

If there are questions regarding the work procedure:

- U.S. dealers, contact Warranty
- Canadian dealers, open an VTA ticket using concern group “Compliance_Recall Assistance (C)”

Required Tools:



- VAS 6262/A – Fluid Filler

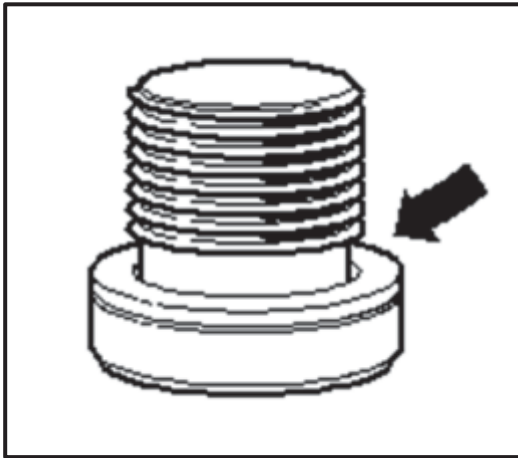


- VAS 6262/2 – Fluid Filler Adapter 2

Required Parts:



- 09G 321 181 – Large O-Ring
- 09G 321 181A – Small O-Ring



- 09D 321 181 B – Seal ring for Transmission Inspection Plug (if needed)

<u>Quantity</u>	<u>Part Number</u>	<u>Part Description</u>
1	09G321181	Large O-Ring
1	09G321181A	Small O-Ring
1	09D 321 181 B	Seal Ring for Transmission Inspection Plug (if needed) Note: This seal ring can be reused one time for this campaign only
Up to 1 liter	G 055 540 A2	ATF Fluid

Work Procedure



Tip: If Campaign Completion label is present, no further work is required

Applicable Criteria ID (s)	Campaign/Action Status
01	Open

EXAMPLE

Green arrow 1 points to '01' in the 'Applicable Criteria ID (s)' column.
Green arrow 2 points to 'Open' in the 'Campaign/Action Status' column.

Section A – Check for Previous Repair

- Enter the VIN in Elsa and proceed to the “Campaign/Action” screen



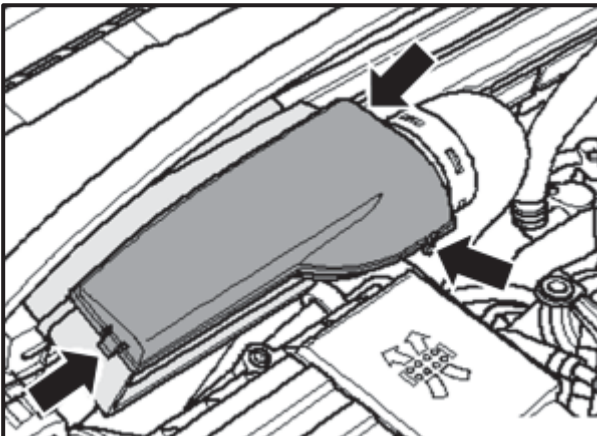
Tip: On the date of repair, print this screen and keep a copy with the repair order

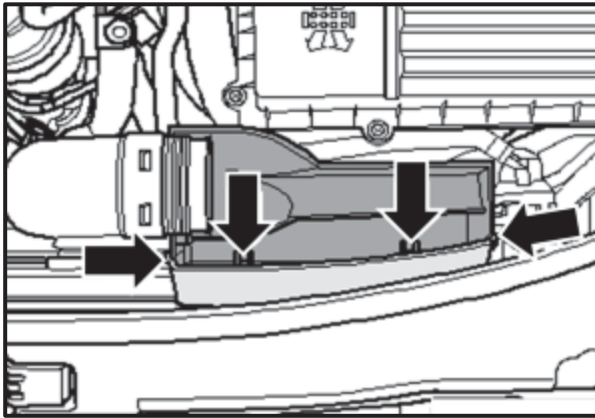
- ← Ensure that the Status is “Open” <arrow 2>
- ← Note the Applicable Criteria ID <arrow 1> for use in determining the correct work to be done and corresponding parts associated

