



Tech-Note

In the following bulletin, Volvo has explained a simple method to determine whether a crankcase ventilation service and cleaning may be in order. Any issues with crankcase ventilation can cause both false catalyst codes and real catalyst damage.

Please scroll down to read the bulletin.

NO: 25-149-B

DATE: 2-20-2006

MODEL/ YEAR: C70 1999-2002

S70 1999-2000

S60 2001-2002

V70 1999-2002

V70XC 1999-2001

S80 1999-2001

SUBJECT: Checking Crankcase Ventilation System

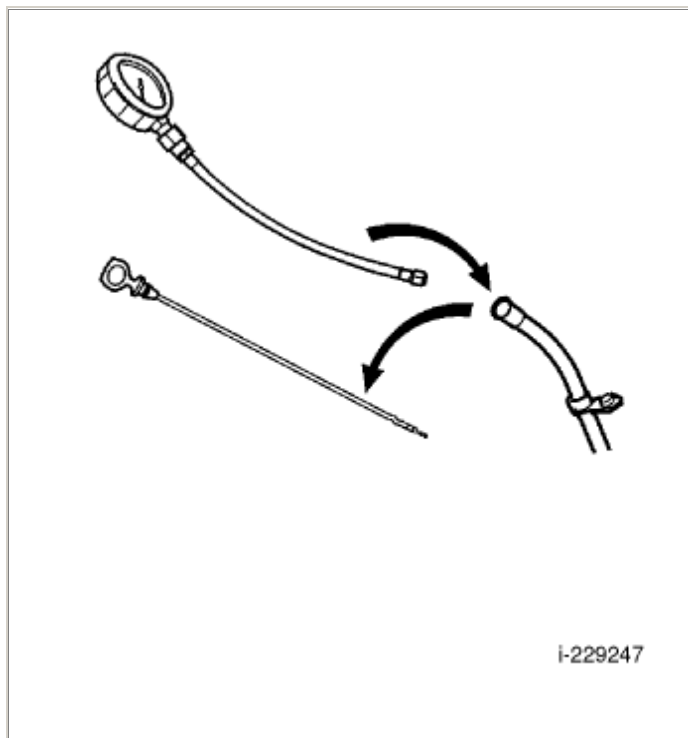
REFERENCE: VIDA STB-148A

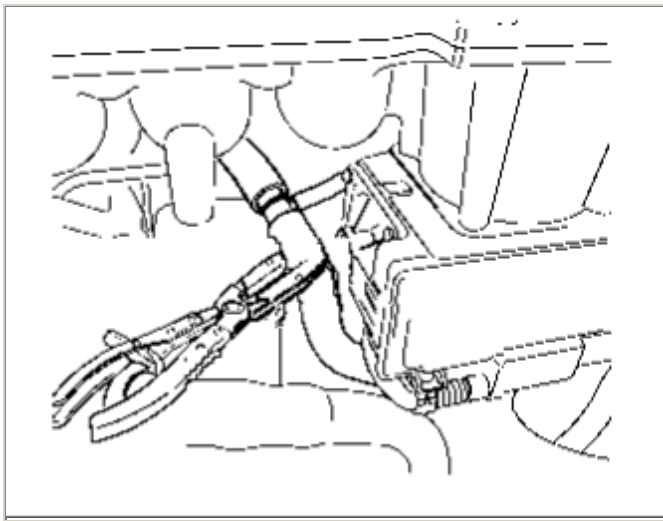
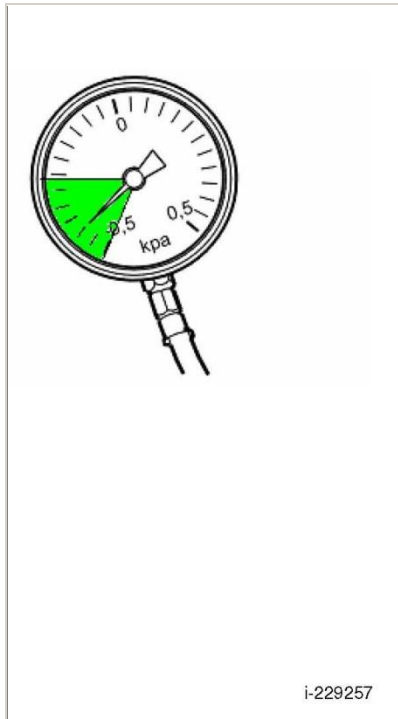
This TNN supersedes the previous TNN 25-149-B dated 12-06-2005. Please update your files.

Special tool	Part No
Gauge (manometer) See Special Tool Bulletin 148	999 7226

DESCRIPTION:

This TNN describes a new method for checking the functionality of crankcase ventilation.





Measuring pressure in the crankcase

Measure with the engine:

^ At Operating temperature (Fully warmed up).

^ With the engine running at idle speed.

^ With the A/C Off.

^ With all Electrical Accessories off (Heated seats, Lights etc.)

The Battery and Charging system must be in good condition.

Note! Specification given is for Sea Level, (Higher Altitude will reduce the vacuum reading slightly).

Remove the dipstick and connect the pressure gauge (manometer) 999 7226 as illustrated.

Measuring pressure in the crankcase

5-cyl Turbo and 6-cyl Turbo

Read the value on the gauge:

The value for clean crankcase ventilation is -0.2 kPa or lower.

If the gauge shows a value of -0.2 to 0.0 kPa or a positive value, The crankcase ventilation is partially or fully clogged and must be cleaned as described in:

TNN 25-149-C, Cleaning the Crankcase Ventilation.

Note :The gauge should not be used to verify the cleaning of the crankcase ventilation hose and banjo fitting. The gauge reading may also be affected by other conditions in the engine like a leaking oil filler cap gasket, and should only be used as an indication that further diagnosis should be performed.

Measuring pressure in the crankcase

6-cyl Non-turbo

Read the value on the gauge:

The value should read approximately 0.0 kPa.

Gently squeeze the hose between the "T" fitting and the intake hose using a hose clamp pliers similar to the ones shown in the illustration.

Note :Be careful not to close off the hose completely because this will damage the gauge.

If negative pressure can be seen on the gauge the crankcase ventilation is clean and no further work is needed.

If no or very little negative pressure is seen, the crankcase ventilation is partially or fully clogged and must be cleaned as described in:

TNN 25-149-C, Cleaning the Crankcase Ventilation.

Note :The gauge should not be used to verify the cleaning of the crankcase ventilation hose. The gauge reading may also be affected by other conditions in the engine like a leaking oil filler cap gasket, and should only be used as an indication that further diagnosis should be performed.