



# Technical Service Bulletin

## 47 Vibration/noise from brake pedal area - pedal feels different - DTC P05FF00

47 24 28 2068205/5 March 22, 2024. Supersedes Technical Service Bulletin Group 47 number 23-23 dated April 18, 2023 for reasons listed below.

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

## Condition

REVISION HISTORY		
Revision	Date	Purpose
5	-	Revised <i>Service</i> (Updated procedure) Revised <i>Technical Background</i> (Updated Procedure) Revised <i>header</i> (Updated Model Year)
4	04/18/2023	Revised <i>Service &amp; Technical Background</i> (Revised Procedure) Revised <i>header</i> (Added Model Year)
3	12/19/2022	Revised <i>Service</i> (Revised Procedure) Revised <i>Warranty</i> (Revised Labor Operation)

### Customer states:

- During braking at low speeds, a vibration/pulsation is felt at the brake pedal.

### AND/OR

- The brake response feels “different”.

### Workshop findings:

The following DTC may be stored in the ABS/ESC Control Module -J104- (address word 0003):

- **DTC P05FF00** – *Brake pressure sensor / Sensor for brake pedal travel deviation.*

The complaint can be reproduced.

## Technical Background

### Information concerning e-tron GT Brake System.

### Bedding-in routine not yet complete.



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On new vehicles or after changing the brake pads, the new brakes must be bedded in. The vehicle performs this procedure independently by briefly deactivating the recuperation function. Depending on the driving style, the bedding-in routine may take up to 1000 miles.

## **“Brake refresh” function**

This function helps to preserve the friction value of the brakes. After the vehicle has been stationary for an extended period (+12 hours), braking energy of 500 kJ is applied to the mechanical brakes.

During this procedure, the recuperation function is deactivated briefly.

## **“Stiffness adaptation routine” function**

During a regenerative braking (recuperation) procedure, the electric braking torque of the electric drive motors needs to be exchanged for the hydraulic braking torque of the wheel brakes “blending” at least once, usually shortly before the vehicle comes to a standstill.

To eliminate longitudinal braking fluctuations during “blending”, the control units involved (ABS/ESC control unit and electromechanical brake servo) must be informed as precisely as possible of the actual stiffness of the brake system.

For this purpose, a defined pressure value of the electromechanical brake servo is built up and then released again with as small a gradient as possible. During this build-up and release of pressure, the ABS/ESC control unit learns the current stiffness of the wheel brakes and stores the values. While the function is active, the brake pedal moves approximately 1 in.

The brake lights are not activated in the process.

- The routine above is performed during every charging procedure.
- The adaptation procedure takes approx. 10 seconds.
- No adaptation procedure is accepted if the brakes are hot, or if the steering wheel is turned significantly out of the center position.
- The adaptation procedure is only performed if the temperature of the brake discs is <100°C (212° F) and the temperature of the brake calipers is <55°C (131° F).
- There is no minimum time interval between the adaptation procedures. The routine is initiated if the selector lever is moved from P to D and back to P before charging.

## **Pedal travel is generally longer when maneuvering.**

To improve brake modulation when parking, a smaller brake master cylinder is fitted on the e-tron GT compared to the plug-in hybrid electric vehicles. This extends the pedal travel to ensure better modulation when parking and maneuvering. In addition to this, both brake circuits are opened fully at speeds below 12 mph for reasons relating to noise, vibrations, and comfort; this results in longer pedal travel.

Inferior friction value of ceramic brakes in wet and/or cold conditions compared to cast iron brakes.

This effect may occur if the vehicle switches from electric to hydraulic braking. This may result in the brake pedal feel being different under braking although the same pressure is applied to the pedal.

## **Production Solution**

ABS Software version 190 introduced starting in September 2023.



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## Service

- **Check the ABS software level, if it is below level 190, review if the vehicle is included in the Campaign 49A4 and proceed with the update.**

### **Bedding-in routine not yet complete**

The bedding-in routine must be completed. After it is completed, the relevant DTC is deleted automatically from the ABS/ESC control unit.

For further details, refer to TSB 2063679.

### **“Brake refresh” function**

The customer must be informed of the new function and vehicle characteristics.

Pedal travel is generally longer when maneuvering.

The technology has changed, and the characteristics initially appear unusual. The customer must be informed of the new functions and the corresponding vehicle characteristics.

Inferior friction value of ceramic brakes and tungsten carbide brakes in wet and/or cold conditions compared to cast iron brakes.

The customer must be informed of the differences between the brake systems and their characteristics in the relevant weather conditions.

If necessary, the “Brakes” chapter of the Owner’s Manual can be used for this purpose.

If the travel of the brake pedal is still not suitable in relation to comparable vehicles after all the points listed have been worked through and taken into account, perform the following additional step:

Check the software version of the ABS control unit. If the software version is below 190, please update it.

## Warranty

<b>Claim Type</b>	<ul style="list-style-type: none"> <li>• 110 up to 48 Months/50,000 Miles.</li> <li>• If the vehicle is outside any warranty, this Technical Service Bulletin is informational only.</li> </ul>		
<b>Service Number:</b>	4708		
<b>Damage Code:</b>	0011		
<b>Labor Operations:</b>	Bleed brake system	4701 0750	See SRT
<b>Diagnostic Time:</b>	GFF	0150 0000	Time stated on the diagnostic protocol (Max 70 TU)
	Road test prior to the service procedure	0121 0002	10 TU
	Road test after the service procedure	0121 0004	10 TU



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<b>Claim Comment:</b>	As per TSB 2068205/5
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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 (**2068205**) 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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