Connection offline

Technical Service Bulletin

Transaction No.: **2080124 /3**

01-25-09 - Service information, ID. Software (ID.S) Baseline Update ID.S 5.4.3 KD

Condition

Applicable Vehicles						
Model(s)	**Year**	**Eng. Code**	**Trans. Code**	**VIN Range From**	**VIN Range To**	**PR Code**
ID.4	2024 – 2025	All	All	All	All	V7B, V7C, V7G

Revision Table			
Instance Number	**Published Date**	**Version Number**	**Reason For Update**
2080124/3	1/5/2025	01-25-09	Update incorrect sequence (version) number
2080124/1	12/18/2025	01-25-07	Original publication.

- A customer concern addressed by a technical bulletin leads to this technical bulletin to perform the ID. S 5.4.3KD update as a solution.

or

- A technical bulletin and/or parts catalog notice leads to this technical bulletin to perform the ID.S 5.4.3 KD update to maintain compatibility of the vehicle ID.S version with the new part.

CAUTION

If the ID.S 5.4.3KD update is completed, it is technically impossible to perform the update again.

- **If campaign 91VH or 917K is applicable and CLOSED, the ID.S 5.4.3KD update was already completed.**
- **If campaign 91VH or 917K is applicable and OPEN, perform the ID.S 5.4.3KD update under the campaign.**
- **If neither 91VH nor 917K is applicable, then the update for applicable vehicles can be performed using the instructions given in this technical bulletin.**

Technical Background

Not applicable.

Production Solution

Not applicable.

Service

NOTICE

The following points must be observed before and during the update:

- The ODIS tester must be updated to the latest version. See: Elsa2Go > Infomedia > Current ODIS Service Version.
- The ignition and the radio/ navigation device must be switched on.
- Make sure that a suitable 12V battery charger (VAS 5908 or equivalent with 100 Amp capability) is connected to support the 12V battery.
- During the software update switch off all unnecessary electric consumers (for example ventilation, seat heater, lights and so on).
- Make sure that during the software update no electro-magnetic radiation sources (for example, mobile phones or cordless phones) are used in or near the vehicle.
- To ensure the highest transmission stability for software update of control units only USB hardwire connection of the diagnosis interface -VAS 6154B or VAS6154A- is allowed. A WiFi connection can lead to a failure of the software update.
- The driver's door must remain open during the software update.
- The vehicle must remain in park (gear position "P") during the software update.
- Place one vehicle key on the reader coil (flatly in the center console cupholder).

1. Document the technical bulletin requiring this update

2. Review prerequisites and perform preliminary work

3. Perform 12V battery check

4. Document vehicle settings

5. Update information electronics (ICAS3)

5.1 Prepare USB stick for the software update of the infotainment system

5.2. Update infotainment system

6. Read 12V battery data

7. Perform software compound update

CAUTION

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!

CAUTION

The rear wiper may activate during the software update.

– Ensure that the rear window is free of any obstructions.

CAUTION

Make sure to switch to gear P when working on the vehicle. When working on the vehicle (for example, when updating software or replacing control units) the vehicle functions may be influenced until the work is fully completed. This can, for example, mean that the vehicle may not secure itself against rolling if it is left unattended:

– Therefore, the vehicle must always be parked in P.

– Also actively check before and after faults, breaks or work interruptions that P is selected.

– If a vehicle with rolling capability is needed as part of the work, make absolutely sure that an active gear is not selected – instead shift to N.

NOTICE

If the customer is enrolled in Car-Net and they have the myVW app downloaded on their phone, they may receive several notifications during the update process.

1. Document the technical bulletin requiring this update

- Clearly note on the repair order the technical bulletin number that directed to perform this software update.

2. Review prerequisites and perform preliminary work

- Prepare the VAS 6150X diagnostic tester (ODIS tester) for use:
  - Check that the ODIS tester is updated to the latest version. See: Elsa2Go > Infomedia > Current ODIS Service Version
  - Ensure the ODIS tester remains powered from its AC power supply adapter for the duration of the software update. The ODIS tester must not be operated from its internal battery power only. The tester will shut down when battery power is low, which could result in control unit damage.
  - Verify that ODIS tester screen saver and power saving settings must remain off. Failure to do so may result in the tester entering power save mode during the software update, which could result in control unit damage.
  - Use only a USB hardwire connection between the VAS 6154A or VAS 6154B diagnostic interface and the ODIS tester. Performing a software update using a Bluetooth or WiFi connection to the diagnostic interface increases the risk of a lost connection, which could result in control unit damage. It also increases the time required to perform the update. Requests for additional labor time or coverage of a damaged control unit will be denied if the GFF log shows the update was performed using a Bluetooth or WiFi connection to the diagnostic interface.

