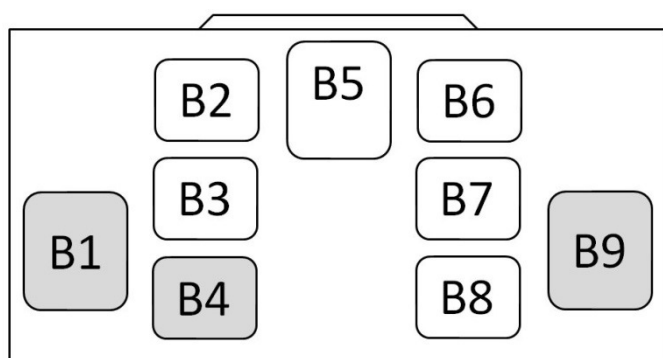


Broken rotorshaft due to overspeed**Please note:**

The new turbocharger may fail after a few thousand kilometers after being exchanged, mostly with a broken rotorshaft.

The reason is always a malfunctioning of the load-shedding contact relay X or the power relay clamps 15 or 30 (description R1/R4 or R9).

The OBD does not show any errors. Only a complete scan of the vehicle electrical system may occasionally show errors on the power supply of e.g. ABS, steering assistance or window lifter. In most cases a weak battery is blamed for those errors. But this is not the case here.



Power relay in the dashboard
Clamps 15 (B1) and 30 (B4) or rejection relay (B9)



Due to the too low vehicle voltage, the sensors are supplied with a wrong voltage and consequently send wrong values back. As a result, the VTG is being closed occasionally under full pressure, leading to the turbine wheel turning in overspeed ranges. This leads to a deformation of the compressor wheel with a consequential imbalance. The applied oil pressure cannot keep the lubrication upright, leading to lack of lubrication and in most cases breaking of the rotorshaft.

Vehicle Manufacturer: VW, AUDI, SKODA, SEAT

Vehicle: Golf, Jetta, Touran, Passat, A3, Octavia, Toledo, Altea

Engine Code: BKD

Validity:

This service information is valid for the exchange of the turbocharger with

BTS reference T914088;

manufacturer part no.: 724930-0002, 724930-0004, 724930-0006, 724930-0008, 724930-0009, 724930-0010, 724930-0012, 53039707005, 724930-9009S; **OE-no.:** 03G253019A, 03G253014H, 03G253010J,

Please note:

OE-references are only for means of comparison.

The content of this Service Information is non-binding and is only for informational purposes.

The manufacturer specifications have to be adhered to.