

COOLED EXHAUST GAS RECIRCULATION

11801

Reduction of nitrogen oxides

Emission regulations are becoming increasingly stringent. Therefore the emissions need to be reduced. Especially for diesel engines the reduction of the nitrogen oxides (NO_x) is taking high priority. The cooled exhaust gas recirculation causes a lower combustion chamber temperature, which avoids the generation of nitrogen oxides.

EGR valves with bypass damper

Many EGR valves are provided with an electric or pneumatic bypass damper. This enables gases to be led past the EGR cooler during the warm-up phase, to get the motor and catalyst to the best operating temperature as fast as possible.

The bypass is also used if high exhaust gas temperatures are needed, for example during the regeneration of the diesel particulate filters.



AUDI A3, Q3, TT, **SEAT** ALHAMBRA, ALTEA, ALTEA XL, LEON, **ŠKODA** OCTAVIA, SUPERB, YETI, **VW** CADDY III, EOS, GOLF VI, GOLF PLUS, JETTA III, JETTA IV, PASSAT, PASSAT CC, PASSAT ALLTRACK, CC, SCIROCCO, SHARAN, TIGUAN, TOURAN

X-Ref: 03L 131 512 DQ
03L 131 512 CF
03L 131 512 BJ

V10-63-0083

For further information visit www.autoteile.de

COMPARISON OF EGR VALVES

11801

VEMO[®] NEW PART



The magnetic field sensor allows a contactless determination of the position.



No use of additional sealant.



The bypass damper is closing densely and guarantees the optimal regulation of the cooling system.

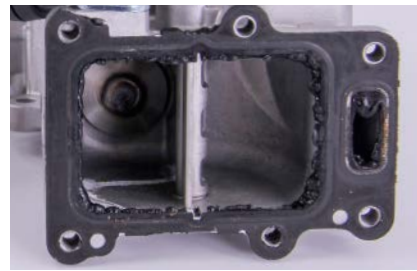


New high quality parts guarantee perfect sealing and performance.

COMPETITOR – RECYCLED

Common issues

for EGR valves with bypass damper



Pieces of the broken sealant can damage the thermostat and the water pump. Blockages may decrease the cooling efficiency.



The cooling cannot be regulated if the bypass damper does not close densely.



The recycling process of old parts can lead to material fatigue, which causes issues like leakages.

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