



Condition

ATTENTION:

THIS IS A TECH TIP, NOT A TECHNICAL BULLETIN.

TECH TIPS ARE NOT ASSOCIATED WITH WARRANTY CLAIMING.

Applicable Vehicles					
Model(s)	Year	Eng. Code	Trans. Code	VIN Range From	VIN Range To
Passat	2012-2014	2.0L TDI (CKRA)	All	All	All

Revision Table			
Instance Number	Published Date	Version Number	Reason For Update
2059906/2	1/12/23	01-20-03TT	Updated wiring inspection in service procedure.
2059906/1	6/19/20	01-20-03TT	Original publication.

Technical Background

The newest variant of the -**J583**- NOx Sensor, part number 03L 907 807 **AF**, is known to be robust. If there is a fault with a vehicle equipped with the "AF" index NOx sensor variant, there may be other factors (such as exhaust leaks upstream of NOx Sensor **or a wiring connector fault**) contributing to the DTC.

Service

- 1.) If DTC P2201 is stored, verify the part number of the NOx Sensor. If a sensor version prior to index "AF" is installed, proceed with GFF diagnosis. If sensor is faulty, verify **wiring by referring to Safety Recall 23T3** and that there are no leaks in the exhaust (as outlined in step 2) and replace NOx Sensor with latest index per ETKA.
- 2.) If the "AF" index sensor is already installed on the vehicle, do not replace sensor on the first repair visit. Verify **wiring by referring to Safety Recall 23T3** and there are no leaks in the exhaust system upstream of the NOx Sensor, which may be contributing to erroneous sensor values. The VAS1687 tool is useful in pressurizing the exhaust, and a soapy water mixture works well to find leak areas. Pay close attention to the exhaust pipe connections on the exhaust flap for the low pressure EGR system. If leaks are identified, repair them as necessary. If the exhaust is verified to be leak free and an "AF" sensor variant is installed, replace the sensor if directed by GFF.



Figure 1. Example of exhaust leak at exhaust flap.

Additional Information

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