



Technical Service Bulletin

93 U112300 Data bus error value received

93 24 36 2071972/1 January 12, 2024.

Model(s)	Year	VIN Range	Vehicle-Specific Equipment
e-tron GT, and RS e-tron GT	2022 – 2024	All	Not Applicable

Condition

Customer states:

- An electrical system fault is shown in the instrument cluster.
- The high-voltage system cannot be activated.

Workshop findings:

- One or more of the customer statements can be reproduced.
- **The procedure described below does not replace Guided Fault Finding.**
- It is essential that all DTC entries which have been logged are first worked through with GFF.
- If the complaint still occurs, this TSB applies.
- One or more of the following DTC(s) may be stored relating to the Gateway Control Module, J533 (address word 0019), Hybrid Battery Management Control Module, J840 (address word 008C)

Gateway Control Module J533 (0019):

- **U112300 “Data bus error value received”** (Active/static or passive/intermittent.) with one or more of the following symptom codes.
- 16711688
- 16711779
- 16711740
- 16711690

Hybrid Battery Management Control Module J840 (008C):

- **B17D900 “Safety controller”** (passive/intermittent).

The high-voltage system still cannot be activated even after an extended bus sleep cycle (15 minutes) has been completed. The vehicle therefore cannot be charged or driven.

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The high-voltage system is not activated in the gateway -J533- (0019) as it is blocked by the Hybrid Battery Management Control Module, -J840- (008C).

Production Solution

Not applicable.

Service

The following measure is only suitable for vehicles **from** Hybrid Battery Management Control Module, -J840- (008C) with **software 1641 OR higher**.

- If the software is lower than **1641** please perform TSB: 2065473: 93 DTCs P0AA1 P0AA2 P0AA4 P0AA5 P0AE2 P0AE3 P1609 P168A P1A01 P1A37 P1D5F P1D65 in the Hybrid Battery Management.
- If TSB 2065473 does not appear in ELSA for this VIN, and the software level is below 1641 in -J840- then this TSB does not apply.

Perform classification of the high-voltage battery to ensure that the battery is OK.

It is essential to ensure that the cell voltage measurements of the high-voltage battery do not deviate by more than 10 mV.

Using the ODIS tester, perform the test program via the following path:

Select self-test:

- Diagnostic capable system
- 008C - Hybrid Battery Energy Management - J840
- 008C - Hybrid Battery Energy Management - functions
- 008C - Reset cell voltages

A login code will be requested which can be obtained by opening a TAC web ticket. In the TAC web ticket, use the TSB number as the subject and the phrase "**Reset cell voltages**".

After the routine has been performed with the log in code, it should be possible to erase the DTC entries in the gateway and to activate the high-voltage system again.

Warranty

Claim Type:	<ul style="list-style-type: none">• 110 Up to 48 Months/50,000 Miles.• G10 for CPO Covered Vehicles – Verify Owner.• If the vehicle is outside of any warranty, this Technical Service Bulletin is informational only.
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Service Number:	9325		
Damage Code:	0039		
Diagnostic Time:	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	No allowance	0 TU
Claim Comment:	As per TSB 2071972/1		

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.

Additional Information

All part and service references provided in this TSB (**2071972**) 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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