



Safety Recall

Code: 34J6

Subject	Mechatronic Accumulator Housing															
Release Date	June 15, 2021															
Affected Vehicles	<table border="1"><thead><tr><th>Country</th><th>Beginning Model Year</th><th>Ending Model Year</th><th>Vehicle</th><th>Vehicle Count</th></tr></thead><tbody><tr><td>USA</td><td>2013</td><td>2015</td><td>JETTA HYBRID</td><td>2,149</td></tr><tr><td>CAN</td><td>2013</td><td>2013</td><td>JETTA HYBRID</td><td>199</td></tr></tbody></table>	Country	Beginning Model Year	Ending Model Year	Vehicle	Vehicle Count	USA	2013	2015	JETTA HYBRID	2,149	CAN	2013	2013	JETTA HYBRID	199
Country	Beginning Model Year	Ending Model Year	Vehicle	Vehicle Count												
USA	2013	2015	JETTA HYBRID	2,149												
CAN	2013	2013	JETTA HYBRID	199												
	<p>Check Campaigns/Actions screen in ELSA on the day of repair to verify that a VIN qualifies for repair under this action. ELSA is the <u>only</u> valid campaign inquiry & verification source.</p> <ul style="list-style-type: none">✓ Campaign status must show "open."✓ If ELSA shows other open action(s), inform your customer so that the work can also be completed at the same time the vehicle is in the workshop for this campaign.															
Problem Description	Hairline cracks may develop in the accumulator housing of the transmission (mechatronic unit), leaking and leading to insufficient transmission oil pressure. If this happens, the transmission warning light will illuminate in the instrument panel. If the warning light is ignored and the vehicle is driven, the clutch may not engage. There could be a sudden loss of power to the wheels, potentially leading to a vehicle crash.															
Corrective Action	Install a mechatronic unit repair kit.															
Precautions	Customers are advised: Do not ignore the transmission warning light if it comes on. If the light comes on, owners are advised to contact an authorized Volkswagen dealer without delay to have the vehicle inspected. Please refer to the vehicle owner's manual for more information on warning lights.															
Code Visibility	On or about June 15, 2021, the campaign code will be applied to affected vehicles.															
Owner Notification	Owner notification will take place in June 2021. Owner letter examples are included in this bulletin for your reference.															
Additional Information	<p>Please alert everyone in your dealership about this action, including Sales, Service, Parts and Accounting personnel. Contact Warranty if you have any questions.</p> <p>IMPORTANT REMINDER ON VEHICLES AFFECTED BY SAFETY & COMPLIANCE RECALLS</p> <p><u>New Vehicles in Dealer Inventory:</u> It is a violation of federal law for a dealer to deliver a new motor vehicle or any new or used item of motor vehicle equipment (including a tire) covered by this notification under a sale or lease until the defect or noncompliance is remedied. By law, dealers must correct, prior to delivery for sale or lease, any vehicle that fails to comply with an applicable Federal Motor Vehicle Safety Standard or that contains a defect relating to motor vehicle safety.</p> <p><u>Pre-Owned Vehicles in Dealer Inventory:</u> Dealers should not deliver any pre-owned vehicles in their inventory which are involved in a safety or compliance recall until the defect has been remedied.</p> <p>Dealers must ensure that every affected inventory vehicle has this campaign completed <u>before delivery to consumers.</u></p>															


Fill out and affix Campaign Completion Label (CAMP 010 000) after work is complete. Labels can be ordered at no cost via the Compliance Label Ordering portal at www.vwhub.com.

Parts Information

Parts Control Type: VIN to Order	If parts are needed to support a vehicle repair: <ul style="list-style-type: none"> • US Dealers - use AVA • CAN Dealers - contact the Parts Specialists via phone (800-767-6552), email (VWoAPartsSpecialists@vw.com), or chat/text with the VIN to order
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Parts Control Type: Free Order	Parts will be managed by Free Order
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Initial Allocation: NO	There will be no parts allocation. Please reference the Repair Projection Tool (below) to view your potential VIN population.
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Repair Projection Tool: (right click to open)	
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Criteria	Quantity	Part Number	P.O.C. Part Description	Ordering Method (see description above)
01	1	0AM-398-025	REPAIR KIT	VIN to Order
	3	01X-301-127-C	SCREW	Free Order
	1	095-409-841	CAP	Free Order
	1	5C0-998-152	REPAIR KIT	VIN to Order
	~1 gallon (4L)	See Parts on Command	G13 COOLANT	POC/Drop Ship
	1.1L	G -004-000-1L-DSP	OIL	POC/Drop Ship
	1.7L	G -055-512-A2	TRANSM.OIL	Free Order
	2	N -101-243-06	BOLT	Free Order
	1	N -904-142-03	SCREW	Free Order
	1	N -904-416-03	SCREW	Free Order
	5	N -911-012-01	BOLT	Free Order
4	WHT-001-922	BOLT	Free Order	

NOTE

The specified part numbers reflect the status at the start of this action. Interim updates made in ETKA can cause a listed part number to become unavailable. In this case, the new part number specified in ETKA should be used.

Claim Entry Instructions

The labor times listed here may differ from the labor operations and labor times listed in ELSA.

After campaign has been completed, enter claim as soon as possible to help prevent work from being duplicated elsewhere. Attach the ELSA screen print showing action *open on the day of repair* to the repair order.

If customer refused campaign work:

- ✓ U.S. dealers: Submit request via WISE under the *Campaigns/Update/Recall Closure* option.
- ✓ Canada dealers: Upload the repair order [signed by customer] to Volkswagen WIN/Operations/Campaign Closure.

Service Number	34J6		
Damage Code	0099		
Parts Vendor Code	WWO		
Claim Type	Sold vehicle: 7 10 Unsold vehicle: 7 90		
Causal Indicator	Mark REPAIR KIT* as causal part <i>NOTE: There are two part numbers titled "REPAIR KIT." Be sure to select part number 0AM398025 as the causal part.</i>		
Vehicle Wash/Loaner	Do not claim wash/loaner under this action U.S.A.: Loaner/rental coverage cannot be claimed under this action. However, loaner/rental may be covered under the Alternate Transportation Program. Please refer to the Volkswagen Warranty Policy and Procedures Manual for loaner claims information and reimbursement details. Canada: Loaner/rental coverage cannot be claimed under this action. Please refer to Volkswagen Service Loaner Program to determine loaner eligibility.		
Criteria I.D.	01		
	LABOR		
	Labor Op	Time Units	Description
	3511 41 99	400	Replace mechatronic accumulator housing
	2706 89 50	10	Connect battery charger
	0150 00 00	Time stated on diagnostic protocol	GFF Operations
	0121 00 04	10	Road test
	PARTS		
	Quantity	Part Number	Description
	1.00	0AM398025	REPAIR KIT*
	3.00	01X301127C	ROUND HD. SCREW
	1.00	095409841	COVER
	1.00	5C0998152	REPAIR KIT

Continued on next page

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	Up to 40.00	G 013A8JS0	G13 COOLANT
	1.10	G 0040001LDSP	OIL
	1.70	G 055512A2	TRANSM.OIL
	2.00	N 10124306	OVAL HEXAGON SOCKET HEAD BOLT
	1.00	N 90414203	PLUG WITH SEAL
	1.00	N 90441603	SCREW, HEX. HD.
	5.00	N 91101201	DOUBLE HEX. HD. BOLT
	4.00	WHT001922	BOLT, WITH POLYGON SOCKET HD. (COMBI.)
BOTTLE (p/n 000012147A) CLAIMING			
All dealerships: Claim BOTTLE (p/n 000012147A) ONE TIME ONLY			
NOTE: 000012147A does not have to be claimed on every repair, only the first			
	Quantity	Part Number	Description
	1.00	000012147A	BOTTLE

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Customer Letter Example (USA)

This notice applies to your vehicle: <MODEL YEAR> <BRAND> <CARLINE>, <VIN>

NHTSA: 19V866

Subject: Safety Recall 34J6 - Mechatronic Accumulator Housing

Dear Volkswagen Owner,

This notice is sent to you in accordance with the National Traffic and Motor Vehicle Safety Act. Volkswagen has decided that a defect, which relates to motor vehicle safety, exists in certain 2013-2015 model year Volkswagen Jetty Hybrid vehicles. Our records show that you are the owner of a vehicle affected by this action.

What is the issue?	Hairline cracks may develop in the accumulator housing of the transmission (mechatronic unit), leaking and leading to insufficient transmission oil pressure. If this happens, the transmission warning light will illuminate in the instrument panel. If the warning light is ignored and the vehicle is driven, the clutch may not engage. There could be a sudden loss of power to the wheels, potentially leading to a vehicle crash.
What will we do?	To correct this defect, your authorized Volkswagen dealer will install a mechatronic unit repair kit. This work will take about a day to complete and will be performed for you free of charge. Please keep in mind that your dealer may need additional time for the preparation of the repair, as well as to accommodate their daily workshop schedule.
What should you do?	Please contact your authorized Volkswagen dealer without delay to schedule this recall repair. To set up an appointment online, please visit www.vw.com/find-a-dealer .
Precautions you should take	Do not ignore the transmission warning light if it comes on. If the light comes on, owners are advised to contact an authorized Volkswagen dealer without delay to have the vehicle inspected. Please refer to the vehicle owner's manual for more information on warning lights.
Lease vehicles and address changes	If you are the lessor and registered owner of the vehicle identified in this action, the law requires you to forward this letter immediately via first-class mail to the lessee within ten (10) days of receipt. If you have changed your address or sold the vehicle, please fill out the enclosed prepaid Owner Reply card and mail it to us so we can update our records.
Reimbursement of Expenses	If you have previously paid for repairs relating to the condition described in this letter, please refer to the enclosed form that explains how to request reimbursement.
Can we assist you further?	If your authorized Volkswagen dealer fails or is unable to complete this work free of charge within a reasonable time, or if you should have any questions about this communication, please reach out to us using your preferred method of communication at www.vw.com/contact or by calling us at 800-893-5298.
Checking your vehicle for open Recalls and Service Campaigns	To check your vehicle's eligibility for repair under this or any other recall/service campaign, please visit www.vw.com/owners/recalls and enter your Vehicle Identification Number (VIN) into the Recall/Service Campaign Lookup tool.

If you still cannot obtain satisfaction, you may file a complaint with: The Administrator, National Highway Traffic Safety Administration, 1200 New Jersey Avenue, SE., Washington, DC 20590; or call the toll-free Vehicle Safety Hotline at 1-888-327-4236 (TTY: 1-800-424-9153); or go to <http://www.safercar.gov>.

We apologize for any inconvenience this matter may cause; however we are taking this action to help ensure your safety and continued satisfaction with your vehicle.

Sincerely,

Volkswagen Customer Protection

Customer Letter Example (Canada)

This notice applies to your vehicle: <MODEL YEAR> <BRAND> <CARLINE>, <VIN>

Transport Canada Recall: 2019-610

Subject: Safety Recall 34J6 - Mechatronic Accumulator Housing

Dear Volkswagen Owner,

This notice is sent to you in accordance with the requirements of the *Motor Vehicle Safety Act*. This is to inform you that your vehicle may contain a defect that could affect the safety of a person. Our records show that you are the owner of a vehicle affected by this action.

What is the issue? Hairline cracks may develop in the accumulator housing of the transmission (mechatronic unit), leaking and leading to insufficient transmission oil pressure. If this happens, the transmission warning light will illuminate in the instrument panel. If the warning light is ignored and the vehicle is driven, the clutch may not engage. There could be a sudden loss of power to the wheels, potentially leading to a vehicle crash.

What will we do? To correct this defect, your authorized Volkswagen dealer will install a mechatronic unit repair kit. This work will take about a day to complete and will be performed for you free of charge. Please keep in mind that your dealer may need additional time for the preparation of the repair, as well as to accommodate their daily workshop schedule.

What should you do? Please contact your authorized Volkswagen dealer without delay to schedule this recall repair.

Precautions you should take Do not ignore the transmission warning light if it comes on. If the light comes on, owners are advised to contact an authorized Volkswagen dealer without delay to have the vehicle inspected. Please refer to the vehicle owner's manual for more information on warning lights.

Lease vehicles and address changes If you are the lessor and registered owner of the vehicle identified in this letter, you shall forward this letter (and any subsequent notice, if applicable) to the lessee within ten (10) days of receipt. If you have changed your address or sold the vehicle identified in this letter, please fill out the enclosed prepaid Owner Reply Card and mail it to us so we can update our records.

Reimbursement of Expenses If you have previously paid for repairs relating to the condition described in this letter, please refer to the enclosed form that explains how to request reimbursement.

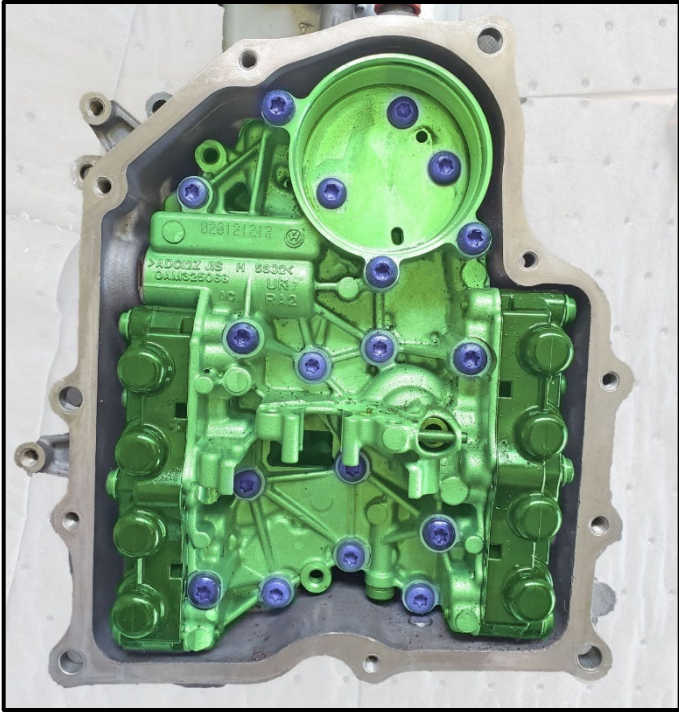
Can we assist you further? If your authorized Volkswagen dealer fails or is unable to complete this work free of charge within a reasonable time, please contact Customer Relations, Monday through Friday from 8AM to 8PM EST by phone at 1-800-822-8987 or via our "Contact Us" page at www.vw.ca.

We apologize for any inconvenience this matter may cause; however we are taking this action to help ensure your safety and continued satisfaction with your vehicle.

Sincerely,

Volkswagen Customer Protection

Repair Overview



- Replace mechatronic accumulator housing.

! NOTE

- These repair instructions may differ from the labor operations and labor times listed in ELSA.
- Damages resulting from improper repair or failure to follow these work instructions are the dealer's responsibility and are not eligible for reimbursement under this action.
- This procedure must be read in its entirety prior to performing the repair.
- Due to variations in vehicle equipment and options, the steps/illustrations in this work procedure may not identically match all affected vehicles.
- Diagnosis and repair of pre-existing conditions in the vehicle are not covered under this action.
- When working during extreme temperatures, it is recommended that the vehicle be allowed to acclimate inside the shop to avoid temperature-related component damage/breakage.

Required Tools

	<p>Battery Tester/Charger - GRX3000VAS- (or equivalent)</p>		<p>Diagnostic Tester -VAS6150X/6160X- (or equivalent)</p>
	<p>Hose Clamps - Up To 25mm -3094- (or equivalent)</p>		<p>Guide Bolt – Mechatronic -T10406-</p>
	<p>Assembly Lever – Mechatronic -T10407-</p>		<p>Suction Pump -VAS5226- (or equivalent)</p>
	<p>Used Oil Collection and Extraction Unit -SMN372000- (or equivalent)</p>		<p>Pry lever -80-200- (or equivalent)</p>
	<p>Sealing Caps - High Voltage -T10506-</p>		<p>High Voltage Tool Set - Cable Covers -VAS6762/10-</p>

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 <p>T-70 Torx Bit Max. overall length: 60mm (commercially available)</p>	 <p>Bottle 000-012-147-A (each dealer will be allocated one bottle)</p>
 <p>ESD Work Surface -VAS6613-</p>	 <p>Wedge Set -T10383- (or equivalent)</p>
 <p>Warning Sign - High Voltage -VAS6649-</p>	 <p>Warning Sign - "Do Not Switch On" -VAS6650A-</p>

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Repair Instruction


Section A - Check for Previous Repair

TIP

If Campaign Completion label is present, no further work is required.

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

EXAMPLE

Campaign/Action	Start	Designation
	2015-11-10	W-SERV_ACT -
	2018-12-13	RECALL -
	2017-05-16	A-RECALL -

EXAMPLE

- 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.

- Confirm the Campaign/Action is open <arrow 1>. If the status is closed, no further work is required.
- Note the Applicable Criteria ID <arrow 2> for use in determining the correct work to be done and corresponding parts associated.

CRITICAL REPAIR STEP



If multiple software update Campaign/Actions are open, they must be performed in order of the Start date <arrow 3>. The oldest should be performed first.

- **All Safety Recalls must be completed prior to completing this campaign.**
- **Proceed to Section B.**

Section B – Repair Procedure

WARNING

Read and follow the information below when de-energizing the high-voltage system to reduce the risk of fatal injury.

- Only a qualified technician (high-voltage technician) should disable the high-voltage electrical system.
- The High-Voltage Technician (HVT) makes sure the system is de-energized and cannot be re-energized again.
- The high-voltage technician assures that the system cannot be re-energized again by safely storing the key, the High-Voltage System Maintenance Connector -TW- and the pilot line connector.
- The High-Voltage Technician (HVT) puts a sign on the vehicle saying the voltage is disabled.
- Only hybrid electrically instructed persons may perform all work (maintenance, tire changing, Convenience System) on vehicles with a high-voltage system. If there is any uncertainty, discuss with the responsible high-voltage technician.
- A high-voltage technician must disable the system before any work can be performed on the high-voltage electrical system or any other service work to the body.
- Only a High-Voltage Expert (HVE) may perform repairs to the vehicle if it is not possible to disable the high-voltage electrical system.
- Individuals with electrical medical equipment must not work on vehicles with a high-voltage electrical system. Examples of electrical medical equipment include pain medication pumps, implanted heart defibrillators, pacemakers, insulin pumps and hearing aids.

WARNING

Working with high-voltage cables:

- Do not support yourself or lay tools on the high-voltage cable or on any of its components.
- When working near high-voltage components and high-voltage cables, do not use tools that generate heat, that have sharp edges or that are used for cutting or shaping, such as welding, soldering, hot air or thermal adhesive equipment.
- When working near high-voltage components and high-voltage cables, do not use tools that generate heat such as welding, soldering, hot air or thermal adhesive equipment.
- Do not excessively bend or flex high-voltage cables.
- Always contact a High-Voltage Technician (HVT) if there are questions or if something is not clearly understood.

WARNING

The system is under pressure.

The DSG Transmission Mechatronic -J743- has a pressure reservoir that can hold up to 60 bar (870 psi) pressure. The cover on the DSG Transmission Mechatronic -J743- and the pressure reservoir may not be opened until the pressure has been reduced.

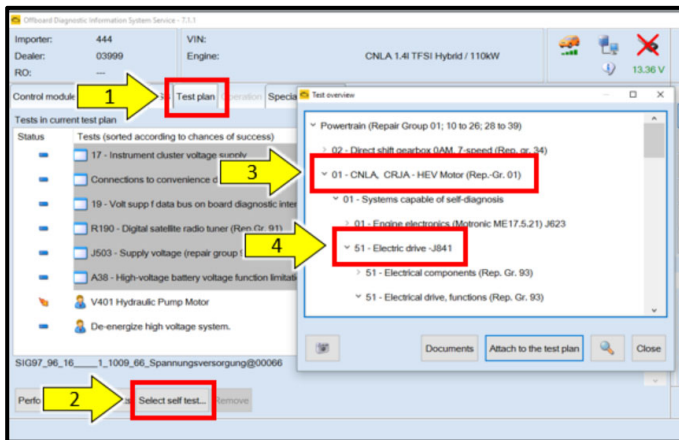
CAUTION

Danger of causing damage to the transmission.

Do not let the engine run when the DSG Transmission Mechatronic -J743- is removed or when there is no transmission fluid in the engine. Do not tow the vehicle either.

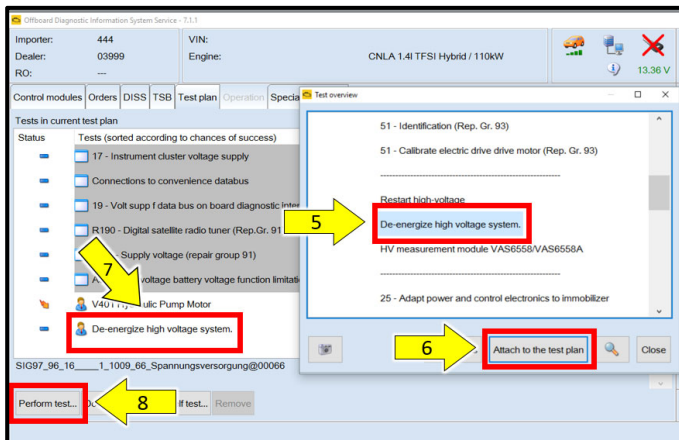
NOTE

- A failed accumulator housing may cause faults P17BF, P0841, P1895 or P189C to set in the TCM (address 0002).
- If other faults, or additional faults are stored in the TCM (address 0002), they must be addressed prior to performing this repair.
- Diagnosis and repair of faults other than P17BF, P0841, P1895 or P189C will not be covered under this campaign.
- If diagnosis and repair leads to replacement of the transmission or the mechatronic, perform the following once the repairs are complete:
 - U.S. dealers: Submit request via WISE under the *Campaigns/Update/Recall Closure* option.
 - Canada dealers: Submit the request through VW WIN under Operations, then the Campaign Closure option, or email warranty.campaigns@vw.ca.

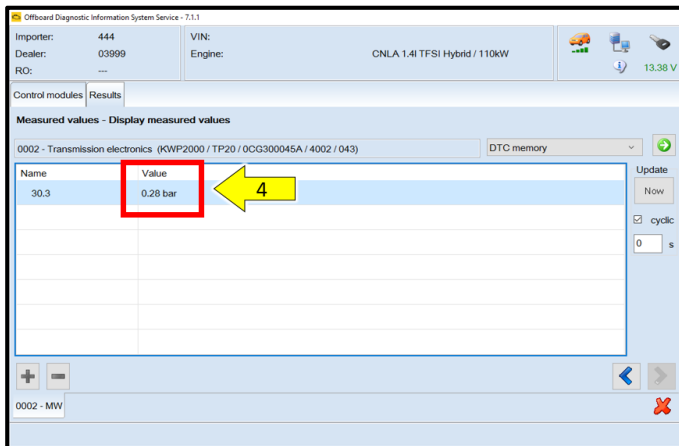
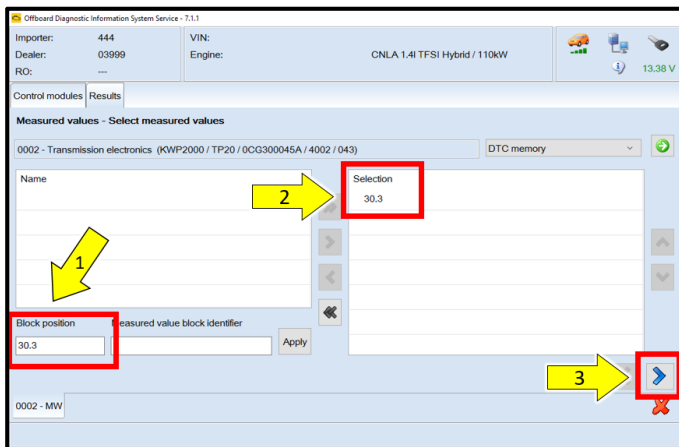


De-energize HV system:

- Follow the GFF test plan for disabling the high voltage system:
 - Perform a diagnostic scan of the vehicle.
 - Select “Test plan” <1>.
 - Select “Select self test...” <2>.
 - Open the dropdown for Repair Group 01 <3> (under powertrain).
 - Open the dropdown for 51 - Electric drive -J841- <4>.
 - Scroll down and click on “De-energize high voltage system” <5>.
 - Select “Attach to the test plan” <6>.
 - Highlight the test plan <7>.
 - Select “Perform test...” <8>.



