



Technical Service Bulletin

91 Driver assist systems: intervention by active front assist

91 24 89 2076135/1 November 26, 2024.

Model(s)	Year	VIN Range	Vehicle-Specific Equipment
A5, S5, Q6 e-tron, and SQ6 e-tron	2025	All	Not Applicable

Condition

Customer states:

- The front assist is intervening.

The symbol shown below (*Figure 1*) is displayed if one of the following actions is initiated:

- Collision warning.
- Brake jolt.
- Automatic brake pressure increase.
- Automatic brake intervention.



Figure 1: Front assist icon displayed on the instrument cluster or the MMI.

The symbol shown below (*Figure 2*) is displayed if the swerve assist is active.

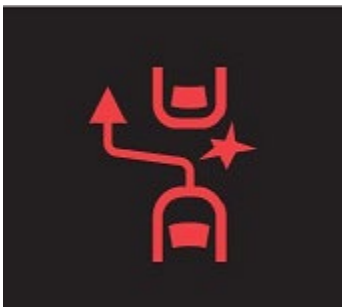


Figure 2: Swerve assist activation icon.



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Technical Background 1

Refer to the “Active front assist” chapter of the Owner's Manual and self-study program 687 – Audi Q6 e-tron (type GF).

Production Solution

Not applicable.

Service

You can use the “**Active front assist**” test program to call up the intervention history and display it in ODIS-S. The test program can be found under:

- *Test plan > Select self-test > Diagnostic capable system > 00A5 - Front sensors for driver assistant systems – R242 > 00A5 - Technical Service Bulletin (TSB) > Active front assist*

The test program asks you to enter the date of the intervention. The test program then checks whether active front assist interventions took place in the period between three days before and three days after the date entered. At the end, the program provides a list of the interventions during this period.

In the table below, you will find an overview of the various intervention-types and their explanations:

Result of the ODIS test program “Active front assist”	Explanation
Preliminary warning	If a possible collision risk is detected, the driver is made aware of the danger by a visual and acoustic warning.
Main warning	If there is an immediate risk of a collision, an acute warning may be issued in the form of a short brake jolt. The only ways of avoiding the collision may be for the driver to take evasive action or to brake hard.
RAB	Reaction time-increasing automatic braking (RAB): Early initiation of partial braking increases the time until the impending collision and thus gives the driver more time to react appropriately. The driver is also made aware of a dangerous situation and the speed of impact is reduced in the event of a possible collision.
DAB	Deescalating automatic braking (DAB):



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	<p>In situations where a collision can only be avoided by braking immediately, automatic braking is performed. This helps to avoid accidents or reduces their severity.</p>
AFB	<p>Automatic braking to a stop (AFB):</p> <p>In critical situations at intersections, when driving away from a standstill and at low speeds, the vehicle is automatically braked to a stop to prevent a collision with oncoming vehicles in the adjacent lane or vehicles/cyclists crossing the vehicle's path.</p>
FZB	<p>Driver-triggered controlled braking (FZB):</p> <p>In critical situations, the braking force applied by the driver is increased so that a collision is avoided, if possible. This sub-function assists drivers who do not brake sufficiently in critical situations.</p>
AWU	<p>Swerve support (AWU):</p> <p>Swerve support is a corrective steering function which can assist the driver for a limited time within the system limits when there is a risk of a frontal collision with stationary or oncoming road users or road users moving in the same direction. To do this, the system continuously determines the current collision risk. If the driver makes a clear steering movement when there is an acute collision risk, the system checks whether it is possible to avoid the collision by swerving in the direction specified by the driver's steering movement. If there is sufficient space to swerve and thus to avoid a collision, the system assists the driver in performing the evasive maneuver they initiated by providing steering assistance; the system may also perform targeted braking of individual wheels. In addition to this, partial braking to reduce the vehicle's speed may also be performed during the evasive maneuver. The driver can override the assistance provided by the swerve support at any time.</p>
ANA	<p>Automatic emergency swerve (ANA):</p> <p>Automatic emergency swerve is a corrective steering function which can assist the driver for a limited time within the system limits with a collision-avoiding steering intervention when there is a risk of a frontal collision with stationary road users or road users moving in the same direction. To do this, the system continuously determines the current collision risk. The system checks whether it is possible to avoid the collision by performing an automatic evasive maneuver. If there is sufficient space to swerve and thus to avoid a collision, the system performs an evasive maneuver in the form of a steering intervention; the system may also perform targeted</p>



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	braking of individual wheels. In addition to this, partial braking to reduce the vehicle's speed may also be performed during the evasive maneuver. The driver can override the intervention by the emergency swerve function at any time.
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Warranty

Claim Type:	• If the vehicle is outside of any warranty, this Technical Service Bulletin is informational only.		
Service Number:	9163		
Damage Code:	0039		
Labor Operations:	GFF	0150 0060	Time stated on the diagnostic protocol
	GFF	0150 0010	See SRT with associated operations
Claim Comment:	As per TSB 2076135/1		

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 (**2076135**) 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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