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## Passat 2006 transmission oil change

Last year, Volkswagen completely reinvented the Passat mid-size sedan, and aimed it straight at the heart of American shoppers. Bigger, conservatively styled, with lots of standard equipment and a lower price, the Passat retained its German driving feel even though VW now builds it in Chattanooga, Tennessee. For 2013, the Passat continues to deliver great value for money. It plays in the tough heart of the market, where the iconic Toyota Camry and Honda Accord set the beat and more edgy upstarts like the Hyundai Sonata and Kia Optima play counterpoint. But the new VW Passat is carving out its niche as a comfortable, affordable 4-door with good space, lots of features, great road manners, and an honored spot on KBB's list of the 10 Best Family Cars of 2013. A base 2013 Volkswagen Passat S, with the 2.5-liter engine and manual transmission, starts at a Manufacturer's Suggested Retail Price (MSRP) of \$21,640. If you prefer an automatic, that means the Appearance Package (includes alloy wheels) for another \$2,100. A full-boat SEL Premium package tops \$31,000. The TDI turbodiesel Passat spans a range of \$27,000 (SE) to \$33,700 (SEL Premium). The 3.6-liter V6 engine (DSG automatic only) starts around \$30,000 for an SE and climbs past \$34,000 for an SEL Premium. The Passat competes in the crowded mid-size segment, which includes heavyweights like the Toyota Camry and Honda Accord, as well as value-oriented rides like the Kia Optima and Hyundai Sonata. Check KBB.com's Fair Purchase Price to see what local transaction prices are running. In resale value, the Passat falls behind the Camry and Accord but bests the Optima and Sonata over time. The Volkswagen Passat sedan has grown substantially to appeal to North American sensibilities, but even though it's now a larger, heavier car, you'll still be rewarded with a refined road-going experience. Its suspension – including a 4-link independent rear setup – cancels out most road imperfections, and body roll is nicely controlled on tight, curvy roads. The base 2.5-liter 5-cylinder is the volume leader of the Passat's engines and is a perfectly fine around-town commuter, but if you want more zip in your drive, the 2.0-liter turbocharged 4-cylinder diesel engine is where you'll get your smiles. Its minimal turbo lag and lusty low-end torque make a trip of any length a more pleasurable experience. The final feather in the VW Passat's cap: Whether you choose the inline-5, the TDI or the V6, this German sedan is one quiet ride. That's a good thing, because with segment-leading rear legroom, passengers sitting there won't need to yell to be heard. The 2013 VW Passat isn't flashy inside. Think clean lines and tasteful – but not overdone – chrome highlights. Lower-end Passats can look vanilla, but moving up to the Premium level adds an Autumn Nut Burl wood-trim detail that brings some visual interest to the cabin. Base S models come with standard cloth seating surfaces while SE models get V-Text Leatherette and SEL models receive the full leather treatment with suede-like "Dinamica" inserts. And on the subject of seats, thanks to the Passat's longer wheelbase, rear-seat passengers now enjoy more legroom than in any other current mid-size sedan. The 2013 Volkswagen Passat may not be as distinctive-looking as the Passats that came before it, but its clean styling should serve it well over time. It is sleek and subtly angular in appearance, sporting a 3-bar horizontal grille and pronounced side crease lines that draw attention to the sedan's increased length. This length also allows for a more sizable trunk – with 15.9 cubic feet of space, it's a nearly a cubic foot larger than the trunk in the Honda Accord, which the EPA classifies as a large car. FENDER SOUND SYSTEMFender, the electric-guitar icon, is making its first foray into automotive audio. The Passat's optional 9-speaker, 400-watt system developed with Panasonic provides clear, well balanced sound. TDIOffering up to 43 miles per gallon on the highway, this clean-burning diesel engine can return nearly 800 miles per tankful. Whether you can survive for that long without a rest-stop break is another matter. For just over \$21,000, a 2013 Volkswagen Passat S sedan (inline 5-cylinder) comes equipped with a 5-speed manual transmission, hill-hold control, cloth seating, automatic dual-zone climate control, Bluetooth, steering-wheel-mounted audio controls and a 3-year/36,000-mile maintenance program. Hoping for a USB port to plug your mobile device into? You'll have to move up to the top SEL trim to get it. With a lot of available options, packages and trim levels, it's easy to equip a 2013 VW Passat the way you want. Noteworthy items include Vegan-friendly V-Text Leatherette seating, a Fender Premium audio system, an