- **Proceed to Section B.**

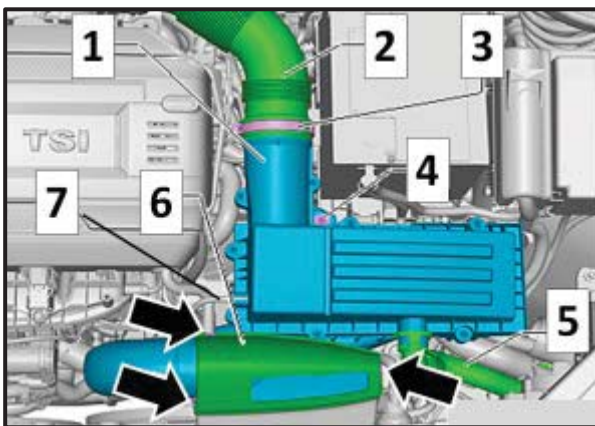
Section B – ATF Fluid Cooler O-rings

- Place the vehicle in Park.
- Open the hood.
- ← Remove the cover for the air intake tube by disengaging the side clips <arrows>.





- ⇐ Unfasten the lower air intake tube by disengaging the clips <arrows>.

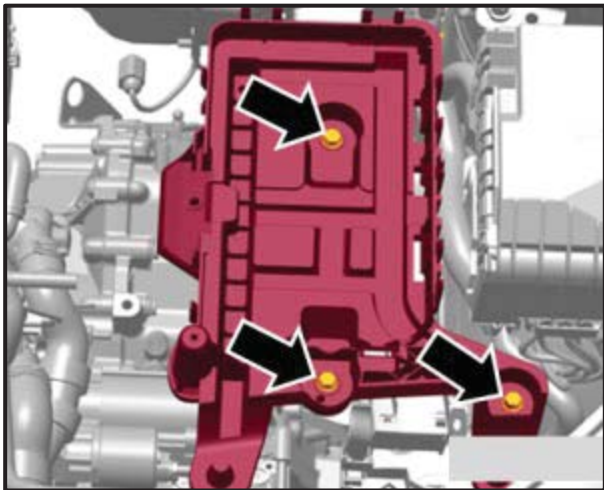


- ⇐ Remove the air intake hose <2>.
- ⇐ Remove the vacuum line <7> from the air filter housing.
- ⇐ On vehicles equipped with secondary air, remove the hose <5> from the air filter housing.
- ⇐ Loosen the mounting screw <4> and lift the air filter housing <1> upward to disengage it from the mounting points.
- ⇐ Rotate the air filter housing <1> around the coolant hose and remove it from the vehicle.

! Note: It is not necessary to disconnect any coolant hoses during this repair.

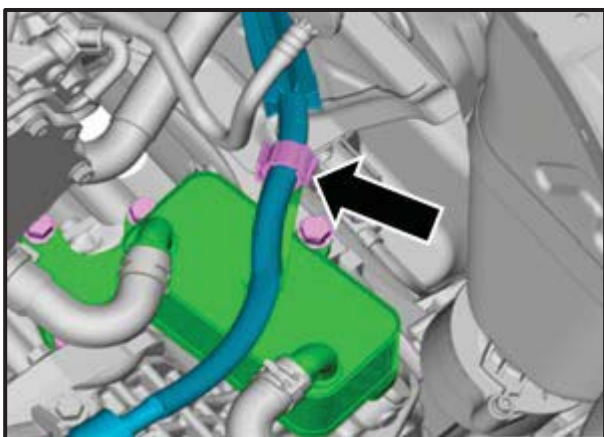


- Open the battery cover.
- ⇐ Loosen and remove both battery cables <arrows 1 and 2>.
- Remove the battery cover.
- Loosen and remove the battery clamping plate.
- Remove the battery from the vehicle.

