

Technical Service Bulletin



01 MIL on, no start or rough running (DTC P0087 - Rail fuel pressure too low or DTC P0088 - Rail fuel pressure too high)

01 13 96 2023360/4 May 13, 2013. Supersedes Technical Service Bulletin Group 01 number 13-79 dated March 20, 2013 for reasons listed below.

Model(s)	Year	VIN Range	Vehicle-Specific Equipment
Audi A3	2010 - 2013	All	2.0 TDI clean diesel Engine
Audi Q7	2009 – 2013	All	3.0 TDI clean diesel Engine
Audi A8	2014	All	3.0 TDI clean diesel Engine

Condition

REVISION HISTORY		
Revision	Date	Purpose
4	-	Revised header data (Changed MY and applicable models) Revised <i>Condition</i> (Clarified information) Revised <i>Technical Background</i> (Clarified information) Revised <i>Service</i> (Removed steps)
3	3/20/2013	Revised header data (Added MY and applicable models)
2	1/25/2011	Revised header data (Added MY) Revised <i>Service</i> and <i>Condition</i> Revised title
1	5/17/2010	Original publication

- MIL on.
- One of the following DTCs is stored in the engine control module (address word 01):
 - **DTC P0087** (Rail fuel pressure too low)
 - **DTC P0088** (Rail fuel pressure too high)
- Excess rattling (“diesel clatter”) coming from engine.
- No start or hard starting condition.
- Contaminated fuel found in fuel system.
- Rust or metal debris found in fuel system.

Technical Background

Contaminated or incorrect fuel can cause performance, drivability, and/or fuel delivery problems. Additional component replacement may be necessary to ensure that no contamination or debris remains after repair.

Reasons for fuel contamination can include: water ingress in the fuel station's holding tanks, errors made in fuel transport, or incorrect fuel has been dispensed into the vehicle.

Production Solution

Not applicable.

Service



Note: Failure to follow these directions may result in immediate damage to any replacement parts due to fuel system contamination.

Inspect the fuel filter housing:

If there is any indication of fuel contamination, metal shavings/debris, or rust inside the fuel filter housing (Figures 1 and 2), open a ticket with the Technical Assistance Center (TAC) **before** attempting any repair.

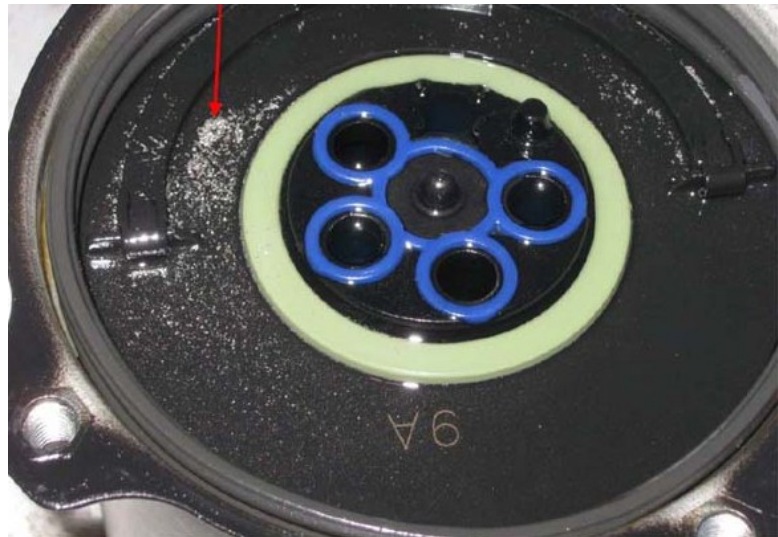


Figure 1. Example of metal shavings and debris on top of fuel filter. Some shavings can be picked up with a magnet.



Figure 2. Example of rust in fuel system caused by water contamination.

If the fuel filter is not a serviceable unit (example: MY 2011+ Q7 TDI), then inspection must be performed at the fuel metering valve N290:



Note: Exercise caution when removing the N290. Any dirt/contamination entering the pump may cause damage.

1. Before removing the N290, carefully clean the surrounding area.
2. If there is no metallic debris found on the N290 or within its housing, refit the N290 valve immediately. Make sure both O rings are undamaged. If there is any damage to either O ring, the high pressure fuel pump must be replaced.
3. When fitting the N290, slightly wet the lower O ring with diesel fuel or oil.
4. Push in the N290 using only light pressure.
5. Tighten both M5 bolts hand tight – do *not* lubricate the thread.
6. Pre-tighten with 2 Nm, then 6.5-7 Nm.

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If there is any indication of fuel contamination, metal shavings/debris, or rust inside the N290 valve (Figures 3 and 4), open a ticket with the Technical Assistance Center (TAC) **before** attempting any repair.



Figure 3. Metallic debris in N290 housing.



Figure 4. Metallic debris on screen of N290 metering valve.

Warranty

This TSB is informational only and not applicable to any Audi warranty.

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Additional Information

All parts and service references provided in this TSB are subject to change and/or removal. Always check with your Parts Department and service manuals for the latest information.