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Schaeffler E-Axle RepSystem-M

Part no. 762 0002 10
Repair solution for e-axle
disassembly/assembly

Volkswagen Group VW 0EA (model year 2015 to 2022)

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July 2025

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Disassembly and assembly
Volkswagen, VW 0EA (model year 2015 to 2022)

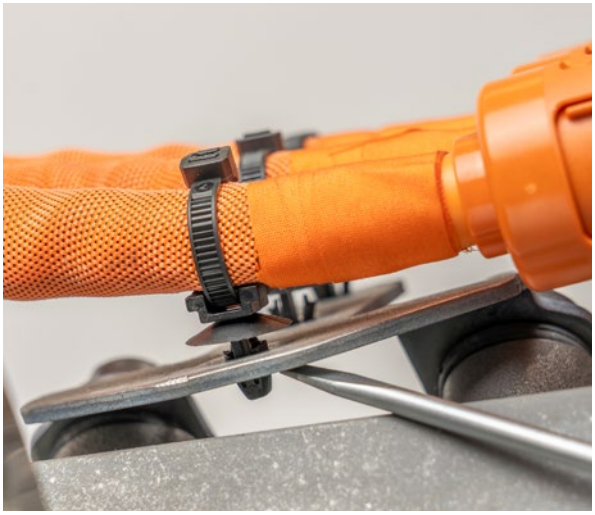
- The vehicle manufacturer's specifications and safety instructions must be observed when removing and installing the drive unit
- Work on electric vehicles may only be carried out in compliance with country-specific legal regulations
- Repairs may only be carried out by specialist staff and using suitable garage equipment
- The bearing seats and the seats of the rotary shaft seals need to be cleaned
- Cleanliness must be ensured throughout the entire repair process
- The rotor and stator must not touch each other during the disassembly or assembly processes. Failure to comply with this may result in unwanted noise generation and malfunctions
- Due to the high magnetic forces, the rotor must be protected against surrounding metal particles/chips

- **Danger to life due to electric and magnetic fields**
  Electrical and magnetic fields are created on the high-voltage system. There is a risk of death or serious injury due to malfunction of active implants (e.g. pacemakers, insulin pumps, hearing aids). Persons with active implants must not carry out any work on the high-voltage system.

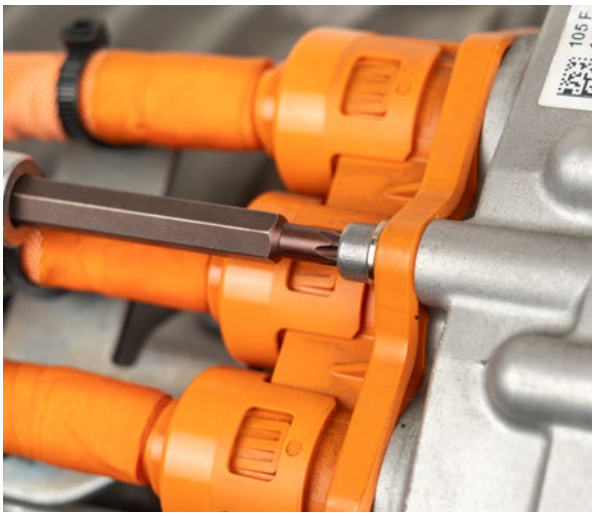
- Drain the transmission oil
- Tightening torque: 45 Nm
- Remove the drive unit in accordance with the vehicle manufacturer's specifications
- Remove attachment parts.

