

Wheels: William writes, “I have a 1993 Ford Taurus with a replacement 3.8 liter V-6 engine with an overheating problem. I had a check engine light with code 337 egr bad. Lately, my engine has been overheating and running just at the top of the temperature gauge. The exhaust gases are so hot that they have melted the EGR sensor. I have replaced the EGR valve and have gotten back my gas mileage, but it is still running hot and melting the sensor. There are no leaks in the water system and I have replaced the thermostat. I’m running out of things to fix.”

Halderman: The first thing I thought of was that the exhaust system was partially clogged. This would cause the excessive heat buildup and that would be the root cause of the melting EGR sensor. A service technician can test for excessive exhaust back pressure, which should not exceed 1.25 pounds per square inch at idle or more than 2.5 pounds per square inch at 2500 RPM. While there are other ways to measure this back pressure, including the use of a vacuum gauge, a direct reading of the exhaust back pressure measured at the EGR valve or at the oxygen sensor opening, is the most accurate. Maybe a fault with the first engine damaged the catalytic converter, which is now partially clogged.

