

Technical Service Bulletin



19 Dried coolant around coolant pump

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Model(s)	Year	VIN Range	Vehicle-Specific Equipment
All	2011 - 2016	All	3.0L engines

Condition

REVISION HISTORY		
Revision	Date	Purpose
3	-	Revised <i>Condition</i> (Added image) Revised <i>Service</i> (Added optional steps for testing coolant pump)
2	1/20/2016	Revised header data (Added model years)
1	11/18/2014	Initial publication

- A small amount of dry or crusted coolant is seen on the coolant pump housing (Figure 1 through Figure 4).
- The coolant level warning is not on.



Figure 1. Dried coolant.



Figure 2. Dried coolant.



Figure 3. Dried coolant.



Figure 4. Dried coolant.

Technical Background

A minor coolant leak is possible during the break-in phase of the coolant seal on the coolant pump. The dry coolant marks are normal.

Production Solution

Not applicable.

Service

During a service visit, if dried coolant is found around the coolant pump but there is no customer complaint about the cooling system, no repair is necessary. The coolant pump should not be replaced.

Optionally, the integrity of the coolant pump can be tested with the following steps. Before proceeding, clean the dried coolant off of the engine with tap water. This will make it easier, on future visits, to know if there is an ongoing issue.

1. Bring the engine to operating temperature, then turn the engine off.
2. Pressurize the coolant system with 1.5 bar for 10 minutes.
3. Check for fresh coolant leaks on the vent holes of the coolant pump.
4. If no fresh coolant is visible, the coolant pump is working as designed and should not be replaced. If fresh coolant leaks are found, continue to diagnose the issue outside of this bulletin.

Warranty

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

Additional Information

All parts and service references provided in this TSB (2039018) are subject to change and/or removal. Always check with your Parts Department and service manuals for the latest information.