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2014 VW Passat Oil Type: The maintenance of your Volkswagen Passat is essential for making sure it runs at its best and has durability.One of the most crucial aspects of maintenance is frequent oil changes.This guide will go over the details of the type of oil capacity, filter, And the costs associated with it for the 2013 VW Passat.The Oil Type: The most recommended type of oil for the 2013 VW Passat is a full-synthetic 5W-40 or 0W-40 motor oil.These synthetic oils offer superior security against wear and tear, particularly in harsh driving conditions.Capacity of Oil: The oil capacity of the 2014 VW Passat is approximately 5.2 quarters, which includes the filter.Its important to follow the Capacity of the oil specified to avoid filling too much or underfilling. This could result in damage to the engine.Oil filter: The most recommended oil filter for the 2013 VW Passat is the Volkswagen Genuine Oil Filter (part number 04110-3020).This filter is specially designed to capture harmful contaminants and guarantee clean circulation of oil across the entire engine.Oil Change Price: The cost for an oil change on a 2013 VW Passat ranges between $80 & $150, based on the kind of oil, labor costs, And location.Its recommended to consider the cost of these services when planning budgets for regular maintenance of your vehicle.Best Oil For 2014 VW PassatThe most suitable oil for the 2014 VW Passat depends on the engine.However, a reliable all-around oil suitable for a majority of Passats is 5W-30 or 0W-30 synthetic.It is more costly than conventional oil but it is more resistant to wear and tear and can last longer between oil changes.If you reside in a colder climate, you could benefit from a 0.W-30 oil.This oil will be a little thinner and flow more smoothly at lower temperatures, which will help prevent the engine from being rough when it idles.If you reside in a climate that is hot, you could benefit from an oil 5W-30.The oil will be more dense and offer better protection in temperatures that are extremely high.Here are some of the specific oils you can apply to your 2014 VW Passat:Mobil 1 Synthetic Oil 0W-30: This is a synthetic oil with high performance that is extremely protective against wear and wear and tear.Its designed to resist oxidation and increase the lifespan of the engine.Castrol Edge 0W-30 Full Synthetic Motor Oil: This oil is of high-quality synthetic oil made by utilizing the most advanced additives to safeguard your engine.Its designed to work with various engines.VW 502 00 Oil:This oil is specially designed specifically for VW engines and is in line with the specifications of the manufacturer.Whatever oil you select, make sure to follow the guidelines in your owners guidelines for the right quality and type of oil.Also, you should replace the oil filter each time you change the oil.2014 VW Passat Oil CapacityThe capacity of oil in the 2014 VW Passat depends on the engine.Here are the capacities of oil for the most popular engines of 2014. VW Passat:2.0L Turbocharged Four-cylinder Engine5.8 Qts (with filter)2.5L 5-cylinder engine 6.3 Quarts (with filter)3.6L VR6 engine:7.4 Quarts (with filter)It is crucial to determine the oil capacity of the specific Passat model inside the owners manual.It is also possible to find these details on the VW website.If you are changing your oil on the Passat it is essential to use the right quantity of oil.Over-use of oil can result in the engine overheating or too little oil may result in the engine having to shut down.2014 Vw Passat oil change intervalThe recommended interval for oil changes for 2014. VW Passat typically depends on the kind that youre using, as well as your driving habits.For a general rule of thumb:Traditional Oil: For conventional motor oil, its usually recommended to change your oil every 3 to 5 miles, or once every three to six months, or whatever is first.Synthetic Blend Oil:If your vehicle is using an oil that is synthetic then you may be able to extend the time interval up to 5,000-7500 miles, or once every four to six months.Full Synthetic Oil:In the case of full synthetic oil you will typically last longer between oil change intervals generally between 7,500 and 10,000 miles, or about every between 6 and 12 months.2014 VW Passat Oil FilterThe oil filter on the 2014 VW Passat depends on the engine.Below are oil filter options for some of the engines most commonly used that are included in this years VW Passat:2.0L turbocharged 4-cylinder engine:MANN-FILTER HU 721X2.5L 5-cylinder engine:MAHLE OC2293.6L VR6 Engine PUROLATORBOSS PB988It is essential to examine the oil filter of the specific Passat model within the owners manual.These details at the VW website.When replacing the filter in your Passat it is essential to select the right oil filter.The wrong filter could damage the engine.2014 VW Passat Oil ChangeChanging the oil in the 2013 VW Passat is a simple process that is easy to do at home, using only a few tools.The steps required to replace the oil in the Passat:Start the engine by running for a couple of minutes.Shut off the engine, and find the drain plug for oil at the bottom of the engine.Put an oil pan on top of the drain plug, then remove the plug to drain the oil.After the oil has gone through replace the drain plug and tighten it up.Find the oil filter that is on the outside of the engine, and then remove it.Install a brand new oil filter, and then tighten it.Inject the required amount of engine oil via the hole in the oil for filling.Verify the level of oil using the dipstick and add oil, if required.Start the engine, and let it run for a couple of minutes to let the oil circulate.Shut off the engine and then check the level of oil.If needed, add more oil.People Also Searches 2014 vw Passat oil typevw Passat recommended oil2014 passat tdi oil type2014 passat tdi motor oiloil for 2014 vw PassatVolkswagen Passat oil type2012 passat 2.5 oil type2000 vw Passat oil type2012 Volkswagen Passat oil typeConclusion:It is important to note that the 2014 VW Passat requires synthetic 5W-30 engine oil. It is essential to use premium oil that is in line with the specifications of the manufacturer to ensure maximum performance and long-term durability for the engine.The right oil is essential to the longevity and performance of the Passat.The engine is built to work with a particular oil viscosity as well as additives to ensure that the engine is properly lubricated and cool.Changing the oil in the Passat is a straightforward procedure that can be completed at home, using only a few tools.It is essential to adhere to the guidelines of the manufacturer regarding the type of oil and viscosity in order to ensure the best performance and durability for the Passat.For more posts visit our website: kind of oil does a VW Passat take?VW Passat 1.9 TDI Oil Specs 1992-1995 Passat 1.9L TDI models use VW 505 00 oil spec. 1996-1997 Passat 1.9L TDI models with AHU or IZ Engine Codes use VW 505 00 oil spec. 2004-2005 Passat 2.0L TDI models with BHW Engine Code use VW 505 01 oil spec.What kind of oil does a 2005 VW Jetta take?2004-2005 Jetta 1.9L TDI models with BEW Engine Code use VW 505 01 oil spec. 2005-2006 Jetta 1.9L TDI models with BRM Engine Code use VW 505 01 oil spec. Recommended VW Golf oil, specifications, quality standards, and oil viscosity weight is specified in your owners manual.What kind of oil does a 2013 VW Beetle take?2012-2013 Beetle 2.0T models with CCTA or CBFA Engine Codes use VW 502 00 oil spec. 2013 Beetle 2.0T models with CPPA or CPLA Engine Codes use VW 502 00 oil spec. Recommended VW Passat oil, specifications, quality standards, and oil viscosity weight is specified in your owners manual.What kind of oil does a VW TDI take?505.00 oils (for rotary pump TDIS) have the widest viscosity ratings of VW oils and include 0W30 and 0W40. Although 5W40 oil is most popular in this category, many owners in cold climates like using 0W30 or 0W40 in winter. Engine Oil: Prolife 5W-30. What type of oil does a VW TDI take?5W-305 liters 5W-30 VW Jetta engine oil, oil filter, and hardware for 2.0L TDI applications.How much oil does a 1.9 TDI take?Make sure the oil meets the Audi, Volkswagen oil quality standards listed. Capacity: With filter 4.8 quartsAdd 0.5L (0.5 qt) less than capacity shown, start engine,let run until operating temperature is approx.What oil does a Skoda Octavia 1.9 diesel take?Actual offers of Engine oil for SKODA Octavia II Hatchback (1Z3) 1.9 TDI Diesel 105 hp. Product info: Version: XTT. Oil Viscosity Classification SAE: 5W-40.Which is better 5W30 or 5W40?5w30 can be used by different type of vehicles and in different range of temperatures, but is ideal for colder temperatures. 5w40 is often used in higher mileage engine sand performs better in warmer temperatures.What kind of oil does Volkswagen recommend?Volkswagen Oil Type, Filter, and Standards We recommend full synthetic 5W-30, 5W-40, or 0W-40 oil. Our dealership also stocks OEM VW oil filters, which are both inexpensive and ready to install.Does Castrol EDGE meet 507?Castrol EDGE 5W-30 LL is approved for use in vehicles that require a VW 504 00 / 507 00, Porsche C30 or MB-Approval 229.31/ 229.51 5W-30 lubricant.Can 5w40 be used instead of 5W30?In practice, this means that each oil is just as viscous at lower temperatures and will remain viscous at -30C, however 5w40 oil outperforms 5w30 oils at higher temperatures, being effective up to ambient temperatures of 50C, as opposed to 30C.Which engine oil is best for Skoda Octavia?The best engine oil for Skoda Octavia is 5W30 synthetic grade oil, however we recommend you to stick with mineral engine oil for the initial 10,000kms.How long will 1.9 TDI engine last?Just like any other engine on the market, the 1.9 TDI will last longer if it is taken care of properly. As crazy as it sounds, we have seen some 1.9s at 250,000 300,000 miles and one at just over 400,000 miles.What oil is VW 507 00?With the introduction of new emission limits for passenger cars in 2005 requiring the fitment of exhaust gas after- treatment devices, Volkswagen have upgraded their LongLife specifications to 504 00 for petrol and 507 00 for diesel. LongLife oils meeting 504 00/507 00 are now SAE 5W-30 viscosity.Is Castrol EDGE oil good for diesel engines?Castrol 5W30 is our strongest and most advanced range of engine oils. Castrol EDGE 5W-30 C3 is suitable for use in automotive gasoline and diesel engines where the manufacturer recommends an API SN, ACEA C3 or earlier specification 5W-30 lubricant .505.00, 505.01, 507.00 What do these mean? 10,000 mile oil change interval? Really? 