

# Technical note for EURO 6 turbos adopting the complex gas recycling system

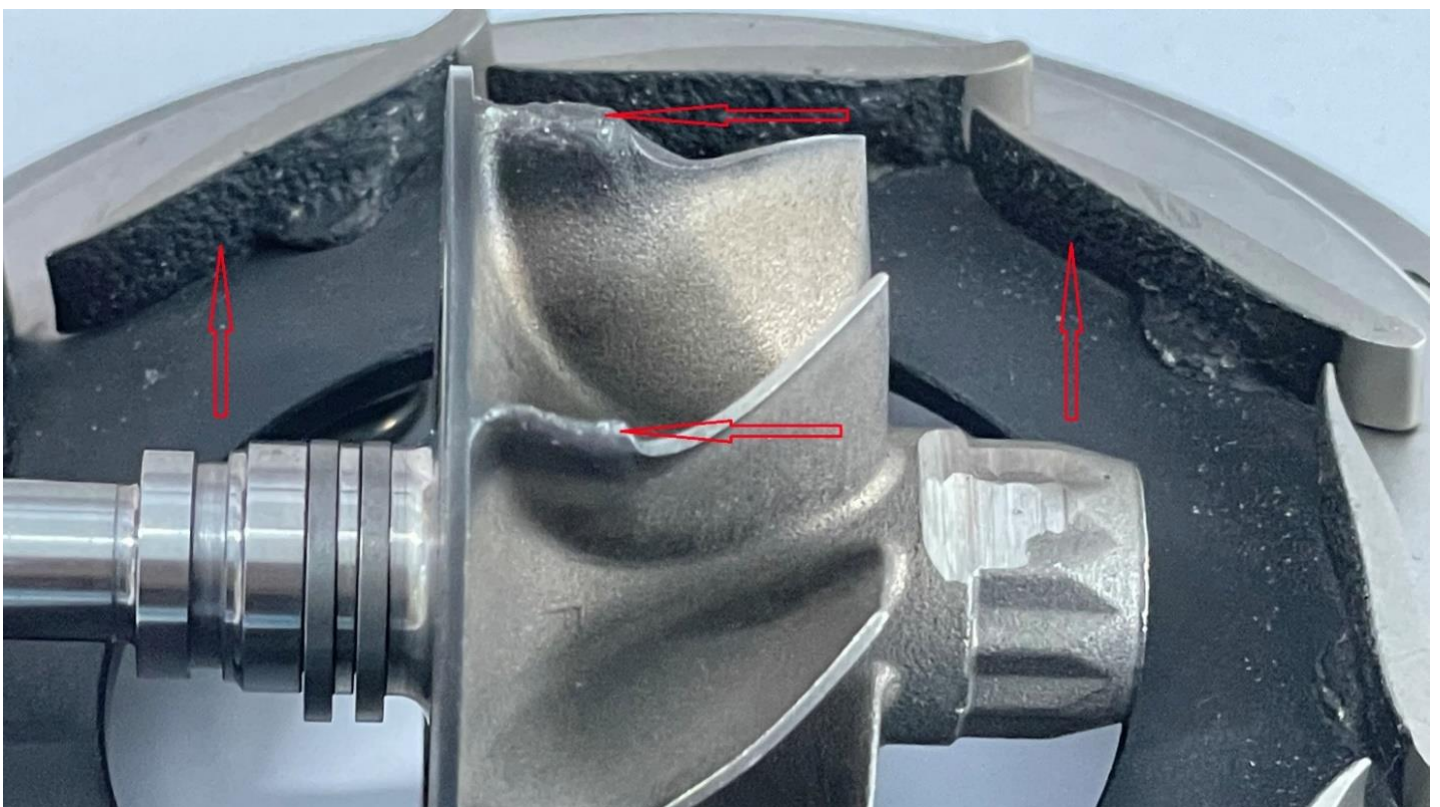
The considerations below apply in general when replacing any type of turbocharger, and specifically to the turbos listed above.

