


<b>Release Date</b>	09/04/2024	<b>Technical Service Bulletin</b>	
<b>91VT UPDATE</b>			 <b>Audi</b>
<b>Customer Satisfaction Package – (NVLW)</b>			

#### Applicable Vehicles

Country	Beginning Model Year	Ending Model Year	Vehicle	Vehicle Count
USA	2022	2023	E-TRON GT	7,020
USA	2022	2023	RS E-TRON GT	2,718
CAN	2022	2023	E-TRON GT	536
CAN	2022	2023	RS E-TRON GT	210

#### Revision History

Revision	Date	Purpose
1	09/04/2024	Original publication


## Condition/Technical Background

This Update has been proactively released to prevent the following condition(s) from occurring in the vehicle:	
Criteria	Technical Background
K1	On Audi vehicles from a certain production period, the air conditioning pressure temperature sensors may fail. As a result, the air conditioning does not work.
01	After turning off the engine by pushing the start/stop button, the gearbox lock could possibly not be in the end position resulting in the lock no longer releasing and a warning “gearbox error, max 120km/h, go to workshop”.
03	
02	Unauthorized display of the Turtle LED for a short time when KL15 is off (HV system in the state “not ready to drive”), charging duration loop at <100% or charging abort (red LED) possible. Fast charging no longer possible.
03	

## Remedy

Criteria	Remedy
K1	Inspect and if necessary, replace air conditioning system pressure and temperature sensors.
01	Update convenience system control module software.
02	Update high-voltage battery control module software.
03	Update convenience system control module and high-voltage battery control module software.

**Continued on next page**

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This Update is in effect until removed.

Vehicle must meet all of the following criteria:

- Procedure is valid only for vehicles that show the **91VT** code in the ELSA Campaign/Action Information screen on the day of repair.
- Vehicle must be within the New Vehicle Limited Warranty.
- Procedure must be performed within the allotted time frame stated in this Technical Service Bulletin.
- Procedure must be performed on applicable vehicles in dealer inventory prior to sale.

## Service

### NOTE:

- ELSA is the only valid inquiry/verification source. Check ELSA on the day this vehicle UPDATE will be performed to verify vehicle eligibility for the UPDATE. Status must show “open”. Attach an ELSA printout showing the “open” status to the repair order.
- If this UPDATE appears to have already been performed but the code still shows open in ELSA, contact Warranty before proceeding further. Another dealer may have recently performed this UPDATE but not yet entered a claim for it in the system.
- ELSA may also show additional open action(s); if so, inform your customer - this work can be done while the vehicle is in for this UPDATE.
- Contact the Warranty Helpline (U.S.) or the Warranty Campaign Specialist (Canada) if you have any questions.

Applicable criteria ID(s)	Campaign/Action Status
01 ← <b>2</b>	Open ← <b>1</b>

**EXAMPLE**

Campaign/Action	Start	Designation
← <b>3</b>	2015-11-10	W-SERV_ACT -
	2018-12-13	RECALL -
	2017-05-16	A-RECALL -

**EXAMPLE**

- Enter the VIN in ELSA and proceed to the “Campaign/Action” screen.

#### TIP

On the date of repair, print this screen and keep a copy with the repair order.

- Confirm the Campaign/Action is open <arrow 1>. If the status is closed, no further work is required.
- Note the Applicable Criteria ID <arrow 2> for use in determining the correct work to be done and corresponding parts associated.

#### CRITICAL REPAIR STEP

**STOP! STOP!**

All campaigns/actions with a repair available must be performed in order of the Start date <arrow 3>. The oldest should be performed first (unless otherwise noted in the repair instructions).

