Technical Service Bulletin

00 e-tron GT battery recovery and charging requirements for service and showroom
00 24 96 2069572/3 October 18, 2024. Supersedes Technical Service Bulletin Group 00 number 23-79 dated October 30, 2023 for reasons listed below.

Model(s)	Year	VIN Range	Vehicle-Specific Equipment
e-tron GT, and RS e-tron GT	2022 - 2025	All	Not Applicable

Condition

REVISION HISTORY		
Revision	**Date**	**Purpose**
3	-	Revised header (Updated to correct visibility concern)
2	10/30/2023	Revised title (changed title to make it more obvious) Revised header (Added MY25) Revised *Condition* (changed order of bullet points) Revised *Service* (Added note about "jump starting" the charger)
1	03/03/2023	Initial publication

Workshop findings:

- The vehicle is worked on for service or repair.
- The vehicle is displayed on the showroom floor.

Technical Background 1

The e-tron GT is equipped with a LiFePo starter / auxiliary battery –A– with a nominal voltage of 13.2V and a capacity of 60Ah.

Due to the architecture of the vehicle as well as the new "12V" battery technology, specific requirements are necessary to maintain and charge the vehicle during service work as well as when displayed on the showroom floor.

Especially when running the vehicle with only ignition on (for example, when displayed on the showroom floor), or if the vehicle is experiencing certain electronic malfunctions, the starter/auxiliary battery can be drained and become irreversibly damaged if a sufficiently sized charger is not used.

Production Solution

Not applicable.

Service

All e-tron GT vehicles are required to be connected to a “12V” battery charger while displayed on the **showroom floor** or while being **serviced or repaired at all times.**

This charger must meet the following minimum requirements:

- Continuous output current: >= 80A (ideally >= 90A)
- Target charging voltage: 14.8V
- Absolute maximum voltage: 15.5V (any voltage spikes exceeding that voltage may damage the battery)

Failing to use a charger meeting these minimum requirements can lead to:

- Starter / auxiliary battery failure.
- Starter / auxiliary battery discharge.
- The state of charge (SOC) measured by the battery manager becomes inaccurate.

NOTICE

If the contactors of the 12V battery are open due to low SoC, it may be necessary to “jump start” the battery charger by touching the charger cable clamps from a 12V source (jump start pack / other 12V battery) for a couple seconds until the charger starts charging.

Warranty claims related to a damaged or drained starter / auxiliary battery -A- that resulted from not using a battery charger, or using an inappropriately sized battery charger that doesn’t meet the minimum requirements listed above, may be denied.

Suggested suitable chargers are:

Associated ESS6100

- Please make sure to use Diag+ mode set to a charging voltage of 14.8V.

Deutronics VAS5908

- Set it to a charging voltage of 14.8 Volt (release pin 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).

Warranty

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

Additional Information

All part and service references provided in this TSB (**2069572**) 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.