



Reconditioned EGR Valves

“Turn old into new” does not apply here

All reconditioning is not of equally good quality.

The reconditioning of vehicle parts, also referred to as remanufacturing or just "reman", is a growing market.

Our market observations have revealed poorly reconditioned exhaust gas recirculation valves (EGR valves).

Although inexpensive and resource-efficient, the use of cheap remanufactured parts may prove costly at the end of the day.

Cleaning and painting is not enough.

In the worst case, old EGR valves are only cleaned and painted.

The result may look top-quality, but says nothing about the functioning of the EGR valve (Fig. 1).

Aggressive cleaning materials may damage the electronics and the coil.

In general, components of an older model series are reconditioned; i.e. technical innovations have not been implemented in this product.



Image 1: A painted EGR valve (arrow) looks like new – but it is not.

Image 2: For reconditioning, the coil body was drilled open, the inside of the coil was pushed out and cleaned. After re-assembly, the bore was glued and covered with a sticker. Coil and armature may have been damaged when they were pushed out. Water can enter through the hole and cause damage.



Image 2: This bore (arrow) can lead to water penetration and failure.



Often, conditioned parts of different generations of an EGR valve can be supplemented with components that have been made by the reconditioner himself. This may cause the processed EGR valves to no longer fit for the intended vehicle application, or they may cause problems in the vehicle. The original, especially shaped valve seat is supposed to provide a tight seal.

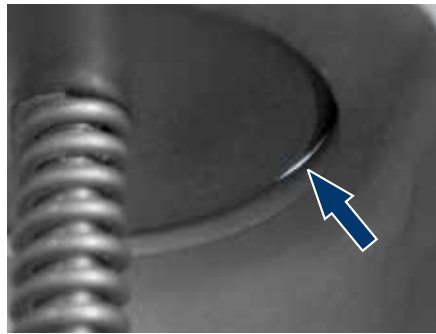


Image 3: A leaky valve seat (arrow) causes problems.

If the valve head is replaced by a simple plate as in image 4, correct sealing is no longer provided. This leads to uncontrolled exhaust gas recirculation. Out-of-true idling, poor acceleration, or even limp home function can be the result.

Coil housings especially optimized for heat dissipation are replaced with simple turned parts (image 5).

The characteristic on reconditioned EGR valves informs only about the state of the coil, not the flow or tightness.

The components may have been damaged prior to reconditioning during removal from the vehicle.

Proper reconditioning can be done only if worn or damaged components are replaced with new components in OEM quality – cleaning and painting does not suffice.



Image 4: A welded-on metal plate (arrow) is not a substitute for a valve seat.

Trying to save costs can end up being much more expensive.

We recommend using only new EGR valves. The potential price advantage with reconditioned EGR valves compared to a new part is eliminated by a shortened product life and thus more frequent servicing costs.



Image 5: Original coil body was replaced by simple turned part (arrow).



Note:

We do not accept any warranty for parts which have been reconditioned by third parties, even if they originally come from PIERBURG.