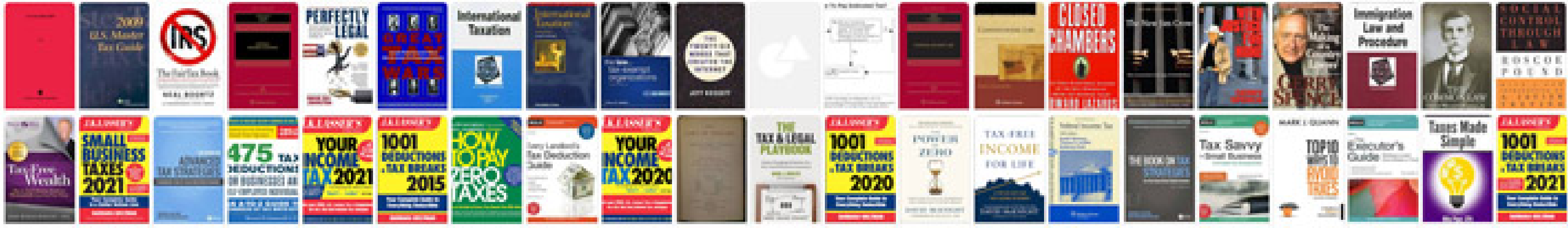

Bug transmission

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It is an electronically controlled transmission with a lockup torque converter , using planetary gears, clutch packs, and a gear-driven final drive with an open-differential. There is no chain inside this transmission. It does not have provision for a dipstick. It was determined that a dipstick and fill might invite owners to introduce incorrect or inferior fluid. The transmission has an oil-to-liquid cooler mounted on top of the transmission. Some areas of failure on this transmission include leaks in the oil filling tube by removing the cap incorrectly, damage to plastic internals due to fluid over-temperature conditions, leaks in the transmission oil cooler, internal fluid pressure leaks from torn piston diaphragms, worn piston bores for solenoids in aluminum valve body, and the resulting worn clutches and bands. Occasionally, the plastic speedometer drive gear will break and fall off of the differential carrier and the speedometer will stop working. To repair this, the transmission must be removed and the differential disassembled far enough to replace the plastic gear. The additional resistance may prevent the computer from reading the faint pulses from the transmission speed sensors. Any sulfated connector and missing sensor signal causes the transmission to go to "fail safe" or "limp" mode. This mode keeps the transmission in Third gear and the gear indicator in the instrument panel indicates all gears are selected simultaneously. If replacing this transmission with a new or used transmission, pay special attention to the transmission code. The code is a three character code stamped in a pad just above the starter flange. This transmission was available in several gear ratios for different engines and vehicles, so it's important to get a transmission with the same code or another code known to be the same gear ratios. If the gear ratios are not the same the transmission controller will assume the transmission is slipping and go into fail safe mode. The 01M transmission is a specialized transmission used only on Volkswagen vehicles, although very similar to the ones used on Renault vehicles. As a result, most local transmission shops or national chains won't have specific training, knowledge and equipment to test and re-machine vital parts of this transmission. This may result in several teardowns under warranty to get an acceptable result, if possible at all. The transmission fluid is checked from underneath the vehicle while running and the transmission in park. Once running, the drain plug on the bottom of the transmission oil pan is removed with a 5mm allen wrench. Some fluid will drip out whether oil level is full or low. There is a plastic stack in the hole, similar to a chimney, which keeps all the fluid from running out. This stack maintains the proper level at the proper temperature. If the fluid is "glugging" or just barely running out the bottom hole when the temperature of the transmission is in the range of 95FF, no further action is needed. Reinstall drain plug and put fill cap back on. If no fluid comes out, fill the transmission with specified fluid a little at a time until fluid is observed "glugging" or just barely running out the hole in the bottom. No further action is needed. Install drain plug and fill tube cap. This transmission has a separate oil for the differential in the transmission, so there are two fluid levels to check. The differential fluid is checked by unscrewing the speed sensor gear assembly and use it as a dipstick. The speed sensor gear assembly is located on top of the transmission just above the right inner CV joint. Differential is emptied by removing the final drive cover on the rear of the transmission or by vacuum extraction through the speed sensor hole. Vacuum extraction is the more attractive option since a paper gasket seals the steel cover and access is very difficult. Filling is through the speed sensor hole. Differential oil capacity is about 1 liter. Be very careful not to introduce sand or dust into the differential, as the differential has no way to filter its oil. There are three shift modes that the transmission can be set to which alters the shift points as well as the speed of the shifts amount of transmission slip between shifts. Economy mode endeavors to keep the engine revolutions lower to save fuel, while Sport mode allows the engine to rev higher before shifts, as well as shift faster with a sacrifice to economy. Changing these modes require transmission programming through a factory scan tool. This computer uses "fuzzy logic" to learn the driving habits of the driver in order to set its specific shift points. If two or more drivers with different driving styles have been driving the car, the TCM may become "confused" and start acting goofy. Such goofy behavior may manifest in hard shifting, slipping, trouble getting in gear at idle, etc. A quick fix is to reset the "fuzzy logic" by performing the following: Sitting in the driver's seat turn the ignition on without starting the car. Immediately put the accelerator to the floor. Count to five seconds. Release the pedal. Turn the key off then immediately start the engine. If your problem is from a confused TCM, this will solve the problem. This will not reset trouble codes in the computer. Some of the parts were held over for the 01M transmission, such as oil filter, oil pan, filler tube, gaskets, speedometer gears, skid plate, etc. These transmissions have different torque converters and other internal parts that are not interchangeable. The 01M production ended with the last of the Mk4 body style Golf in The DSG does not have a torque converter, and is more akin to a pair of manual transmissions within a single housing. From Wikipedia, the free encyclopedia. This article does not cite any sources. Please help improve this article by adding citations to reliable sources.