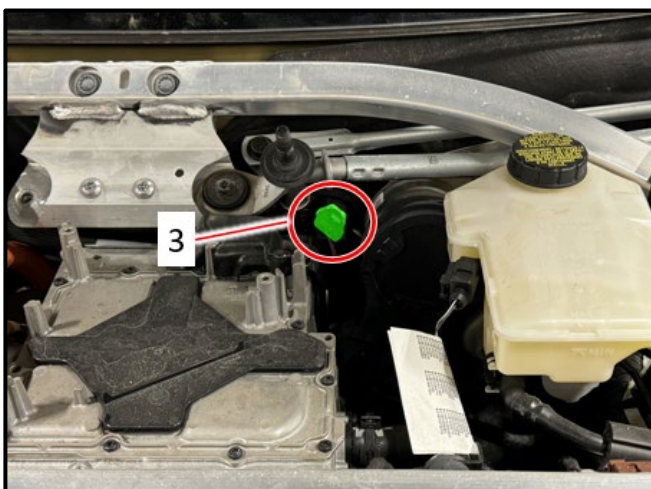
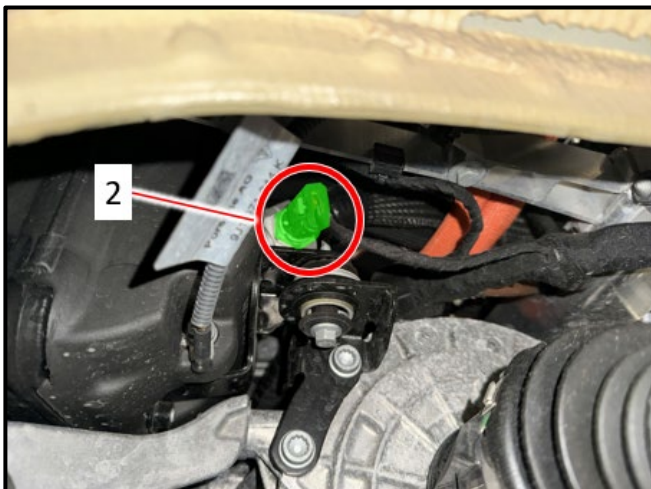
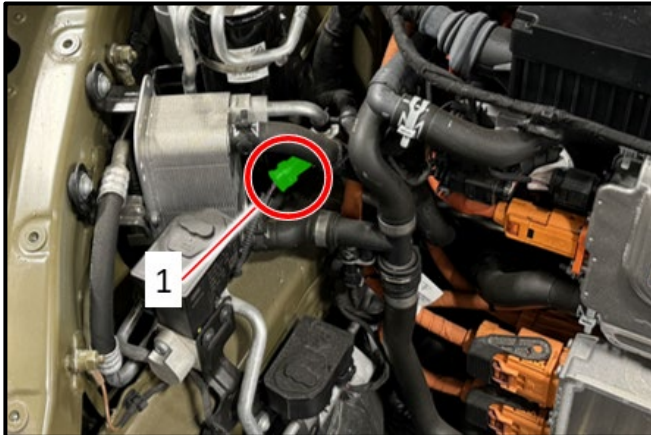
- **Vehicles with criteria K1, 01 and 02:**
  - Proceed to section B.
- **Vehicles with criteria 01 and 02, or 02:**
  - Proceed to section D.
- **Vehicles with criteria 03:**
  - Proceed to section E.

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## Section B – Inspect Refrigerant Pressure/Temperature Sensors (criteria K1)

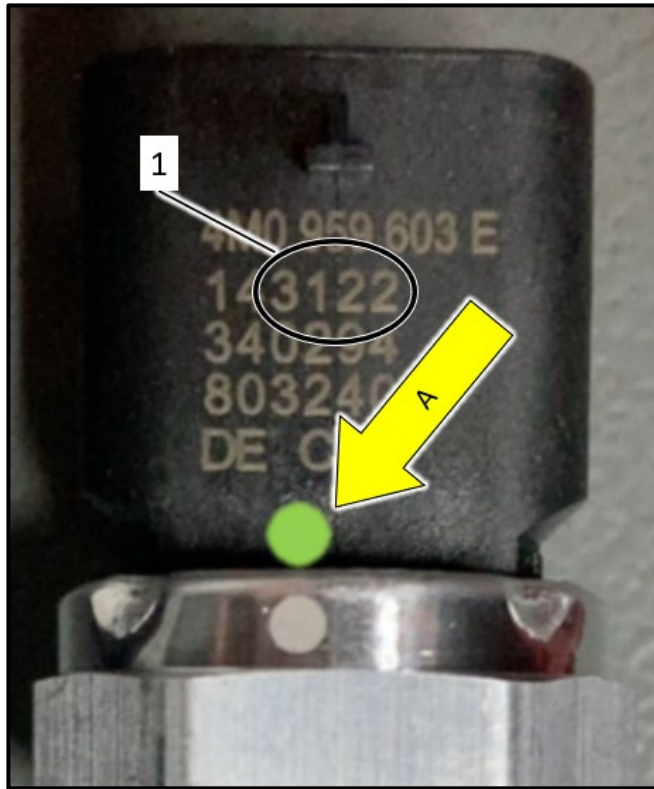

**IMPORTANT**

The refrigerant pressure/temperature sensors do not require removal for inspection. **Do not** recover the refrigerant charge during the inspection section.

- Access, but do not remove, the G395, G826, and G827 refrigerant pressure/temperature sensors per the ELSA repair manual:
  - **G395 sensor <1>**: *Repair manual > Heating, Ventilation & Air Conditioning > Heating, Ventilation and Air Conditioning > 87 Air Conditioning > Refrigerant Circuit > A/C Pressure/Temperature Sensor G395, Removing and Installing.*
  - **G826 sensor <2>**: *Repair manual > Heating, Ventilation & Air Conditioning > Heating, Ventilation and Air Conditioning > 87 Air Conditioning > Refrigerant Circuit > A/C Pressure/Temperature Sensor 2 G826, Removing and Installing.*
  - **G827 sensor <3>**: *Repair manual > Heating, Ventilation & Air Conditioning > Heating, Ventilation and Air Conditioning > 87 Air Conditioning > Refrigerant Circuit > A/C Pressure/Temperature Sensor 3 G827, Removing and Installing.*

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**NOTE**

If any of the sensors are positioned in a way that the production information is not visible, a mirror can aid in inspecting the sensor.

