

Technical Service Bulletin



01 MIL on (gasoline quality), DTCs for misfire, air/fuel ratio imbalance, or lean fuel system stored in the ECM P300000

01 23 41 2014753/12 February 6, 2023. Supersedes Technical Service Bulletin Group 01 number 20-54 dated April 1, 2020, for reasons listed below.

Model(s)	Year	VIN Range	Vehicle-Specific Equipment
All Audi Vehicles	2000 – 2019	All	Not Applicable

Condition

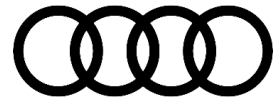
REVISION HISTORY		
Revision	Date	Purpose
12	-	Revised <i>Warranty</i> (Updated Labor Operations)
11	04/01/2020	Revised <i>Required and Tools</i> (Changed to Shop Supply)
10	03/06/2020	Revised title Revised header (Added model years) Revised <i>Technical Background</i> (Added information) Revised <i>Service</i> (Added information for model years added and added part number) Revised <i>Warranty</i> (Added part number and table for 2016-2019 vehicles only and Claim Types)

The use of contaminated gasoline or gasoline with a low content of deposit control additives may result in one or more of the following conditions:

- Excessive accumulation of deposits on intake valves, intake manifold, fuel injectors, and combustion chambers.
- Engine running rough after cold start.
- Excessive engine cranking time.
- Hesitations while driving.
- Rough engine idle.
- Reduced engine performance.
- Poor fuel economy.

Workshop findings:

Conditions may be severe enough to illuminate the MIL in conjunction with storage of DTCs in engine control module (ECM), J623 (address word 0001) for one or more of the following concerns:



- Misfires (example: **DTC P0300** and **P030x**).
- Lean fuel system (example: **DTC P0171, P0174, P1128, P1130, P1136, and P1138**).
- Air/fuel ratio imbalance (example: **DTC P219C00, P219D00, P219E00, P219F00, P21A000 or P21A100**).

Technical Background

- Condition may be caused by use of contaminated gasoline.
- Condition may be caused by use of gasoline with a low content of deposit control additives.

For MY16-MY19 3.0TFSI EVO (CREC) equipped vehicles:

Because of deviations in the country-specific fuel quality deposits can form in the injectors preventing their complete closure. After switching off the vehicle fuel can get into the lower intake manifold or cylinder which makes the mixture too rich for the subsequent start. **Do not replace injectors for this issue.**

Production Solution

Not applicable.

Service

For MY16-MY19 3.0TFSI EVO (CREC) equipped vehicles, and If deposits in the injector is suspected:

Use the multi-purpose additive for gasoline according to the guidelines to remove any deposits on the low and high pressure injector and to ensure their tight closure. Do not replace injectors for this issue. Use additive first then continue with further diagnosis if the issue persists.

If use of contaminated gasoline is suspected:

Consider advising the customer to change gasoline source (brand/gas station). Contaminated gasoline may exhibit one or more of the following characteristics:

- May have unique color and odor.
- May contain undissolved water.
- May contain sediments and suspended matter.
- May appear cloudy and (after settling) may show signs of separation.

If use of gasoline with a low content of deposit control additives is suspected:

Recommend to the customer the exclusive use of TOP TIER Detergent Gasoline, which provides improved deposit control performance. At the time of this publication, retailers in the USA providing TOP TIER Detergent Gasoline in all grades of their gasoline include:



- 76 Stations
- Aloha Petroleum
- Chevron
- Conoco
- CountryMark
- Entec Stations
- Exxon
- Hawaii Fueling Network
- Holiday Stationstores, Inc.
- Kwik Trip / Kwik Star
- MFA Oil Co.
- Mileage Stations
- Mobil
- Ohana Fuels
- Phillips 66
- Quik Trip
- Rebel Oil
- Road Ranger
- Severson Oil
- Shell
- Texaco
- Tri-Par Oil Co.
- U.S. Oil

For the most up-to-date list of TOP TIER retailers, visit www.toptiergas.com.

Repair:

Gasoline additive **G 001770A2** can be used for removal of existing carbon deposits from:

- Injectors (MPI and FSI engines).
- Combustion chambers (MPI and FSI engines).
- Intake valves (MPI engines only).

Mix the additive with gasoline directly in the **full** fuel tank following the mix ratio. For example, 60 ml per 20 liters gasoline or 120 ml per 10 gallons of gasoline.

For MY16-MY19 3.0TFSI EVO (CREC) equipped vehicles use additive G 001780M3 (200 ml).



Tip: For removal of carbon deposits from intake valves of FSI engines, refer to TSB 2019948: *01 MIL on (P0300 and/or P0301 - P0306 stored in ECM)*.

Warranty

Claim Type:	<ul style="list-style-type: none"> • 110 up to 48 Months/50,000 Miles. • G10 for CPO Covered Vehicles – Verify Owner. • If the vehicle is outside any warranty, this Technical Service Bulletin is informational only.
Service Number:	2020
Damage Code:	0010

Technical Service Bulletin



Labor Operations:	60 Mile test drive (includes compensation for gasoline)	0121 0199	140 TU
Diagnostic Time:	GFF	0150 0000	Time stated on the diagnostic protocol (Max 20 TU)
	Road test prior to the service procedure	No allowance	0 TU
	Road test after the service procedure	No allowance	0 TU
Claim Comment:	As per TSB 2014753/12		

All warranty claims submitted for payment must be in accordance with the *Audi Warranty Policies and Procedures Manual*. Claims are subject to review or audit by Audi Warranty.



Note:

The use of gasoline additive **G 001770A2** is not reimbursed under warranty.

Required Parts and Tools

Always check with your Parts Department and/or ETKA for the latest information and parts bulletins.		
Part Number	Part Description	Quantity
See ETKA	Fasteners, Bolts, Nuts, and Screws as needed per the Repair Manual	See ETKA/ELSA
G 001780M3 (2016 – 2019 only)	Additive	Shop Supply

Additional Information

The following Technical Service Bulletin(s) will be necessary to complete this procedure:

- TSB 2019948, *01 MIL on (P0300 and/or P0301 - P0306 stored in ECM)*.

All parts and service references provided in this TSB (**2014753**) are subject to change and/or removal.

©2023 Audi of America, Inc. All rights reserved. The information contained in this document is based on the latest information available at the time of printing and is subject to the copyright and other intellectual property rights of Audi of America, Inc., its affiliated companies, and its licensors. All rights are reserved to make changes at any time without notice. No part of this document may be reproduced, stored in a retrieval system, or transmitted in any form or by any means, electronic, mechanical, photocopying, recording, or otherwise, nor may



these materials be modified or reposted to other sites, without the prior expressed written permission of the publisher.