

Technical Bulletin

Model(s)	Year(s)	Eng. Code(s)	Trans. Code(s)	VIN Range From	VIN Range To
Eos	2006 - 2007	2.0L (BPY)	All	All	All
GTI	2006 - 2007	2.0L (BPY)	All	All	All
Jetta (A5)	2005 - 2007	2.0L (BPY)	All	All	All
Passat, Passat Wagon	2006 - 2007	2.0L (BPY)	All	All	All

Condition

15 14 01 March 11, 2014 2015153 Supersedes T. B. V151202 dated August 20, 2012 to update technical diagnosis labor operation in warranty table and update the Intake camshaft suffix number.

MIL ON, DTC P0087, P1093 or P2293 Stored in ECM Fault Memory

MIL ON, the following DTCs may be stored in ECM fault memory:

DTC	Description
P0087	Fuel Rail / System Pressure - Too Low
P1093	Fuel Trim 2, Bank 1 Malfuction
P2293	Fuel Pressure Regulator 2 Performance

Technical Background

Excessive wear of intake camshaft lobe that drives the high pressure fuel pump. The wear limits maximum pump piston lift, causing fuel rail pressure fluctuations.

The wear on the camshaft lobe can also lead to wear on the base of the high pressure fuel pump cam follower.

Note:

Please review with customer the importance of using proper engine oil. Use of engine oil that does not meet VW quality standards can cause premature wear to engine components. Refer to Technical Bulletin Instance 2012855 *Engine Oils Which Meet Volkswagen Oil Quality Standards VW 502 00, VW 505 01 and VW 504 00/507 00.*

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Production Solution

Increase surface hardening of camshaft lobe for the high pressure fuel pump. Improved intake camshafts have Part No. 06F109101J.

Service

Inspection

If there are low pressure faults stored in the ECM like P310b or P129f, always diagnose low pressure faults first before diagnosing high pressure faults.

Note:

DO NOT REPLACE high pressure pump for low pressure faults.

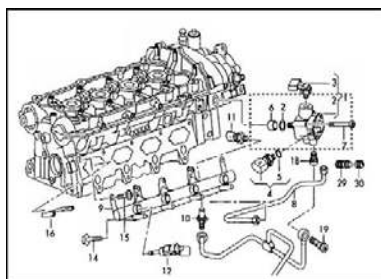


Figure 1

Remove the high pressure fuel pump and visually inspect:

1. Base surface of the cam follower -6- in contact with the camshaft lobe.
2. Tip of the high pressure fuel pump plunger.

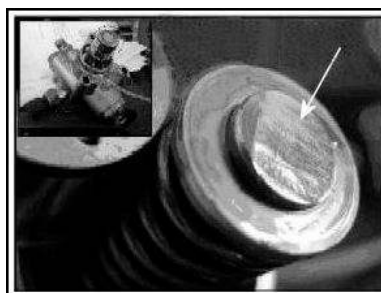


Figure 2

Inspect the tip of the high pressure fuel pump plunger (Figure 2) for excessive wear.

Note:

If plunger tip of fuel pump is **NOT WORN**, **DO NOT REPLACE** the fuel pump.

If excessive wear is found the high pressure pump must also be replaced, see Group 20 Fuel Supply in ElsaWeb.

Tip:

High pressure fuel pump plunger damage is only possible if the cam follower base has a hole in it as seen in figure 3 inset -A-, and the plunger tip has come in direct contact with the camshaft lobe (figure 4).

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Repair Procedure



Tool T10252 may not properly lock intake cam into position. Because of cam position, valve spring tension could cause cam to rotate clockwise (front of engine view). This will cause misalignment of sprocket teeth and chain. If this happens, rotate counterclockwise (front of engine view) until chain and sprocket teeth align; slack must be at top of drive. Rotating clockwise will cause timing to be off.



Figure 3

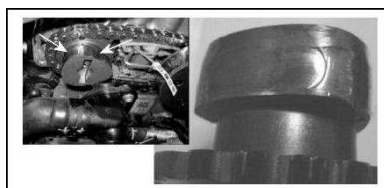


Figure 4

If the base of the cam follower looks like -C- or -D- in figure 3, **no excessive wear is present**.

Cam follower and camshaft should **NOT** be replaced.

If the cam follower base surface is excessively worn so that its surface is concave -B-, or missing -A- as seen in figure 3, replace the intake camshaft with Part No. 06F109101J and the cam follower with Part No. 06D109309C, see Group 15 Engine - Cylinder head, Valvetrain in ElsaWeb, and inspect the high pressure fuel pump plunger for excessive wear (figure 2).



If excessive wear of the cam follower is found (figure 3) an oil change **MUST** be performed on the vehicle following the repair. Failure to change oil when excessive wear is found will result in denial of warranty reimbursement.

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Warranty

To determine if this procedure is covered under Warranty, always refer to the Warranty Policies and Procedures Manual ¹⁾					
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Claim Type:			Use applicable Claim Type ¹⁾		
SAGA Coding					
Service Number:	Damage Code	HST	Damage Location (Depends on Service No.)	Parts Manufacturer (removed part)	
1505	0018	-	Use applicable when indicated in ElsaWeb (L/R)	M B T ²⁾	
Labor Operation ³⁾ : 2.0T FSI Engine (includes high pressure fuel pump removal and installation)			1505 19XX = camshaft remove and install use applicable labor operations for specific model 2.0L turbo FSI engine in ElsaWeb		
Labor Operation ³⁾ : Inspect Cam Follower, No Further Action Required			2463 19XX = high pressure pump remove and install use applicable labor operations for specific model 2.0L turbo FSI engine in ElsaWeb		
Labor Operation ³⁾ : Change oil and filter			01041799 = 50 TU		
Diagnostic Time ⁴⁾					
GFF Time expenditure	01500000 = 20 TU max.		YES		

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Road Test	01210004 = 10 TU.	YES
Technical Diagnosis	01320000 = 20 TU max.	YES
Claim Comment: Input "As per Technical Bulletin 2015153" in comment section of Warranty Claim.		
¹⁾ Vehicle may be outside any Warranty in which case this Technical Bulletin is informational only ²⁾ Code per warranty vendor code policy. ³⁾ Labor Time Units (TUs) are subject to change with Elsa updates. ⁴⁾ Documentation required per Warranty Policy Procedures Manual.		

Required Parts and Tools

Part Description	Part No:	Quantity
Intake Cam Shaft	06F109101J	1
Cam Follower	06D109309C	1
Sealant	D 154103A1	0.20
Oil filter	See ETKA	See ETKA
Engine Oil	See ETKA	See ETKA

No Special Tools required.

Additional Information

All part and service references provided in this Technical Bulletin are subject to change and/or removal. Always check with your Parts Dept. and Repair Manuals for the latest information.