

Oil change: Mark's 2015 Jetta. Changed oil and 10k service on 11 October 2015.



Mark had the car on the lift when I got there. The dog was friendly, but not much help.



Oil level before the change at 9,997 miles.

Cracked the oil fill cap to allow air to enter freely before heading under the car.

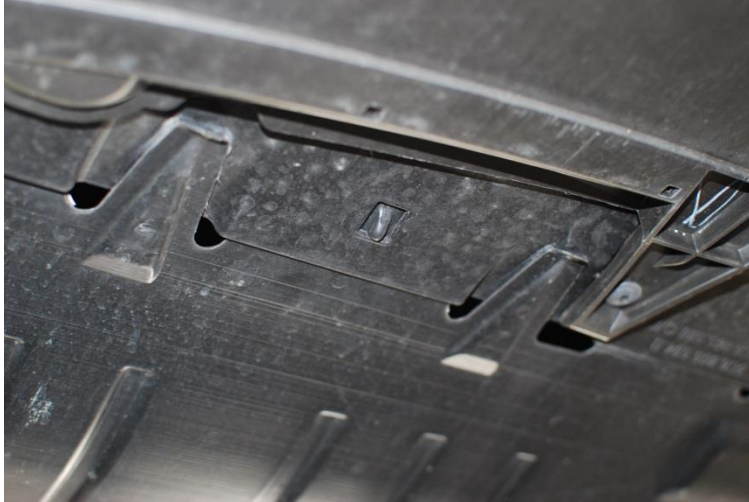


This plastic cover has to come off.

T-25 for one screw in the front and four on each side.

Three screws into the steel sub-frame that holds the rear of this plastic cover take T-45.





By this time the dogs are bored.



Drain plug 19 mm external hex head. A few drops of oil headed for the floor.