- Pay close attention to the test plan instructions when de-energizing the high-voltage system.
- The test plan will guide you through all of the de-energization steps. **READ EACH SCREEN CAREFULLY!!**
- **Refer to the Function Description tabs if necessary.**
- **Save the diagnostic session.**



Check TCM MVB 30.3:

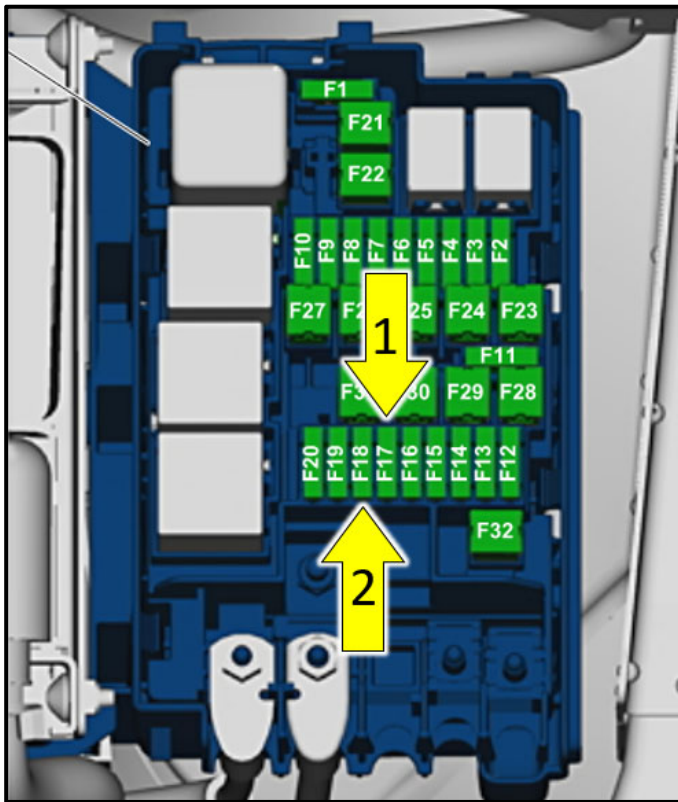
WARNING

The system is under pressure.

- The DSG Transmission Mechatronic -J743- has a pressure reservoir that can hold up to 60 bar (870 psi) pressure.
- The cover on the DSG Transmission Mechatronic -J743- and the pressure reservoir may not be opened until the pressure has dropped below 3 bar.
- The mechatronic accumulator is under pressure and cannot be removed until the pressure is under 3 bar.
- To ensure the accumulator is safe to remove, check MVB 30.3 (actual pressure of pressure supply) using Control Module OBD:
 - Use Control Module OBD.
 - Enter 30.3 in the Block position <1>.
 - Once you see 30.3 displayed in the Selection box <2>, click on the blue forward arrow <3>.
 - The pressure displayed <4> can now be monitored.

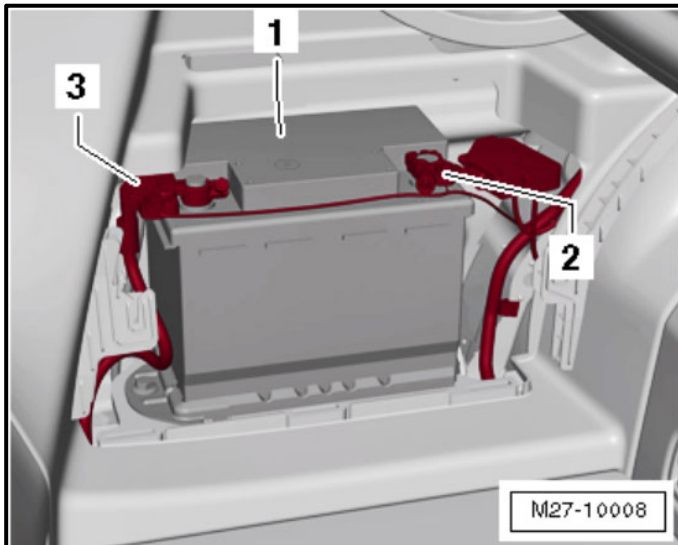
NOTE

- The time it takes for the pressure to drop below 3 bar depends on the starting pressure. This can take up to 30 minutes.
- If the ignition is cycled, the pressure will raise up to 60 bar. DO NOT cycle the ignition.
- While the pressure is dropping, other work steps that do not require an ignition cycle, or opening of the mechatronic can be performed. Removing covers, air damper or noise insulation, for example.



Remove fuse SB17 and SB18:

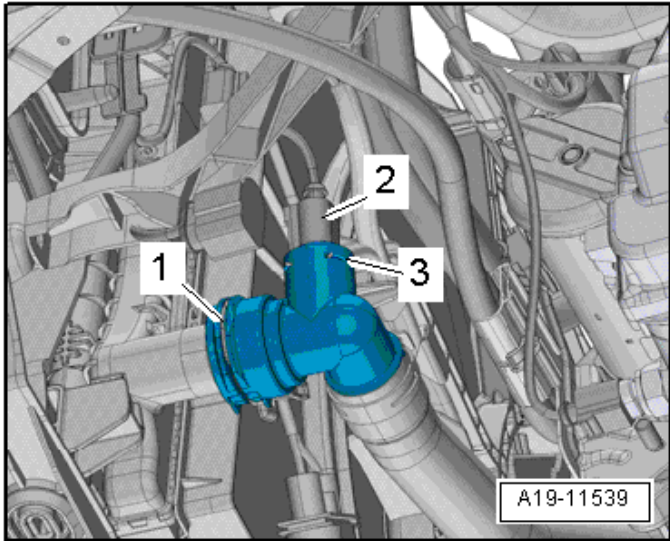
- Once MVB 30.3 reads below 3 bar, remove fuses SB17 <1> and SB18 <2> from the SB fuse panel in the engine compartment. This will ensure the electric pump inside the mechatronic does not turn back on.
- If the fuses are different amperages, keep track of which amperage fuse goes to which fuse position.



Disconnect 12V battery:

- Access the 12V battery.
- Loosen, remove and isolate battery ground terminal <3>.

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Drain the coolant:

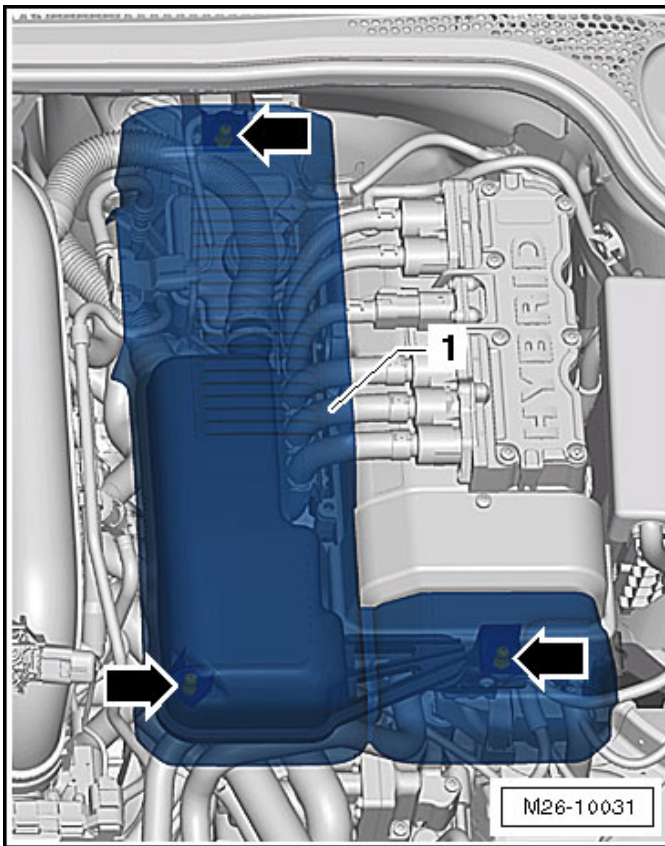
CAUTION

The cooling system is under pressure when the engine is warm. Risk of scalding due to hot steam and hot coolant.

Scalding the skin and other parts of the body is possible.

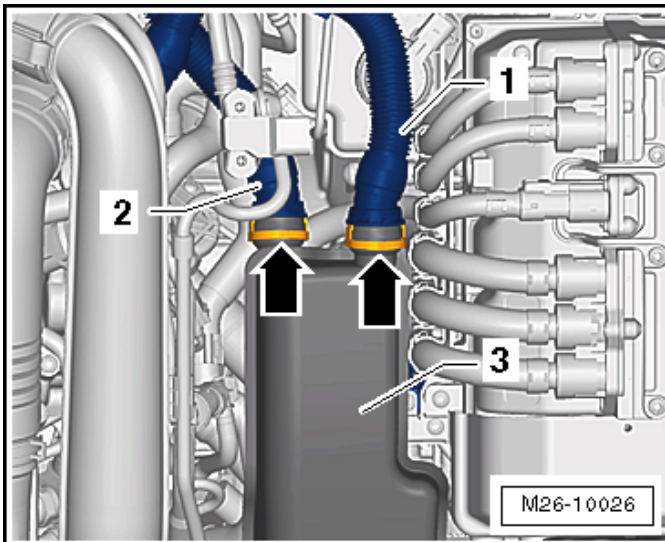
- Wear safety gloves.
- Wear protective eyewear.
- Reduce the pressure by covering the coolant expansion tank cap with a cloth and carefully opening it.

- Open the coolant reservoir cap.
- Place a drip tray under the vehicle.
- Disconnect the connector <2> on the Engine Coolant Temperature Sensor on Radiator Outlet -G83-.
- Open the clamp <1>. Remove the left coolant hose at the bottom of the radiator and drain the coolant.



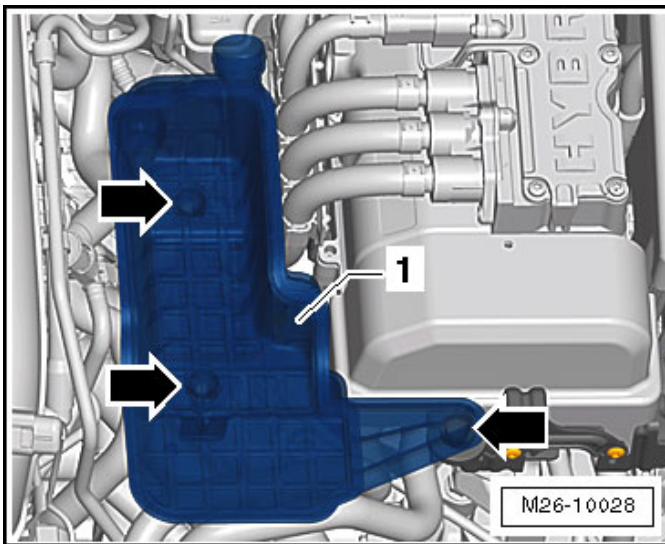
Remove cover:

- Unclip and remove the damper cover <1> upward from the retainers <arrows>.

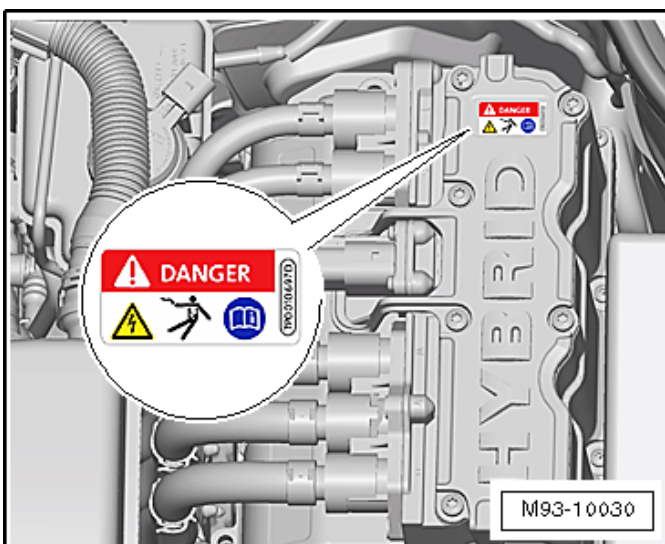


Remove air damper:

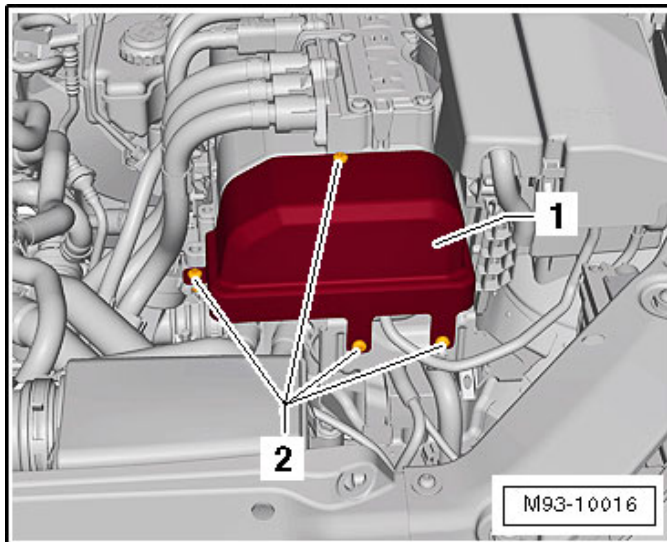
- Squeeze the locking ring <arrows> on both sides and remove the air lines <1 and 2> from the damper <3>.



- Remove the damper <1> upward from the rubber bushings <arrows>.

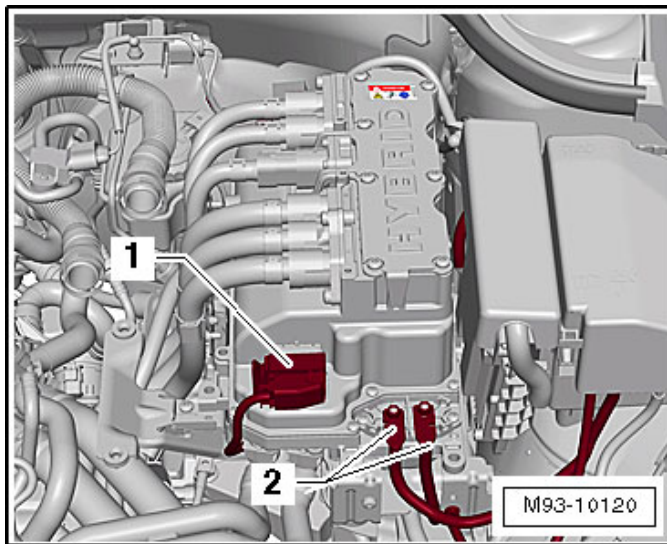


- Be careful not to damage the red warning label on the Electric Drive Power and Control Electronics -JX1-.



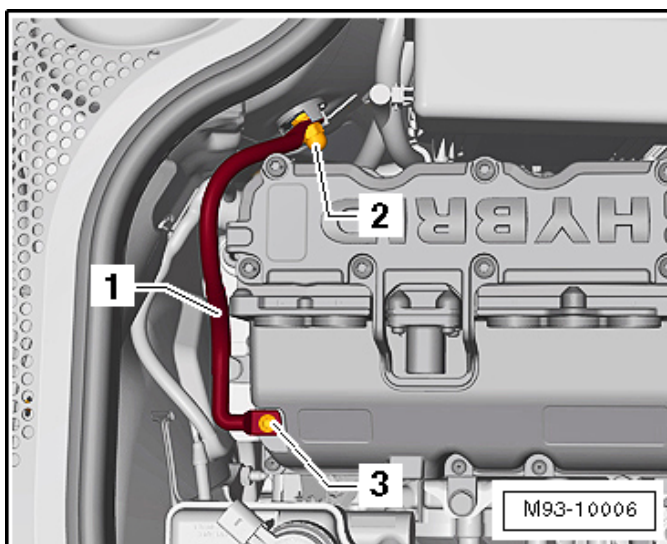
Remove cover:

- Loosen the bolts for the air damper bracket.
- Remove the screws <2> and then remove the cover <1> from the Electric Drive Power and Control Electronics -JX1-.



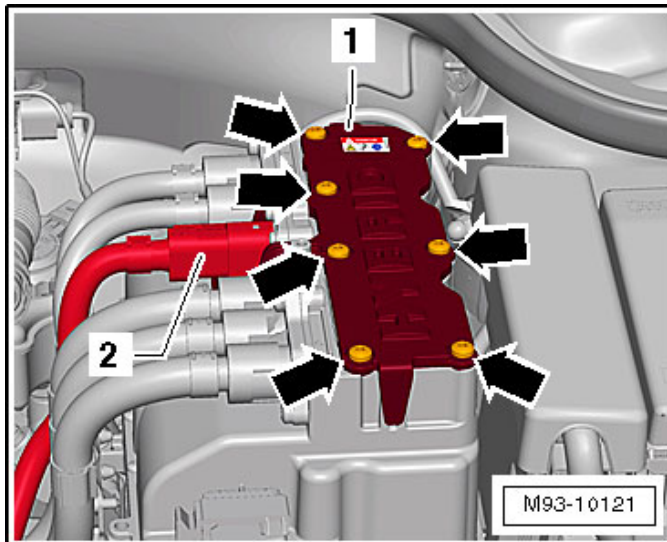
Disconnect cables and connector from JX1:

- Remove the cover from terminal 30/terminal 31.
- Unscrew and remove terminal 30/terminal 31 <2>.
- Remove the connector <1>.



Disconnect potential equalization cable from JX1:

- Remove bolt nut <2> and bolt <3> and remove potential equalization cable <1>.



Disconnect cables from JX1:

- Disconnect and remove the Electric A/C Compressor High-Voltage Cable -P3- <2>.

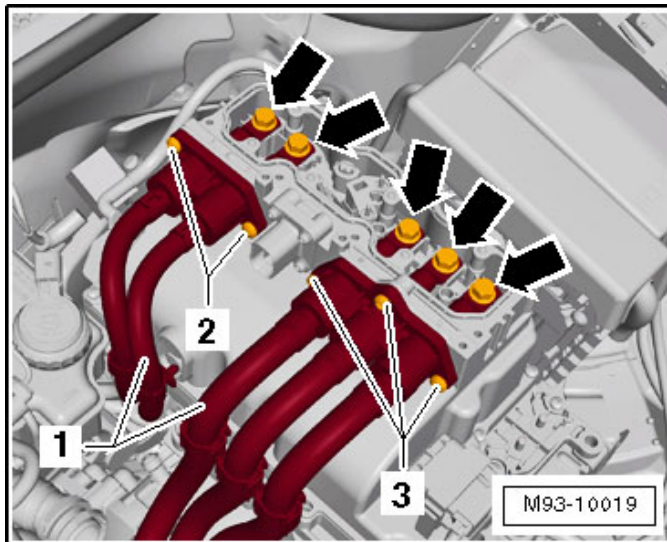
TIP

The connector for the Electric A/C Compressor High-Voltage Cable -P3- has three locking stages.

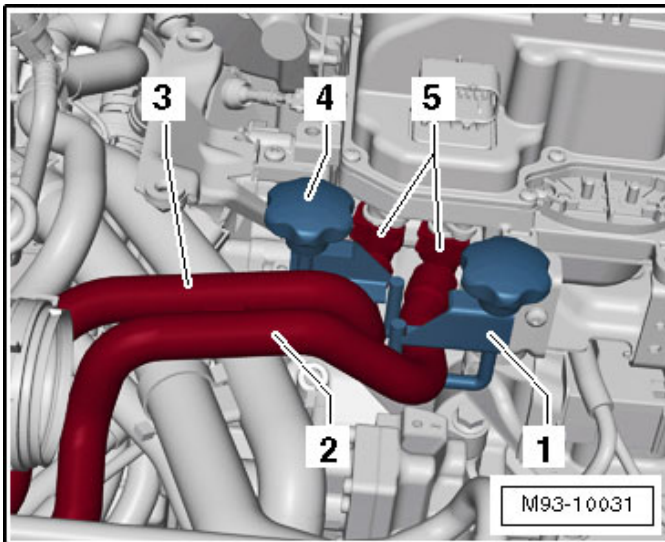
- Remove the bolts <arrows> and remove cover <1>.

NOTE

- Be careful not to damage the seal inside the cover.
- If the seal on the cover <1> is damaged, the cover <1> must be replaced. If the seal on the cover is OK, then the same cover can be installed again.



- Remove the bolts from the high-voltage connections <arrows>.
- Remove the bolts from the high-voltage cables <2 and 3>.
- Pull the high-voltage cables <1> carefully with light movements out of the Electric Drive Power and Control Electronics -JX1-.
- Cover the high voltage cable terminal ends with High Cable Covers -VAS6762/10- to protect high voltage cable ends from damage.

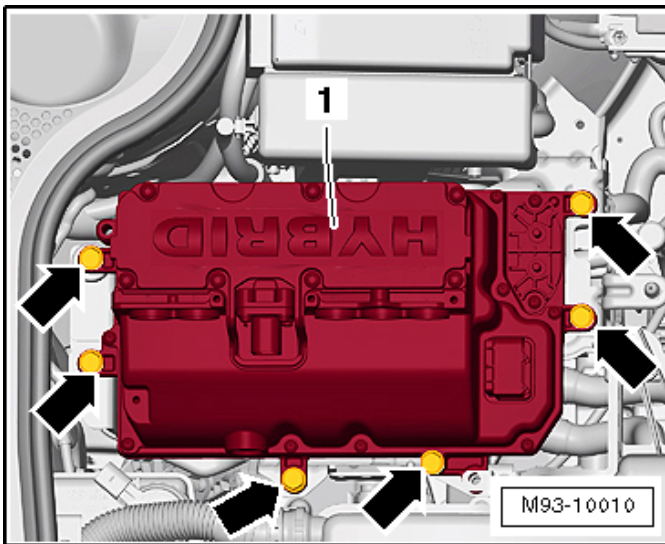


Disconnect JX1 coolant hoses:

- Clamp off both coolant lines <2 and 3> with the -3094- <1 and 4>.
- Open and remove both hose couplings <5>.
- Catch escaping coolant with a suitable container.

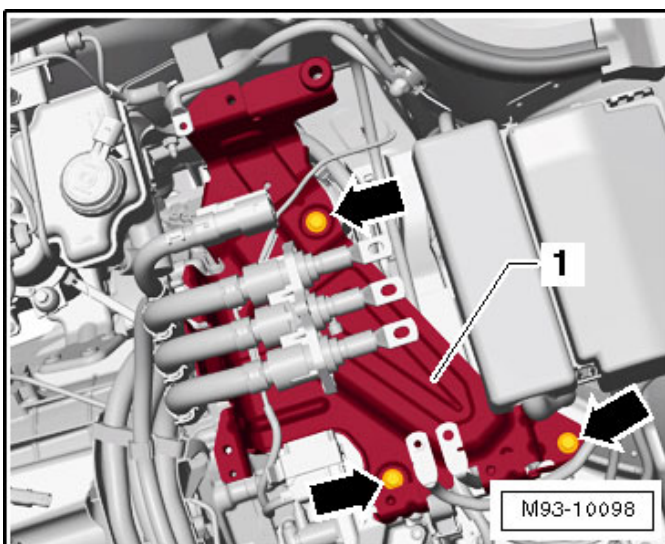
i TIP

If the connections <5> are difficult to remove, the hoses <2> and <3> can also be disconnected from the metal pipes on the front of the engine.



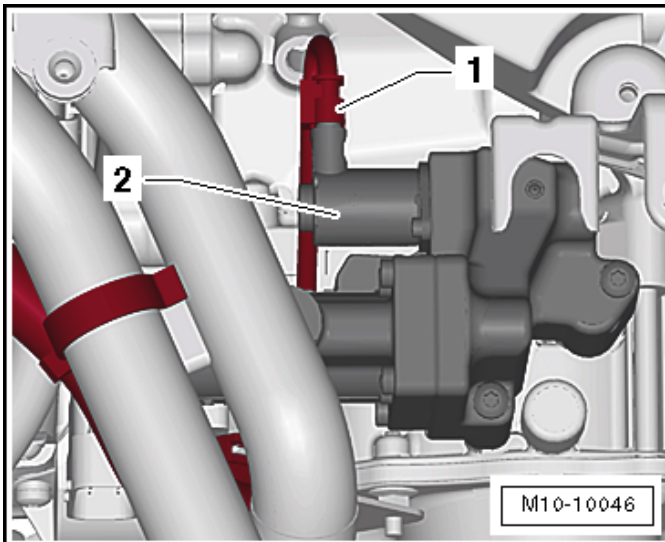
Remove JX1:

- Remove bolts <arrows> and then remove the JX1 <1> from the bracket.



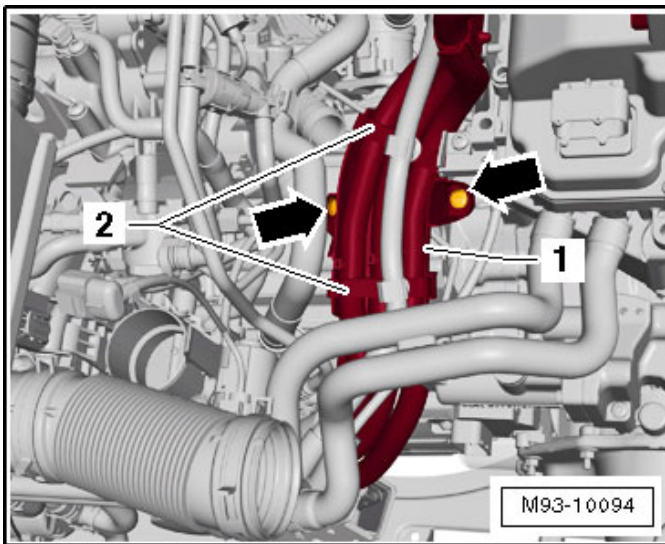
Remove JX1 bracket:

- Pay attention to how cables and harnesses are routed. Take photos if needed.
- Remove wiring harnesses from bracket <1> using the -80-200-.
- Remove bolts <arrows> and remove bracket <1>.



