to use when diagnosing a report of noise from the hot side of the turbocharger on turbo-compound engines.
Solution	Information
	3 typical turbo compound hot side noises:

- 1. Bearing spin down (Snap Throttle then Key Off )
  - This is normal for fixed geometry turbos on TC engines. No diagnostics is necessary.
- 2. Closed loop butterfly (CLB) application noise from gaskets or CLB itself (During warm hold or Engine braking)
  - Smoke test exhaust for any leaks around the CLB pipe section
- 3. Fluttering/Exhaust leak under load
  - Visual inspection of the exhaust system for soot tracking. ( A mirror is necessary )
  - Smoke test for leaks if no soot tracking found.

## Diagnosis

IMPORTANT
Contact Tech Support via eService before
removing <u>major</u> components.

## NOTE

Soapy water is not recommended for hot side leak detection.

If no soot tracking or leaks from smoke machine are found:

1. Unplug the EGR valve.

If the noise goes away or gets quieter: Focus on the EGR Hot pipe.

If the noise gets louder or worse: Focus on the manifold.

Print Case



Flange weld at EGR cooler inlet



Cracks in Manifold or warped face causing leaks at gasket

2. Perform a Soot Regen.

## If the noise gets louder or worse: Focus on the diffuser pipe (between TC unit and turbo)



Function Group	
Function Group	255 turbocharger
Customer effect	
Main customer effect	noise
Administration	
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