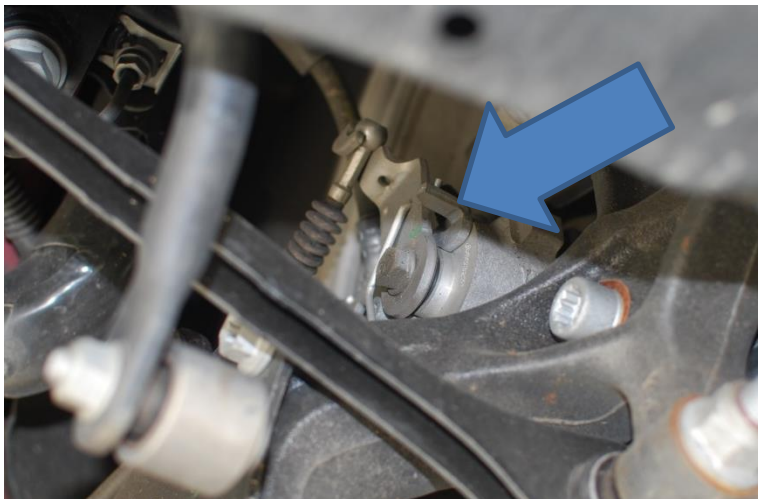


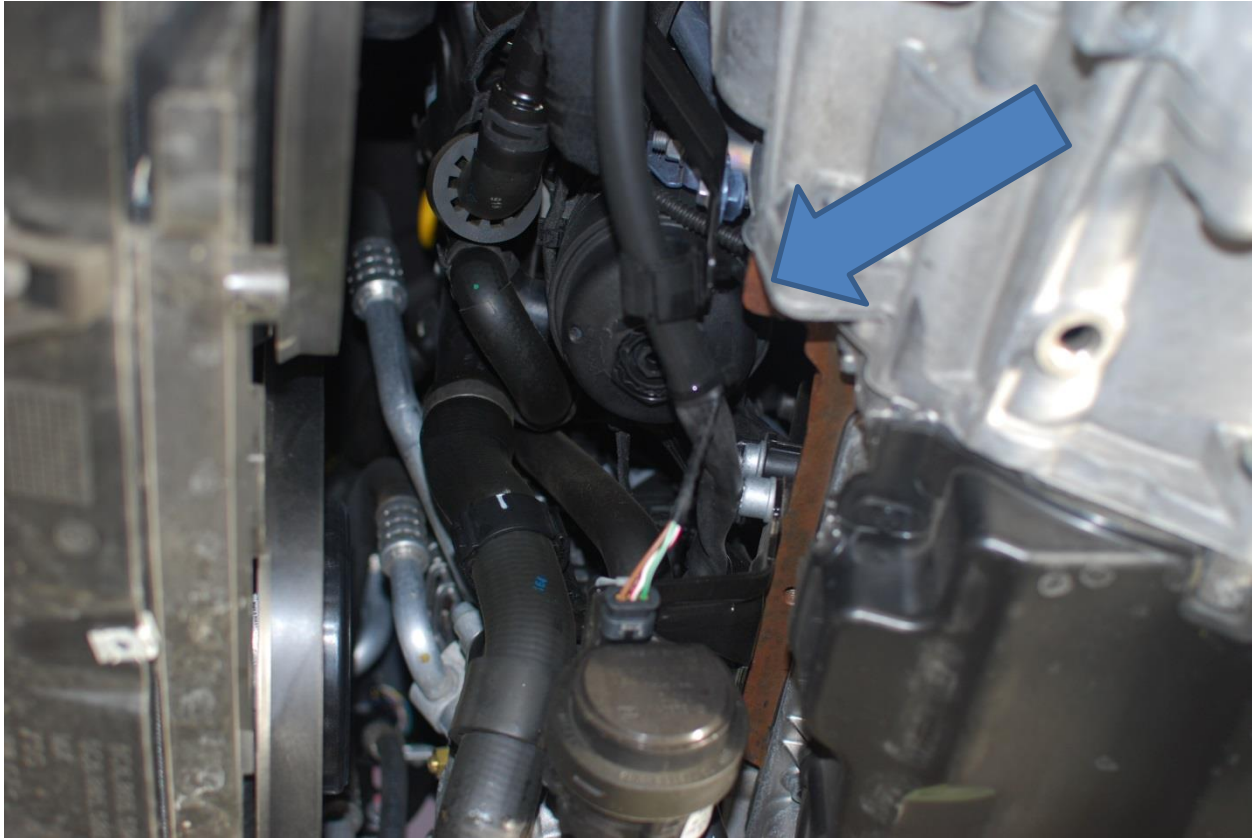


Rotate the tires while the oil drains. We swapped front to rear as called for by the owner's manual.

