

Checking and correcting ATF level

Test conditions

- Gearbox must not be in emergency running (backup) mode.
- Vehicle must be absolutely horizontal (drive it onto a four pillar lifting platform or over an inspection pit).
- Selector lever at position „P“.
- Parking brake button must be pulled up to apply the electromechanical parking brake.
- Extractor hose(s) of an exhaust gas extractor (switched on) must be connected.
- Air conditioner and heating system switched off.
- Vehicle diagnostic, testing and information system -VAS 5051B- must be connected.
- The ATF temperature must not be higher than 30°C at the beginning of the test. If the temperature is higher, allow the gearbox to cool down before proceeding.



Note

- ◆ *The ATF temperature is taken from the reading on the vehicle diagnostic, testing and information system -VAS 5051B-.*
- ◆ *The ATF level will vary according to the ATF temperature.*
- ◆ *If the ATF level is checked when the ATF temperature is too low, this will result in overfilling.*
- ◆ *If the ATF level is checked when the ATF temperature is too high, this will result in underfilling.*
- ◆ *Both overfilling and underfilling will impair the function of the gearbox.*

Procedure

- Using the vehicle diagnostic, testing and information system - VAS 5051B- in Guided Fault Finding mode, go to „Function/Component Selection“ and select the following menu items:
 - ◆ „Drive system “
 - ◆ „0B6 gearbox“
 - ◆ „01 - Self-diagnosis-compatible systems“
 - ◆ „02 - Gearbox electronics“
 - ◆ „02 - Gearbox electronics, Functions“
 - ◆ „02 - Read measured values“
- Select measured value for „gear oil temperature“ from list on vehicle diagnostic, testing and information system -VAS 5051B-.
- Read off ATF temperature.

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**Note**

- ◆ The ATF level is checked at the ATF inspection plug.
- ◆ The ATF level is correct if a small amount of fluid comes out at the ATF inspection plug when ATF temperature is between 35°C and 45°C, or 50°C in hot climates (the fluid level rises due to expansion as it warms up).

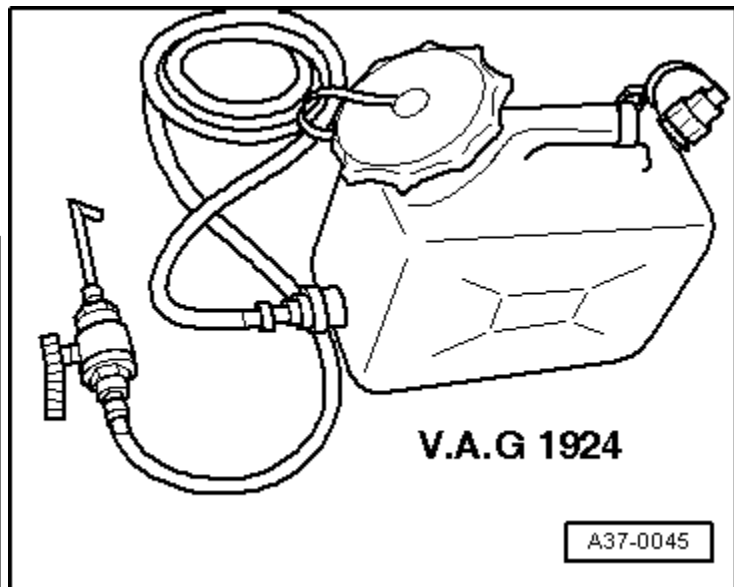
**Caution****Risk of damage to gearbox**

- ◆ **Only the ATF available as a replacement part may be used for the automatic gearbox 0B6.**
- ◆ **Other types of oil cause malfunctions and/or failure of the gearbox.**
- ◆ **For the correct type, refer to → [Electronic parts catalogue](#).**
- ◆ **The ATF filling unit must be clean and the ATF must not be mixed with other types of oil!**

- Fill reservoir of ATF filling unit -V.A.G 1924- with ATF for automatic gearbox 0B6. For ATF specification refer to → [Electronic parts catalogue](#).
- Secure reservoir for ATF filling unit -V.A.G 1924- as high as possible on vehicle.