- Remove the cover from the rotor position sensor
- Remove the seal

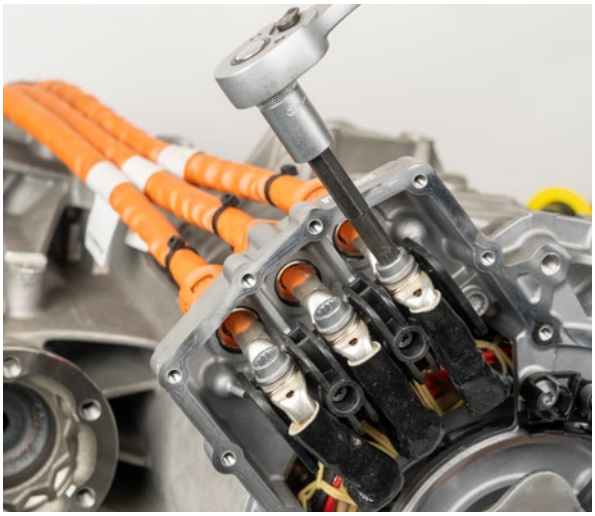
- Loosen the high-voltage cables from the holder



- Remove the screws from the high-voltage cable harness

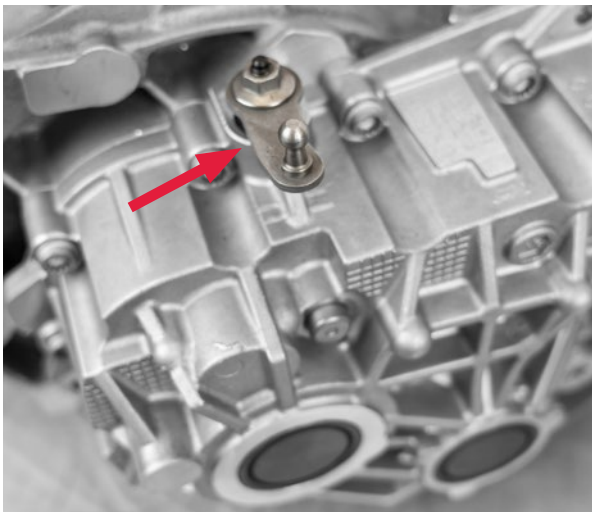


- Remove the high-voltage cables from the high-voltage terminal
- Remove the high-voltage cable harness