- Check for a green dot <arrow A> on the G395, G826, and G827.
- If the green dot is present on **all three** sensors:
  - The sensors do not require replacement.
  - Continue with the reassembly instructions in this section.
- If the green dot is **NOT** present on the sensors:
  - Check the production date <1> of the sensor.
  - If the sensor was produced on or before calendar week 31 of 2021, the sensor requires replacement.

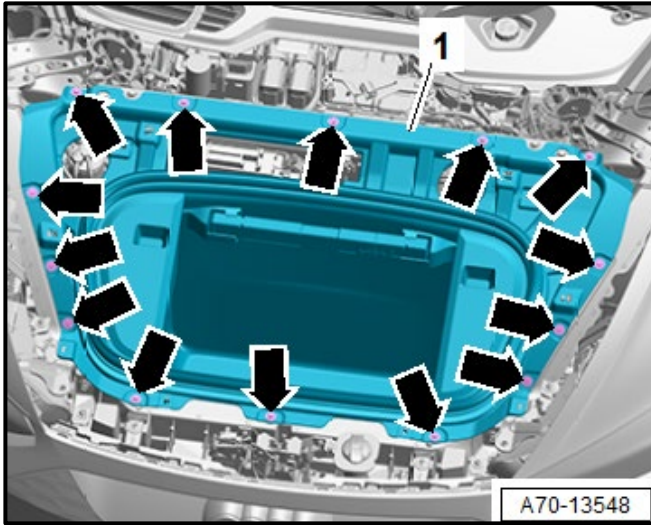
**NOTE**

The production date <1> of the sensor pictured is calendar week 31 of 2022. This sensor does not require replacement. The date format is week/year.

- If a sensor requires replacement:
  - **Proceed to section C.**
- If **all three** sensors are ok and do not require replacement:
  - Continue with the reassembly instructions in this section.


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- Reassemble the vehicle in the reverse order of removal per the ELSA repair manual while noting the following:
  - Torque the wheel bolts to 160 Nm.
  - Torque the bolt for the luggage compartment light bracket to 3 Nm.
  - Torque the luggage compartment bolts to 8 Nm.
  - Torque the wiper arm nuts to 30 Nm.

Proceed to section D

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**Section C – Replace Refrigerant Pressure/Temperature Sensors (criteria K1)**

**⚠ CAUTION**

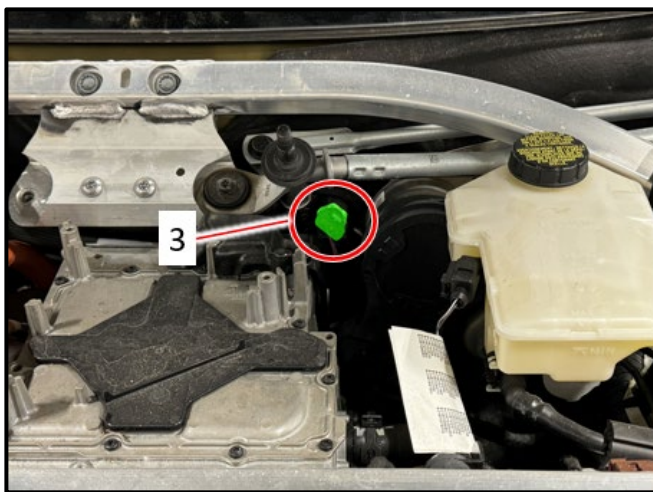
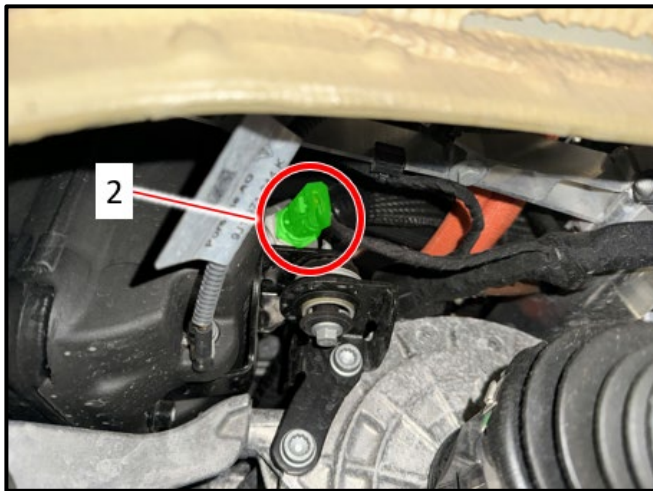
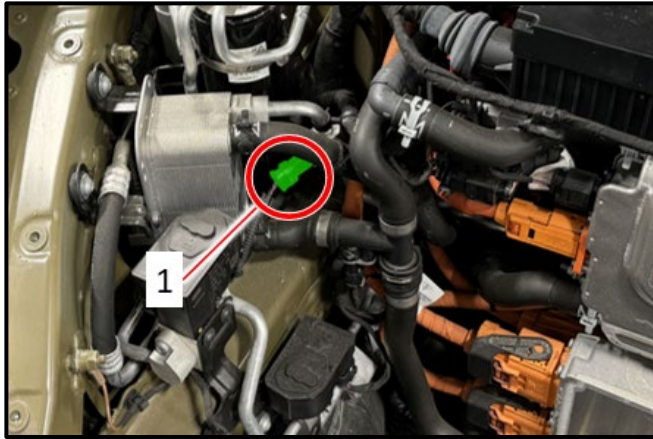
**Danger of frostbite due to refrigerant coming out under pressure.**