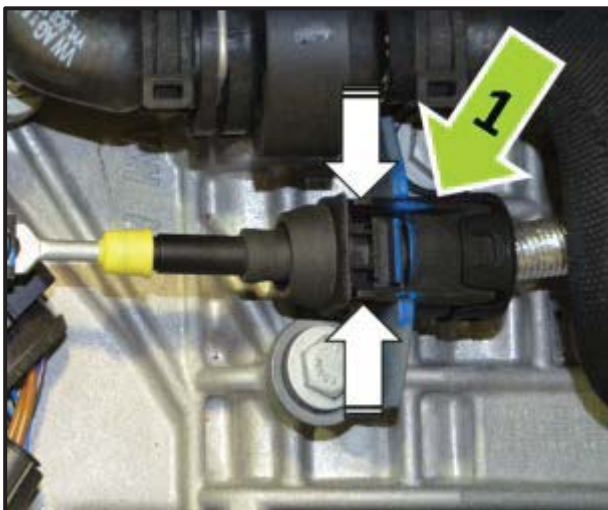


⇐ Remove the three retaining bolts <arrows> from the battery tray.

- Remove the battery tray from the vehicle.



⇐ Disengage the retaining clip <arrow> on the selector lever cable.




⇐ Disengage selector lever cable from bracket <arrow 1> by first releasing the cable at release points <arrows>.



Note: DO NOT use pliers to release the cable from the bracket. Damage to the selector lever cable is NOT covered under this action.




⇐ Pry the selector lever cable off the selector lever with the open end of an appropriate size wrench <arrow>.

 Note: DO NOT bend or kink the selector lever cable.


- Reposition the selector lever cable to allow access to the ATF cooler area.

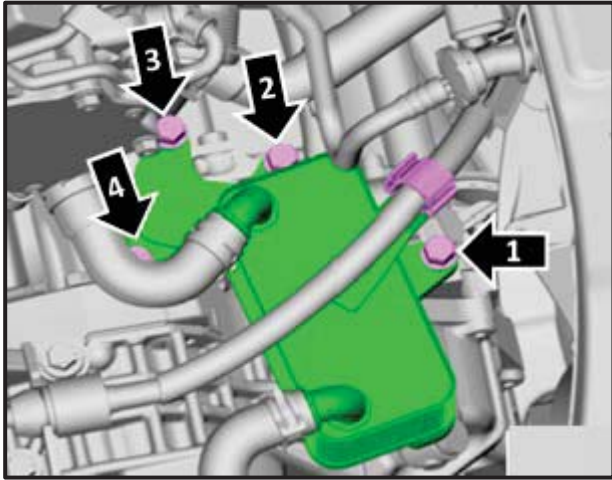


⇐ Remove the two retaining screws <circles> for the metal coolant lines.

 Tip: Loosening the metal coolant lines is critical to allow access to the ATF cooler bolts.



 Note: On vehicles equipped with secondary air it is NOT necessary to remove the combination valve <circle> from the engine.



⇐ Remove the retaining bolts <arrows 1 through 4> from the ATF cooler.

i Tip: You will need to gently reposition the metal coolant lines enough to allow access to bolts <arrows 2 and 3>.

i Tip: A long extension and 13mm swivel type socket will provide easier access to the ATF cooler retaining bolts.

! Note: DO NOT overextend the metal coolant lines.



⇐ Gently lift the ATF cooler from the transmission and rotate the cooler toward the front of the vehicle to expose the O-rings <arrow>.

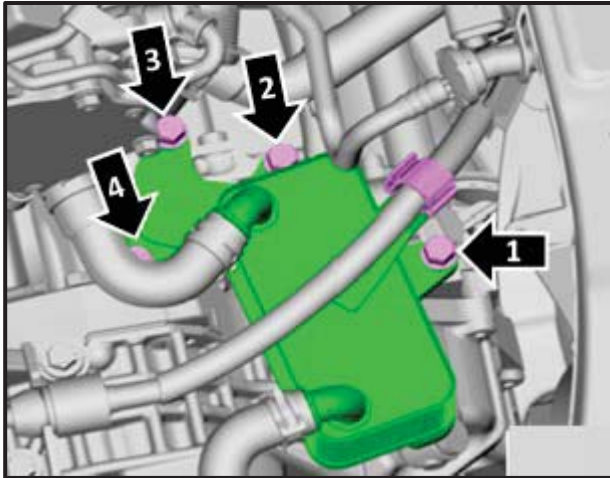
! Note: Be careful while lifting and handling the ATF cooler in order to prevent scratching or damaging the mating surfaces of the cooler and transmission.

i Tip: It is not necessary to remove the coolant hoses from the ATF cooler.




- Carefully remove the O-rings and install new O-rings P/N: 09G321181 and 09G321181A into their position on the ATF cooler.


