



## 01-22-05 - Update Programming Engine/Motor Control Module - J623- for Various Concerns

Release date: 1/17/2023

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## Condition

Applicable Vehicles					
Model(s)	Year	Eng. Code	Trans. Code	VIN Range From	VIN Range To
Taos	2022	1.5T (DNKA)	All	All	All

Revision Table			
Instance Number	Published Date	Version Number	Reason For Update
2068071/4	1/17/2023	01-22-05	To cover 2022 Taos models produced in 2021.
2068071/3	10/26/2022	01-22-05	To add additional fault criteria
2068071/2	10/10/2022	01-22-05	Correct to labor operation number in warranty table.
2068071/1	9/22/2022	01-22-05	Original publication.

## Technical Background

Customer states MIL-ON with various fault codes found in the ECM.

**Note:**

**This Technical Bulletin REQUIRES additional steps be performed after the Engine/Motor Control Module -J623- is reprogrammed.**

**It also contains an additional procedure for DTC P0606 (symptom code 32902) if the fault code appears after the Engine/Motor Control Module -J623- reprogramming is performed.**

**Both instructions can be found below the software table.**

One or more of the following fault codes may be stored in the Engine/Motor Control Module -**J623**- Fault Memory:



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DTC	Description
P2421 (MAY also require part replacement with Engine/Motor Control Module -J623- flash - see below)	Evaporative Emission System Vent Valve Stuck Open
P0606 (43736)	ECM/PCM Processor
P0606 (43781)	ECM/PCM Processor
P0196	Engine Oil Temperature Sensor Circuit range/performance
P2D10 (With P0196 also present)	Engine Pre-Ignition Above Threshold - Forced Limited Power
P0148	Fuel Delivery Error
P01C8	Fuel Rail/System Pressure Bank 2 Too Low
P2432	Secondary Air Injection System Air Flow/Pressure Bank 1 Sensor Circuit Low
P2433	Secondary Air Injection System Air Flow/Pressure Bank 1 Sensor Circuit High
P0131	O2 Sensor Circ.,Bank1-Sensor1 Low Voltage
P0132	O2 Sensor Circ.,Bank1-Sensor1 High Voltage
P2263	Turbocharger/Supercharger Boost System Performance
P0324	Knock Control System Error

**Note:**

**DO NOT** diagnose or replace components due to P2421, P0606 (43736), P0606 (43781), P0196, P2D10, P0148, P01C8, P2432, P2433, P0131, P0132, P2263 and P0324 faults **before** performing the update function as explained in this bulletin.



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## Production Solution

Updated Engine/Motor Control Module -J623- software introduced in production.

## Service

### Update-Programming Procedure:

**Critical Warning:** : The Midtronics battery charger **must** be connected to the vehicle battery for the duration of the programming, to ensure the battery state of charge remains above 12.5 volts during the update process. If the battery drops below 12.5 volts, the programming could fail which may result in damage to the control module. Control modules damaged by inadequate voltage will not be covered under the warranty policy. The technician should verify the vehicle voltage prior to starting the update process, and should monitor the voltage for the duration of the update.

The procedure may cancel itself if the hazard warning lights are not switched ON. The hazard warning lights prevent the system from switching to bus sleep mode during the update.

ODIS-Service tester should be updated to the latest GFF technical version 11.0.0 or higher and SW version 2.47.0 or higher.



### WARNING:

Radiator Fan(s) may cycle ON high speed during the Update Process! There is a risk that personal injury may result if contact is made with spinning fan blades.

Keep hands and all objects away from Radiator Fan(s) during Update Process!



### Note:

Prior to launching the ODIS Service diagnostic applications and starting control module update process, confirm tester screen saver and power settings in accordance with Diagnostic Device Hardware & Windows® - VHW-20-02 Change Power Options After Windows®10 Upgrade. Failure to do so may result in the tester entering power save mode during data transfer, and subsequent control module failure. When using a VAS 6150/X or 6160/X tester in conjunction with a VAS 6154 wireless transmitter head for a flash procedure, connect a USB cable between the transmitter head and the tester. Failure to do so may lead to errors during the flash procedure.