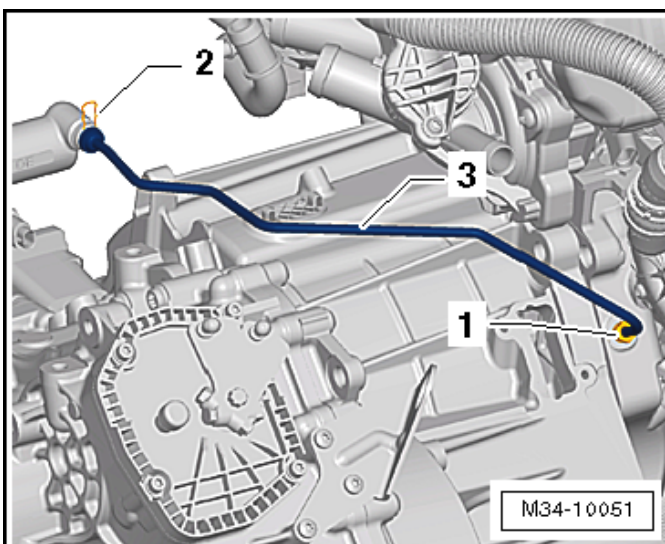
Disconnect connector from KO clutch valve:

- Disconnect the connector <1> from the valve <2> on the mechatronic and pull the wiring harness from the front bracket on the transmission.



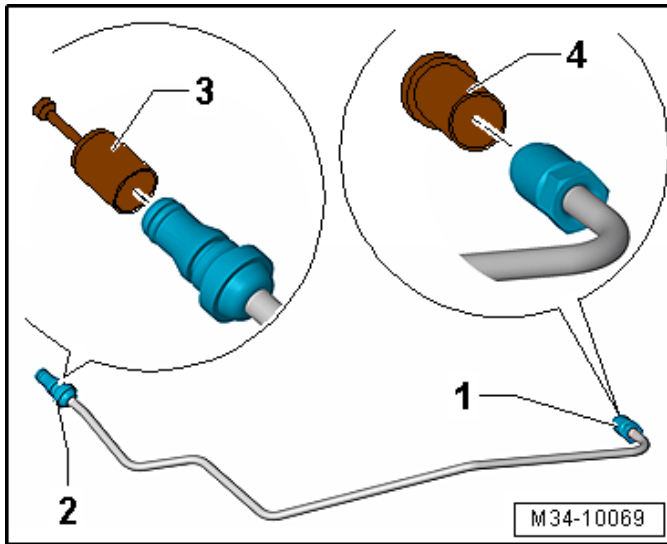
Loosen high voltage cable bracket:

- Loosening the high voltage cable bracket allows removal of the hydraulic line.
- Remove bolts <arrows>.



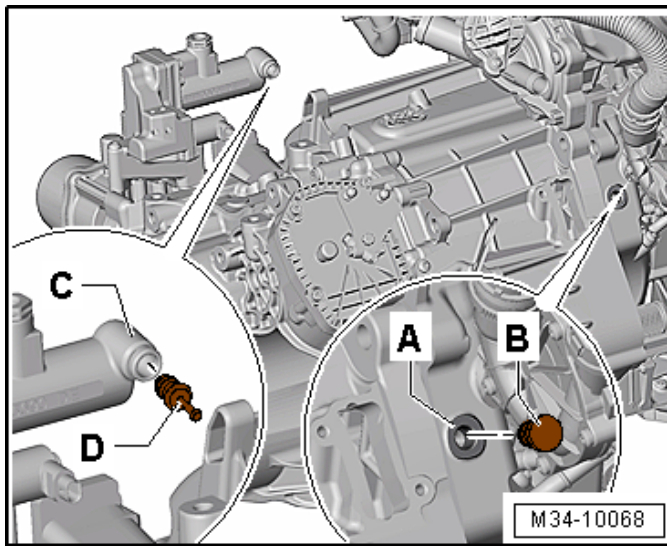
Remove hydraulic line:

- Loosen connection <1> for the hydraulic line <3> from underneath the vehicle.
- Remove the clamp <2> from the valve block/mechatronic.
- Remove the hydraulic line <3> on the engine and valve block/Mechatronic at the same time.

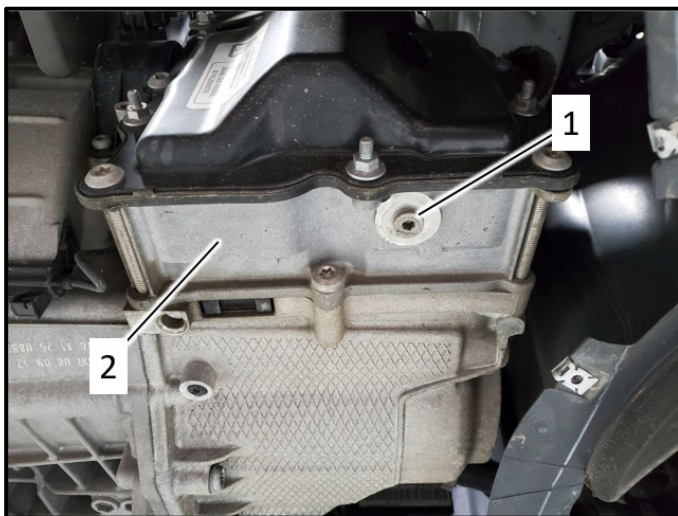


Sealing connections:

- Connections <1> and <2> must be sealed with plugs <3> and <4> from the Repair Kit 5C0-998-152.
- Always use new plugs from the Repair Kit 5C0-998-152. The sealing plugs cannot be used again.



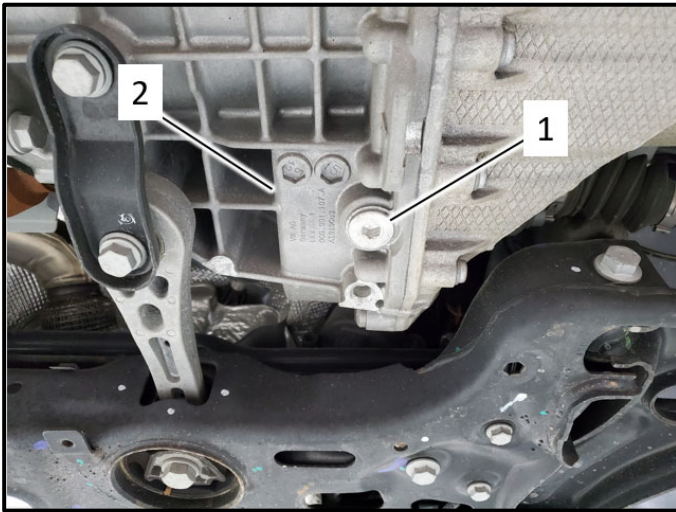
- Ports <A> and <C> must be sealed with plugs and <D> from the Repair Kit 5C0-998-152.
- Always use new plugs from the Repair Kit 5C0-998-152. The sealing plugs cannot be used again.



Drain mechatronic:

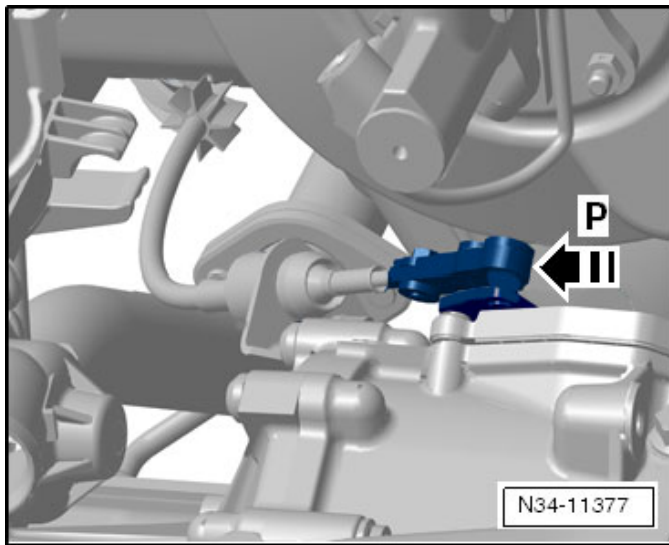
- Place an oil collection device under the transmission.
- Remove drain plug <1> from mechatronic <2>.
- After all of the fluid has drained out, install a new drain plug <1> and torque to 5 Nm + 90°.

Part Number	Part Description
N -904-142-03	Sealing Plug



Drain transmission oil:

- Remove drain plug <1> from transmission <2>.
- After all of the fluid has drained out, reinstall the drain plug <1> and torque to 30 Nm.

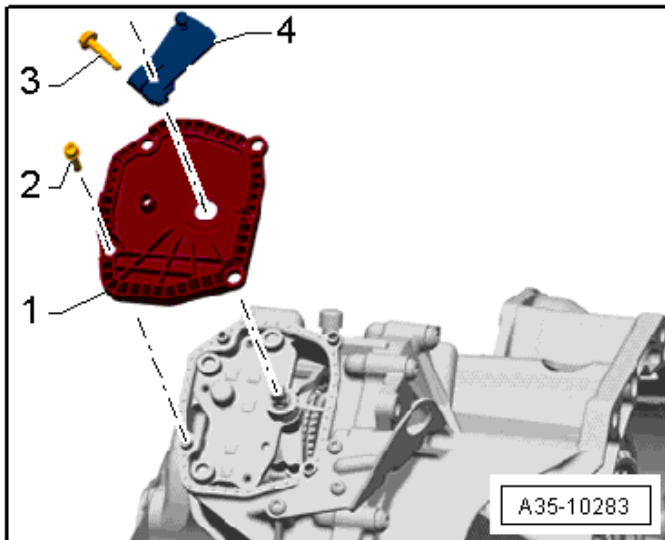


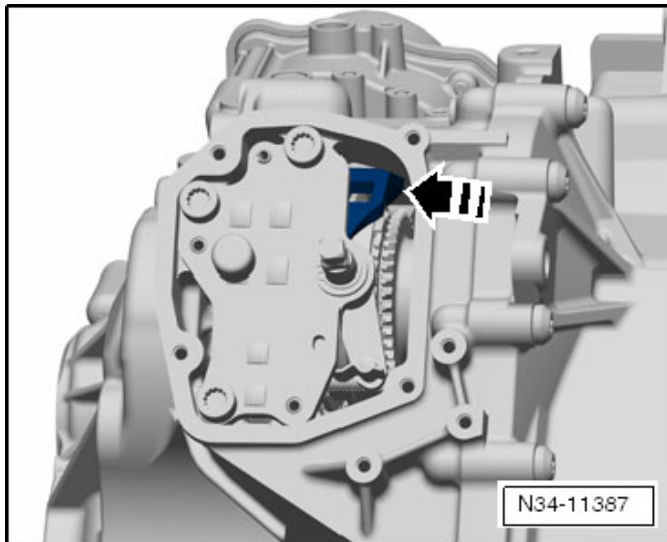
Mechatronic, Moving into Removal Position by Hand:

! NOTE

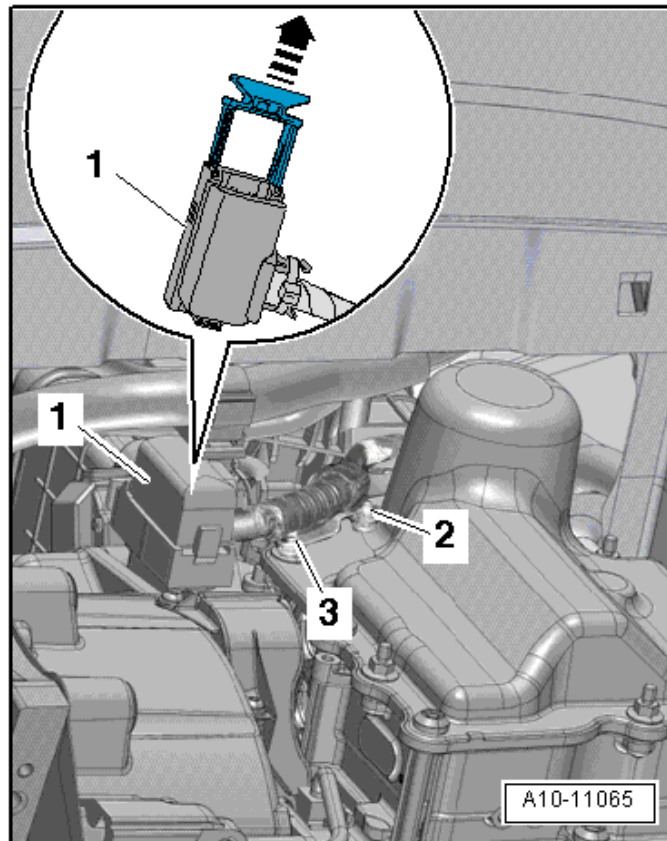
Since the Guided Functions test plan for moving the gear selector to neutral cannot be performed, the gear selector must be moved by hand in order to remove the mechatronic.

- The gear selector must be in park.
- Push the selector lever all the way toward the cable bracket by hand in direction of <arrow>.
- Remove the selector lever cable from the transmission selector lever using Pry Lever -80-200-.
- Remove the bolt <3> and remove the selector lever <4>.
- Remove the bolts <2> and the parking lock cover <1>.





- Push the shift fork to the side through the opening in direction of <arrow>.



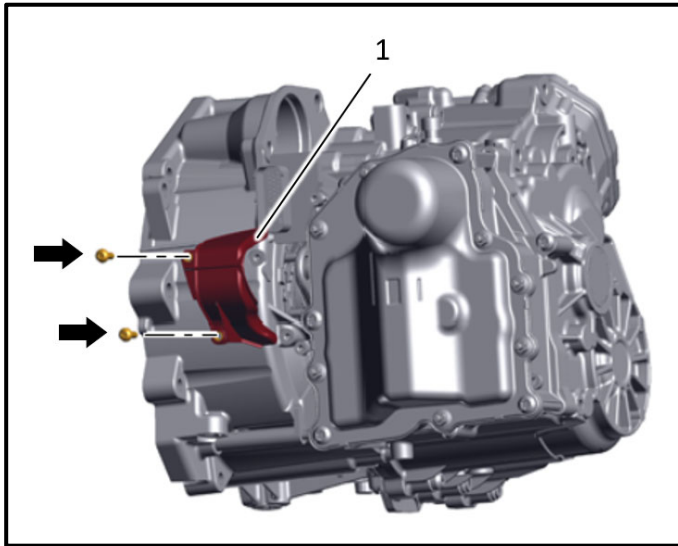
Remove bracket bolts and disconnect connector:

⚠ CAUTION

Danger of causing damage to transmission components.

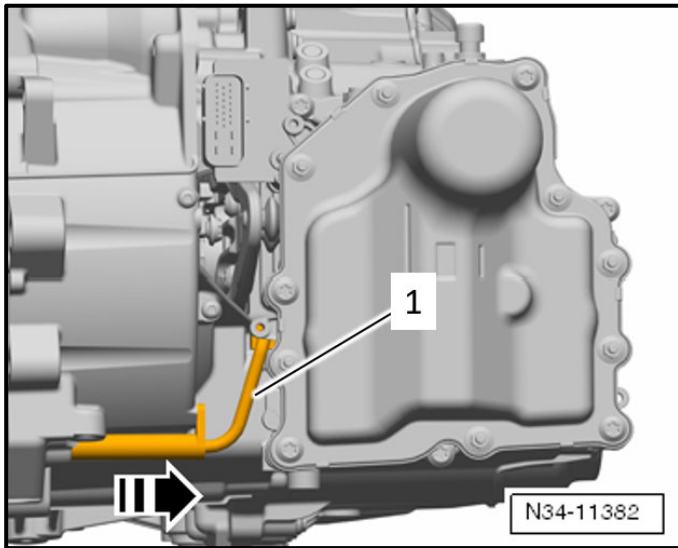
Never touch the contacts in the transmission connector. The control module as well as the Mechatronic can become damaged by the static discharge.

- Disconnect the connector <1> for the DSG Transmission Mechatronic -J743- by pulling the locking mechanism upward in direction of <arrow>.
- Remove the nuts <2 and 3> from the double bolts.
- Remove the bracket for the electric wires from the transmission.



Remove cover for engaging levers:

- Remove bolts <arrows>.
- Remove cover <1>.



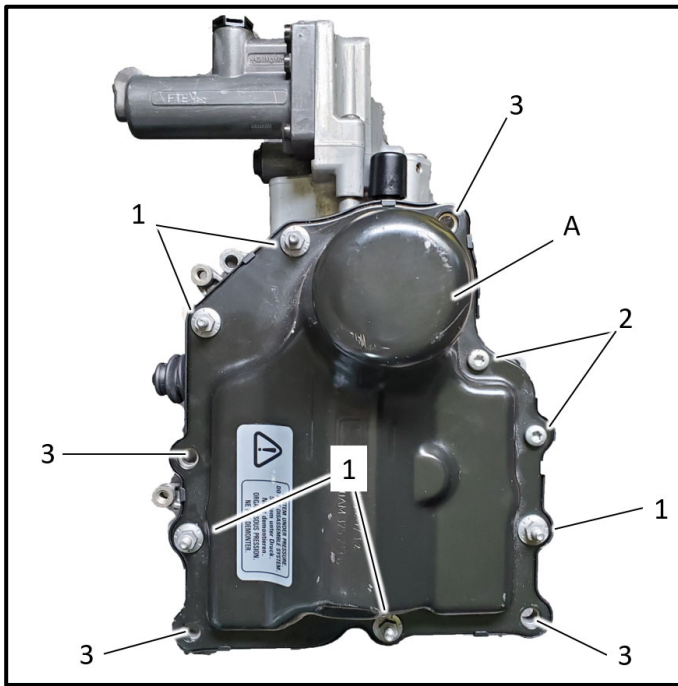
Remove Transmission Input Speed Sensor 3 -G641-:

- Unclip speed sensor carefully from the housing in direction of <arrow> with a small screwdriver.

⚠ CAUTION

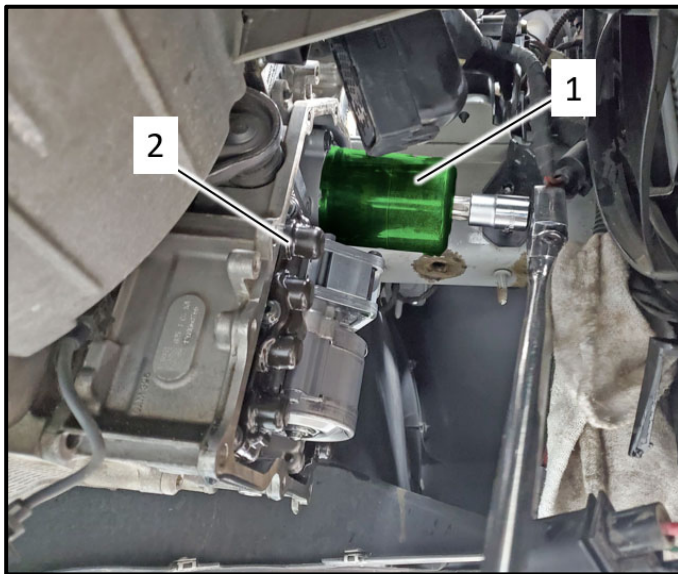
RISK OF DAMAGE

- Handle the speed sensor carefully during this repair. Especially once the mechatronic is removed.
- Mechatronic replacements due to damaged speed sensors will not be covered under this action.



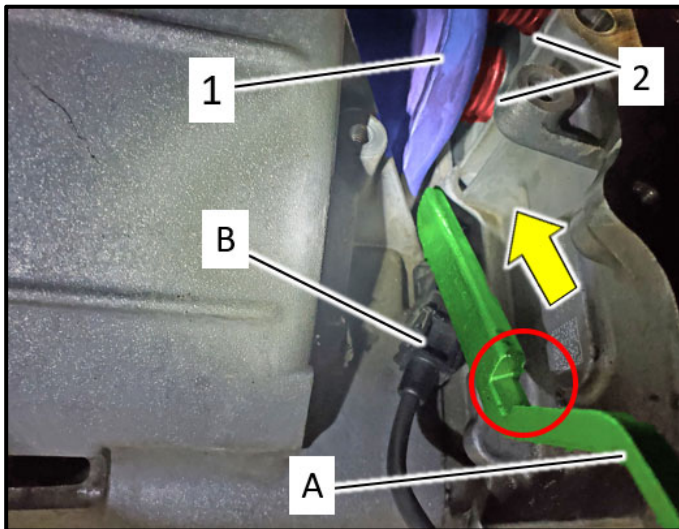
Remove mechatronic cover:

- Remove all bolts <1>, <2> and <3> that secure the mechatronic cover <A> to the mechatronic.
- **Only remove the cover bolts. Do not remove the three additional bolts that secure the mechatronic to the transmission at this time.**



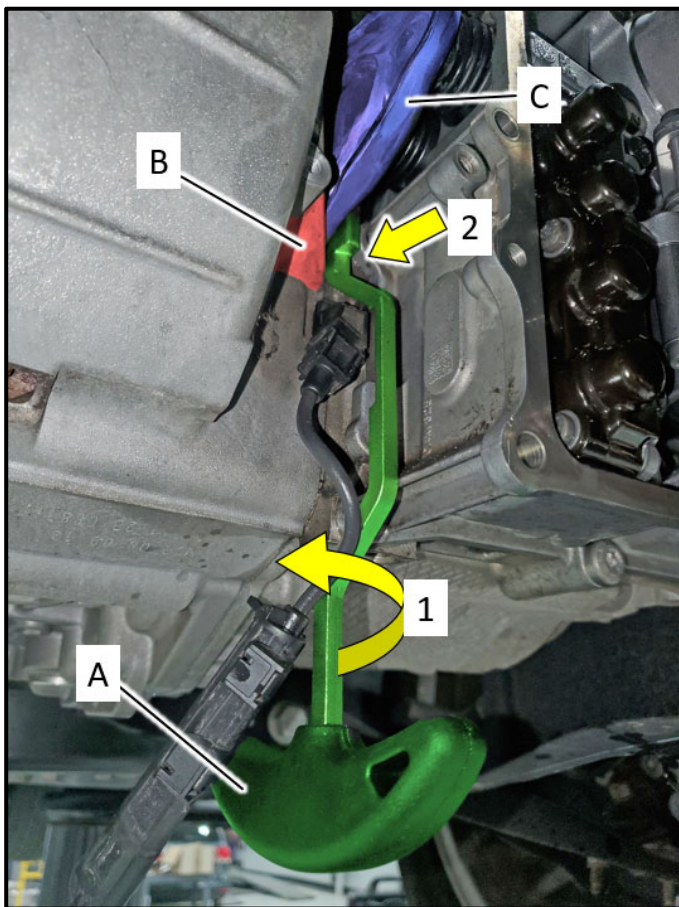
Remove accumulator:

- Remove the accumulator <1> from the mechatronic <2> using a T-70 Torx bit (locally sourced).

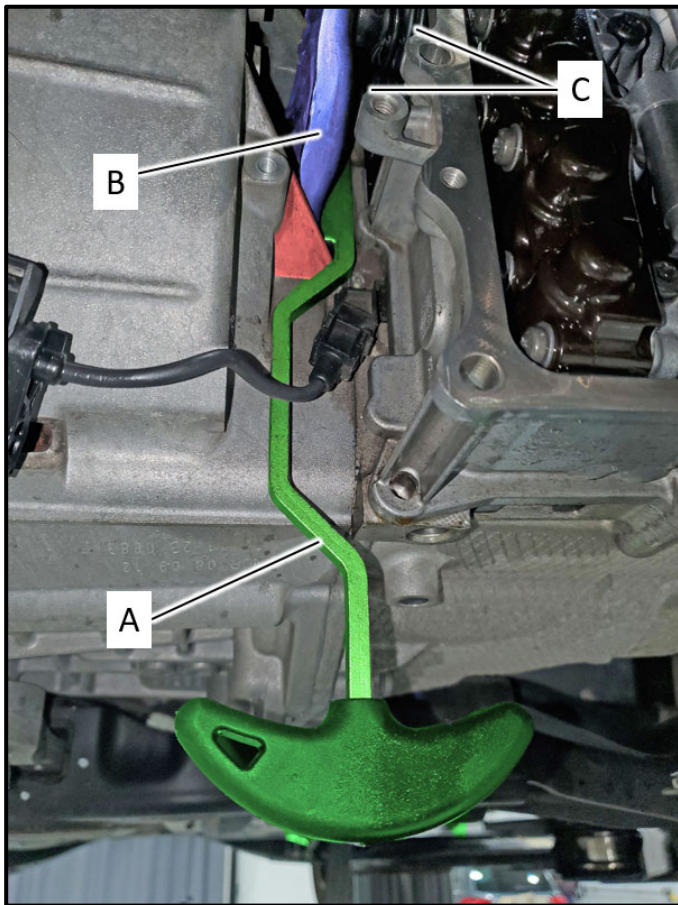


Prepare mechatronic for removal:

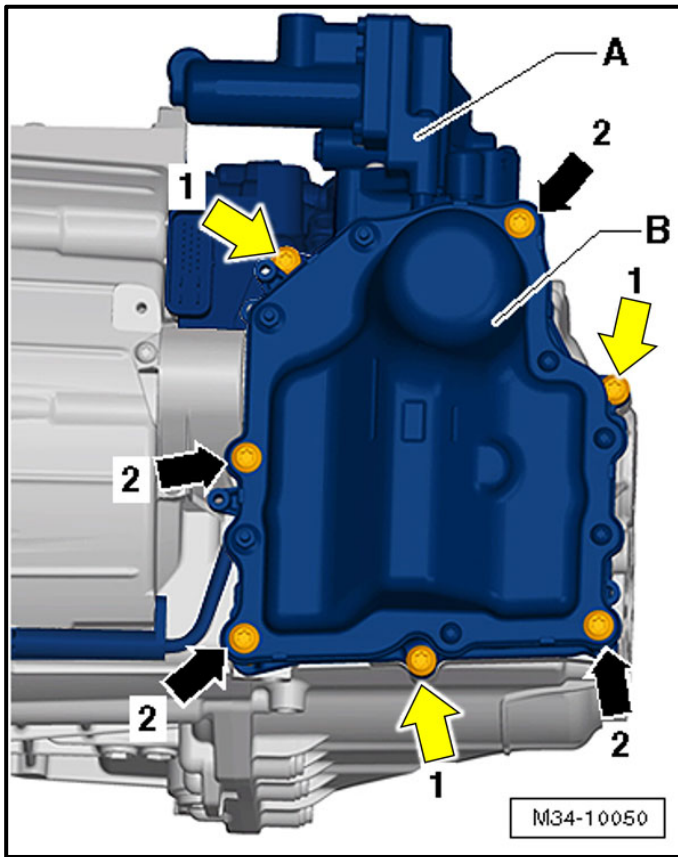
- The lever <1> must be moved off of clutch pistons <2>.
- Start with the notch <circle> on the -T10407- facing toward the front of the vehicle.
- Insert the -T10407- <A> behind the lever <1> in direction of <arrow>.
- The -T10407- is inserted between the transmission and mechatronic.
- Pay attention so sensor is not damaged.



