

EN

# febi 187940

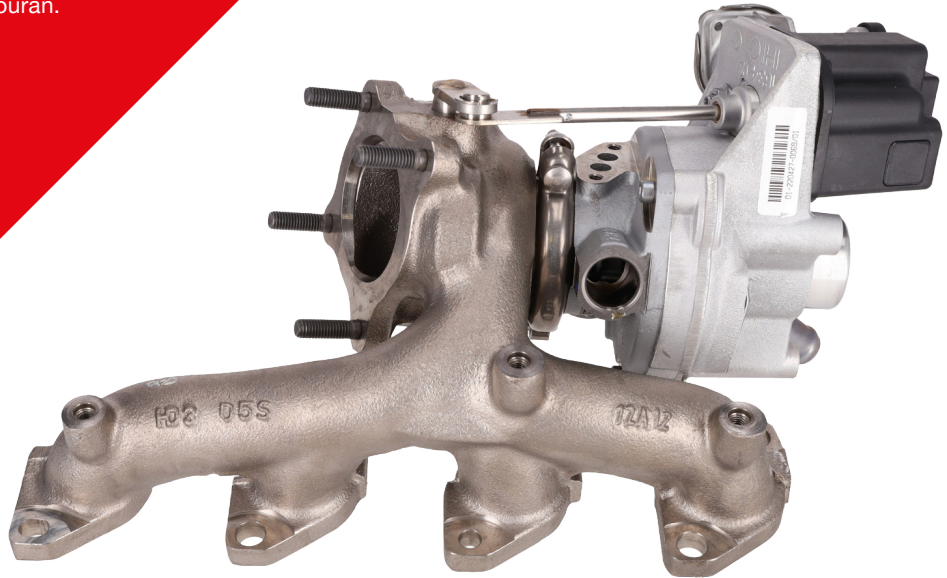
187909, 187882

To fit: Audi A1, A3. SEAT Ibiza, Toledo, Altea, Leon. Škoda Fabia, Roomster, Rapid, Octavia, Yeti. Volkswagen Caddy, Polo, Golf, Golf Plus, Jetta, Touran.

Engine: EA111 1.2 TSI

Engine codes: CBZA, CBZB, CBZC

Turbo manufacturer:  
IHI F31CEG-SR005B-9V203 and  
F31CEG-SR006B-9V204



## Turbocharger

### Problem

Engine has no power. Turbocharger actuator error and incorrect voltage values after replacement of the turbocharger.

### Cause

Three different turbochargers were used during the production period of the 1.2 TSI EA111 engine. However, they are not interchangeable with each other. Differences in engine control unit software versions and/or lengths of the actuator linkage can cause the symptoms listed above.

The issue originated from the actuator rod being mounted directly above the exhaust flap, creating an uneven load that accelerated flap shaft wear and caused the exhaust flap to jam.

The first modification from the vehicle manufacturer to solve this was placing washers under the actuator. This was followed by modified levers and control rods from IHI, and finally, the exhaust housing was changed again due to the introduction of a new catalytic converter design.

Compare the information on the original turbocharger's type plate before ordering a replacement turbocharger - this is vitally important to ensure correct fitment and operation.

IHI part number	Series specification / OE part number	febi part number	Year of manufacture / special features
F31CEG-SR005B	9V203 03F145701L/F new S	187940	05/2009 to 05/2010 Turbine housing for catalytic converter, angled
F31CEG-SR006B	9V204 03F145701G/M new T	187909	06/2010 to 05/2011 Turbine housing for catalytic converter, angled
F31CEG-SR004B	9V202 03F145701H/K new R	187882	06/2011 → End Turbine housing for catalytic converter, straight

**Solution**

After reinstalling the new turbocharger - if it is identical to the original - reconnect the battery, switch the ignition on, wait 10 seconds, then switch it off again. Repeat this process 10 times.

However, in most cases, the turbocharger will have already been replaced during the vehicle's lifetime. Due to supply difficulties from IHI, a Bosch-Mahle turbocharger or a remanufactured product could have been installed as an alternative.

In this case, the reset via battery disconnection is necessary because the turbocharger actuator software is always newer than that of the control units.

Carry out a 'capacitor reset'. Disconnect the battery for at least two hours, preferably overnight, and then hold the + and - terminals together to discharge the residual voltage of the capacitors. This will reset all learning values. After reconnecting the battery, switch the ignition on, wait 10 seconds, then switch it off again. Repeat this process 10 times.

Check the software version of the engine control unit. The last update from the vehicle manufacturer was from 2018, this allows for complete relearning of the actuators. Software updates can be carried out using the vehicle manufacturers' technical website and a suitable 'Pass-Thru' device, or by your local authorised Volkswagen Group workshop if required.

For more technical information please visit: [partsfinder.bilsteingroup.com](http://partsfinder.bilsteingroup.com)