**Caution****Risk of damage to gearbox**

- ◆ **The engine must not be started if only a little or no ATF remains in gearbox after repair work or after excessive ATF leakage.**
- ◆ **In this case the gearbox must be filled with ATF before proceeding further → [Chapter](#).**

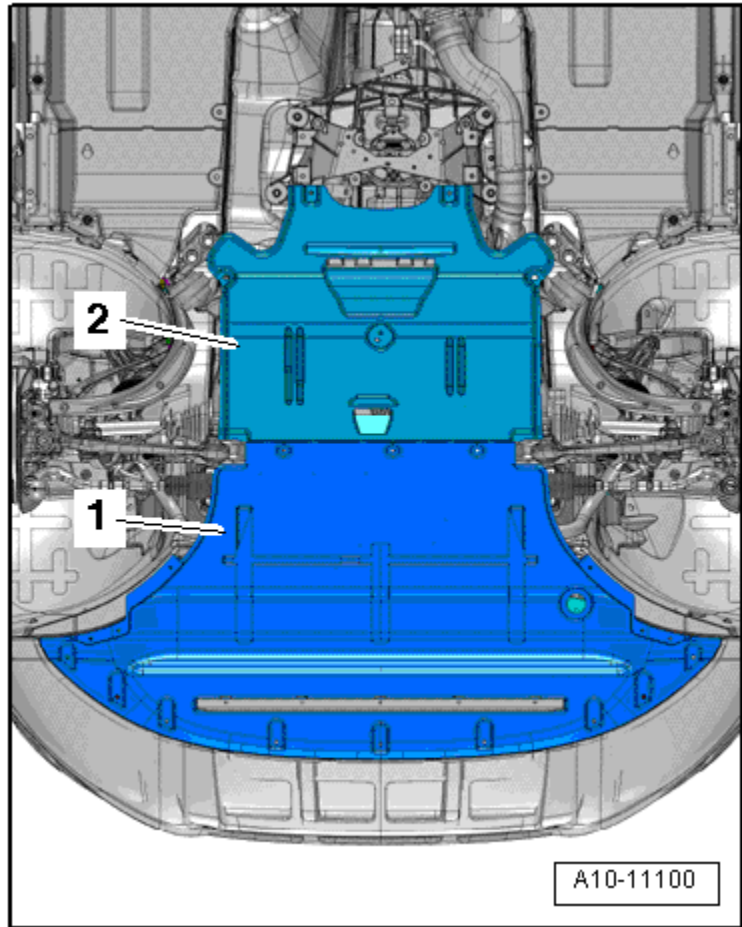


- Remove noise insulation (rear) -2- →Rep. gr.66.
- Start engine with selector lever in position „P“.
- With brake pedal still depressed, select all gear positions („P“, „R“, „N“, „D“, „S“) one after the other at idling speed, maintaining each position for at least 10 seconds.
- Shift selector lever into position „N“.
- Increase engine speed to 2000 rpm for at least 60 seconds.
- Shift selector lever into position „P“.
- Allow engine to continue running at idling speed.
- Place used oil collection and extraction unit -V.A.G 1782- below gearbox.

**WARNING**

Risk of eye injury.

Wear safety goggles.