5W-40, 5W-30, 0W-30, which is better? Driving a VW TDI means questioning and sometimes tossing out some long-held beliefs about oil and oil change intervals (OCI). Pulling into your local quick-lube store and letting them put whatevers in the drum below the floor into your car can be disastrous to your TDI. Were going to try to make it simple and help you choose the oil your TDI requires.Why is Correct Oil so Important?If you drive a TDI you already know its a remarkable engine. Few, if any other engines offer a comparable combination of power, economy, and longevity. However, several aspects of the TDIs design make it hard on oil.First, the TDIs high compression puts its piston rings very close to the point of combustion. Engineers soon learned that conventional oils could leave deposits, or coke, on the piston rings, which would jeopardize their function, increasing oil consumption.Second, Oil is the life blood of a turbocharger. If oil cokes or gathers residue then it can clog the turbo oil feed line, starving the turbo of oil and ending its life. Not a good thing.Third, newer TDIs (04 and later) have injection systems that are generate very high fuel injection pressures but are also hard on camshafts. These cars require oil that can keep cam lobes lubricated in that high pressure environment.Fourth, TDIs emissions systems have become much more sophisticated in recent years, requiring oils to be refined without components that can harm those systems.Finally, all manufacturers are after maximum fuel economy and the longest possible oil change intervals in all their cars, and keeping oil in cars longer while providing the best possible fuel economy figures put additional demands on oils.Oil Standards and SpecificationsVW has established and tests oils to standards it has set for its engines. There are several other industry standards for engine oils, but for simplicity weve stuck with VWs standards here along with oil viscosity measures that are commonly used in the US.Will oils that do not meet or include VW standards work in your TDI? Probably. Oils that meet other standards such as ACEA or API may be fine for your VW. In fact, some owners purposely use oil that does not meet VWs specifications because they believe its better for their TDIs than the ones VW certifies. Just keep in mind that VW may ask for proof that your car has used only oil meeting their standards in the event of a warranty claim.Synthetic versus Non-SyntheticThis distinction is not as simple as you may think. Although all the oils that meet the standards in the chart above are considered synthetics, many of them may start with mineral oil base stocks, or esters. Youll see terms like synthetic technology, or pure synthetic, on labels. But once again, if it meets the standard, its OK. And in the world of TDIs, if it meets the standard it is going to be synthetic oil.Diesel Versus GasolineTheres a simple point here: Diesel engine oils have different requirements because, in part, of the need to keep soot in suspension in the oil between changes. Youll notice that the oil in your TDI turns black very quickly after a change. That doesnt mean its dirty, it is keeping the soot the engine generates in suspension. The presence of that soot is an oil design consideration. There are many oils that meet both gasoline and diesel standards, but beware of oils that are designed only for gasoline engines, even if they are synthetic.Match the Rating to Your EngineThe table below lists the TDIs sold in North America and years they were sold, the oil they require, and some (not all) of the oil brands that offer oils that meet the standard.Model/YearsEngine Type/CodeOil StandardSuggested Brands/Weight1996-1997 Passat1996-1999 JettaRotary pump injection TDI, Codes 1Z, AHU505.00Castrol SLX Professional, Lubro Moly Synthoil Premium, Pentosin, Total Quartz Energy 9000, Mobil 1, 5W40, 0W40, 0W301999.5-2003 Golf, Jetta, New BeetleRotary pump injection TDI, Code ALH505.00Castrol SLX Professional,Lubro Moly Synthoil Premium, Pentosin,Total Quartz Energy 9000, Mobil 1, 5W40, 0W40, 0W302004-2006 Golf, Jetta, New Beetle2004-2005 PassatUnit Injection, or Pump Deuse (PD) TDI, Codes BEW, BHW505.01Castrol SLX Professional, Lubro Moly Top Tech 4100, Pentosin High Performance II, Total Ineo MC3, 5W30, 5w40 Pennzoil Ultra Euro L2009 and later Jetta and Golf TDIs; 2012+ PassatCommon Rail, Codes CBEA & CJAA & Passat code CKRA507.00CastrolSLX Gold, Total 504/507, Lubro Moly Top Tech 4200, Mobil 1 ESP, 5w30,The brands listed here are not exhaustive, there are others. And there are yet more oil brands that claim to be designed for engines with 505.00 (or 505.01) oil requirements, or words to that effect. Just keep in mind that if the VW standard isnt printed on the label, the oil probably hasnt been certified by VW. Its your choice whether or not to use that oil.What about 506.00?VW has a 506.00 standard for oils that were considered good to use in cars that require 505.01 oils (PDs), and was also specified for the V-10 Touareg. This was a 0W30 weight oil that helped improve fuel economy. However, 506.00 oil was very expensive and did not match the lubrication or protective standards set by 505.01, and has been phased out. The Lubro Moly Top Tech 4200, a higher 507.00 specification oil, is also specifically approved for vehicles requiring 506.00 and 506.01.What about Weight?Europe and America use multiple viscosity ratings for oils. And there are a couple of trends in the oil industry when it comes to viscosity:Oil viscosity numbers are getting lowerLighter weight oils work better than they used to at high temperaturesEmissions and fuel economy requirements have, in many cases, driven manufacturers to use lighter weight oils. Since EPA measures include a cold start, light weight oil helps cars perform better in that test. Also, engine tolerances are much tighter than in past years. Thinner oil (especially when cold) can help provide lubrication during those first few critical seconds after a cold start. And todays synthetics provide much better protection when hot than mineral-based oils did, even if their viscosity rating is lower. For example, 5W30 weight oil is considered fine for all driving conditions in PD and Common Rail TDIs, even in the desert in summer.505.00 oils (for rotary pump TDIS) have the widest viscosity ratings of VW oils, and include 0W30 and 0W40. Although 5W40 oil is most popular in this category, many owners in cold climates like using 0W30 or 0W40 in winter.And both 5W30 and 5W40 oils are available for oils meeting the 505.01 standard (PDs). Both are fine for use in all climates, although some owners prefer 5W40 over 5W30.10,000 miles? Really?All TDIs have a 10,000 mile oil change interval (OCI) after break-in. After generations of 3,000 mile OCIs many owners have difficulty accepting the 10,000 mile interval as safe. But 10,000 miles has proven to be a more than reasonable interval. Many owners run their oil longer. TDIs are proving to last many hundreds of thousands of miles without major wear using a 10,000 OCI with the correct oil, and many feel its wasteful to change it more often.Soot build up is the primary reason for oil breakdown in diesels. As oil advances further technologically the different specifications have been increasingly tolerant of high soot levels in the oil. This results in many european vehicles with flexible service intervals to go 30,000 miles or more between oil changes.SummarySimple enough. If your car:Has a rotary injection pump, use oil that meets VWs 505.00 standardIs a PD, use oil that meets VWs 505.01 standardIs a Common Rail, use oil that meets VWs 507.00 standardDiesel on!Related ArticlesVW TDI 2010+ (CBEA/CJAA) Oil Change How To Hello everyone, I know there has been many threads about which oil and everyones opinions. I am at 43k right now and plan to do an oil change at 45k. Yes i am still under warranty. The only oil my dealer carries is still the oil Castrol TXT 505.01. I am aware that oil is not even full Syth...I have looked at putting Motul 100% Syth 505.01 in it next, i havent read to much on it or seen a ton of information. What are everyones opinions on using a 506.01 or a 507 oil in it? Has there not been letters approving it for my engine under warranty? Here is the real question i have....Mobil 1 TDT 5W40...Seems to be the flat out non warranty option does it not? I am under warranty on my powertrain till next september (2011) or 60k. Which will be about the same time on my driving schedule. Is it not worth the risk of using TDT and then something happening which would not be the oil's fault and then they blame it? I am really at a lost of what oil to use that will help protect the cam the most while hopefully retaining my warranty i seem to be using more and more lately. What is the best warranty oil for my 1.9l PD BRM? 505.01, 506.01, 507? Best overall oil warranty or not based on OA? Worth voiding warranty? Thanks,Justin Any oil that meets VW's specifications is just fine. Any oil that does not is NOT GOOD. The dealer uses whatever he can get the cheapest. There really is no reason you should not, unless it makes you feel better to pay more. The only way you can do it wrong is to not change it when you should or use an oil that fails to meet VW's specifications. We worry a lot about oil, but we very seldom if ever see an engine damaged due to using any oil that meets VW's specifications. Avoid Xw30 oils in this engine regardless of specification approvals. That rules out 506.01 and 507.00.Use either a 5w40 505.01 oil (any of them) if you want to keep your warranty valid. Hello everyone, I know there has been many threads about which oil and everyones opinions. I am at 43k right now and plan to do an oil change at 45k. Yes i am still under warranty. The only oil my dealer carries is still the oil Castrol TXT 505.01. I am aware that oil is not even full Syth...I have looked at putting Motul 100% Syth 505.01 in it next, i havent read to much on it or seen a ton of information. What are everyones opinions on using a 506.01 or a 507 oil in it? Has there not been letters approving it for my engine under warranty? Here is the real question i have....Mobil 1 TDT 5W40...Seems to be the flat out non warranty option does it not? I am under warranty on my powertrain till next september (2011) or 60k. Which will be about the same time on my driving schedule. Is it not worth the risk of using TDT and then something happening which would not be the oil's fault and then they blame it? I am really at a lost of what oil to use that will help protect the cam the most while hopefully retaining my warranty i seem to be using more and more lately. What is the best warranty oil for my 1.9l PD BRM? 505.01, 506.01, 507? Best overall oil warranty or not based on OA? Worth voiding warranty? Thanks,Justin Actually these are good questions. The essential issue: snap shot base line (is what is the condition of your BRM camshaft,... NOW). Get a hold of your local guru. 1. I would basically start with a visual inspection of the camshaft (the critical piece in question on the PD). 2. DIY if you know what you are doing. POP the valve cover. 