



Tech News

DISCLAIMER: Although the following information has been carefully gathered to our best knowledge, the content should be merely used as a guideline. The information is provided on an 'as is' basis with no guarantees of completeness, accuracy or timeliness.

VAG 0B5

Torque specification:

Valve body bolts	12Nm
Oil Pan	10Nm

Clutch Clearance:

K1 Clutch (1 / 3 / 5 / 7)	1.5-2.0mm (.059"-.079")
K2 Clutch (2 / 4 / 6 / R)	1.5-2.0mm (.059"-.079")

Correct direction of both plates:



Software:

Before even start the repair always see if there is a software update available, this prevents problems afterwards when repairs are already done.

Attention! Due to the apparent difficulties with programming of certain mechatronic units, Automatic Choice cannot accept any responsibility for programming of this mechatronic unit.

Oil specifications:

Dry fill	7.5 Ltr
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Solenoids:

1-3 Shift Fork Solenoid	N433	5 Ohms	
7-5 Shift Fork Solenoid	N434	5 Ohms	
K1 Clutch Control Solenoid	N435	15 Ohms	
Odd Gear Pressure Regulator	N436	5 Ohms	*
2-R Shift Fork Solenoid	N437	5 Ohms	
4-6 Shift Fork Solenoid	N438	5 Ohms	
K2 Clutch Control Solenoid	N439	15 Ohms	
Even Gear Pressure Regulator	N440	5 Ohms	*
Clutch Cooling Oil Solenoid	N471	4.5 Ohms	*
Main Pressure Control Solenoid	N472	4.5 Ohms	

(* = part of 0B5.SOL20)

Gear Actuator Adjustment:

Mechatronic up to L31B1137	28mm
Mechatronic from L31B1138 on	32mm

Common failures:

1. Because the PWM solenoids work very hard in these units they are prone to premature wear, this in turn causes a number of issues with engagement and shift quality, it is also highly recommended that the valve body loom is replaced with the modified version.
We stock a repair kit for this **0B5.SOL20**.
2. Due to a coolant leakage at the *Coolant control valve* there can go coolant thru the wiring harness into the mechatronic connector (see AC News January 2018)
3. P17E1 can be set if Synchronizer ring from 2nd gear is damaged due to bad alignment while shifting, fork will not engage properly and get stuck. This recognised by the travel sensor, as the second gear isn't fully set.