Unsourced material may be challenged and removed. Volkswagen Group. MAN Energy Solutions. Platforms Vehicles. Autostadt Ehra-Lessien Factories. Volkswagen emissions scandal Volkswagen currywurst. Category Commons. Categories : Automotive transmission technologies Volkswagen Group. Hidden categories: Articles lacking sources from January All articles lacking sources. Namespaces Article Talk. Views Read Edit View history. Help Learn to edit Community portal Recent changes Upload file. Download as PDF Printable version. Add links. Bed bugs Cimex lectularius are small, flat, parasitic insects that feed solely on the blood of people and animals while they sleep. Although the presence of bed bugs has traditionally been seen as a problem in developing countries, it has recently been spreading rapidly in parts of the United States, Canada, the United Kingdom, and other parts of Europe. Bed bugs have been found in five-star hotels and resorts and their presence is not determined by the cleanliness of the living conditions where they are found. Bed bug infestations usually occur around or near the areas where people sleep. These areas include apartments, shelters, rooming houses, hotels, cruise ships, buses, trains, and dorm rooms. They hide during the day in places such as seams of mattresses, box springs, bed frames, headboards, dresser tables, inside cracks or crevices, behind wallpaper, or any other clutter or objects around a bed. Bed bugs have been shown to be able to travel over feet in a night but tend to live within 8 feet of where people sleep. Bed bugs are not known to spread disease. Bed bugs can be an annoyance because their presence may cause itching and loss of sleep. Sometimes the itching can lead to excessive scratching that can sometimes increase the chance of a secondary skin infection. A bed bug bite affects each person differently. Bite responses can range from an absence of any physical signs of the bite, to a small bite mark, to a serious allergic reaction. Bed bugs are not considered to be dangerous; however, an allergic reaction to several bites may need medical attention. One of the easiest ways to identify a bed bug infestation is by the tell-tale bite marks on the face, neck, arms, hands, or any other body parts while sleeping. However, these bite marks may take as long as 14 days to develop in some people so it is important to look for other clues when determining if bed bugs have infested an area. These signs include:. Back to Top. When bed bugs bite, they inject an anesthetic and an anticoagulant that prevents a person from realizing they are being bitten. Most people do not realize they have been bitten until bite marks appear anywhere from one to several days after the initial bite. The bite marks are similar to that of a mosquito or a flea â€" a slightly swollen and red area that may itch and be irritating. The bite marks may be random or appear in a straight line. Other symptoms of bed bug bites include insomnia, anxiety, and skin problems that arise from profuse scratching of the bites. Because bed bug bites affect everyone differently, some people may have no reaction and will not develop bite marks or any other visible signs of being bitten. Other people may be allergic to the bed bugs and can react adversely to the bites. These allergic symptoms can include enlarged bite marks, painful swellings at the bite site, and, on rare occasions, anaphylaxis. Bed bugs are experts at hiding. Their slim flat bodies allow them to fit into the smallest of spaces and stay there for long periods of time, even without a blood meal. Bed bugs are usually transported from place to place as people travel. The bed bugs travel in the seams and folds of luggage, overnight bags, folded clothes, bedding, furniture, and anywhere else where they can hide. Most people do not realize they are transporting stow-away bed bugs as they travel from location to location, infecting areas as they travel. Everyone is at risk for getting bed bugs when visiting an infected area. However, anyone who travels frequently and shares living and sleeping quarters where other people have previously slept has a higher risk of being bitten and or spreading a bed bug infestation. Bed bug bites usually do not pose a serious medical threat. The best way to treat a bite is to avoid scratching the area and apply antiseptic creams or lotions and take an antihistamine. Bed bug infestations are commonly treated by insecticide spraying. If you suspect that you have an infestation, contact your landlord or professional pest control company that is experienced with treating bed bugs. The best way to prevent bed bugs is regular inspection for the signs of an infestation. This information is not meant to be used for self-diagnosis or as a substitute for consultation with a health care provider. If you have any questions about the parasites described above or think that you may have a parasitic infection, consult a health care provider. Contact Us. Skip directly to site content Skip directly to page options Skip directly to A-Z link. Section Navigation. Facebook Twitter LinkedIn Syndicate. Bed Bugs FAQs. Minus Related Pages. On This Page. To receive email updates about this page, enter your email address: Email Address. What's this? Links with this icon indicate that you are leaving the CDC website. Linking to a non-federal website does not constitute an endorsement by CDC or any of its employees of the sponsors or the information and products presented on the website. You will be subject to the destination website's privacy policy when you follow the link. CDC