

Volvo Penta

Volvo 3862228 RPL 3847644 and Bulletin Questions

Hello:

I recently purchased Volvo Penta p/n 3862228 (fuel filter) not realizing there was a Volvo Penta Bulletin calling for another part # for a higher capacity filter for use with ethanol fuels. Can I return the original and re-order the new filter (p/n 3847644)? If so, is there a return charge, or shipping fee? Thanks,

Hello:

I think you would find the 3862228 would probably be sufficient, but we are happy to swap it out for the new one. Just send the 3862228 back to Marine Parts Express, 65 Dodge Road, Edgecomb, ME 04556 and we will send you the new one. The 3847644 is \$4.32 more expensive and we would charge you for the shipping down to you.

I have attached the actual bulletin which discusses the larger filter. Volvo Penta recommends that the new filter should be used in applications where it will fit.

Personally (and this is definitely not Volvo Penta speaking), I have some doubts that a larger filter will make any difference in respect to the Ethanol issue. Volvo Penta has had a large number of Carter produced fuel pumps failing.

From what I understand Carter blames the Volvo Penta application while Volvo Penta blames the pumps themselves. We have certainly sold (and warranted) a fair number of these pumps, but I can't see there is a direct causal relationship between the pumps that fail and the fuel that went through them.

We have had a significant number of pumps fail that customers swear had only used non-ethanol treated gas (many marinas offer non-ethanol gas at a premium), while at the

Volvo Penta

same time we have had customers who have never had any problems using gasoline with ethanol.

I think the characteristic screaming failing pump (sometimes the engine just runs oddly) may be a complicated combination of the fuel pump's manufacturing, the Volvo Penta use of the pump, the age of fueling dock pumps, the amount of time the gas sits in the fueling dock tank, the number of hours put on the boat, the ambient air temperature, the average dew point and the way the boat is actually used.

All I can say is that it seems like pumps fail more on the 5.7L engines and then secondly on the 8.1L engines than they do on the 4.3L engines. But this may be more a function of the number of engines out there than any real insight to what causes the premature failures.

I have also attached the Volvo Penta bulletin talking about Volvo Penta's new Ethanol Fuel Treatment. I think it makes good sense to throw this in with your gas each time you fuel up and while we have had good luck with this Volvo Penta product, I suspect that any fuel treatment that does not contain alcohol would probably also work.

Just as an aside, if your Volvo Penta engine is still under warranty, I would recommend that you use original Volvo Penta fluids and parts. Volvo Penta is very reasonable about their warranties, but if there are any issues and it is determined that aftermarket parts and fluids were used, it muddies the water and adds unnecessary complexity to what is usually a fair and straightforward warranty process.

Volvo Penta

J. D. Neeson

Unique solution ID: #1127

Author:

Last update: 2015-03-05 18:31