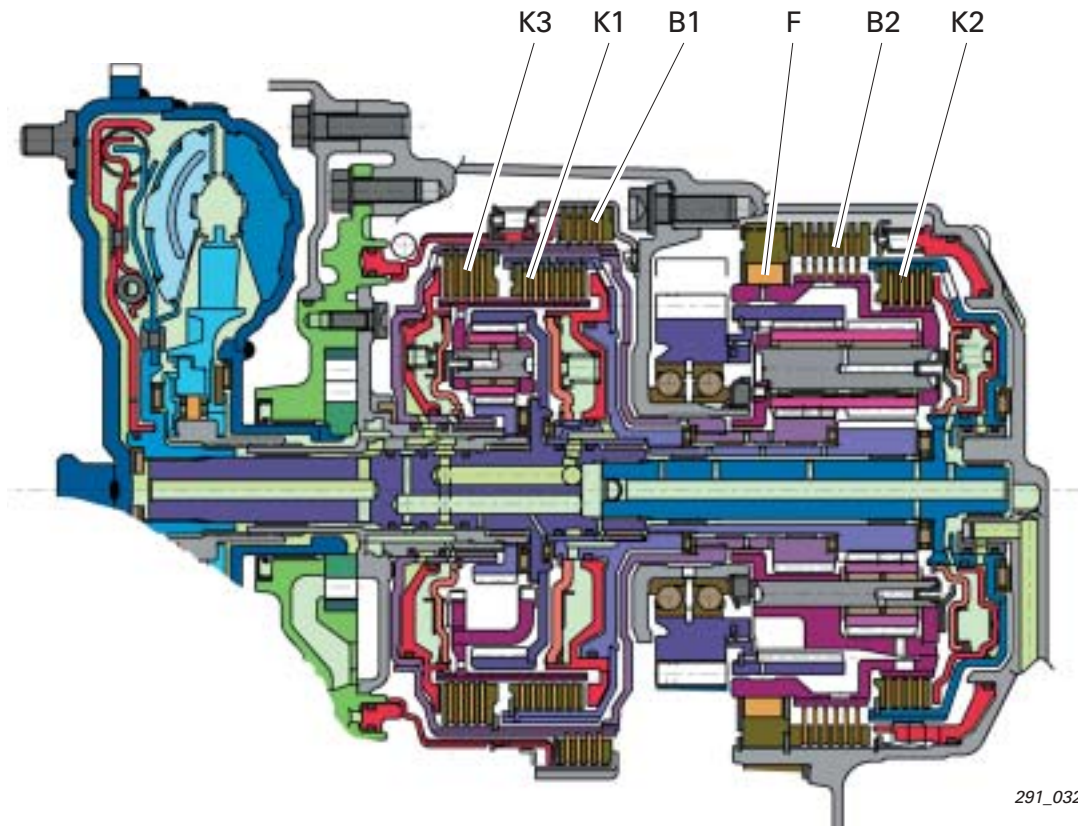


Planetary gear/gear shifting components



291_032

The Lepelletier planetary gear set concept is used in the 09G planetary gear.

Thanks to the special design of the Lepelletier planetary gear train, only five shifting components are required to select the six forward gears and reverse gear.

The gear shifting components (clutches/brakes) allow gear-shifting under load without any interruption in engine drive power.

The five gear shifting components are:

- three planetary multi-plate clutches K1, K2 and K3
- two fixed plate brakes B1 and B2

The clutches have a dynamic pressure equalisation feature which provides control response independent of engine speed.

Clutches K1, K2 and K3 transmit the engine torque to the planetary gear. Brakes B1 and B2 and the freewheel multiply the engine torque at the gearcase.

All clutches and brakes are activated indirectly by the electrical pressure control valves.

The freewheel F, likewise a gear shifting component, is positioned parallel to brake B2. During automatic operation, the freewheel assumes the function of B2. Freewheel F simplifies electrohydraulic gearshift control when selecting gears and while shifting from first to second or second to first.

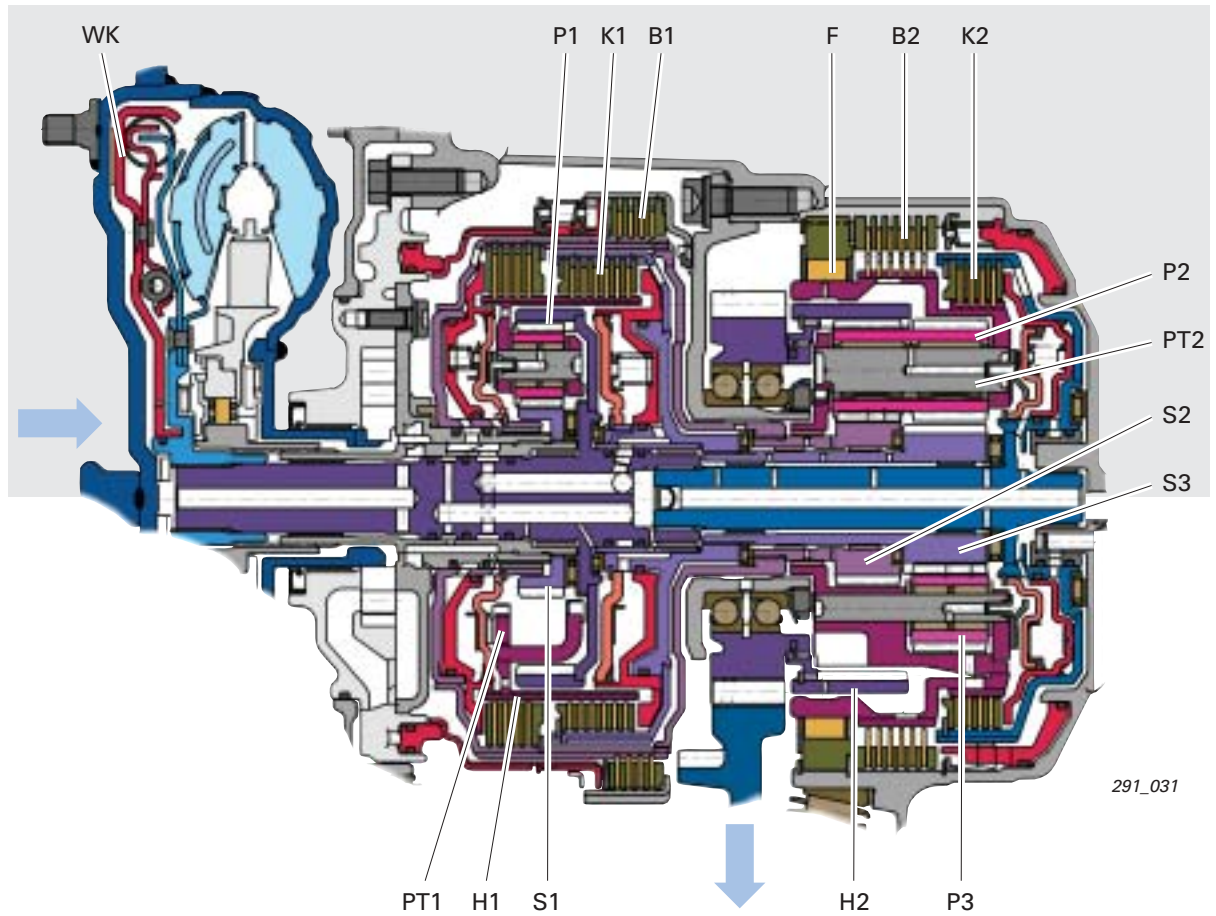
Reference

You can find further details in SSP 283 (from page 50) and in the multimedia training course "Power Transmission 2".



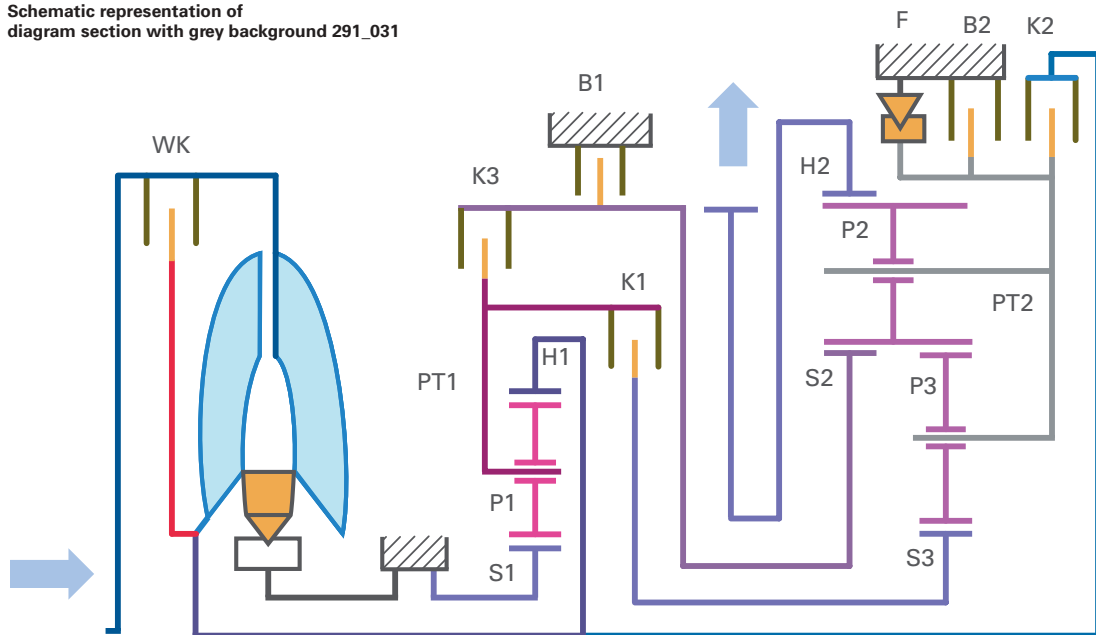
Gearbox subassemblies

Components - planetary gears/shifting components



291_031

Schematic representation of diagram section with grey background 291_031



291_107

Primary planetary gear train

| Component: | connected to: |
|------------------------|--------------------------------------------|
| H1 - ring gear 1 | turbine shaft (input)/clutch K2 |
| P1 - planetary gears 1 | power transmission in planetary gear train |
| S1 - sun gear 1 | fixed |
| PT1 - planet carrier 1 | clutches K1 and K3 |

Secondary planetary gear train

| Component: | connected to: |
|-------------------------------|--------------------------------------------|
| H2 - ring gear 2 | output |
| P2 - planetary gears 2, long | power transmission in planetary gear train |
| P3 - planetary gears 3, short | power transmission in planetary gear train |
| S2 - sun gear 2, large | clutch K3/brake B1 |
| S3 - sun gear 3, small | clutch K1 |
| PT2 - planet carrier 2 | clutch K2/brake B2/freewheel F |

Clutches, brakes, freewheel

| Component: | connected to: |
|---------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------|
| K1 - clutch 1 | Planet carrier PT1 (primary gear train) is connected to small sun gear S2 (secondary gear train). Engaged in first, second, third and fourth gear. |
| K2 - clutch 2 | Turbine shaft (input) is connected to planet carrier PT2 of the secondary planetary gear train. Engaged in fourth, fifth and sixth gear. |
| K3 - clutch 3 | Planet carrier PT1 (primary gear train) is connected to large sun gear S2 (secondary gear train). Engaged in third, fifth and reverse gear. |
| B1 - brake 1 | Holds in place the large sun gear S2 (secondary gear train). Engaged in first gear (with engine brake) and reverse (R) gear. |
| B2 - brake 2 | Holds in place planet carrier PT2 (secondary gear train). Engaged in first gear (with engine brake) and reverse (R) gear. |
| F - freewheel | Holds in place planet carrier PT2 (secondary gear train) in the opposite direction to the engine. Is used for accelerating in first gear (not as engine brake). |

Converter lock-up clutch

Gearbox subassemblies

Hydraulic control

Valve body

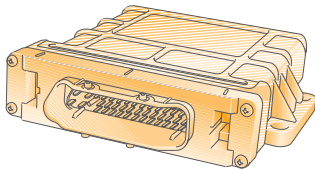
The clutches and brakes (shifting components) are controlled by the valve body by means of hydraulically operated valves (so-called shift valves). The shift valves are controlled by electromagnetic valves, which in turn are activated by automatic gearbox control unit J217.

In addition to the shifting components, the valve body controls the torque converter lock-up clutch and regulates the various pressures inside the gearbox (e. g. primary pressure, control pressure, torque converter pressure and lubricating pressure). It is to a large extent responsible for oil supply, and therefore proper operation of the gearbox.

The valve body houses the following components:

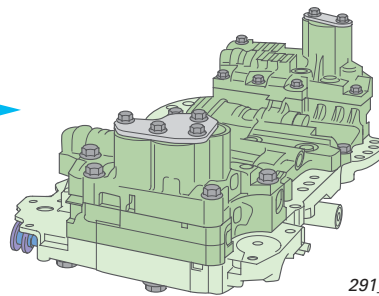
- the mechanically operated gear selector valve
- the hydraulically controlled switch valves
- two electrically controlled solenoid valves (3/2-way valves)
- six electrically controlled pressure control valves (modulating valves)
- two pressure switches (hydraulic pressure sender) and
- the gearbox oil temperature sensor

Automatic gearbox control unit J217



291_053

Valve body



291_037

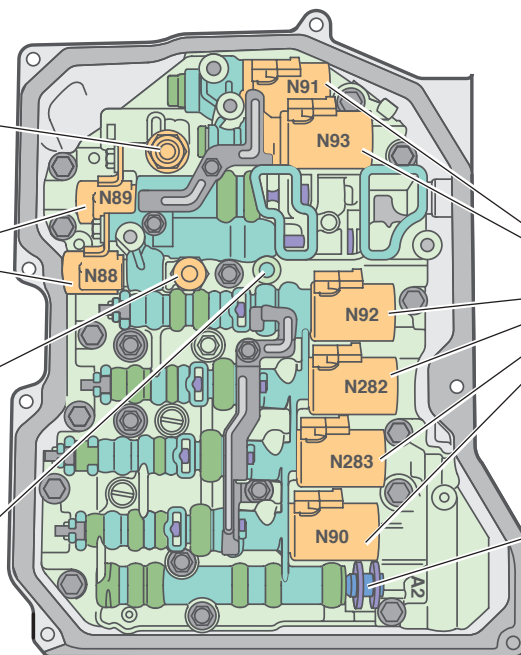


Automatic gearbox hydraulic pressure sender -2- G194 (pressure switch)

Shift solenoids OPEN-CLOSE valves

Automatic gearbox hydraulic pressure sender -1- G193 (pressure switch)

Installation location for gearbox oil temperature sensor G93 (component part of wiring harness)



Electronic pressure control valves (EDS)

Gear selector valve

291_039

Bottom view of valve body

Electromagnetic valves

In the case of electromagnetic valves, a distinction is made between shift solenoids with two switch positions (OPEN-CLOSE) and electrical pressure control valves (referred to as EDS or modulating valves).

The shift solenoids (N88/N89) are so-called 3/2 valves or OPEN-CLOSE valves. 3/2 valve means the valves has 3 terminals and 2 switch positions (open/closed or OPEN-CLOSE). The shift solenoids are used for switching the hydraulic valves.

The electronic pressure control valves (EDS) convert an electrical current to a proportional hydraulic control pressure.

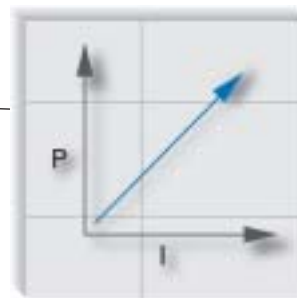
Two types of EDS valve are installed.

EDS valves with a rising characteristic curve increase the pilot pressure (P) with rising control current (I) - deenergised - zero pilot pressure (0 mA = 0 bar).

EDS valves with a falling characteristic curve reduce the pressure with rising pilot current - deenergised - max. pilot pressure.

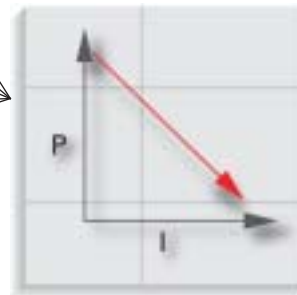


291_039



EDS with rising characteristic curve

291_122



EDS with falling characteristic curve

291_121

Effects of fault:

If the self-diagnosis detects a faulty electromagnetic valve, the emergency mode will usually be activated. You can find more information about the emergency mode on page 70. Electrical and mechanical faults have very different effects due to the complexity of the electrohydraulic control system.

They may affect for instance only the faulty system in question (e.g. the torque converter lock-up clutch in the case of N91), but can also lead to activation of the emergency mode if safe operation can no longer be guaranteed.

If the EDS N93 fails, the gearbox operates at maximum system pressure. This can result in harsh engagement when shifting from P or N to D/S or R and during all gearshifts.

If the EDS N91 fails, the torque converter lock-up clutch cannot be activated and therefore remains open.

Gearbox subassemblies

Shift logic

| | Solenoid logic | | | | | | | | Gear shifting component logic | | | | | |
|------------------|----------------|-----|------------------------------------------|------|-----|------|-----|-----|-------------------------------|----|----|----|----|---|
| | 3/2 valves | | Electronic pressure control valves (EDS) | | | | | | Clutches, brakes, freewheel | | | | | |
| | N89 | N88 | N92 | N282 | N90 | N283 | N93 | N91 | K1 | K2 | K3 | B1 | B2 | F |
| P | | | | | | | | | | | | | | |
| N | | | | | | | | | | | | | | |
| Reverse (R) gear | | | | | | | | | | | | | | |
| First gear | T | T | | | | | | | | | | | T | |
| Second gear | | | | | | | | | | | | | | |
| Third gear | T/Z | Z | | | | | | | | | | | | |
| Fourth gear | T/Z | Z | | | | | | | | | | | | |
| Fifth gear | T/Z | Z | | | | | | | | | | | | |
| Sixth gear | | Z | | | | | | | | | | | | |

291_036








Functional assignments of the solenoid valves

N90 controls clutch K3,
 N91 controls the torque converter lock-up clutch,
 N92 controls clutch K1,
 N93 controls the primary pressure/system pressure
 N282 controls clutch K2 and
 N283 controls brake B1.

Solenoid valves N88 and N89 control shifting of gears 4 to 6 and are activated (energised) temporarily and alternately during gearshifts.

In addition, solenoid valves N88 and N89 control brake B2 in first gear - tiptronic mode (for the engine brake).