3. In the VERY remote case that it is indeed starting to wear irregularly, NO oil will repair that ! Obviously this would be the correct time to submit it to a VW dealer/Corporate for the fix. Assuming no issues, the above link is a good place to start for your research to come up with your top 5 oil list. Mobil One 5w40, Total, Castrol , etc. I personally would use the Mobil One 5w40 TDT (5w40 is almost critical for PD camshafts) . I have been doing so for 128,000 miles and with 20,000 to 25,000 OCI's, BUT... in a ALH engine (2003). So from that point of view, I have "no skin in the game. ". Next on my list would be Total. Last edited: Mar 27, 2010 it is a dilemma use a GroupIII 505.01 with low levels pf ZDDP for the warranty period and possibly cause accelerated cam wear which will show up at 100K OR bite the bullet and use a non 505.01 oil PAO oil like M-1 TDT that probably is better for the cam but its use voids the warranty If I had to do it again I would go with the second option. In your case , you should add some ZDDP additive and use 505.01 it is a dilemma use a GroupIII 505.01 with low levels pf ZDDP for the warranty period and possibly cause accelerated cam wear which will show up at 100K OR bite the bullet and use a non 505.01 oil PAO oil like M-1 TDT that probably is better for the cam but its use voids the warranty If I had to do it again I would go with the second option. In your case , you should add some ZDDP additive and use 505.01 Thats exactly what I am asking about. I feel like its russian roulette either way.....BUT you bring up a good point. I could keep with the 505.01 and use an additive. Now the question is. What is the best 505.01 and what is the best additive and how exactly do i use it (qty?).Thanks everyone. You are all a wealth of knowledge. use the cheapest 505.01 for now but cut your OCI by 1/3 or 1/2 to be safe. after that, go nuts. try whatever. if the cam is going to fail, its the design and the cam itself, not the oil that'll save it. i'm running Mobil 1 TDT 5w40 which is NOT 505.01 (yet highly regarded as a good oil for the PD) but my car has almost 90k miles on the odo. no issues as of yet but i did an early change at 2500 miles and now i'll drain and fill at another 5000 miles and keep that oci until the car is done. use the cheapest 505.01 for now but cut your OCI by 1/3 or 1/2 to be safe. after that, go nuts. try whatever. if the cam is going to fail, its the design and the cam itself, not the oil that'll save it. i'm running Mobil 1 TDT 5w40 which is NOT 505.01 (yet highly regarded as a good oil for the PD) but my car has almost 90k miles on the odo. no issues as of yet but i did an early change at 2500 miles and now i'll drain and fill at another 5000 miles and keep that oci until the car is done. Since owning the car (starting at 30K) i have changed it with Castrol TXT 505.01 every 5k. The previous owner looks like he changed the oil ever 7-10k with the same oil. As of now i plan to change to Mobil 1 TDT 5W40 in Sept of 2011 or 60k unless there is something better then of course. Anybody have a good additive i could use?.... wouldn't that void my warranty? Just wonderingThanks. I personally ran Motul 100% Synth 505.01 5w40 while I was under warranty, at 10k intervals. I started using Mobile TDT 5w40 at 60K, make sure it's the CJ-4 group oil(it should all be by now).If I would have known at the time, (The CAM issue hadn't come up yet) I would have used TDT while I was under warranty too. Gry water used as oil will get these cars past the warranty period without issue... so using the "under warranty" as an angle to keep with requirements is a gamble... 1. Do you choose the better oil (proven here time and time again) and risk having a random failure which VW will want you to provide documentation for each OCI before they cover the cost.... or 2. Do you use VW spec oil during the warranty period only to realize that once again VW's spec protects them, not you, and now you have an engine that will most likely fail before others. But as a parting gift you have that warm fuzzy feeling that you were covered should anything have gone wrong, but didn't. Step up... Use the better oil regardless is my take. If you have an issue.. I'm sure someone on this thread will gladly toss you some receipts for the "correct oil" Not like an oil analysis of the oil in the crank is going to determine the "brand" of oil used or "spec" As long as you have oil in there.. you're good. And yes.. I'm pro-screw VW.. because they are pro-screw the owner. (proven here time and time again) ...Step up... Use the better oil regardless is my take. If you have an issue.. Do you have any empirical data to indicate that this or that oil is better than what VW recommends? Better meaning longer life. Of if you like better in some other meaningful way. I only ask this because I have not been able to find the data, and the usual response I get is someone did an oil test and found that under this or that lab test this or that oil was superior under the test conditions; which may or may not be reflected in longer overall life in the real word. Longer life meaning a meaningful longer life for that part and for the overall life of the engine/car? I am not suggesting that lab test results may be an indication, but looking at all the adds on TV and in print for all kinds of products, I find that 90.57% of them pick a single factor which may or may not be material to sell a product. Sort of the Billy Maze proof. 8/25/09Average wear for API ---- 4.10 ppm TWM Average wear for VAG --- 8.38 ppm TWMFor the top 24 users in each catagory shows that API oils are 26% lower in wear over VAG oils. As for which brand of oil is better within each spec... Mobil, Amsoil, Shell, etc... I think you are splitting hairs but for the most part... VAG spec isn't the cat's meow as they would like you to think. 8/25/09Average wear for API ---- 4.10 ppm TWM Average wear for VAG --- 8.38 ppm TWMFor the top 24 users in each catagory shows that API oils are 26% lower in wear over VAG oils. As for which brand of oil is better within each spec... Mobil, Amsoil, Shell, etc... I think you are splitting hairs but for the most part... VAG spec isn't the cat's meow as they would like you to think. OK. Now is the difference in wear meaningful? Yea, it is 50%, but is 50% meaningful. If say 2 out of a million cars fail with API over their life time compared with say 10 out of a million with VAG, is it meaningful? I would say no. I am not saying that is the case, but the numbers I see, including what you just presented, does not really say much with out knowing more about the real world live cycle results. 8/25/09Average wear for API ---- 4.10 ppm TWM Average wear for VAG --- 8.38 ppm TWMFor the top 24 users in each catagory shows that API oils are 26% lower in wear over VAG oils. As for which brand of oil is better within each spec... Mobil, Amsoil, Shell, etc... I think you are splitting hairs but for the most part... VAG spec isn't the cat's meow as they would like you to think. This means very little - WHICH Vag oils are being compared with the API oils???? 505.00??? 505.01??? (if so, 5w30 or 5w40, which brand, the "old" spec or "new" spec, etc.), 507.00???Ray This means very little - WHICH Vag oils are being compared with the API oils???? 505.00??? 505.01??? (if so, 5w30 or 5w40, which brand, the "old" spec or "new" spec, etc.), 507.00??? Ray Nice point. OP, listen to the fellow on the first page that is a moderator. Ignore anyone that has been a member less than two years and anyone whose advice would void your remaining warranty or who does not have the same model car as you do. AFTER your warranty is up consider using Mobil 1 TDT, it has a good rep around here. JMO. Bill Last edited: Mar 28, 2010 Why to wait until warranty is over? Just start using TDT NOW! If you have any engine/oil/etc issues then just pour out TDT and pour in 505.01. Besides, the practice shows that VW almost never asks about 505.01 usage history when it comes to warranty claims about cams and etc.. If you have any engine/oil/etc issues then just pour out TDT and pour in 505.01. If one did that they would be acting dishonestly, wouldn't they? Read the forum rules. Bill I have been using Mobil-1 ESP 5W-30, 504.00/507.00 for the past 4 oil changes with very good results. After using the Pella oil extractor, I am pulling out 4L of dirty oil. I only add 4L for my oil changes since the dip stick reads full with 4L. So I am not burning a drop of oil. The 507.00 is backward compatible with 505.01. I also have been buying the Mobil-1 product at Pep boys for $6.99 per liter. I used to buy Motul online, but the price plus shipping was over the top. Make sure you buy the 5W-30 with the Gold Caps in 1-Liter bottles. The 5W-40 is for MB 229.3 spec only. And what illegal activity did I encourage? TDT usage? ... Why to wait until warranty is over? Just start using TDT NOW! If you have any engine/oil/etc issues then just pour out TDT and pour in 505.01. That would be an illegal activity. Why to wait until warranty is over? Just start using TDT NOW! If you have any engine/oil/etc issues then just pour out TDT and pour in 505.01. That would be an illegal activity. I agree what he is implying is indeed illegal but he actually never says "pour out TDT put in 505.01 and THEN take it to the dealer for a warranty claim" i agree it is suggested/implied but he doesnt actually say take it to the dealer after swapping and making a false claim. I am really up in the air about what to do so far....all good information just seems i have a choice to make. I searched the MX records from the first owner and he was using the Castrol 505.01 5W30 oil. I have been using the TXT 505.01 (5W40) since then (two changes in 10k). -Justin Look here: VW denied a claim due to cam problem even not asking about oil usage history. What are the chances you'll be asked for it? And also, what are the chances VW will cover the repairs? I guess close to zero. Still, why not start using TDT now and avoid possible problems in the future? If not, then what's the purpose of this thread then? If you can't use anything apart 505.01 why to start a thread and ask for advice? All opinions should be heard, if aske for. Where do you guys get the TDT? Ive been using Castrol SLX Professional OE 5w30 for my oil changes so far, but thats due in part because I get most of the oil I need for free lol. I want to go to a better 5w 40 since I replaced the cam and lifters once, and I would like to not have to do it again if possible. I havent looked much online, and the only compression ignition oil that my local advanced auto/autozone carries is Rotella T, which I have used in my chevette. Im about 400 miles away from my next oil change and I just want to use something a bit better. The correct questions are: Which 505.01 oil is best, or which 507.00 oil is best. I'm on my second change with Mobil ESP 5w30 507.00/229.51/LL04 in my '01 Golf with 243K miles - in 3K miles since the last change, the dipstick still shows full. At