ATF Cooling

ATF cooling is provided by a heat exchanger integrated into the engine cooling system (ATF cooler).

The supply line running to the ATF cooler accommodates a pressure filter, which, in conjunction with the suction filter, provides effective filtering of the ATF. Both filters are designed for lifetime use in the transmission, and are not subject to a replacement interval.

A differential pressure valve is integrated in the pressure filter. It opens when the flow resistance rises above a threshold value, for example when the filter is clogged or the ATF is very cold. Therefore, circulation to the ATF cooler is always assured.

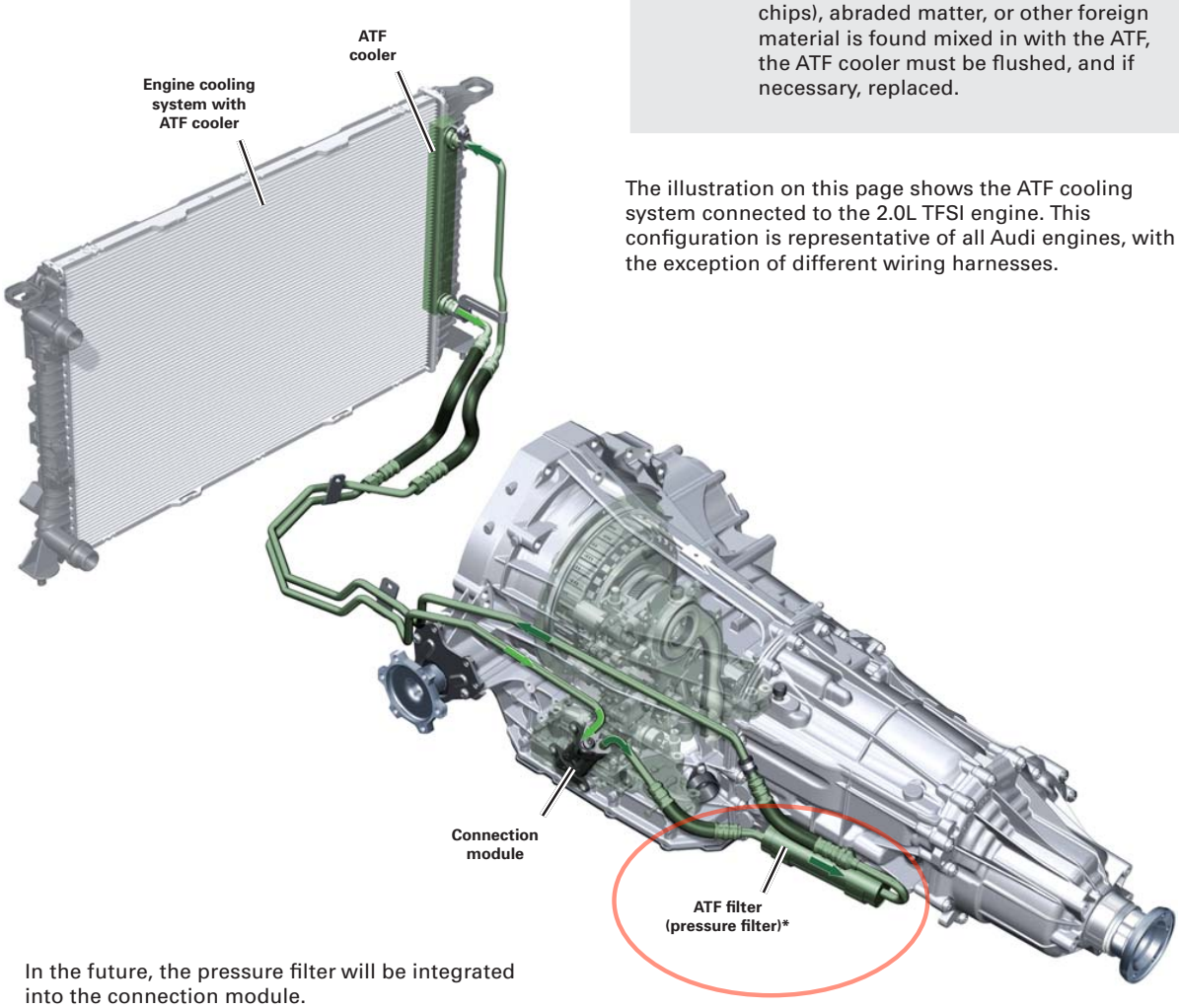
Notes on the ATF cooler:

If the ATF cooler is leaking, coolant will mix with the ATF. Even the smallest amounts of coolant in the ATF will impair clutch control. The new glycol test 8E0 398 998 can be used to determine whether the ATF contains glycol.

Notes on the ATF filter:

It is only necessary to replace the pressure filter if the ATF has been contaminated due to transmission damage. If swarf (metal chips), abraded matter, or other foreign material is found mixed in with the ATF, the ATF cooler must be flushed, and if necessary, replaced.

The illustration on this page shows the ATF cooling system connected to the 2.0L TFSI engine. This configuration is representative of all Audi engines, with the exception of different wiring harnesses.



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* In the future, the pressure filter will be integrated into the connection module.