Legend for solenoid valve logic:

-  Solenoid valve is not activated (current: approx. 100 mA) or Gear shifting component open
-  Solenoid valve is activated
-  Solenoid valve is activated (current: approx. 1.0 A)
-  Corresponding clutch closed
-  Corresponding brake closed
-  Freewheel locked
-  Solenoid valve is energised differently depending on operating state

Note

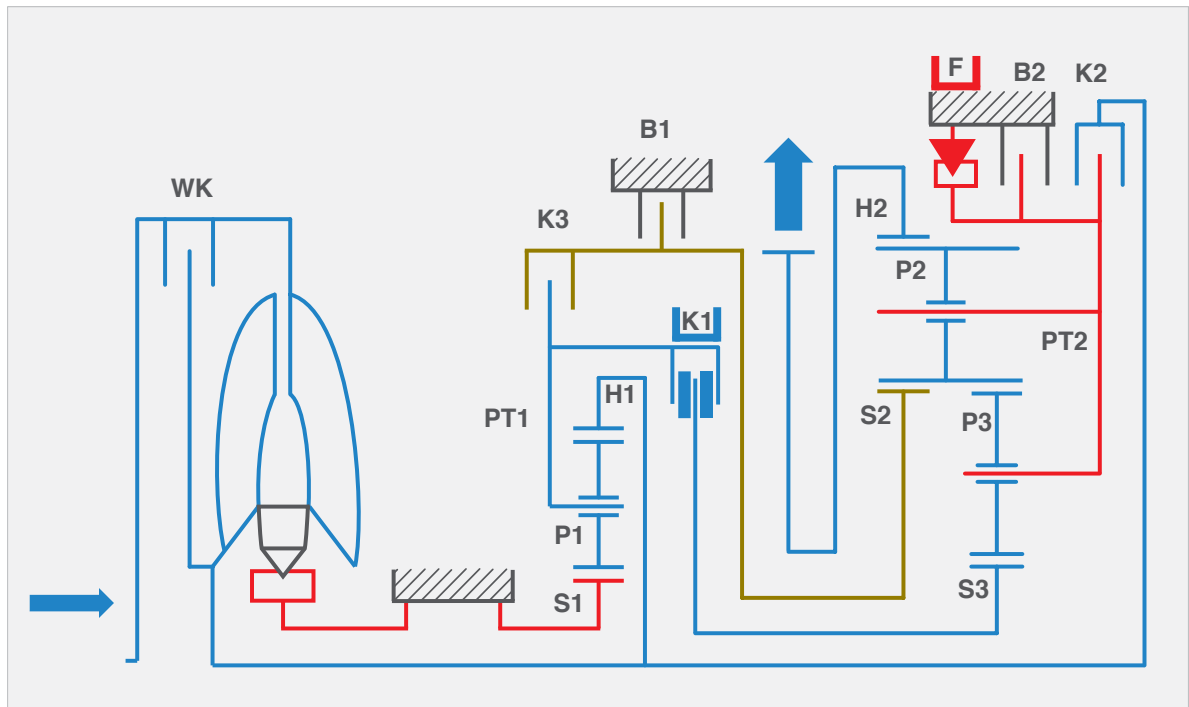


The function is inverse to applied current, since EDS N92, N93, N282 and N283 have a falling characteristic curve. This means that the respective shifting component is operated if the EDS is not activated.

- T - in tiptronic mode (first gear with enginebrake)
- Z - solenoid valves are activated for a short time only during gearshifts

Description of gear/torque curve

First gear $i = 4.148$



291_041

Gear shifting components: clutch K1 - freewheel F

The turbine shaft drives ring gear H1 of the primary planetary gear train. Ring gear H1 drives the planetary gears P1, which rotate around the fixed sun gear S1.

Planet carrier PT1 is driven in this way.

Clutch K1 connects PT1 to sun gear S3 and thus transmits the torque to the secondary planetary gear train.

Freewheel F locks planet carrier PT2.

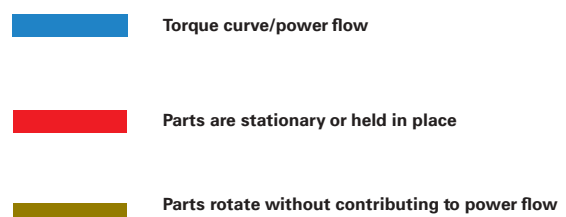
Torque is transferred from sun gear S3 to the short planetary gears P3, and in turn to the long planetary gears P2.

The torque, multiplied by planet carrier PT2, is transmitted to ring gear H2, which is connected to the output spur gear.

Since first gear is implemented using freewheel F, no power is transmitted during overrun in first gear. In overrun, the gears drive the engine. Freewheel F rotates towards its locking direction (in freewheel direction); the engine brake effect cannot be utilised.

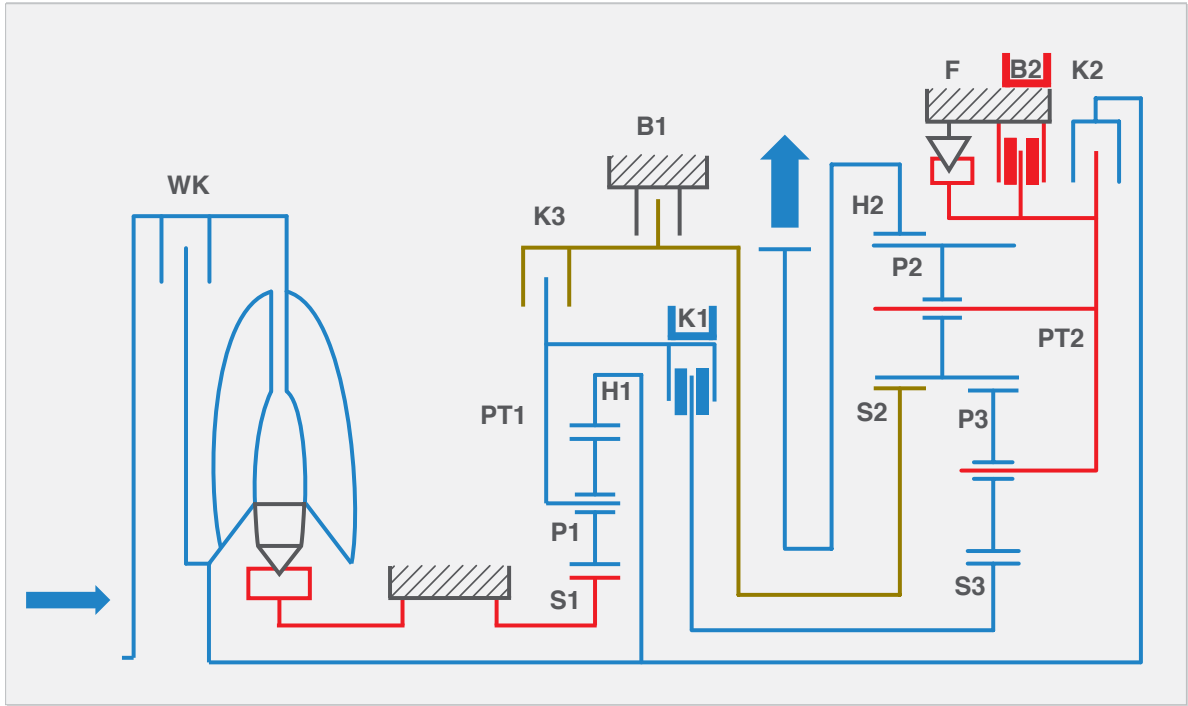
Reference

You will find notes on the schematic diagram on page 28 and in SSP 283 on page 55.



Gearbox subassemblies

First gear in tiptronic mode (with engine brake)



291_042

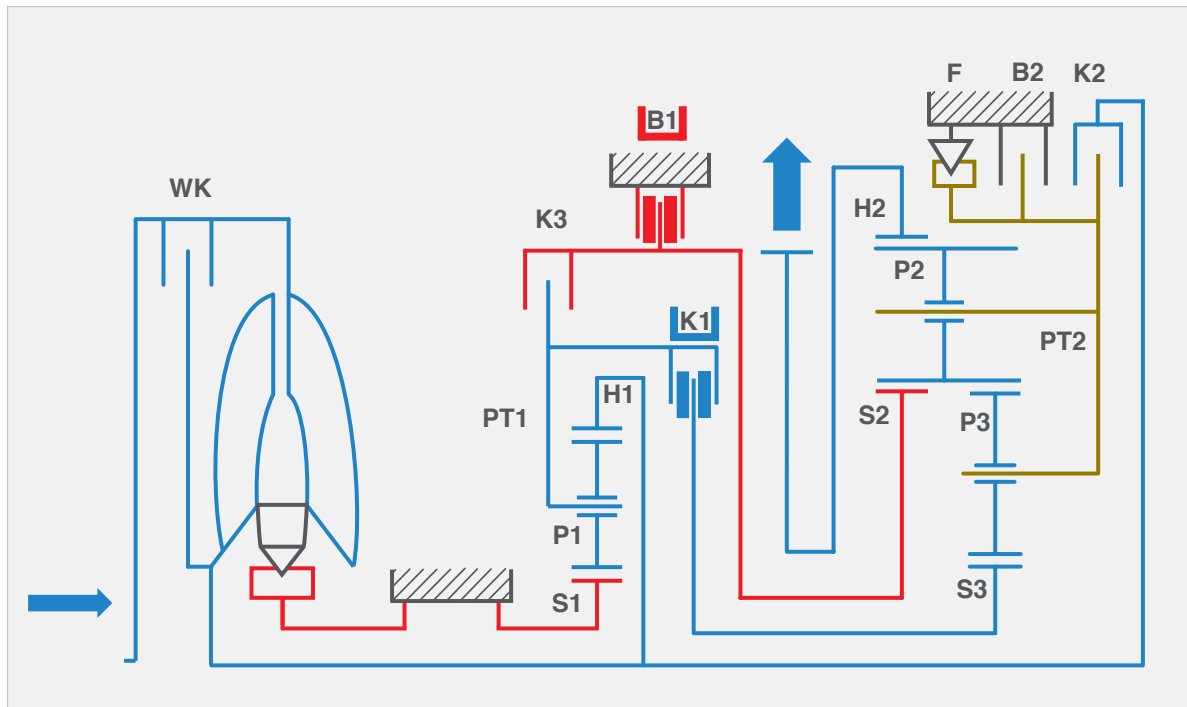
Gear shifting components: clutch K1 - brake B2

The engine brake effect in first gear can be utilised in special driving situations - e.g. on steep downhill gradients - by selecting first gear in tiptronic mode (B2 closed).

The torque curve is as described for first gear (on the previous page).
The engine brake effect can only be utilised in the first gear by closing brake B2.

As with F, brake B2 locks the planet carrier PT2 in place. Unlike F, however, B2 holds PT2 in place in both directions of rotation. This is necessary for reverse gear and for utilising the engine brake effect in the first gear.

Second gear $i = 2.370$



291_043

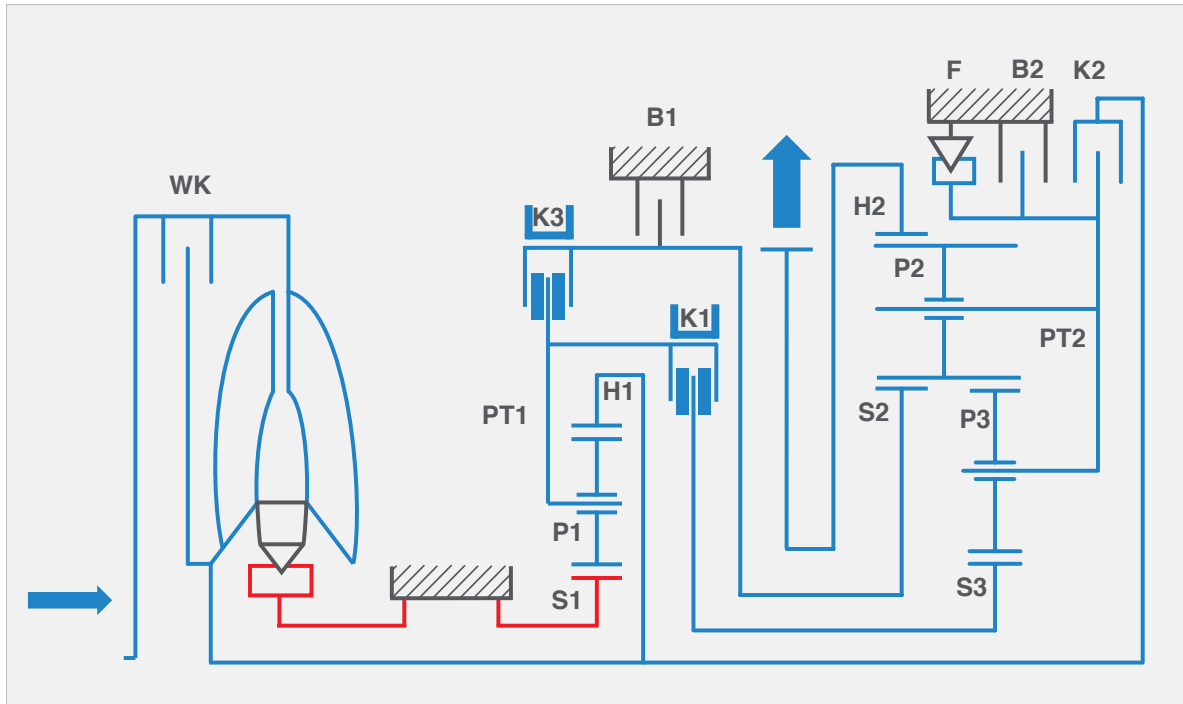
Gear shifting components: clutch K1 - brake B1

The turbine shaft drives ring gear H1 of the primary planetary gear train. Ring gear H1 drives the planetary gears P1, which rotate around the fixed sun gear S1. Planet carrier PT1 is driven in this way. Clutch K1 connects PT1 to sun gear S3 and thus transmits the torque to the secondary planetary gear train.

Brake B1 locks the large sun gear S2 in place. Torque is transferred from sun gear S3 to the short planetary gears P3, and in turn to the long planetary gears P2. The long planetary gears P2 orbit around fixed sun gear S2 and drive ring gear H2, which is connected to the output spur gear.

Gearbox subassemblies

Third gear $i = 1.556$



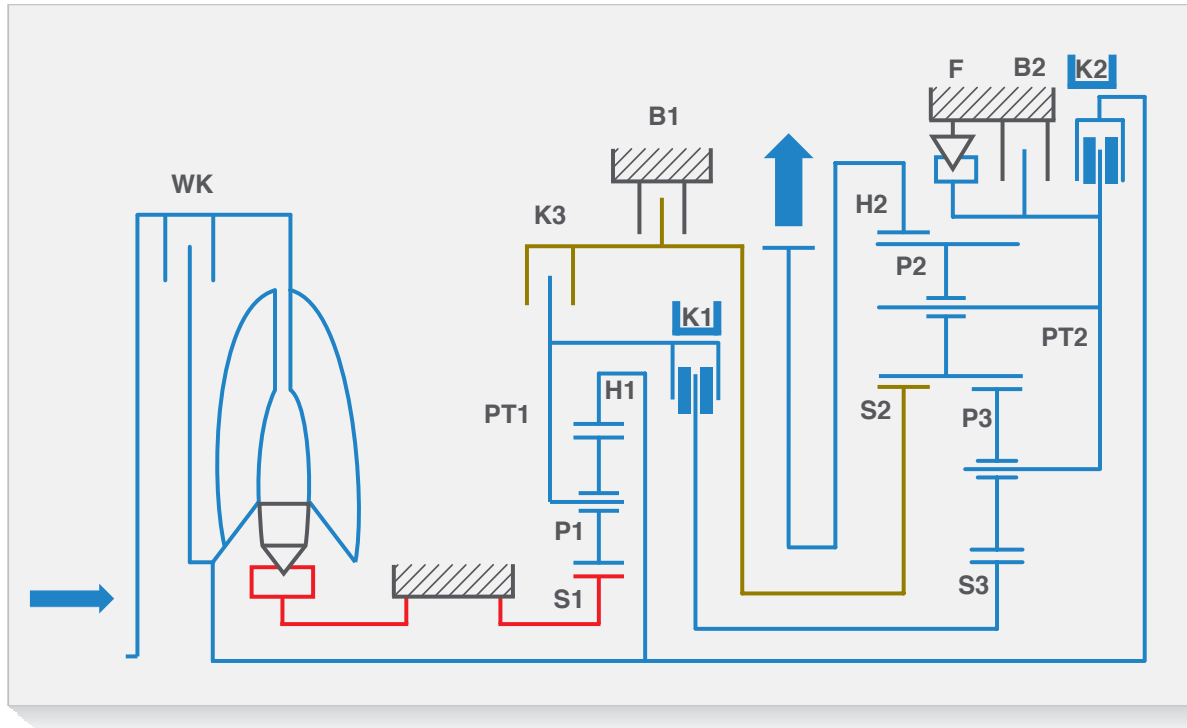
291_044

Gear shifting components: clutch K1 - clutch K3

The turbine shaft drives ring gear H1 of the primary planetary gear train. Ring gear H1 drives the planetary gears P1, which rotate around the fixed sun gear S1. Planet carrier PT1 is driven in this way. Clutch K1 connects PT1 to sun gear S3 and thus transmits the torque to the secondary planetary gear train.

Clutch K3 likewise transmits the torque to the secondary planetary gear train acting on sun gear S2. The secondary planetary gear train is locked in place by the closing of clutches K1 and K3. Torque is now transmitted directly from the primary planetary gear train to the output spur gear.

Fourth gear $i = 1.155$



291_045

Gear shifting components: clutch K1 – clutch K2

The turbine shaft drives the ring gear H1 of the primary planetary gear train and the external disc carrier of clutch K2.

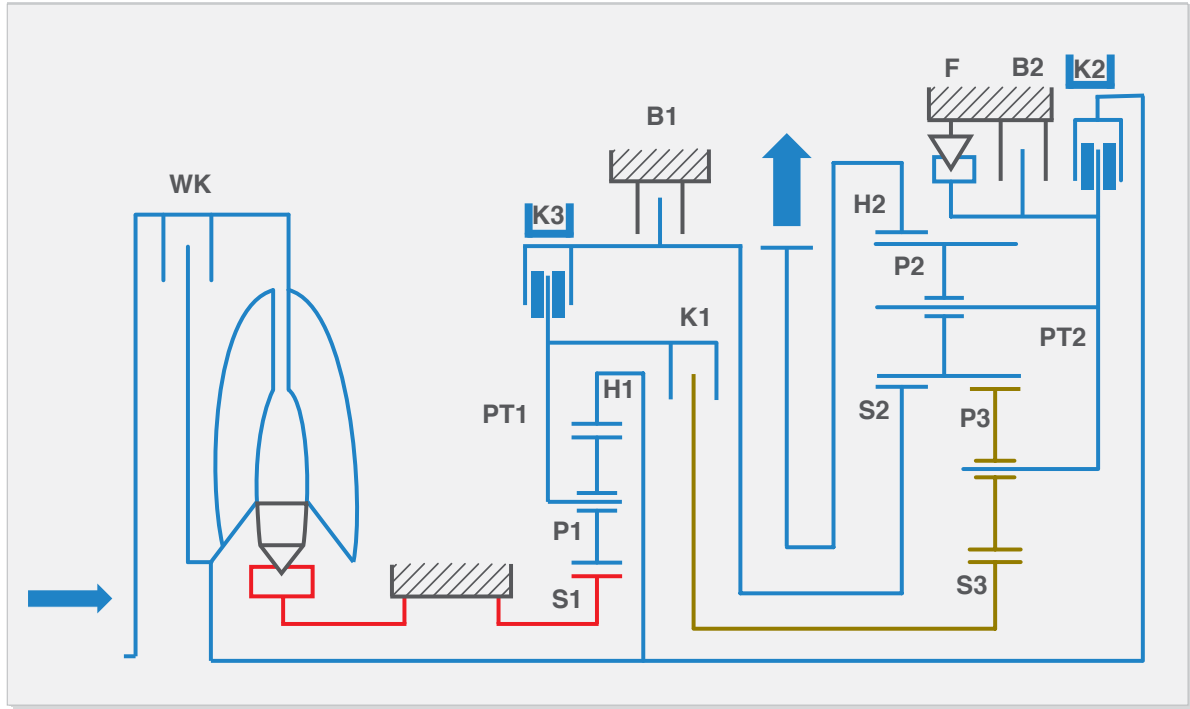
Ring gear H1 drives the planetary gears P1, which rotate around the fixed sun gear S1. Planet carrier PT1 is driven in this way.