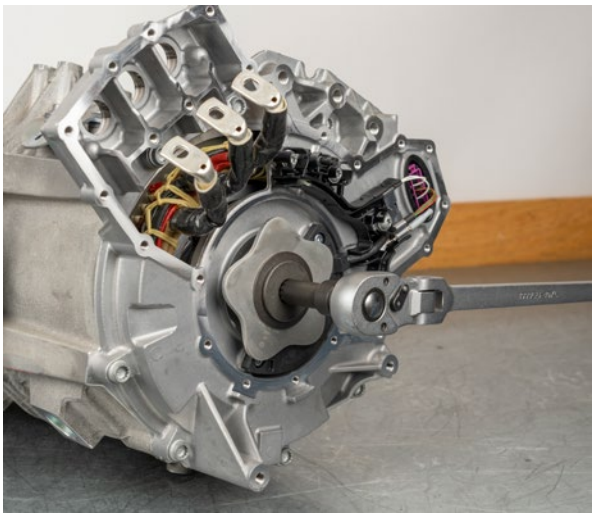


- Remove the high-voltage terminal

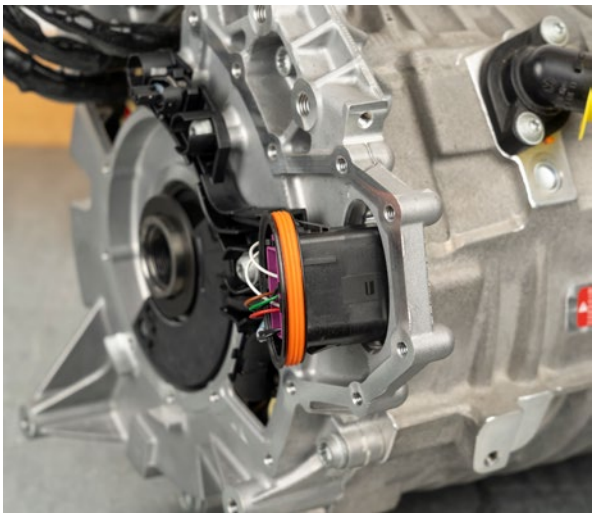
- Engage the parking lock



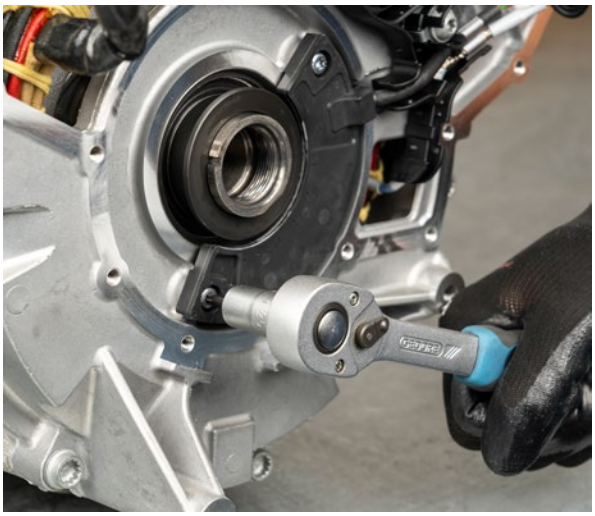
- Remove the screw
- Remove the trigger wheel



- Remove the plug



- Disassemble the screws of the rotor position sensor



- Disassemble the screws of the cable routing
- Remove the cable routing including the rotor position sensor

Note:
The motor temperature sensor must be carefully removed from its location

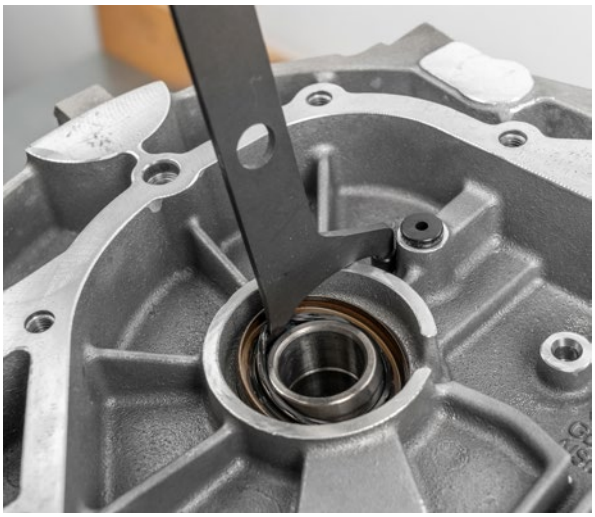
- Place the motor in an upright position and support it accordingly

Note:
Make sure that the connection lines are not kinked or damaged

- Remove transmission housing, input shaft, output shaft, differential, oil deflector plate and magnet.
- See the repair instructions for the transmission in question
- Transmission code:
  PYW = Schaeffler E-Axle RepSystem-G 761 0004 10
  QMS = Schaeffler E-Axle RepSystem-G 761 0003 10
  RYG = Schaeffler E-Axle RepSystem-G 761 0001 10

- Remove the shaft seal ring

Note:
Note the installation depth of the shaft seal ring



- A suitable device must be used to disassemble the rotor, such as the Schaeffler E-Axle Repair Tool, to ensure that the rotor and stator do not touch each other

- Remove the screws of the housing cover
- Remove the rotor from the stator housing

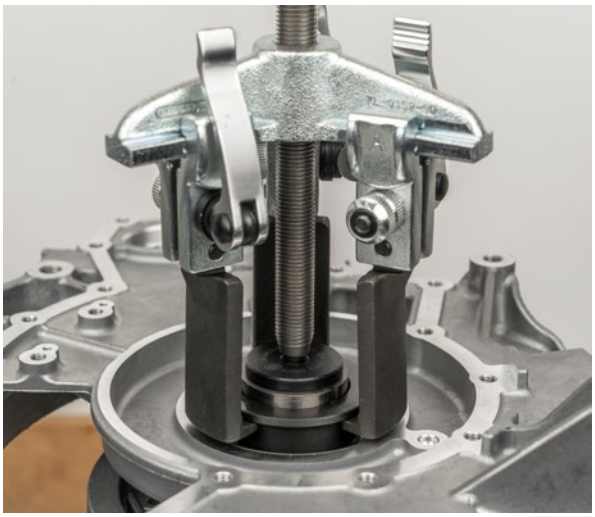
Important:
Due to the high magnetic forces, the rotor must be protected against surrounding metal particles/chips

