

## **Audi**

### **A6 / A8**

### **Model year: 1998 to 2002**

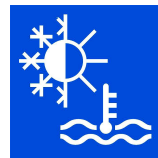
### **Engine: 1.9 + 2.5-litre TDI**

### **With automatic transmission**

#### **Coolant temperature sender unit defective/ poor engine performance / defective automatic transmission**

In the case of the above-mentioned vehicles, a defective coolant temperature sender unit can lead to the automatic transmission no longer working properly, or to the impression that the engine performance is poor. It is possible that the transmission even has positive-engagement problems in fourth and fifth gear. In these cases, the entry [Gear monitoring, incorrect transmission ratio] is stored in the transmission control unit, and the entry [Sensor for coolant temperature sporadic] is stored in the engine control unit. The cause lies in the fact that the coolant temperature sender unit sporadically transmits far too low a temperature to the control unit. As a result, the engine control unit calculates too low a torque, which is transmitted to the transmission control unit for the calculation of ATF\* pressure. Consequently, the clutches in the transmission are held with too little pressure and slip. This can lead to mainly the clutch that is responsible for power transmission in fourth and fifth gear burning. To resolve the problem, the sender unit must be replaced and the automatic transmission checked for positive engagement. After replacing the coolant temperature sender unit, the engine torque must be checked for plausibility with the aid of

Bulletin



diagnosis equipment when the vehicle is being driven. To do this, specific information from the vehicle manufacturer is necessary.

\* ATF= automatic transmission fluid