Clutch K1 connects PT1 to sun gear S3 and thus transmits the torque to the secondary planetary gear train.

The clutch K2 connects the turbine shaft to the planet carrier PT2 and thus transfers the torque to the secondary planetary gear train.

The long planetary gears P2, which are in mesh with the short planetary gears P3, together with the planet carrier PT2, drive the ring gear H2, which is connected to the output spur gear.

Fifth gear $i = 0.859$



291_046

Gear shifting components: clutch K2 - clutch K3

The turbine shaft drives ring gear H1 of the primary planetary gear train and the external disc carrier of clutch K2.

Ring gear H1 drives the planetary gears P1, which rotate around the fixed sun gear S1.

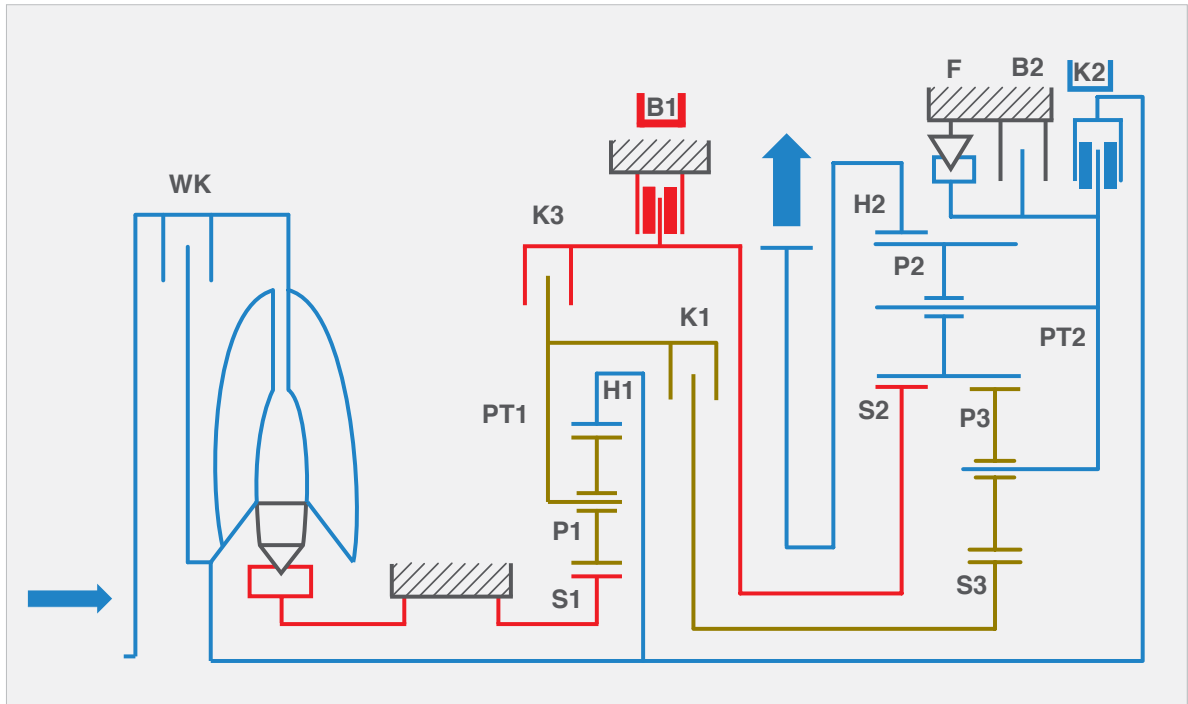
Planet carrier PT1 is driven in this way.

Clutch K3 connects the PT1 to the sun gear S2 and thus transmits the torque to the secondary planetary gear train.

Clutch K2 connects the turbine shaft to the planet carrier of the secondary planetary gear train PT2 and thus transmits the torque to the secondary planetary gear train.

The long planetary gears P2, together with the planet carrier PT2 and the sun gear S2, drive the ring gear H2, which is connected to the output spur gear.

Sixth gear $i = 0.686$



291_047

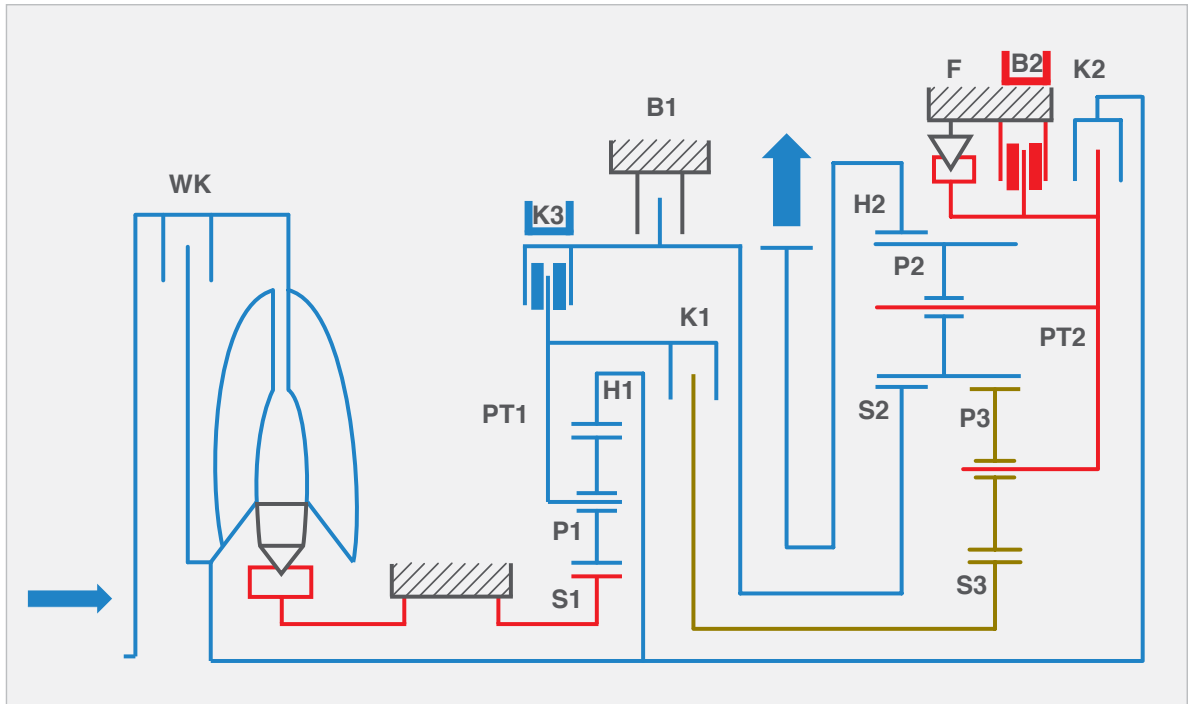
Gear shifting components: clutch K2 – brake B1

Brake B1 locks in place sun gear S2. Clutch K2 connects the turbine shaft to the planet carrier of the secondary planetary gear train PT2 and thus transmits the torque to the secondary planetary gear train.

The long planetary gears P2 orbit around fixed sun gear S2 and drive ring gear H2, which is connected to the output spur gear. Clutches K1 and K3 are open. The primary planetary gear train does not contribute to power transmission.

Gearbox subassemblies

Reverse (R) gear $i = 3.394$



291_048

Gear shifting components: clutch K3 - brake B2

The turbine shaft drives ring gear H1 of the primary planetary gear train. Ring gear H1 drives the planetary gears P1, which rotate around the fixed sun gear S1. Planet carrier PT1 is driven in this way. Clutch K3 connects the PT1 to the sun gear S2 and thus transmits the torque to the secondary planetary gear train.

The brake B2 locks the planet carrier PT2 in place. Torque is transmitted from the sun wheel S2 to the long planetary gears P2. The torque, multiplied by PT2, is transmitted to the ring gear H2, which is connected to the output shaft. At the same time, the ring gear H2 (output) is driven against the direction of rotation of the engine.

Parking lock

The parking lock is a device which prevents the vehicle from rolling when parked. The parking lock is designed in a conventional fashion, i.e. it is operated by the selector lever by means of a Bowden cable (mechanical only).

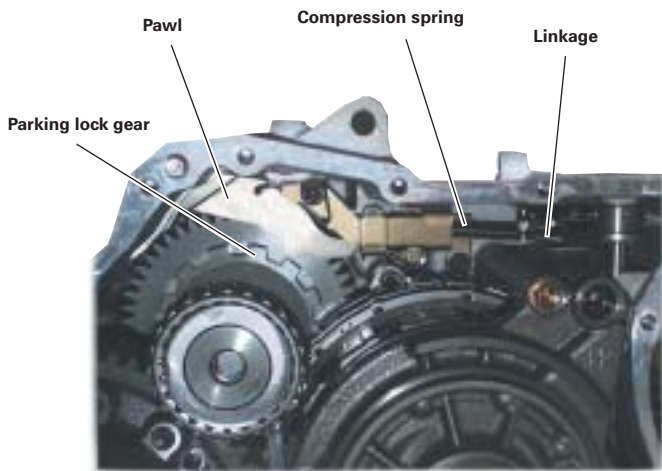
The parking lock gear is a component part of the driven intermediate shaft gearwheel. It also acts as a sender wheel for the gearbox output speed sender G195.

The pawl meshes with the parking lock gear and thereby locks the final drive. A constant wheel height is maintained when the axle is raised on one side only.

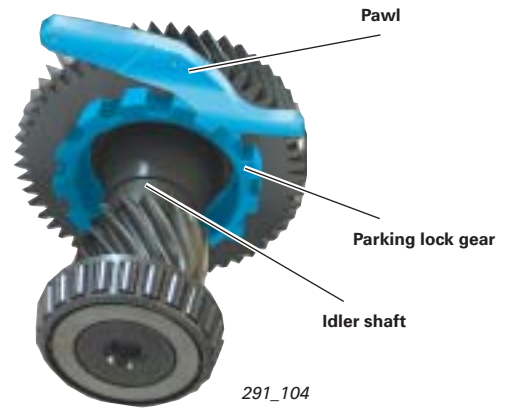
It is therefore not possible to prevent rolling when the front axle is raised on one side (e.g. when changing a wheel using the car jack). In this case, the handbrake must be applied.

To reduce the load on the selector lever cable and to allow the selector lever to be operated more easily, the handbrake should be applied on steep gradients before the selector lever is engaged in the "P" position.

This eliminates tension between the pawl and the parking lock gear. Before driving away, first shift the selector lever out of "P" and then release the handbrake.

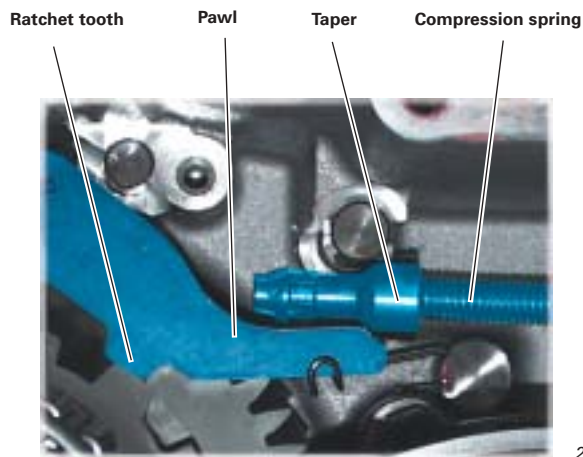


291_108



Position "parking lock engaged"

291_104



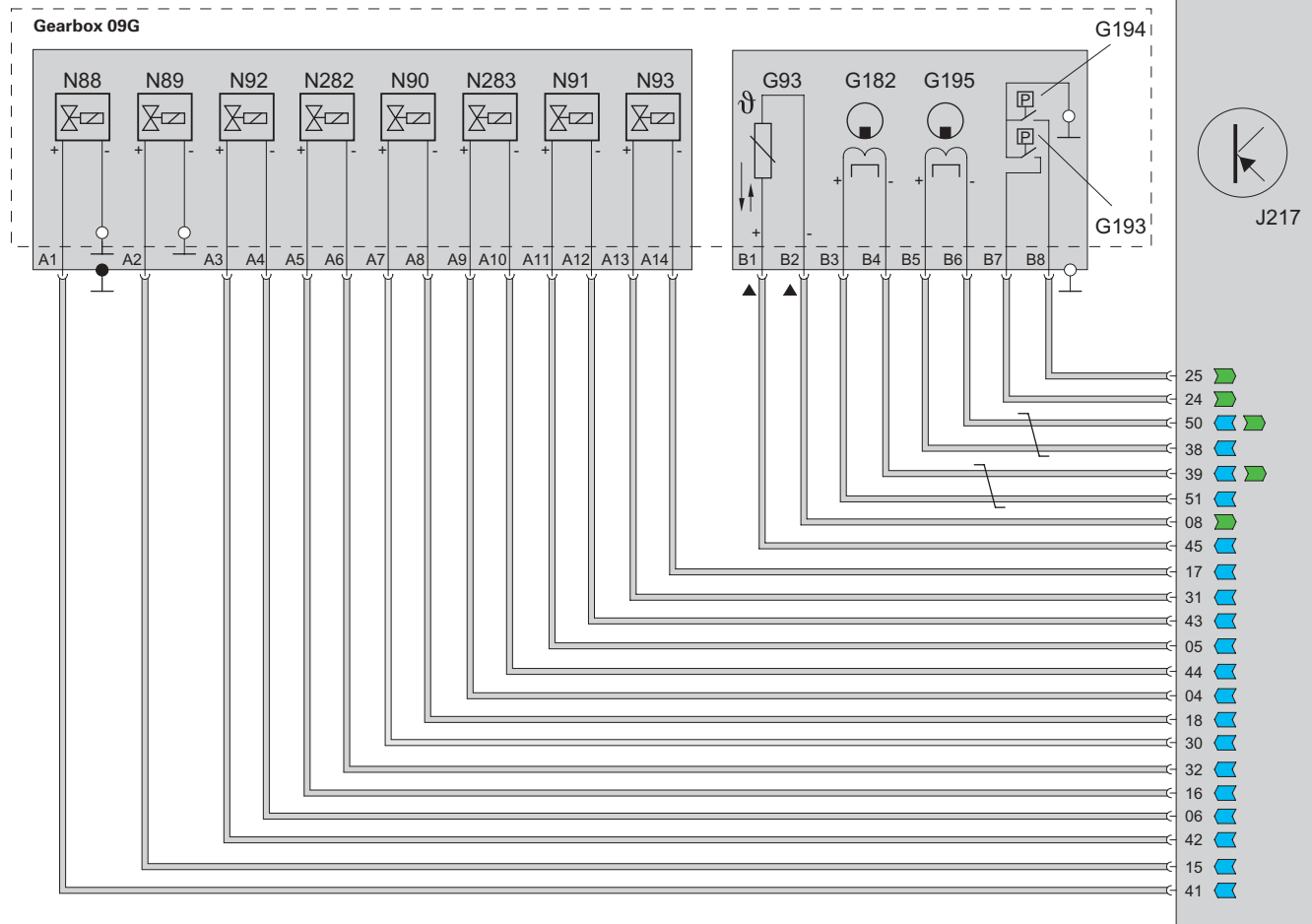
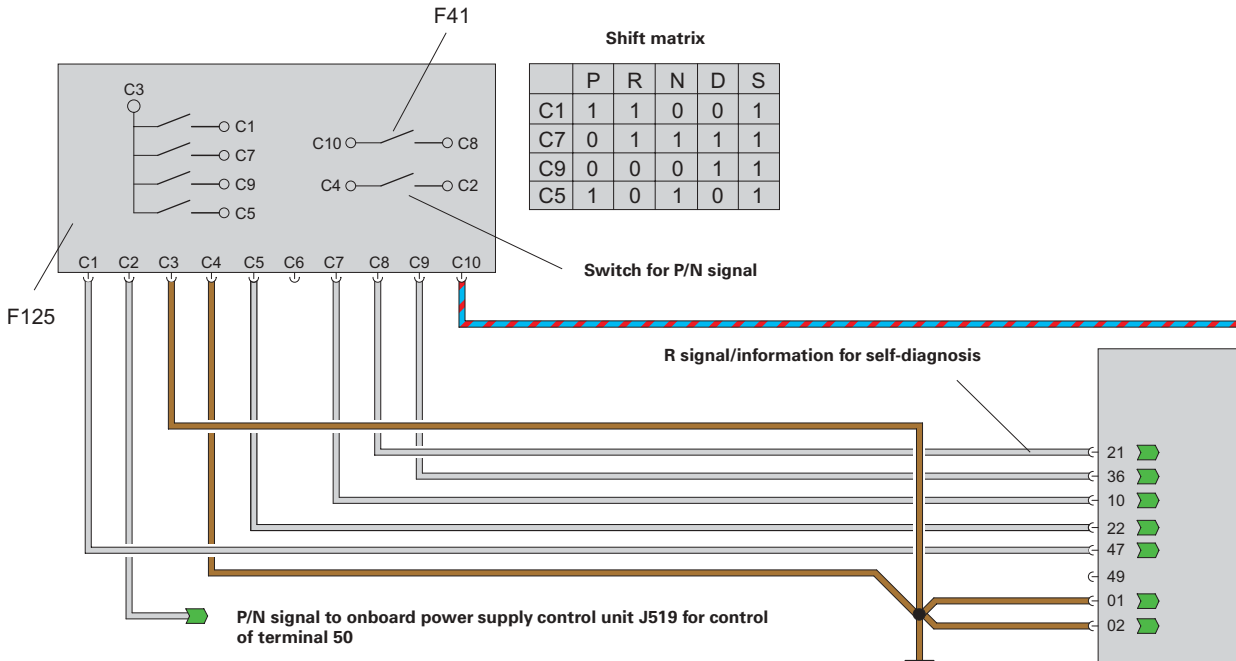
291_108A

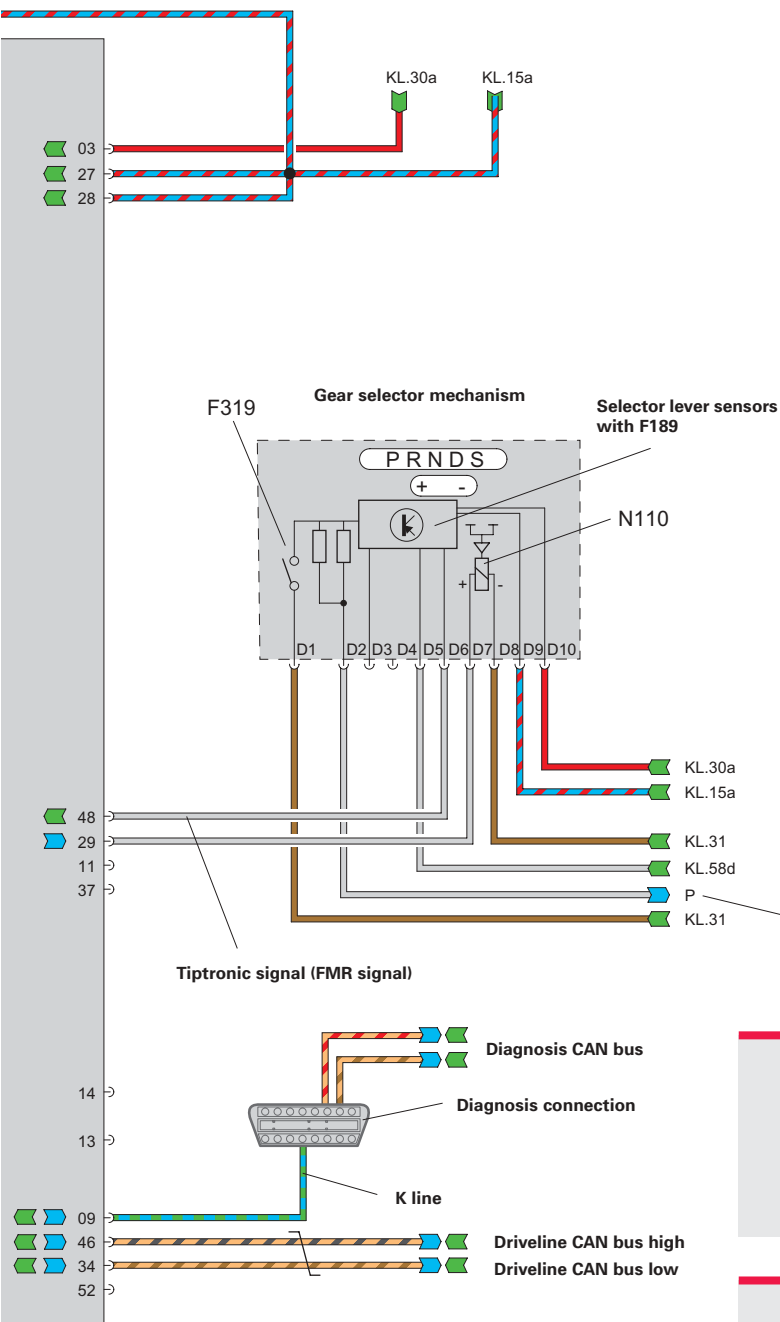
Position "compression spring preloaded"

When the ratchet tooth meshes directly with a tooth of the parking lock gear (tooth to tooth), the taper is preloaded by the compression spring. If the parking lock gear turns slightly further, the pawl is forced into the next tooth space.