this rate, it will be the best oil I have ever used re: usage - much better than the Elf 507.00 where I added approx 1/2 liter over 10K. The only other oil that came close was Elf Full-Tech 0w30. Ray The correct questions are: Which 505.01 oil is best, or which 507.00 oil is best. All 505.01 oils are good and also all 507.00 oils are good. You need to do a really scientific research (test at least a few thousands of engines with same mileage, same driving habbits, same conditions, climate, fuel, load, etc etc etc) in order to say which one 505.01 oil is the best from the 505.01's oil group and which one is the best from 507.00 group. Anything else is just a wild guess/coincidence or mathematical statistics. And what illegal activity did I encourage? TDT usage? Is 505.00 oil usage in a PD encouragement is also illegal activity? It should be. Then you should show these rules to Dmitrij too. You're a typical average american id**t. You need to see your psychiatrist ASAP. using a non conforming oil or an addtive and hiding from VW is not illegal"activity". VAG oils are only good for the emissions equipment, not good for the camshaft. And, 507.00 IS NOT backwards compatible to 505.01....it has even less ZDDP than 505.01. Of course one can use that junk and stay with the warranty guidelines.....or one can use an oil with ample amounts of ZDDP or add ZDDPlus to 505.01/507.00. Oh, and what's more illegal.......using a non 505.01 or 507.00 oil or VW knowingly screwing its costomers with poorly made camshafts and/or oiling design? Last edited: Mar 29, 2010 Page 2 MB and BMW specs also junk? VAG oils are only good for the emissions equipment, not good for the camshaft. And, 507.00 IS NOT backwards compatible to 505.01....it has even less ZDDP than 505.01. Of course one can use that junk and stay with the warranty guidelines.....or one can use an oil with ample amounts of ZDDP or add ZDDPlus to 505.01/507.00. Oh, and what's more illegal.......using a non 505.01 or 507.00 oil or VW knowingly screwing its costomers with poorly made camshafts and/or oiling design? How about the VAG oils that also meet MB 229.51 - do these protect engines? 507.00 oils have replaced ZDDP with other additives for wear. VW revised the 505.01 spec - perhaps the original spec was not sufficient.... Ray using a non conforming oil or an addtive and hiding from VW is not illegal"activity". Of course not. However intentionally trying to hide the fact you used it by changing the oil to gain warranty coverage is illegal. I guess it's rather too high exhaust temperatures are the cause, not just lack of ZDDP or poor oiling problem. Of course not. However intentionally trying to hide the fact you used it by changing the oil to gain warranty coverage is illegal. You know that thing, if they don't ask, then you just don't tell them. Of course not. However intentionally trying to hide the fact you used it by changing the oil to gain warranty coverage is illegal. That is correct, Joe. The legal term is FRAUD, which is a crime.Bill My experience: I stayed with 505.01 until I was past 60K. I switched to TDT because it is locally available / easily acquired. So far so good.One thing I did notice is that I had 'ticking' toward the end of 59K. The TDT cleared that up within 2 weeks - maybe a sticking valve? Don't know.I did post earlier that my cam seemed to be OK for now, but showed some wear - I'll look again when it is timing belt time (2 rounds of TDT from now). Bottom line: Stick with warranty approved stuff until there is no more warranty then decide which oil to go with based upon your own research / musings from this site. I too would advise any PD owner to use a 5w-40 505.1 approved oil until their warranty has expired and then switch to TDT. John So apparently no stores carry this TDT oil? How about the VAG oils that also meet MB 229.51 - do these protect engines? 507.00 oils have replaced ZDDP with other additives for wear. VW revised the 505.01 spec - perhaps the original spec was not sufficient.... Ray Any oil meeting the same specs as VAG "approved" oils are sufficient. If this were not so, then VW would be required to provide the correct oil. And, 507.00 (5W-30) oil is not the correct oil for a 2006 BRM, no matter what replaced ZDDP. You are correct in that 505.01's (5W-40) original specs were not sufficient......too low a number of ZDDP for VW's flat tappet cam in the BRM and poor cam oiling design. Now, had VW used roller followers then this whole thread would be pointless. Last edited: Mar 30, 2010 Autozone and some Walmart stores carry TDT So apparently no stores carry this TDT oil? In Michigan, Wally-World is hit or miss. PepBoys around here (Kazoo) usually stocks Mobil TDT 5W40. HTH...V Of course not. However intentionally trying to hide the fact you used it by changing the oil to gain warranty coverage is illegal. what makes you think VW would even bother analyzing the oil ? what makes you think VW would even bother analyzing the oil ? x2. Also, what "magical additives" (which are not seen by UOA in 505.01) will show up and reveal that it's probably not 505.01 oil inside? And what's illegal about "don't tell them if they don't ask?"Is it legal for dealers to put WRONG oil in a PD and then neglect the warranty/cam replacement? Guys, get serious, it's life. Last edited: Mar 31, 2010 Is it legal for dealers to put WRONG oil in a PD and then neglect the warranty/cam replacement? Guys, get serious, it's life. So it is OK because at least some dealers do it? I don't know about others, but I hold myself to a higher level. Over the years I believe it has turned out to be the best polity. Okay okay gentleman. Lets stop the legal/non legal stuff. We get it. I am going to stick with 505.01 at least one more change. Does anybody know what 505.01 is the best? I know the TXT is not a full syth. Has anybody noticed a certain one that has a better additives package? How about the Pento HP II? Motul? Pento seems to be a decent price on ECS. I know all arent as good as the TDT which i plan to use the next time most likely but lets ditch the legal battle crap and just get back to business. Thanks for everyones input so far i really appreciate it! That is correct, Joe. The legal term is FRAUD, which is a crime. Bill But if the "unapproved" oil did not cause in any way the failure that is being covered, then by only "playing" VW's game of prove this prove that before they deny this and deny that... then there is no fraud that could be proven. VW could try a civil action against you but would loose based upon the warranty act. How many threads do we have to read where VW wants proof of oil changes for a non oil related failure in their only hopes of not having to fix a problem that they are otherwise on the hook for. Since this goes against the warranty act.. shouldn't we accuse VW of "FRAUD" and just ban this site x2. Also, what "magical additives" (which are not seen by UOA in 505.01) will show up and reveal that it's probably not 505.01 oil inside? And what's illegal about "don't tell them if they don't ask?"Is it legal for dealers to put WRONG oil in a PD and then neglect the warranty/cam replacement? Guys, get serious, it's life. Additive levels are very different. Levels of ZDDP significantly more than a 505.01 oil. There are some fundamental differences between an API and an ACEA-based oil. Okay okay gentleman. Lets stop the legal/non legal stuff. We get it. I am going to stick with 505.01 at least one more change. Does anybody know what 505.01 is the best? I know the TXT is not a full syth. Has anybody noticed a certain one that has a better additives package? How about the Pento HP II? Motul? Pento seems to be a decent price on ECS. I know all arent as good as the TDT which i plan to use the next time most likely but lets ditch the legal battle crap and just get back to business. Thanks for everyones input so far i really appreciate it! See POST NUMBER 3.Bill Okay okay gentleman. Lets stop the legal/non legal stuff. We get it. I am going to stick with 505.01 at least one more change. Does anybody know what 505.01 is the best? I know the TXT is not a full syth. Has anybody noticed a certain one that has a better additives package? How about the Pento HP II? Motul? Pento seems to be a decent price on ECS. I know all arent as good as the TDT which i plan to use the next time most likely but lets ditch the legal battle crap and just get back to business. Thanks for everyones input so far i really appreciate it! You might wanna try Motul. It's 100% synthetic and that's what I use. Additive levels are very different. Levels of ZDDP significantly more than a 505.01 oil. There are some fundamental differences between an API and an ACEA-based oil. Yeah, but there was discussed such an option as 505.01+ZDDPlus. How will they prove I used TDT and NOT 505.01+ZDDPlus? Ok, ok, I know, the discussion is now over Yeah, but there was discussed such an option as 505.01+ZDDPlus. How will they prove I used TDT and NOT 505.01+ZDDPlus? Ok, ok, I know, the discussion is now over Viscosity at 100C. TDT: 14.9 CstEuro xw40 oils are less than 14 usually.There are other additives that might show up, or show up in odd quantities, comparing API to Euro. If you dumped an aftermarket additive into a VW 505.01 oil, you'd technically void any performance claims for that formulation - including any official VW/Audi approval. The HD diesel oils (CJ-4/SM), have significantly higher additive treat levels, compared to the VW 505.01/VW 507.00 products. So you see more ZDDP and more calcium/magnesium (particularly the latter) in the CJ-4 stuff. Burning the Mg generates less sulfated ash than if all your detergent additive was calcium based. This is why you see a more even mix of Ca & Mg, compared to the previous API/CI-4+ spec. It's pretty easy to tell if you're using a VW 505.01 oil, since all the formulations (including Amsoil, FWIW), I've seen are using one of the two approved additive chemistries.TS Last edited: Mar 31, 2010 So in that case this thread is simply useless if you want to be 'LEGAL', since there's only one definite answer: 505.01 So in that case this thread is simply useless if you want to be 'LEGAL', since there's only one definite answer: 505.01 There is nothing illegal about using a different oil or additive. What would be illegal would be knowingly misleading the dealer to obtain warranty coverage. There is nothing illegal about using a different oil or additive. What would be illegal would be knowingly misleading the dealer to obtain warranty coverage. Yep, you can use any oil or additive you want. It is entirely legal. It is the illegal coverup of a legal activity that gets you into trouble.Bill Okay okay gentleman. Lets stop the legal/non legal stuff. We get it. I am going to stick with 505.01 at least one more change. Does anybody know what 505.01 is the best? I know the TXT is not a full syth. Has anybody noticed a certain one that has a better additives