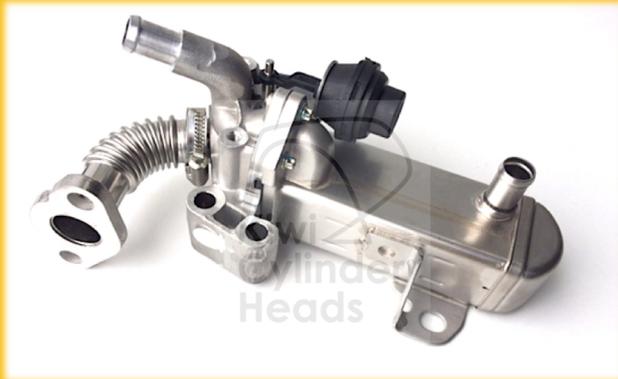




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EGR COOLERS





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Why Do EGR Coolers Fail?

EGR Coolers are used on many later model diesel engine vehicles these days. They are there for environmental reasons, to assist in reducing NOx emissions from diesel engines.

The Exhaust Gas Recirculation Cooler is a Heat Exchanger that does what its name suggests, cools exhaust gases prior to re-entering the intake manifold.

Some models of vehicle suffer from failure more than others. Some of this is due to EGR Cooler design, but the main reason they all fail is due to excessive EGT (Exhaust Gas Temps). The main culprit for this is "Incorrect Fuel Delivery", bad injectors. When the fuel is not atomized correctly it leads to greatly increased EGTs. These much higher EGTs can and do boil the coolant with in the EGR Cooler, this will then cause the cooler to become fractured either internally or externally. When they fracture internally, engine coolant will then be "sucked" from the cooling system and exited out through the exhaust. This will obviously lead to an over heating event, causing possible engine component failure. High EGTs can also be caused by exhaust system failures. Such as over boosting turbos, blocked or restricted exhaust systems.

Summary; if the real reason for failure is not identified at repair time, then the most likely out come will be the failure of the newly fitted part aswell.



***Popular Exhaust Gas Recirculation Coolers.
"EGR Coolers"***



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Part Number **61057005 (Genuine)**
Ford / Mazda **Ranger / BT-50**
WLAT / WEAT / WEC **2.5 / 3.0 DOHC Diesel.**
2006-2011



Part Number **61057007 (after market)**
Ford / Mazda **Ranger / BT-50**
P4AT P5AT **2.2 / 3.2 DOHC Diesel (4 cyl. & 5 cyl.)**
2011-6/2015



Part Number **61057008 (Genuine)**
Ford **Ranger**
P5AT **3.2 DOHC Diesel**
6/2015 - **Euro V Engines**



Part Number **61057006 (after market)**
Ford **Transit**
Duratorq **2.4 DOHC Diesel**
2006-2013



Part Number **61057011 (after market)**
Ford **Transit**
Duratorq **2.2 DOHC Diesel**
2006-2013



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<i>Part Number</i>	<i>61057012 (after market)</i>
<i>Ford</i>	<i>Transit RWD</i>
<i>Duratorq</i>	<i>2.2 DOHC Diesel</i>
<i>2011-2015</i>	<i>Euro V</i>



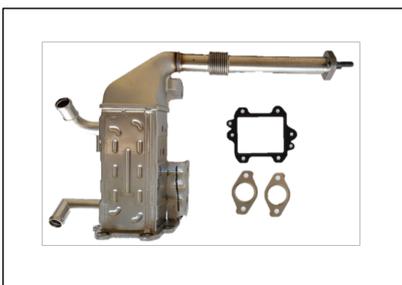
<i>Part Number</i>	<i>61057013 (after market)</i>
<i>Ford</i>	<i>Transit FWD</i>
<i>Duratorq</i>	<i>2.2 DOHC Diesel</i>
<i>2006-2011</i>	<i>Euro V</i>