- Prepare the 12V battery charger VAS 5908 for use:
  - Before starting programming, it is essential to perform the following actions for the VAS 5908 battery charger. By default, the charger will switch-off automatically after a period of time. To prevent this, the following must be carried out: Switch it OFF and then ON again each time the charger is connected. The battery charger's display must have switched off before it's restarted. The charging time can be changed in the charger's settings menu (access code = 6161). Refer to the owner's manual for further information. Do not change any other settings that may damage the charger or the vehicle.
  - When connecting the charger to the battery, connect the positive cable to the positive charging terminal for the battery and connect the negative cable to the grounding lug on the vehicle body. Never connect the ground cable directly to the negative terminal of the 12V battery.
  - The 12V battery charger VAS 5908 must remain connected and powered-on for the duration of the software update, so that the 12V battery remains above 12.5 volts for the duration of the software update. Failure to do so may cause the update to fail, which could result in control unit damage.

- Before starting the software update, ensure the following conditions are met:
  - The Windows operating system power options must be set according to the ODIS tester setup directions. See: Elsa2Go > Infomedia > Service references > VHW-22-13 Change Power Options in Windows® 10 (or latest communication). The “Device Power Management” sections from the VAS 6150X Diagnostic Laptop – Unpacking and Setup Instructions can also be referenced.
  - The dealership’s D3 Edge Box must be installed and configured correctly. See: Elsa2Go > Infomedia > Service references > D3 Edge Box server Installation and Troubleshooting Guide; D3 Edgebox User Guide; VHW-25-04 D3 Edgebox Host Name Requirements; VHW-25-03 Revised D3 Edgebox Firewall Requirements – Outbound; VOS-25-70 Most Common Reasons a D3 Edgebox Isn’t Working; and VOS-25-52 D3 Edgebox Hardware Operation.
  - The ODIS settings must allow for sending feedback support requests. See: Elsa2Go > Infomedia > Service references > VOS-25-51 New ODIS Support Feedback Procedure and VOS-25-57 ODIS Support Feedback Important Details (or latest communication).
  - The ODIS user must have access to Group Retail Portal (GRP). See: Elsa2Go > Infomedia > Service references > VOS-24-35 ODIS log in Procedure for Group Retail Portal (GRP) and VOS-25-78 Group Retail Portal GRP FAQs (or latest communication).
  - The dealership’s internet firewall settings must meet the specified requirements. See: Elsa2Go > Infomedia > Service references > VHW-25-02 VAS Diagnostic Device Firewall Settings and VHW-25-03 Revised D3 Edgebox Firewall Requirements – Outbound (or latest communication).
  - The ODIS tester must have port 8080 enabled for incoming TCP connections. Please contact your local IT administrator as needed. If there are any support-related queries, please contact ODIS service support. The relevant firewall settings can be found in the table below. See: Elsa2Go > Infomedia > Service references > VHW-25-02 VAS Diagnostic Device Firewall Settings and VHW-25-03 Revised D3 Edgebox Firewall Requirements – Outbound (or latest communication).

Configuration:	**Communication between ODIS service and TCP port 8080**
Direction:	Inbound
Firewall profile:	Private network
Program path to be released:	All programs
Protocols & ports:	TCP/Local port/8080
Local IP address:	Any IP address
Remote IP address:	192.168.13.69, 192.168.13.100-192.168.13.254

- Verify that only one vehicle key is present in the vehicle for the duration of the software update.

  - The vehicle key battery must be OK before starting the software update.
  - Any additional keys must be a minimum of 20 meters away from the vehicle.
- Verify the vehicle is not connected to an HV battery charge station for the duration of the software update.
- Check for any pre-existing vehicle faults:
  - Any diagnostic trouble codes (DTCs) that specifically indicate “control unit faulty” must be resolved before starting the software update. Otherwise, the update may stop at the affected control unit and fail to proceed.
  - Diagnosis and repair of pre-existing conditions are not covered under this technical bulletin.
- If the work steps must be interrupted for any reason, stop at one of the bus-sleep steps.