Gearbox control

Function diagram of Audi A3 '04 (as per March '04)





- F41 Reversing switch
- F125 Multi-function switch
- F189 Tiptronic switch
- F319 Selector lever locked in position P switch

- G93 Gearbox oil temperature sensor
- G182 Gearbox input speed sender
- G193 Automatic gearbox hydraulic pressure sender -1-
- G194 Automatic gearbox hydraulic pressure sender -2-
- G195 Gearbox output speed sender

- J217 Automatic gearbox control unit

- N88 Solenoid valve 1
- N89 Solenoid valve 2
- N90 Solenoid valve 3
- N91 Solenoid valve 4
- N92 Solenoid valve 5
- N93 Solenoid valve 6
- N110 Selector lever lock solenoid
- N282 Solenoid valve 9
- N283 Solenoid valve 10

Output (Blue arrow)
 Input (Green arrow)
 Gold-plated contact (Black triangle)
 Twisted wire (Red/Blue striped line)

P signal to J527 for ignition key withdrawal lock release

Note

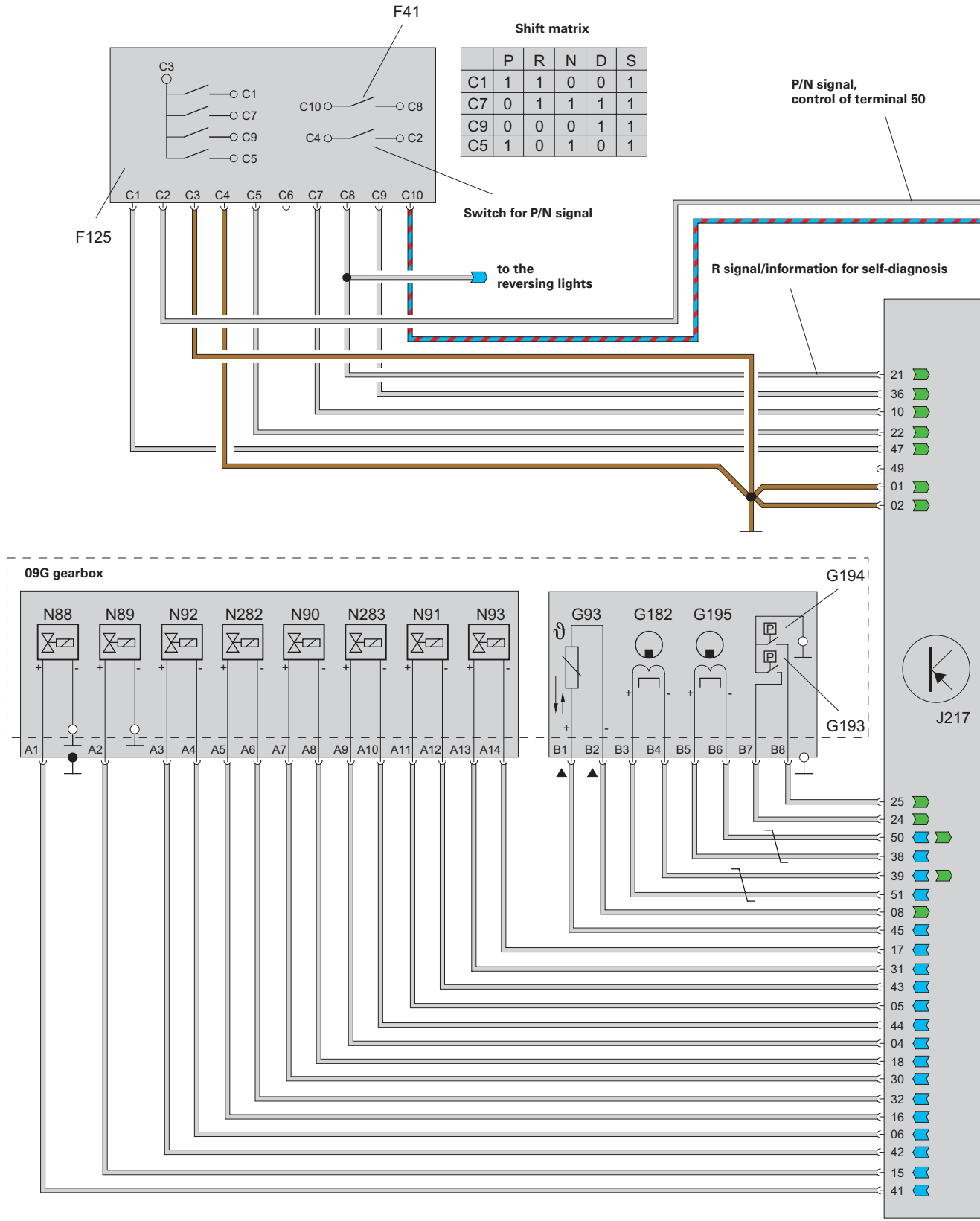
Hydraulic pressure senders G193 and G194 are not installed in gearboxes with build dates from week 27/2004 on.

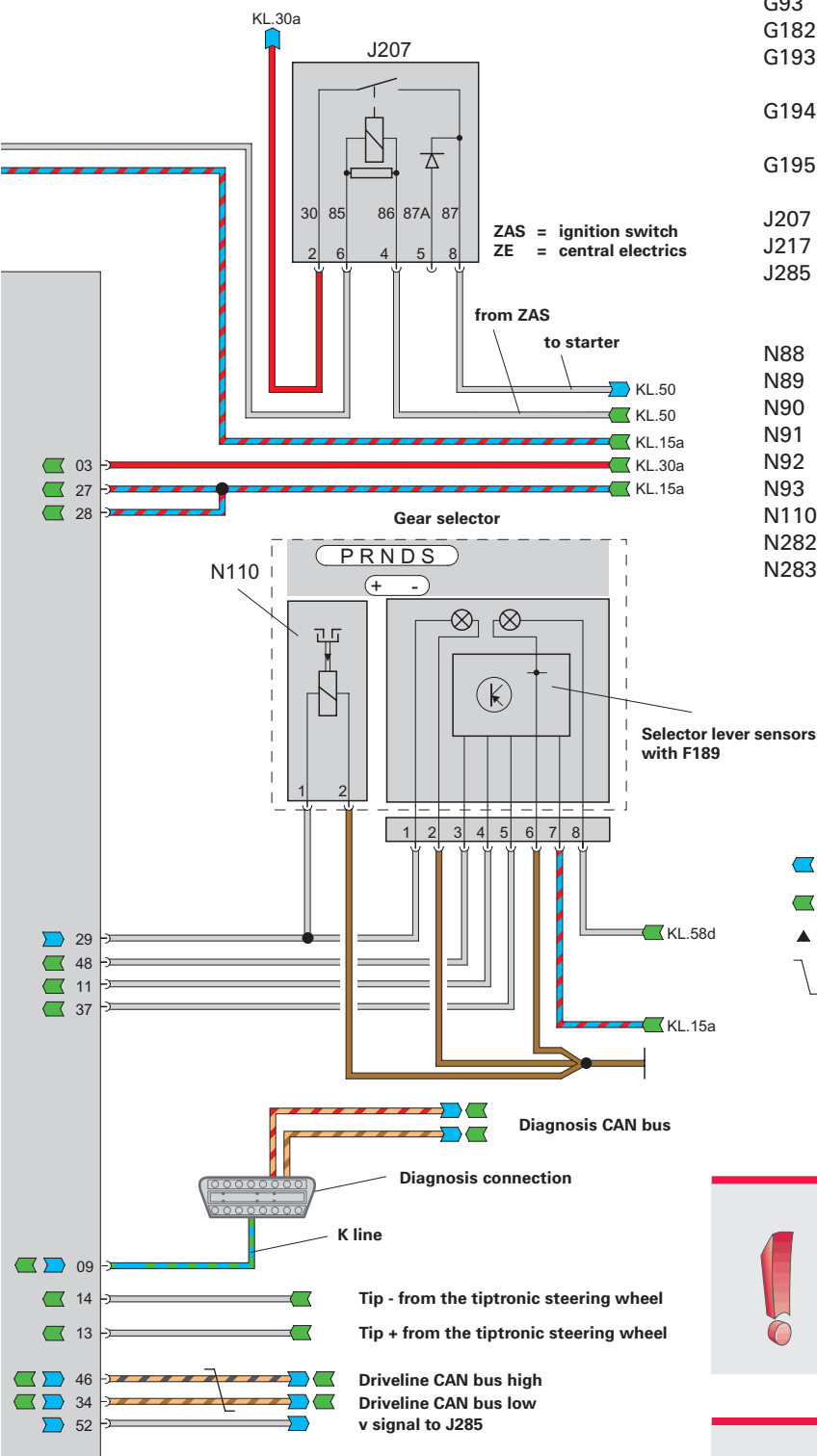
Note

The current version of the current flow diagram must be used for fault-finding on vehicle.

Gearbox control

Function diagram of Audi TT (as per March '04)





- F41 Reversing switch
- F125 Multi-function switch
- F189 Tiptronic switch

- G93 Gearbox oil temperature sensor
- G182 Gearbox input speed sender
- G193 Automatic gearbox hydraulic pressure sender -1-
- G194 Automatic gearbox hydraulic pressure sender -2-
- G195 Gearbox output speed sender

- J207 Starter inhibitor relay
- J217 Automatic gearbox control unit
- J285 Control unit with display in dash panel insert

- N88 Solenoid valve 1
- N89 Solenoid valve 2
- N90 Solenoid valve 3
- N91 Solenoid valve 4
- N92 Solenoid valve 5
- N93 Solenoid valve 6
- N110 Selector lever lock solenoid
- N282 Solenoid valve 9
- N283 Solenoid valve 10

Note



Hydraulic pressure senders G193 and G194 are not installed in gearboxes with build dates from week 27/2004 on.

Note



The current version of the current flow diagram must be used for fault-finding on vehicle.

pin assignments on control unit J217. Connector A/B/C/D to gearbox or peripheral devices


| pin | pin | Designation | pin | pin | Designation |
|-----|-----|-----------------------------------------------------|-----|---------|------------------------------------------------------|
| 1 | | Ground terminal 31 | 27 | | Voltage supply terminal 15 |
| 2 | | Ground terminal 31 | 28 | | Voltage supply terminal 15 |
| 3 | | Voltage supply terminal 30 | 29 | D7*/1** | Selector lever lock solenoid N110 (+) |
| 4 | A9 | Solenoid valve N283 (+) | 30 | A7 | Solenoid valve N90 (+) |
| 5 | A11 | Solenoid valve N91 (+) | 31 | A13 | Solenoid valve N93 (+) |
| 6 | A4 | Solenoid valve N92 (-) | 32 | A6 | Solenoid valve N282 (-) |
| 7 | | unassigned | 33 | | unassigned |
| 8 | B2 | Gearbox oil temperature sensor G93 (-/signal) | 34 | | CAN-low |
| 9 | | K line | 35 | | unassigned |
| 10 | C7 | Multi-function switch F125 | 36 | C9 | Multi-function switch F125 |
| 11 | 4** | unassigned*, Tip + on Audi TT** | 37 | 5** | unassigned*, Tip - on Audi TT** |
| 12 | | unassigned | 38 | B5 | Gearbox output speed sender G195 (+) |
| 13 | | unassigned*, steering wheel Tip + on Audi TT** | 39 | B4 | Gearbox input speed sender G182 (-/signal) |
| 14 | | unassigned*, steering wheel Tip - on Audi TT** | 40 | | unassigned |
| 15 | A2 | Solenoid valve N89 (+) | 41 | A1 | Solenoid valve N88 (+) |
| 16 | A5 | Solenoid valve N282 (+) | 42 | A3 | Solenoid valve N92 (+) |
| 17 | A14 | Solenoid valve N93 (-) | 43 | A12 | Solenoid valve N91 (-) |
| 18 | A8 | Solenoid valve N90 (-) | 44 | A10 | Solenoid valve N283 (-) |
| 19 | | unassigned | 45 | B1 | Gearbox oil temperature sensor G93 (+) |
| 20 | | unassigned | 46 | | CAN-high |
| 21 | C8 | Reverse (R) gear signal/feedback for self-diagnosis | 47 | C1 | Multi-function switch F125 |
| 22 | C5 | Multi-function switch F125 | 48 | D6*/3** | Tiptronic information (FMR signal)*/Tiptronic gate** |
| 23 | | unassigned | 49 | | unassigned |
| 24 | B7 | Hydraulic pressure sender 1 G193 | 50 | B6 | Gearbox output speed sender G195 (-/signal) |
| 25 | B8 | Hydraulic pressure sender 2 G194 | 51 | B3 | Gearbox input speed sender G182 (+) |
| 26 | | unassigned | 52 | | unassigned*, v signal on Audi TT** |

Note

Hydraulic pressure senders G193 and G194 are not installed in gearboxes with build dates from week 27/2004 on.



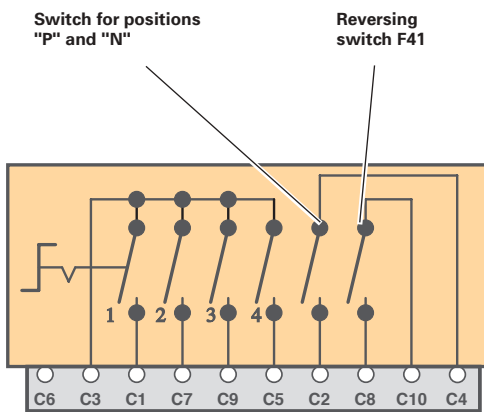
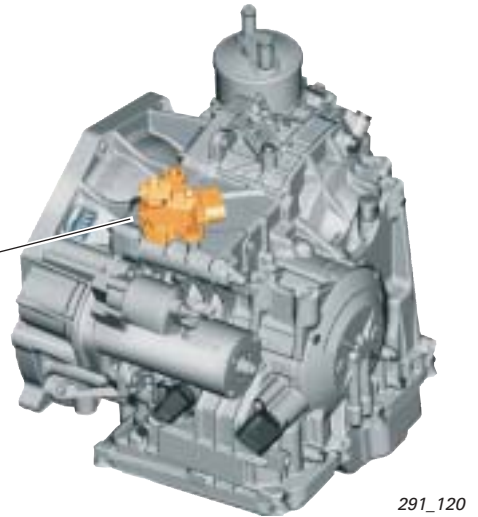
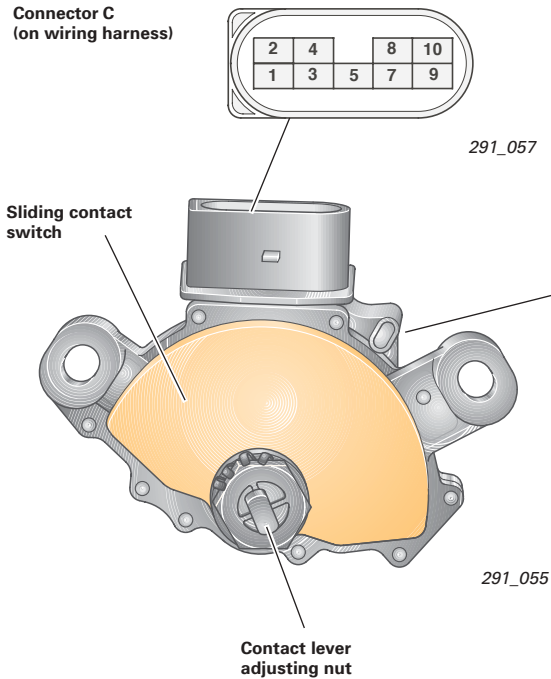
* in the Audi A3 '04
** in the Audi TT

 pin on control unit J217
 pin on connector A/B/C/D

Gearbox control

Sensors

Multi-function switch F125



291_056

The multi-function switch is a mechanical multi-position switch with 6 sliding contacts:

- 4 selector valve position switches
- 1 reversing switch F41
- 1 switch for positions "P" and "N" for starting control

Note



The contact lever adjusting nut must not be slackened!

Reference



The multi-function switch must be set after installation or if the wrong gear is indicated on the dash panel insert (refer to Workshop Manual).

Shift logic F125

| | P/N signal | | R signal | | Position signal | | | | | Data block 9/4. Value | |
|----------|------------|----|----------|----|-----------------|----|----|----|----|-----------------------|-----------------------|
| | C2 | C4 | C10 | C8 | C3 | C1 | C7 | C9 | C5 | Switch position | Intermediate position |
| P | | | | | | | | | | 1001 | |
| R | | | | | | | | | | 1100 | 1101 |
| N | | | | | | | | | | 0101 | 1101 |
| D | | | | | | | | | | 0110 | 0111 |
| S | | | | | | | | | | 1111 | 0111 |

291_058

The task of the multi-function switch F125 is to transfer selector lever positions to the gearbox control unit J217.

The information on selector lever position is required to realise the following functions:

- Starter inhibitor control
(see function diagram)
- Reversing lights control
(see function diagram)
- P/N lock control
(activation of solenoid N110)
- Sport program recognition
- Transfer of selector lever position (P/R/N/D/S)
by CAN BUS network as information for other control units

Gearbox control

Tiptronic switch F189, Audi A3 '04

The tiptronic switch F189 consists of 3 Hall sensors and is integrated in the selector lever sensors (see page 9). Switch F189 is operated by 2 permanent magnets.

The signals from F189 are evaluated by the selector lever sensors and sent through a separate interface to the gearbox control unit J217 in the form of a frequency-modulated square-wave signal.

The FM square-wave signal consists of a high pulse with a fixed time of approx. 3 ms and a low pulse time assigned to each selector lever position.