<i>Part Number</i>	<i>63022140 (Genuine)</i>
<i>Hyundai / Kia</i>	<i>Sante-fe / Sorento</i>
<i>D4HA/ D4HB</i>	<i>2.2 DOHC Diesel</i>
<i>2010-2019</i>	



<i>Part Number</i>	<i>63024480 (Genuine)</i>
<i>Hyundai / Kia</i>	<i>iLoad / Sorento</i>
<i>D4CB</i>	<i>2.5 DOHC Diesel</i>
<i>2006-2011</i>	



<i>Part Number</i>	<i>63024750 (Genuine)</i>
<i>Hyundai / Kia</i>	<i>iLoad / iMax</i>
<i>D4CB</i>	<i>2.5 DOHC Diesel</i>
<i>2011-2018</i>	



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Part Number **63030001 (after market)**
Isuzu **NPR / NQR**
4HK1 **5.2 16v Diesel**



Part Number **63030002 (Genuine)**
Isuzu **Excavator**
4JJ1 **3.0 DOHC Diesel**
Extra threaded bung & flanged coolant pipe



Part Number **63030003 (Genuine)**
Isuzu / Holden **D-max / Colorado**
4JJ1 **3.0 DOHC Diesel**
2008-2012



Part Number **63060003 (Genuine)**
Nissan **Navara / Pathfinder 140Kw**
YD25 **2.5 DOHC Diesel**
2009-2015 **includes valve**



Part Number **63060003A (after market)**
Nissan **Navara / Pathfinder**
YD25 **2.5 DOHC Diesel**
2009-2015 **No Valve**



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Part Number **63060004 (Genuine)**
Nissan **Navara / Pathfinder**
YD25 **2.5 DOHC Diesel**
2006-2015



Part Number **63080001 (Genuine)**
Toyota **Hi Ace (not Jap. Imports)**
1KDFTV **3.0 DOHC Diesel**
2006-2015



Part Number **63080002 (Genuine)**
Toyota **Hi-lux / Prado**
1KDFTV **3.0 DOHC Diesel**
2005-2015



Part Number **63130001 (after market)**
Range Rover **Range Rover**
27TD **2.7 DOHC Diesel V6**
2006-2010



Part Number **62061007**
Nissan **Navara / Pathfinder**
YD25 **EGR Delete Kit**
2006-2015 **Off Road Use Only**



"Don't Blame the EGR Cooler!"

- **EGR Coolers.** EGR Coolers are as the name suggests related to and part of the EGR system. They are found on most Direct Injection and Common Rail Diesel engines today. They consist of a small radiator situated inside the EGR pipe running between the exhaust and the intake manifold. Their job is to cool the exhaust gases traveling to the intake. This is done with coolant from the cooling system. Problem with these is that sometimes the cooler cracks internally and allows coolant to be sucked from the cooling system and ultimately leading to an over heat situation. These should always be pressure tested regardless of the age of the EGR Cooler itself. One of the leading causes of EGR Cooler failure is again our old friend "High EGTs". The high EGT can boil the coolant with in the cooler causing it to swell and crack.



- **Mufflers.** A blocked or collapsing muffler will cause excessive "back pressure". Quite simply if the engine cannot expel its hot exhaust gases they are going to back up and cause failure of turbos and cylinder heads. It is the same if the vehicle has a bent or damaged exhaust pipe, same result.
- **Diesel Particulate Filters, DPF.** Found in many late model diesel engine vehicles. Just as the name suggests they filter "Particulates" from the emitted exhaust gases before they enter the atmosphere. These heavy particulates are not good for us air breathing animals, nor are the NOx gases mentioned earlier. These DPF filters are cleaned by the engines ECU controlling either an increased fuel delivery or by directly injecting fuel into the catalyst at a set parameter so as to burn off build up with in the filter. This is only meant to happen within certain requirements of vehicle operation, such as road speed. However, vehicles which have lived a life of low-speed travel can end up with blocked DPFs. This has an environmental as well as a mechanical disadvantage. Again, affecting the EGTs.

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