3. Perform 12V battery check

Perform the 12V battery check using GFF as follows:

- In the “Test plan” tab, press the *“Select self-test”* button
- Select “Service work”
- Select “Checks on 12V system”
- Select “*Perform 12V battery check*” and attach to test plan
- In the *“Test plan”* tab, start the *“Perform 12V battery check”* test program with the *“Perform test”* button.
- Follow the instructions in the test program:
  - If the test result *“12V battery is OK”* is returned, continue with “4. Document vehicle settings”.
  - If the test result *“12V battery is faulty – replace!”* is returned, the 12V battery must be replaced. Note, if necessary, replacement of the 12V battery is outside the scope of this technical bulletin.
  - Then continue with "4. Document vehicle settings”. Note, the battery adaptation does not take place until “10. Adapt 12V battery”.

4. Document vehicle settings

A “factory reset” of the ICAS1 is necessary during the update. This resets the customer settings and vehicle settings.

> **NOTICE**
>
> **To ensure the software compound update does not cause customer dissatisfaction or customer complaints, the vehicle settings must be documented at this point (photographed) and restored under “15. Restore customer settings”.**

Select and document the vehicle settings in the infotainment system under the “Settings” tile (recommended via photos).

Then continue with “5. Update information electronics (ICAS3)”.

5. Update information electronics (ICAS3)

In the measure described below the information electronics (ICAS3/diagnostic addresses 005F and 8125) is updated to SW3748.

The information electronics (ICAS3/diagnostic addresses 005F and 8125) must be updated as follows.

5.1 Prepare USB stick for the software update of the infotainment system

The software must be downloaded via the Flash Media Creator (FMC). See: Elsa2Go > Infomedia > Service references > VOS-25-58 Flash Media Creator (FMC) for D3 Edgebox (Replaces SD Creator)

- A commercially available USB stick is required. The USB stick is servicing material, and the cost of the USB stick will not be reimbursed. The USB stick can be reused for multiple software updates.
  - Use only a 32GB stick for this update – a USB stick of higher capacity cannot be used.
  - The vehicle infotainment uses a USB-C connector. If the software is downloaded onto a USB-A stick, a single device USB-C adapter will be required (a USB hub is not allowed).
  - USB type C (at least USB 2.0), reading/writing speed: at least 40 MB/s / 10 MB/s.
  - USB type A including type C (at least USB 2.0), reading/writing speed: at least 40 MB/s / 10 MB /s.
  - USB type A with adapter to USB type C possible (at least USB 2.0), reading/writing speed: at least 40 MB/s / 10 MB/s.
- Before it is used, label the USB stick with the respective part number from the following table:

ID.S version	Software part number to create USB stick
5.4.3KD	3G8.919.360.DC

NOTICE

If the search for the software part number returns no result, check if the certificate is valid.

– In the FMC software settings, select the valid certificate used with ODIS.

NOTICE

As a best practice, the USB drive should be recreated on a regular basis from the Flash Media Creator (FMC) to avoid file corruption which can lead to USB update errors.

– Do not use files saved locally to the PC or copy a USB stick that you have made. Only use the Flash Media Creator (FMC) to make the USB stick. The Flash Media Creator (FMC) checks whether the USB stick is correct. Software updates with a copied USB stick can damage the device if the software update is interrupted. Any device damaged by an interrupted software update caused by an improperly made USB stick cannot be claimed under warranty.

– Do not use a USB hub (USB distributor to use several USB devices on one USB port) to install the software update.

5.2. Update infotainment system

- Remove any USB devices, charging cables, etc. from the USB ports.
- If connected, remove the diagnostic interface from the vehicle OBD port.
- Place one key flatly on the reader coil (see figure 1).

Figure 1: Reader coil

NOTICE

The following points must be observed before and during the update:

– The ODIS tester must be updated to the latest version. See: Elsa2Go > Infomedia > Current ODIS Service Version.

– The ignition and the radio/ navigation device must be switched on.