When the turbocharger breaks, it releases, more or less depending on the type of breakage, a trail of debris that ends up nesting in unthinkable and remote places that **are released the next time the engine is started** after installing the new turbocharger, which is why it is essential to proceed with **extraordinary maintenance** and **careful cleaning and/or replacement** of various elements located on the engine, such as:

- EGR System High pressure (Gas Outlet Manifold) and Low pressure (Gas Outlet FAP) - See diagram below
- Intake system (manifold, bellows, throttle body, etc.)
- Intercooler and related hoses
- Exhaust system (FAP, catalytic converters, manifolds, etc.)
- Air filter and its compartment
- All the air piping placed on the engine

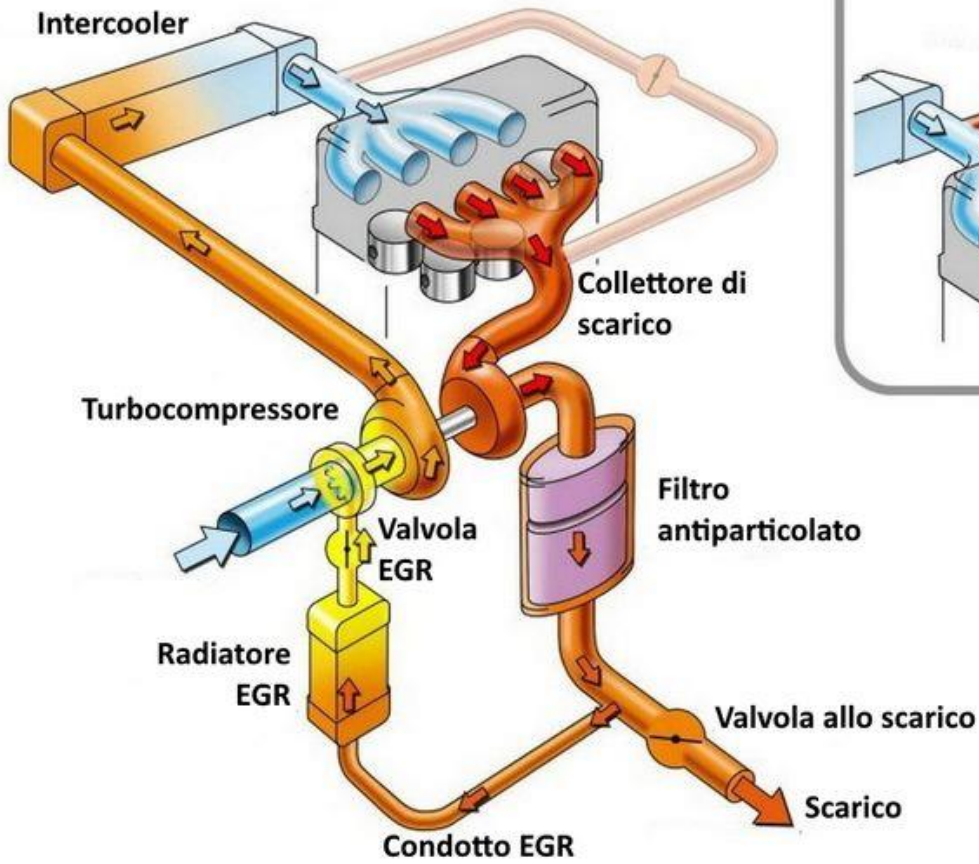
Pay particular attention to **debris that may be sucked into the engine's combustion chamber** and cannot be removed by normal cleaning, so make sure it is completely expelled **before** fitting the turbo.

If such debris is not completely removed, it will be expelled from the exhaust, impacting the turbine wheel and the VNT, causing irreversible damage to the turbo as shown in the photos below.



# EGR SYSTEM

## EGR a bassa pressione



## EGR ad alta pressione