package? How about the Pento HP II? Motul? Pento seems to be a decent price on ECS. I know all arent as good as the TDT which i plan to use the next time most likely but lets ditch the legal battle crap and just get back to business. Thanks for everyones input so far i really appreciate it! It is amazing how these oil threads get people going....From what little I could tell after searching this forum for hours, the pento II 5W40 seems to have good UOA results for a 505.01 oil. That's what I'm using until my warranty runs out. (BEW engine) It is amazing how these oil threads get people going.... From what little I could tell after searching this forum for hours, the pento II 5W40 seems to have good UOA results for a 505.01 oil. That's what I'm using until my warranty runs out. (BEW engine) Thanks! Noted. It seems to be a fair price as well. ... The 507.00 is backward compatible with 505.01..... According to updated information from VW, that is the case with some 507.00 oils, but not all of them. Apparently those problematic PD cam lobes have specific lubricity requirements that oils engineered for common rail engines do not necessarily meet. Hey, I'm sure this question has been asked, but i want some clarification. Just got my first TDI - '01 Jetta, auto (sniffle), and it has 106k on it, and will be due for an oil change in about 1200 miles. I'm loving it so far, and after reading here, it sounds like M1 Truck and SUV 5w30 is a good choice. I've been driving about 1000 miles/wk, so the 10k oil change interval is crucial for me, and protection for the engine is primary. Cost is not an option. I've been running Mobil 1 in the other vehicles for years, and would prefer to stay with that brand just for availability's sake, but if it's not the best oil, then i'll change. I reckon i'll put about 50k on this car before it leaves my possession, and i drive hard. Living in NC, i don't have to worry about really cold temps - my biggest concern is soot capability. Thanks!Evan PurserRaleigh, NC'01 Jetta TDI 106,800 and climbing fast Well if you prefer mobil one, get the Truck and SUV oil. Everyone that uses it swears by it. Meanwhile, someone will start a war here (hopefully not), but others also like Rotella and Amsoil. Personally I like the Mobil, and I change it every 10k and use OEM filters. If you don't have a chip or injectors you can do 15k or even 20k, or once per year.Like I said, if you like Mobil, stick with Mobil--Delvac or Truck & SUV (same product).Cheers!-BB Good choice, it's 5W40, not 5W30: $20 (5 qts.) @ America's favorite place to shop. I'm sure this question has been asked, but i want some clarification. I've been driving about 1000 miles/wk, so the 10k oil change interval is crucial for me, and protection for the engine is primary. Cost is not an option. actually, this question has only been asked once before that i can remember. if cost (money) is not an option, what's is the best oil you can get for a TDI? link So what would you say is the best engine oil out there that you could possibly use for your TDI, money is no option this is actually a question that has never been posed on TDI club! if money is not an option, and you're limited to say trading eggs or vaccuuming the guy behind the parts counter's car in exchange for oil - what type of oils could you get, and of those, which would be the best one? my serious answer/vote may in the future be the new VWAG 507.00 specification, but until I've UOA tested it in my own car with good results I'll just say it might be the best. of the oils I have UOA tested in my own TDI, I'd say the VWAG 506.01 is the schizzle. I know you meant "money is no obstacle", which is good because the 506.01 oils cost 3x the amount of the TDIclub super-favorite M1-T&SUV. North American 506.01 options are the marvelous Motul Specific 506.01 and excellent Elf Evolution CRV 506.01 (both are 0w-30).by the way, i'm in the middle of changing my oil as i type this, Elf Solaris LLX 5w-30 507.00 is going in, and UOA results for it will be coming back soon! Dieseldorf, Comparing the Mobil-1 Super Syn 0W-40 (505.00 compliant) to the Truck and SUV 5W-40, are there any advantages/disadvantages to either. Does the T&SUV have better detergents for diesel engines? My Father has a 2003 Jetta TDI ALH and wanted to clarify. Also, thanks for your advise on 506.01. I am now running it in my 2004 Jetta PD Wagon and noticed a major improvement in economy and smoothness. I put about 25K miles per year on my vehicle and will definitely spend the $80-90 dollars per oil change on the ELF Evolution 506.01. I have been doing my homework on this and recommend sticking with a 5w40.Also schaeffer's oil has some increadable test results and so in 2,000 miles I will be putting in Schaeffer's Series 9000 5W40. Dieseldorf, Comparing the Mobil-1 Super Syn 0W-40 (505.00 compliant) to the Truck and SUV 5W-40, are there any advantages/disadvantages to either. Does the T&SUV have better detergents for diesel engines? That's a tough call. The T&SUV is really a dedicated diesel oil where the 0W40 is certified for gas and diesel, it's also a preferred oil by plenty of mfrs. if you want to travel beyond 10k miles per oil change, I think you've got to use the T&SUV which is a robust product. I suspect the T&SUV will be more shear-stable as the miles pile on.Good luck with the 506.01, that's a cool product! Welcome to the TDI-Club !! As others have opined, the Mobil "Truck & SUV" 5W-40 oil is perfect for your car!!! (will you be performing the oil change yourself???) An aside: given the milage on your car: has the automatic transmission fluid/filter ever been changed?? If not, I would definitely consider having it done!! All the best, Yuri. i use the mobil 1 truck & suv 5w40 in my 2000 beetle tdi and mobil 1 0w40 in my 2003 beetle 2.0 gas. 1.9tdi which engine oil to use - confused 1.9tdi which engine oil to use - confused 11-08-2011,08:30 PM Hi, I am very uncertain about which oil I should use for an oil change on my 1.9tdi. The manual says it should conform to vw500 or vw 505. Millers recommend these : XF Longlife 5w30 XFE-PD 5w40 Trident Longlife 5w30 or what about these : Re: 1.9tdi which engine oil to use - confused Re: 1.9tdi which engine oil to use - confused 11-08-2011,09:36 PM hi mate just do what i do go to audi or vw main dealer and buy some quantum longlife 3 its about 35.00 quid for 5 litres it covers all specs from 504,00 to 507.00 it is meant for longlife servicing but you can change it as often as you like i change mine about every 8000 miles it is what audi would use if servicing your car . and while your there get yourself a genuine oil filter hope this helps Re: 1.9tdi which engine oil to use - confused Re: 1.9tdi which engine oil to use - confused 12-08-2011,10:04 PM Yes, i totally agree Quantum longlife 3 and genuine filter. I have a TPS account and oil is 25 ish and filter 5. Quantum is re-labeled castrol edge oil anyway. I always change mine every 6K miles, but it's the 1.8T which is prone to sludge build up and blocking the oil pickup. Re: 1.9tdi which engine oil to use - confused Re: 1.9tdi which engine oil to use - confused 13-08-2011,05:32 PM thanks for the advice, I have ordered the oil and filter. Re: 1.9tdi which engine oil to use - confused Re: 1.9tdi which engine oil to use - confused 26-08-2011,12:50 PM Ok, oli change done and I have covered 900 miles. I have noticed a significant improvement in MPG, possibly in the order of 15%. The car was running some cheap halford semi synth before.Do you think this is a real improvement and has anyone else experienced this ? Re: 1.9tdi which engine oil to use - confused Re: 1.9tdi which engine oil to use - confused 26-08-2011,02:08 PM Originally Posted by rhencullen1989 Quantum is re-labeled castrol edge oil anyway If that is the case, why did the 205 litre barrel of Quantum Platinum I have just opened say BP on the label? STOP THE ANTI HUMAN NET ZERO MADNESS Slava Ukraini! Re: 1.9tdi which engine oil to use - confused Re: 1.9tdi which engine oil to use - confused 28-08-2011,11:39 AM He who sells it to VW cheapest for the quarter eh Re: 1.9tdi which engine oil to use - confused Re: 1.9tdi which engine oil to use - confused 28-08-2011,12:00 PM Originally Posted by danclyon He who sells it to VW cheapest for the quarter eh hey. could enlighten us Re: 1.9tdi which engine oil to use - confused Re: 1.9tdi which engine oil to use - confused 28-08-2011,12:06 PM Originally Posted by sbt hey. could enlighten us Quantum is a brand, it's not a manufacturer. I can't see details that directly prove it without some substantial work, but I believe it's owned by VAG - as the quantum parts are mostly sold out through TPS and also through the dealer network where they choose to use them (some dealers only use Quantum oils, others use Shell or Castrol etc). They don't have a sole agreement with one supplier for a given "part" - they will have a dual or even triple-source arrangement for every part - meaning that they can decide who to purchase from on a given date based on a combination of factors - demand, lead time, price being the 3 most important factors. The fact that Crashers barrel turned up with a BP sticker on it this time means that for that purchasing period (and for wholesale oil as far as I can tell it's a 3-month window) BP were the cheapest source of an oil meeting the required grades.....Make sense? Re: 1.9tdi which engine oil to use - confused Re: 1.9tdi which engine oil to use - confused 29-08-2011,10:32 AM yes that makes sence . and it also blows apart the myth that quantum is re labeled castrol edge . thanks for that Random Caddy chat.Not the place for sale or wanted topics. karlos1 Caddy2k Groupie Posts: 21 Joined: Sun Sep 25, 2016 7:54 am Engine size/power: 1.4 16V Petrol (79bhp) Post by karlos1 Wed Oct 05, 2016 7:51 pm I have a 55 plate caddy 1.9tdi firstly what engine oil do you recommend ive seen aspecial pd oil advertised and long life oil. Which is better i do high miles. Also what type of gearbox oil do people use i know you can get genuine but whats the equivalent ie ep 80 or 90 etc. I know its in the wrong place to ask but im a newbie and fall foul of the silly mods rules rpms Caddy2k Groupie Posts: 9 Joined: Tue Aug 02, 2016 10:58 pm Engine size/power: 1.4 16V Petrol (79bhp) Post by rpms Wed Oct 05, 2016 9:43 pm For 1.9tdi PD engines use 5w40 engine oil with VW 501.1 approved specification (at least). Change every 6-8k miles. Do not recommend long life oil.Gearbox oil from the dealer. Around 10quid per litre. Usually you will need 2 litres but depends what gearbox you have. Mostly 75w90. karlos1 Caddy2k Groupie Posts: 21 Joined: Sun Sep 25, 2016 7:54 am Engine size/power: 1.4 16V Petrol (79bhp) Post by karlos1 Fri Oct 07, 2016 7:47 am Ok in the end i got 5/30w longlife pd oil from tps 18 +vat for 5 litres and gearbox oil is 75/90w fully synthetic 9+vat per litre formy caddy. Bargain tho i do high miles and will change oil