– Make sure that a suitable 12V battery charger (VAS 5908 or equivalent with 100 Amp capability) is connected to support the 12V battery.

– During the software update switch off all unnecessary electric consumers (for example ventilation, seat heater, lights and so on).

– Make sure that during the software update no electro-magnetic radiation sources (for example, mobile phones or cordless phones) are used in or near the vehicle.

– **To ensure the highest transmission stability for software update of control units only USB hardwire connection of the diagnosis interface -VAS 6154B or VAS6154A- is allowed. A WiFi connection can lead to a failure of the software update.**
– **The driver's door must remain open during the software update.**
– **The vehicle must remain in park (gear position "P") during the software update.**
– **Place one vehicle key on the reader coil (flatly in the center console cupholder).**

- Switch on the ignition.
- Switch on infotainment system and wait 1 minute until the device has completely started.
- Insert the USB stick into USB port 1 or 2 in the center console (see figure 2).

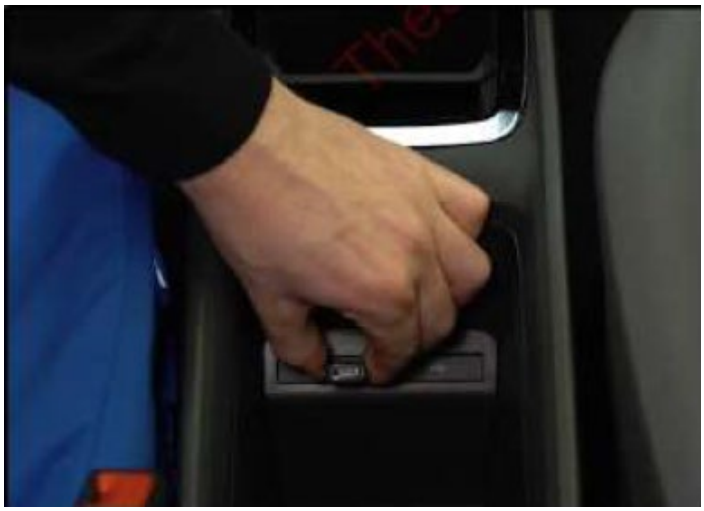


Figure 2: USB stick

- Hold the home button until the *"Service mode"* opens (see figure 3).

Figure 3: Home button

- Select "Software update/versions" (see figure 4).

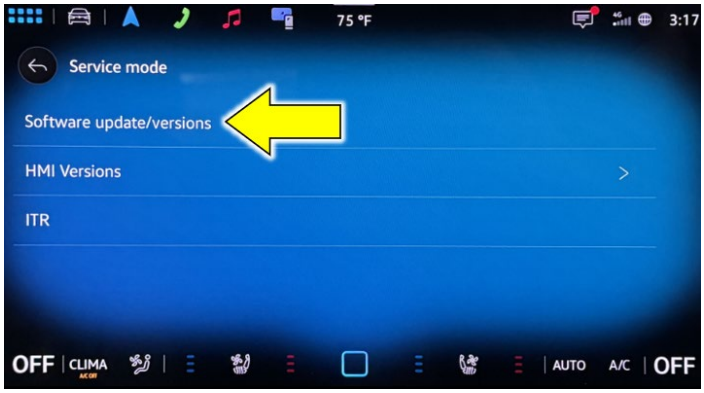


Figure 4: Software update/versions

- Start the software update with the *“Start”* button (see figure 5).

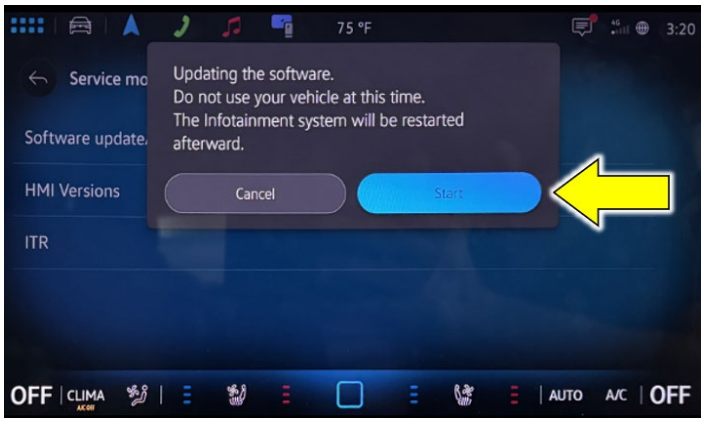


Figure 5: Start button

- Select *"Update”* (see figure 6).

