

### Electronic actuator on turbocharger may not be programmed twice

#### Introduction:

Erroneously go workshops on the assumption that the electronic actuator of the newly installed turbocharger must be taught to the vehicle or programmed. That is not right.

#### Info:

The electronic actuators have already been programmed by the manufacturer and adapted to the corresponding turbocharger. The screw-on position of the actuator has been set by the manufacturer so that the minimum air mass with closed VTG corresponds to the values specified by the vehicle manufacturer.

#### Instructions:

Teaching the actuator with the tool VAS6395A from VAG is not necessary. Repeated training leads to the loss of the function of the memory module in the electronics and the total failure of the actuator. The turbocharger must be excluded then from the warranty.

The electric actuator must not be removed from the turbocharger, since the adjustment of minimum air mass is lost.

In order differentiated inspection of free movement of VTG-adjustment in the turbine housing the control rod (ball head) are decoupled. After reinstalling the factory settings are retained.

The vehicle-side electrical connection for the electric actuator of the turbocharger must be checked for damage and corrosion.



**Vehicle Manufacturer:** Audi, VW

**Vehicle:** A4, A6, A8, Q7, Touareg, Phaeton 3.0 tdi, 2.7 tdi

**Engine code:** AMB, ASB, BFB, BKN, BKS, BMK, BNG, BPP, BSG, BUG, BUN

**Validity:** This service information is valid for renewing the turbocharger with

**BTS reference:** T914130, T914134

**BTS-Service-Set-Nr:** T981345, T981346, T981347, T981348, T981349

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.