every 10-12k Hi Folks, I'm still new to the TDI scene. I need to change my oil which brings up an important question...what oil do I use? I realize this could be an endless question as it's mainly an opinion based question however I just need to be steered in the right direction. Prior to my discovery of the oh-so-affordable Rotella t6 synthetic oil avail at wall-mart I was using expensive Mobile 1 synthetic in my Powerstroke diesel. Mobil 1 being about twice the price of the Rotella synthetic I decided to no longer use the mobile 1 so when I first got this car I never thought twice about switching it to synthetic until I found the t6 synthetic. Anyway, that being said and the fact that the Rotella synthetic is relatively affordable, which choice is best for the TDI engine? Is there really a big difference between the synthetic and regular oil? Will it help in longevity of the engine? In all dollars and cents, the regular oil is half the price of the synthetic making an oil change even more affordable. I don't mind putting the money out for the "better" stuff but am wasting money swapping to synthetic? or should I do it. I don't even know why I changed my Powerstroke over to synthetic which has only cost me more in the long run... Sorry for a potential repeated topic and the long inquiry. I just haven't found the answer via web search. Thanks for your input/opinions etc... Any 5W40 oil is fine for a MkIII Jetta. Also, 15W40 is not an alternative to 5W40. I understand there are tons of threads on this, pretty impossible to search and read without wasting a whole day. I'll sum it up (in my opinion!!): The tdi likes synthetic for two reasons: Turbo is not water cooled and non syn can coke (degrade from high temp). Same with area on pistons right above top ring. Syn oil can take higher temps. I'm a bit skeptical of T6 vs M1 due to the lower price. What shortcuts were taken?? But I respect Shell as a company. In my business we use hundreds of gallons a year of non syn rotella, and never a problem. I decided the lower cost of T6 and Shell's rep were good enough for my TDI. I've used it for about 100k mile, no issues. Taken two oil samples and results were very good. Most here use Mobile 1 TDT or Rotella T6 Wow thanks for the super fast replies Any 5W40 oil is fine for a MkIII Jetta. Also, 15W40 is not an alternative to 5W40. Interesting... so that being said even good old Rotella shouldn't be used. I've only ever seen it in the 15w. I think the mobile 1 is 5w... I understand there are tons of threads on this, pretty impossible to search and read without wasting a whole day. I'll sum it up (in my opinion!!): The tdi likes synthetic for two reasons: Turbo is not water cooled and non syn can coke (degrade from high temp). Same with area on pistons right above top ring. Syn oil can take higher temps. I'm a bit skeptical of T6 vs M1 due to the lower price. What shortcuts were taken?? But I respect Shell as a company. In my business we use hundreds of gallons a year of non syn rotella, and never a problem. I decided the lower cost of T6 and Shell's rep were good enough for my TDI. I've used it for about 100k mile, no issues. Taken two oil samples and results were very good. Great information. I'm not a total moron here but this I didn't know. I do know the synthetic also doesn't 'sludge' up the way conventional oils do so it's definitely better for the winter. Most here use Mobile 1 TDT or Rotella T6 Then I think I have my answer... t6 it is. The mobile 1 is just so expensive; albeit it might be a better product...Thanks for the input. If you use the proper oil with the 505.00 rating, it is a 10,000 mile oil change. Many of the vendors on the forum sell it pretty cheap (like $36 w/Filter). I've used the proper oil since I've had mine, and when I replaced the oil pan gasket @ ~180,000 miles the oil pan was SPOTLESS. Only took one blue shop towel to wipe it clean. Vince T6 and TDT are within $2 or $3 of each other over here. You might want to shop around for another source. Also, even though TDT isn't an approve 505.0 oil, UOA's show that it's fine. I ran it for 110K miles with no issues. Interesting... so that being said even good old Rotella shouldn't be used. I've only ever seen it in the 15w. I think the mobile 1 is 5w... It's Mobil, not Mobile. Yes, that's why I added the remark. They are not interchangeable. All 5W40 oils are "synthetic" at some level. Walmart sells the following 5W40 oils: Chevron, Mobil (not Mobile) and Rotella. Some locations carry others that typically meet the Euro auto specs...those are fine, too. You could also select the 5qt jug of M1 0W40, $24. That's actually meets the VAG 505.00 spec (for your car). It's Mobil, not Mobile. Yes, that's why I added the remark. They are not interchangeable. All 5W40 oils are "synthetic" at some level. Walmart sells the following 5W40 oils: Chevron, Mobil (not Mobile) and Rotella. Some locations carry others that typically meet the Euro auto specs...those are fine, too. You could also select the 5qt jug of M1 0W40, $24. That's actually meets the VAG 505.00 spec (for your car). Sheesh, who unleashed the Grammer **** . Ha-ha sorry for the bad German related joke... and yes, I meant "MOBIL" I was just typing way too quick and added an "e" to the end of the word. I guess I haven't really researched the price on the (ahem)..."Mobil" synthetics lately or my memory is not serving me correctly. It's been a while since I last changed the oil in my truck. I just remembered the price on the mobile being waaaaay high in comparison to other brand synthetics at the time. I will definitely reconsider the Mobil especially if it's only a few dollar difference. I guess one benefit to having a car engine vs a truck engine is that it uses WAY less oil. 15 quarts for the powerstroke in any brand gets a bit pricey! Thanks again, it is very much appreciated!!!!!! Doing this on my phone and I may have not notice autocorrect kicking in, myself Walmart: I just remembered the price on the mobile being waaaaay high in comparison to other brand synthetics at the time. You did it again. I think the Mobil 5W40 is around $28/gallon. Maybe the Rotella is $24 for a gallon? The Chevron Delo was under $20 for a gallon when first introduced at Walmart...not sure what the current pricing is. You can also watch for these occasional deals at Advance Auto Parts and Autozone. They made kind of an error during the month of December sale and offered the Mobil 5W40 for $12.99/gallon... These arenas the PD engine which are real picky about oil. I decided to run Delo 400 Full Synthetic, I believe it was cheaper than T6 by a buck or two per gallon. My bet is any 5w40 diesel synthetic will work just fine. Rotella sells multiple grade diesel conventional, blend and synthetic oils. T6 Full Synthetic Heavy Duty Engine Oil: 0w405w40 T5 Synthetic Blend Technology Heavy Duty Engine Oil: 10w3010w40 T Triple Protection Heavy Duty Engine Oil: 10w3015w40 T1 Straight Grade Heavy Duty Engine Oil: 10w30w40w50wAny one of the above except the T1 would be fine for your car, with the proper climate of course. They all meet the current "CJ-4" rating, except for the T1 There is no "law" somewhere that states because you have a turbo you need to run a synthetic oil.. All the pre Pump Duese engines came with 505.00 oil specifications. "With 2003 and earlier engines, you have a greater choice of oils. Again, pumpe duse oils are backwards compatible with older direct injection VW engines but not the reverse. VW 505.00, API CI-4, API CH-4, or API CG-4 all can be used in the pre 2004 engines without pumpe duse in addition to pumpe duse approved oils."All of Rotella's oil meets CJ-4 ratings.. so its GOOD TO GO "Fine" is not the best. The best is a fully synthetic, heavy duty diesel oil. End of story! I use Mobil Delvac 1 5-40. Got me 419,000 miles on my white 96 B4. It would have gone more if it didn't get hit in the rear by a meatball doing 65. I used that AmSoil 15W-40, because it was cheaper than their 5W-40. That was before I discovered Mobil 1 5W-40, that was even cheaper! nobody here uses the Castrol syntec 5 40? its got the proper oil code for the a3 mk3 tdi, I am not sure about the newer engines. The dealer sells a Castrol 5 40 pro grade which is an European formulation vs over the counter Canadian tire Castrol edge 5 40. Either or is good, the CT Castrol usually is up for 35% off 5L jug Rotella T6 in both the truck and car for me Around here Mobil 1 5w40 (there are a variety of weights) is about $29/gal though I've bought it on sale for $24. Rotella T6 is usually $26/gal.Lately I've been using Car Quest 5w40 which is $24/gal which is marketed as meeting 505.00. I'm coming up to my first analysis point, we'll see what that says. Online I found that this oil is probably made by Valvoline. The biggest reason I like synthetic oil is that it allows for longer duration oil changes. If you like crawling around and getting dirty then by all means use conventional but don't think you can go stretching how long you leave it in there. I use Mobil 1 5w40 in my '84 Mercedes 190D and change at 15,000 miles. I've tested that good out at 18,000 so I know I've got some buffer. At that rate I've been changing the oil twice a year, once in spring and again in fall, keeps me from having to do it in the snow. Add to that better thermal stability and the fact that it'll pour in the cold and its a win.Synthetic 15w40 is okay but if you use conventional and live where its cold forget it. I had an old clunker I drove a couple years ago I was just limping along that I used the cheapest 15w40 I could find in and if it was below about 20 degrees there was no way it would start. Fortunately it had a block heater. I use Mobil-1 TDT in my sedan and at 441K it still runs like a top. Locally it's $27 a gallon at Wal-Mart. I change it every 10k, am not easy on the car, and when I pulled the head at 393,000 miles there was no wear lip at the top of the cylinder. I tried to use Rotella-T6 ($22/gal at Wal-Mart) but my sedan accumulated too much in the intercooler, so I run the TDT instead. The wagon and wife's B4 get the T6 since they don't have an issue with it. Is Rotella chemically synthetic or legally synthetic? I have no idea, but it doesn't matter to me since it works very well. Drive more, worry less. Drive more, worry less. Is Rotella chemically synthetic or legally synthetic? Yeah, oil formulation has changed a lot over the years. The Rotella product would fall into your "legally", hydrocracked category. However, in the real world, the majority of oils today will be blends and yielding the most desirable characteristics we can buy. As Abacus suggests, it's really not a concern. There are some great oils out there for short $$$. I think Amsoil and Redline are the two of the very few "full" synthetic oils we can buy in the USA. Maybe Royal Purple, too... Page 2 I think Mobil 1 is still really synthetic, there are rumors all the time that