



# Technical Service Bulletin

**01 Car jerks/bucks or hesitates while driving DTCs P023400, P023500, P023600, P023700, and P023800 are stored in the ECM**

01 20 94 2058976/4 November 24, 2020. Supersedes Technical Service Bulletin Group 97 number 20-76 dated June 12, 2020 for reasons listed below.

Model(s)	Year	VIN Range	Vehicle-Specific Equipment
Q5	2018 - 2020	All	2.0 liter

## Condition

REVISION HISTORY		
Revision	Date	Purpose
4	-	Revised title (Updated repair group) Revised header (Corrected Elsa display issue) Revised <i>Required Parts and Tools</i> (Updated part number)
3	06/12/2020	Revised header (Added vehicles)
2	04/10/2020	Revised header (Corrected Elsa display issue)

### Customer states:

- The vehicle feels as if it is hesitating, is low on power or is bucking/jerking while driving.

### Workshop findings:

- A check engine light may or may not be illuminated in the instrument cluster.

One or more of the following DTCs may be stored in the engine control module (ECM), J623 (address word 0001):

- **DTC P023400** (Turbo/Super Charger Overboost Condition).
- **DTC P023500** (Turbo/Super Charger Boost Sensor A Circ).
- **DTC P023600** (Turbocharger Boost Sensor (A) Circ. Range/Performance).
- **DTC P023700** (Turbocharger Boost Sensor (A) Circ. Low Input).
- **DTC P023800** (Turbocharger Boost Sensor (A) Circ. High Input).

Or

- No relevant DTCs are stored.



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## Technical Background

One of the pins or wires at the boost pressure sensor (G31) connector T4e may be backed out or broken due to the routing concept of the engine harness. When inspected, the harness is found to be too tight in the area of the sensor.

## Production Solution

Routing concept improved in production.

## Service



### Note:

Due to the possibility of a no fault scenario OR the fact that some of these faults can occur with other root causes, it is advised to perform a quick inspection to the G31 connector before starting in depth diagnosis.

If one of the faults listed above is stored, inspect the wires at the G31 sensor.

It may be necessary to disconnect or de-pin the wires from the T4e connector to check for proper crimping and seating of the pins.

If there is damage to the pins or wire, repair the harness as needed (Figure 1). Ensure there is sufficient slack in the harness to prevent future issues.

If there are no issues found at T4e, please proceed with standard diagnosis.



*Figure 1. T4e with damaged wire.*



### Note:

Parts replacement does not solve this issue. Claims for replaced parts (e.g. turbocharger) will be subject to review.



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## Warranty

<b>Claim Type:</b>	<ul style="list-style-type: none"><li>• 110 up to 48 Months/50,000 Miles.</li><li>• G10 for CPO Covered Vehicles – Verify Owner.</li><li>• If the vehicle is outside any warranty, this Technical Service Bulletin is informational only.</li></ul>		
<b>Service Number:</b>	9752		
<b>Damage Code:</b>	0040		
<b>Labor Operations:</b>	Central wiring harness repair	9709 41XX	See SRT (based on the number of wires) with associated operations
<b>Diagnostic Time:</b>	GFF	0150 0000	Time stated on the diagnostic protocol (Max 50 TU)
	Road test prior to the service procedure	No allowance	0 TU
	Road test after the service procedure	0121 0004	10 TU
<b>Claim Comment:</b>	As per TSB #2058976/4		

All warranty claims submitted for payment must be in accordance with the *Audi Warranty Policies and Procedures Manual*. Claims are subject to review or audit by Audi Warranty.

## Required Parts and Tools

Tool Number	Tool Description
VAS1978B	Wiring Harness Repair Set
VAS 6160/VAS 6150	VAS tester with current version of ODIS (Windows 10)



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## Additional Information

All parts and service references provided in this TSB (2058976) are subject to change and/or removal. Always check with your Parts Department and/or ETKA for the latest information and parts bulletins. Please check the Repair Manual for fasteners, bolts, nuts, and screws that require replacement during the repair.

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