- Remove the thrust washer and spring washer from the transmission-side bearing seat

Note:
Note the installation position of the washers

- Place the rotor on the workbench
- Pull the sleeve off the rotor shaft

Note:
Note the installation position of the sleeve



- Remove the snap ring

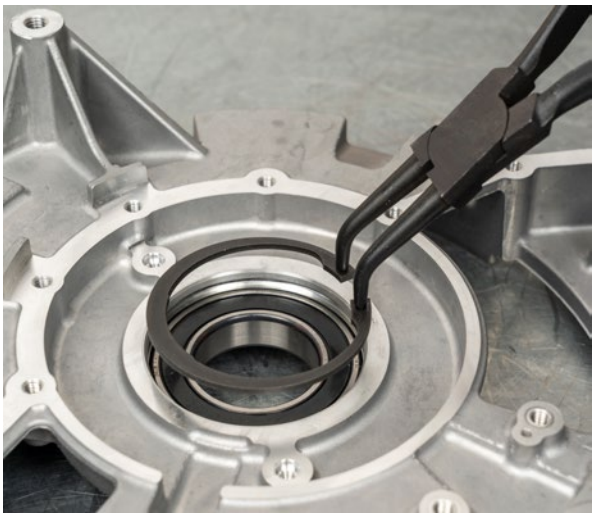
- Press the rotor out of the housing cover

Note:
The rotor is highly magnetic and must not be damaged on the press table

- Press the motor-side bearing out of the housing cover
- Clean the sealing surface of the housing cove

- Press the new motor-side bearing into the housing cover

- Insert the snap ring



- Pull off the transmission-side bearing

Note:
Note the installation position of the bearing

- Press on new transmission-side bearing

Note:
Note the installation position of the bearing

- Press the housing cover with bearing onto the rotor via the inner bearing ring

- Press sleeve onto rotor shaft

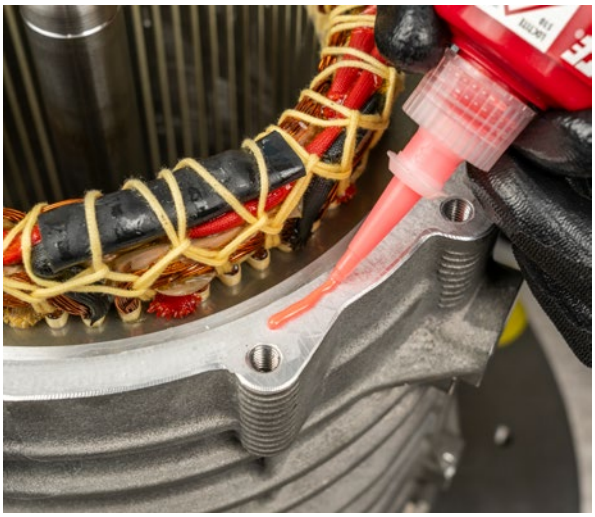
Note:
Note the installation position of the sleeve

- A suitable device must be used to assemble the rotor, such as the Schaeffler E-Axle Repair Tool, to ensure that the rotor and stator do not touch each other

- Clean the sealing surface of the stator housing
- Reinsert the thrust washer and spring washer into the transmission-side bearing seat

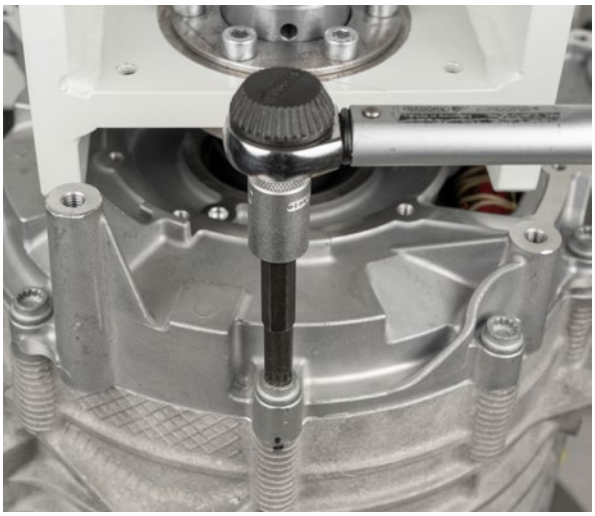
Note:
No seal residue may fall into the inside of the stator housing