- Slide the -T10407- <A> up and behind the lever <C> as shown.
- The notch <arrow 2> on the -T10407- should line up with the rib on the transmission.
- Turn the -T10407- <A> counter-clockwise 90° in direction of <arrow 1>.
- Hold the -T10407- against the transmission housing with a screwdriver to prevent it from slipping while turning it.
- Pay attention to the speed sensor wiring harness so it does not get pinched by the -T10407-.



- After rotating the -T10407- <A>, the lever will be moved off the clutch pistons <C>.
- The mechatronic can now be removed from the transmission.
- The -T10407- will remain in place once the mechatronic is removed.



Remove mechatronic:

NOTE

- Bolts <2> have already been removed.
- Cover has been removed.
- Remove bolts <1> and carefully remove mechatronic from the transmission.

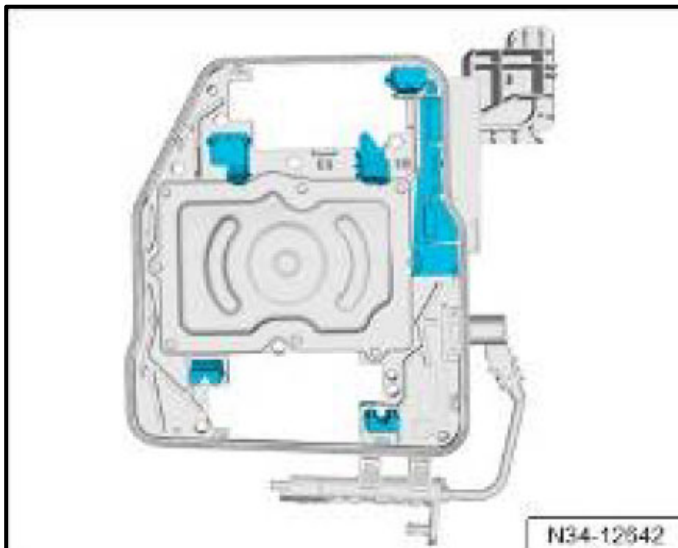


Remove TCM:

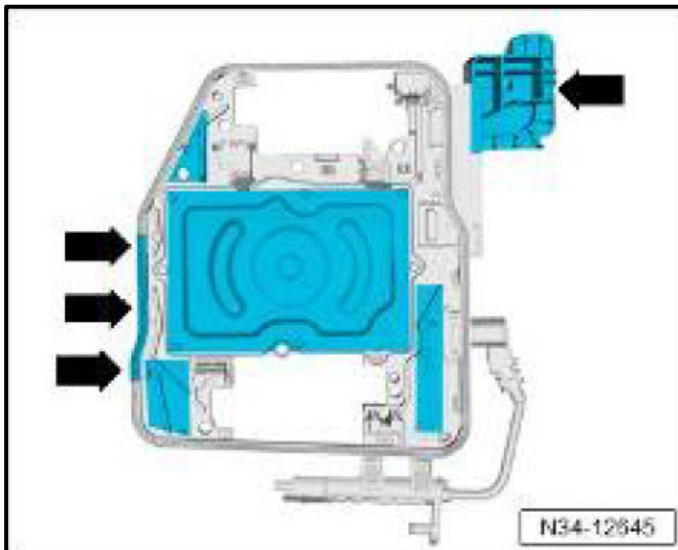
WARNING

Danger of damaging mechatronic unit

- For a correct and successful repair, maintain cleanliness of work area and tools and use the greatest possible care during the repair.
- The control unit can get destroyed by electrostatic forced induction and poor cleanliness.
- Electrostatic discharging: touch ESD workplace.
- Protect the control unit against humidity and dirt.
- Work on the mechatronic must be performed on the ESD work place -VAS6613-.
- Before working on electric components touch ground object of ESD workplace -VAS6613-. Do not directly touch the connector contacts or electronic components.



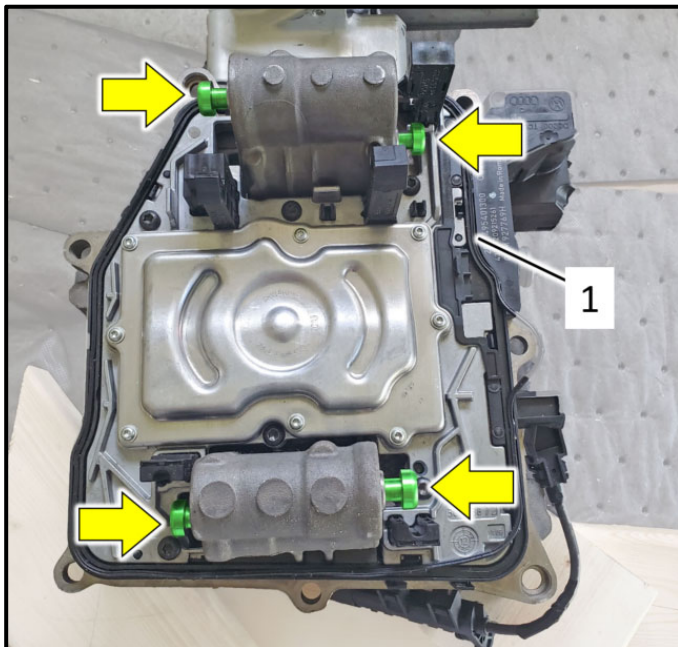
- When removing, the TCM must not be touched or placed on the marked surfaces.



- Only touch the control unit on the marked surfaces and in the area of the <arrows>.



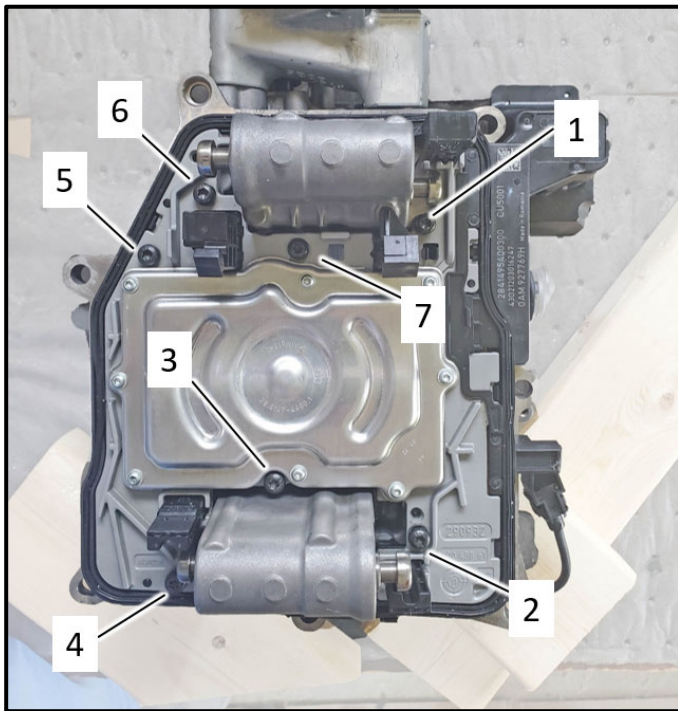
- Temporarily reinstall cover <1> with bolts <arrows>. This will prevent contamination of the mechatronic.



NOTE

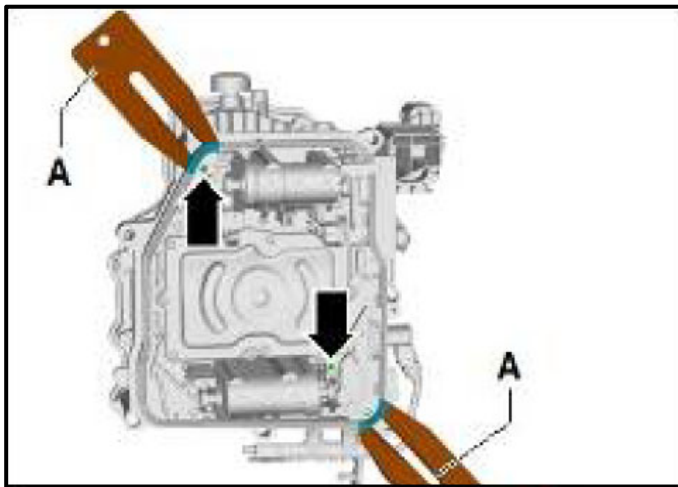
For the following work it is important that the mechatronic unit is in a stable, horizontal position.

- Place the mechatronic unit with the control unit upwards on a workbench.
- To put the mechatronic unit in a stable, horizontal position, place for example a wooden block on both sides under the mechatronic unit.
- Place absorbent cloths under the mechatronic to catch dripping fluid.
- Push in the four gear actuators <arrows> as far as possible.
- Remove gasket <1>.



⚠ WARNING

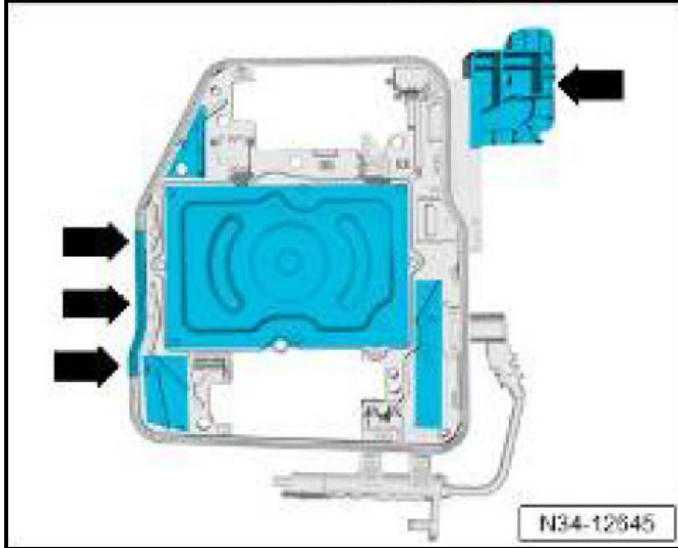
- There may still be residual pressure behind the TCM.
 - Oil may spray out when bolts are removed.
-
- Loosen bolts <1> through <6> a few turns.
 - Carefully loosen bolt <7>.
 - Once all pressure has been reduced, bolts <1> through <7> can be removed.



⚠ WARNING

If the TCM is stuck, the pressure is only released by the lifting with the wedges. As a result, oil can escape uncontrolled.

- Push wedge -T10383/2- <A> as shown near the guide pins <arrows> between TCM and mechatronic unit and lever off the TCM.
- When the pressure is released, the bolts can be removed.
- Hold the control unit on the frame in the area of the <3 arrows> on the left side and on the connector housing <arrow> on the right side and detach the mechatronic unit.
- If the control unit is stuck, Lever off the control unit with wedge -T10383/2- <A> until it can be detached.

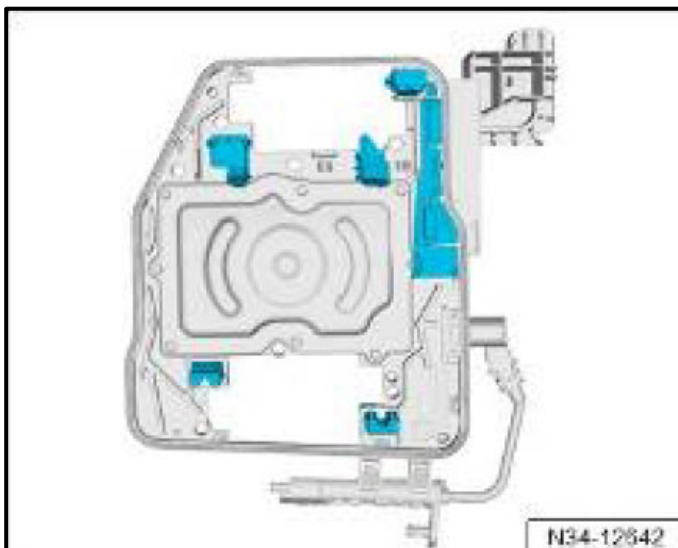


N34-12845

⚠ WARNING

Never touch the control unit on the sensor domes or place it on them.

- Set the TCM aside and protect it from contamination.



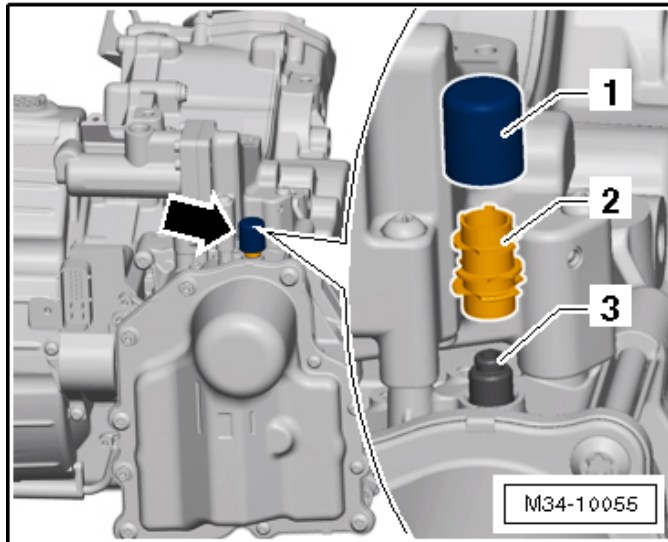
N34-12842

Rebuilding accumulator housing:



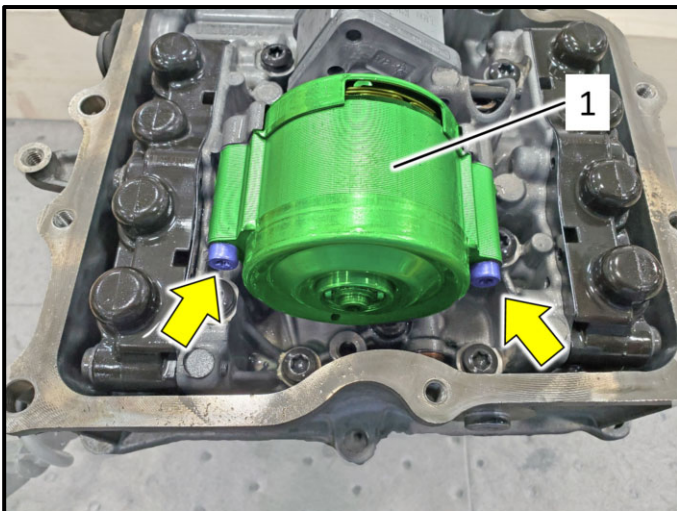
Prepare for removal of accumulator housing:

- Remove temporarily installed cover bolts and cover.
- Install mechatronics in vise using protective padding or clean cloths.
- Slightly tighten the jaws.



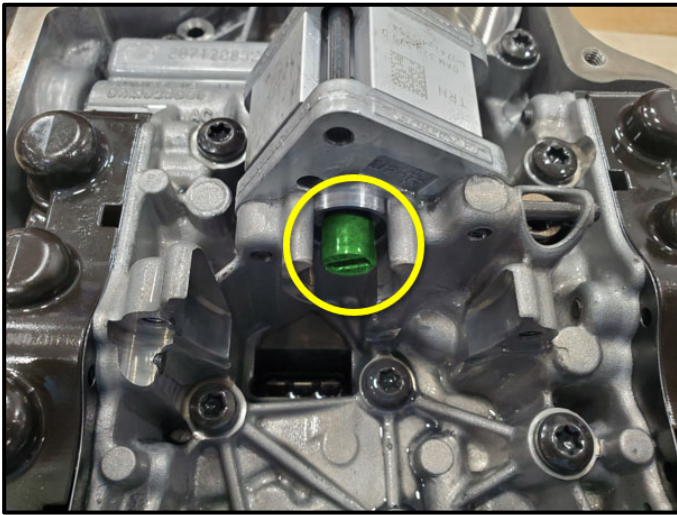
Remove bleeder valve and cap:

- Remove cap <1> and bleeder <2> using spark plug pliers, for example.

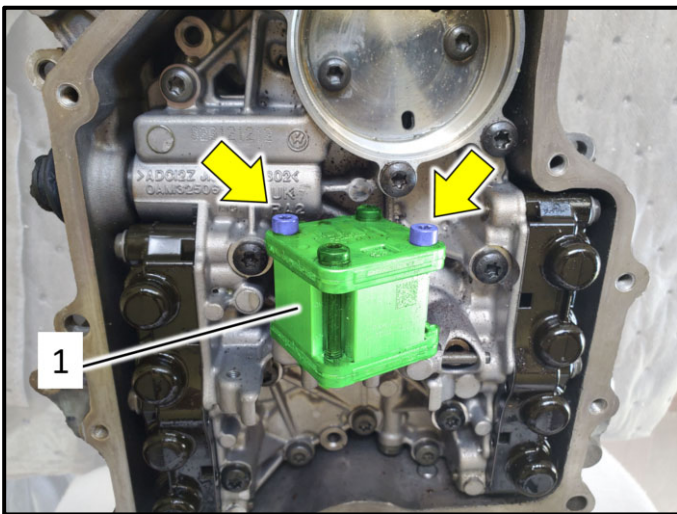


Remove motor and adapter:

- Remove bolts <arrows>.
- Remove motor <1>.
- Set motor aside and protect it from contamination.



- Remove the adapter <circle>.

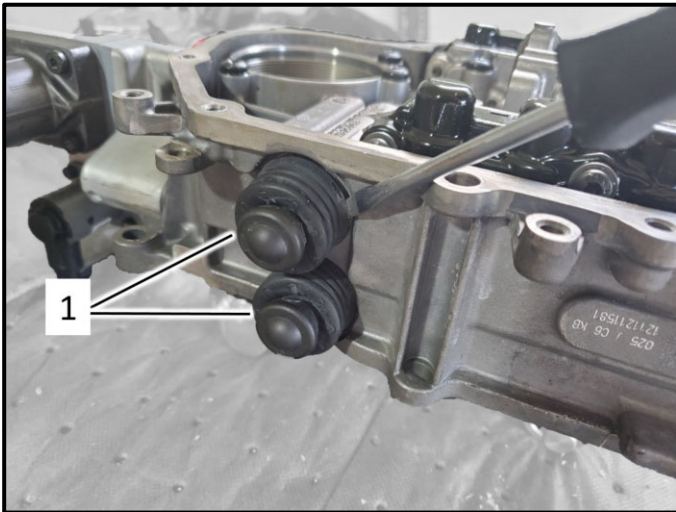


Remove hydraulic pump:

- Remove bolts <arrows>.
- Remove pump <1>.

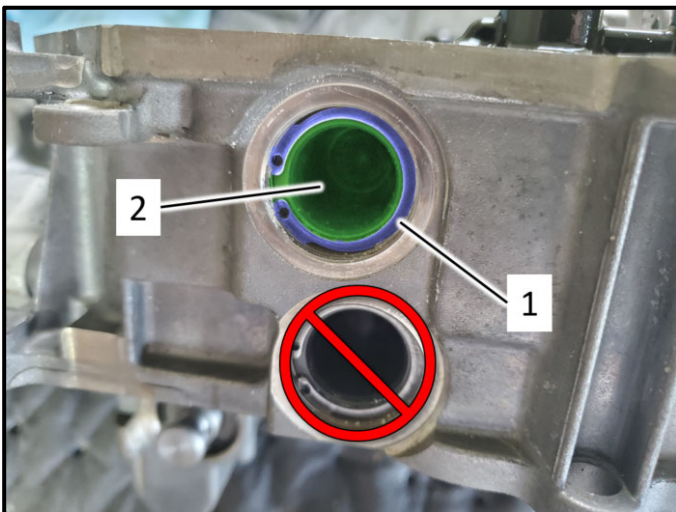


- Ensure the black o-ring is intact and is not lost.
- Set pump aside and protect it from contamination.



Remove clutch pistons:

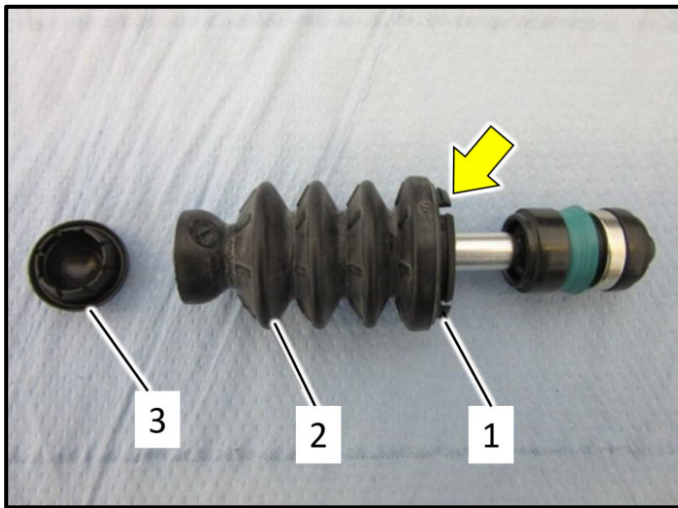
- Clean mechatronic thoroughly around clutch pistons using isopropyl alcohol and a lint free cloth.
- Carefully pry clutch pistons <1> off mechatronic using a small screwdriver.
- Remove clutch pistons <1> from mechatronic.



Remove clutch piston sleeve:

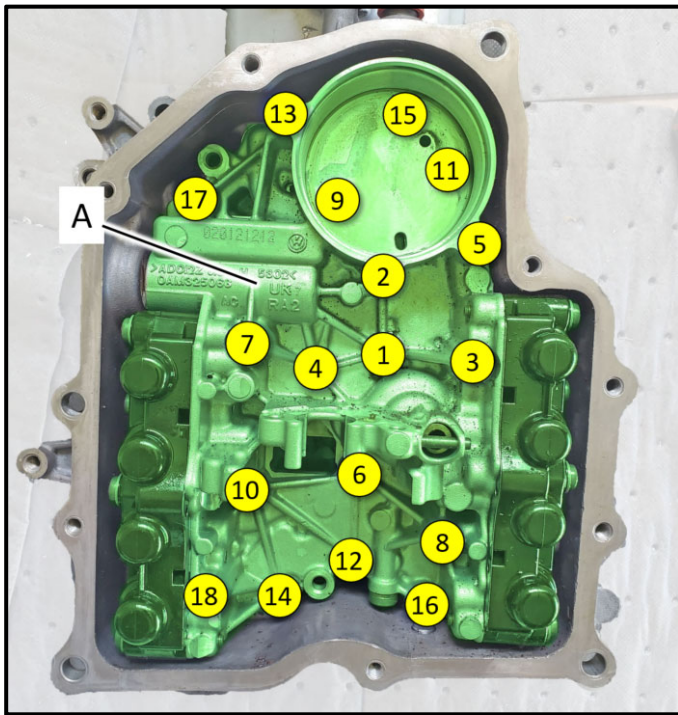
- Only the upper piston sleeve is being removed!
- Remove snap ring <1>.
- Remove piston sleeve <2> by hand. DO NOT use tools to remove the sleeve.
- Slightly turn the sleeve and pull outward at the same time.
- Ensure O-rings <arrows> are intact.
- Set sleeve aside and protect it from contamination.