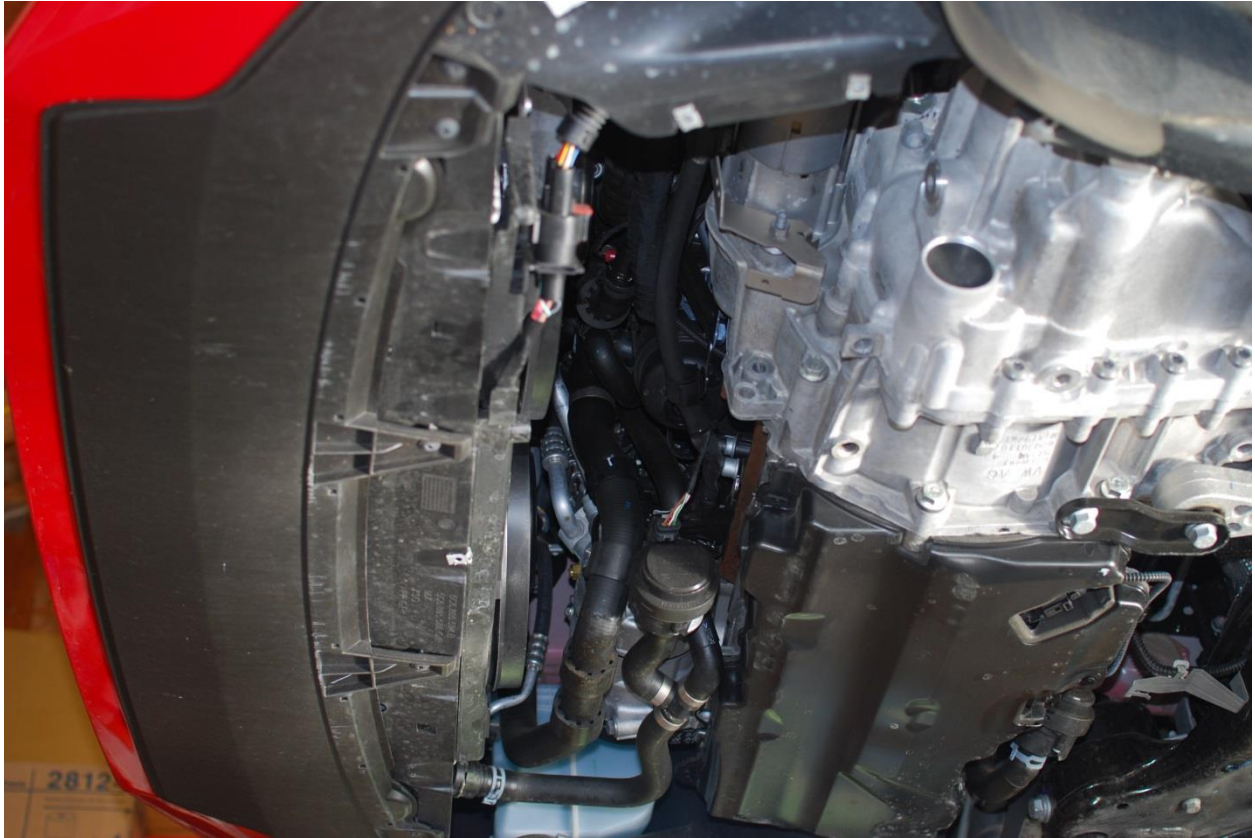
While the wheels are off, check the brake pads for wear, and give the parking brake a look-see.

Inside the rear wheel, with the brake released, there should be a gap where shown. As a side note, use the parking brake once in a while. It adjusts brakes to keep the piston where it goes and helps avoid sticking pistons, which cause premature pad wear.





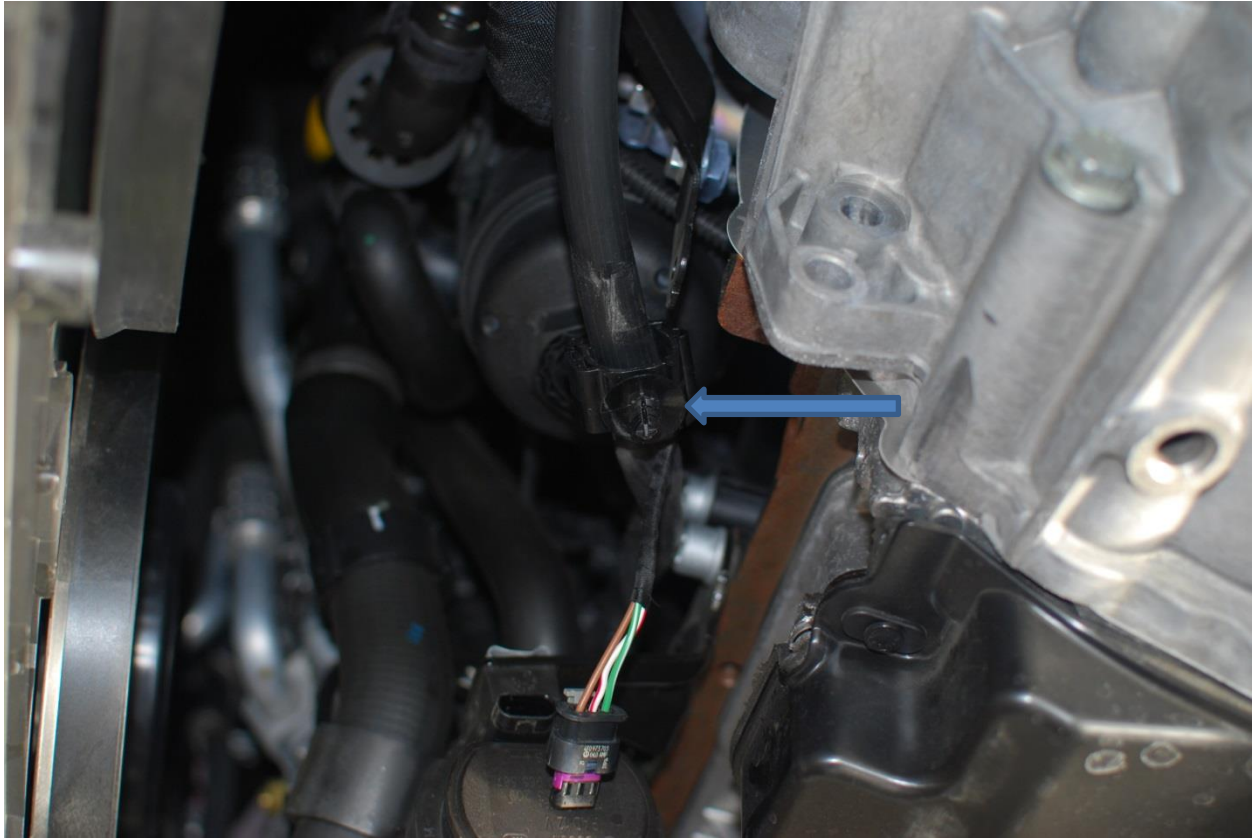
There is the oil filter hiding in front. This view is looking up with the car elevated.