A distinction is made only between selector lever in automatic gate (P, R, N, D, S), selector lever in tiptronic gate, selector lever in Tip + and selector lever in Tip - (see DSO images).

The interface pin 48 to the selector lever sensors is monitored continuously by the self-diagnosis system.

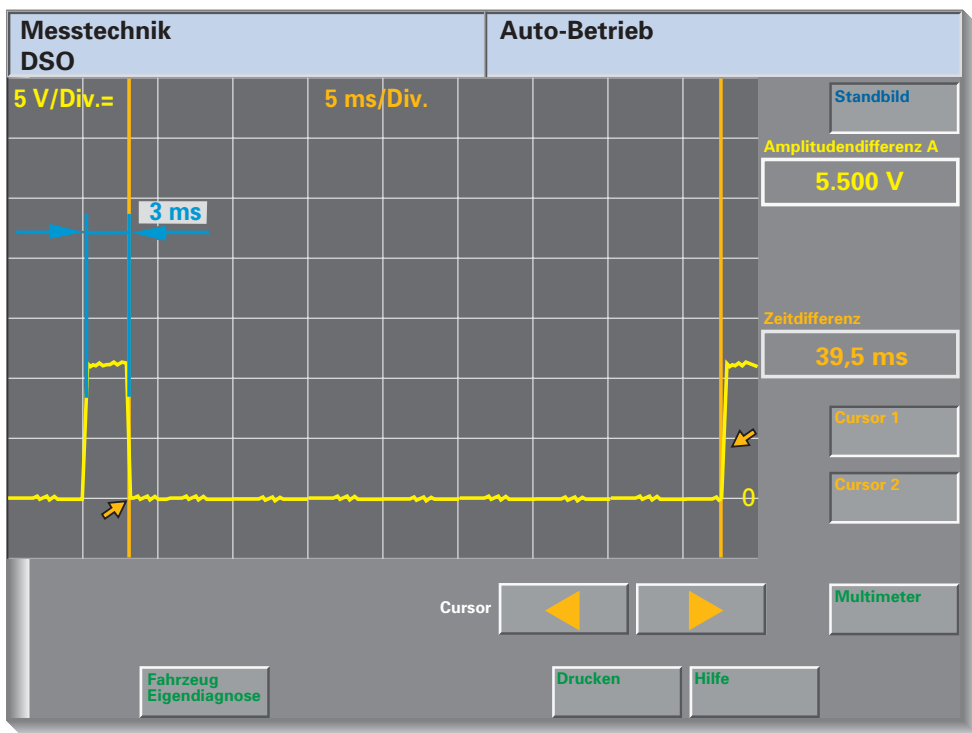
The system can diagnose and differentiate between open circuit, short circuit to positive and short circuit to ground.

Note



Intermediate positions of the selector lever or faults can produce deviating signal patterns. Faults are saved to the fault memory.

DSO image - signal from F189.
Selector lever in P, R, N, D or S



291_096

DSO connection:

- black probe tip pin 1(J217)
- red probe tip pin 48 (J217)

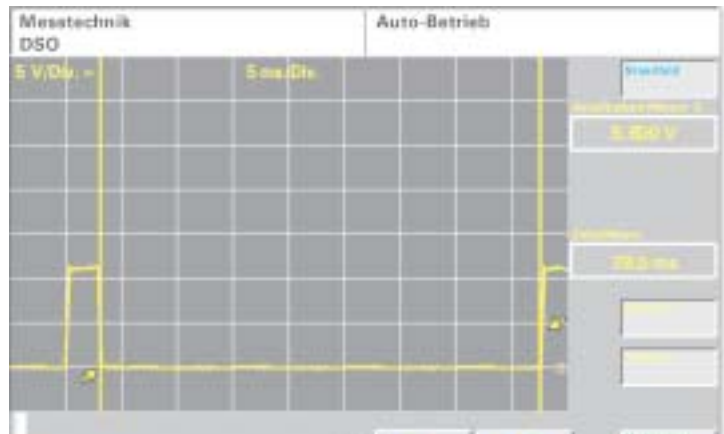
Test conditions: ignition "on"

Auxiliaries:

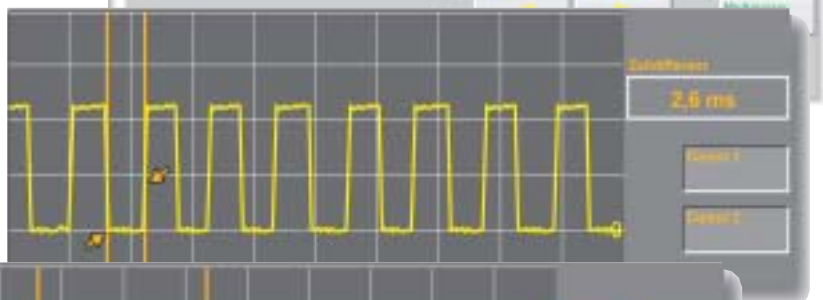
- VAS 5051
- V.A.G 1598/48 with
- V.A.G 1598/42

DSO images - signal from F189

Selector lever in P, R, N, D or S



Selector lever in tiptronic gate



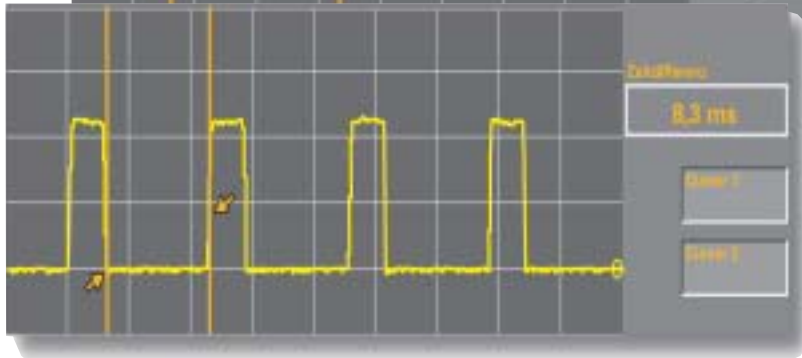
291_096

Selector lever in Tip -



291_097

Selector lever in Tip +



291_098

291_099

The selector lever sensors diagnose the tiptronic switch F189 continuously, even when the selector lever is not in the tiptronic gate or being operated.

For reasons of reliability, a malfunction of the F189 will be diagnosed even if the tiptronic has not previously been operated.

This additional safety was made necessary by the elimination of selector lever positions 4, 3 and 2. With the D/S selector lever gate, the tiptronic function must be used to prevent upshifting (move the shift selector lever into the tiptronic gate).

Gearbox control

Tiptronic switch F189, Audi TT

The tiptronic switch F189 is integrated in the selector lever gate pcb. It consists of three Hall sensors which are operated by permanent magnets on the masking panel.

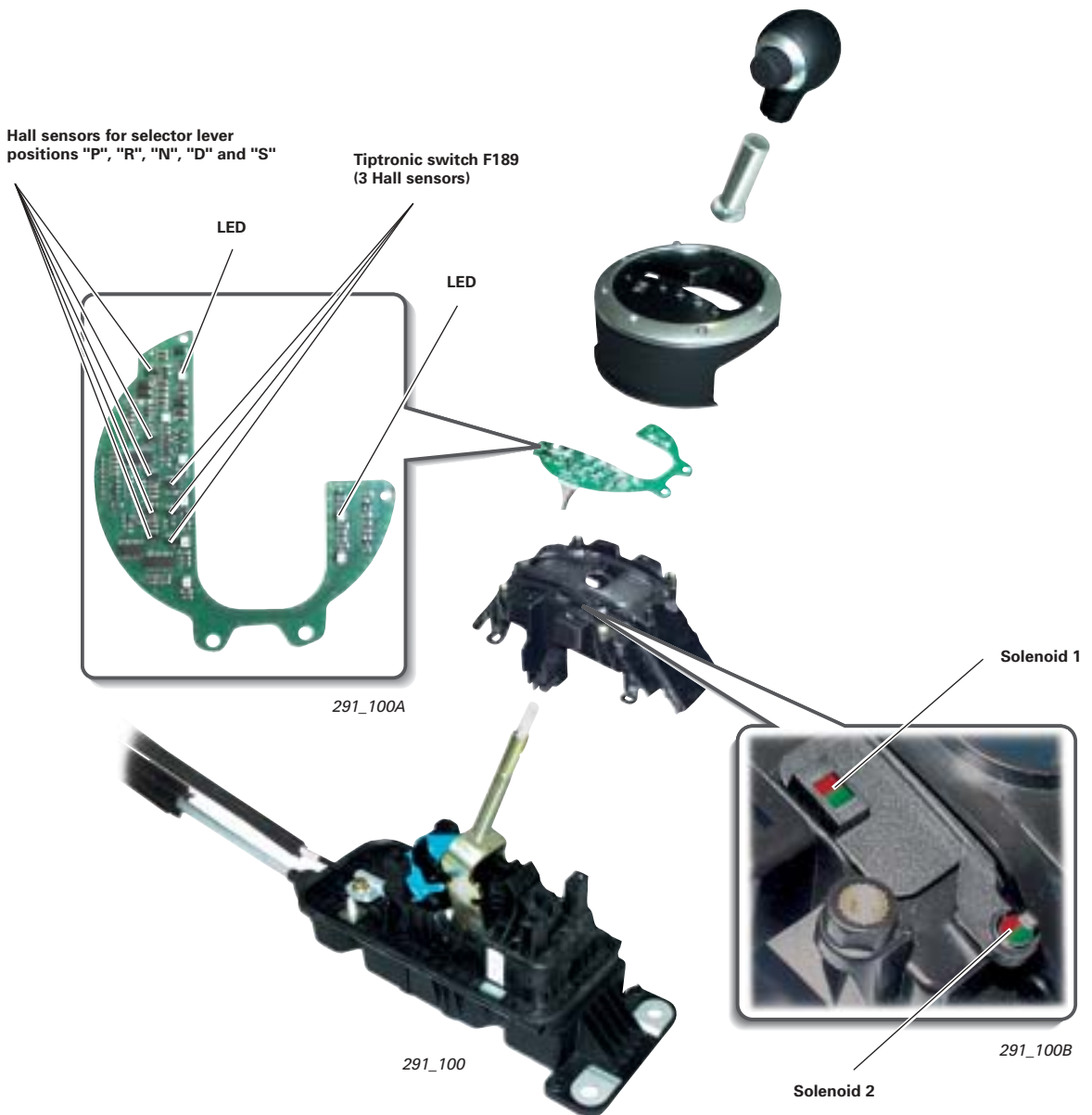
The F189 generates a square-wave signal with a fixed frequency at the outputs (pins 3, 4 and 5) of the shift gate. Depending on the "switch position" (tiptronic gate, Tip + and Tip -), the signal will be modified or the voltage level will be set to plus or minus.

Solenoid 2 is used for continuous diagnosis of the F189 in selector lever positions "D" and "S".

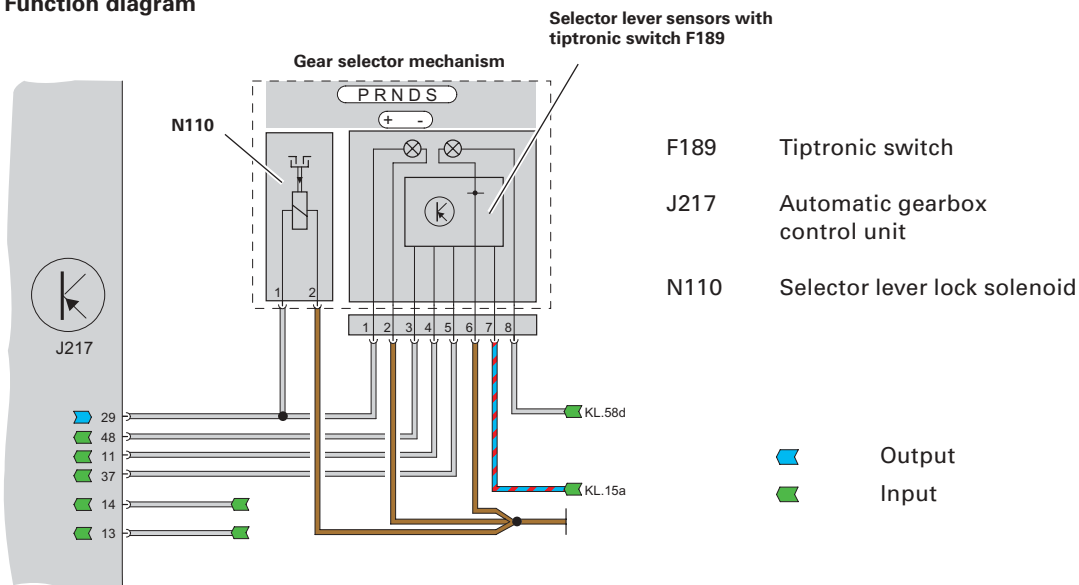
This additional safety was made necessary by the elimination of selector lever positions 5, 4, 3 and 2.

With the new selector lever gate, the tiptronic function must be used to prevent upshifting (shift selector lever into tiptronic gate), e.g. to utilise the engine brake effect when driving downhill).

For reasons of reliability, a malfunction of the F189 will be diagnosed even if the tiptronic has not previously been operated.

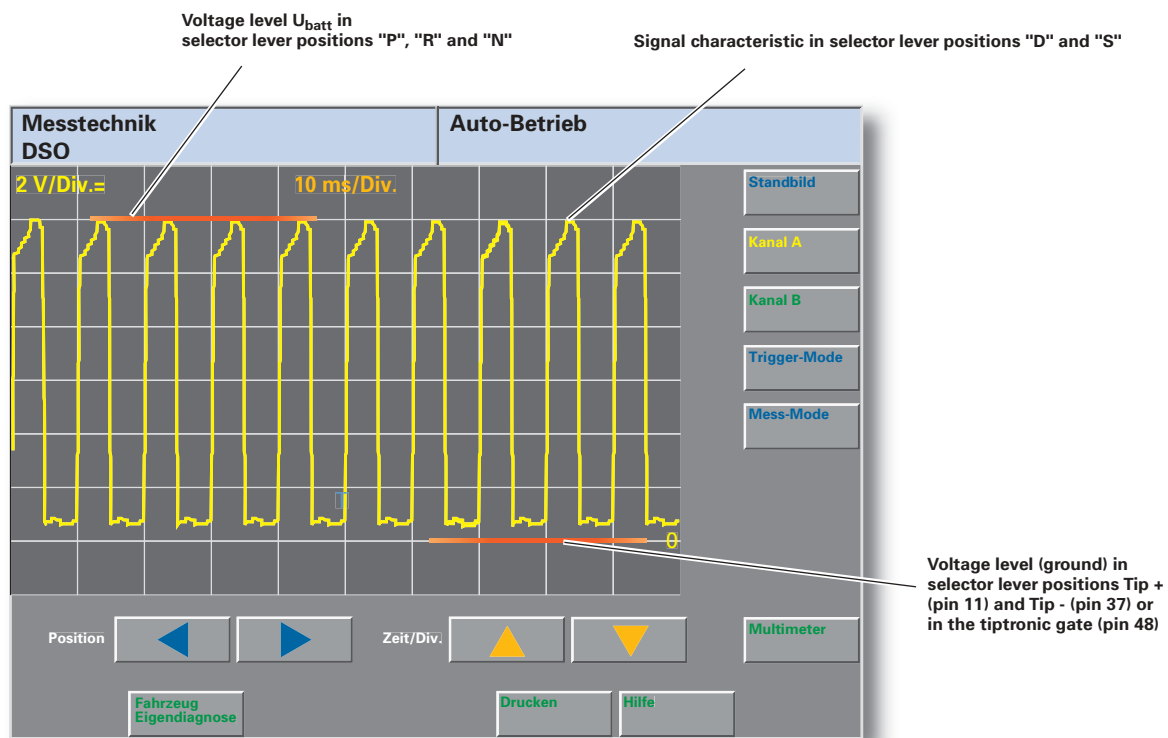


Function diagram



291_103

DSO image - signal from F189 (Audi TT)



291_020

DSO connection:

- black probe tip pin 1 (J217)
- red probe tip pin 11, 37 or 48 (J217)

Auxiliaries:

- VAS 5051
- V.A.G 1598/48 with
- V.A.G 1598/42

Test conditions: "ignition "on" (engine not running)

Gearbox control

Gearbox input speed sender G182

The G182 determines the gearbox input speed (turbine speed) at the external disc carrier of clutch K2.

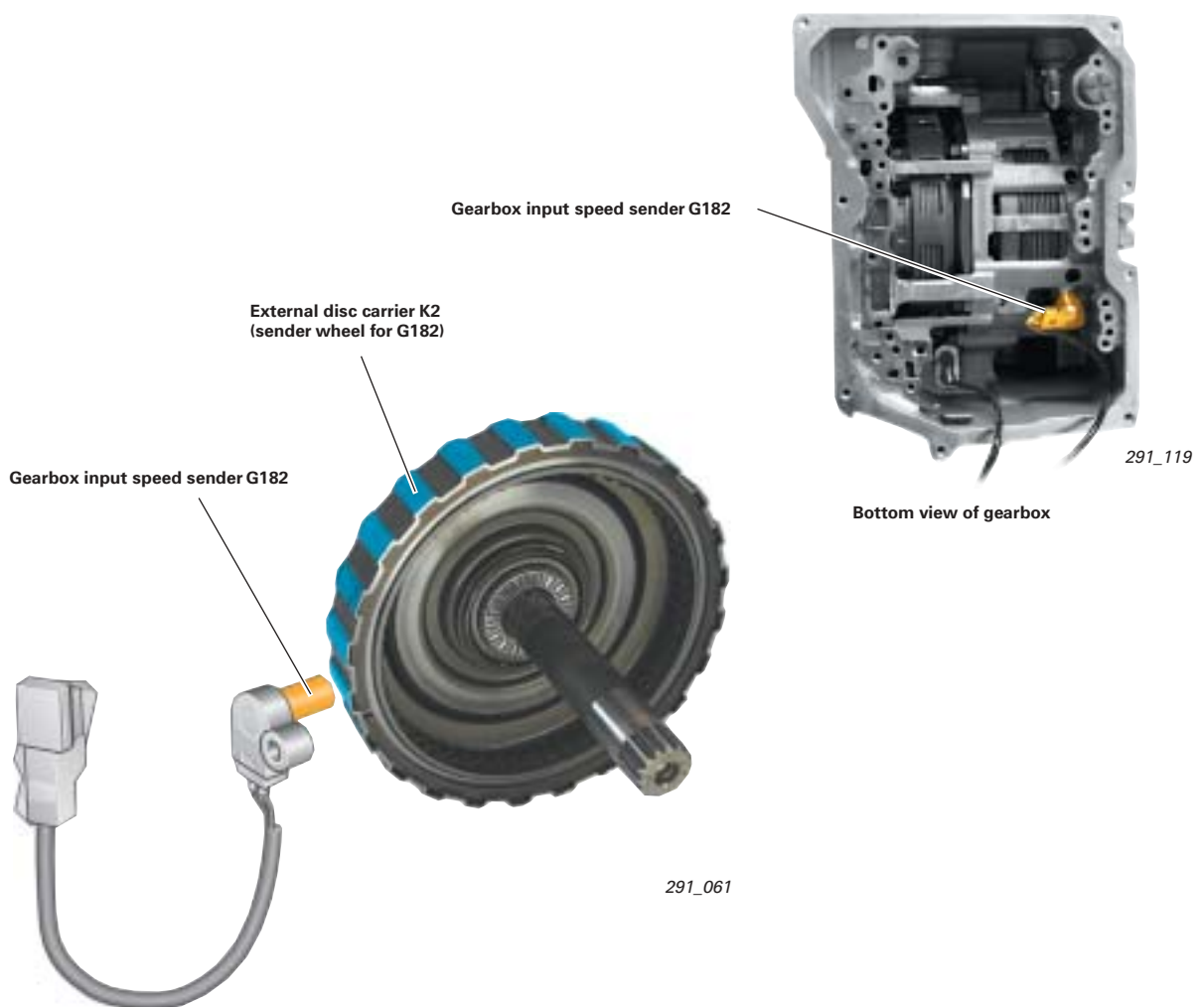
The electronic gearbox control requires the exact turbine speed to realise the following functions:

- Control, adaption and monitoring of gear shift operations and gear selection
- Control and monitoring of the torque converter lock-up clutch
- Diagnosis of the shifting components and plausibilisation of engine speed and gearbox output speed

Note



Due to torque converter slip, the gearbox input speed (turbine speed) is not equivalent to the engine speed (except when the torque converter lock-up clutch is fully closed).