VAS tools must only be used with their power adapters plugged in. Under no circumstances should they be used on battery power alone during the programming procedure.



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**Tip:**

To Update-Programming using Software Version Management (SVM), **review and follow** instructions in **Technical Bulletin Instance 2014603** "Software Version Management".

The SVM process must be completed in its entirety so the database receives the update confirmation response. A warranty claim may not be reimbursed if there is no confirmation response to support the claim or action is carried out that is not explicitly stated in the Technical Bulletin.

**Section A: Software Update**



**Note:**

**If software updates or flash campaign/actions are performed on a vehicle, a charger with at least 70A charging current MUST be used in order to avoid problems during software updates and flash campaign/actions.**

- Update the Engine/Motor Control Module -**J623-** using the SVM Unit code as listed in the table below:



**Note:**

**This Technical Bulletin REQUIRES additional steps after the ECM is flashed, see instructions found below the software table.**

Model	Engine	Old Software Part No.	Old Software Version	New Software Part No.	New Software Version (or higher)	SVM Unit Code
Taos	1.5T (DNKA)	05E.906.013.B	0439	05E.906.013.B	2530	49C5
			0510			
0604						
1310						
1521						
1623						
1794						
1934						
		05E.906.013.E	0511	05E.906.013.E	2532	
			0605			



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			0833 0442 1311 1522 1624 1935			
		05E.906.013.C	0636 0836 1308 1546 1795 1936	05E.906.013.C	2531	
		05E.906.013.F	0637 0835 1309 1547 1937	05E.906.013.F	2533	
		0GC.300.018.E	2898 2897 2801 2802 2803	0GC.300.018.E	2804	

The procedure can be found in GFF under Functions/ Component Selection, Software Version Management, Adapting Software.



**Tip:**

The procedure can be found in GFF under Functions/ Component Selection, Software Version Management, Adapting Software.

Ensure attached ECM/TCM Tuning Form has been completed and signed by customer as required in SVM Technical Bulletin Instance 2014603.

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**IMPORTANT: Once the Software Version Management update is complete, perform the following steps:**

1. Start the engine and let it run 15 seconds.
2. Switch OFF the ignition and let vehicle sit for 15 seconds.
3. Repeat steps 1. and 2. three additional times.
4. Start the engine and check for the presence of a check engine light. If check engine light is ON, proceed to step 5. If check engine light does not appear, proceed to Section C found after the additional procedure Section B below.
5. Scan the vehicle. If DTC P0606 (symptom code 32902) is found in the ECM, perform additional procedure found in Section B below, before moving on to Section C.

**Section B: Additional procedure for DTC P0606 (symptom code 32902)**



**Note:**

Before performing the additional procedure below, ensure the scan tool has the latest ODIS version installed.

- Upload a copy of the GFF log to GFF Paperless and/or save a copy of the OBD log for review by warranty (10 additional TU can be paid ONLY if fault P0606 with symptom code 32902 is stored AND a GFF Paperless log is available or an OBD log showing the fault can be provided).
- Follow this procedure to clear the fault:
  1. Put the car into "Transport Mode" from the special functions tab using Operating Mode "Diagnosis".
  2. Using Operating Mode "OBD", select the ECM and go to "Control Module OBD > Adaptation".
  3. In Adaptation, in the filter box type "Protective Function". Select Protective Function and double click on the input field and change from Enabled to OFF, then select Apply.
    - a. If you receive an error message, click on the green drop down arrow and select DTC memory. Click on OBD systems and clear faults.
  4. Switch to Operating Mode "Diagnosis". Under the Special Functions tab deactivate "Transport Mode".
  5. Return to ECM Control Module OBD. The DTC P0606 should now be "passive". Erase DTC by clicking on OBD systems and clear faults.
  6. From ECM Control Module OBD, select Adaptation.
  7. In Adaptation, find "Protective Function" and change from OFF to Enabled
  8. If the MIL is ON and any fault other than P0606 *with* symptom code 32902 is stored, perform normal diagnosis of fault.

