

EGR Nonreturn Valve for MAN New in the aftermarket!

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|-------------------------|----------------------|---|---------------|
| Vehicle: MAN | Product: | EGR nonreturn valve ("pressure peak valve") | |
| Engine: | PIERBURG No.: | Replacement for: | O.E. No.: *) |
| D 2866 LF 20 Euro 2; | 7.22841.08.0 | 7.22841.00.0 | 51.08150.6014 |
| D 2866 LF 26 4V Euro 3; | | 7.22841.03.0 | 51.08150.6019 |
| D 2876 LF 04 4V Euro 3 | | | |

MSI Motor Service International has expanded its line of products for the aftermarket by a nonreturn valve for area of commercial vehicles.

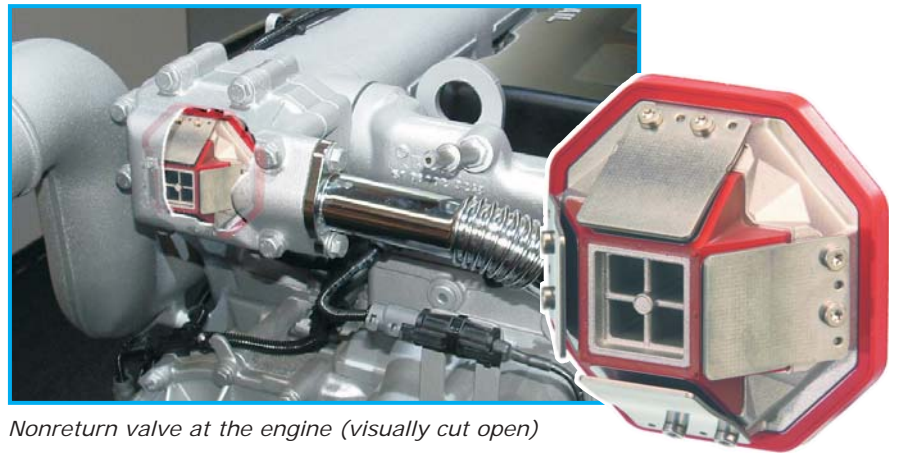
This is a nonreturn valve (also called "pressure peak valve") used in various MAN engines which are equipped with a cooled exhaust gas return system (EGR).

Cooling of the returned exhaust gases reduces the amount of nitrogen oxides which are produced mostly at high combustion temperatures.

Moreover, the cooled exhaust gas has a smaller volume so that whilst maintaining the same charging pressure more air mass can be fed in.

As to attaining today's and future exhaust gas limits for heavy goods vehicles and buses, these nonreturn valves from Pierburg provide worldwide a dynamic contribution: the stainless-steel leaf springs are actuated up to 3750 times per minute (in a six cylinder in-line engine running at 2500 rpm).

In doing so, they perform surrounded by aggressive exhaust gas condensate their heavy duty at temperatures up to 180° C.



Nonreturn valve at the engine (visually cut open)

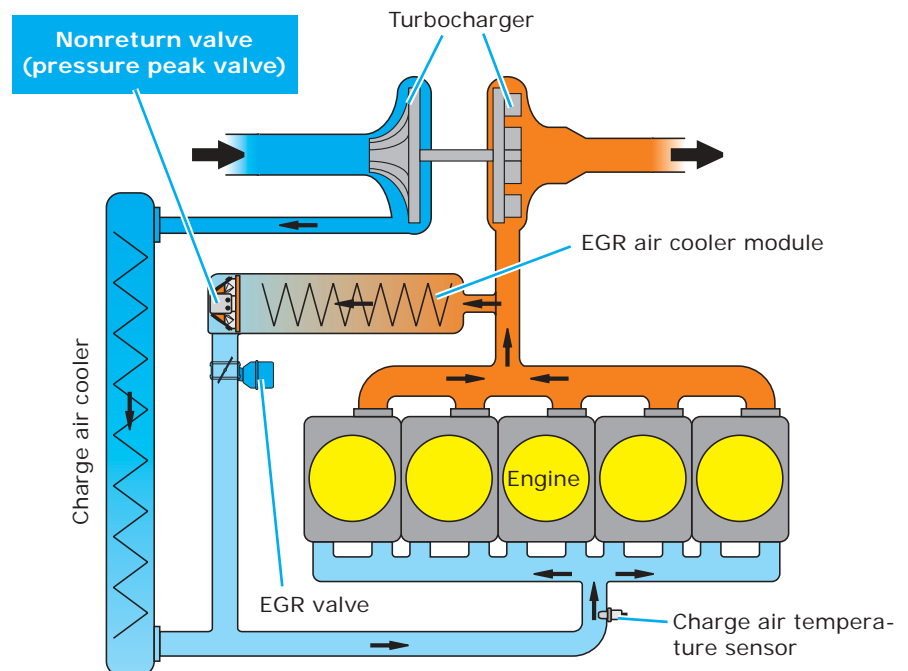


Diagram of the cooled exhaust gas return system