**Frostbite on the skin and other parts of the body is possible.**

- Wear safety gloves.
- Wear protective eyewear.
- Evacuate or drain refrigerant and open the refrigerant circuit immediately.
- If more than 10 minutes elapse after extracting or draining the refrigerant and the refrigerant circuit has not been opened, extract or drain the refrigerant again. Pressure develops in the refrigerant circuit due to evaporation.

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- Replace the affected sensor per the ELSA repair manual:

- **G395 sensor <1>**: *Repair manual > Heating, Ventilation & Air Conditioning > Heating, Ventilation and Air Conditioning > 87 Air Conditioning > Refrigerant Circuit > A/C Pressure/Temperature Sensor G395, Removing and Installing.*

- **G826 sensor <2>**: *Repair manual > Heating, Ventilation & Air Conditioning > Heating, Ventilation and Air Conditioning > 87 Air Conditioning > Refrigerant Circuit > A/C Pressure/Temperature Sensor 2 G826, Removing and Installing.*


- **G827 sensor <3>**: *Repair manual > Heating, Ventilation & Air Conditioning > Heating, Ventilation and Air Conditioning > 87 Air Conditioning > Refrigerant Circuit > A/C Pressure/Temperature Sensor 3 G827, Removing and Installing.*

Part Number	Part Description
4M0-959-603-E	AC pressure sensor (part number is the same for all three sensors)

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- Reassemble the vehicle in the reverse order of removal per the ELSA repair manual while noting the following:
  - Recharge the A/C system with the amount of refrigerant that was recovered.
  - Torque the wheel bolts to 160 Nm.
  - Torque the bolt for the luggage compartment light bracket to 3 Nm.
  - Torque the luggage compartment bolts to 8 Nm.
  - Torque the wiper arm nuts to 30 Nm.

**Proceed to Section D**

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## Section D – Combined Software Update (criteria 01 and 02, or 02)


### NOTE

**Prior to launching the VAS Diagnostic Tester and starting an update, ensure the following conditions are met;**

- ✓ **The ODIS software is completely up to date.**
  - Refer to the “Current ODIS Service Version” circular found in Elsa2Go Service References.
- ✓ **The battery charger is connected to the vehicle battery and remains connected for the duration of the software update.**
  - Battery voltage must remain above 12.5 volts **(or higher, if directed in the work instructions)** for the duration of the software update. Failure to do so may cause the update to fail, which could result in damage to the control module. Control modules damaged by insufficient voltage will not be covered.
- ✓ **The screen saver and power saving settings are off.**
  - Failure to do so may result in the tester entering power save mode during the software update, which could result in damage to the control module.
- ✓ **The VAS Diagnostic Tester is plugged in using the supplied power adapters.**
  - Under no circumstances should the tester be used on battery power alone during the software update. Failure to do so may result in the tester powering off during the update, which could result in damage to the control module.
- ✓ **Flash process through “Audi Flashing” not Guided Fault Finding (GFF).**
  - DO NOT USE Guided Fault Finding (GFF) to perform this flash. Using GFF will cause the flash to take longer. Requests for additional time will not be considered.
- ✓ **The VAS Diagnostics Interface MUST ONLY be connected to the tester with a USB cable.**
  - Performing a software update using a Bluetooth or Wi-Fi connection increases the risk of losing connection during the update, which could result in damage to the control module. It also greatly increases the time required to perform the update. Requests for additional time or parts will be denied if the GFF log shows the update was performed using Bluetooth or WiFi.

### TIP

As a best practice, customer presets should be documented prior to performing any update in the event these settings are lost during the update.

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**NOTE**

- All campaign software updates must be completed during a single, standalone ODIS Diagnostic Session. You must fully complete this campaign and send all logs before beginning any other campaigns or operations.
- If there are any ODIS “Hot-Fix” patches installed, they must be removed from the scan tool before beginning this operation. ODIS “Hot-Fix” patches may affect the update process.