Wider shot for reference. The front of the car is on the left.



Wire to one of the coolant pumps is in the way. The gray clip pulls straight back (against the arrow) with a slight click, then the connector pulls straight out of the pump.



The wiring harness passes through a clip that attaches to a metal bracket. There presumably is a way to remove the wiring harness from the clip, but we found it easier to just pull the clip out of the metal bracket with the wiring harness still passing through the clip.



The wiring harness also passes through this clip, closer to the drivers' side of the car. The harness lifts right out of this clip.



A cable tie placed around a coolant hose keeps the wiring harness out of the way.



13 mm socket removes the drain plug from the filter cover. Did not counter- hold the filter cover, but if it starts to move, you might want to do so.



The white and clear bag from a pair of gloves was put in place to protect from spills, but no such spills occurred. The oil drained without touching anything till it hit the pan. We were inside a garage. Outside in a breeze, it might be a different story.

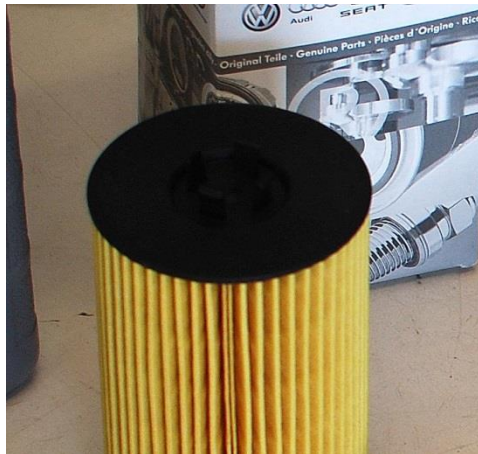


Note the O-ring on the oil filter cap drain plug. You also can see the fingers in the cap that engage and click while turning this drain plug to install.



Filter came with two O-rings. One for the cap plug, and one for the cap itself.

Above, the oil filter is upside down from the way it fits in the car. Bottom of the filter is closed, and has 4 raised parts that hold it to the cap.





A pick is useful for removing the O-ring from the cap plug.



With a drop of fresh oil on the new O-ring, the plug goes back into the cap.