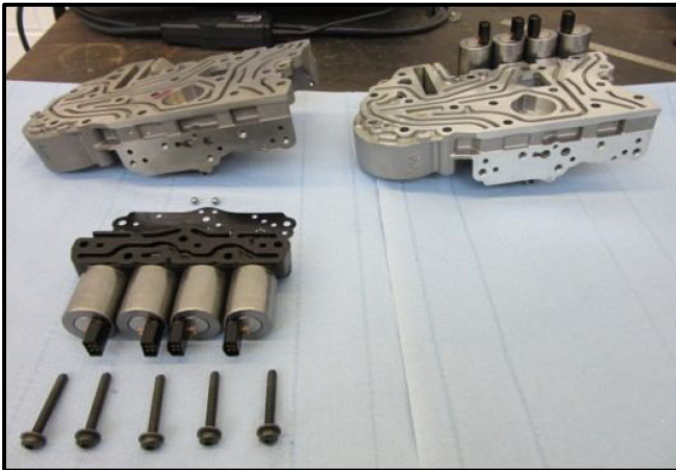
Replace clutch piston boots:

- Replace boots on both clutch pistons.
- Remove and discard cap, boot and sealing sleeve of both clutch pistons.
- New sleeves <1>, boots <2> and caps <3> and included in the repair kit.
- Clean the clutch piston and the sleeve.
- Fit the new sealing sleeve <1> on the new boot <2> (groove shows to outside <arrow>) and press them together on the clutch piston.
- Slightly grease the new cap <3> and press it on the clutch piston.
- Set clutch pistons aside and protect from contamination.



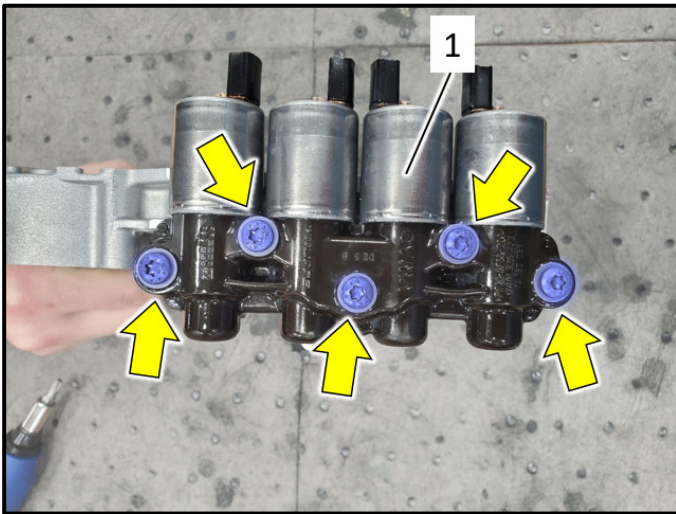
Remove housing:

- Remove and discard bolts <1> through <18>.
- Remove housing <A>.



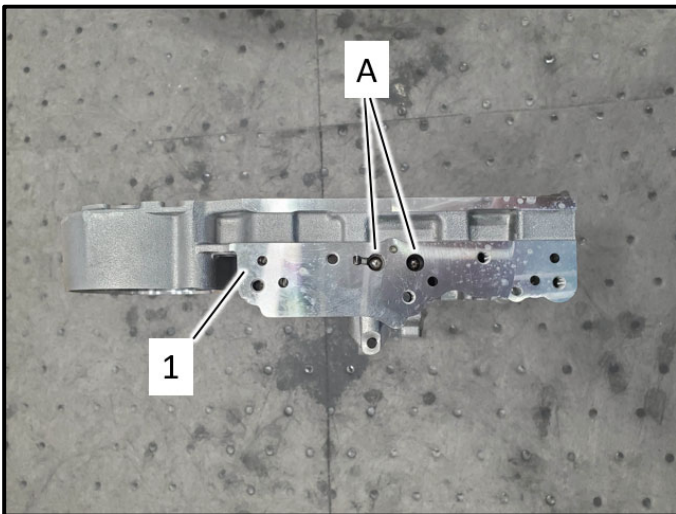
Transferring valve blocks:

- Place the housing on a clean surface.
- Do not set the housing down on the valve block electrical connections.
- To avoid mixing up the valve blocks, transfer them one at a time.
- When transferring the valve blocks set them next to the new accumulator housing to avoid installing them on the wrong side.

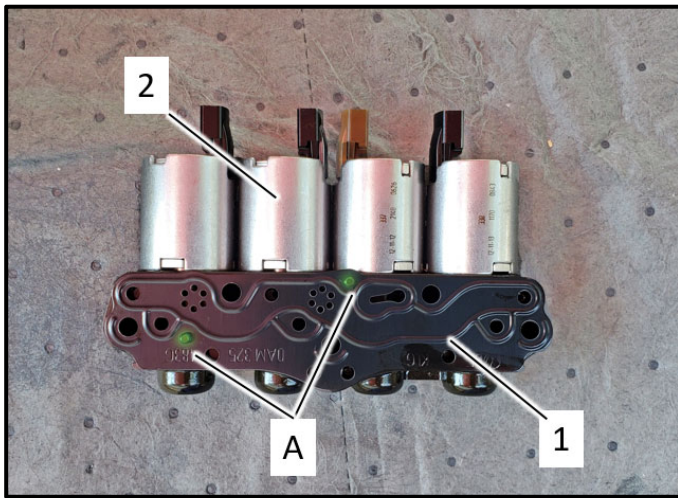


Transfer first valve block:

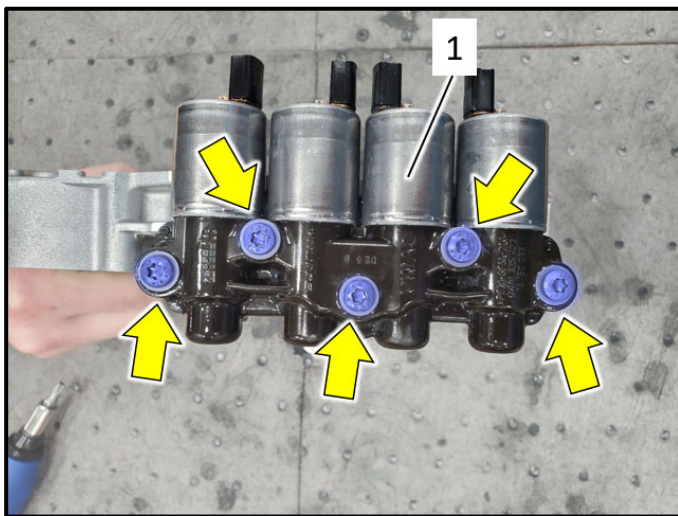
- Remove and discard bolts <arrows>.
- Remove valve block <1>.
- Remove and discard gasket.
- Remove and discard check balls.



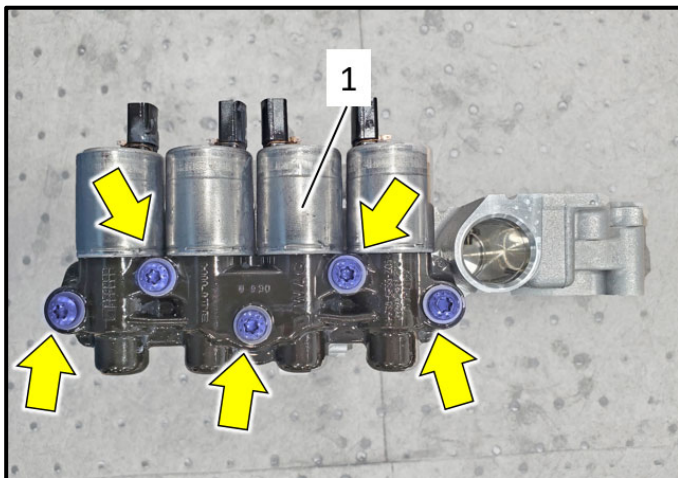
- Install new check balls <A> from the repair kit into new housing <1> from the repair kit.
- Turning the housing on its side will ensure the check balls <A> do not fall out.



- Install new gasket <1> from the repair kit onto the locating pins <A> on the valve block <2>.

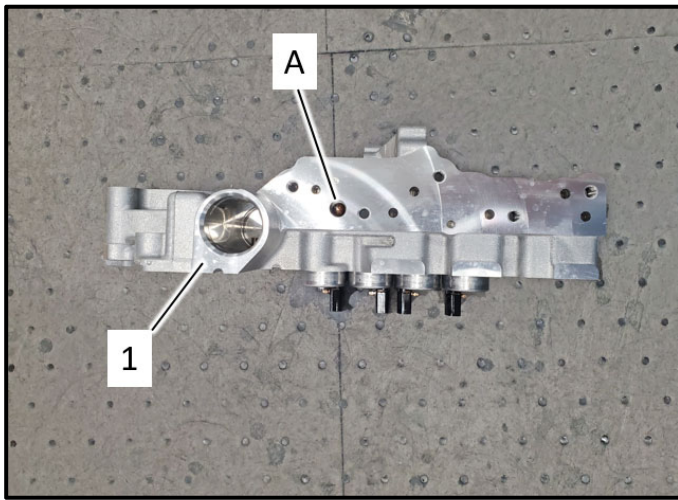


- Install valve block <1> onto new housing with new bolts <arrows> from the repair kit.
- Working from the inside out, torque bolts <arrows> to 4 Nm + 90°.

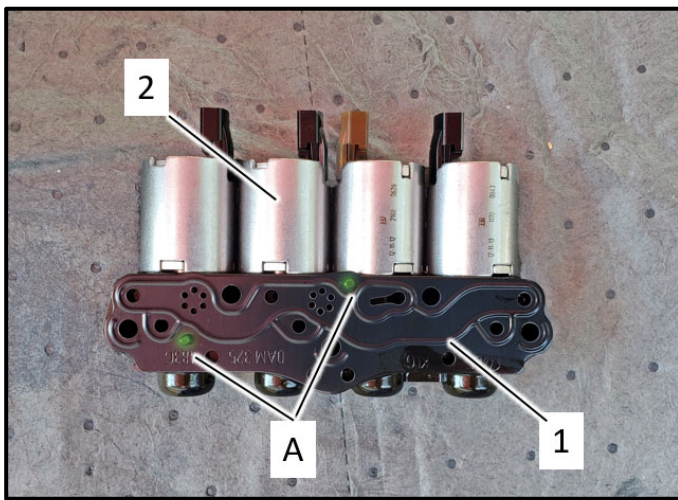


Transfer second valve block:

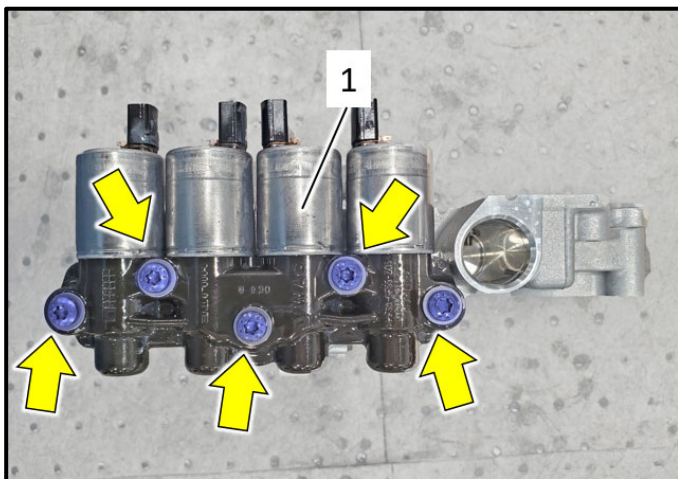
- Remove and discard bolts <arrows>.
- Remove valve block <1>.
- Remove and discard gasket.
- Remove and discard check ball.



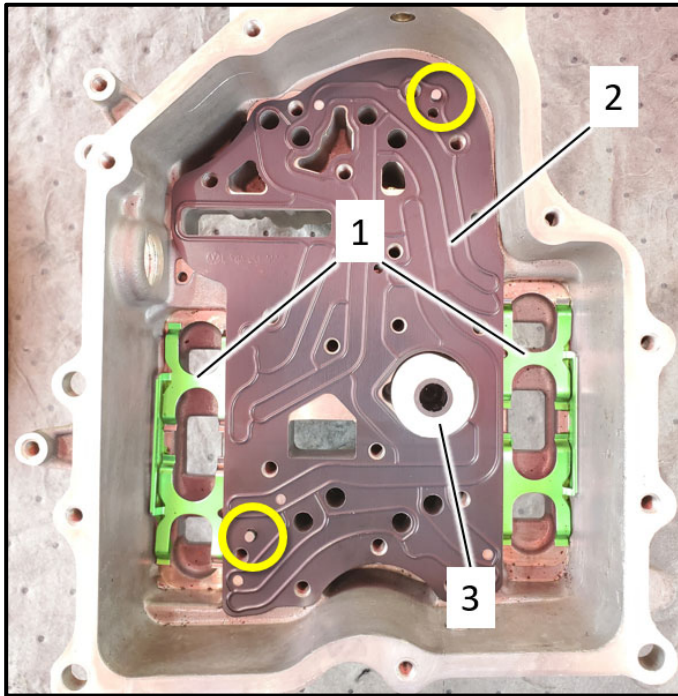
- Install new check ball <A> from the repair kit into housing <1>.
- Turning the housing on its side will ensure the check ball <A> does not fall out.



- Install new gasket <1> from the repair kit onto the locating pins <A> on the valve block <2>.

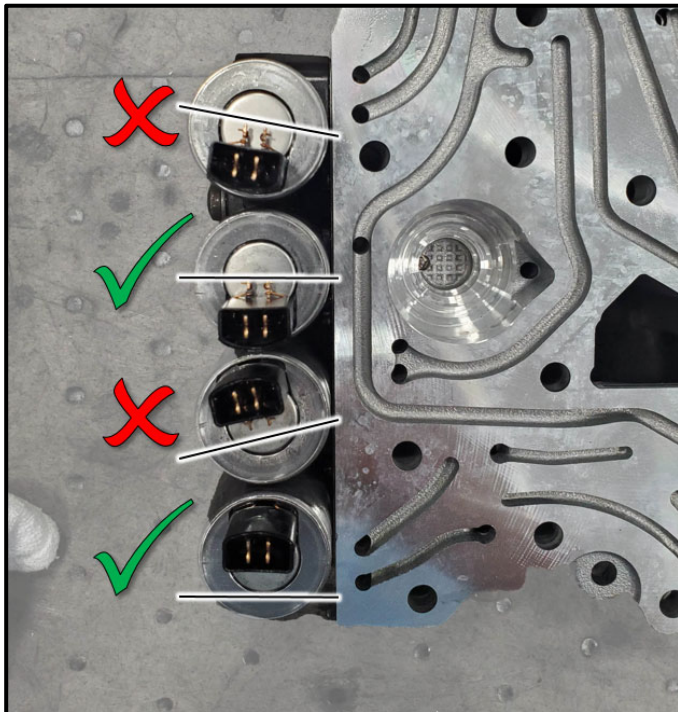


- Install valve block <1> onto new housing with new bolts <arrows> from the repair kit.
- Working from the inside out, torque bolts <arrows> to 4 Nm + 90°.



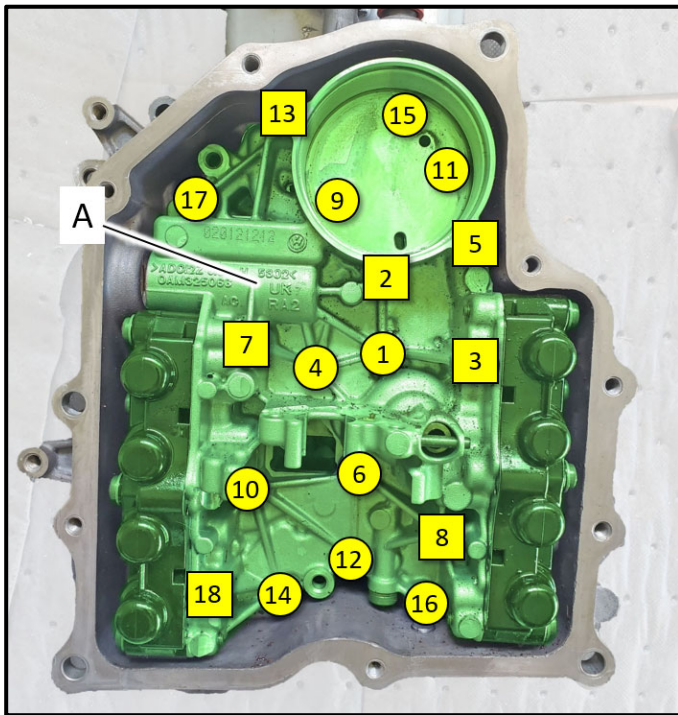
Prepare mechatronic main housing:

- Clean mechatronic main housing with isopropyl alcohol and a lint free cloth.
- Ensure clips <1> are in mechatronic main housing.
- Ensure guide pins <circles> are in mechatronic main housing.
- Install new gasket <2> from the repair kit onto guide pins <circles>.
- Install new filter <3> from the repair kit.



Prepare accumulator housing for installation:

- Line up electrical connections on both sets of valve blocks.
- They should all be oriented horizontally with the valve block mounting surface.



Install accumulator housing into main housing:

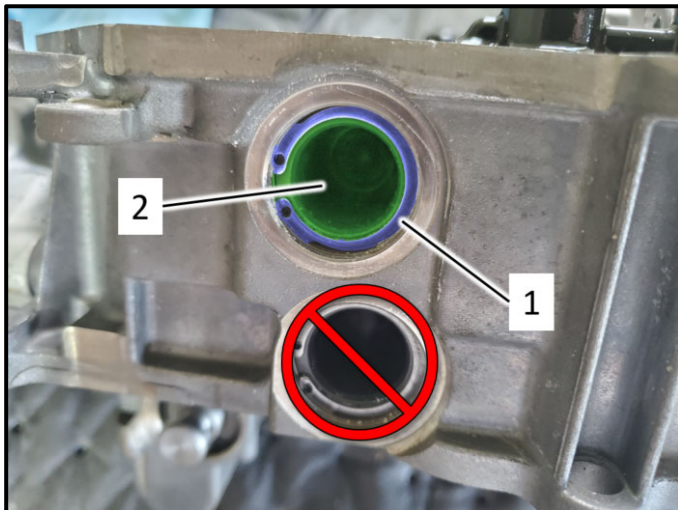
⚠ IMPORTANT REPAIR STEP

- Ensure there is no fluid remaining in any of the bolt holes. If fluid remains, the accumulator housing will be damaged when bolts are installed.
- Remove fluid using Suction Pump -VAS5226-, for example.

- Install accumulator housing <A> onto guide pins in main housing.
- Install new bolts <1> through <18> from the repair kit and tighten as follows:
 - Hand tighten in sequence <1> through <18>.
 - Torque bolts to 8 Nm in sequence <1> through <18>.
 - Turn bolts an additional 90° in sequence <1> through <18>.

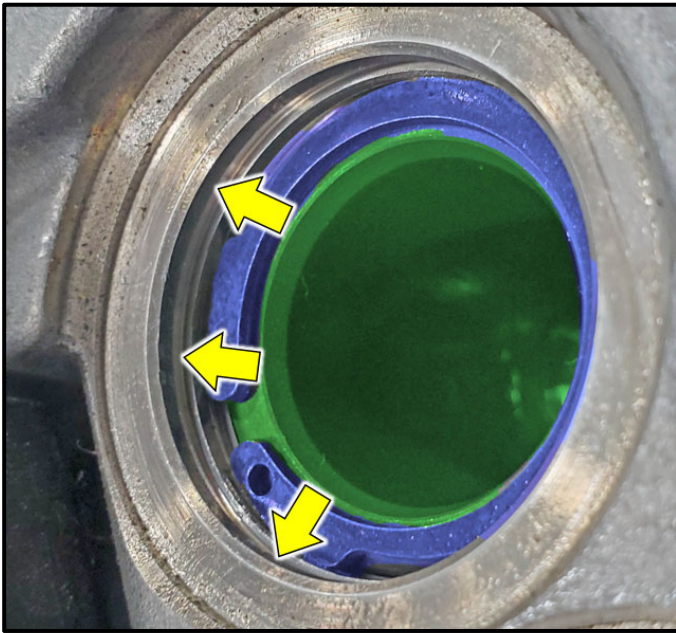
⚠ IMPORTANT REPAIR STEP

- The bolts are two different lengths.
- Use the longer bolts in the locations denoted with squares.
- Use the shorter bolts in the locations denoted with circles.



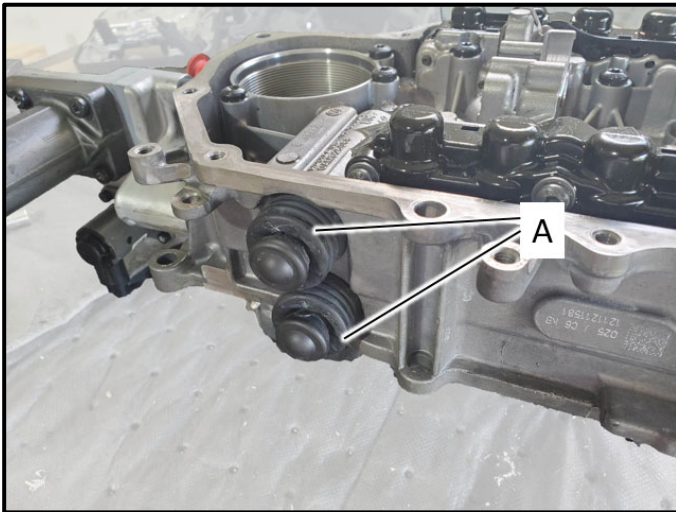
Install piston sleeve:

- Install sleeve <2> into mechatronic by hand.
- Ensure sleeve is fully seated.
- Install new snap ring <1> from the repair kit.



! NOTE

The sleeve must be installed so two grooves are visible. The outer groove <arrow> is for the clutch piston. The inner groove is for the snap ring.



Install clutch pistons:

- Install clutch pistons <A> into mechatronic.
- Ensure the sleeve audibly engages into the mechatronic.

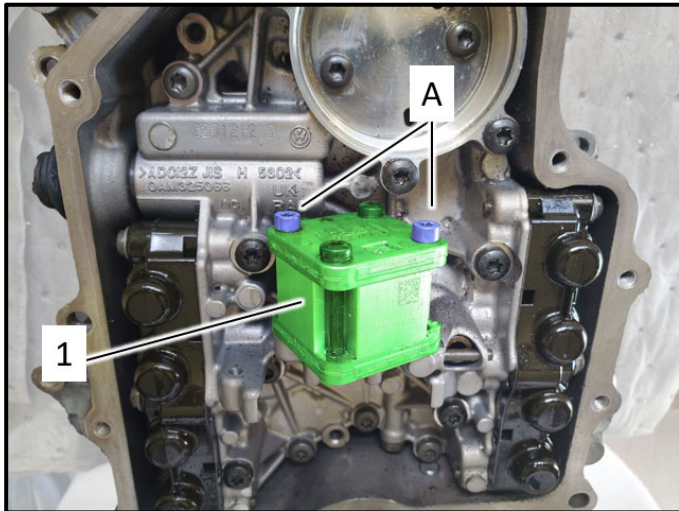


Install hydraulic pump:

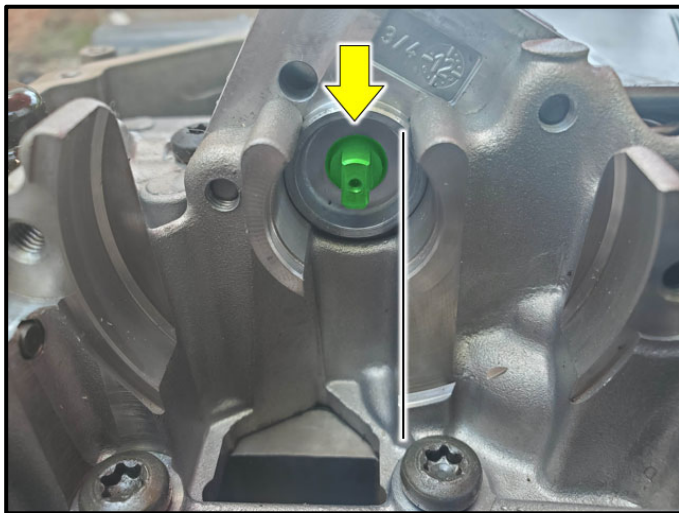
- Ensure black o-ring <arrow> is in place.

! NOTE

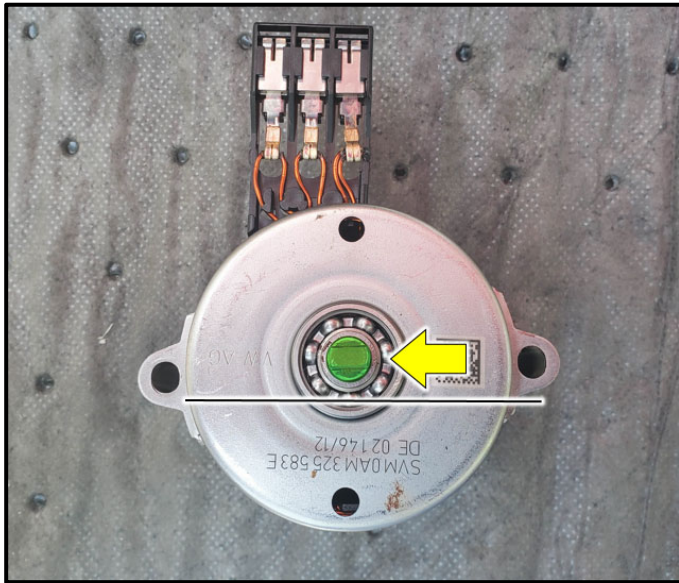
This o-ring does not require replacement, unless it is damaged.



- Install hydraulic pump <1>.
- Torque bolts <A> to 5 Nm.