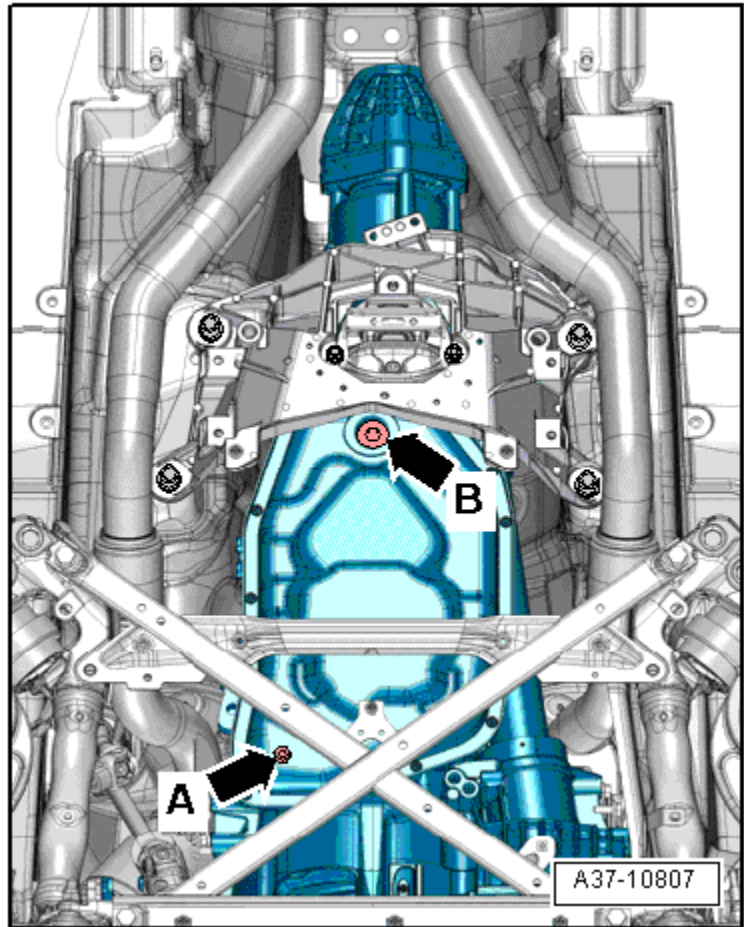


- When an ATF temperature of 35 °C is reached, unscrew the ATF inspection plug -arrow B- and drain off any surplus ATF.



Note

The ATF inspection plug is accessible via the opening in the tunnel cross member.

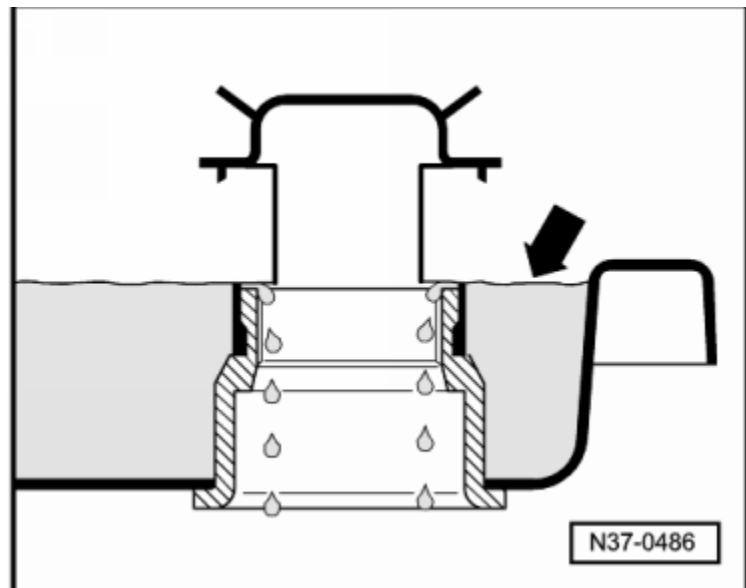


- If ATF comes out of the inspection hole before the ATF has reached 40°C, the ATF level -arrow- is OK.



Note

The ATF inspection plug must be screwed in again at the latest when ATF reaches a temperature of 45 °C (countries with hot climates: 50 °C).



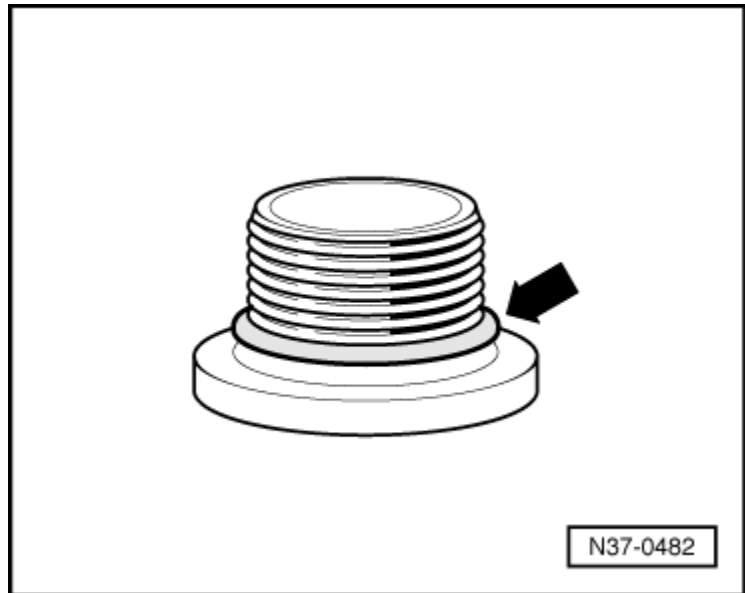
- Fit new seal -arrow- on ATF inspection plug and tighten to 9 Nm. The ATF level check is now completed.
- Install noise insulation →Rep. gr.66.
- If no ATF emerges from ATF inspection hole when ATF has reached 40 °C:

Filling up ATF



Note

The ATF inspection plug must be screwed in again at the latest when ATF temperature reaches 45°C (or 50°C in hot climates). If necessary, switch off engine, allow gearbox to cool down and repeat the test.