⇐ Lubricate the new O-rings with ATF fluid. Then, then carefully reinstall the ATF cooler onto the transmission <as shown>.



- ⇐ Reinstall the four bolts <arrows 1 through 4> and torque to 20Nm.
- ⇐ Clean all residual ATF fluid from the transmission and engine compartment.

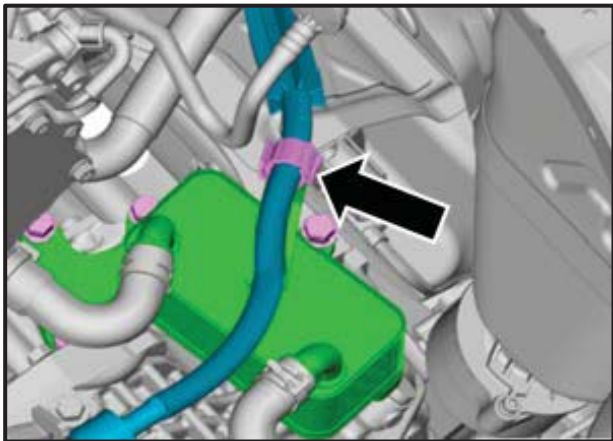
 **WARNING:** ALL residual fluid MUST be removed from the engine compartment prior to continuing with the rest of this procedure.



 **Tip:** It is possible to properly torque the ATF cooler bolts <as shown> using a long extension and swivel type socket above each bolt. The metal coolant lines can be repositioned gently by hand to allow access to each ATF cooler mounting bolt.



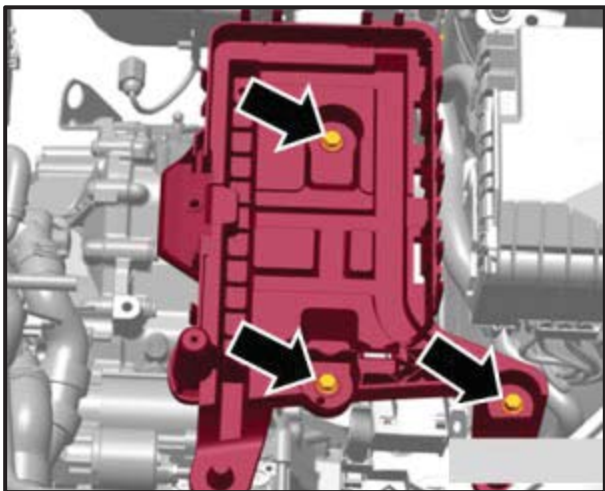
- ⇐ Reinstall and tighten the two mounting screws <circles> for the metal coolant lines.



⇐ Fasten the retaining clip <arrow> onto the selector lever cable to secure in place.



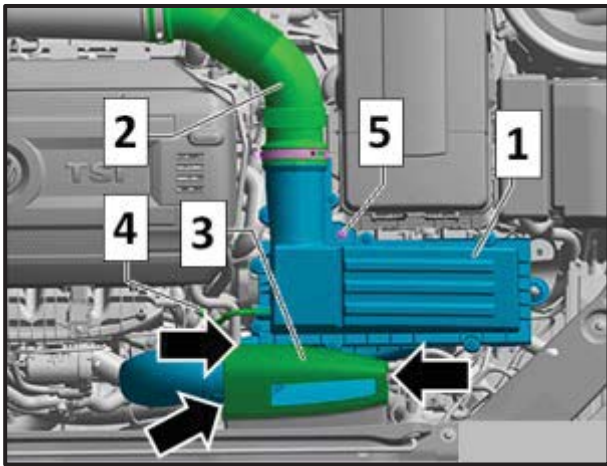
⇐ Reinstall the selector lever cable into the bracket <arrow 1>, then reconnect the cable to the selector lever <arrow 2> as shown.