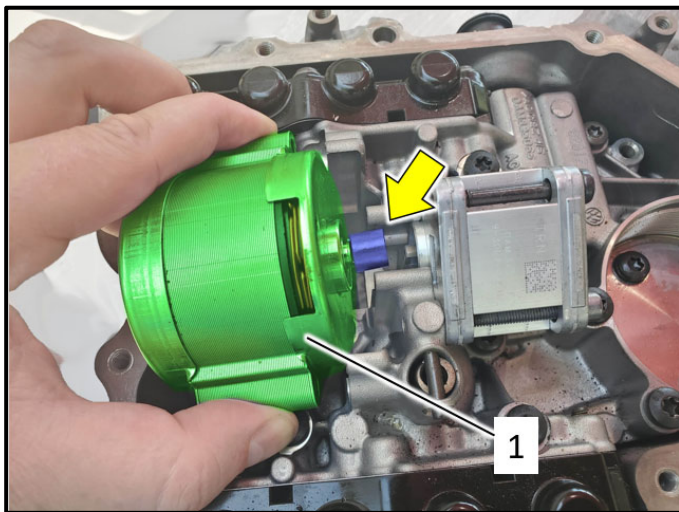


- Turn the pump shaft <arrow> in a vertical orientation as shown.

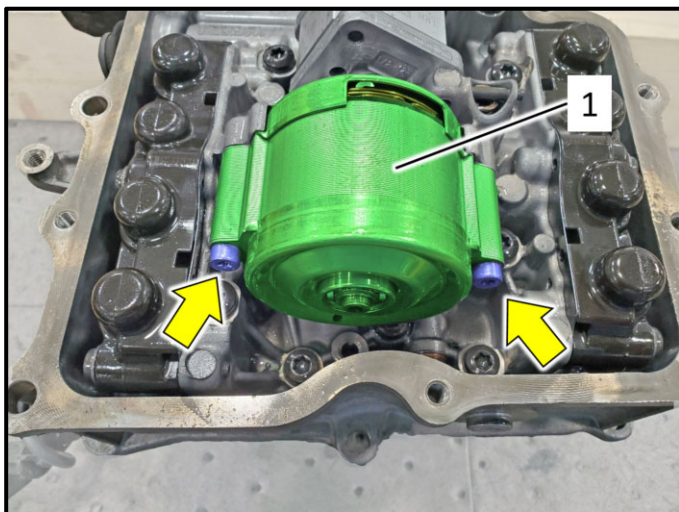


Install motor:

- Turn the motor shaft <arrow> in a horizontal orientation as shown.



- Place the adapter <arrow> on the motor <1> and install motor <1> onto the accumulator housing.



- Install bolts <arrows> and torque to 5 Nm.

Reinstalling TCM:

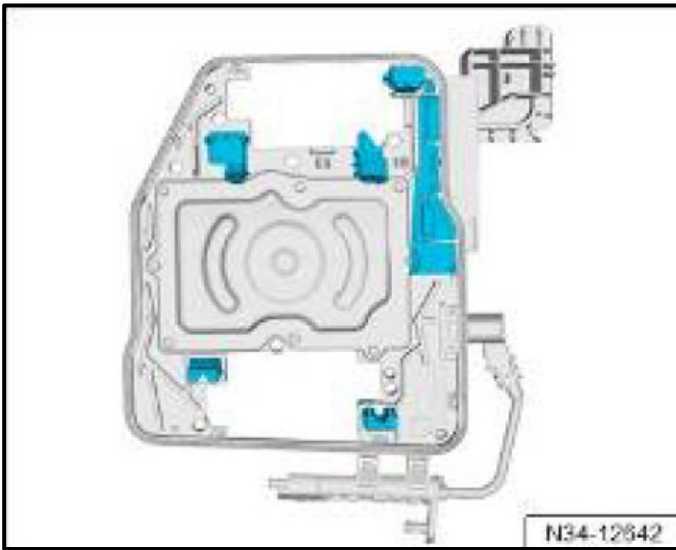


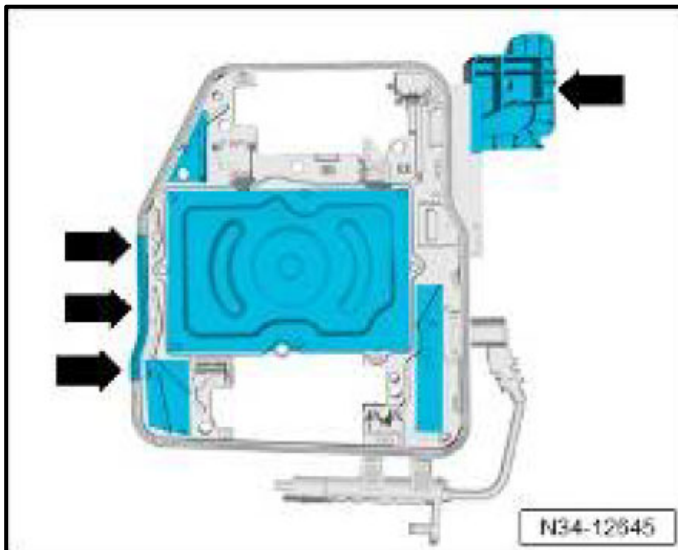
⚠ WARNING

Danger of damaging mechatronic unit

- For a correct and successful repair, maintain cleanliness of work area and tools and use the greatest possible care during the repair.
- The control unit can get destroyed by electrostatic forced induction and poor cleanliness.
- Electrostatic discharging: touch ESD workplace.
- Protect the control unit against humidity and dirt.

- Work on the mechatronic must be performed on the ESD work place -VAS6613-.
- Before working on electric components touch ground object of ESD workplace -VAS6613-. Do not directly touch the connector contacts or electronic components.
- When installing, the TCM must not be touched or placed on the marked surfaces.



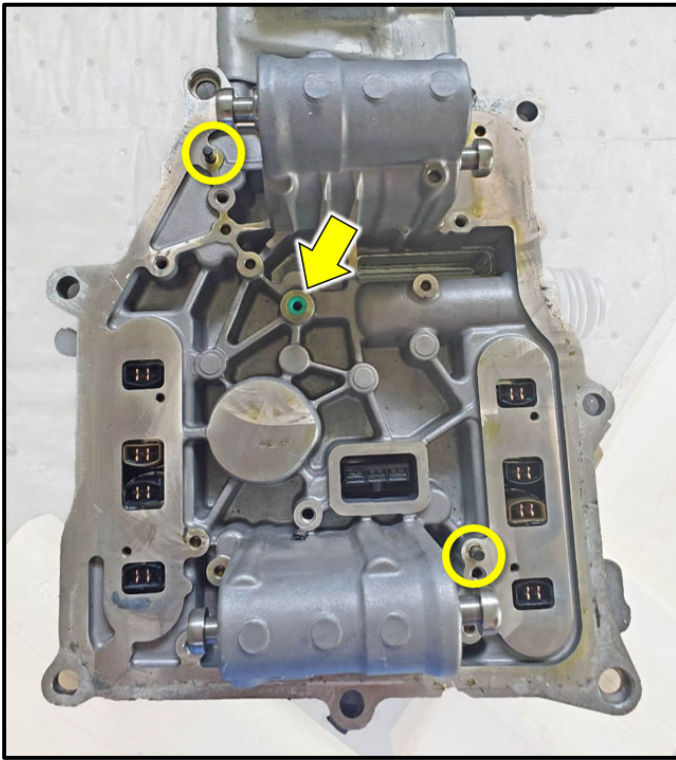


- Only touch the control unit on the marked surfaces and in the area of the <arrows>.



Prepare mechatronic for TCM installation:

- Temporarily reinstall cover <1> with bolts <arrows>. This will prevent contamination of the mechatronic.
- After the TCM is installed, the cover must be removed again since the accumulator hasn't been installed yet.
- Place the mechatronic unit with the control unit surface upwards on a workbench.
- To put the mechatronic unit in a stable, horizontal position, place for example a wooden block on both sides under the mechatronic unit.
- Place absorbent cloths under the mechatronic to catch dripping fluid.

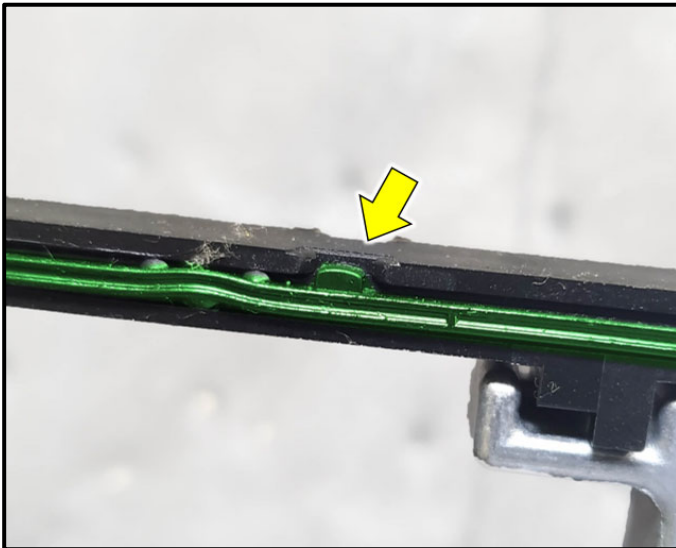


Clean mechatronic and replace o-ring:

- Clean the entire mechatronic TCM mounting surface with isopropyl alcohol and a lint free cloth.
- Install a new green o-ring <arrow> from the repair kit.
- Ensure the guide pins <circles> are in place.

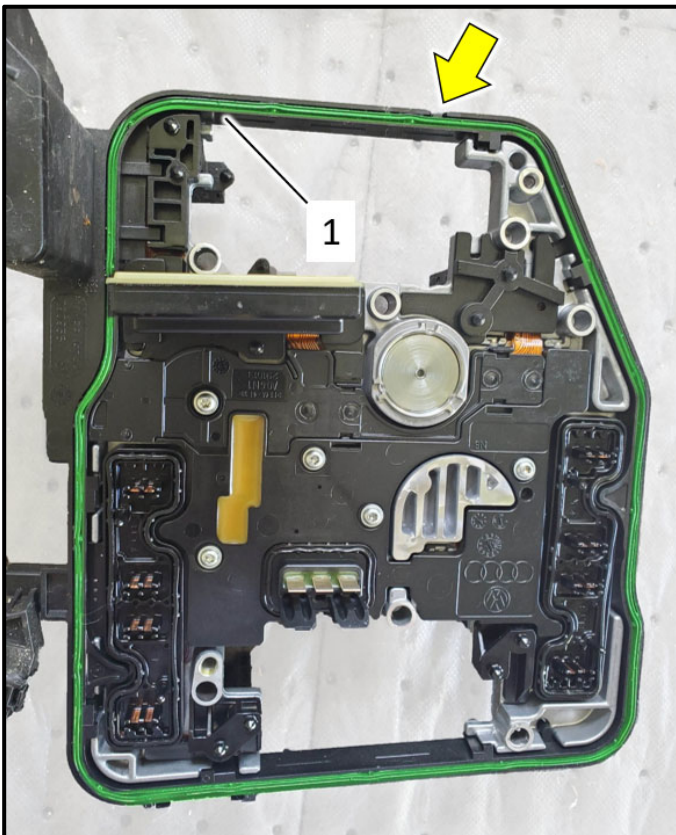
! NOTE

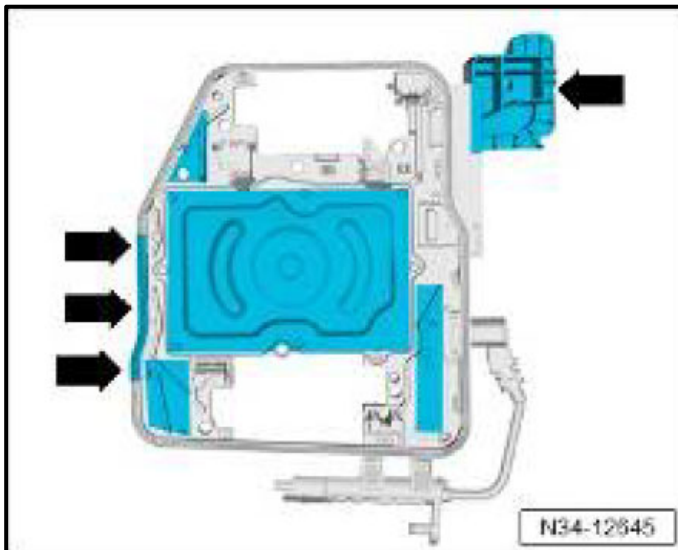
- If guide pins are lost, they must be replaced.
- Guide pin part number: N -107-378-01



Install gasket (TCM to mechatronic):

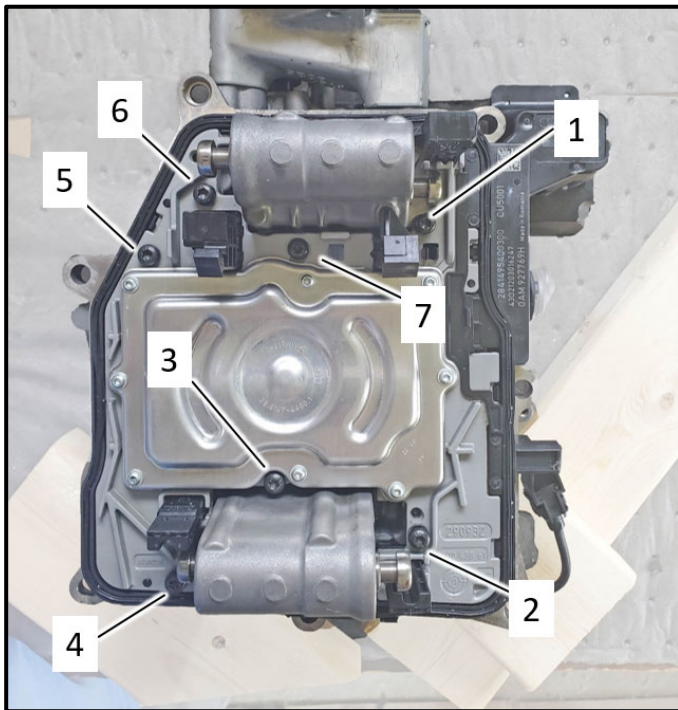
- Install a new gasket from the repair kit.
- There is one tab <arrow> on the gasket <1> that must line up with the recess on the TCM frame.
- Ensure the gasket is fully seated into the TCM frame.



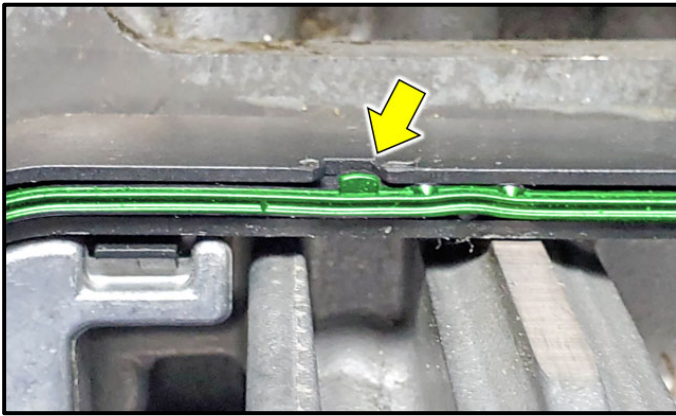


Install TCM:

- Only touch the control unit on the marked surfaces and in the area of the <arrows>.

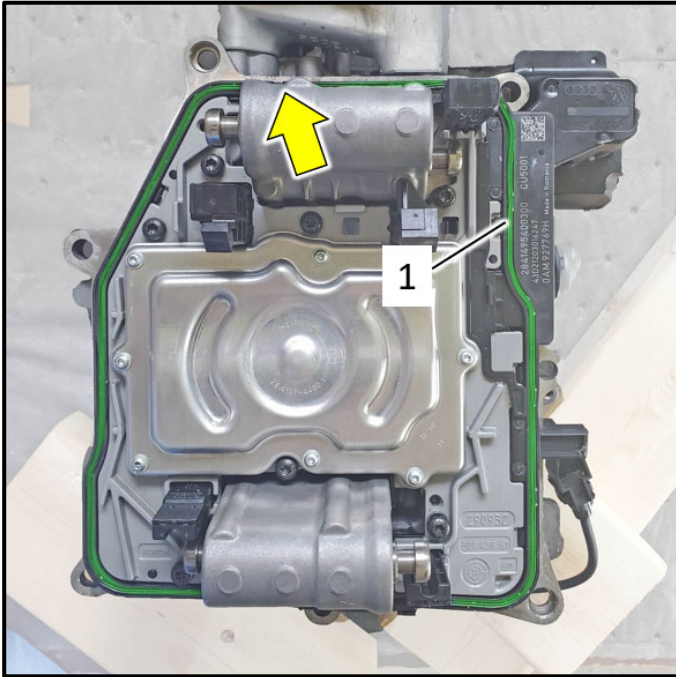


- Carefully press the TCM onto the mechatronic.
- Press on evenly.
- Install and tighten bolts as follows:
 - Install bolts <1> through <7> in a cross pattern by hand.
 - Torque bolts <1> through <7> in a cross pattern to 5 Nm.



Install gasket (TCM to transmission):

- Install a new gasket from the repair kit.
- There is one tab <arrow> on the gasket <1> that must line up with the recess on the TCM frame.
- Ensure the gasket is fully seated into the TCM frame.



Prepare mechatronic for installation:

CRITICAL REPAIR STEPS

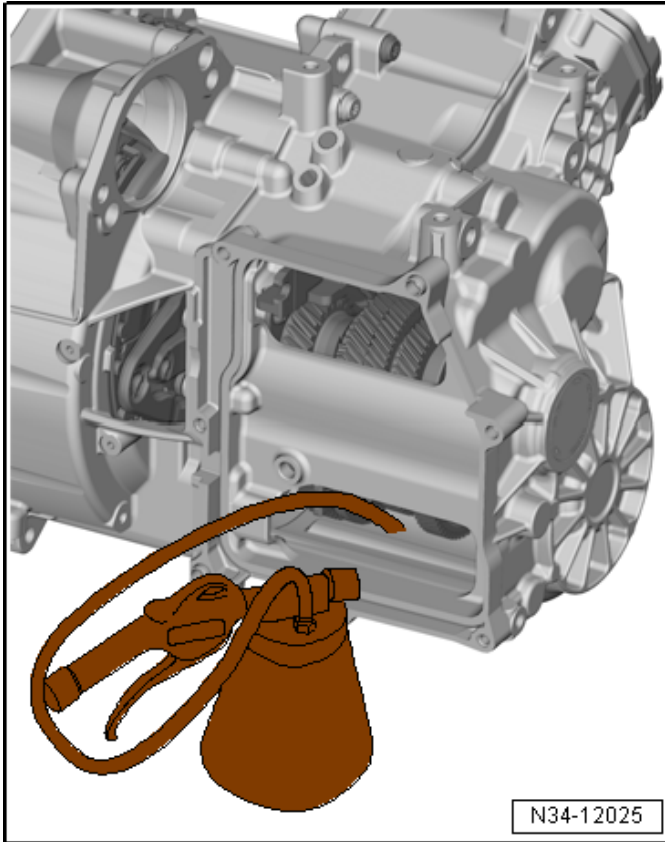
The following steps must be followed carefully to ensure a successful mechatronic installation.

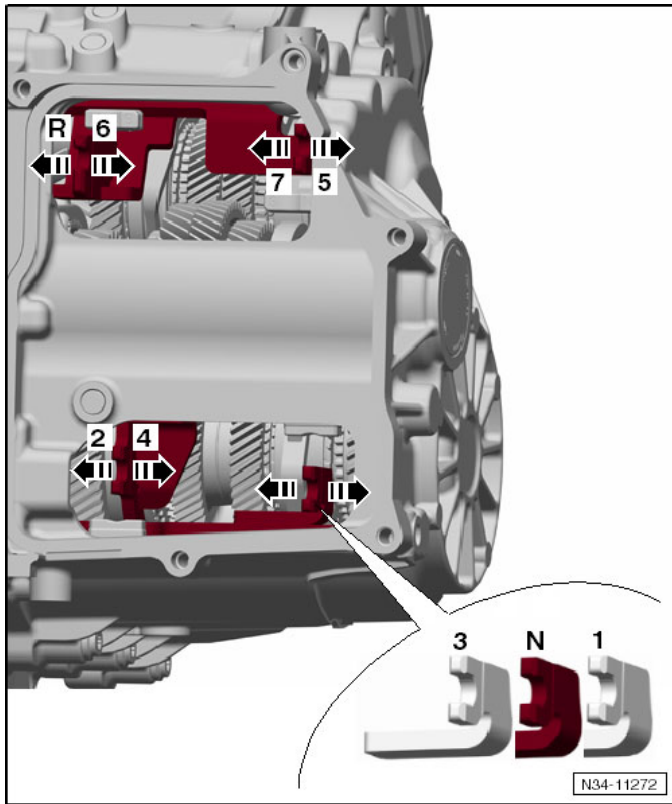
Extract remaining gear oil from transmission:

- Extract the remaining oil from the transmission using the Suction Pump -VAS5226-.

NOTE

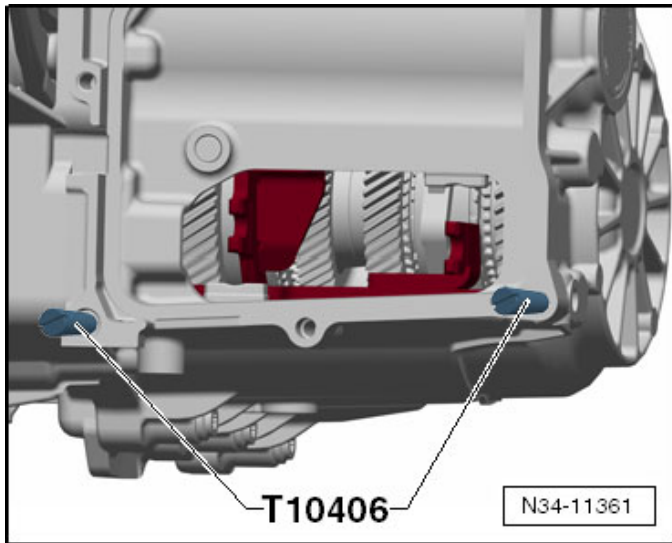
The gear oil level cannot be checked. Therefore, all fluid must be removed from the gearbox so an exact amount of oil can be filled.





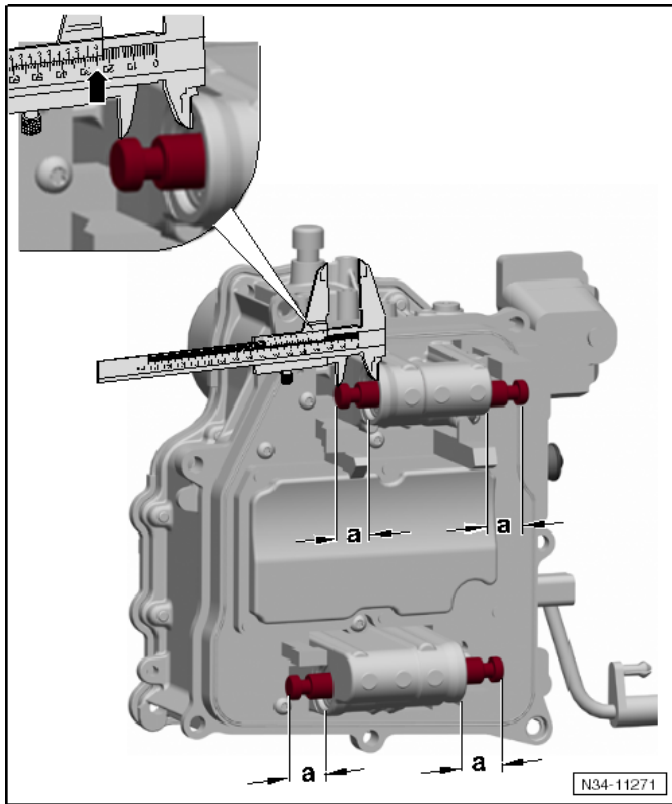
Move shift forks into installation position:

- Check each of the 4 shift forks by hand first and ensure they move freely.
- Each shift fork has three positions:
 - Gear engaged
 - Neutral -N-
 - Gear engaged
- Move all four shift forks one time into each position <arrows> one after the other.
- After doing this, move the shift forks back into the center position -N-.
- The shift forks must be in center position –N- before installing mechatronic.



