



Tech Tips

TT 26-11-01

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2009-2013 Golf, Jetta, Jetta Sportwagen, 2012-2013 Passat, 2009-2010 Touareg with TDI Engine – Diesel Particulate Filter Regeneration, Fault P2463

May 3, 2013: Update to Information and Applicability.

2.0L TDI Soot Load Evaluation

Before regeneration can be performed, inspect Soot Load in MVB 241 and check the distance driven in KM since last re-gen in MVB 240/3.

2012-2013 Passat does not have measured value block numbers. Check values “Particle filter, kilometers since last regeneration”, “Particle filter, oil ash volume”, “Particle filter, soot mass calculated”, and “Particle filter, soot mass measured” instead. Be aware that the start of normal driving regeneration is 18.9 grams.

MVB 241	Ash load	Calculated soot load	Measured soot load	
MVB 240			Distance in KM since last re-gen	

2.0L TDI

If soot load is between 2 grams and 39.9 grams normal regeneration can be performed. If soot load is over 39.9 grams, please complete a DPF check sheet and attach to VTA case, and then contact the Volkswagen Technician Helpline at 1-800-678-2389. DPF check sheets are available on ServiceNet under Technician References>Technician Helpline> Worksheets/Check Sheets>DPF Work Sheets.

To activate regeneration, drive vehicle on freeway at a steady speed of ~60 MPH, (car may require to be driven for 20 minutes or more). Monitor MVB 100/2, during regeneration the temperature will increase in the range of 350-600°C indicating regeneration is occurring. When temperature readings begin to decrease, regeneration has completed. Re-check soot load in MVB 241/ fields 2 and 3.



Service Information

3.0L TDI Soot Load Evaluation

Before regeneration can be performed, inspect Soot Load in MVB 104. The start of normal driving regeneration is 27 grams.

MVB 104	Ash load	Calculated soot load	Measured soot load	Distance in KM since last re-gen

3.0L TDI

If soot load is between 2 grams and 39.9 grams, normal regeneration can be performed.

Use Guided Fault Finding to run regeneration.



Note:

If there are any faults for an Exhaust Temp Sensor, MAF sensor, or Differential Pressure the system will not run regeneration. A leak in the charge air system will cause the soot load to increase rapidly.