**WARNING**

Radiator Fan(s) may cycle ON high speed during the Update Process! There is a serious 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!

**IMPORTANT**

To Update-Programming using SVM, review and follow instructions in Technical Bulletin 2011732: *Software Version Management (SVM) Operating Instructions* for the US, or 2037026: *Working with the Software Version Management (SVM)* for Canada.

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.

**IMPORTANT**

**Service Action 93P9 must be performed before completing this software update.**

**CRITICAL REPAIR STEPS**



**Before starting programming, it is essential to perform the following actions for the -VAS5908- battery charger.**



Switch it off and back on again. The battery charger’s default setting will switch the charger off automatically after a period of time if it is not switched off and back on.


The battery charger’s display must have switched off before it is restarted.

Operate it in charging mode.

Set it to a charging voltage of **14.8 Volt** (access code 6161 may be necessary or activate DIAG+ mode by pressing and holding the select button if the charger has not been connected to the battery or has not been started). Refer to the battery charger owner’s manual for further information. **DO NOT** change any settings that will damage the charger or the vehicle.

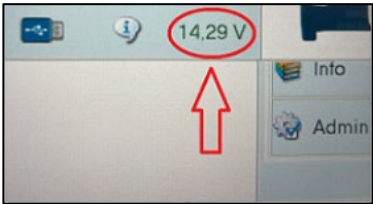
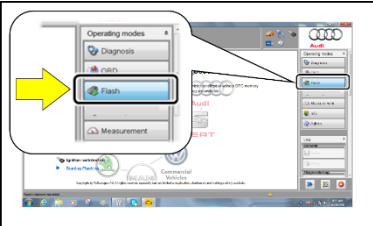
If the software update is performed with an insufficient charging voltage, damage to one or more control units may occur.


After the software update has been performed, the battery charger must be restored to the original voltage value.

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## CRITICAL REPAIR STEPS

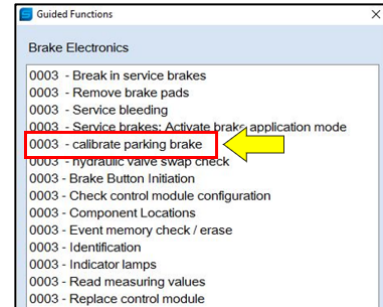
**STOP STOP!**

- Before the update, perform a full diagnostic scan using GFF and send the diagnostic protocol online.
  - The diagnostic session should be saved so it can be restored for use later in this procedure, if needed.
- After the diagnostic scan is complete, perform a bus sleep for at least five minutes with the 12V charger disconnected.
  - Bus sleep procedure: 12V charger disconnected, diagnostic interface removed from vehicle, all doors, hood, and rear lid closed. Lock vehicle and wait for all lighting inside vehicle to go off.
- Switch off all consumers, air conditioning, heater blower motor, lights, heated seats, etc.
- Reconnect battery charger.
- Ensure the latest version of ODIS is downloaded.
- Ensure diagnostic head is connected to ODIS tester via USB cable.
- Move selector lever to P.
- Only start software update when voltage is above 14V according to ODIS tester.

- Use operating mode, FLASH.
  - Communication path = **CAN**
- Select "SVM – Code Input".
- **Ensure charger is set to charging voltage of 14.8V; voltage shown in ODIS must be over 14V.**

- Enter SVM code **SWVGT001** and follow the on-screen prompts.
- If the "High-voltage charging active – precondition not met" error message appears after performing the software update, the high voltage system must be deactivated, and the software update performed again. The high-voltage system must be activated again after the software update.
- Ensure the diagnostic log is sent to GFF Paperless after completion.
- **After the software update has been performed, the battery charger must be restored to the original voltage value.**

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**After the update:**

- Check the displays in the instrument cluster; there must not be any fault messages or warning lamps.
- Perform a bus sleep for at least five minutes with the 12V charger disconnected.
- If there warnings/messages in relation to the position of the parking brake, detection of the parking brake must be performed:
  - Resume the previous GFF session.
  - Open guided functions for diagnostic address 0003.
  - Perform the test plan “0003 – calibrate parking brake”.
  - Follow the on screen prompts.
  - Confirm that the parking brake position warning/message is no longer present.



**⚠ IMPORTANT**

If the software update fails for any reason, ODIS feedback must be sent prior to further diagnosis. This ensures the failure/error is reported. Failure to do so may result in non-payment of consequential requests for additional time or parts.

