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VW Elsa Newsletter



Das Auto.

Edition 102: September 8, 2014

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ODIS GFF Feedback - August

ODIS GFF Feedback

Special thanks to all of you who have taken the time to submit ODIS diagnostic feedback. Because of your feedback, ODIS quality is improving with each new release. Some of the top feedback contributors for last month are:

1. Rich Cervantes
2. Lute Bustos
3. Kyle Hepburn
4. Joe Bruce
5. Chris Truax
6. Chris Deller

7. Donn Mihara
8. Don Pinneo
9. James Cline
10. Dave Courtad

The latest version for Volkswagen is:

Application v2.2.1 – Content v2.9.0.

There are 63 issues scheduled to be fixed with the latest release. Please make it a point to update your tester as soon as possible.

Some of the issues verified as fixed in the latest update are:

- 2003 3B Passat –
 - The ODIS software will now communicate with ZF Automatic (01V) gearbox ECUs.
- 2008 Beetle –
 - -46- Central module convenience system is now identified as installed during vehicle systems test.
- 2008 Jetta –
 - The communication issue with the Airbag Control Module has been corrected.
 - The immobilizer system is now identified during the vehicle system test.
- 2009 Jetta –
 - CBEA 2.0L TDI, the component location document for Exhaust Pressure Sensor 2 -G451 is now correct.
 - The test plans for DTC P047B and P047C: Exhaust pressure sensor B (Range/Performance and Low) have been updated.
 - Test plan is now available to adapt remotes to immobilizer in BCM.
 - Function test to purge fuel tank updated to correct communication errors.
 - CBTA 2.5L engine, in the function test for Fuel pump relay -J17, the fuse and connector view information has been updated.
 - DTC P0720: Output Speed Sensor Circ. Malfunction test plan has been updated

- 2010 Jetta –
 - CJAA 2.0L TDI, the function test for A/C system now displays measured values for the A/C compressor regulator valve -N280 while checking the cooling performance.
 - Issue where vehicle is incorrectly automatically identified as AJ - Jetta SportWagen/Golf Wagon but is actually a Jetta Sedan has been corrected.
- 2013 Jetta/SportWagen –
 - CJAA 2.0L TDI, the test plan for DTC P046C: Exhaust Gas Recirculation Sensor "A" Circuit Range/Performance has been updated.
 - CNLA 1.4l TFSI Hybrid, function test used to de-energize the HV battery of the hybrid system with VAS 6160A has been updated.
 - CBTA 2.5L, test plan for the -N205- camshaft adjustment valve 1 output diagnostic test mode (DTM) has been updated to correct a communication error.
 - Instrument cluster GFF functions -Reset Service Interval Display and -Instrument Cluster Voltage Supply can now be attached to test plan.
- 2014 Jetta/SportWagen –
 - CPLA 2.0L Simos, test plan for Oxygen Sensor (O2S) Behind Three Way Cat. Conv. (TWC) -G130- incorrect voltage spec between pin 3 and 4 has been corrected.
 - Four control modules were missing from the ODIS network diagram and control module list for the 1K/AJ Jetta, 1K Golf/Rabbit and Jetta Wagon.
 - -46- convenience system, 4-door with anti-theft warning system
 - -62- Door electronics left rear (LIN bus)
 - -65- Tire pressure monitoring
 - -72- Door electronics right rear (LIN bus)
 - These are now included in the ODIS control module list and network diagram.
- 2015 Passat –
 - Engine code CVCA is now available as a selection.
- 2012 Touareg –
 - CATA 3.0 L TDI, function test used to adapt fuel injectors has been updated

Feedback by the Numbers – since August 2013

- Total VW Feedback Received: 1928
- Total VW Feedback Submitted to Factory: 728
- Total VW Feedback Closed: 595

Note: Not all feedback that we receive can be submitted to the factory for resolution. An issue may be rejected due to missing or incomplete information, out of date software, or because it is a duplicate of an issue already submitted.