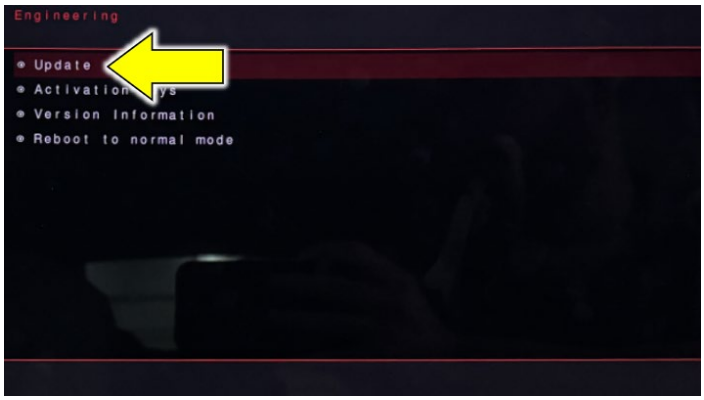


Figure 6: Update button

- Select *“USB 1”* or *“USB 2”*, depending on into which port the USB stick was previously inserted (see figure 7).

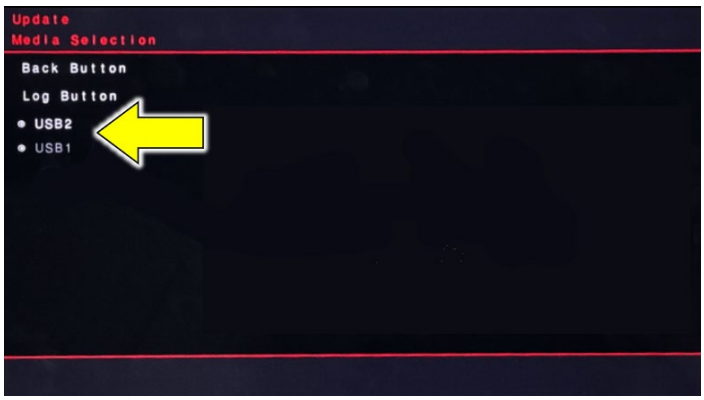


Figure 7: USB port selection

- Page 1 of the application to be updated is shown, press *“Next list”* button.
- Page 2 of the application to be updated is shown, press *"Start update"* (see figure 8).

Figure 8: Start update

- The message "Update must not be cancelled under any circumstances” is shown.
- Press *“Start update”* (see figure 9).

Figure 9: Start update

NOTICE

If the part number and software version are already current, the automatic update routine may proceed quickly and perform verification only.

- The individual applications are first copied, then updated and verified. The progress is shown on the right next to each application in percent (see figure 10).

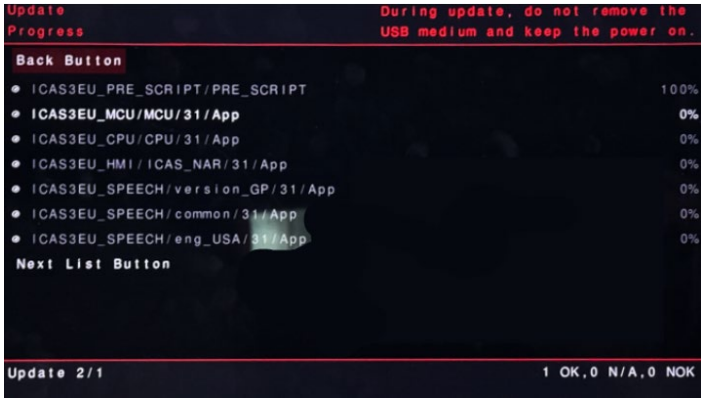


Figure 10: Update progress

- After updating the applications are restarted.
- If the result display “OK” is shown after every application (see figure 11), continue by pressing *“Resume”* (see figure 11). If “n.OK” appears after one or several applications, the update must be repeated by pressing *“Retry”* (see figure 11).