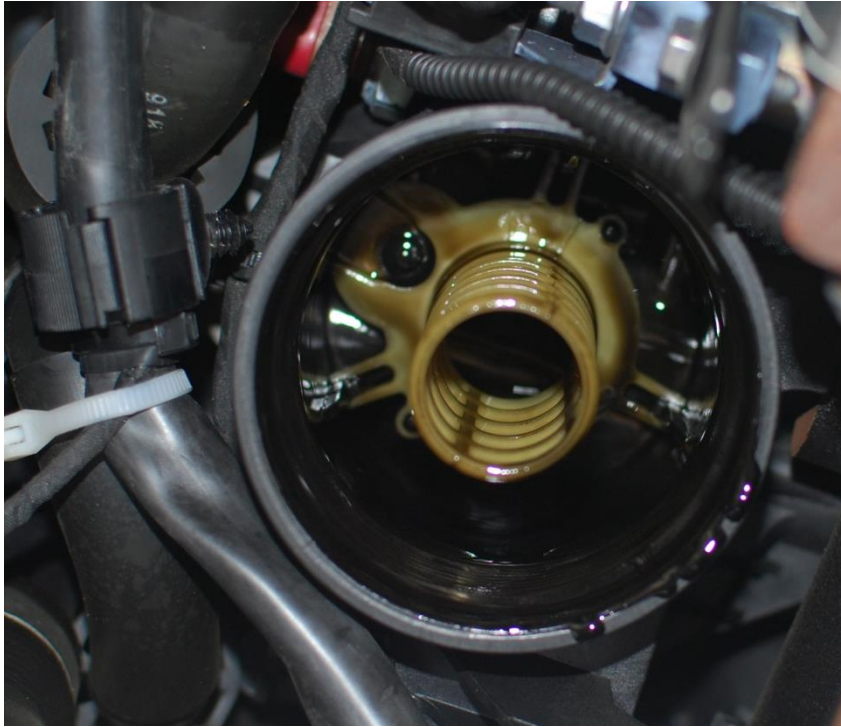
It clicks going in. The detents should keep it from backing out. No need for too much torque.



With the plug back in, the filter and cap come out with a 32mm socket.

While most of the oil has drained out, there is some left inside. So don't be surprised if a little wants to drip. Note where the o ring sits in the cap.