is not responsible for Section compliance accessibility on other federal or private website. Cancel Continue. You can get norovirus by accidentally getting tiny particles of poop or vomit from an infected person in your mouth. Only a few norovirus particles can make other people sick. You are most contagious. However, studies have shown that you can still spread norovirus for two weeks or more after you feel better. Norovirus can easily contaminate food and water because it only takes a very small amount of virus particles to make you sick. Food and water can get contaminated with norovirus in many ways, including when:. Norovirus is the leading cause of illness and outbreaks from contaminated food in the United States. Most of these outbreaks occur in food service settings like restaurants. Infected food workers are frequently the source of outbreaks, often by touching ready-to-eat foods, such as raw fruits and vegetables, with their bare hands before serving them. However, any food served raw or handled after being cooked can become contaminated with norovirus. Recreational or drinking water can get contaminated with norovirus and make you sick or contaminate your food. This can happen:. For more information on healthy water and how water can get contaminated, visit Surfaces can get contaminated with norovirus in many ways, including when:. View larger image image icon. Skip directly to site content Skip directly to page options Skip directly to A-Z link. Section Navigation. Facebook Twitter LinkedIn Syndicate. How Norovirus Spreads. Minus Related Pages. Norovirus spreads very easily and quickly in different ways. This can happen if you eat food or drink liquids that are contaminated with norovirus, touch surfaces or objects contaminated with norovirus then put your fingers in your mouth, or have direct contact with someone who is infected with norovirus, such as by caring for them or sharing food or eating utensils with them. You are most contagious when you have symptoms of norovirus illness, especially vomiting, and during the first few days after you recover from norovirus illness. Norovirus spreads through contaminated food. Food and water can get contaminated with norovirus in many ways, including when: An infected person touches food with their bare hands that have poop or vomit particles on them Food is placed on a counter or surface that has poop or vomit particles on it Tiny drops of vomit from an infected person spray through the air and land on the food The food is grown or harvested with contaminated water, such as oysters harvested from contaminated water, or fruit and vegetables irrigated with contaminated water in the field. Norovirus and Food. Norovirus spreads through contaminated water. Norovirus spreads through sick people and contaminated surfaces. Related Links. Links with this icon indicate that you are leaving the CDC website. Linking to a non-federal website does not constitute an endorsement by CDC or any of its employees of the sponsors or the information and products presented on the website. You will be subject to the destination website's privacy policy when you follow the link. CDC is not responsible for Section compliance accessibility on other federal or private website. Cancel Continue. Mofoco has been rebuilding VW transmissions for over 30 years We install every VW transmission into a real Volkswagen Bug, and drive said Bug around to check every forward and reverse gear to make sure your vw transmission will shift properly when we ship it to you. As far as we know, we are the only VW shop that does this! You MUST provide us with the length of your axles to insure that no extra modification is necessary during or after installation. All Rights Reserved. Shipped how you want it! Main Page - Transmissions. Stock Swingaxles Email A Friend. Request Info. View Larger Image. Good used, working autostick transmission Taken out of a Type 1 that was being converted to manual Car was running and driving regularly before it was recently removed. Shift Coupler Please allow weeks when selecting this option. Freeway Flywher 4th Gear. This Volkswagen High Performance Swingaxle Transmission is a remanufactured unit designed for street performance. Features a 0. No core hassle! Note: 3. One Year Warranty. Listing includes gear ratio information. Listing includes gear ratio info. Freeway Flyer 0. Off-Road 1st-2nd Gearing. Off Road 1st-2nd Gearing. Freeway Flyer 4th Gear Upgrade. It looks like you're new here. If you want to get involved, click one of these buttons! Howdy, Stranger! Sign in or Register. On Edmunds. Visit Edmunds How-To Guides. Service Centers in. Browse Forums by:. What Edmunds Says Pros. March edited May in Volkswagen. Recently it sat for a month with a dead battery. When I charged the battery and began driving it i had transmission problems. At forst it would be shifting through 2nd and 3rd and would slip sending the rpm's up to M. After talking with several mechanics they said the computer needed to re-learn how to shift and to continue to drive it unless it worsened. It seems to have gotten better, but now when I go from park to drive it does not want to engage about half the time unless I take it to 3rd and back to drive. It feels like the shifter is the problem because you can move it up slightly from 3rd to drive and it will catch. August My speedometer struggles to show accelaeration past 50 mph. It is a volkswagon automatic beetle. It is about 2 years old. There are no problems with acceleration or shifting gears. So far, the dealership has reported that a speed sensor and an instrument