

Checking/replacing the air pump

Note! general check should be carried out with the Volvo Scan Tool (ST) in mode 3. If that has not indicated a fault and the air pump still does not work, other checks can be carried out.

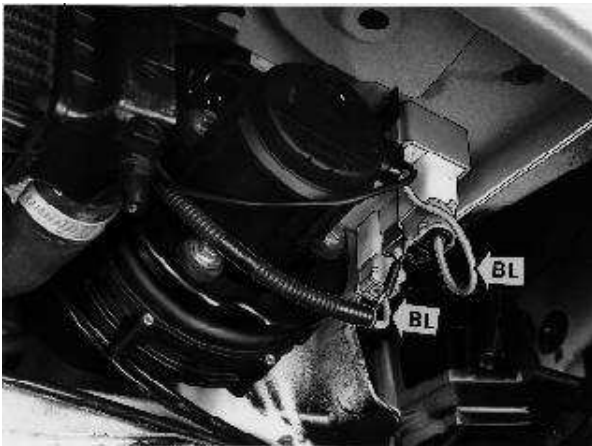
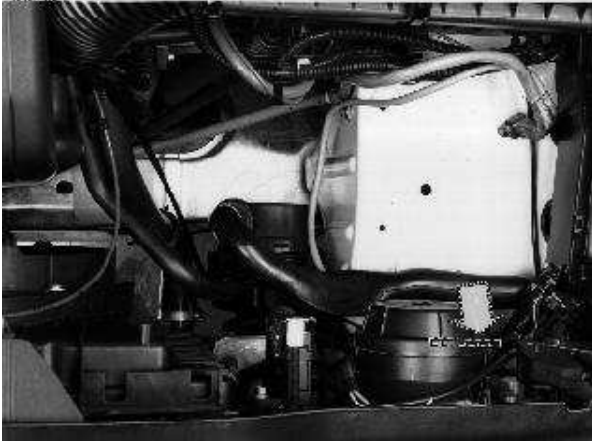
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Check

Checking ground terminal

Check that the pump is grounded in the ground terminal under the left headlamp.



Checking air pump

Raise the car and remove the front splashguard, by removing the two screws on each side and then pull the guard and the bumper forwards until the guard can be lowered. Then remove the guard from the spoiler clips. Disconnect both the remove connectors on the relay. Connect both the blue wiring with a piece of cable or similar.

If the pump works now there is either a loose connection in the relay terminal or the relay is defective and should be changed.

Caution! The pump should not be operated continuously for more than 120 seconds because of the risk of overheating.

If the pump does not function

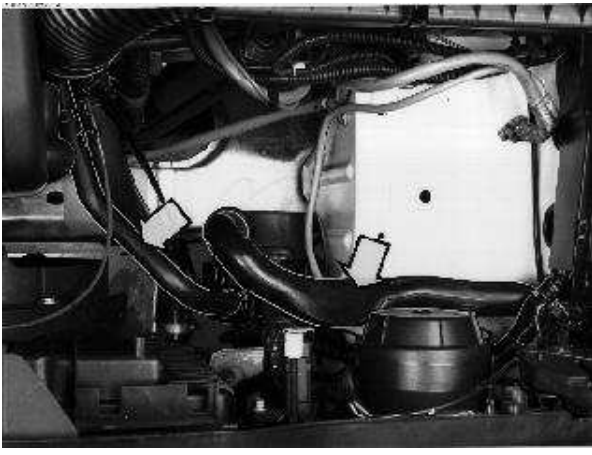
If the pump **not** work check that the wiring between the relay and the pump are intact and that **12 V** and ground are at the connector.

If there is **no** current in the connector and the Volvo Scan Tool (ST) does not give a diagnostic trouble code (DTC) the relay is defective and should be changed.

If the pump does **not** work and there is both current and ground the pump is defective and should be replaced.

Replacing

Remove:

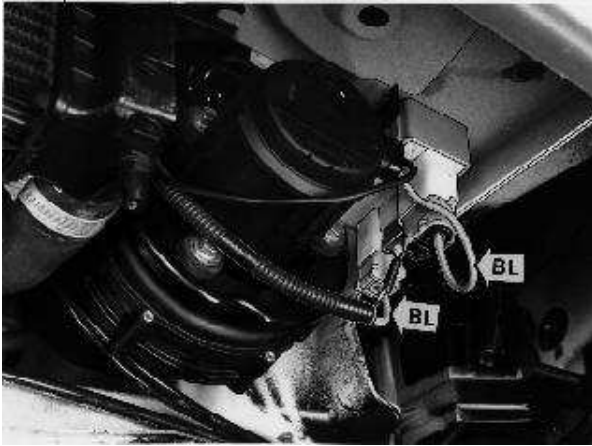


- battery and battery shelf
- air hose to engine

Disconnect the airpump intake pipe from the pump.
Raise the car.

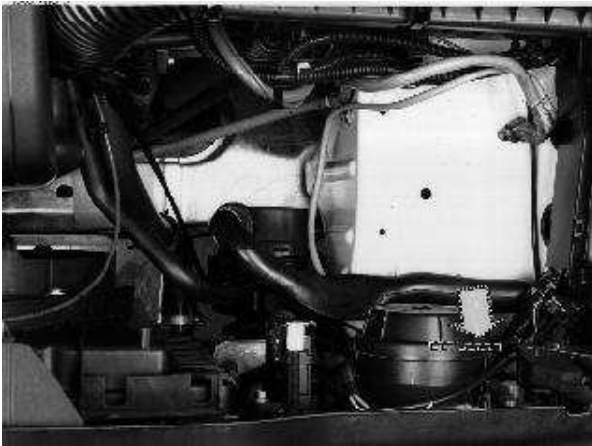
Remove front splashguard if this has not already been done

Disconnect connectors.
Remove cable ties.
Remove the three screws.
Lower the car.



Remove the airpump

Disconnect the air hose and ground lead under the left headlamp.
Remove the airpump

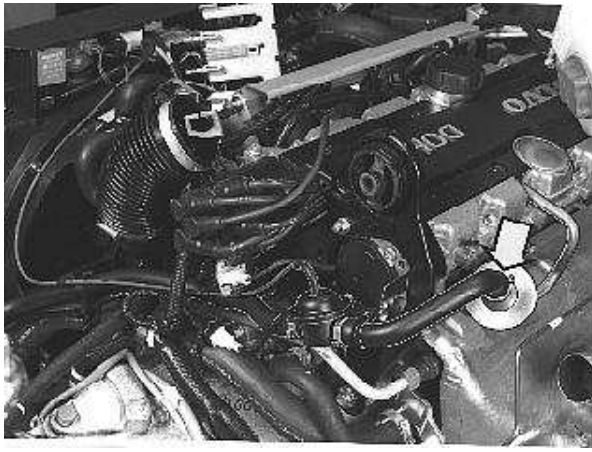


Install the airpump

Install in reverse order.
Be careful when clamping at the EGR-pipe so that the air hose does not come into contact with it.



Checking relief valve



Disconnect the rubber hose to the relief valve and start the engine.

Check that no engine exhausts flow backwards into the pump.

If exhaust gases flow backwards the relief valve is defective and should be changed.

In connection with this test use compressed air to clean the system to the engine **with the engine running**.