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**Note:**

**Diagnosis and repair of any fault other than P0606 with symptom code 32902 will not be covered under this action.**

If the additional procedure does not correct the check engine light with P0606 (32902), create a Volkswagen Technical Assistance ticket and contact the Volkswagen Helpline for further instructions.

**Section C: (Only for VINs originally setting fault code P2421)**

In addition to the software improvement, there is also an improvement to the FTIV (fuel tank isolation valve/tank switch-off valve -**N288**-) (Figure 1.), which is necessary in preventing erroneous occurrences of the P2421 fault code.

The FTIV / Tank switch-off valve -**N288**- currently installed on the vehicle must be inspected, to verify whether an improved part has already been installed. The FTIV / Tank switch-off valve -N288- is mounted to the EVAP canister assembly, as shown below.

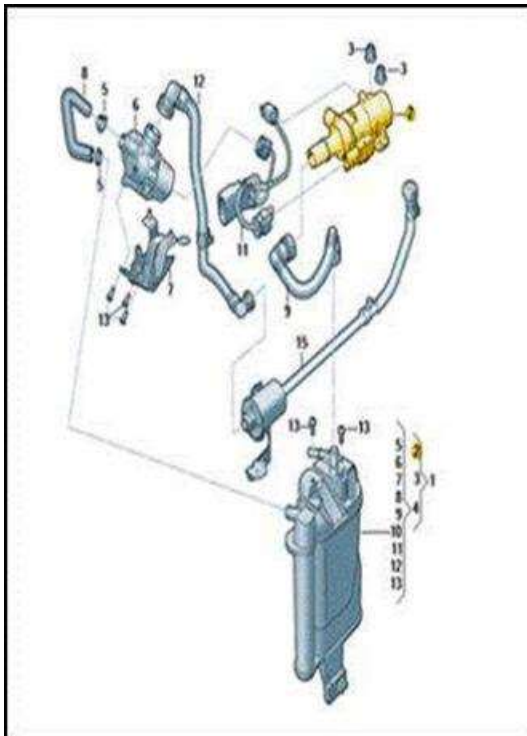


Figure 1.

Remove the EVAP canister assembly and inspect the face of the FTIV / Tank switch-off valve -**N288**-. If the part is already updated, it will have a white paint marking or "02S" printed after the part number, as shown in Figure 2 and Figure 3. **Alternatively, part number 5Q0 201 549 C is also up to date.**

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- If the component has the latest part number, has a white paint mark, or has "02S" printed after the part number, the FTIV / Tank switch-off valve -**N288**- is already the updated component. In this case DO NOT replace it, and instead reinstall the EVAP canister assembly. Only the software update will be required.
- If the component does not have the latest part number, there is no white paint mark, or "02S" is not printed after the part number, the FTIV / Tank switch-off valve -**N288**- must be replaced in addition to the software update. Always refer to ETKA for the most up to date part number information.



Figure 2.



Figure 3.





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**Warranty**

To determine if this procedure is covered under Warranty, always refer to the Warranty Policies and Procedures Manual <sup>1)</sup>