cluster replacement have not fixed the problem. Does anyone have any suggestions? I told the dealership of this problem and they said the mech. Will it does not happen all the time, maybe a few times a month and I have had a few scary situations and told the dealership again, and again the same excuse! I am scared to drive my car and have contacted the warranty dept. I dont know who else to contact! I tryed looking online for a Corp. Please help! October The automatic transmission on our '02 Beetle won't shift out of park when the key is turned on. It appears to be an electrical problem, yet all of the fuses are okay. Any suggestions? Anybody else had this problem and how is it fixed? I have a 99 vw beetle with 60, miles on it i have had a transmission replaced at 20, Recently were were driving along and went to downshift from whatever gear to second and hub said ohhhhh this doesnt feel good, well needless to say the only gears we have are what we believe may be 3 and 4 if you put it into reverse all we seem to get is a high forward gear. I heard that teh powertrain has a long ,ooo mile warranty if u r original owner. Then is ok, speedometer doesn't register correctly and won't go over 55 mph falls back at around So far new air filter, new fuel filter, cleaned MAF, I bought the gasket to clean the throttle intake but havn't doen it yet, think I need a new speedometer sensor but Haynes book says raise vehicle and access from underneath, I can,t find it from underneath car. Not sure I fair leak could cause po error or not. Any ideas would be helpful. November My 15 year love affair with Volkswagen has officially come to an end. I would like to scream from the roof tops that this company doesn't back their product and does not care if they lose loyal customers. And I will never buy another car from them again. It is a 5 speed manual transmission. It has 10, miles on it to date. Thursday while attempting to drive up North to visit my family for Thanksgiving the clutch started skipping and a horrible smelling white smoke started blowing out of the car. We pulled over to see what was wrong, it finally stopped smoking and the clutch was barely working. I called the local dealership Saturday morning and they say "bring the car right in". We bring it in and then they tell us "well, we don't actually have anybody who can look at it today but we'll see what we can do and call you". They call me at p. I have been driving a stick shift since I was 16 years old. I'm sorry but if their product is so badly made that the clutch will burn out after 10, miles I have no interest in putting my life in the hands of Volkswagen. We called the corporate office to complain. The corporate office didn't call back until the next day and told us we're out of luck, that's policy. Their policy is 12 months or 12, miles for wear and tear items. We've had the car for 13 months. They don't care that we've leased 2 other Volkswagens from them and have been a loyal, on-time paying, perfect lease returning customer since They have never had one single issue with us. I am sad to see them go January After driving Beetle more than 20 minutes, the 6-spd auto transmssion starts intermittently shifting badly for both upshifting and downshifting. Problem doesn't happen when cold or after sitting a while. Has anybody else experienced this? Any ideas? I too am experiencing some of the same issues. Mainly, I notice a severe lurching occasionally when coming to a stop. My car is not cold, and typically I have been driving for more than 15 minutes when this happens. I am finding too that my driver window occasionally pops right back down when I raise it. The dealer replaced a part and made some adjustments Yes, any thoughts and advice would help. The dealership said they cannot find any codes to explain the shifting issues. I love my car and really don't want to have to get rid of it!! February I have a turbo Beetle. I am the original owner and I just recently paid it off. It has just over 80,M on it, and the warranty was only 5 yrs or 50, I did not buy an extended warranty. The car has been to the dealer for every single service check. Basically after driving the car on the freeway for some distance, then driving for a few minutes in stop and go city traffic, the car will refuse to go from 2nd to 3rd gear. The engine will scream as the RPM's go into The only way to get the car to shift into the next gear is to whomp on the gas pedal, drive the RPM's higher, and the car will lurch into the next gear. When it's not refusing to go into gear at all, it is "rough shifting", which is going into slightly higher RPM's than normal for a bit longer than usual, then finally shifting, giving the car a little jerk as it does so. So far I have brought the car to the dealer for this problem 5 times, and it is happening again. The first time I took it in the dealer could not replicate the problem and told me to bring the car back if it happened again as they were not detecting anything wrong with any of the systems. A short time later it happened a third time, so I drove it in just before the New Years holiday, left the car running, found a mechanic that had not gone home early who got in the car and confirmed the problem so at least I had a witness now. Just a short time later it happened again for the fourth time, so back to the dealer, kidnapped another mechanic, confirmed problem, they said the left rear tire had too deep of a tread and was screwing with the Anti Skid Resistance system, which was reading the pressure changes from the tread as wheel spinning and setting off the safety feature that kept the car from shifting. They replaced the rear tire for free but not really, since they kept the brand new tire they took off. Short time later, happens again for the fifth time. Back to the dealer, kidnap same mechanic from fourth time, he confirms problem still happening, this time they said it was a faulty valve in the transmission, which they fixed for free since the transmission they put in the car has a warranty for 1 year or 12,M. Now, less than two weeks later it happened again as I