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## Section E – Combined Software Update (criteria 03)


### NOTE

**Prior to launching the VAS Diagnostic Tester and starting an update, ensure the following conditions are met;**

- ✓ **The ODIS software is completely up to date.**
  - Refer to the “Current ODIS Service Version” circular found in Elsa2Go Service References.
- ✓ **The battery charger is connected to the vehicle battery and remains connected for the duration of the software update.**
  - Battery voltage must remain above 12.5 volts **(or higher, if directed in the work instructions)** for the duration of the software update. Failure to do so may cause the update to fail, which could result in damage to the control module. Control modules damaged by insufficient voltage will not be covered.
- ✓ **The screen saver and power saving settings are off.**
  - Failure to do so may result in the tester entering power save mode during the software update, which could result in damage to the control module.
- ✓ **The VAS Diagnostic Tester is plugged in using the supplied power adapters.**
  - Under no circumstances should the tester be used on battery power alone during the software update. Failure to do so may result in the tester powering off during the update, which could result in damage to the control module.
- ✓ **Flash process through “Audi Flashing” not Guided Fault Finding (GFF).**
  - DO NOT USE Guided Fault Finding (GFF) to perform this flash. Using GFF will cause the flash to take longer. Requests for additional time will not be considered.
- ✓ **The VAS Diagnostics Interface MUST ONLY be connected to the tester with a USB cable.**
  - Performing a software update using a Bluetooth or Wi-Fi connection increases the risk of losing connection during the update, which could result in damage to the control module. It also greatly increases the time required to perform the update. Requests for additional time or parts will be denied if the GFF log shows the update was performed using Bluetooth or WiFi.

### TIP

As a best practice, customer presets should be documented prior to performing any update in the event these settings are lost during the update.

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**NOTE**

- All campaign software updates must be completed during a single, standalone ODIS Diagnostic Session. You must fully complete this campaign and send all logs before beginning any other campaigns or operations.
- If there are any ODIS “Hot-Fix” patches installed, they must be removed from the scan tool before beginning this operation. ODIS “Hot-Fix” patches may affect the update process.

**WARNING**

Radiator Fan(s) may cycle ON high speed during the Update Process! There is a serious 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!

**IMPORTANT**

To Update-Programming using SVM, review and follow instructions in Technical Bulletin 2011732: *Software Version Management (SVM) Operating Instructions* for the US, or 2037026: *Working with the Software Version Management (SVM)* for Canada.

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.

**CRITICAL REPAIR STEPS**



**Before starting programming, it is essential to perform the following actions for the -VAS5908- battery charger.**



Switch it off and back on again. The battery charger’s default setting will switch the charger off automatically after a period of time if it is not switched off and back on.


The battery charger’s display must have switched off before it is restarted.

Operate it in charging mode.

Set it to a charging voltage of **14.8 Volt** (access code 6161 may be necessary or activate DIAG+ mode by pressing and holding the select button if the charger has not been connected to the battery or has not been started). Refer to the battery charger owner’s manual for further information. **DO NOT** change any settings that will damage the charger or the vehicle.

If the software update is performed with an insufficient charging voltage, damage to one or more control units may occur.

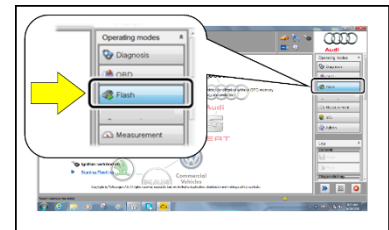
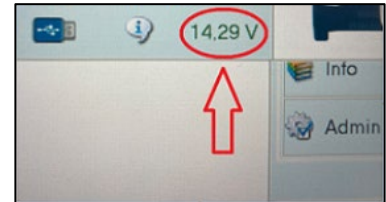
After the software update has been performed, the battery charger must be restored to the original voltage value.

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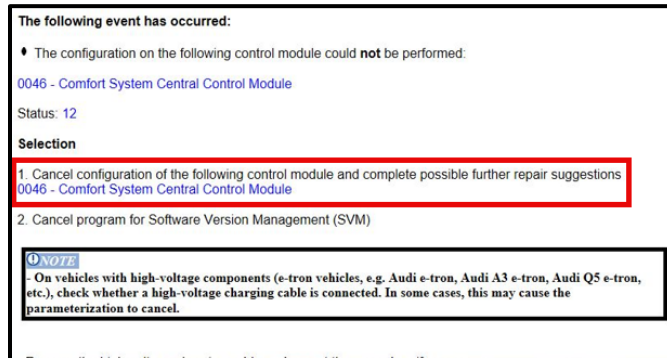
## CRITICAL REPAIR STEPS

**STOP STOP!**

- Before the update, perform a full diagnostic scan using GFF and send the diagnostic protocol online.
  - The diagnostic session should be saved so it can be restored for use later in this procedure, if needed.
- After the diagnostic scan is complete, perform a bus sleep for at least five minutes with the 12V charger disconnected.
  - Bus sleep procedure: 12V charger disconnected, diagnostic interface removed from vehicle, all doors, hood, and rear lid closed. Lock vehicle and wait for all lighting inside vehicle to go off.
- Switch off all consumers, air conditioning, heater blower motor, lights, heated seats, etc.
- Reconnect battery charger.
- Ensure the latest version of ODIS is downloaded.
- Ensure diagnostic head is connected to ODIS tester via USB cable.
- Move selector lever to P.
- Only start software update when voltage is above 14V according to ODIS tester.
- Use operating mode, FLASH.
  - Communication path = **CAN**
- Select “SVM – Code Input”.
- **Ensure charger is set to charging voltage of 14.8V; voltage shown in ODIS must be over 14V.**
- Enter SVM code **91VTA396** and follow the on-screen prompts.