Model(s)	Year(s)	Eng. Code(s)	Trans. Code(s)	VIN Range From	VIN Range To
Taos	2022	1.5T (DNKA)	All	All	All
<b>SAGA Coding</b>					
<b>Claim Type:</b>	<b>Use applicable Claim Type <sup>1)</sup></b>				
<b>Service Number:</b>	<b>Damage Code</b>	<b>HST</b>		<b>Damage Location (Depends on Service No.)</b>	
2470	0039	--		--	
<b>Parts Manufacturer</b>	Taos		3ME <sup>2)</sup>		
<b>Labor Operation <sup>3)</sup> : Charge Battery</b>		27068950 = See Elsa for latest time units			
<b>Labor Operation <sup>3)</sup> : Update Programming ECM Control Module</b>		24705599 = 50 TU max			
<b>Labor Operation <sup>3)</sup> : Perform Additional procedure for P0606 (32902)</b>		57082599 = 10 TU			
<b>Labor Operation 3) : Activated charcoal filter rem+reins (Only for vehicle with DTC P2421)</b>		20251900 = See Elsa for latest time units.			
<b>Labor Operation 3) : Replace FTIV / Tank switch-off valve -N288- (Only for vehicle with DTC P2421)</b>		20711950 = See Elsa for latest time units.			
<b>Causal Part:</b>		27068950			
<b>GFF Time expenditure</b>	01500000 = Actual GFF print out		NO		
<b>Road Test</b>	01210004 = 10 TU		YES		
<b>Technical Diagnosis</b>	01320000 = 00 TU max.		NO		



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**Claim Comment:** Input "As per Technical Bulletin 2068071" in comment section of Warranty Claim.

- 1) Vehicle may be outside any Warranty in which case this Technical Bulletin is informational only.
- 2) Code per warranty vendor code policy.
- 3) Labor Time Units (TUs) are subject to change with ELSA updates.
- 4) Documentation required per Warranty Policies and Procedures Manual.

### Required Parts and Tools

Part No:	Part Description	Quantity
5Q0201549C <b>(Only for P2421 if required)</b>	Pressure Regulating Valve <b>-N288-</b>	1

Tool Description	Tool No:
Midtronics Battery Tester/Charger	GRX3000VAS or MTRMSP0702 battery maintainer/charger
VAS Diagnostic Tool	VAS 6150/X & VAS 6160/X and ODIS Service with current online updates

### Additional Information

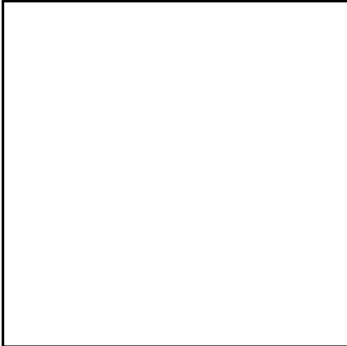
All part and service references provided in this Technical Bulletin are subject to change and/or removal. Always check with your Parts Dept. and Repair Manuals for the latest information.



**OWNER INFORMATION ABOUT CONTROL MODULE TUNING\*  
ACKNOWLEDGEMENT AND AUTHORIZATION FOR  
REPROGRAMMING (REFLASHING) OF CONTROL MODULE(S)**

\*) "TUNING" is described as the addition of or modification of any component which causes a Volkswagen vehicle to perform outside the normal parameters and specifications approved by Volkswagen Group of America / Volkswagen Group Canada.

**Date:** \_\_\_\_\_  
**Dealer Number:** \_\_\_\_\_  
**Vehicle Identification Number:** \_\_\_\_\_  
**Repair Order Number:** \_\_\_\_\_



Dealer stamp

I \_\_\_\_\_, owner or driver of the above identified Volkswagen, confirm:

- "Tuning" as described above (especially power increasing modifications) has NOT been performed on my vehicle.
- "Tuning" as described above has been performed on my vehicle and the following components were modified or installed:

\_\_\_\_\_  
 \_\_\_\_\_  
 TUNING was performed by (Please provide Company name and telephone number, if you wish us to contact them):  
 \_\_\_\_\_  
 \_\_\_\_\_

I understand that if my Control Module is determined to have been tuned, any damage caused by the tuning of the Control Module (including adverse emissions consequences) will not be covered by VWGoA / VGC warranties.

I am permitting an authorized Volkswagen Dealer to reflash (update) my Control Module, and by doing so, I understand that this process will automatically overwrite (destroy) and permanently delete any tuning program that was previously installed on the Control Module of my Volkswagen vehicle.

By signing below, I fully acknowledge and understand that the tuning program will not be restored and VWGoA / VGC, will not be liable in any way for the loss of tuning data.

\_\_\_\_\_  
Signature of Customer