

Technical Service Bulletin



01 MIL on, loss of performance

01 13 80 2024344/2 March 25, 2013. Supersedes Technical Service Bulletin Group 01 number 11-19 dated February 3, 2011 for reasons listed below.

Model(s)	Year	VIN Range	Vehicle-Specific Equipment
Q7 TDI	2009-2015	All	All in North American market

Condition

REVISION HISTORY		
Revision	Date	Purpose
2	-	Revised header data (Added MY and applicable models)
1	5/17/2010	Original publication

- MIL on.
- Vehicle has reduced performance (in “limp mode”).
- Various entries may be logged:
 - **DTC P0234** (Boost pressure control, limit exceeded)
 - **DTC P0235** (Boost pressure control, below limit)
 - **DTC P0299** (Boost pressure control, below limit)
 - **DTC P100D** (Turbo charger adjustment stiff or seized)

Technical Background

After recognizing that the boost pressure is too low or too high, the engine control module switches to emergency operation and the engine performance is reduced via the injected fuel quantity (“limp mode”).

Variations in boost pressure can be caused by:

- Dirty or clogged air intake.
- Leak in charge air pipes (boost air hoses, intercooler) caused by physical damage or a loose connection.
- Exhaust manifold or compensator pipe (the pipe between turbo charger and exhaust manifold) is damaged. The inner pipe of these components may be broken, allowing particles to get to the turbine adjustment.

Production Solution

Not applicable.

Service

1. Try to reproduce the customer complaint so that it can be clearly assigned to this bulletin.
2. Check air filter and snow mesh for dirt.
3. Perform pressure test on boost air system. If a boost leak is found, repair the leak and proceed to Step 4. Otherwise, proceed to Step 5.
4. Using the test tool, select *GFF >> 01 – Engine Electronics, functions >> 01 – Diesel Particle Filter, emergency regeneration (RG.26)*. Select the option for a stationary regeneration and follow the steps given by the test tool to burn off excess soot trapped by the filter due to the boost leak.



Tip: A leak will increase the amount of soot produced. This can cause the diesel particle filter to be filled much quicker than normal.

5. Perform visual check for leaks on connections and damage through animal bites.
6. Check the turbine adjustment of the turbo charger via final control diagnosis.
7. The rods for the turbine adjustment must move freely; otherwise, perform a visual check of the turbo charger or remove it for a check. If the adjustment is stiff, remove and carefully check the exhaust manifold (cylinder bank 1 and 2) with the compensator pipe.



Tip: If rust particles or metal parts enter the turbine fan of the turbo charger, the adjustment mechanism of the turbine blades becomes damaged and material on the turbine dislodges.

8. If the exhaust manifolds or compensator pipes are damaged, replace them.
9. To avoid repeat damage, replace the turbo charger, exhaust manifolds, and compensator pipes.



Tip: With repeat damage on the turbo charger, it is possible that foreign bodies entered the turbine of the turbo charger.

Warranty

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

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.