

### Boost pressure loss at full-load operation Screw on intake manifold broken

#### Introduction:

In the upper speed range and full-load operation is lack of power to complain. An error memory entry "boost pressure too low" can be stored, with emergency operation as a result. In a desired-actual value comparison of the boost pressure during driving is usually only in the upper speed range to register a negative deviation. In the worst case, whistling sounds are heard.

#### Note:

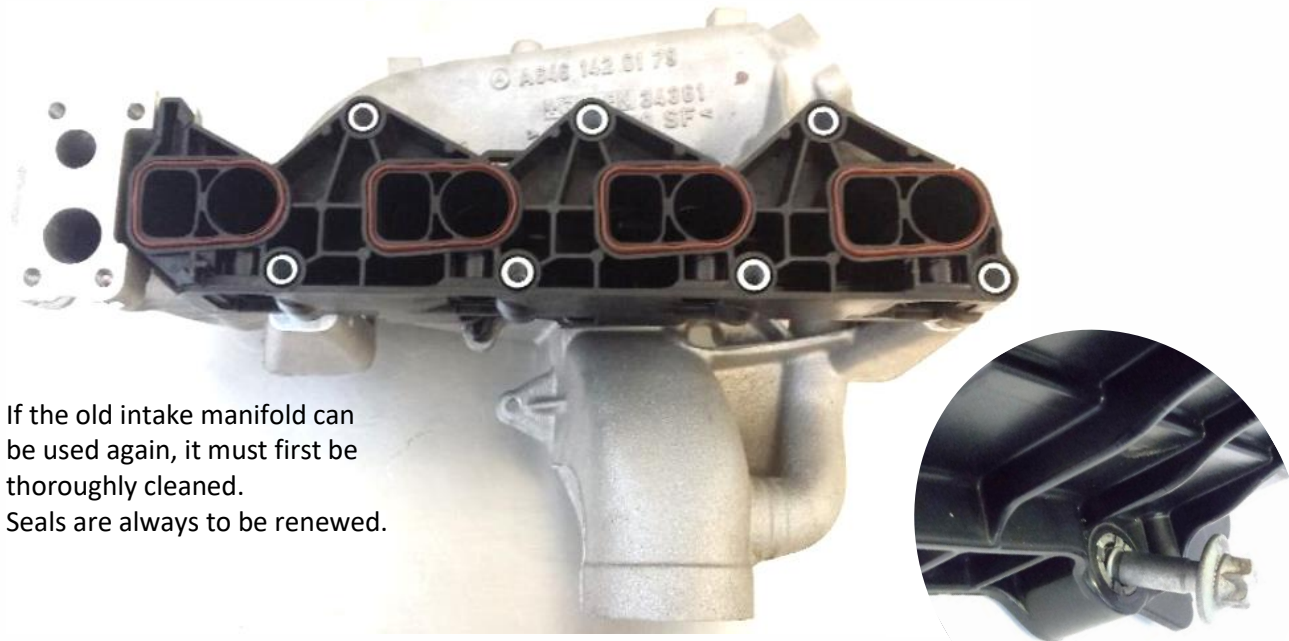
This may be due to high exhaust backpressure due to a clogged particulate filter or a poorly functioning EGR valve. If this can be ruled out and the two turbochargers do not signal any damage due to noise, then a leak on the boost pressure line is to be expected.

Tricky here is the intake manifold. One or more screws tear on the underside of the intake manifold to the cylinder head. At this point, supercharger pressure escapes.

#### Instructions:

Check all screws for tightness and completeness. If screws are missing, check the seals of the intake manifold. Overheating due to excessively open EGR valves or excessive exhaust gas back pressure can deform the plastic parts, so check the component for distortion.

When mounting, tighten the screws according to the manufacturer's instructions.



If the old intake manifold can be used again, it must first be thoroughly cleaned.  
Seals are always to be renewed.

**Vehicle Manufacturer:** Mercedes

**Vehicle:** Sprinter, Vaneo, Vito

**Engine code:** OM646.986, OM951.955, OM951.xxx

**Validity:** This service information is valid for renewing the turbocharger with

**BTS reference:** T914374, T914391, T915834

**BTS-Service-Set-Nr:** T981444, T981445, T981465

Please note: OE-references are only for means of comparison. The content of this Service Information is non-binding and is only for informational purposes. The manufacturer specifications have to be adhered to.