- Clean the sealing surfaces using a suitable cleaning agent, e.g. Loctite SF 7063
- Apply a suitable sealant, e.g. Loctite 510
- Install the rotor in the stator housing



- Insert the screws of the housing cover and tighten to 20 Nm + 45°

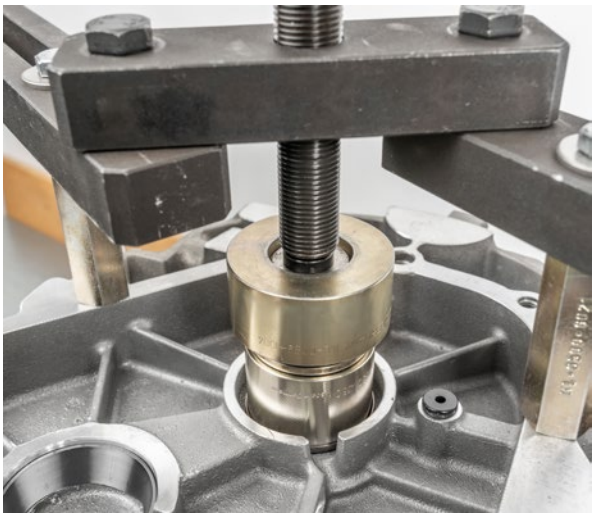
Note:
It is recommended to use new screws; the corresponding part number can be found in the appendix



- Place the motor in an upright position and support it accordingly

- Insert the shaft seal ring to the previous installation depth

Note:
Make sure that the connection lines are not kinked or damaged



- Install transmission housing, input shaft, output shaft, differential, oil deflector plate and installation

- See the repair instructions for the transmission in question

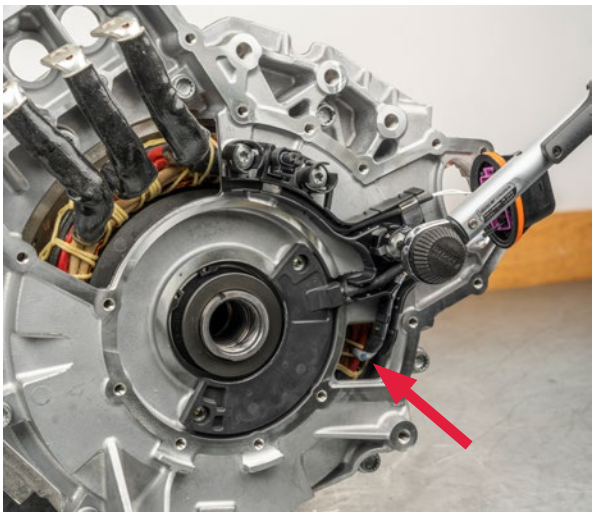
- Transmission code:
  PYW = Schaeffler E-Axle RepSystem-G 761 0004 10
  QMS = Schaeffler E-Axle RepSystem-G 761 0003 10
  RYG = Schaeffler E-Axle RepSystem-G 761 0001 10

- Install a cable routing with a rotor position sensor

- Tighten the screws of the cable routing to 6 Nm + 90°

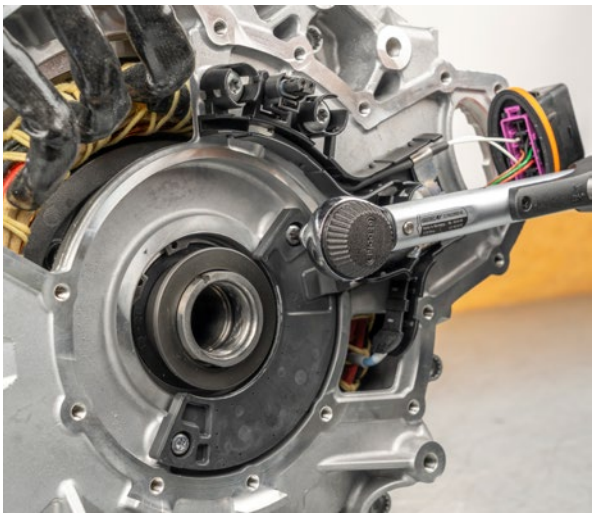
Note:
The motor temperature sensor must be carefully guided into its location