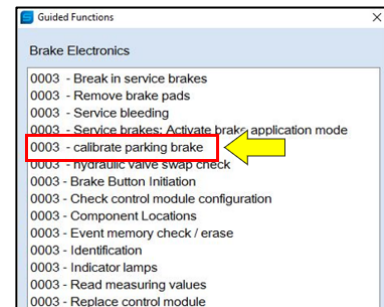
- If the error message “Configuration on control unit 0046 – convenience system central module could not be performed” is displayed during the flashing process:
  - Select option #1 and select the “Complete/Next tab”.
  - The following screens will provide information about the error, asking to check for a TPI and creating a TAC case. **DO NOT** create a TAC case as this is not required.
  - Continue past these screens and carry on with the software update.



- If the “High-voltage charging active – precondition not met” error message appears after performing the software update, the high voltage system must be deactivated, and the software update performed again. The high-voltage system must be activated again after the software update.
- Ensure the diagnostic log is sent to GFF Paperless after completion.
- **After the software update has been performed, the battery charger must be restored to the original voltage value.**


**After the update:**

- Check the displays in the instrument cluster; there must not be any fault messages or warning lamps.
- Perform a bus sleep for at least five minutes with the 12V charger disconnected.
- If there warnings/messages in relation to the position of the parking brake, detection of the parking brake must be performed:
  - Resume the previous GFF session.
  - Open guided functions for diagnostic address 0003.
  - Perform the test plan “0003 – calibrate parking brake”.
  - Follow the on screen prompts.
  - Confirm that the parking brake position warning/message is no longer present.



**▲ IMPORTANT**

If the software update fails for any reason, ODIS feedback must be sent prior to further diagnosis. This ensures the failure/error is reported. Failure to do so may result in non-payment of consequential requests for additional time or parts.

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## Warranty

### Claim Entry Instructions

The labor times listed here may differ from the labor operations and labor times listed in ELSA.


After campaign has been completed, enter claim as soon as possible to help prevent work from being duplicated elsewhere. Attach the Elsa screen print showing action open on the day of repair to the repair order.

If a customer declines campaign work, refer to the “Customer Declines Campaign/Update Repair” section in the Campaign/Update Policy and Procedures Manual.

<b>Service Number</b>	91VT
<b>Damage Code</b>	0099
<b>Parts Vendor Code</b>	002
<b>Claim Type</b>	Sold vehicle: 7 10 Unsold vehicle: 7 90
<b>Causal Indicator</b> (vehicles <b>not</b> assigned criteria K1)	Mark labor as causal.
<b>Causal Indicator</b> (vehicles assigned criteria K1)	Mark labor as causal if all SENSORS are OK. Mark any SENSOR* as causal if any sensors are NOT OK.
<b>Vehicle Wash/Loaner</b>	Do not claim wash/loaner under this action


**Vehicles may have more than one criteria.  
Complete and claim all applicable criteria on one claim.**

<b>Criteria I.D.</b>	01, 02 or 02 or 03		
	<b>LABOR</b>		
	<b>Labor Op</b>	<b>Time Units</b>	<b>Description</b>
	2706 89 50	SEE ELSA	Battery charge
	0151 00 40	100	Software update <i>(includes preliminary and follow-up work)</i>
	<i>Add only if high-voltage system required deactivation for software update and/or parking brake required calibration after software update</i>		
	9310 83 00	SEE ELSA	Disable HV system voltage deactivate and activate
	0150 00 60	Time stated on diagnostic protocol	GFF/Guided functions

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<b>Criteria I.D.</b>	K1,01,02		
	Check sensors, no sensors required replacement.		
	Perform software updates.		
	<b>LABOR</b>		
	<b>Labor Op</b>	<b>Time Units</b>	<b>Description</b>
	4405 19 51	SEE ELSA	1 Wheel remove+reinstall
	6644 19 50	SEE ELSA	Cowl panel trim remove+reinstall
	7007 19 50	SEE ELSA	Storage compartment remove+reinstall
	8709 01 99	15	Check 3 pressure sensors
	2706 89 50	SEE ELSA	Battery charge
	0151 00 40	100	Perform software update <i>(includes preliminary and follow-up work)</i>
	<i>Add only if high-voltage system required deactivation for software update and/or parking brake required calibration after software update</i>		
	9310 83 00	SEE ELSA	Disable HV system voltage deactivate and activate
	0150 00 60	Time stated on diagnostic protocol	GFF/Guided functions