iPod interface and the quick-shifting 6-speed dual-clutch DSG automatic transmission. For a little more omph in your daily drive, a 3.6-liter V6 or the strong but frugal 2.0-liter 4-cylinder clean turbodiesel engine are also on the menu. The 2013 VW Passat sedan offers three engine choices, which greatly affect the character of the car: a 2.5-liter inline-5 shared with the smaller Jetta, a turbocharged 2.0-liter inline-4 diesel (TDI), and a 3.6-liter V6. There are four transmissions available: a 5-speed manual (with the 2.5), a 6-speed manual (TDI), a 6-speed automatic (2.5) and the DSG 6-speed dual-clutch automatic (TDI and 3.6). If how much you spend at the pump is important to you, you'll be interested to know that the TDI can return a class-leading 43 mpg on the highway when matched with the manual transmission. In order to get comparable fuel economy in any other sedan, you'd have to move down out of the mid-size segment. 2.5-liter inline-5170 horsepower @ 5,700 rpm177 lb-ft of torque @4,250 rpmEPA city/highway fuel economy: 22/32 mpg (manual), 22/31 mpg (automatic) 3.6-liter V6280 horsepower @ 6,200 rpm258 lb-ft of torque @ 2,500 rpmEPA city/highway fuel economy: 20/28 mpg 2.0-liter turbocharged diesel inline-4140 horsepower @ 4,000 rpm236 lb-ft of torque @ 1,750 rpmEPA city/highway fuel economy: 31/43 mpg (manual), 30/40 mpg (automatic) 505.00, 505.01, 507.00 – What do these mean? 10,000 mile oil change interval? Really? 5W-40, 5W-30, 0W-30, which is better? Driving a VW TDI means questioning and sometimes tossing out some long-held beliefs about oil and oil change intervals (OCI). Pulling into your local quick-lube store and letting them put whatever's in the drum below the floor into your car can be disastrous to your TDI. We're going to try to make it simple and help you choose the oil your TDI requires. Why is Correct Oil so Important? If you drive a TDI you already know it's a remarkable engine. Few, if any other engines offer a comparable combination of power, economy, and longevity. However, several aspects of the TDI's design make it hard on oil. First, the TDI's high compression puts its piston rings very close to the point of combustion. Engineers soon learned that conventional oils could leave deposits, or coke, on the piston rings, which would jeopardize their function, increasing oil consumption. Second, Oil is the life blood of a turbocharger. If oil cokes or gathers residue then it can clog the turbo oil feed line, starving the turbo of oil and ending its life. Not a good thing. Third, newer TDIs ('04 and later) have injection systems that are generate very high fuel injection pressures but are also hard on camshafts. These cars require oil that can keep cam lobes lubricated in that high pressure environment. Fourth, TDIs emissions systems have become much more sophisticated in recent years, requiring oils to be refined without components that can harm those systems. Finally, all manufacturers are after maximum fuel economy and the longest possible oil change intervals in all their cars, and keeping oil in cars longer while providing the best possible fuel economy figures put additional demands on oils. Oil Standards and Specifications VW has established and tests oils to standards it has set for its engines. There are several other industry standards for engine oils, but for simplicity we've stuck with VW's standards here along with oil viscosity measures that are commonly used in the US. Will oils that do not meet or include VW standards work in your TDI? Probably. Oils that meet other standards such as ACEA or API may be fine for your VW. In fact, some owners purposely use oil that does not meet VW's specifications because they believe it's better for their TDIs than the ones VW certifies. Just keep in mind that VW may ask for proof that your car has used only oil meeting their standards in the event of a warranty claim. Synthetic versus Non-Synthetic This distinction is not as simple as you may think. Although all the oils that meet the standards in the chart above are considered synthetics, many of them may start with mineral oil base stocks, or esters. You'll see terms like "synthetic technology," or "pure synthetic," on labels. But once again, if it meets the standard, it's OK. And in the world of TDIs, if it meets the standard it is going to be synthetic oil. Diesel Versus Gasoline There's a simple point here: Diesel engine oils have different requirements because, in part, of the need to keep soot in suspension in the oil between changes. You'll notice that the oil in your TDI turns black very quickly after a change. That doesn't mean it's dirty, it is keeping the soot the engine generates in suspension. The presence of that soot is an oil design consideration. There are many oils that meet both gasoline and diesel standards, but beware of oils that are designed