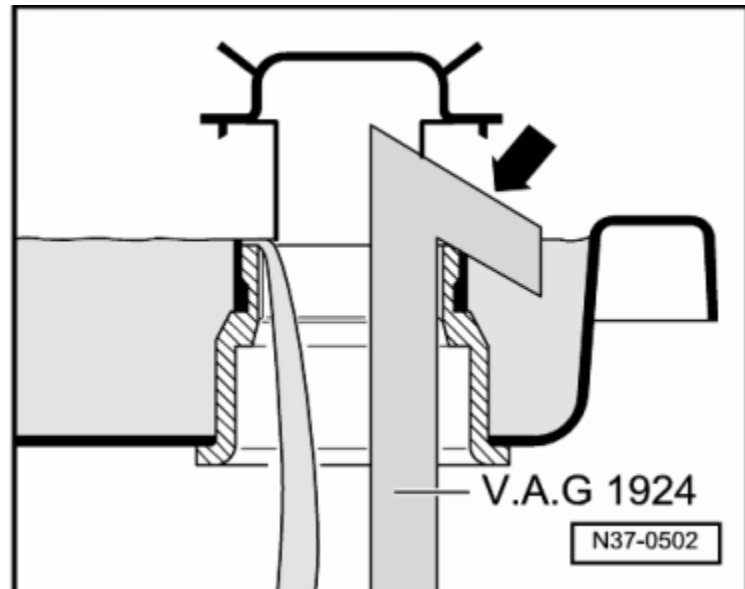
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- Guide filler nozzle of ATF filling unit -V.A.G 1924- in from below through an opening in the deflector cap -arrow-, taking care not to push the deflector cap upwards out of position.
- Fill with ATF using ATF filling unit -V.A.G 1924- until ATF comes out of inspection hole.



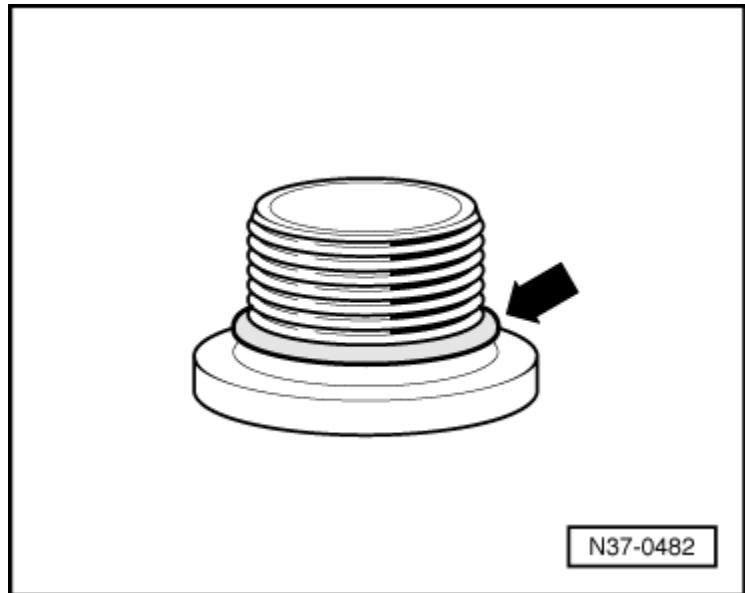
Note

The ATF level must not be too low or too high, otherwise this would impair the function of the gearbox.



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- Fit new seal -arrow- on ATF inspection plug and tighten to 9 Nm. The ATF level check is now completed.



- Remove remaining ATF on tunnel cross member and clean tunnel cross member thoroughly.

**Note**

- ◆ *There are several recesses in the top of the tunnel cross member in which ATF can collect.*
- ◆ *These must be cleaned thoroughly.*
- ◆ *-Arrows- can be disregarded.*
- Install rear noise insulation →Rep. gr.66.