got off the freeway heading to work, about 40 miles from where I live and the VW dealer that I bought the car from and has been taking care of the car since I bought it. I called the dealer when I got to work and he says bring it in Monday this was Wednesday. I asked him why Monday and he states that the mechanic who has been working on this is not in till Monday. Goodie for him. Maybe that's the problem and they need to get a different mechanic, but from the stories I have been reading here and at consumer affairs, it's the car and will probably never be fixed correctly. Anyone got any advice besides driving the car up the dealers rear end? Yeah, like I would ever buy a VW again. March I recently purchased a Beetle from a private dealer and am unsure about how the transmission works. Do I have to take it to a dealer to have the fluid checked or is it a "self check" transmission? Hi- your post is the only thing I can find online about the problem you mentioned of not having 1st, 2nd, or reverse gears. The same thing just happened to my girlfriends bug with miles on it. Did you figure out the problem? If you did, will you let me know what the fix is please? Thanks- Doug. I am having the exact same issues with my 04 convertible! Car is at the dealership now, awaiting their take on how to fix it. Took the car in 6 months before the mile warranty expired , ago with the same issue, they said it was warped rotors I gave up - just traded in the '04 Beetle. Had it to the dealer 3 times and they couldn't resolve it. I'd be curious to know what it was and how much it cost to fix. I'll probably never buy a VW again I almost throw my Vox to junk, good thing my dad a mechanic went home on time and told my to buy the corresponding Volkswagen Beetle parts and a new battery. It went good, I hope I'll never encounter that kind of problem again. It swiped away all my money. May I recently got an 01 Beetle - 2. I've had it for 5 months and maybe put miles on it, most of them to and from my mechanic. My current problem is something that I've seen other posts about but haven't really seen any solutions. About 4 weeks ago the battery died. Interestingly enough, when I went to get a new one and when they pulled up which one for the car a big warning came up on the computer saying NOT to remove old battery because it could render the car undriveable. So what the hell are you supposed to do? You gotta replace the battery So of course now it won't shift right. From 2nd to 3rd it races the engine before it engages in gear. I have a really good mechanic and he suspected the computer and tried several things that didn't work. So my mechanic thought maybe the problem was the valve body inside the tranny. We replaced it and the problem's still there. So now I'm faced with having to replace the damn transmission but it just doesn't seem right. I still believe there's something electronic going on, especially reading some of the other posts. Does anyone have any feedback for me on this problem??? I'm at the end of my rope and the noose is getting tighter. June My heart is broken - I bought my used VW bug - yellow, of course - early December of The person I bought it from, a reputable mechanic in my area, had done work on it before putting it up for sale - however, he did not replace the clutch because he noticed that it had already been replaced prior to him getting the car. The clutch started slipping - severely - so I took it back to the fellow I bought if from so he could take a look at it The car has 62, miles on it I have been driving a manual transmission for the past 30 years I know how to drive stick My daughter has a 98 Beetle with about , miles on it. We bought it used about a year ago with 98, miles on it. I don't have any history on it - a Carfax turned up only regular maintanence for a couple years. I checked the fluid level when we bought it and it was good. It ran perfect for about a year then started lurching in drive every once in a while. Recently it started slipping bad and it's basically not driveable. I pulled the pan and replaced the filter and gasket. The fluid was brown but did not smell burned. There was a small amount of metal shavings on the pan magnet but not much considering the mileage on the car. After servicing it, it still slips in and out of drive. Is there anything else I can look for before I take it to a mechanic to have it checked out? July I have a Beetle that has the exact same problems. I bought the car used in January with 60, miles on it. It was fine at first, but by March was having the bad shifting problems when the engine was warm. I took it to the dealer twice but both times they said they couldn't find anything wrong with the transmission and couldn't replicate the issue. Finally, driving on the freeway, it finally stopped shifting at all. I was stuck in third gear on the in LA. I had to pull to the shoulder and call a tow truck to tow me to the dealer. It took them three days to even look at the car, at which point they told me it needed a new transmission. Incidentally, the car had 66, miles on it and the powertrain warranty expired at 65, Rather than pay it, I had the car towed to a transmission specialist who's been in business since After sitting for a few days, the car was shifting somewhat normally again. The transmission shop took it out for a drive and told me they couldn't find anything wrong. I told them they had to take it for a longer drive, and then they discovered the problem. They proceeded to take the entire transmission apart - it's burned and black and does need to be replaced. However, the problem isn't caused by the transmission. It's caused by the computer forcing the transmission to shift at improper times - wrong signals or whatever. So the computer is messed up and that's messing up the transmission, causing it to