only for gasoline engines, even if they are synthetic. Match the Rating to Your Engine The table below lists the TDIs sold in North America and years they were sold, the oil they require, and some (not all) of the oil brands that offer oils that meet the standard. Model/Years Engine Type/Code Oil Standard Suggested Brands/Weight 1996-1997 Passat1996-1999 Jetta Rotary pump injection TDI, Codes 1Z, AHU 505.00 Castrol SLX Professional, Lubro Moly Synthoil Premium, Pentosin, Total Quartz Energy 9000, Mobil 1, 5W40, 0W40, 0W30 1999.5-2003 Golf, Jetta, New Beetle Rotary pump injection TDI, Code ALH 505.00 Castrol SLX Professional, Lubro Moly Synthoil Premium, Pentosin, Total Quartz Energy 9000, Mobil 1, 5W40, 0W40, 0W30 2004-2006 Golf, Jetta, New Beetle2004-2005 Passat Unit Injection, or Pump Deuse (PD) TDI, Codes BEW, BHW 505.01 Castrol SLX Professional, Lubro Moly Top Tech 4100, Pentosin High Performance II, Total Ineo MC3, 5W30, 5w40 Pennzoil Ultra Euro L 2009 and later Jetta and Golf TDIs: 2012+ Passat Common Rail, Codes CBEA & CJAA & Passat code CKRA 507.00 Castrol SLX Gold, Total 504/507, Lubro Moly Top Tech 4200, Mobil 1 ESP, 5w30, The brands listed here are not exhaustive, there are others. And there are yet more oil brands that claim to be "designed for engines with 505.00 (or 505.01) oil requirements", or words to that effect. Just keep in mind that if the VW standard isn't printed on the label, the oil probably hasn't been certified by VW. It's your choice whether or not to use that oil. What about 506.00? VW has a 506.00 standard for oils that were considered good to use in cars that require 505.01 oils (PDs), and was also specified for the V-10 Touareg. This was a 0W30 weight oil that helped improve fuel economy. However, 506.00 oil was very expensive and did not match the lubrication or protective standards set by 505.01, and has been phased out. The Lubro Moly Top Tech 4200, a higher 507.00 specification oil, is also specifically approved for vehicles requiring 506.00 and 506.01. What about Weight? Europe and America use multiple viscosity ratings for oils. And there are a couple of trends in the oil industry when it comes to viscosity: Oil viscosity numbers are getting lower Lighter weight oils work better than they used to at high temperatures Emissions and fuel economy requirements have, in many cases, driven manufacturers to use lighter weight oils. Since EPA measures include a cold start, light weight oil helps cars perform better in that test. Also, engine tolerances are much tighter than in past years. Thinner oil (especially when cold) can help provide lubrication during those first few critical seconds after a cold start. And today's synthetics provide much better protection when hot than mineral-based oils did, even if their viscosity rating is lower. For example, 5W30 weight oil is considered fine for all driving conditions in PD and Common Rail TDIs, even in the desert in summer. 505.00 oils (for rotary pump TDIs) have the widest viscosity ratings of VW oils, and include 0W30 and 0W40. Although 5W40 oil is most popular in this category, many owners in cold climates like using 0W30 or 0W40 in winter. And both 5W30 and 5W40 oils are available for oils meeting the 505.01 standard (PDs). Both are fine for use in all climates, although some owners prefer 5W40 over 5W30. 10,000 miles? Really? All TDIs have a 10,000 mile oil change interval (OCI) after break-in. After generations of 3,000 mile OCIs many owners have difficulty accepting the 10,000 mile interval as safe. But 10,000 miles has proven to be a more than reasonable interval. Many owners run their oil longer. TDIs are proving to last many hundreds of thousands of miles without major wear using a 10,000 OCI with the correct oil, and many feel it's wasteful to change it more often. Soot build up is the primary reason for oil breakdown in diesels. As oil advances further technologically the different specifications have been increasingly tolerant of high soot levels in the oil. This results in many european vehicles with flexible service intervals to go 30,000 miles or more between oil changes. Summary Simple enough. If your car: Has a rotary injection pump, use oil that meets VW's 505.00 standard Is a PD, use oil that meets VW's 505.01 standard Is a Common Rail, use oil that meets VW's 507.00 standard Diesel on! Related Articles VW TDI 2010+ (CBEA/CJAA) Oil Change How To View all posts by idparts Page 2 We answer frequently asked questions about automatic transmission fluid, like, when does it need to be changed and what fluid type is required. That all depends on what model you have, read more to learn what your VW needs. By idparts on January 16, 2015 Page 3 Close Video Archive Learn how to test your glow plugs with a multimeter. By idparts on September 4, 2014





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