



Technical Service Bulletin

45 MIL on - DTC P258B00 or P055600

45 24 48 2072305/2 September 10, 2024. Supersedes Technical Service Bulletin Group 45 number 23-35 dated December 13, 2023 for reasons listed below.

Model(s)	Year	VIN Range	Vehicle-Specific Equipment
Q3	2021 – 2025	All	Not Applicable

Condition

REVISION HISTORY		
Revision	Date	Purpose
2	-	Revised header (Add Model Year) Revised <i>Service</i> (Updated Information)
1	12/13/2023	Initial publication

Customer states:

- The MIL is illuminated.

and/or

- The braking assist is too low. Additional brake pedal force is necessary.

and/or

- The brake pedal is too stiff (hard).

and/or

- The braking effect (brake servo) of the service brakes is too low.

and/or

- The following message is shown in the instrument cluster: “*Start-stop fault*”.

Workshop findings:

The customer statement can be reproduced.

The vacuum pump fuse has blown.

One of the following DTCs is logged in the engine control unit -J623- (address word 0001):

- P258B00** Vacuum Pump Control Range (static).

or

- P055600** Pressure sensor for brake booster, implausible signal (static).

Additionally, the following DTCs may be stored in the engine control unit -J623- (diagnostic address: 0001):

- U012100:** Lost Communication with Anti-Lock Brake System (ABS) Control Module.
- U041500:** ABS control module implausible signal.



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Additional DTCs may be stored in different control units (communication errors) with the ABS control unit.

If there are additional DTCs that indicate other complaints on the vehicle, these DTCs must be processed in advance according to GFF. Please note that the costs for working through the DTCs cannot be billed to this TSB.

Technical Background 1

The analyses have shown that the vacuum pump fuse was blown due to the connector of the ABS control unit being improperly disconnected. The improper separation of the ABS connector and the subsequent running of the engine / driving operations meant that the vacuum pump exceeded certain internal parameters. As a result, the vacuum pump fuse blows and the vacuum pump itself can become irreparably damaged / can fail.



The ABS control unit connector can only be unplugged if this is absolutely necessary for diagnostic purposes in the event of a complaint, or when replacing the ABS control unit.

Proceed as follows in the event of a complaint:

- Take pictures of the ABS control unit/ABS control unit connector and upload to DOC-IT.
- Check if the connector has been unplugged from the ABS control unit, or if there are any signs of tampering (e.g., scratches on the connector).
- If the connector has been unplugged from the ABS control unit or if tampering has been determined, the repair cannot be billed under warranty.
- Replace triggered / blown vacuum pump fuses according to *ELSA>>Repair Manual>>Electrical System>>Electrical Equipment>>97 Wiring>>Relay Panels, Fuse Panels and E-Box>>Component Location Overview*.
- Check if the vacuum pump works and runs properly as per *ELSA>>Repair Manual>>Chassis>>Brake System>>47 Hydraulic Components>>Vacuum System>>Overview Vacuum Pump*.

If vacuum pump does not run properly, the required repair must be carried out.



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Figure 1: ABS hydraulic unit / ABS control unit connector.



- If the connector has been unplugged from the ABS control unit or if tampering has been determined, the repair cannot be billed under warranty.
- If the connector has not been unplugged from the ABS control unit and no tampering has been determined, this TSB does not apply!

Production Solution

Not applicable.

Service

Not applicable.

Warranty

This TSB is informational only and not applicable to any Audi Warranty.



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Additional Information

All part and service references provided in this TSB (**2072305**) 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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