burn itself out. I have to have the computer fixed as well - if I just replace the transmission, it will just happen again. Check the computer that tells the trasmission when to shift. When i took my car to the dealer, after SEVERAL tries, they finally determined that there was some sort of Sensor connected to the computer that was malfunctioning, causing the transmission to try to shift inappropriately. After replacing the sensor, my car has not "lurched" since. I hope this helps! Thank you! I printed out your post and am taking it to the transmission shop now. At least it gives them something to try. I'll post back when my car is finished and let everyone know if it's fixed. I am having the same problem witg my '98 NB. Know it has been some time since your posting, just wondering if you got any help and how you got it fixed. I've had the exact same thing happen to my Beetle. It started with having to over rev the engine to get from 2nd to 3rd when driving around town, you park it to do some shopping come back everything 's normal. Took it in to the dealer and was told that the tranny needed servicing, of course while your here you need a timing belt. I had my beetle serviced and a week later the same problem. Took it back to the dealer with Hey! To anyone reading this don't feel alone you see I don,t have dollars and no way to get it, Can't sell a car with bad transmission. Apparently, this is a relatively common issue that can have a few different causes. After rebuilding the transmission, the kicking problem was still there once the engine warmed up. It didn't fix the problem on my car, though someone else here reported that fixed their car. The next lest expensive part to replace was the valve body. Luckily, in my case. That fixed the problem. And we didn't have to move on to the computer. Another transmission shop we consulted for guidance said they had solved a similar issue by re-programming rather than replacing the transmission computer. None of this was cheap. The dealer was in no way of any help throughout the process, and they continue to insist that the only way to fix the problem is to replace the transmission. But at least two other people have posted here with the same problem and reported that replacing the transmission didn't fix the issue. So, there you go. It could have been very nearly paid off for the cost of this one repair. September I have read all your problems with automatic transmission stuck in third. Did anyone resolve this problem. HELP Jeanne. Hi Jeanne - in the post right before yours, I wrote about the things I had to do to resolve the problem. Basically, my transmission had to be completely re-built. Then the problem that caused the transmission to become stuck in third had to be fixed. All the details are in my earlier post. Thanks for your comment Natalie I have an appt with my VW dealer this Thur. Thanks Jeanne. The dealer will not rebuild. Additionally, my transmission problem was actually caused by something else. Well Natalie When I spoke with the service manager who I know personally as a previous coworker suggested it my be a sensor problem. That was a good sign I just bought my "Bug" in April. Everything was been AOK up till now. Have a great weekend Hi Natalie Everything is now aOK. The problem was a trans control module. The module is replaced by removing the dash. Car runs great I will dispute this with the VW Warranty rep. For those who don't know my problem my Beetle would not shift from 3rd to 4th Thought I had to replace my transmission Lucky that did not have to happen. Trans control module needed to be replaced. Wish me luck I plan on printing all these posts in the forum as part as my ammo. Thanks for your support and replies. December Hi Natalie, My fiance has a Beetle turbo and the transmission is kicking when downshifting to 3rd and 2nd gear. Sounds like we need to replace the trans control module also I hope! If anyone else is experiencing the same problem and solved it please let me know! Just make sure to go and get the repairs before the transmission is ruined by the faulty control module. I bought an automatic transmission 99 VW Beetle with , miles. I started having a problem, I was starting the car and putting it in reverse to back out and then I'd switch it into drive and the car would start rolling backward and would jerk and go forward. I would then switch it into park and sit for a couple seconds then try it again, and it'd be fine. I brought it to a mechanic and he said that the transmission fluid was burnt, and I'm waiting for the results. Does anyone have any idea what could be wrong? Hello everyone! I've been reading a lot of posts on here and on other forums and I think I might be having the same problem as some of you. A few months ago, my 05 Beetle started to jerk when I would put on the brakes and sometimes when I would