

ON BOARD DIAGNOSTIC TROUBLESHOOTING GUIDE CORRECTION GROUP 01, NO. 93-08

Article Text

1991 Volkswagen Passat
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ARTICLE BEGINNING

TECHNICAL SERVICE BULLETIN

ON BOARD DIAGNOSTIC TROUBLESHOOTING GUIDE, CORRECTIONS

Model (s): 1990-92 Volkswagen GTI, Jetta GLI (Engine code 9A)
1990-93 Volkswagen Passat (Engine code 9A)
Group: 01 - On-Board Diagnostic
Bulletin No.: 93-08
Date: December 31, 1993

SERVICE INFORMATION

This Technical Bulletin contains revised information for the Volkswagen On Board Diagnostic Troubleshooting Guide, Volumes I and II. An incorrect Differential fuel pressure regulator adaptive value is currently shown and has been corrected.

VOLUME I

The following information replaces pages D2-290-1/D2-300-1 from behind the "Jetta/Golf/GTI D2 Fuel and Ignition" divider tab in the Volkswagen On Board Diagnostic Troubleshooting Guide.

ON BOARD DIAGNOSTIC

VAG 1551 FUNCTION 08, CHANNEL 6 INTERPRETATION

ÚAAÀ¿

³ Read measuring value block ³

³ 1 2 3 4 5 6 7 8 9 10 ³

ÀAAÀ³

³
ÀAAAA Differential fuel pressure regulator
(Working value)

ÚAAAAAAAAAAAAAAAAÀ¿

³ VAG 1551 ³

³ Display ³

ÀAAÀ¿

³ 0 to 50 ³ Upper working range ³

ÀAAÀ´

³ 255 to 206 ³ Lower working range ³

ÀAAÀÙ

Either range is OK.

A value of 50 equals +10 milliamps of differential fuel pressure regulator current.

A value of 0 equals 0 milliamps of differential fuel pressure regulator current.

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A value of 206 equals -10 milliamps of differential fuel pressure regulator current.

If adjustments are required, follow the Repair Manual procedures. Adjustments cannot be made using the VAG 1551 alone.

ON BOARD DIAGNOSTIC

VAG 1551 FUNCTION 08, CHANNEL 7 INTERPRETATION

```
ÚAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAA¿
³ Read measuring value block                      ³
³ 1   2   3   4   5   6   7   8   9   10  ³
AAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAA³AAAAAAAAAAAAAAAAU
```

³
AAAAA Differential fuel pressure regulator
(Adaptive value)

```
ÚAAAAAAAAAAAAAAAAA¿
³ VAG 1551 ³
³ Display ³
AAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAA¿
³ 28 to 128 ³ Upper working range ³
AAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAA´
³ 128 to 228 ³ Lower working range ³
AAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAU
```

Either range is OK.

A value of 228 equals +10 milliamps of differential fuel pressure regulator current.

A value of 128 equals 0 milliamps of differential fuel pressure regulator current.

A value of 28 equals -10 milliamps of differential fuel pressure regulator current.

VOLUME II

The following information replaces pages 01-97/01-98 from behind the "Passat 01 Fuel and Ignition" divider tab in the Volkswagen On Board Diagnostic Troubleshooting Guide.

ECM WITH 04 & 08 FUNCTIONS

VAG 1551 FUNCTION 08, CHANNEL 6 INTERPRETATION

```
ÚAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAA¿
³ Read measuring value block                      ³
³ 1   2   3   4   5   6   7   8   9   10  ³
AAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAA³AAAAAAAAAAAAAAAAU
```

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3
AAAA Differential fuel pressure regulator
(Working value)

UAAAAAAAAAAAAA;
3 VAG 1551 3
3 Display 3
AA;
3 0 to 50 3 Upper working range 3
AA`
3 255 to 206 3 Lower working range 3
AAU

Either range is OK.

A value of 50 equals +10 milliamps of differential fuel pressure regulator current.

A value of 0 equals 0 milliamps of differential fuel pressure regulator current.

A value of 206 equals -10 milliamps of differential fuel pressure regulator current.

If adjustments are required, follow the Repair Manual procedures. Adjustments cannot be made using the VAG 1551 alone.

ECM WITH 04 & 08 FUNCTIONS

VAG 1551 FUNCTION 08, CHANNEL 7 INTERPRETATION

UAA;
3 Read measuring value block 3
3 1 2 3 4 5 6 7 8 9 10 3
AAU

3
AAAA Differential fuel pressure regulator
(Adaptive value)

UAAAAAAAAAAAAA;
3 VAG 1551 3
3 Display 3
AA;
3 28 to 128 3 Upper working range 3
AA`
3 128 to 228 3 Lower working range 3
AAU

Either range is OK.

A value of 228 equals +10 milliamps of differential fuel pressure regulator current.

A value of 128 equals 0 milliamps of differential fuel pressure

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regulator current.

A value of 28 equals -10 milliamps of differential fuel pressure
regulator current.

END OF ARTICLE