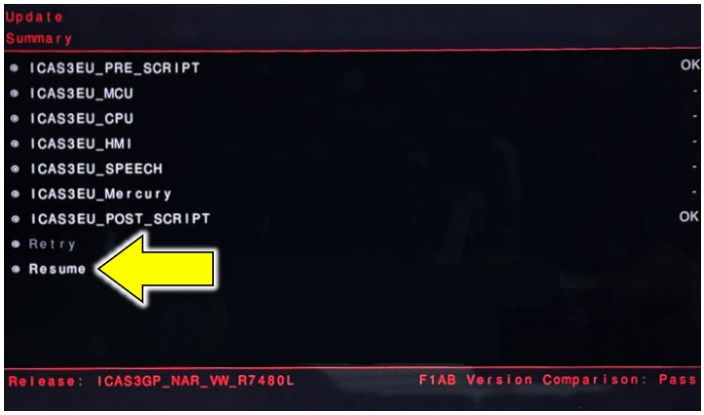


Figure 11: Resume button

- After installation is complete a confirmation message appears (see figure 12).

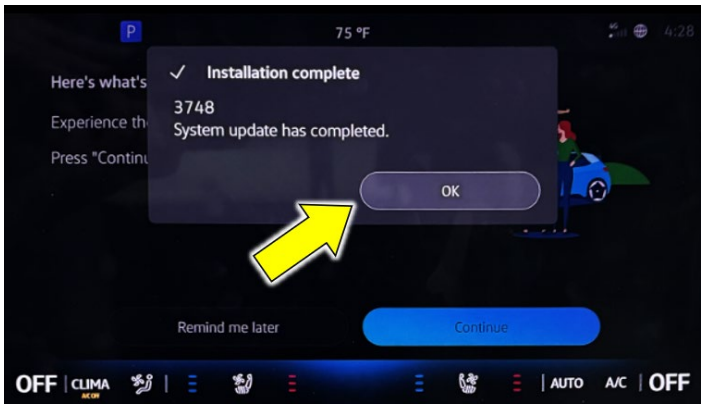


Figure 12: Installation complete

- Via the “Setup” button -> info -> system information, the *“device part number”* and the *“software”* (see figure 13) can be used to compare successful software update with the software table (see 16. Software table).

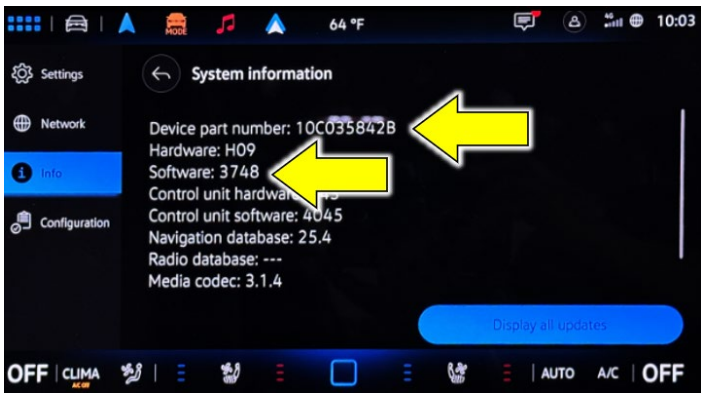


Figure 13: Part number and software

- After the update the USB stick can be removed.

NOTICE

If the part number and/or the software version are incorrectly shown, one of the following measures can help:

- ***Long-press reset:*** **Hold the on/off button until the infotainment system restarts.**
- ***Hard reset:*** **Remove fuse SC30 for one minute and reinsert.**
- ***Repeat update:*** **Reformat the USB stick and download the correct device software again (if possible: use a different USB stick).**

- Connect the ODIS tester and manually identify the diagnostic addresses 005F and 8125 so that the new control unit identification after the update via the USB stick is able to be sent online when necessary in later steps. Then continue with “6. Read 12V battery adaptation.”

6. Read 12V battery data

To ensure the battery data for the later battery adaptation does not have to be specially freed up, this is read at this point and must be written down as follows:

- In the “Test plan” tab, press the *“Select self-test”* button
- Select “Service work”
- Select “Checks on 12V system”
- Select *“Read 12V battery adaptation”* and attach to test plan
- In the *“Test plan”* tab, start the *“Read 12V battery adaptation”* test program with the *“Perform test”* button.
- Write down the returned data (recommended: copy and save on the ODIS tester).
- Then continue with “7. Perform software compound update”.