The vehicle manufacturer recommends using new screws. See appendix for part number

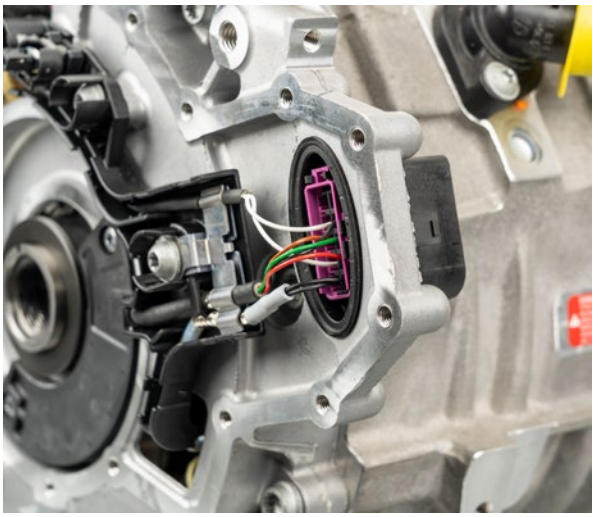


- Insert the screws of the rotor position sensor and tighten to 5 Nm + 90°

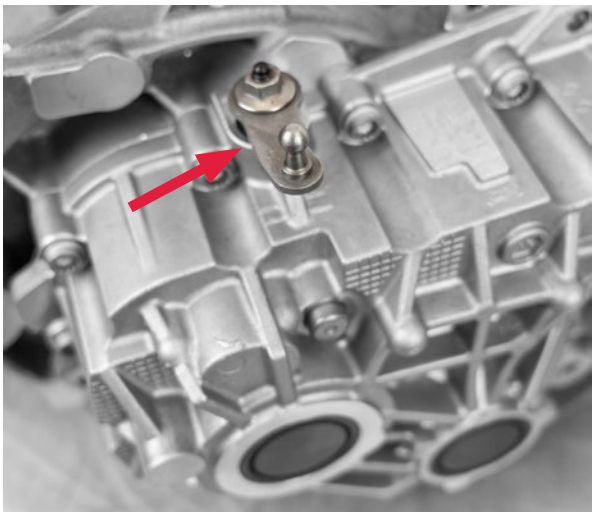
Note:
The vehicle manufacturer recommends using new screws. See appendix for part number