step on the gas. I called the VW dealership and the guy said that it was normal for VW's to do that when they are about 4 years old. I didn't really understand how it could be normal, but I just left it as it was. It got a little it worse over time, but not much. About 2 months ago, I accidently ran over a cement block which caused my transmission pan to get dented. I had that fixed and since then my car has been having shifting problems. When the car gets warmed up after driving if for about 15 minutes or so , it will get stuck in a gear and the engine will rev for a bit then jerk roughly into gear. I recently took my car in to get it looked at. The mechanic wasn't sure what the problem could be, but he noticed that the car was low on transmission fluid and that a piece in that area was bent and sort of melted or something that piece had to be fixed in order to change the fluid. So, he fixed that, but the car still has the same problem. When I drove it home after getting that piece fixed, the problem seemed liked it was worse than before. When the engine was revving, the check engine light came on it was yellow and the drive, park, reverse, etc initials each had brackets around them, instead of just the drive [D]. My car is at a transmission shop now. At first, they couldn't find anything wrong with it. Then they hooked it up to their computer and found a problem in the 4th gear. The mechanic isn't sure what the problem is, so in order to find out, he has to rebuild the transmission. So, even if that ends up not being the problem, I'll still have to pay for the rebuild. I cannot afford to pay for the trans to be rebuilt. So, I was just wondering, should I try to save money to get the trans fixed? Is it worth it? Could it be caused from something else other than the transmission? Any help would be greatly appreciated. Thanks, Krissy. Krissy, Whats the status of your car? Same thing happened to my girlfriends car turbo convertible this last week. When stopped at a light it "bang" really loud and jerk forward then not come out of gear and rev really high. The engine light came on and all the gears selections on the dash were surrounded in brackets. Brought it to VW, they told me my girlfriend spilled something on the shifter to make it stick, girlfriend said it was always like that they took it apart and claened it up and regreased it. Said the engine light was something else that came on the same time but is a recirculating valve in the turbo. They said the tranny goes into "limp"mode if the tranny gets the wrong info from the shifter, basicall the shifter is telling the tranny something wrong. That doesnt really protect the tranny when your car stays in first driving down the road. Seems like we have the same prob and i would be curious to find out what hapend to yours! Aloha, I own a VW Beetle that has all the typical problems including malfunctioning air bag light check recalls for your year! If you have the hard shift and the slippage into neutral feel like you ride in a carnival bumper car you need to find out if the problem is indeed mechanical which will need actual trans repair or another contributing problem that is making the trans malfunction. If there is no obvious contributing factor, i. You want to ask you mechanic to look for metal shavings on the magnet. If there are significant metal shavings on the magnet then it is a mechanical problem and will need to be rebuilt. A rough labor estimate should be hours. Make sure you exhaust all contributing factors while keeping costs low. Overheating on these cars is common especially since the warning light no gauge doesn't even come on until almost deg. Your water pump, thermostat, driver and passenger side cooling fans, radiator, all work together to cool your vehicle including trans fluid. The stock cooling fan motors often blow out the low speed and only operate on high when the vehicle is already too hot. The stock water pump has a plastic type spool and should be replaced with a metal spool to avoid total timing belt meltdown and especially clogging in the radiator are all common factors that lead to hot operations and overheating. An overheated vehicle can lead to burned up trans fluid and hard shifting. Don't repair expensive cooling parts until you check the magnet!!!!! Aftermarket alarms, roadside jump starts, incorrect new battery install, and on the fritz alternator can all lead to malfunction trans. Again check the magnet first!!!! With Aloha, Ashley. After searching the internet and reading horror stories of this make and model and spending lots of money on a car that has only 40, miles on :lemon: it having problem after problem over the last couple of months i did the best thing imaginable. They got the engine light to go away and the brackets around the gear selection indicator. The mechanic at the VW dealership said that it might only be a temporary fix. Brought it down to the local Honda dealership, of course after doing my research on edmunds. I don't think i'll have any problems for a while April I have a 99 New Beetle, original owner. The car has , miles on it. Without warning, I was driving at 30 mph, stopped at a traffic light, and when the light turned green, I could only accelerate an inch or so at a time. The clutch felt the same, but the shifter has lost all control. I had it towed home. Has anyone had any similar problems? God, I wanted a Beetle since they came out with the model. I got a Beetle two years ago. But what a piece of crap. Mention of that trade-in has got me thinking Anyway, for a while now while driving on the freeway or something I