its "changed formulation" but Mobil denies that and oil analysis in my '84 190D now compared to my '85 190D almost 10 years ago shows no noticeable change.I HATE the "legally synthetic" BS. Sure its "modified enough that its not the original material" but thats crap, it started as conventional oil, its still conventional oil... nobody here uses the Castrol syntec 5 40? its got the proper oil code for the a3 mk3 tdi, I am not sure about the newer engines. The dealer sells a Castrol 5 40 pro grade which is an European formulation vs over the counter Canadian tire Castrol edge 5 40. Either or is good, the CT Castrol usually is up for 35% off 5L jug Brother uses this in his 1996 AAZ engine. Works and performs very well. Mobil used to say theirs is POA now they don't. At least last time I checked.That could lead one to believe they changed. The Delvac 1 might be, but the stuff we're buying at W*mart isn't. Back 7 or 8 years ago I fluctuated between Delvac 1 and Turbo Diesel Truck, both are 5w40. I'd been told the only difference was a boron tracer in the Delvac 1. The analysis I used didn't show anything different between the two. I was running 10,000 mile oil changes then because I was scared but the cheaper Wal-Mart stuff didn't seem to wear out any faster than the Delvac. I ended up only using Turbo Diesel Truck because it was handier to get.BTW I don't EVER go to Wal-Mart. It took me years to realize that it wasn't Wal-Mart I disliked per-say its the walmartians... Delvac 1 5w40 and M1 T&SUV 5w40 [old old name] and M1 TDT [newer name] were the same up until 2006/2007 when the CJ-4 formulation came about. From there the base stock, probably additives changed. Significant differences in physical properties on the datasheet indicate this. I had to go check but my analysis starts in 2006. I've got a couple from '06, a couple from '07 and then none again until '11. No big change in the way it lasts in the car between them. So if they made a change to TDT it doesn't seem to have hurt anything. The Delvac 1 might be, but the stuff we're buying at W*mart isn't. Incorrect! I had contacted Mobil 1 technical support about using Wal Mart's Mobil 1 5W-40 Heavy Duty Turbo Truck Oil in my big Volvo truck, and asked if it IDENTICAL to Delvac 1, and was told it IS indeed. I had to go check but my analysis starts in 2006. I've got a couple from '06, a couple from '07 and then none again until '11. No big change in the way it lasts in the car between them. So if they made a change to TDT it doesn't seem to have hurt anything. TDT is still a great oil. It's designed and marketed for light / medium duty usage, where D1 is for heavy duty. I suspect D1 is still PAO/ester, where TDT is more Group 3/3+ now. What is in the Mobil 1 5w40 that seems to keep it from

leaking out of an engine? I used to use Rotella and my car would mark its territory everywhere I stopped. I had to add about 3 quarts over a 10,000 mile oil change interval. I read a handful of other people say their car didn't leak on Mobil 1 so I switched. From that day I have not seen a drop under my car. 10,000 miles and still at the same spot on the dipstick as when I put it in there. Back when synthetic oil first came out they had terrible troubles where the oil would clean crud away from seals and cars would just drool oil. They put a bunch of seal softeners and rejuvenators into today's formulations to keep that from happening. So if your car was leaking because of high detergent action cleaning the engine then Mobil 1 might fix it.I had a Dodge Dakota that had a terrible leak from the rear main seal, like 1qt in 200 miles terrible. I didn't have the money to fix it right so I switched to synthetic. Over the next 50,000 miles it slowly dried up. By the time I got rid of the truck 100,000 miles later (at 220,000 miles) it still ran great and leaked only a qt in maybe 3000 miles. I've swapped back and forth in my sedan and whenever I run the T6 my consumption & IC accumulation about doubles. It stops when I go back to the TDT, not sure of why. So it gets TDT and the other two run just fine on T6. Last edited: Jan 19, 2014 Gents, As best I can I tell, TDT is 'thicker' overall. It's VI is significantly lower than most 5w40s. Though there's nothing on the data sheet that shows cold weather performance, I suspect TDT just eeks over into the 5w category.Thicker base stock, less consumption is what I'm thinking. mobil 1 was in popular science because they tore down an engine with 300 000km's or more and it showed zero wear. NASCAR uses mobil as well currently. In terms of TDI oil how about Kendal oil 5 40? anyone used that stuff? I had that in my tdi since 60 000 km's and the camshaft, cylinder walls everything looked real good. Have done oil analysis with Kendal and the results were great. I recently took ownership of the car and decided to try Castrol since its easier to get in Canada, and when on sale is the same price I get the Kendal for. I might revert back to Kendal on the other hand because I have not seen the Castrol go on sale lately. I stated before that the Castrol edge they sell at the dealer and the Castrol edge they sell over the shelf are two different formulations. One European, the other domestic. Its a good note, encase people are buying the Walmart/Canadian tire Castrol thinking its the same as the dealer Castrol. Has anyone used the chevron Delo? full syn. 5w40 says it recommended for engines that specify CJ-4, CI-4, etc. but doesn't say it meets "official VW standards".Its only 20 bucks a gallon at walmart. Thanks I switched from T6 to Delo because I was consuming about a quart every 3000 miles. I read some prior threads about this (on this excellent site!!) where different people were experiencing different levels of oil consumption with the 3 above mentioned synthetics. Seemed like the best results were from switching from T6 to another. So I went with Delo, and I have to say I have noticed a substantial decrease in oil consumption since I did this. I have not documented the difference in miles, however, as I'm working on not being so neurotic about this stuff. Kinda breezed through the thread here, I use German oil Pentosyn. It's a factory oil used on new cars. Used it in my TDI jetta and it has 300k on it, looks clean as a whistle inside. Started using it on my passat now (just recently purchased) . Has anyone used the chevron Delo? full syn. 5w40 says it recommended for engines that specify CJ-4, CI-4, etc. but doesn't say it meets "official VW standards".Its only 20 bucks a gallon at walmart. Thanks Official VW oil not required for your (our) era TDI. Use Delo 5w40 without hesitation. For some reason I thought T6 out here in Canada was only synthetic technology (i.e. not full syn). Anyhow, I used normal Rotella for years on my TDI which was still running strong at 550k when the body rusted right out. Hell, I even used cheap mastercraft stuff, mixed different oils and anything that I had around the garage when it was low and I had nothing else...and I went a good 30-40k at times on this oil without changing it. It wasn't until I got older that I really started to understand the importance of maintaining a vehicle properly.With that said, I got a fresh 250k TDI (mk3) coming and I have Lubro-Moly Group IV full-syn going into it. It cost about $45 per gallon when I get it from the US and bring it over here. (bought 20L jug of it) I use my Castrol 5 40 at Canadian tire. Cant beat the price when its 40% off at 29.99 for 5litres. Even got 5 free maple leaf baseball caps with the 5 jugs I just bought. I had tickets to watch a hockey game for 4 people but didn't go. Store promotion at the time. I use Mobile1 0w-40. Haven't had problems with this oil I hear people using mobile 1 and shell, I just use what has the vw recommended number and for 29.99 for 5litres you cant go wrong. You also get free gear All oils are similar anyways, the specs are all pretty close. I like the technical details of kendall 5 40 however, seems to exceed oils like moly lube, shell, mobil, almost all of them. Dell and rotella for 300k. Switch between syn and std depending on my budget. Still gets 47ish. Pulled valve cover not long ago and everything was clean and looked nice. I used Rotella T6 in the sedan for the 8 years I had it (about 82k miles total) and didn't think much about changing. It did leak it from somewhere, and left its mark in various parking lots, but I didn't need to add but about a quart every 5k miles or so, and didn't worry much about it. I just changed oil in the wagon for the first time, and since I had T6 on hand I used that. I feel that I hear the lifters more than before I changed the oil. I'm not sure what the PO was running but the lifters did seem quieter. Might have to try something else the next time around, but even if we're talking $10 difference for something that is done only 10k miles I don't think it is worth fussing too much over. Last edited: Apr 12, 2014 You look 85C hot. My avatar wants to know which oils you like to use for "other" non-TDI purposes. Rotella T6 5W40, 10,000 mile drain intervals, 20,000 mile oil filter intervals since the Mann 940/25 filter is massive and supposedly good for 30k km (~18,000 Mi). And because the filter is a PITA to install/remove. I usually have to add about .5 to 1 quart in between changes. No issues otherwise. 505.00, 505.01, 507.00 What do these mean? 10,000 mile oil change interval? Really? 