ODIS 2.2.1 Application Update Information

The following improvements are available in the latest ODIS Base software update:

- Estimated remaining times are shown for ECU flash operations.
- Diagnostic protocol contains interruptions of GFF sessions, extended measurement values, improved ECU communication view, used diagnostic hardware, connection type of diagnostic hardware, operating system, the hotfix used and submissions of support requests
- The measured value display has been improved.
- Documents in GFF are displayed in separate windows.
- One message box will be shown at the beginning of the test drive mode.
- GFF hotfixes can be integrated during diagnostic sessions.
- Danger messages have been revised.
- Stopping of diagnostic sessions may be interrupted.
- Automatically stored intermediate diagnostic protocols remain after completion of the diagnostic session.
- Selection of Pass Thru diagnostic hardware has been improved.
- ODIS Service Software update has been stabilized.

Open ODIS Issues

1. Text Strings – A line (or lines) of text not translated correctly and displayed as text strings – for example, a string of characters like
 - **No I18N: (080045218003de4f).(TXLABEL9)** is displayed in place of menu items or

text within a test function.

To get this issue corrected as soon as possible, please submit a feedback each time you experience this issue.

2. 2008 1K/AJ Jetta - Test plan for the replacement of the engine control module (ECM) fails at the function to adapt ECM to immobilizer. To perform the function, go to body/ electrical parts/ Immobilizer and perform the function from there. An update is pending.
3. Vehicle automatic identification issues. Some vehicles are not automatically identified during the vehicle system test or the correct model may not be available in the drop down menu. For these vehicles it will be necessary to identify the vehicle manually. An update is pending.

If you have any questions, comments or suggestions regarding this document, or about submitting ODIS feedback, please email us at Diag-Feedback@vw.com. We will respond to all inquiries.

Technical Bulletins

17 14 04 - 2012855 Supersedes Technical Bulletin V171205 dated December 5, 2012 due to additional model year applicability and updated oil standard lists to current specifications.					
Model(s)	Year	Eng. Code	Trans. Code	VIN Range From	VIN Range To
All (except Routan)	1997-2015	All	All	All	All
Engine Oils Which Meet Volkswagen Oil Quality Standard VW 502 00/505 00/505 01 and VW 504 00/507 00 (U.S. ONLY) Production Solution: No production change required.					

57 14 01 - 2038202 Front Door Latches Hard to Release					
Model(s)	Year	Eng. Code	Trans. Code	VIN Range From	VIN Range To

Jetta (A6)	2011– 2014	All	All	All	All
Golf/GTI (A7)	2015	All	All	All	All
Beetle, Passat NMS	2012– 2015	All	All	All	All
Beetle Convertible	2013– 2015	All	All	All	All

Customer may comment that the front door is hard to open with exterior handle.
Production Solution: Final production countermeasure pending.

Pending Service Solutions

No new Pending Service Solutions this week.