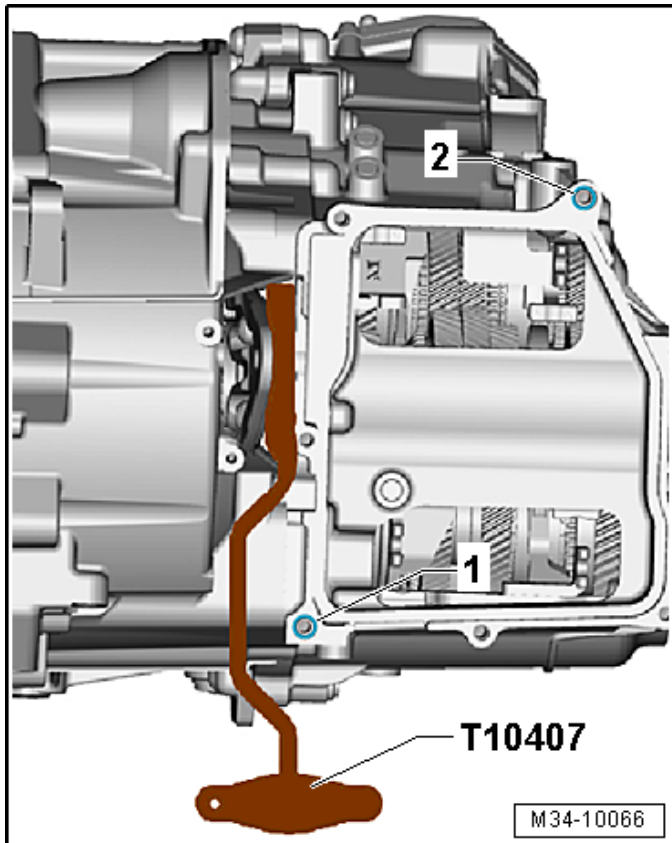
Install guide pins:

- Clean the mating surface of the mechatronic and TCM sealing areas with isopropyl alcohol and a lint free cloth.
- Install guide pins -T10406- hand tight.



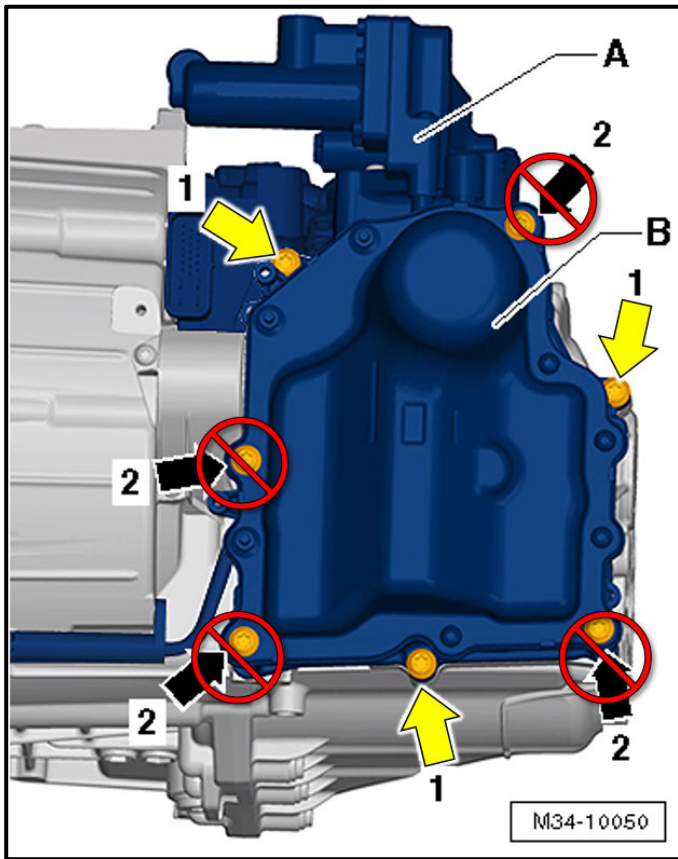
Set piston depth:

- Move each gear selector piston in and out a few times.
- Set each piston to depth of 25mm <dimension a>.



Final preparations:

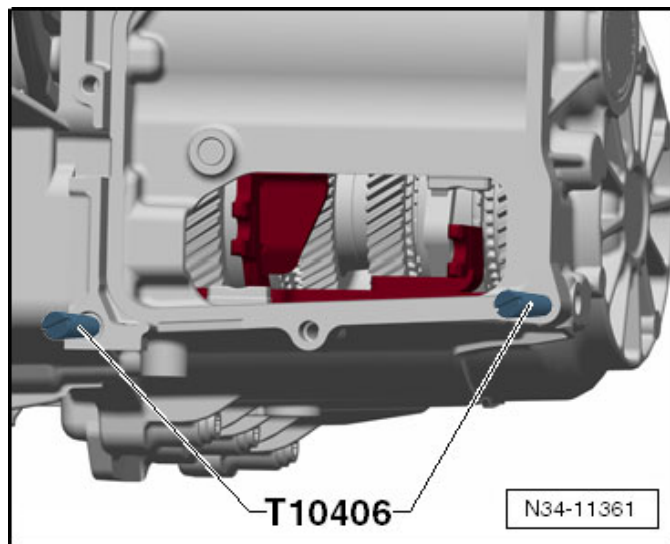
- Ensure Assembly Lever -T10407- is inserted between the engaging lever and the transmission housing.
- Ensure alignment sleeves <1 and 2> for centering the Mechatronics on the transmission housing are installed.
- Ensure the gasket for TCM to gearbox seal is in place and fully seated.



Install mechatronic:

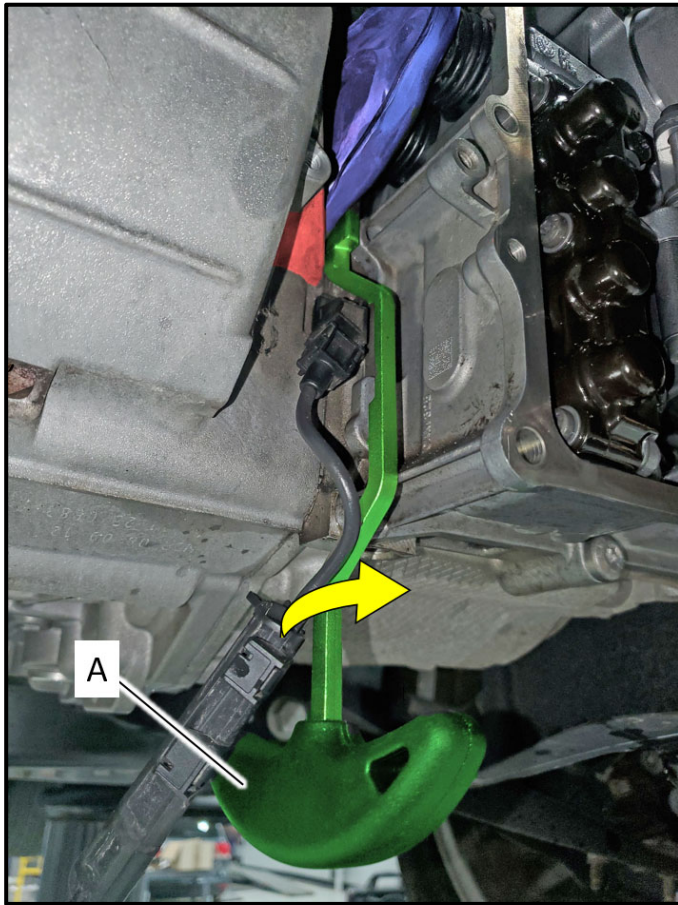
- Install mechatronic <A> onto transmission.
- Ignore bolts <2> at this time.
- Install new bolts <1> and torque to 10 Nm.

Part Number	Part Description
01X-301-127-C	M8x35x30 Round Hd. Bolt



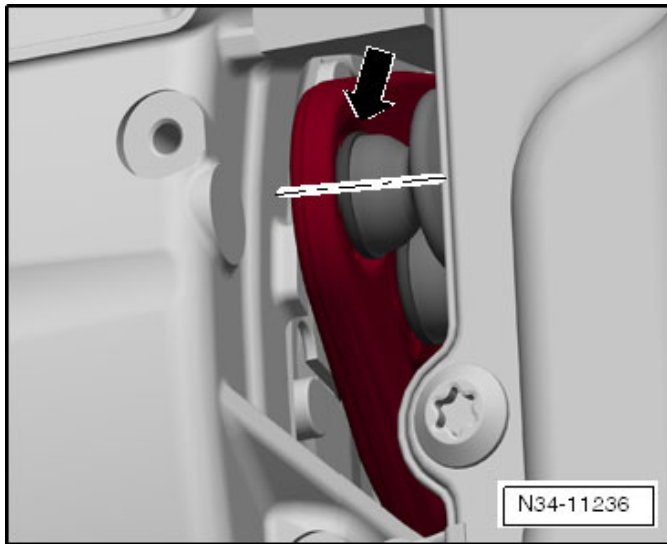
Remove guide pins:

- Remove guide pins -T10406-.



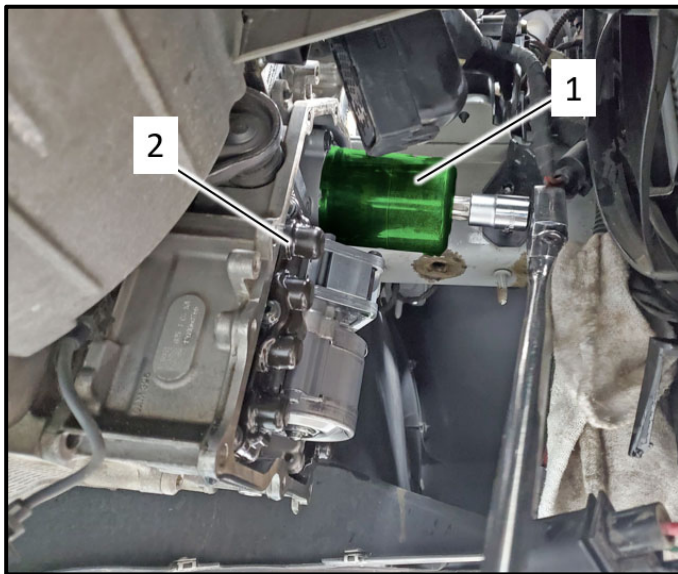
Remove -T10407-:

- Slowly turn the -T10407- <A> clockwise and remove it.



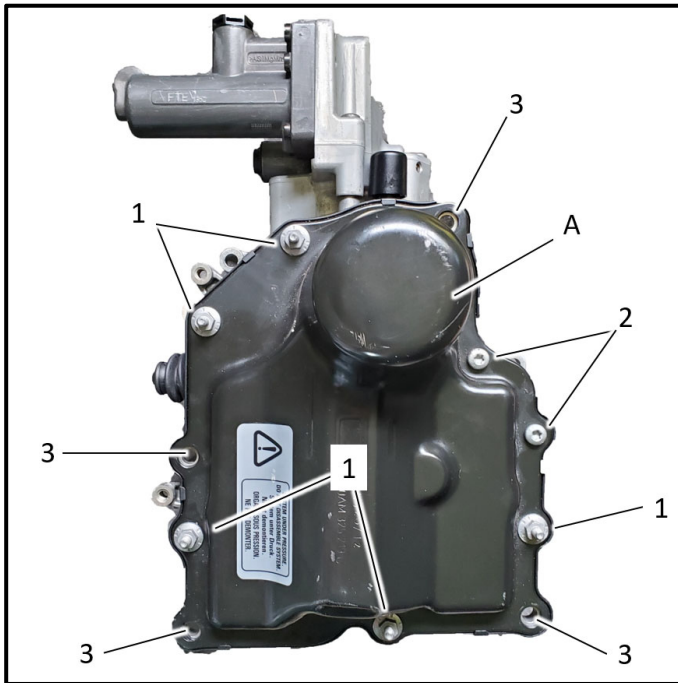
Set clutch pistons into lever:

- Pull the clutch pistons out far enough until they fit correctly in the mounts.



Install accumulator:

- Remove mechatronic cover.
- Install new accumulator <1> from the repair kit into the mechatronic <2>.
- Torque accumulator to 240 Nm.



Install cover:

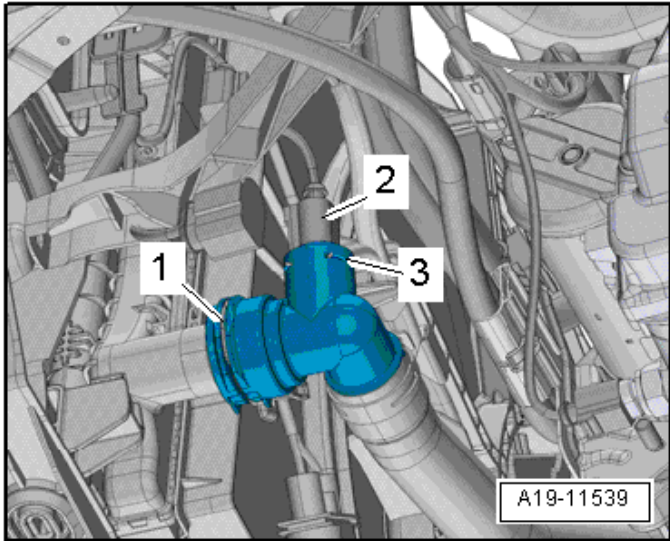
- Ensure cover seal is in place.
- Install cover <A>.
- Install new bolts and torque to 10 Nm diagonally.

Pos.	Part Number	Part Description
1	N -911-012-01	M6x20/M6x8 Bolt (x5)
2	N -101-243-06	M6x20 Bolt (x2)
3	WHT-001-922	M8x90 Bolt (x4)

- Verify torque on bolts securing mechatronic to transmission diagonally.

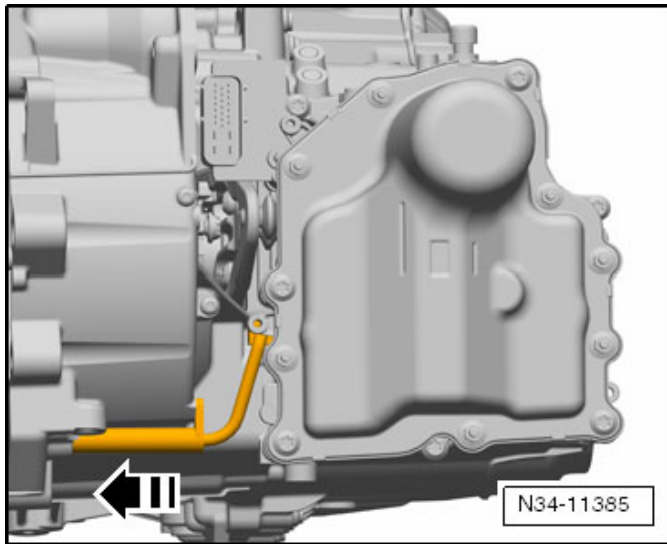
NOTE

The mechatronic cover seal can be reused.



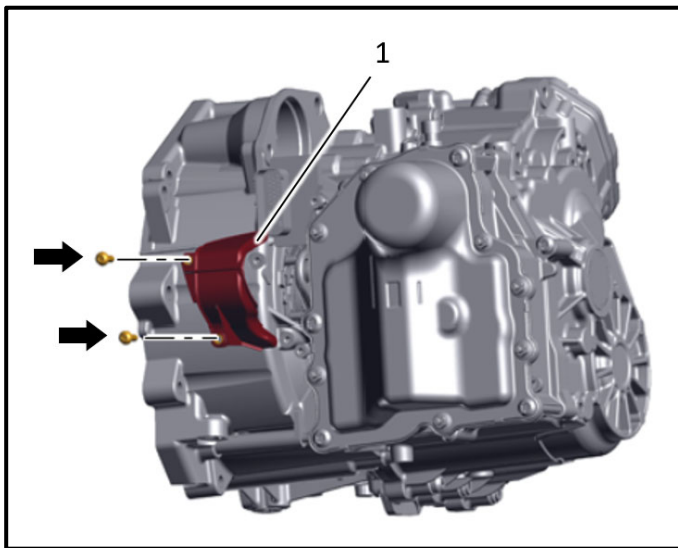
Reconnect lower radiator hose:

- Reconnect lower radiator hose <3>.
- Ensure clip <1> is engaged and locked.
- Reconnect coolant temperature sensor <2>.



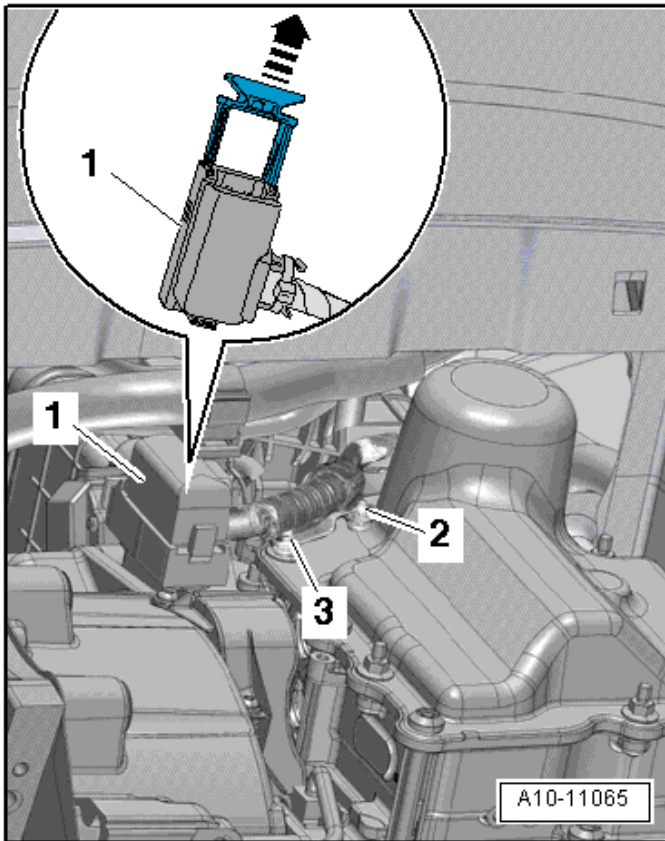
Reinstall Transmission Input Speed Sensor 3-G641-:

- Reinstall speed sensor in the reverse order of removal.
- Do not damage the clip.
- The sensor must fit completely in its retainer and must be touching the transmission housing.



Reinstall cover:

- Reinstall cover <1> in the reverse order of removal.
- Torque bolts <arrows> to 8 Nm.



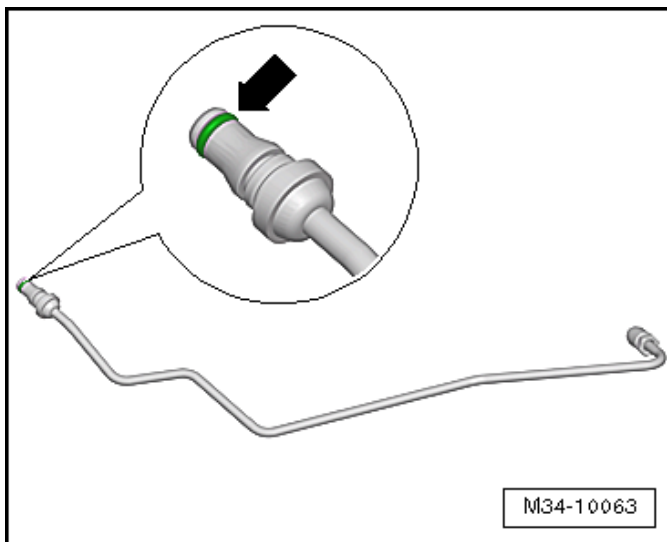
Reinstall bracket bolts and reconnect connector:

⚠ CAUTION

Danger of causing damage to transmission components.

Never touch the contacts in the transmission connector. The control module as well as the Mechatronic can become damaged by the static discharge.

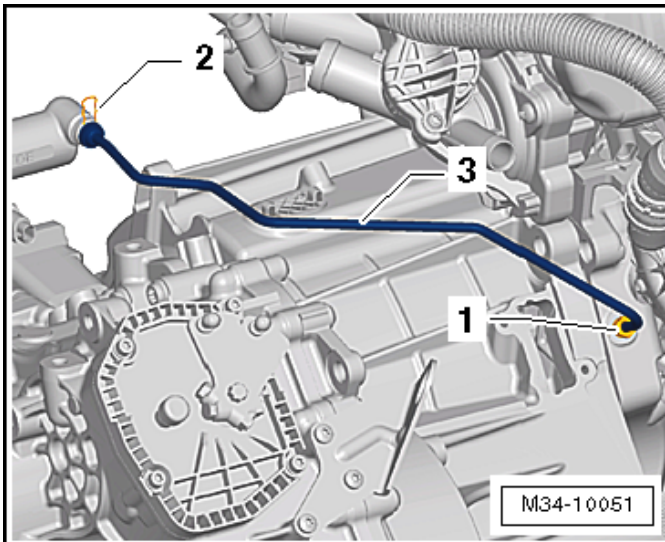
- To electrostatically discharge, touch the ground (without glove). Do not touch connector or »open« electronic components directly.
- Connect and lock the TCM connector <1> in the opposite order of removal.
- Install bracket and torque nuts <2> and <3> to 8 Nm.



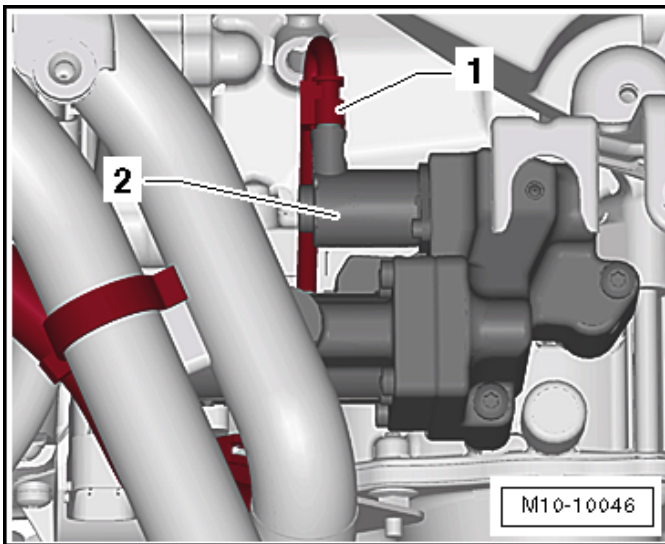
Reinstall hydraulic line and electrical connector:

! NOTE

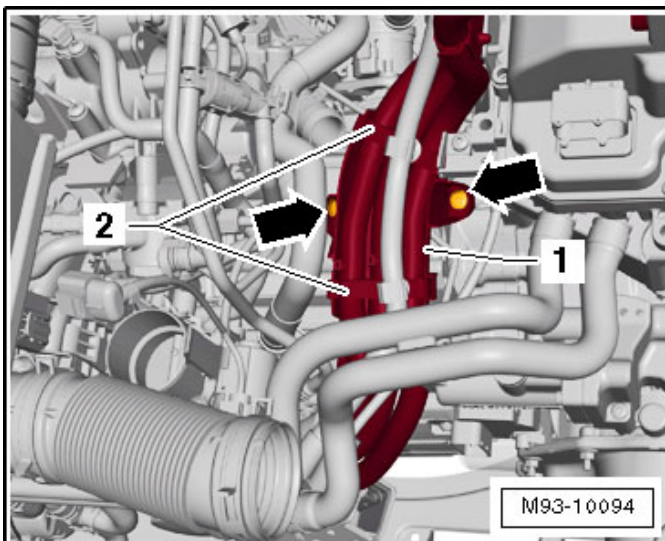
- Check the O-ring <arrow> on the hydraulic line for damage and replace, if necessary.
- The O-ring must appear green. It can be used with hydraulic fluid. Do not use any other O-ring.
- Remove and dispose of the sealing plugs on the hydraulic line as well as on the engine and valve block/Mechatronic just before installation.
- The sealing plugs cannot be used again.



- Remove protective plugs/caps.
- Install hydraulic line <3> in the opposite direction of removal.
- Install clip <2>.
- Torque connection <1> to 18 Nm.



- Connect connector <1> to KO clutch valve.



Re-secure high voltage cable bracket:

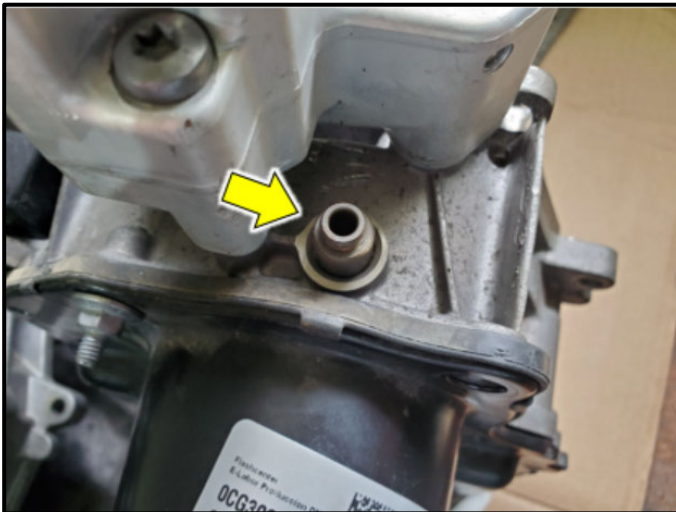
- Install bolts <arrows> for the high voltage cable bracket <1> and torque to 8 Nm.