5W-40, 5W-30, 0W-30, which is better? Driving a VW TDI means questioning and sometimes tossing out some long-held beliefs about oil and oil change intervals (OCI). Pulling into your local quick-lube store and letting them put whatevers in the drum below the floor into your car can be disastrous to your TDI. Were going to try to make it simple and help you choose the oil your TDI requires.Why is Correct Oil so Important?If you drive a TDI you already know its a remarkable engine. Few, if any other engines offer a comparable combination of power, economy, and longevity. However, several aspects of the TDIs design make it hard on oil.First, the TDIs high compression puts its piston rings very close to the point of combustion. Engineers soon learned that conventional oils could leave deposits, or coke, on the piston rings, which would jeopardize their function, increasing oil consumption.Second, Oil is the life blood of a turbocharger. If oil cokes or gathers residue then it can clog the turbo oil feed line, starving the turbo of oil and ending its life. Not a good thing.Third, newer TDIs (04 and later) have injection systems that are generate very high fuel injection pressures but are also hard on camshafts. These cars require oil that can keep cam lobes lubricated in that high pressure environment.Fourth, TDIs emissions systems have become much more sophisticated in recent years, requiring oils to be refined without components that can harm those systems.Finally, all manufacturers are after maximum fuel economy and the longest possible oil change intervals in all their cars, and keeping oil in cars longer while providing the best possible fuel economy figures put additional demands on oils.Oil Standards and SpecificationsVW has established and tests oils to standards it has set for its engines. There are several other industry standards for engine oils, but for simplicity weve stuck with VWs standards here along with oil viscosity measures that are commonly used in the US.Will oils that do not meet or include VW standards work in your TDI? Probably. Oils that meet other standards such as ACEA or API may be fine for your VW. In fact, some owners purposely use oil that does not meet VWs specifications because they believe its better for their TDIs than the ones VW certifies. Just keep in mind that VW may ask for proof that your car has used only oil meeting their standards in the event of a warranty claim.Synthetic versus Non-SyntheticThis distinction is not as simple as you may think. Although all the oils that meet the standards in the chart above are considered synthetics, many of them may start with mineral oil base stocks, or esters. Youll see terms like synthetic technology, or pure synthetic, on labels. But once again, if it meets the standard, its OK. And in the world of TDIs, if it meets the standard it is going to be synthetic oil.Diesel Versus GasolineTheres a simple point here: Diesel engine oils have different requirements because, in part, of the need to keep soot in suspension in the oil between changes. Youll notice that the oil in your TDI turns black very quickly after a change. That doesnt mean its dirty, it is keeping the soot the engine generates in suspension. The presence of that soot is an oil design consideration. There are many oils that meet both gasoline and diesel standards, but beware of oils that are designed only for gasoline engines, even if they are synthetic.Match the Rating to Your EngineThe table below lists the TDIs sold in North America and years they were sold, the oil they require, and some (not all) of the oil brands that offer oils that meet the standard.Model/YearsEngine Type/CodeOil StandardSuggested Brands/Weight1996-1997 Passat1996-1999 JettaRotary pump injection TDI, Codes 1Z, AHU505.00Castrol SLX Professional, Lubro Moly Synthoil Premium, Pentosin, Total Quartz Energy 9000, Mobil 1, 5W40, 0W40, 0W301999.5-2003 Golf, Jetta, New BeetleRotary pump injection TDI, Code ALH505.00Castrol SLX Professional,Lubro Moly Synthoil Premium, Pentosin,Total Quartz Energy 9000, Mobil 1, 5W40, 0W40, 0W302004-2006 Golf, Jetta, New Beetle2004-2005 PassatUnit Injection, or Pump Deuse (PD) TDI, Codes BEW, BHW505.01Castrol SLX Professional, Lubro Moly Top Tech 4100, Pentosin High Performance II, Total Ineo MC3, 5W30, 5w40 Pennzoil Ultra Euro L2009 and later Jetta and Golf TDIs; 2012+ PassatCommon Rail, Codes CBEA & CJAA & Passat code CKRA507.00CastrolSLX Gold, Total 504/507, Lubro Moly Top Tech 4200, Mobil 1 ESP, 5w30,The brands listed here are not exhaustive, there are others. And there are yet more oil brands that claim to be designed for engines with 505.00 (or 505.01) oil requirements, or words to that effect. Just keep in mind that if the VW standard isnt printed on the label, the oil probably hasnt been certified by VW. Its your choice whether or not to use that oil.What about 506.00?VW has a 506.00 standard for oils that were considered good to use in cars that require 505.01 oils (PDs), and was also specified for the V-10 Touareg. This was a 0W30 weight oil that helped improve fuel economy. However, 506.00 oil was very expensive and did not match the lubrication or protective standards set by 505.01, and has been phased out. The Lubro Moly Top Tech 4200, a higher 507.00 specification oil, is also specifically approved for vehicles requiring 506.00 and 506.01.What about Weight?Europe and America use multiple viscosity ratings for oils. And there are a couple of trends in the oil industry when it comes to viscosity:Oil viscosity numbers are getting lowerLighter weight oils work better than they used to at high temperaturesEmissions and fuel economy requirements have, in many cases, driven manufacturers to use lighter weight oils. Since EPA measures include a cold start, light weight oil helps cars perform better in that test. Also, engine tolerances are much tighter than in past years. Thinner oil (especially when cold) can help provide lubrication during those first few critical seconds after a cold start. And todays synthetics provide much better protection when hot than mineral-based oils did, even if their viscosity rating is lower. For example, 5W30 weight oil is considered fine for all driving conditions in PD and Common Rail TDIs, even in the desert in summer.505.00 oils (for rotary pump TDIS) have the widest viscosity ratings of VW oils, and include 0W30 and 0W40. Although 5W40 oil is most popular in this category, many owners in cold climates like using 0W30 or 0W40 in winter.And both 5W30 and 5W40 oils are available for oils meeting the 505.01 standard (PDs). Both are fine for use in all climates, although some owners prefer 5W40 over 5W30.10,000 miles? Really?All TDIs have a 10,000 mile oil change interval (OCI) after break-in. After generations of 3,000 mile OCIs many owners have difficulty accepting the 10,000 mile interval as safe. But 10,000 miles has proven to be a more than reasonable interval. Many owners run their oil longer. TDIs are proving to last many hundreds of thousands of miles without major wear using a 10,000 OCI with the correct oil, and many feel its wasteful to change it more often.Soot build up is the primary reason for oil breakdown in diesels. As oil advances further technologically the different specifications have been increasingly tolerant of high soot levels in the oil. This results in many european vehicles with flexible service intervals to go 30,000 miles or more between oil changes.SummarySimple enough. If your car:Has a rotary injection pump, use oil that meets VWs 505.00 standardIs a PD, use oil that meets VWs 505.01 standardIs a Common Rail, use oil that meets VWs 507.00 standardDiesel on!Related ArticlesVW TDI 2010+ (CBEA/CJAA) Oil Change How To I'm sure it's been posted before so I apologise up front... But I can't seem to find a search option.... I'm a newbie with my first oil change planned. I have a 1998 beetle tdi with 1.9 engine. What's the best oil and filter? Tia!!! I use the Castrol 5w-40 diesel from Advance. I buy when they have it as their oil change special. 340k miles using it 98% of the time..... Filters are a big issue especially if you go full service life of the oil. Mobile one and porulator filters are the best for the price. MANN Iis great too but a bit pricey for my taste. Mobile one usually had a promo on filters. Motor oil is not 100% necessary to get right but 5_40 diesel oil is what u want. Walmart has ut for 25 for 4 quarts. You need 5 Look at the sticky at the top of 101s page I'm sure you'll get 20 responses but i used mann filters (could buy them by the dozen fairly cheap) and roltella synthetic (pretty cheap and available lots of places) for all 700,000 miles of my engines... never had an issue The #1 thing above all is change intervals. 10k is good. 8 k isgreat and anything less is a waste. Filters are a big issue especially if you go full service life of the oil. Mobile one and porulator filters are the best for the price. MANN Iis great too but a bit pricey for my taste. Mobile one usually had a promo on filters. Motor oil is not 100% necessary to get right but 5_40 diesel oil is what u want. Walmart has ut for 25 for 4 quarts. You need 5 Motor oil IS important and necessary to get right. Your TDI requires a 5W-40 synthetic oil. Shell Rotella T6 is one of the best 5W-40 oils you can use and is readily available at Walmart*. With proper maintenance, the engine can easily outlast the car it's in. 200k miles is nothing for a TDI engine.Good luck and Welcome to TDIclub. Sent from my XP8800 using Tapatalk Last edited: Apr 25, 2019 The #1 thing above all is change intervals. 10k is good. 8 k isgreat and anything less is a waste. Some here argue that 10k is a waste and that changing too often is actually detrimental because the additives don't activate until around 8k or so so you end up causing additional wear until the new ones kick in again. Filters are a big issue especially if you go full service life of the oil. Mobile one and porulator filters are the best for the price. MANN Iis great too but a bit pricey for my taste. Mobile one usually had a promo on filters. Motor oil is not 100% necessary to get right but 5_40 diesel oil is what u want. Walmart has ut for 25 for 4 quarts. You need 5 I can never get the filters locally. I end up purchasing the Mann filters through Amazon. I don't think you can go too far wrong as long as you're using a 5W40 (505 spec for ALH, 505.01 for BEW) and a reasonable interval (as mentioned above). Meet these minimum standards and the brand selection is trivial.Rotella T6, LiquiMoly, Mobil 1, whatever. All good. Oh God, here we go... in before the lock Cen-pe-co 5w-40. Everything else is garbage. Jk, any 5w-40 will do just fine. To assist you buy from the TDIclub vendors. They support this free to you site. They will send you the correct filters oil and other parts that are correct for your car. IDparts, Metalman and there are others here that will help. I'm sure it's been posted before so I apologise up front... But I can't seem to find a search option.... I'm a newbie with my first oil change planned. I have a 1998 beetle tdi with 1.9 engine. What's the best oil and filter? Tia!!! Didn't it come with an owner's manual ? If not -get a 5w40 that is approved for VW505.00 / 505.01 ORa diesel rated 5w40 (Mobil one Turbo Diesel Truck / Shell Rotella T6 etc.) that is at least CF4 rated (good luck finding one that old - current is CI+ or better) Oil change Intreval - at least 9000 MILES / 14484.1 KMs - the owner's manual specifies 10000 Miles / 16000 KMs - or one year. In Europe where they have oil condition sensors - it's possible to get 30,000 miles between changes - so 10,000 miles is very conservative. You should have seen the replys on filters already. Oh God, here we go... in before the lock I'm still at 3000 mile oil change interval using Mobil 1 0W40 Anybody want my used oil? Someone tell me why Mobil 1 0w-30 ESP is not a good oil for my 2011 TDI Sportswagen.I have several cases and use it on an MB350 and E320CDI. Should I get some 5w-40? IF Mobil 1 0w-30 ESP meets Vw507.00, then it's acceptable for a 2.0 L CR TDI. Do some searching on what 507 is specific for (low SAPS is one thing) No, it has the 229 spec but not the 507.00.I have ordered some 5W-30 ESP oil for it.

What oil to use in 1.9 tdi. Vw 1.9 tdi pd. 1.9 tdi engine oil. 1.9 tdi oil capacity. How much oil does a 1.9 tdi take. What oil for 1.9 tdi. Motor 1.9 diesel volkswagen. What oil does a 1.9 tdi take.