felt like the car suddenly stopped listening to my gas pedal, but I told myself it was the wind--until today. There was a clear seconds after a stop light that I tried to go--did at first--then it just wouldn't listen. Then it was back. I took it immediately to my VW mechanic who told me it was my catalytic converter. Went driving tonight--hmmm, not the catalytic converter. That kind of pisses me off not just cuz it's a waste of money, but from this forum I'm seeing that these symptoms seem to be tied regularly to transmission problems. For the love of God, don't get a Beetle if you're looking into it right now. Being turned on and accelerate and release the pedal, the RPMs drop quickly. Which is the most common problem in the transmission of the beetle. Now they are saying I need a new tranny. Just not worth it. I love my beetle, but not that much. Your heart will be broken. Now I hope when I try to trade it in, it doesn't jerk while they test drive it. Wish me luck. Sounds like I'm not the only one! I found this forum just now while looking up beetle transmission issues, I'd heard of them happening often and was trying to post and find if Volkswagen intends on doing any sort of a recall. For now they haven't but I intend to post everywhere in hopes of them finally hearing enough Here's my story. Bought my dream car in May and next month will be a year. It's a Beetle convertible and had 50k miles on it. Around Oct or Nov I noticed how hard it was shifting down. It would just jerk from gear to gear until I would come to a complete stop. I drove for a Christmas party mid Dec round trip of 3 hours and was fine. I parked the car in my driveway for 5 min then got in it to go to the grocery store and about a quarter mile from my house while up-shifting it couldn't make it out of third gear! My heart dropped I knew this was bad, bad news. Took it to three mechanics before one could tell me he'd need to rebuild the transmission. Between three mechanics and ordering parts it took three months to fix! Just got it back about a month ago and it sounds like I'm riding around with a crock pot under my feet. Something just rattles like metal clanking anytime I get in and just take off, seems like it does it all around town but here's the thing. My mechanic is about 40m away and by the time I get it to him each time to have him test drive it the noise is gone. It's like after it warms up it silences. Anybody have any suggestions? He says he believes me but it warming up and quitting doesn't make sense. Furthermore he informed me that it seems beetles and jettas alike have this issue. Also he had to order all my parts from California which added to the headache Kentucky and ordered several before he could get 4th gear back. This was all after replacing the thermostat and the dipstick holder. But I'm looking up, this is the end right? I love my car. Oh and by the way when I took it to him yesterday there were two more beetles there with the same problem. If they rebuilt your ask if they only did a rebuild kit and torque converter or if they actually replaced the transmission piston. Remember there is no trans dipstick so they need to overfill and then bleed off. I'm assuming your dipstick holder is for the oil. If you believe that the clanking is trans based you might need to simply reset the transmission computer. If done correctly then yes, it is the end, clanking could be a million things I've read most of the posts on this site. I am experiencing the same issues. I bought my car used last year and started experiencing lurching recently when braking and after about 15 minutes of driving. Please be careful, because the crooks are out there!! My car is now at another independent dealer who has identified the transmission sensor as being the problem. I hope this resolves the problem. I have a new Beetle and I wish I would have found this forrum before I bought. I am also having transmission problems. It down shifts really hard and brackets show up around every gear on the gear indicator. This is very anoying when you have less than , miles on the car. Also there have been many other small things break in the interior. I bought this car for my wifes birthday abn it has continously given us problems with fit and finish, and good luck finding someone to even do a frontend alignment. Enough complaining. Does anyone know were the transmission dip stick is at on a 6 speed auto trans. Announced earlier today, Volkswagen of America has d

wiring diagram of tube light with choke and glow starter
trailer pigtail wiring diagram
hunter ceiling fan with remote wiring diagram

ecided to recall 13, of their cars The Boston Globe reports. The reason? Problems with a dual-clutch transmission that causes a warning light on the dashboard to appear. Audi of America, the luxury division of Volkswagen, also made a recall yesterday. This affected 2, vehicles with similar problems. All of the cars were built between September and August A limited number of MY A3 cars equipped with S tronic transmissions are also affected. Volkswagen said some of their vehicles could have a faulty temperature sensor in the transmission, which could lead to the warning light showing up on the dashboard. In rare cases, the transmission could shift into neutral Yowza! Audi also cited problems with warning lamps, and the same problem of the transmission shifting into neutral in rare cares. If you own one of the cars affected by the recall, you will be contacted by Volkswagen so that you can take the car into a shop for repairs or new sensors. Call them at ''. Sign In or Register to comment.