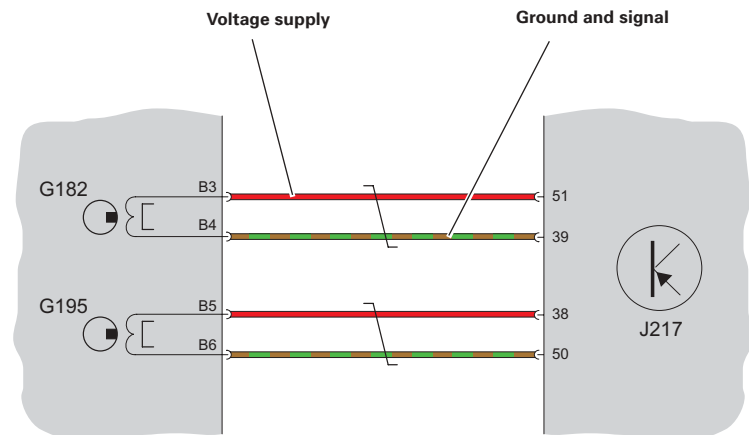


Protective and substitute function in case of failure:

- The engine speed is used as a substitute value
- No adaption of gear shift operations
- No controlled operation of the torque converter lock-up clutch (open or closed only)
- No pressure control when selecting gears (e.g. N-D or N-R), harsh engagement

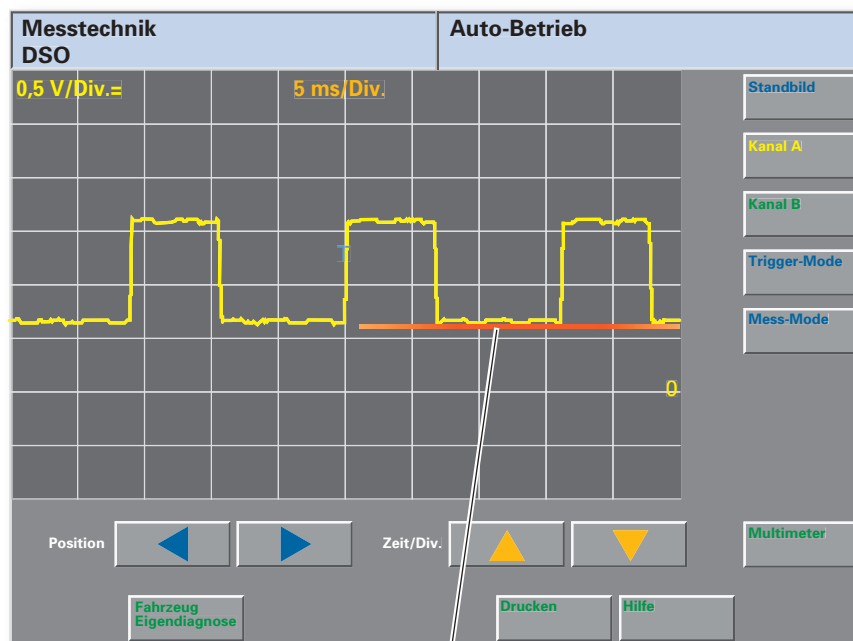
Function - sender G182

Sender G182 is based on the Hall principle.
The output signal is a square-wave signal whose frequency is proportional to turbine speed.



291_064

DSO image - signal from G182



Voltage level when turbine shaft is stationary
(gear selected/road speed 0 kph)

291_065

DSO connection for G182

- black probe tip pin 1
- red probe tip pin 39

Test conditions:

- Engine idling
- Selector lever in position N or P

Auxiliaries:

- VAS 5051
- V.A.G 1598/48 with
- V.A.G 1598/42

Gearbox control

Gearbox output speed sender G195

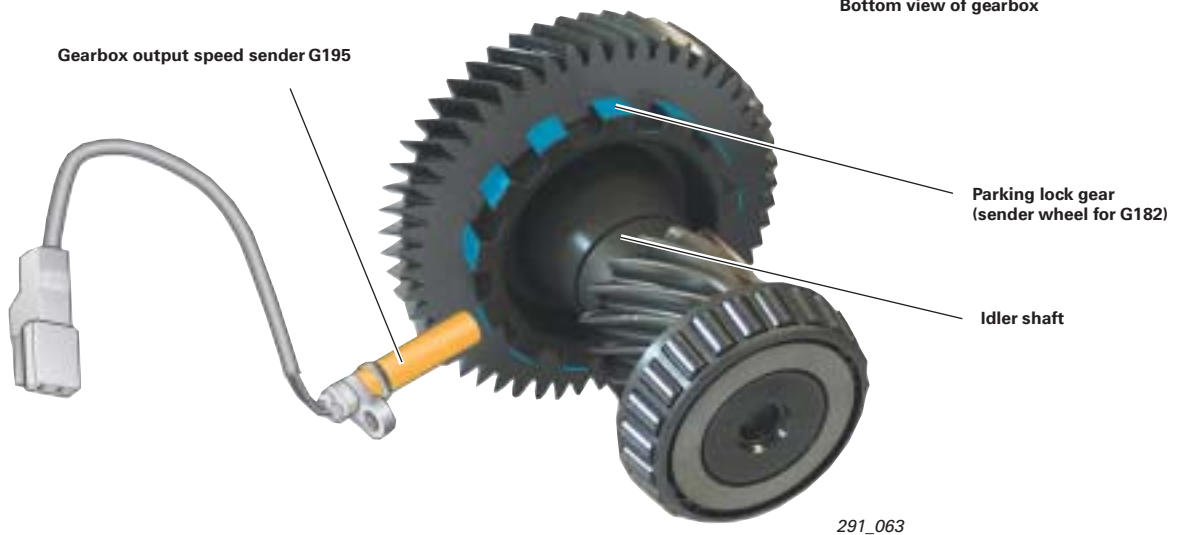
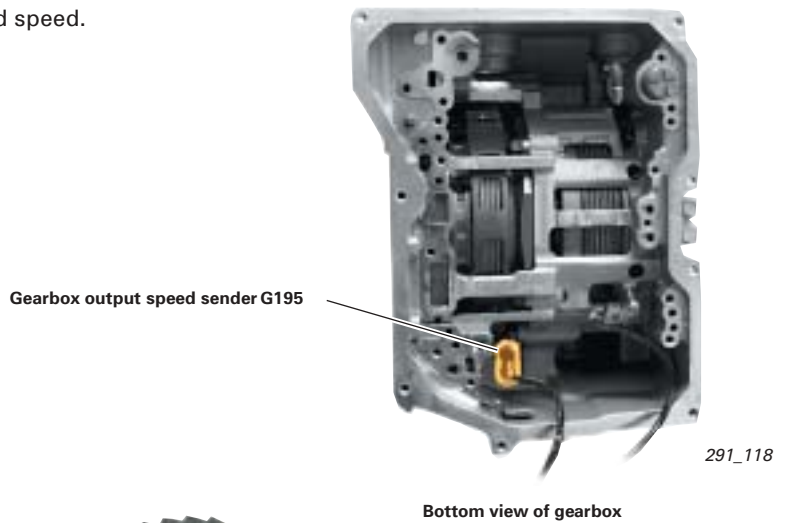
The G195 determines the gearbox output speed (gearbox output speed) at the parking lock gear.

The parking lock gear is a component part of the driven intermediate shaft gearwheel. On account of the ratio between planetary gear output and intermediate shaft, both speeds are proportional to each other. The control unit computes the actual gearbox output speed based on the programmed reduction ratio.

One of the most important signals generated by the electronic gearbox control is the gearbox output speed. There is a defined relationship between gearbox output speed and vehicle road speed.

The gearbox output speed is required to realise the following functions:

- Shift point selection
- Functions of the Dynamic Shift Program DSP (e.g. driving condition evaluation)
- Diagnosis of shifting components and plausibilisation of engine and turbine speed (gear monitoring)



Protective and substitute function in case of failure:

- The wheel speeds from the ESP control unit are used as a substitute value (transmitted by CAN-BUS)
- Limited DSP capability

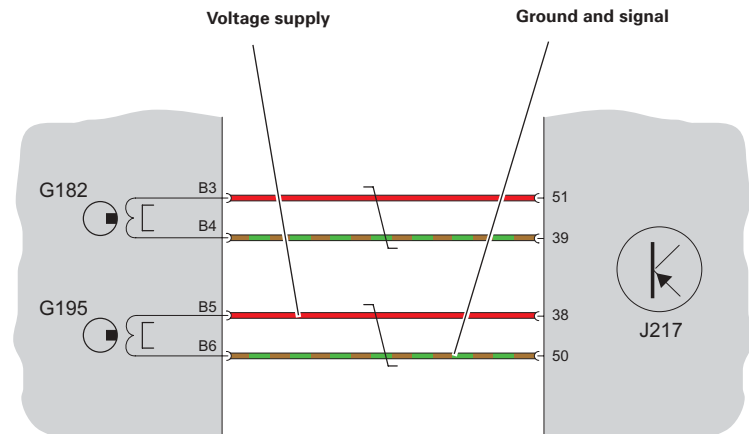
Note



Pay attention to correct assignment of parts and coding due to the dependence of road speed (v signal) on final drive ratio.

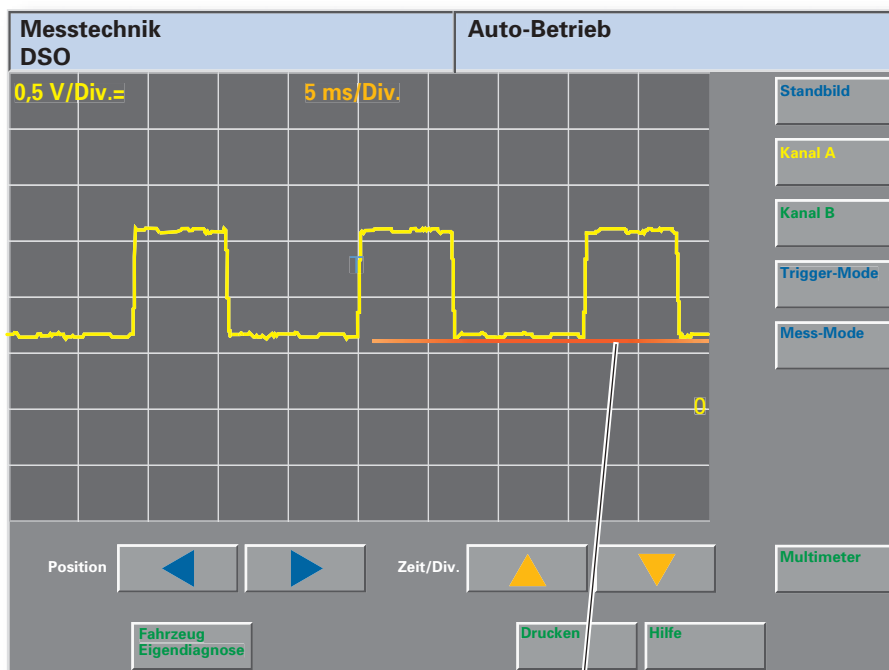
Function - sender G195

Sender G195 is based on the Hall principle.
The output signal is a square-wave signal whose frequency is proportional to gearbox output speed (road speed).



DSO image - signal from G195

291_064



Voltage level at a road speed of 0 kph

291_065

DSO connection for G195

- black probe tip pin 1
- red probe tip pin 50

Auxiliaries:

Test conditions:

- Road speed 10 kph
- Selector lever in position D, engine idling (vehicle raised on auto-hoist)

- VAS 5051
- V.A.G 1598/48 with
- V.A.G 1598/42

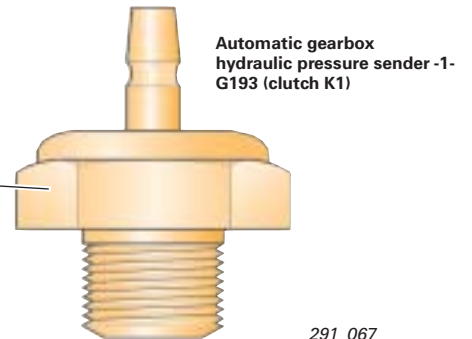
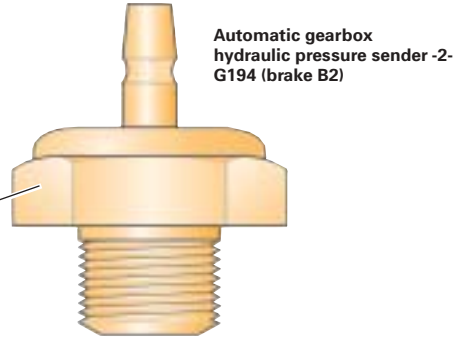
Gearbox control

Hydraulic pressure senders G193 and G194

Bottom view of valve body on gearbox



291_039A



291_067

G193 and G194 are diaphragm pressure switches and connect to ground when pressure exceeds approx. 3 bar.

Both switches are identical.

The switching signals are used to monitor the electrohydraulic control.

They provide the control unit J217 with feedback on the circuit state or electrohydraulic activation of shifting components K1 and B2.

As a result, malfunctions of the electrohydraulic control can be diagnosed more accurately and the appropriate safety precautions taken.

Protective and substitute function in case of failure:

- If the malfunction occurs, then the emergency running mode is activated and/or engine torque is reduced depending on the situation.

Note

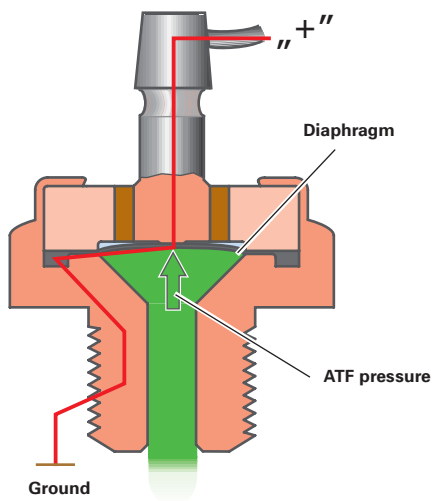


Hydraulic pressure senders G193 and G194 are not installed in gearboxes with build dates from week 27/2004 on.

The G193 responds to the hydraulic activation of clutch K1.
 G194 responds to the electrohydraulic activation of brake B2. Therefore, G194 shifts to tiptronic mode only - first gear.

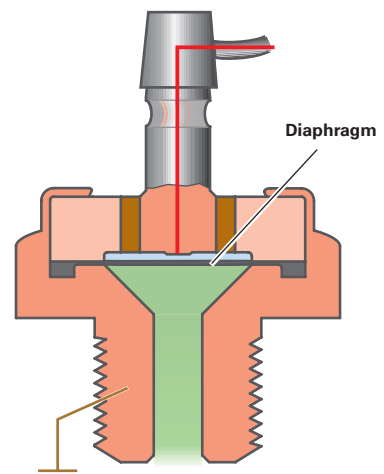
Since reverse gear is only engaged by the gear selector valve (mechanical and hydraulic), G194 is not closed in reverse (R) gear (see shift logic on page 32 and description of gear on page 40).

Switch "closed"
 ATF pressure > approx. 3 bar

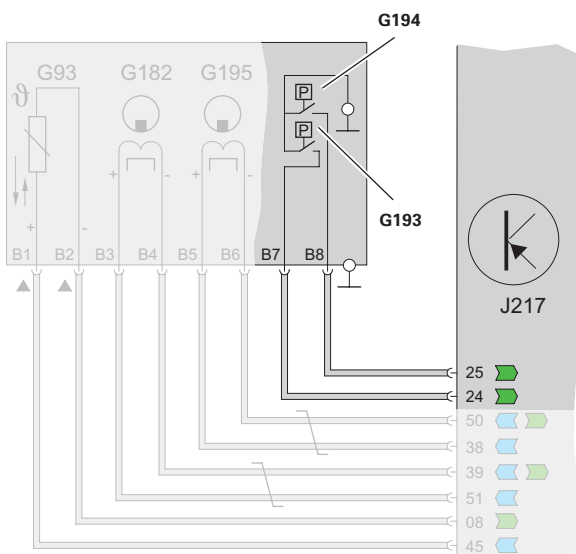


291_068

Switch "open"
 ATF pressure < approx. 3 bar



291_069



291_106

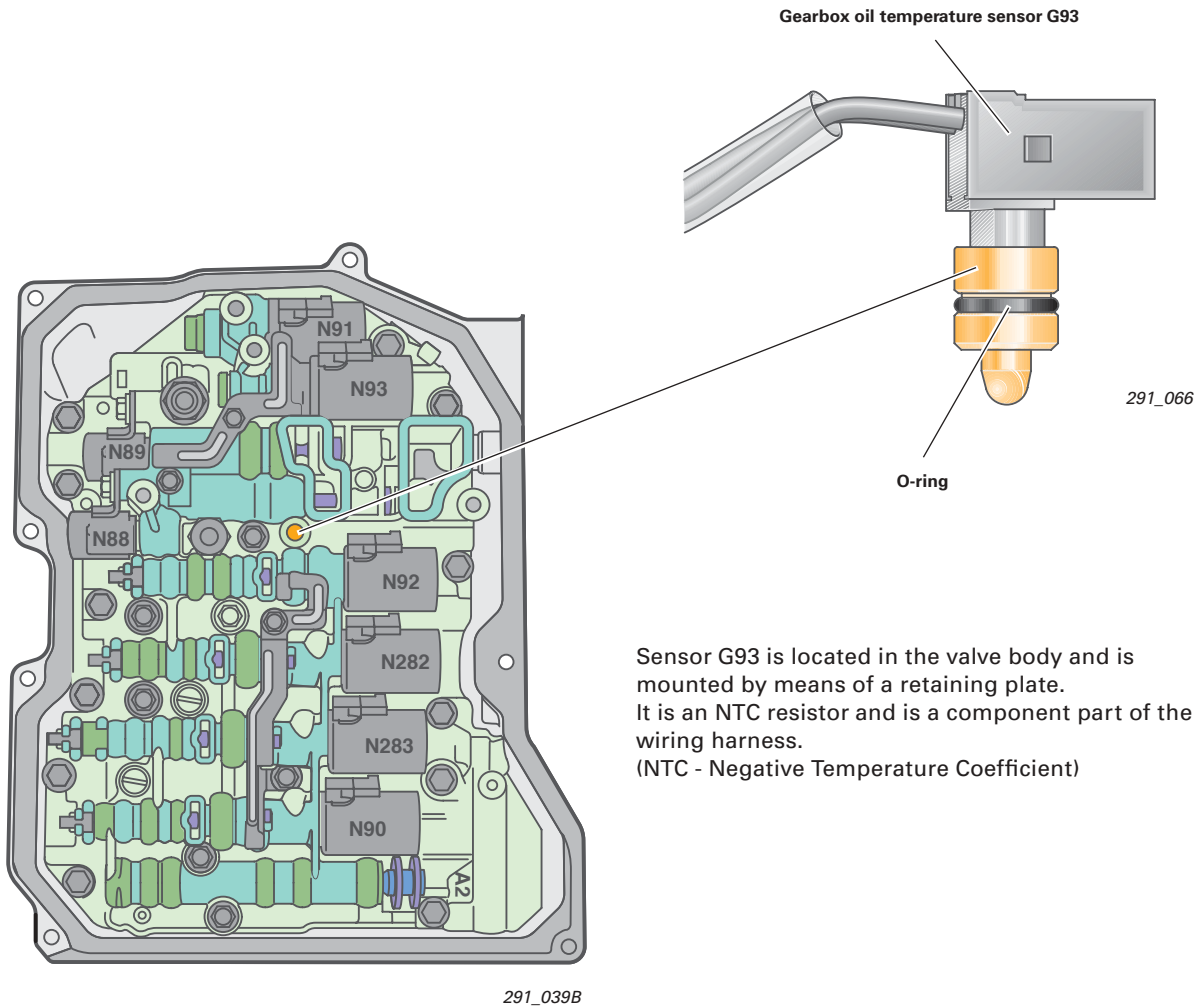
Legend

- G193 Automatic gearbox hydraulic pressure sender -1-
- G194 Automatic gearbox hydraulic pressure sender -2-
- J217 Automatic gearbox control unit

