PRODUCT INFORMATION

WARNING ABOUT PRODUCT FAKES

FOR THE VARIABLE INTAKE MANIFOLD ON THE MERCEDES-BENZ M272

Vehicles		Product: Variable intake manifold	
Mercedes-Benz	**Pierburg no.**	**Ref. no.***	**Replacement for ***
C, CLC, CLK, CLS, E, ML, R, S, SL, SLK, Sprinter, Viano	7.00246.33.0	A 272 140 21 01; A 272 140 22 01; A 272 140 24 01	7.00246.26.0 ... .29.0

It has come to our attention that there are product fakes of the variable intake manifold for the Mercedes-Benz M272 originating from the Asian market.
We have tested these replicas.
On the following page, you will find an excerpt from the test report, along with distinguishing features.

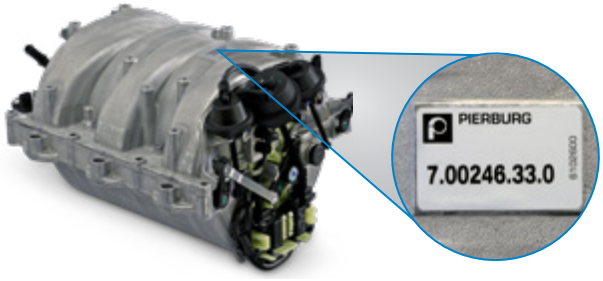

Fig. 1: Original Pierburg variable intake manifold

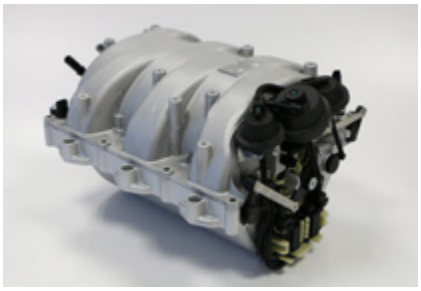

Fig. 2: Fake

ATTENTION

We expressly warn against the use of these product fakes.
None of the intake manifolds in our possession fulfilled the requirements of the vehicle manufacturer.
We can only advise against their use, even in the context of a repair solution reflecting the vehicle's current value.

NOTE

For your safety, we take legal steps against any form of illegal import and the introduction to the market of product fakes.

HAZARDS OF FAKES

- Parts can come loose or break off and get into the combustion chamber.
  This can cause severe engine damage.
- If specified values are not achieved, this can be detected as a fault by on-board diagnostics.
  This may trigger the malfunction indicator lamp and activate the limp home function.
- Leaks in the vacuum system can lead to consequential faults on other components in the system.
- Premature failure of the product fake means you are faced with double the work and costs.

FOR THESE REASONS, WE ARE WARNING YOU AGAINST USING THIS PRODUCT FAKE.

All content including pictures and diagrams is subject to change. For assignment and replacement, refer to the current catalogues or systems based on TecAlliance.
* The reference numbers given are for comparison purposes only and must not be used on invoices to the consumer.

EXCERPTS FROM THE TECHNICAL FINDINGS OF THE TEST LABORATORY

- "... thin sheet on the cam control mechanism, which bends after a relatively short time (Fig. 3)."
- "The lever springs out of its mounting (Fig. 4).
  This incorrectly actuates the flap position sensor and can lead to an error message."
- "The flap bearings can break." (Fig. 5)
- "Parts can come loose." (Fig. 6)
- "The linkage makes noises that can clearly be heard during vehicle operation."
- "Installation of these fakes would represent gross negligence."

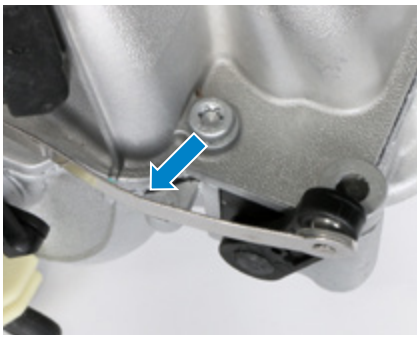

Fig. 3

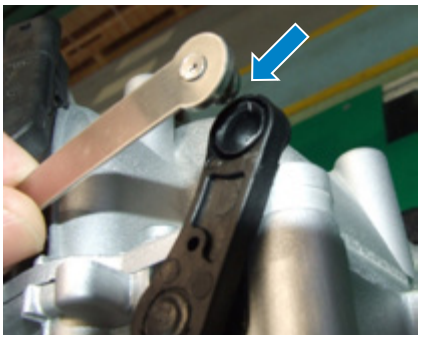

Fig. 4

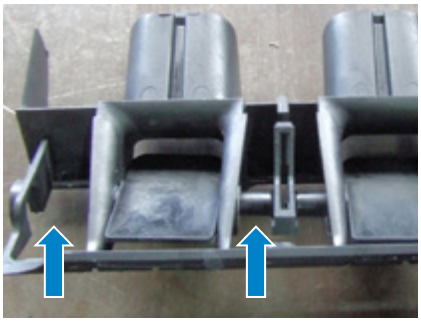

Fig. 5

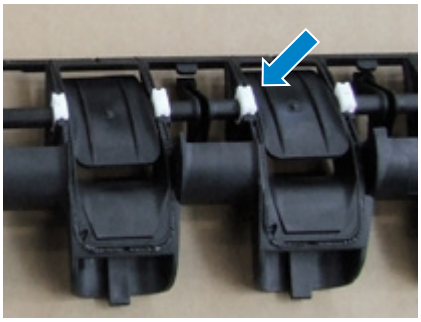

Fig. 6

The attached solenoid valves were also rated as "low quality" by the test laboratory:

- "attached solenoid valves leak"
- "increased response and release voltages"
- "Specified flow values are not achieved"
- "The computer tomography section reveals the unclean winding" (Fig. 7).
  For comparison: a cut away solenoid valve from Pierburg (Fig. 8)

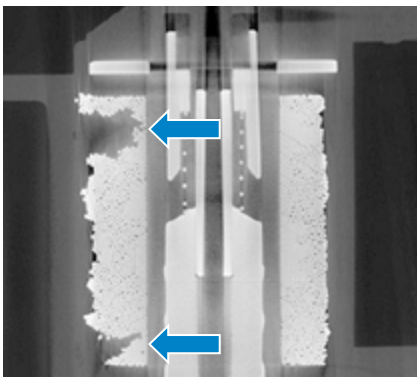

Fig. 7

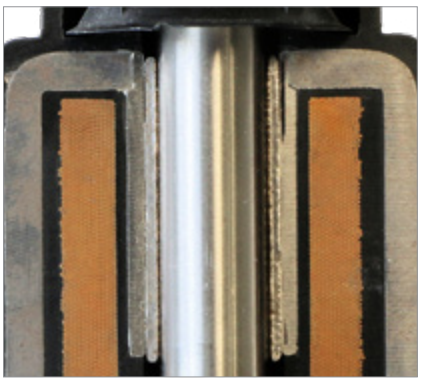

Fig. 8

NOTE

The cause that leads to the cam control mechanism breaking and remedy instructions can be found in our Service Information SI 1455.