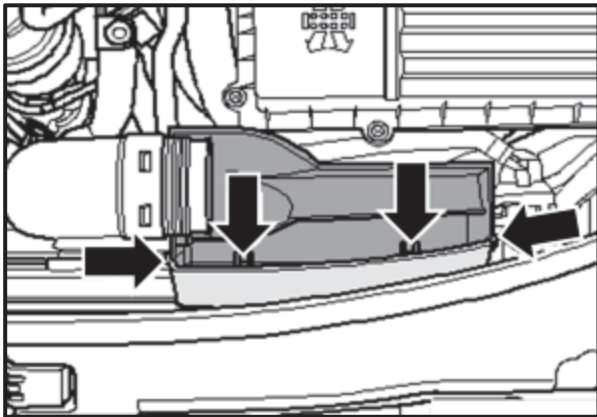
⇐ Reinstall the battery tray and torque the three screws <arrows> to 10Nm.



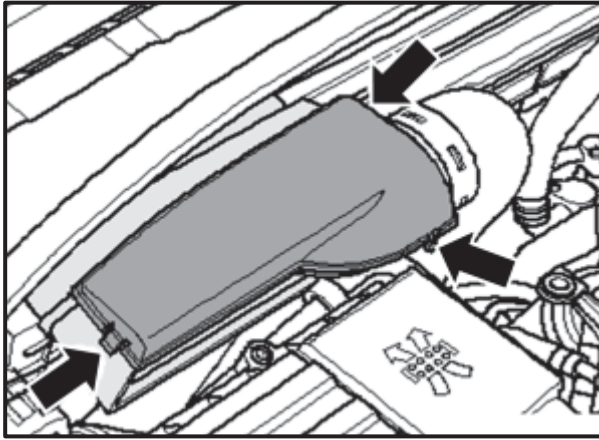
- Reinstall the battery and clamping plate.
- Reinstall the battery cover.
- ⇐ Reconnect both battery cables <arrows 1 and 2> and torque to 6Nm.
- Close the battery cover.



- ⇐ Reinstall the air filter housing <1>.
- ⇐ Tighten the mounting screw <5>.
- ⇐ Reinstall the vacuum line <4>.
- ⇐ Reinstall the air intake hose <2>.



- ⇐ Reinstall the lower air intake and ensure the clips <arrows> are properly engaged.



← Reinstall the cover for the air intake hose and ensure the side clips <arrows> are properly engaged.

Continue to Section C

Section C – Check Fluid Level



Tip: The following preconditions must be met prior to starting the ATF checking procedure:

- ✓ The ATF temperature must not be more than approximately 30°C (86°F) at start of procedure.
- ✓ The vehicle is horizontal.
- ✓ The selector lever is in the “P” position.

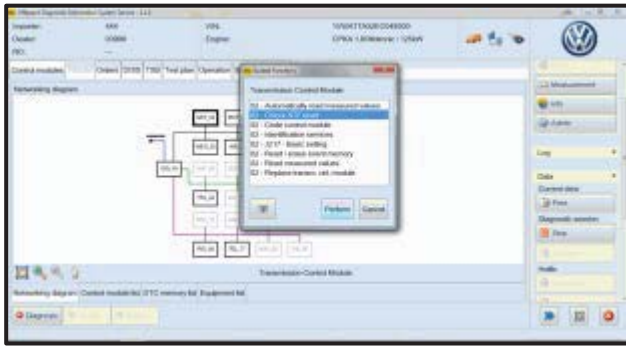


- Raise the vehicle on an appropriate hoist.
- Remove the underbody shield.
- Switch the ignition ON.
- Attach the VAS scan tool to the vehicle.

← Use Guided Functions to access the Networking Diagram <as shown>.

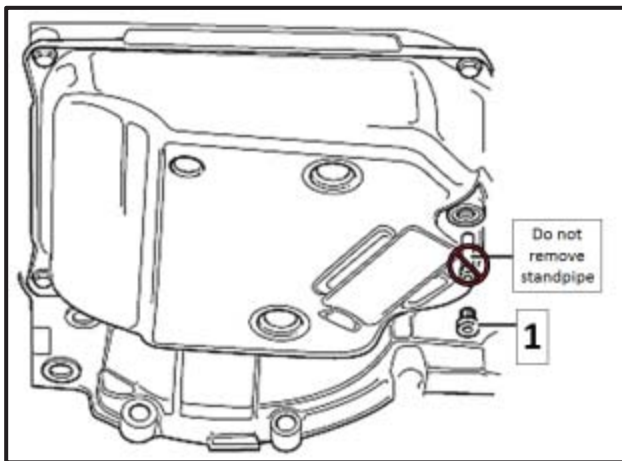


- Right click on “GET_02”
- Select “Guided Functions” <as shown>.