Fill mechatronic:

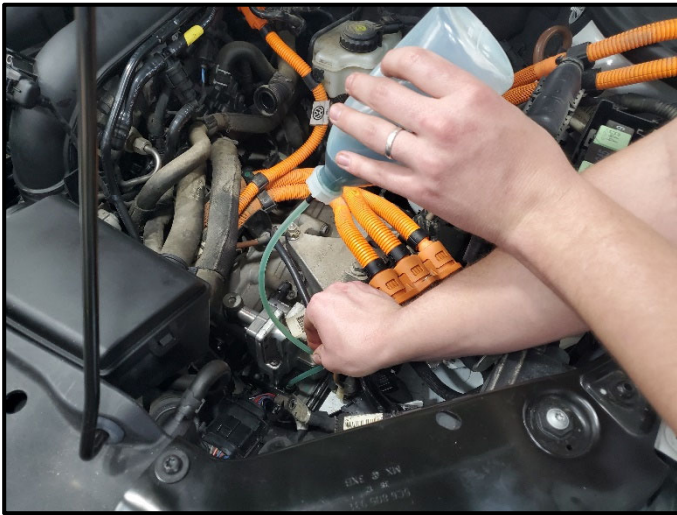
NOTE

- Bottle part number 000-012-147-A is used to fill the mechatronic.
- The tube in the bottle must be pulled out so it is flush with the bottom of the cap.
- Seal the tube to the cap with tape <arrow> to prevent the tube from slipping and from leakage.
- No other fluids can be mixed with the hydraulic fluid.

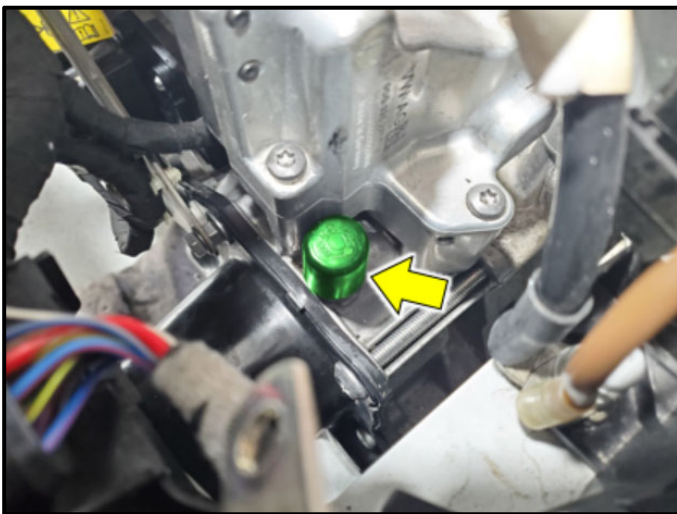


- The mechatronic is filled through vent pipe <arrow> with 1.1 L of hydraulic fluid.

Part Number	Part Description
G -004-000-1L-DSP	Hydraulic Oil



- Slowly fill the mechatronic with exactly 1.1 L of hydraulic fluid using bottle 000-012-147-A.
- The bottle will have to be filled twice.
- The syringe included in repair kit 5C0-998-152 can be used to measure out the additional 100 ml.



Install new vent valve and cap:

- Install new vent valve along with cap <arrow>.

Part Number	Part Description
095-409-841	Vent Valve/Cap

- Ensure the valve audibly engages on vent pipe.

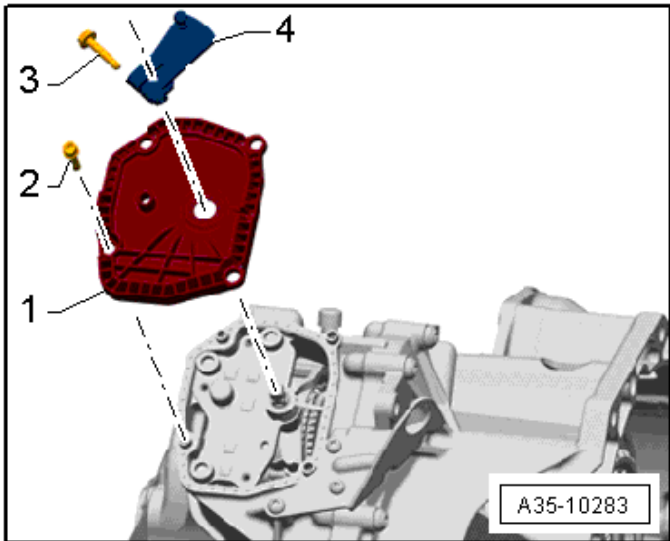


Fill transmission:

- Use a clean funnel to fill the transmission using the park lock opening.
- Fill the transmission with exactly 1.7L of gear oil.

Part Number	Part Description
G -055-512-A2	Gear Oil

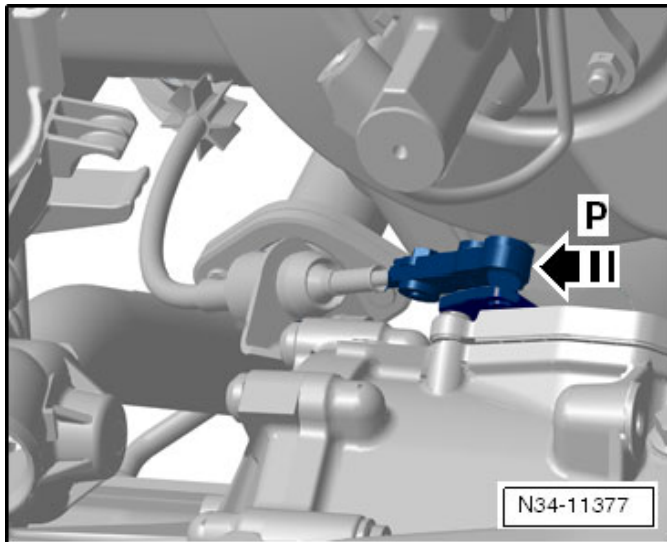
- If there are no graduations on the gear oil bottles, use a measuring cup.



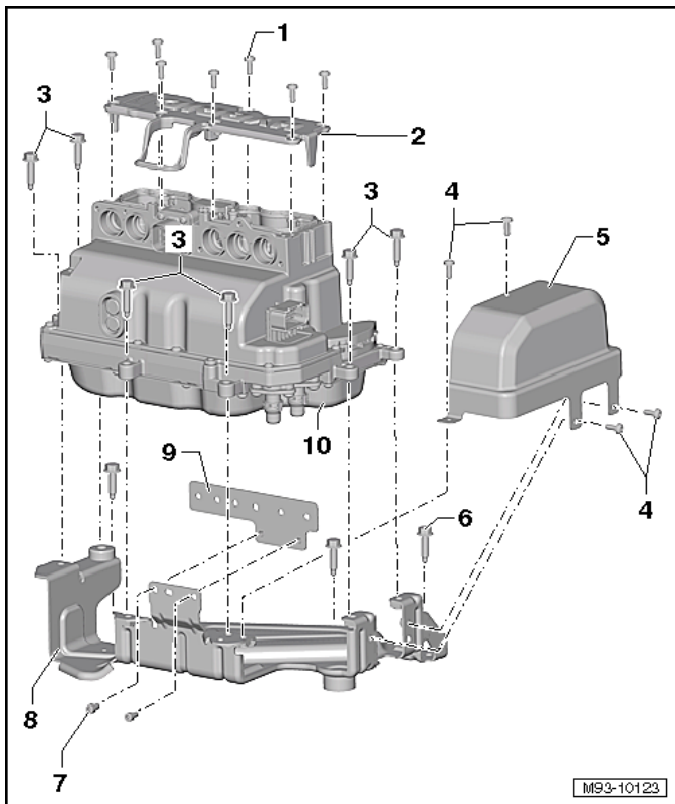
Reinstall park lock cover and selector lever cable:

- Clean cover and gasket before installing.
- Install bolts <2> and torque diagonally to 8 Nm.
- Install selector lever <4>.
- Install new bolt <3> and torque to 10 Nm + 90°.

Part Number	Part Description
N -904-416-03	Bolt

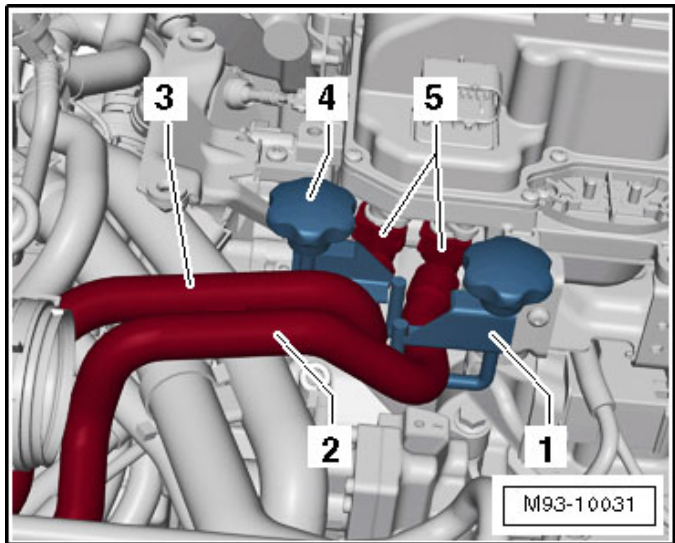


- Adjust the selector lever so it meets up with the selector lever cable.
- Press the selector level cable onto the selector lever.



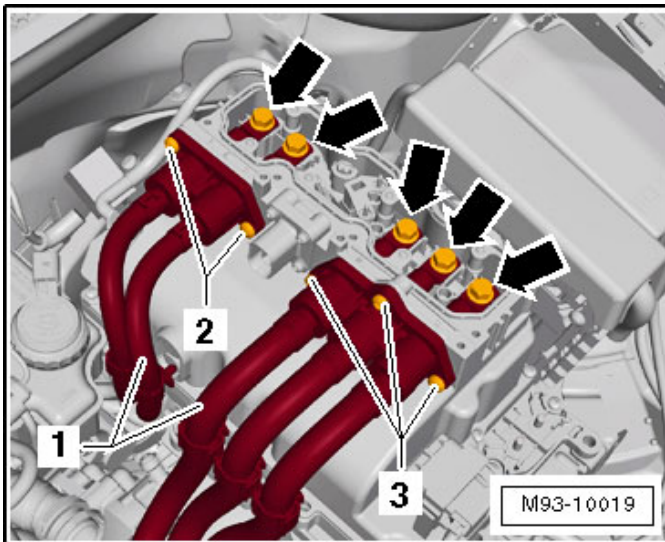
Reinstall JX1:

- Ensure cables are not pinched.
- Ensure cables are routed correctly.
- Installation is the reverse order of removal.
- Torque bolts <6> for bracket <8> to 9 Nm.
- Torque bolts <3> for JX1 <10> to 20 Nm.
- Torque bolts <7> for bracket <9> to 8 Nm.
- Reconnect and lock connector for JX1.
- Torque bolts <4> for cover <5> to 9 Nm.



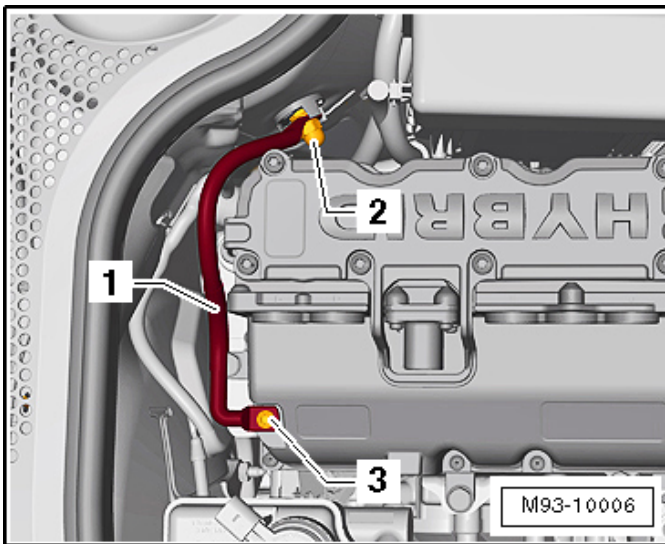
Connect coolant hoses:

- Reconnect coolant hoses <2> and <3>.
- Remove clamps <1> and <4>.



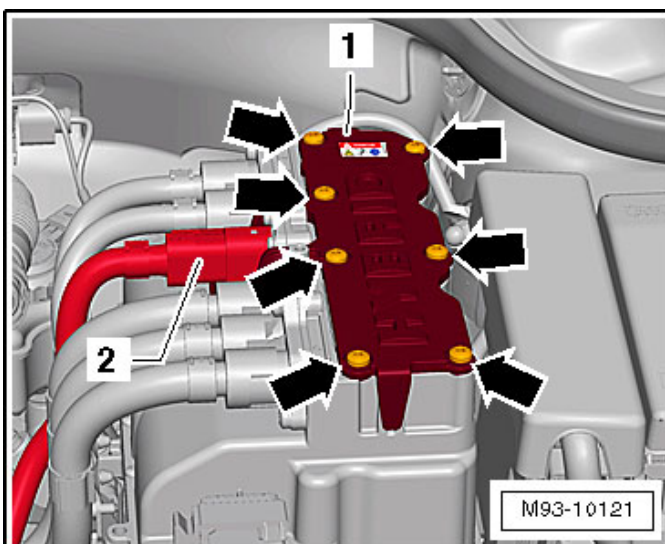
Reinstall JX1 cables:

- Install cables sets <1> in the reverse order of removal.
- Torque bolts <2> and <3> to 5 Nm.
- Torque bolts <arrows> to 20 Nm.



Reinstall potential equalization cable:

- Installation of cable <1> is the reverse order of removal.
- Torque fastener <2> to 20 Nm.
- Torque bolt <3> to 9 Nm.



Reinstall cable cover and Electric A/C Compressor High-Voltage Cable -P3-:

- Installation is the reverse order of removal.

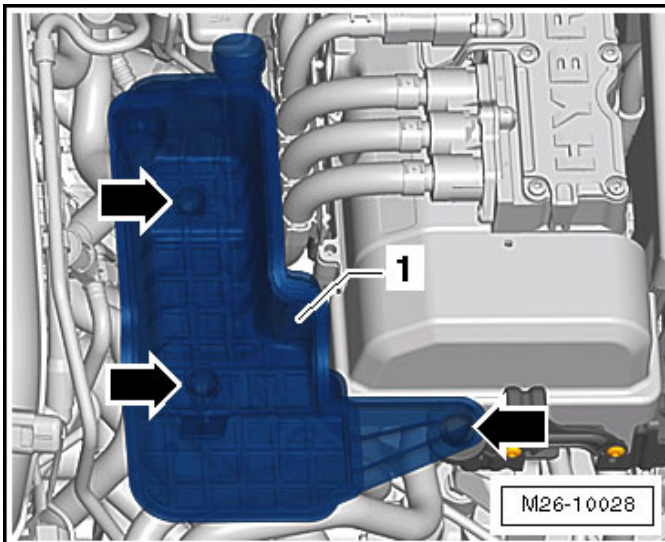
i TIP

The connector for the Electric A/C Compressor High-Voltage Cable -P3- has three locking stages.

- Torque bolts <arrows> to 7 Nm.

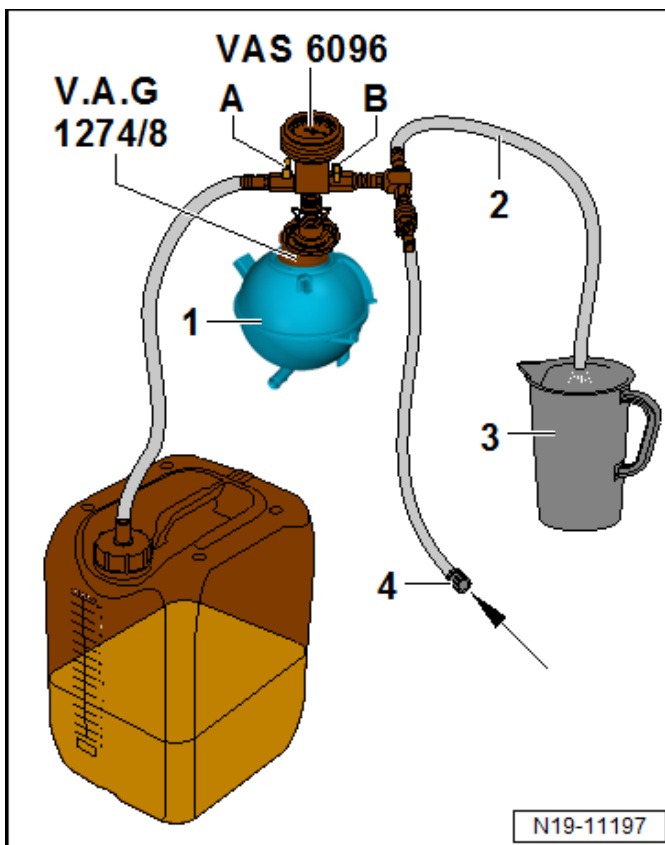
! NOTE

- Be careful not to damage the seal inside the cover.
- If the seal on the cover <1> is damaged, the cover <1> must be replaced. If the seal on the cover is OK, then the same cover can be installed again.



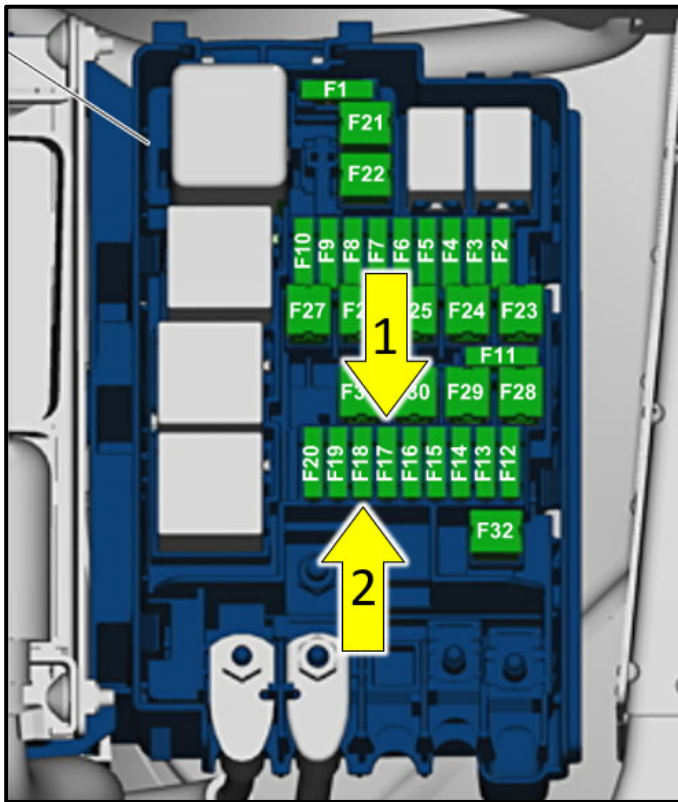
Reinstall air damper:

- Installation is the reverse order of removal.
- Reinstall cover in the reverse order of removal.



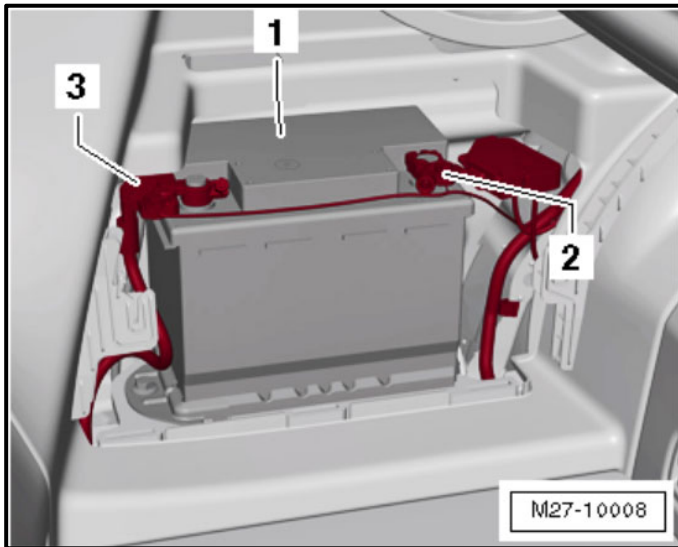
Fill coolant:

- Fill coolant according to the ELSA Repair Manual:
 - See ELSA Repair Manual: *Repair manual > Engine > 4-Cylinder Direct Injection (1.4L Engine, 4V, EA 211, Turbocharger, Hybrid) > 19 Cooling System > Coolant System/Coolant > Coolant, Draining and Filling*
- Reinstall noise insulation in the reverse order of removal.



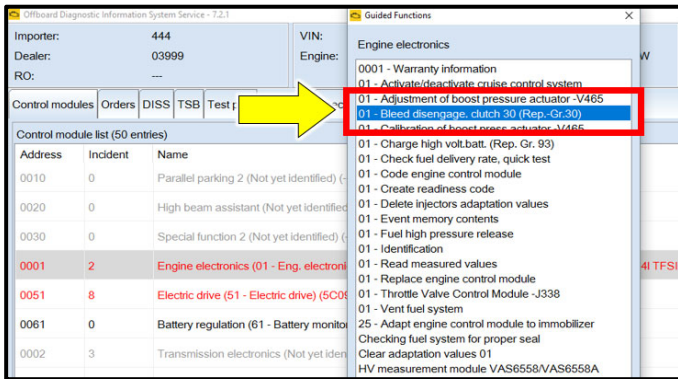
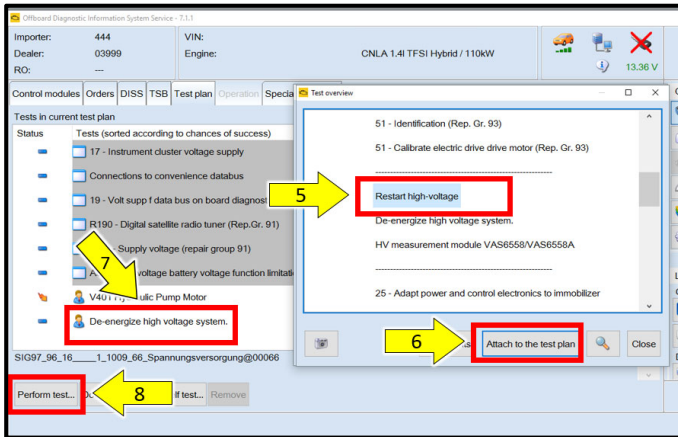
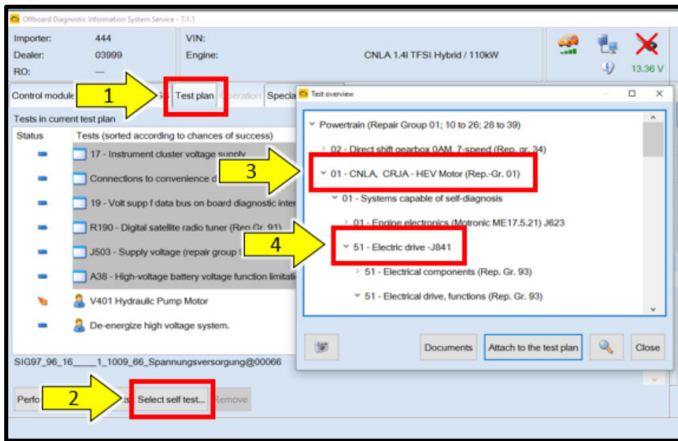
Reinstall fuses SB17 and SB18:

- Reinstall fuses SB17 <arrow 1> and SB18 <arrow 2>.



Reconnect 12V battery:

- Reconnect battery ground terminal <3> in the reverse order of removal.
- Torque terminal nut to 6 Nm.



Re-energize HV system:

- Follow the GFF test plan for restarting the high voltage system:
- Restore the previous ODIS session or perform a diagnostic scan of the vehicle.
- Select “Test plan” <1>.
- Select “Select self test...” <2>.
- Open the dropdown for Repair Group 01 <3> (under powertrain).
- Open the dropdown for 51 - Electric drive - J841- <4>.
- Scroll down and click on “Restart high voltage system” <5>.
- Select “Attach to the test plan” <6>.
- Highlight the test plan <7>.
- Select “Perform test...” <8>.
- Pay close attention to the test plan instructions when re-energizing the high-voltage system.
- The test plan will guide you through all of the re-energization steps. READ EACH SCREEN CAREFULLY!!

Bleed hydraulic clutch:

- Perform the 0001: Engine Electronics Guided Functions test plan, 01 – Bleed disengage, clutch 30 (Rep.-Gr.-30) <arrow>.

Offboard Diagnostic Information System Service - 7.2.1

Importer:	444	VIN:	
Dealer:	03999	Engine:	
RO:	---		

Control modules | Orders | DISS | TSB | Test plan | **Operation** | Special Functions

Bleed disconnection clutch

Requirements

With this function test, you may check the air entrapment or ventilation.

With which test would you like to continue?

1.- Ventilation.
2.- Air entrapment.
3 - End.

The Ventilation and the Air entrapment tests must be performed.

- Perform the Ventilation test first.
- Then perform the Air entrapment test.
- When performing the tests, ensure the following pre-conditions are met:
 - Parking brake off
 - Hood closed
 - All doors closed
 - Trunk open
 - Battery maintainer on 12V battery

 TIP

The Ventilation test may take up to 30 minutes to complete. Once the test is completed, the test plan will usually exit out to the main control module screen of ODIS.

 TIP

If fault P309D sets after the basic setting procedure, the Ventilation and Air entrapment tests may need to be repeated up to three times.

- Perform a short repair verification road test.

Proceed to Section C

Section C – Campaign Completion Label

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).

Proceed to Section D

Section D - Parts Return/Disposal

Properly store (retain), destroy or dispose of removed parts in accordance with all state/province and local requirements, unless otherwise indicated and/or requested through the Warranty Parts Portal (WPP) for U.S. and the Part Destruction and Core Disposition Report for Canada.