VNTU048, VNTU017

OE 03F145701B, 03F145701BV, 03F145701BX, 03F145725G, 03F145725GV, 03F145725GX+

2009 >
AUDI - A1, A3
SEAT - IBIZA, ALTEA, LEON, TOLEDO
SKODA - YETI, OCTAVIA, ROOMSTER, FABIA, RAPID
VW - GOLF, POLO, CADDY, BEETLE, JETTA, BJALLA

1.2 TSI, BLUEMOTION, LPG, TFSI

PROBLEM

RECOMMENDED ECU SOFTWARE UPDATE AND TURBO'S ACTUATOR ADJUSTMENT

BY POSSIBLE BOOST PRESSURE FAILURE

In some VAG models powered by 1.2 TSI 85-105 HP engines, the newly installed turbo replacement may need some additional software updates and physical adjustments to work correctly.

If not performed, it may result in the new turbo provoking some failures registered in engine trouble codes, e.g., Turbo failure, improper boost pressure, turbo boost pressure failure, and cause the check engine light to show on the dashboard and the engine to get into limp mode.

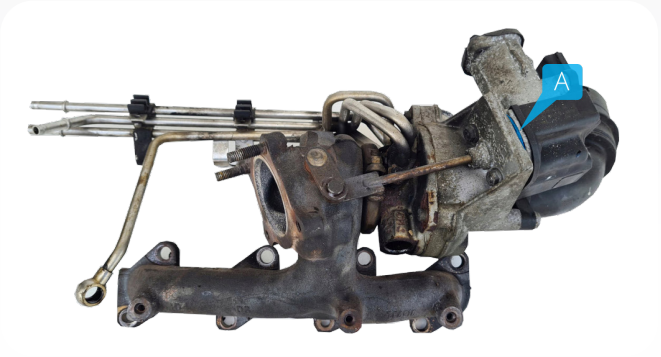
RECOMMENDED SOLUTION

To avoid/fix the problem, follow the below instructions:

1. **Ensure the ECU is up-to-date** with the newest software version and correctly recognizes the installed turbo replacement.
2. **Properly adjust the turbo's E-actuator.**

<u>In general, changing any actuator or rod settings is not advisable!</u>
However, if the initially installed turbo had distance shims installed between the actuator and its bracket, you should install them on the new turbo. You should only do it if the original turbo applies the distance shims.

- Check if the original turbo has the shims installed
- Remove the shims from the old turbo (A)
- Loosen the two actuator bolts on the new turbo (B)
- Install the original shims in between the actuator and the bracket (C)



An old turbo with an initially installed shim in between the actuator and the bracket (A)



New replacement turbo where the shim should be placed (C) after loosening the two bolts (B)