- Output
- Input

Gearbox control

Gearbox oil temperature sensor G93



Sensor G93 is located in the valve body and is mounted by means of a retaining plate. It is an NTC resistor and is a component part of the wiring harness. (NTC - Negative Temperature Coefficient)

The ATF temperature is required to realise the following functions:

- Adaptation of shift pressures (system pressure) as well as pressure increase and pressure reduction during gearshifts.
- Activation and deactivation of temperature-dependent functions (warm-up program, torque converter lock-up clutch, etc.).
- Activation of gearbox protection measures if the ATF temperature is too high (Hotmode).
- Adaptation of shift pressures (EDL pilot current)

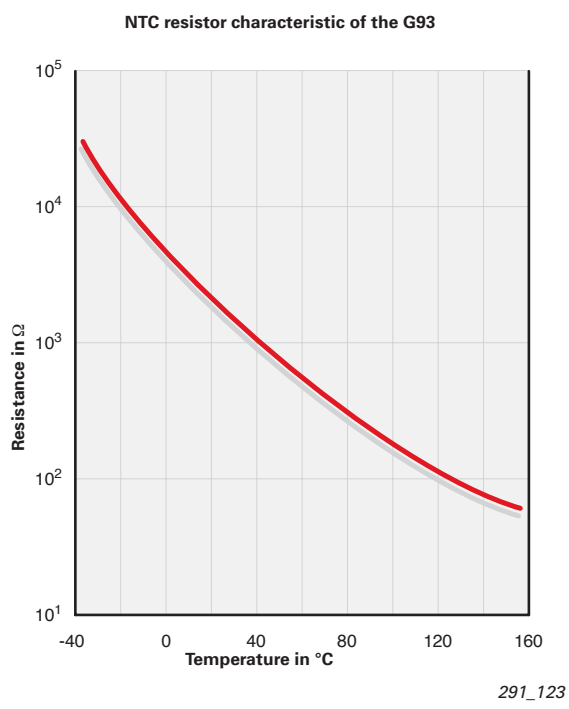
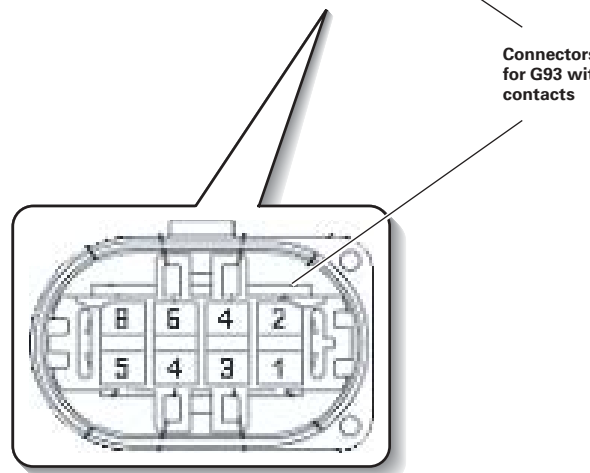
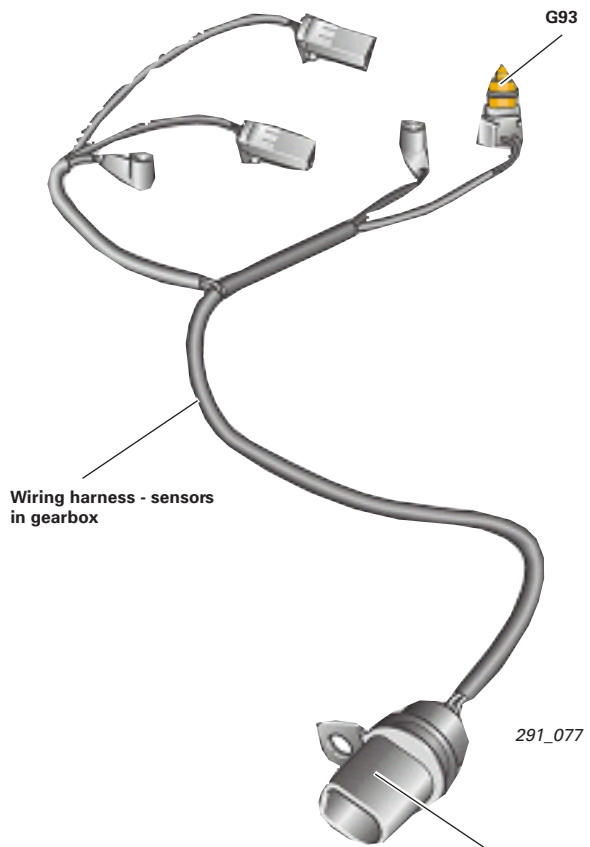
As protection against overheating, counter-measures (Hotmode) are initiated if defined temperature threshold values are exceeded:

Hotmode 1. Stage (approx. 127 °C):

The DSP function is used to bias the shift characteristics towards higher engine speeds. The operating range in which the torque converter lock-up clutch is closed is extended.

Hotmode 2. Stage (approx. 150 °C): Engine torque is reduced.

Wiring harness with G93



Protective and substitute function in case of failure:

- A substitute value is generated from the engine temperature and the operating time.
- No controlled operation of the torque converter lock-up clutch (open or closed only)
- No adaptation of shift pressures (which generally results in more harsh engagement)

Gearbox control

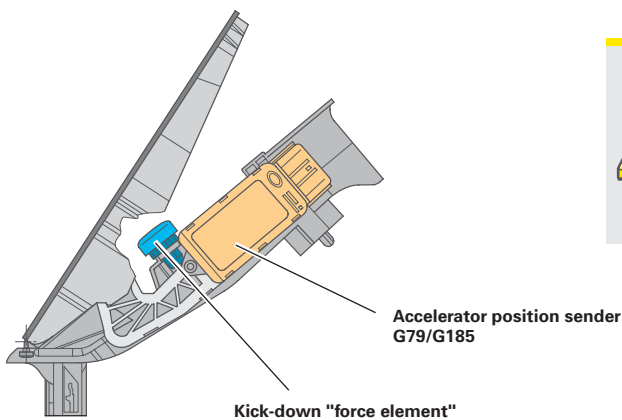
Interfaces/auxiliary signals

Kick-down information

There is no separate switch for kick-down information. A "force element" is integrated in the accelerator position sender in place of the stop buffer (for manual gearboxes). The force element produces a "mechanical pressure point" which conveys an authentic "kickdown feel" to the driver. When the driver operates the kickdown, the full-load voltage of the accelerator position senders G79 and G185 is exceeded.

If a voltage defined in the engine control unit is attained in the process, this is interpreted as a kickdown and transferred to the automatic gear box (via driveline CAN bus). The kick-down point can only be checked using the diagnostic tester.

Accelerator pedal of Audi A3 '04



291_071

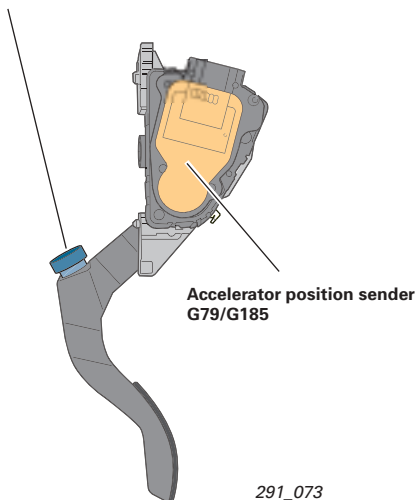
Reference



For a description of the function of the accelerator pedal module in the Audi A3 '04, refer to SSP 290 (from page 27).

Accelerator pedal of the Audi TT

Kick-down "force element"

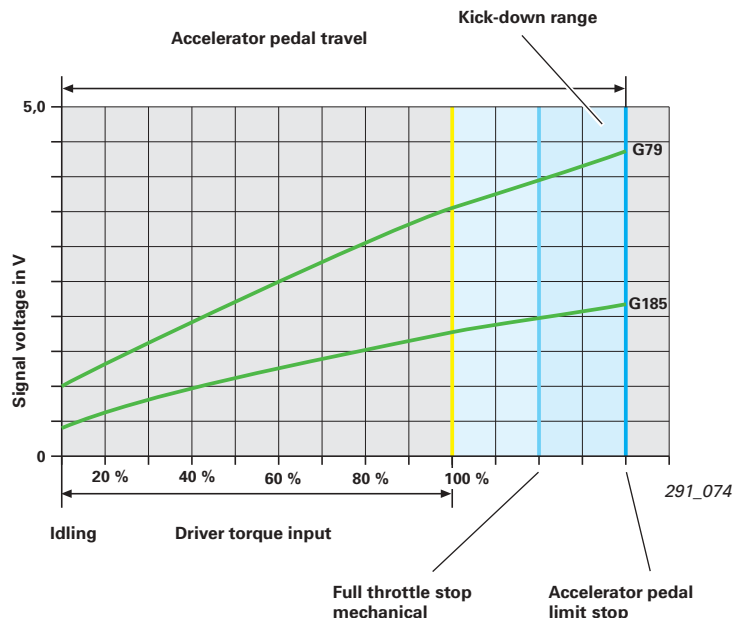


291_073

Note



If the accelerator pedal module or the engine control unit in the Audi TT is replaced, the kick-down point must be readapted.



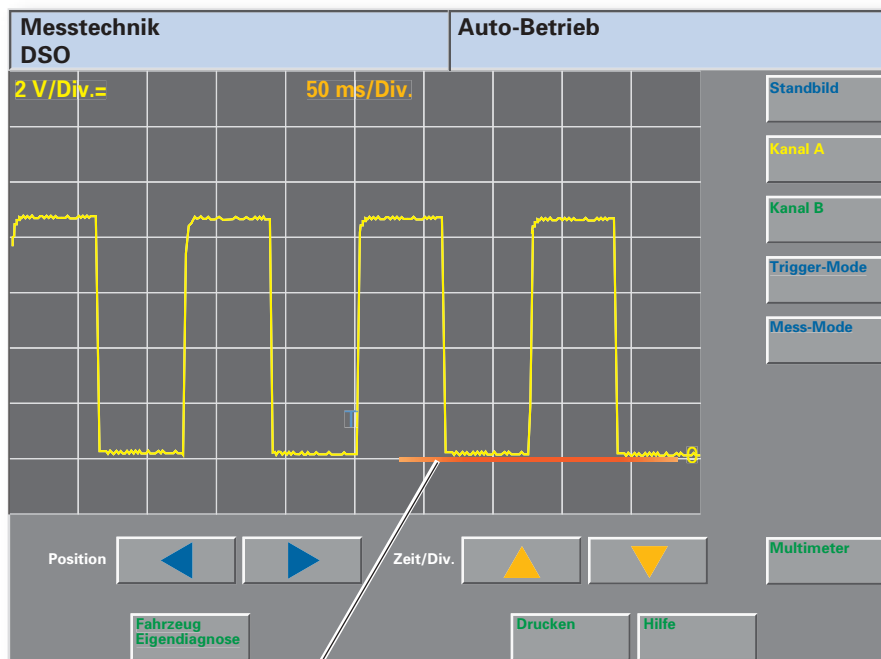
Road speed signal - Audi TT (v signal)

To allow use of the 09G gearbox in the Audi TT, the J217 generates a road speed signal for the dash panel insert.

The v signal is a square-wave signal which replaces a separate speedometer sender, as found on some vehicles with manual transmission.

The v signal is required only for the Audi TT, since, unlike the Audi A3 '04, the dash panel insert does not process road speed signals via CAN-Bus.

DSO image - v signal



291_076

DSO connection for v signal

- black probe tip pin 1
- red probe tip pin 52

Test conditions:

- Road speed approx. 10 kph

Auxiliaries:

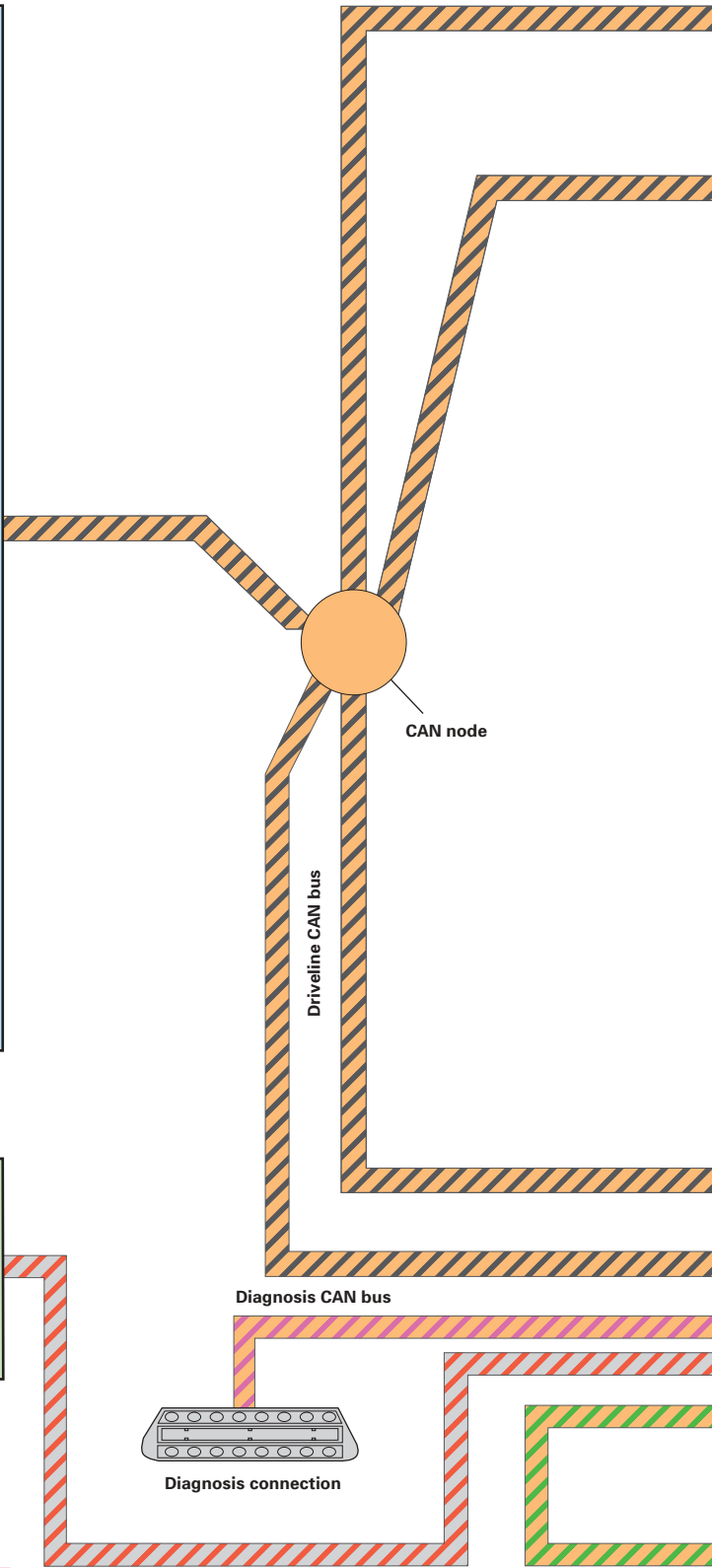
- VAS 5051
- V.A.G 1598/48 with
- V.A.G 1598/42

Gearbox control


Communication via CAN bus on Audi A3 '04

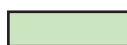
- J217 - Automatic gearbox control unit**
- ▶ System status
 - ▶ Fault memory entry
 - ▶ Torque converter loss
 - ▶ Selector mechanism active
 - ▶ Coding in engine control unit
 - ▶ momentary gear or target gear
 - ▶ Selector lever position
 - ▶ Motion resistance index
 - ▶ Information on emergency running mode and self-diagnosis
 - ▶ OBD status
 - ▶ Fault memory status
 - ▶ Nominal idling speed
 - ▶ Torque gradient limitation (torque converter/gearbox protection)
 - ▶ Torque converter/gearbox protection status
 - ▶ Selector lever position display
 - ▶ Nominal engine torque (gearbox intervention)
 - ▶ selected gear
 - ▶ CAN sleep indication
 - ▶ Torque converter lock-up clutch status
 - ▶ Self-diagnosis/measured data

- J285 - Control unit with display in dash panel insert**
- ▶ Tyre circumference



Note
 Communication via CAN bus on Audi A3 '04 (gearbox-specific)

 = information sent by the gearbox control unit

 = information received by the gearbox control unit

J220 - Motronic control unit

- ▶ Accelerator pedal angle
- ▶ Kick-down
- ▶ Engine torque data (nominal/actual)
- ▶ Engine speed
- ▶ Driver torque input
- ▶ Coolant temperature
- ▶ Brake light/brake pedal switch
- ▶ Air conditioning system activation
- ▶ CCS status
- ▶ Altitude info
- ▶ System status
- ▶ Coding
- ▶ Gearbox control unit coding
- ▶ A/C activation

J104 - ESP control unit

- ▶ Lateral acceleration
- ▶ ESP intervention
- ▶ TCS shift control
- ▶ Wheel speeds (front left, front right, rear left, rear right)
- ▶ System status

J527 - Steering column electronics control unit

Control unit J527 serves as a LIN master for control unit J453.