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Tech Tips

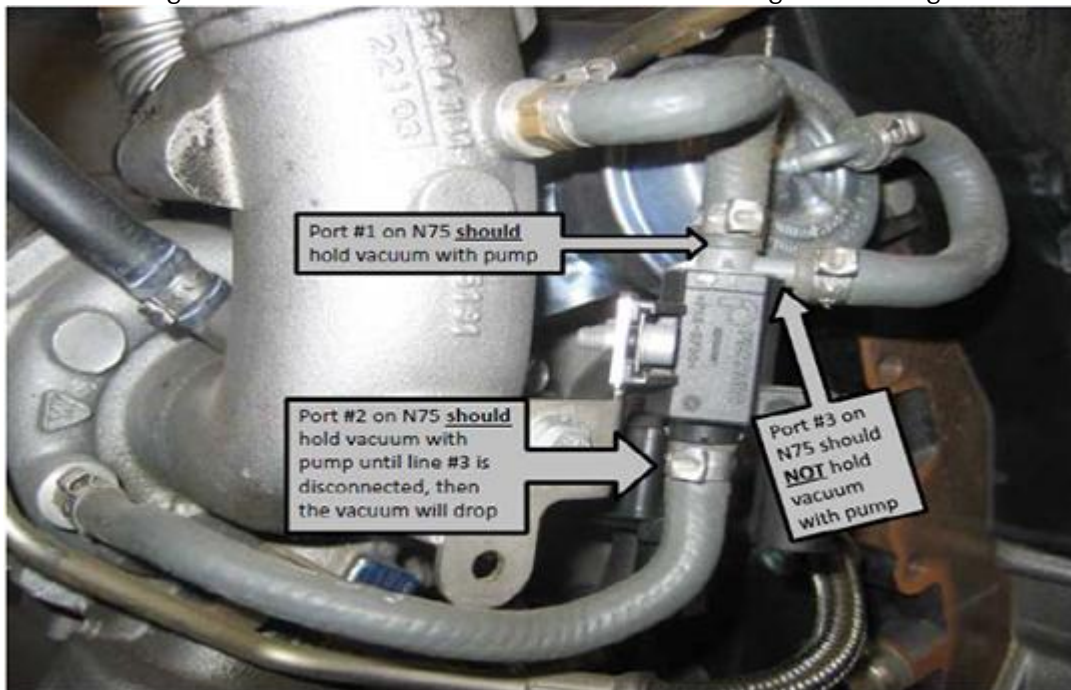
21-10-01 N75 Solenoid Valve Diagnosis

Previously posted as TT 20-09-05.

Model(s)	Year	Eng.Code	Trans.Code
All	2006–2014	BPY, CCTA, CBFA	All

When diagnosis on the above engine leads to the testing of the N75, please refer to the picture below. The diagram shows which vacuum ports on the N75 valve should hold vacuum and which ones should not.

Turbocharger fault codes P0299 and P0234 can be diagnosed using this test.



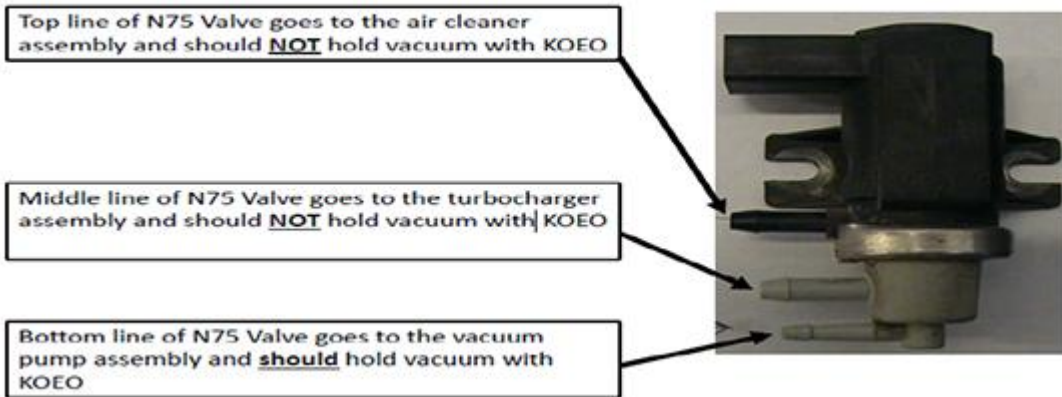
Note: For further information on how Gasoline Turbochargers work, check out our 3 Quick Tips that explain it all. You can find Quick Tips in VW Websource>Quick Tips> Quick Tips for technicians.

20-09-06 N75 Solenoid Valve Diagnosis

Model(s)	Year	Eng.Code	Trans.Code
All	2000–2014	1.9 or 2.0 TDI	All

Use the diagram below to test the N75 Solenoid Valve in the event of a turbocharger fault code such as P0299 or P0234. This applies to Mechanical Injection Style Diesel Engines, Pumpe Duse Style Diesel Engines and the new Common Rail Style Diesel Engines.

TDI N75 Testing



87-10-05 Air Conditioning Does not Operate

Model(s)	Year	Eng.Code	Trans.Code
All	2000-2004	All	All

For concerns of no or intermittent A/C operation where pressure diagnosis does not lead to a cause, be sure to check the N25 A/C clutch coil. The fan control module may send a brief voltage signal to the clutch and then shut it off due to an open or high resistance in the coil circuit. The coil resistance should be between 3.5 and 4.5 ohms. If the reading is high or low when checked at the fan module, be sure to double check right at the coil to rule out any wiring concerns. Additionally, check ground circuit integrity for the clutch coil.

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Campaigns

No new campaigns this week.

Updates

No new updates this week.

Suggestions

Please send comments or suggestions to: ywoa.workshopinformation@vw.com

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