7. Perform software compound update

NOTICE

The following points must be observed before and during the update:

- **The ODIS tester must be updated to the latest version. See: Elsa2Go > Infomedia > Current ODIS Service Version.**
- **The ignition and the radio/ navigation device must be switched on.**
- ***Make sure that a suitable 12V battery charger is connected to support the 12V battery.***
- **During the software update switch off all unnecessary electric consumers (for example ventilation, seat heater, lights and so on).**
- **Make sure that during the software update no electro-magnetic radiation sources (for example, mobile phones or cordless phones) are used in or near the vehicle.**
- **To ensure the highest transmission stability for software update of control units only USB hardwire connection of the diagnosis interface -VAS 6154B or VAS6154A- is allowed. A WiFi connection can lead to a failure of the software update.**
- **The driver's door must remain open during the software update.**
- **The vehicle must remain in park (gear position "P") during the software update.**
- **Place one vehicle key on the reader coil (flatly in the center console cupholder).**

7.1 Perform software update part 1 (S4210F543)

Start software update part 1:

- In the "Test plan" tab, press the *"Select self-test"* button
- Select "Software version management"
- Select *"Adapting software"* and attach to test plan
- In the *"Test plan"* tab, start the *"Adapting software"* test program with the *"Perform test"* button.
- Select *"1. Update software via action code"*
  - Enter action code 1: **S4210F543**
- Start software compound update and follow remaining program process.

NOTICE

Do not continue if a Windows Firewall notification appears (see figure 14). Attempting to proceed without resolving incorrect firewall settings can cause the update to fail.

- **All network options must checked. See service references noted under "2. Review prerequisites and perform preliminary work"**

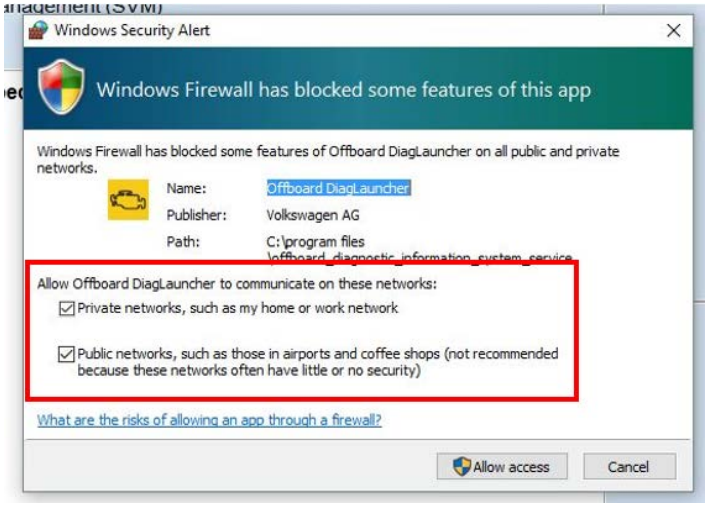


Figure 14. Windows Firewall notification (error)

CAUTION

The update may take several minutes to start. Multiple control units are updated during this procedure. Some control units require a longer update time than others.

- **DO NOT cancel the update procedure, turn the ignition off, remove the battery charger, or interrupt the update procedure in any way. Doing so could cause irreparable damage to control units.**
- **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.**

- If there is an **"NOT OK"** note for one or several control units (see figure 15), the update must be attempted again (go back to step 7).

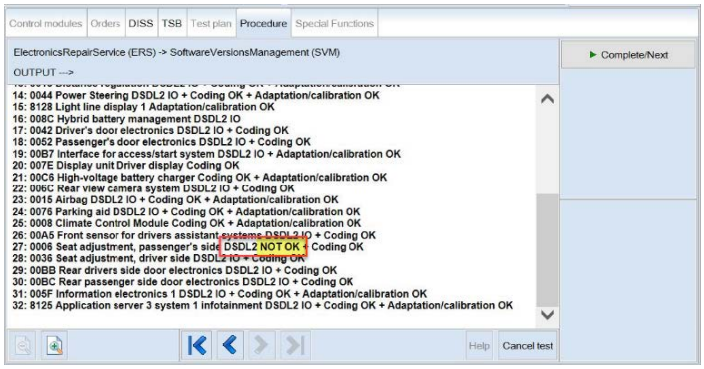


Figure 15: Example "NOT OK" response

- If there is an **"OK"** (correct) note after all control unit names in the results list, continue with the test plan.
- **In the event of error messages:** See information under "17. Support".