G85 - Steering angle sender

- ▶ Steer angle
- ▶ Steer angle speed
- ▶ System status

J533 - Data bus diagnostic interface (gateway)

- ▶ Mileage (km)
- ▶ Time, date
- ▶ CAN sleep acknowledge

J519 - Onboard power supply control unit

Status and recognition of terminal 15.
Term. 15 NL, term. P, term. S, term. X

J453 - Multi-function steering wheel control unit

- ▶ Tiptronic status
- ▶ Tiptronic shift request +
- ▶ Tiptronic shift request -

LIN data bus

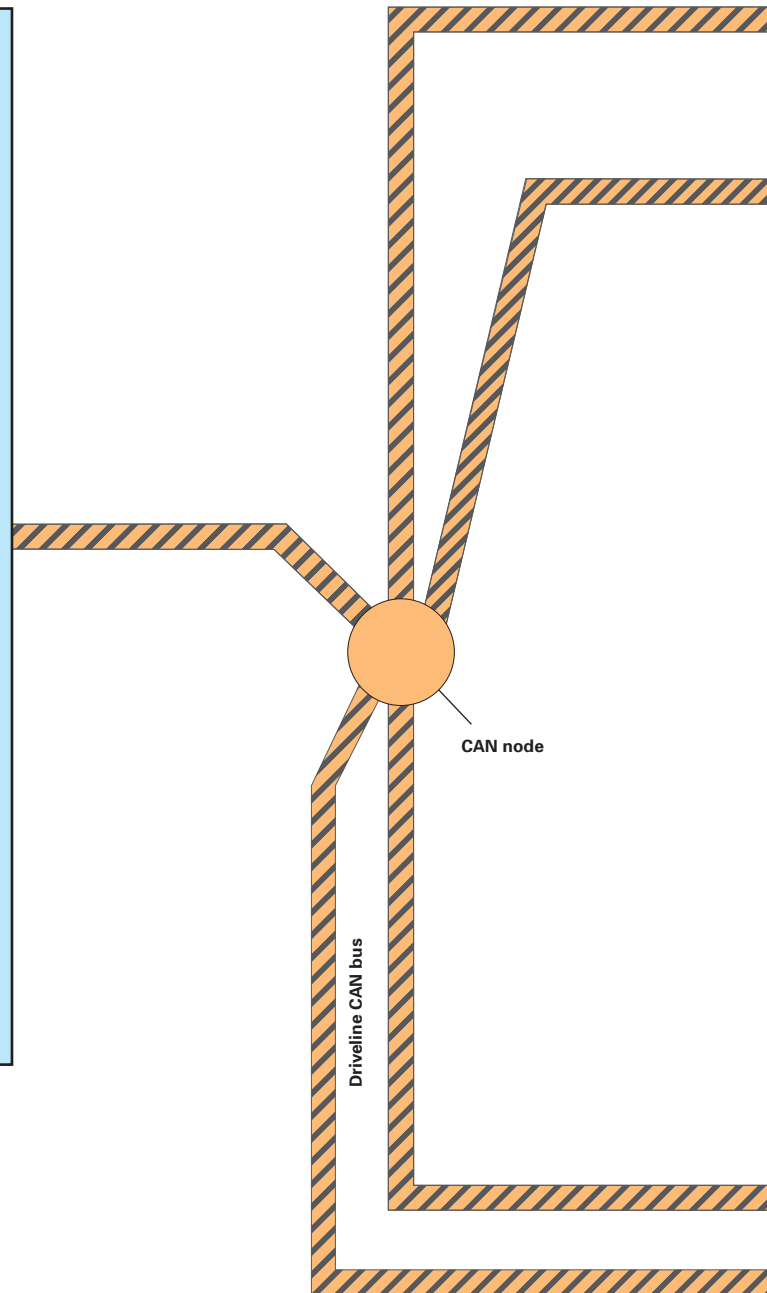
CAN node

Gearbox control

Communication via CAN bus on Audi TT

J217 - Automatic gearbox control unit

- ▶ System status
- ▶ Fault memory entry
- ▶ Torque converter loss
- ▶ Selector mechanism active
- ▶ Coding in engine control unit
- ▶ Momentary gear or target gear
- ▶ Selector lever position
- ▶ Aerodynamic drag index
- ▶ Information on emergency running mode and self-diagnosis
- ▶ OBD status
- ▶ Fault memory status
- ▶ Nominal idling speed
- ▶ Torque gradient limitation (torque converter/gearbox protection)
- ▶ Torque converter/gearbox protection status
- ▶ Selector lever position display
- ▶ Nominal engine torque (gearbox intervention)
- ▶ selected gear
- ▶ CAN sleep indication
- ▶ Torque converter lock-up clutch status
- ▶ Self-diagnosis/measured data



Note

Communication via CAN bus on Audi TT (gearbox-specific)



J220 – Motronic control unit

- ▶ Accelerator pedal angle
- ▶ Kick-down
- ▶ Engine torque data (nominal/actual)
- ▶ Engine speed
- ▶ Driver torque input
- ▶ Coolant temperature
- ▶ Brake light/brake pedal switch
- ▶ Air conditioning system activation
- ▶ CCS status
- ▶ Altitude info
- ▶ System status
- ▶ Coding
- ▶ Gearbox control unit coding
- ▶ A/C activation

J104 – ESP control unit

- ▶ Lateral acceleration
- ▶ ESP intervention
- ▶ TCS shift control
- ▶ Wheel speeds (front left, front right, rear left, rear right)
- ▶ System status

G85 – Steering angle sender

- ▶ Steer angle
- ▶ Steer angle speed
- ▶ System status

J285 – Control unit with display in dash panel insert

- ▶ Tyre circumference

291_095

 = information sent by the gearbox control unit

 = information received by the gearbox control unit

Distributed functions in the Audi A3 '04

Starter inhibitor, reversing light

The functions, starter inhibitor (control of terminal 50) and reversing lights in the Audi A3 '04 are controlled by the onboard power supply control unit J519.

The P/N signal (ground) for control of terminal 50 is transferred from multi-function switch F125 to J519 (discrete wired).

Control unit J519 controls the terminal 50 voltage supply relay J682.

See function diagram on page 42.

The information "reverse gear selected" is initially sent from F125 to the gearbox control unit J217. Control unit J217 relays this information to the driveline CAN bus. The information is then sent via the convenience CAN bus through the data bus diagnostic interface J533 (gateway) to J519, which activates the reversing lights (see current flow diagram).

Reference

For further information about the J519, refer to SSP 312 (from page 12).



Dynamic Shift Program DSP

As a modern automatic gearbox, the 09G also features the latest generation of Dynamic Shift Program (DSP).

DSP evaluates vehicle operating parameters such as motion resistance (e.g. uphill gradient), route (e.g. corner) and driver type (driving style).

The main parameters used to compute the gear to be selected have not changed fundamentally compared to previous automatic gearboxes. Due to the increasing degree of networking between the gearbox control system and other in-vehicle systems, such as engine, ESP or steering angle sensor, there is a larger amount of information available on momentary vehicle operating status and driving style.

Reference

For a detailed description of the function of the DSP, refer to SSP 284 (from page 36).



Tiptronic shift strategy

- Automatic upshift when engine speed reaches maximum threshold
- Automatic downshift when engine speed falls below minimum threshold
- Kick-down
- Driving away in second gear by selecting second gear before starting off¹⁾
- Upshift prevention and downshift prevention²⁾

¹⁾ Driving away is normally performed in first gear. **It is possible to drive away in second gear** by shifting up into second gear before starting off (select using tiptronic steering wheel or selector lever).

This makes it easier to drive away on road surfaces with a low frictional coefficient, e.g. on icy or snow-covered roads.

²⁾ In addition to allowing gearshifts to be performed manually, the tiptronic function is required to utilise the engine brake effect. Due to the elimination of positions 4, 3 and 2 (new selector lever gate with positions "D" and "S"), the tiptronic function must be used to prevent upshifting (move the selector lever into the tiptronic gate).

Sport program "S"

In the "S" position of the selector lever, a sporty shift program is available.

When the electronic control unit receives the information "selector lever in "S" position", the shift characteristic is biased towards higher engine speeds. This enhances the vehicle's driving dynamics.

In the "S" selector lever position, the DSP adapts to the driver's chosen style and the driving situation.

The "S" programme has the following special features:

- If the selector lever is moved to the "S" position while maintaining a constant accelerator position, a downshift is performed within defined bounds.
- To achieve a more direct throttle response to movements of the accelerator pedal, the vehicle is, where possible, operated with the torque converter lock-up clutch closed.
- If the sixth gear is configured as an overdrive gear, only gears 1 to 5 are selected.

Emergency running mode

In the event of faults/malfunctions which activate the mechanical emergency running mode, third gear is always engaged if the vehicle is being driven in any gear up to third.

If the gearbox is already in fourth, fifth or sixth gear, the currently selected gear is held until the selector lever is moved into a neutral position or the engine is shut off.

When the vehicle is restarted in selector lever position "D" or "S", third gear will always be engaged.

Reverse gear can be engaged (reverse (R) gear lock is inactive).

Maximum shift pressure is applied to the shifting components, resulting in harsh gear changes.

The torque converter lock-up clutch remains open.



291_093

Reference

For further information, refer to SSP 284 (as of page 34).



Towing

While the vehicle is being towed, the oil pump does not run, with the result that there is no supply of lubricant to rotating components.

To avoid serious damage to the gearbox, the following conditions must be observed:

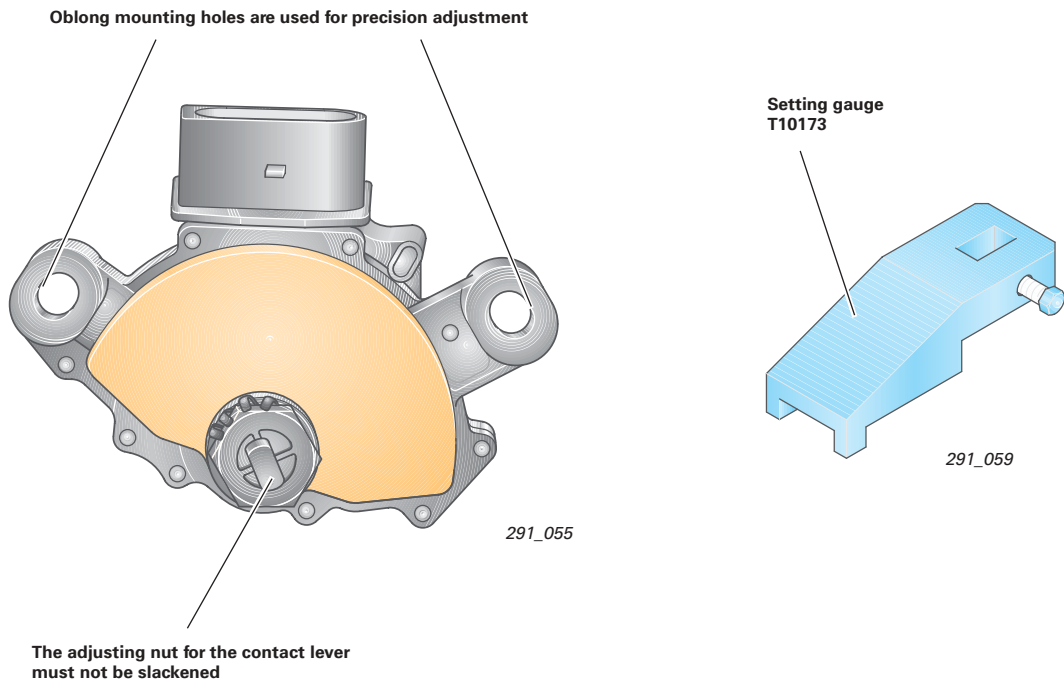
- The selector lever must be in position "N".
- A max. towing speed of 50 kph must not be exceeded.
- The vehicle must not be towed for a distance exceeding 50 km.

It is not possible to jump-start the engine by towing (e.g. if battery charge level is too low).

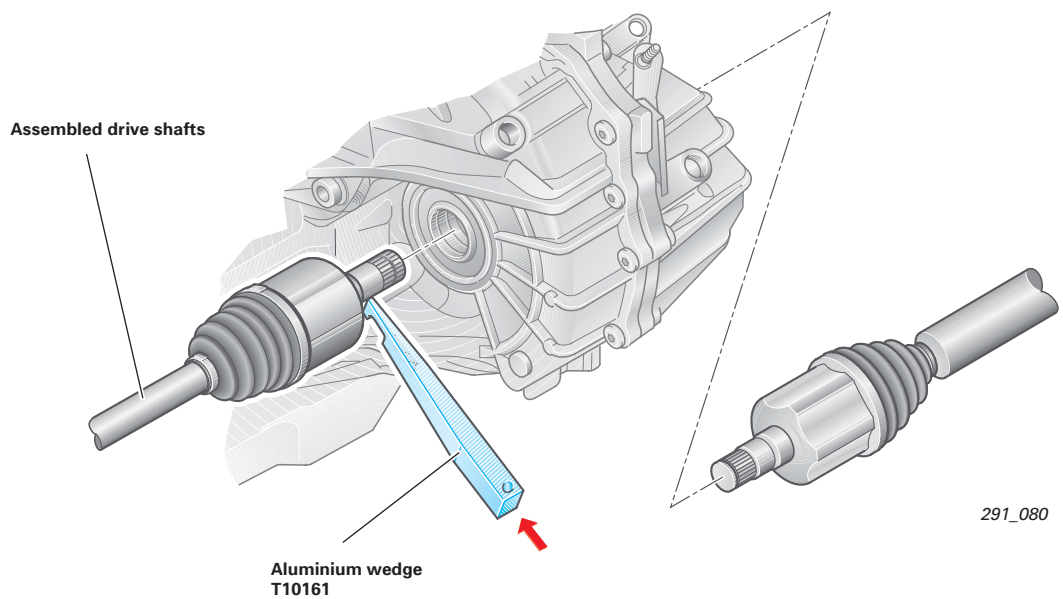
If the battery is disconnected or flat, the selector lever emergency release must be operated in order to move the selector lever from "P" to "N" (see page 10).

Special tools

Setting - multi-function switch F125



Removal - drive shafts



Glossary

i constant

The letter "i" is the formula symbol for gear ratio.
i constant is the constant gear ratio which applies to all gears.
In this case, the idler and the final drive are affected.
i constant simplifies the calculation of i overall (overall gear ratio).

Spread

In the context of gearboxes, the "spread" is the "ratio range" of a gearbox.
The spread value is the difference between the ratios of the lowest and highest gears (first and sixth). The spread is calculated by dividing the first gear ratio by the ratio of the highest gear (in this case: 6th gear).

Example using 09G gearbox:

i First gear 4.148
i Sixth gear 0.686 $4.148 : 0.686 = 6.05$ (value rounded up)

The advantages of a wide spread are:
in addition to a high starting torque ratio (for high pulling power), a low end torque multiplication ratio is achieved. This results in a reduced engine speed, which in turn lowers noise emission and improves fuel economy.

A wide spread requires a certain number of gears in order to avoid overly large speed differentials during gearshifts (ratio steps).
When changing gears, the engine speed must not be allowed to enter low torque rpm ranges which will inhibit or prevent acceleration.

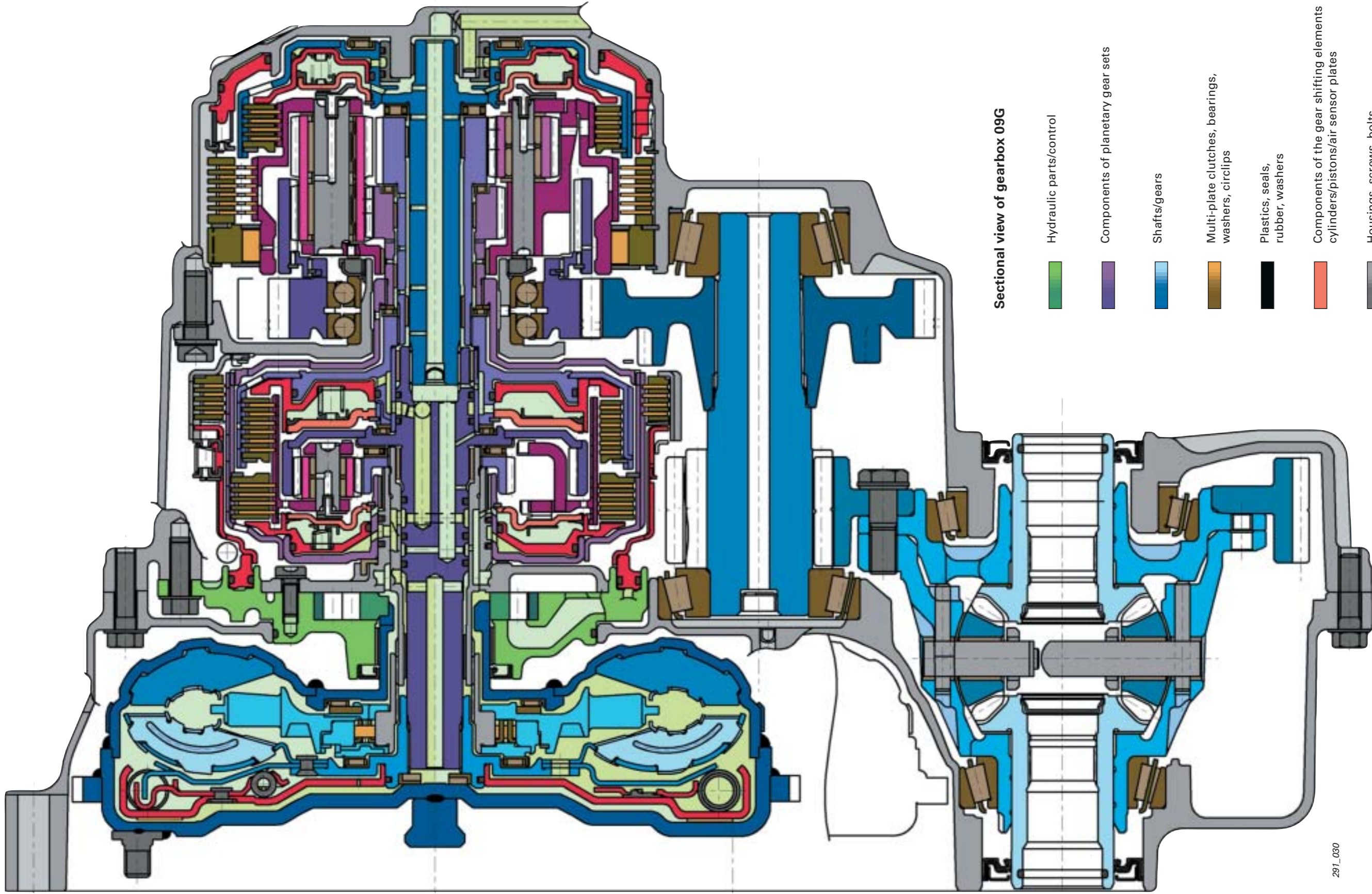
The best solutions are multiple gears or, better still, a continuously variable overall gear, as used on the multitronic.

Gearbox adaption

A gearbox type is adapted to different engine variants depending on torque and engine type by:

- the number of disc pairs for clutches and brakes
- adapting the ATF pressure to the clutches and brakes
- the configuration of the gear pairs, planetary gear sets (e.g. four planetary gears vs. three), shafts and mountings
- gearcase reinforcements
- the overall gears of the final drive and idlers
- torque converter size
- the torque converter characteristic curve (torque conversion factor or torque converter multiplication).

The overall gears of the individual gears generally remain constant.



Sectional view of gearbox 09G

- Hydraulic parts/control
- Components of planetary gear sets
- Shafts/gears
- Multi-plate clutches, bearings, washers, circlips
- Plastics, seals, rubber, washers
- Components of the gear shifting elements cylinders/pistons/air sensor plates
- Housings, screws, bolts

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