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<b>OR</b>	Check sensors, one or more sensors required replacement.		
	Perform software updates.		
	<b>LABOR</b>		
	<b>Labor Op</b>	<b>Time Units</b>	<b>Description</b>
	4405 19 51	SEE ELSA	1 Wheel remove+reinstall
	6644 19 50	SEE ELSA	Cowl panel trim remove+reinstall
	7007 19 50	SEE ELSA	Storage compartment remove+reinstall
	8709 01 99	15	Check 3 pressure sensors
	2706 89 50	SEE ELSA	Battery charge
	8703 17 00	SEE ELSA	Refrigerant drain+fill
	0151 00 40	100	Perform software update <i>(includes preliminary and follow-up work)</i>
	0150 00 60	Time stated on diagnostic protocol	GFF operations
	<i>Use the following labor operation when ALL three sensors are replaced:</i>		
	8709 20 50	SEE ELSA	3 Pressure switch remove+reinstall <i>(use if all sensors replaced)</i>
	<i>Use the following labor operations as needed when less than three sensors are replaced:</i>		
	8709 19 50	SEE ELSA	Pressure switch remove+reinstall <i>(if G395 replaced)</i>
	8709 19 51	SEE ELSA	Pressure switch remove+reinstall <i>(if G826 replaced)</i>
	8709 19 52	SEE ELSA	Pressure switch remove+reinstall <i>(if G827 replaced)</i>
	<i>Add only if high-voltage system required deactivation for software update</i>		
	9310 83 00	SEE ELSA	Disable HV system voltage deactivate and activate
	<b>PARTS</b>		
	<b>Quantity</b>	<b>Part Number</b>	<b>Description</b>
	Up to 3.00	4M0959603E	SENSOR*
	Up to 0.01	G 0525351M	OIL REFRIG


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	OUTSIDE MATERIAL				
	Part Number	Quantity	Description	Amount	
	R1234YF	Up to 3.46 oz (98 g)	A/C Refrigerant – R1234yf	Up to \$14.08 (USD) (\$4.07 per oz (USD)	<b>USA ONLY</b>
	R1234YF	Up to 98 g	A/C Refrigerant – R1234yf	Up to \$42.14 (CAD) (\$0.43 per gram CAD)	<b>CANADA ONLY</b>
<b>Please enter part numbers in ALL CAPS</b>					

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- Additional Actions** Some of the affected vehicles may be involved in additional Actions. Please check your ELSA Campaign/Action Information screen so that any *additional required work can be done simultaneously*.
- Verifying Vehicle Eligibility** To verify vehicle eligibility for this Update, *always* check the ELSA Campaign/Action Information screen. The ELSA system is the *only* binding inquiry and verification system; other systems are not valid and *may result in non-payment* of a claim.
- Help for Claim Entry** For questions regarding claim entry, contact Audi Warranty.
- Required Customer Notification** Inform your customer in writing by recording on the Repair Order any and all work that was conducted on the vehicle, including any and all updates completed under this Update.

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## Required Parts


Criteria	Quantity	Part Number	P.O.C. Part Description	Ordering Method
K1	Up to 3	4M0-959-603-E	SENSOR	Reference POC comments individually by part number, or in the POC Campaign List
	Up to 1.6 ml	G -052-535-M2	OIL REFRIG	
	Up to 98g	R1234yf refrigerant (Locally sourced)		

<b>Initial Allocation:</b> <b>NO</b>	There will be no parts allocation.
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! NOTE
Your dealer's Estimated Remaining Repairs by campaign can be found in Parts on Command. Click on "View Campaign List" and review the Estimated Remaining Repairs column.


! NOTE
Campaign parts should always be ordered as per the parts information in this circular. The ordering system will supersede the part, if applicable.

- Properly store (retain), destroy or dispose of removed parts in accordance with all state/province and local requirements, unless otherwise indicated and/or requested through the Warranty Parts Portal (WPP) for U.S. and the Part Destruction and Core Disposition Report for Canada.

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## Required Special Tools

	Battery Tester/Charger -VAS5908-  (or equivalent charger with a current rating of at least 90A)		Diagnostic Tester -VAS6150X/VAS6160X-  (or equivalent)
	Socket – 24mm -T40284-  (or equivalent)		Engine Bung Set -VAS6122-  (or equivalent)
	R1234yf Air Conditioning Service Unit -ROB1234YFX-  or -VAS581005-		Removal Wedge -T40233-  (or equivalent)
	Scraper Set -VAS6845-		Omega Clip Tool -T40280-  (or equivalent)
	Puller - Windshield Wiper -T40394-		

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## Additional Information

All parts and service references provided in this Update are subject to change and/or removal. Always check ELSA for the most current version of this document.