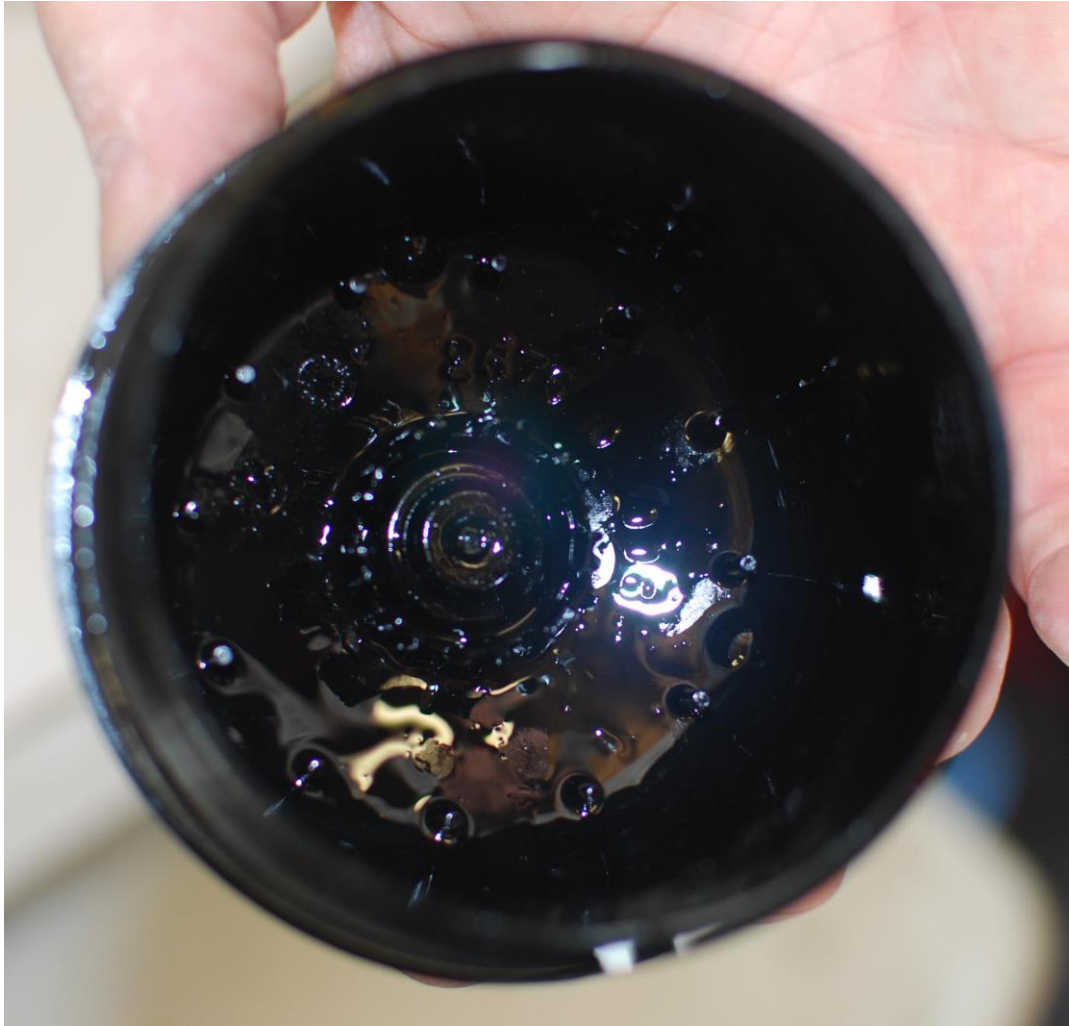


For the curious, this is looking up at where the filter mates.



Pull the old O-ring and replace with new one; put a dab of clean oil on it.

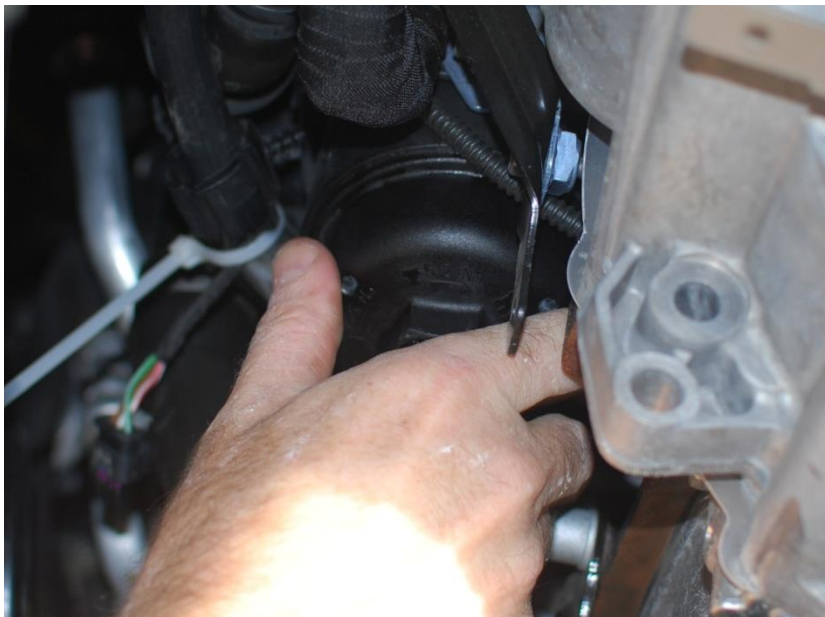
Make sure the O-ring is properly located in the groove provided.



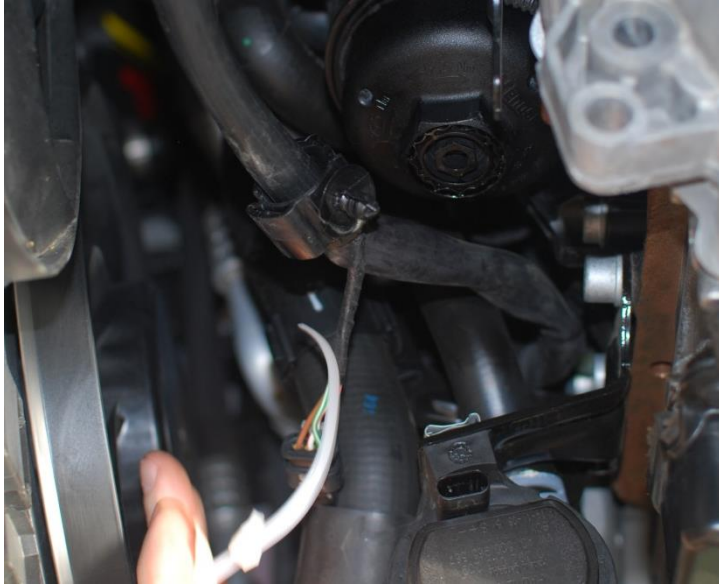
Little nubs or posts on the inside of the cap help hold the filter where it goes, and allow oil to get to the cap drain.