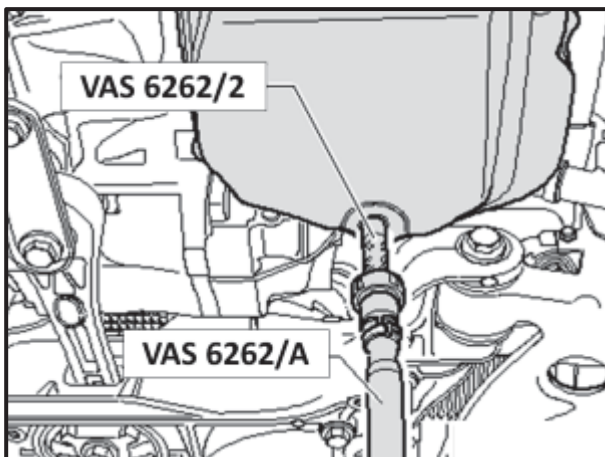


← Select “02-Check ATF level” <as shown>.

- Follow the on-screen prompts and complete the test plan.
- Upon test plan completion the current ATF fluid temperature will be displayed.
- Start the engine.



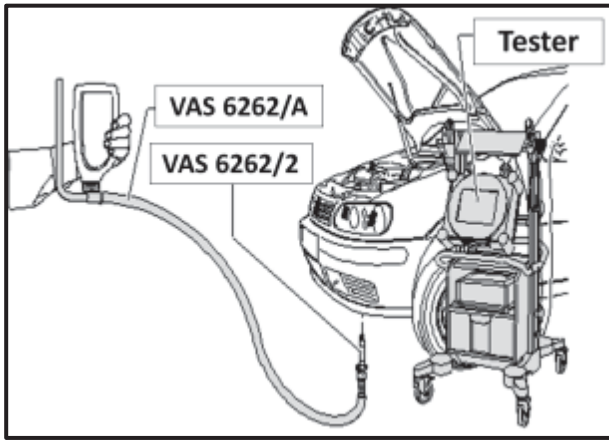
← Remove transmission inspection plug <1> but do not remove the internal standpipe.



← Install the VAS 6262/2 into the ATF inspection plug hand-tight <as shown>.

← Connect the VAS 6262/A to the VAS 6262/2 <as shown>.

- Shake ATF bottle to mix the fluid before opening, then attach bottle to VAS6262/A.



⇐ Add approximately 0.1 liters of ATF fluid to the transmission <as shown>.



Note: For vehicles where the ATF cooler was leaking at the time of repair, more fluid may be required to fill the transmission to its proper capacity.

- Remove the VAS 6262/A, but leave the VAS 6262/2 installed in the transmission.
- With the brake pedal depressed, move the selector lever to each position (P,R,N,D,S) and hold each position for at least 10 seconds.
- Move the selector back to “P”.
- Continue to follow the test plan.
- Monitor transmission fluid temperature using the diagnostic scan tool. As the fluid reaches 35° C fluid should begin to drip out of the VAS 6262/2 <as shown>.
- Once ATF continues to leak out of the VAS 6262/2 at the correct temperature remove the VAS6262/2.
- Inspect the sealing ring on the transmission inspection plug and replace with P/N: 09D321181B if necessary.



Note: This seal ring can be reused one time for this campaign only

- Reinstall the transmission inspection plug.



Note: If fluid does not leak out of the hole between 35°C and 45°C, more fluid must be added and fluid level checking must be restarted.

Continue to Section D - Campaign Completion Label and Parts Return/Disposal

Section D – Campaign Completion Label and Parts Return/Disposal

Install Campaign Completion Label

- Fill out and affix Campaign Completion label, part number CAMP 010 000, next to the vehicle emission control information label



Tip: Ensure Campaign Completion label does not cover any existing label(s)

- Close the hood.

Parts Return/Disposal

Properly destroy or dispose of removed parts in accordance with all state and local requirements, unless otherwise indicated and/or requested through the Warranty Parts Shipping Portal (WPSP) for U.S. and SAGA for Canada.

ALL WORK IS COMPLETE