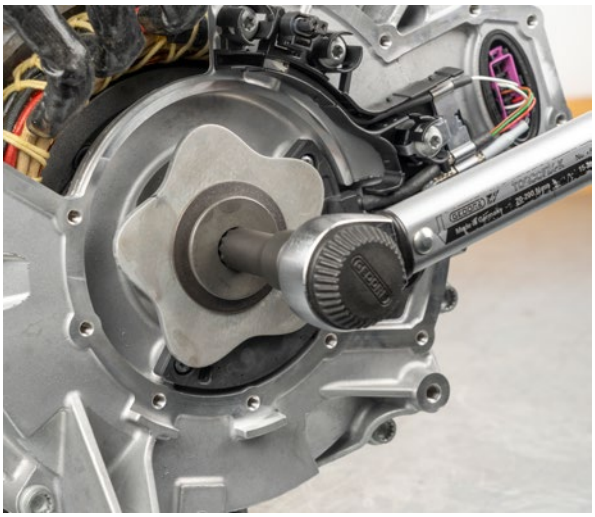
- Mount the plug



- Engage the parking lock

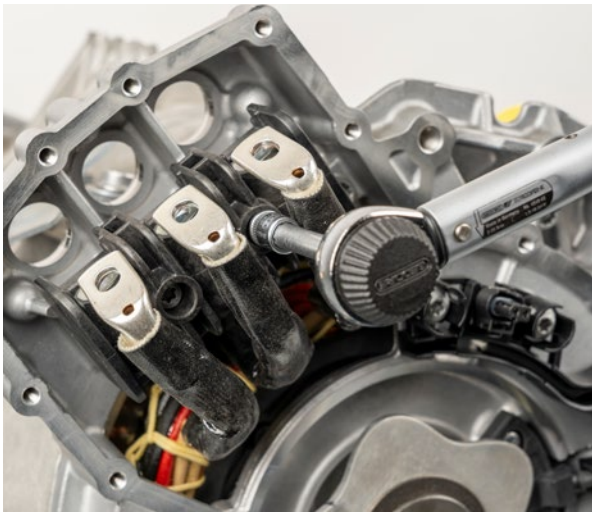


- Mount the trigger wheel
- Tighten the screws to 120 Nm

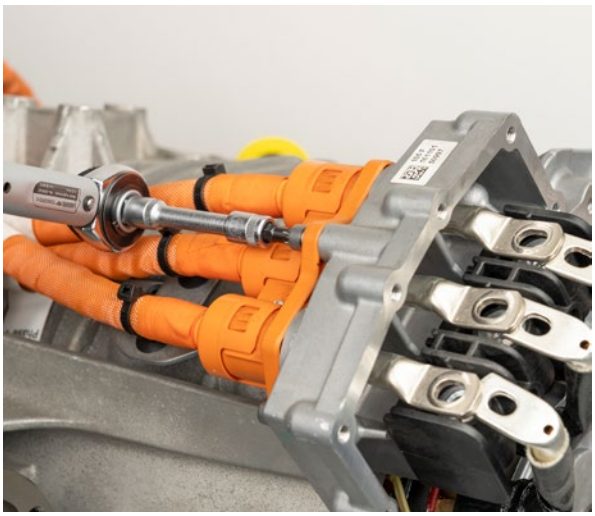


- Install the high-voltage terminal and tighten the screws to 8 Nm + 45°

Note:
It is recommended to use new screws; the corresponding details can be found in the appendix



- Mount the high-voltage cable harness
- Insert the screws for the high-voltage cable harness and tighten to 5 Nm
- Secure the high-voltage cables in the holder



- Mount the high-voltage cables on the high-voltage terminal and tighten the screws to 20 Nm + 45°

Note:
It is recommended to use new screws; the corresponding part number can be found in the appendix

- Install the drive unit

- Insert the new seal
- Install the cover of the rotor position sensor and tighten the screws to 8 Nm + 120°

Note:
The vehicle manufacturer recommends using new screws. See appendix for part number

- Mount attachment parts
- Install the drive unit in accordance with the vehicle manufacturer's specifications
- Top up the transmission oil
  Oil specification: VW G 052 527 A2 Tightening torque for oil checking screw: 45 Nm
- Oil filling quantity:
  Transmission code RYG = 0.8 liters
  Transmission code QMS = 0.8 liters
  Transmission code PYW = 0.7 liters
- Recommission the high-voltage system in accordance with vehicle manufacturer specifications

APPENDIX

The following spare parts can be obtained from the VW spare parts dealer.

1. Screws for rotor position sensor
M5x16, VW part number N 104 301 04 (2 pieces)

2.Screws for contact bridge and wiring harness
M6x20, VW part number N 910 327 02 (3 pieces)

3.Screws for rotor position sensor cover
M6x20, VW part number N 910 327 02 (21 pieces)

4.Screws for motor housing cover
M8x45, VW part no. N 911 021 01 (9 pieces)

5.Screws for high-voltage connections
M8x25, VW part no. N 106 893 05 (3 pieces)

The following screws can be obtained from a specialist dealer.

1. Screws for high-voltage terminal
Standard screw M6x35, strength class 8.8, ISO 14579, zinc-plated (2 pieces)