The filter clicks into the cap. The top is a felt-like substance. Seals clean (inside) from dirty (outside).



Filter cap back on wrist tight, then snug with the 32mm socket and extension. We did not look up the torque spec. Previous generation filter cover was 25 N-M (18 ft-lb).



Cut the cable tie with some side cutters and remove.



Wiring harness plugged back in. Gray plastic clip pressed back to lock connector in place. Wiring harness clip secured back in the metal bracket.

Replace the oil pan drain plug. We reused the original, but it is recommended to use a new plug and/or new washer. Previous generation engine drain plug was spec'd at 30 NM (22 ft-lb).

Five and a half liters of 507 00 compliant oil added to the crankcase.



No need to pull the engine cover, except to see all the pretty pipes and wires.

(Now is a good time to make sure that drain plug is really back where it goes!)

Five and a half liters later, (with an engine start in between to fill the filter) oil level looks good.





Used VCDS to look at a few items and try to reset service notice. This model uses a specific adaptation. Owner's manual has alternate procedure which was used to reset the reminder.

You can also use advanced measuring values to see the Diesel Exhaust Fluid (DEF) level and a projection of how far you can drive until it is out. The first log on next page includes some DPF values, but we did not notice the distance projection until after putting some fluid in.

Sunday, 11, October,2015,17:16:09:51928
VCDS -- Windows Based VAG/VAS Emulator
VCDS Version: 14.10.2.0 (x64)
Data version: 20150311
www.Ross-Tech.com

VIN: 3VW3A7AJ4FM297223 License Plate:
Mileage: 16080km-9991mi Repair Order:

Address 01: Engine (04L 906 016 AJ)

17:16:05

238 Engine oil temperature 28.8 °C
355 Fuel level 13.00 l
595 Oil fill level 60.868 mm
631 Particle filter; oil ash volume 3.4 g
632 Particle filter; soot mass calculated 19.48 g
633 Particle filter; soot mass measured 10.78 g
701 Reducing agent tank volume; act. value calculated 8.98 l
702 Reducing agent tank volume; act. value filtered 9360 ml



Diesel exhaust fluid in this car is filled inside the trunk.



Helpful instructions are included on the part you pull off to get to the fill port.



The cap comes off the container, and the blue part screws on where the cap is removed on the car.



Fluid will not exit the bottle 'till you press down.

Mark put two half-gallon bottles in and we could watch some values change during the fill on VCDS
(17:3x:xx is time of day)

Address 01: Engine (04L 906 016 AJ)

17:30:11

- 701 Reducing agent tank volume; act. value calculated 8.98 l
- 702 Reducing agent tank volume; act. value filtered 9360 ml
- 706 Remaining engine starts until reducing agent deficiency-Bit 0 25
- 707 Remaining vehicle distance until reducing agent deficiency 8541.80 km

17:33:31

- 701 Reducing agent tank volume; act. value calculated 8.98 l
- 702 Reducing agent tank volume; act. value filtered 10124 ml
- 706 Remaining engine starts until reducing agent deficiency-Bit 0 25
- 707 Remaining vehicle distance until reducing agent deficiency 8541.80 km

17:36:12

- 701 Reducing agent tank volume; act. value calculated 12.00 l
- 702 Reducing agent tank volume; act. value filtered 13028 ml
- 706 Remaining engine starts until reducing agent deficiency-Bit 0 25
- 707 Remaining vehicle distance until reducing agent deficiency 11897.95 km

Field 702 went from 9350 ml to 13028 ml or 3678 ml, which converts to 0.971 gallons.

The DEF tank level sensor only has a couple levels, so do not expect the levels or distance estimates to be too precise. It is not like the fuel tank level sensor.