CAUTION

Do not proceed to the next step without 100% successful completion of this step!

– **In case of errors, see: “17. Support”**

– **If errors cannot be resolved, then ODIS feedback must be sent prior to further diagnosis.**

- Only after the final “OK” result is finished without any errors, continue with “7.2. ICAS1 factory reset”.

7.2 ICAS1 factory reset

Before carrying out the second action code, a *factory reset* must be carried out on ICAS1 as follows:

- In the “Test plan” tab, press the *“Select self-test”* button
- Select "Software Version Management (SVM)"
- Select *"Special measures"*
- Select *"Special functions"*
- Select *“ResetToFactory”* and attach to test plan
- In the *“Test plan”* tab, start the *“ResetToFactory”* test program with the *“Perform test”* button.
  - Select *“1. ECU Reset (to Factory Setting)”* (see figure 16)
  - Enter diagnostic address **0019** and follow the test program.

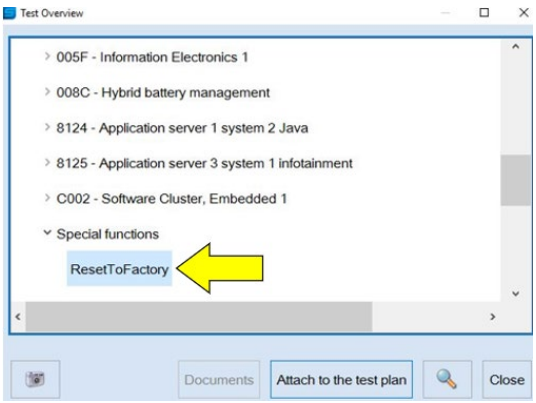


Figure 16: Factory Reset

- Then continue with “7.3. Perform software update part 2 (F543)”.

7.3 Perform software update part 2 (F543)

Start software update part 2:

- In the *“Test plan”* tab, press the *“Select self-test”* button
- Select *“Software version management”*

- Select *“Adapting software”* and attach to test plan
- In the *“Test plan”* tab, start the *“Adapting software”* test program with the *“Perform check”* control button.
- Select *“1. Update software via action code”*
  - Enter action code 2: **F543**
- Start software compound update and follow remaining program process.

CAUTION

The update may take several minutes to start. Multiple control units are updated during this procedure. Some control units require a longer update time than others.

- **DO NOT cancel the update procedure, turn the ignition off, remove the battery charger, or interrupt the update procedure in any way. Doing so could cause irreparable damage to control units.**
- **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.**

- If there is an **“NOT OK”** note for one or several control units (see figure 17), the update must be attempted again (go back to step 7).

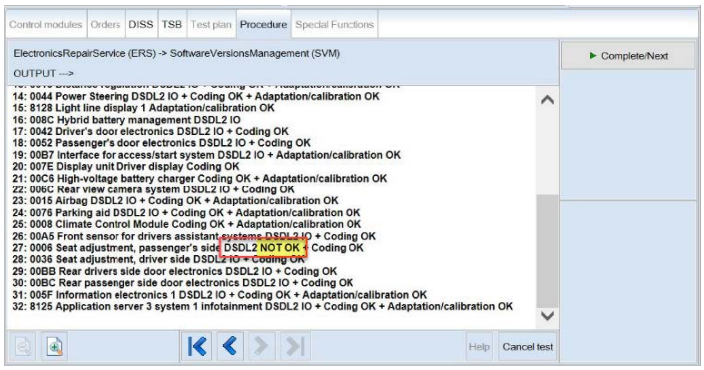


Figure 17: Example “NOT OK” response

- If there is an **“OK”** (correct) note after all control unit names in the results list, continue with the test plan.
- **In the event of error messages:** See information under "17. Support”.

CAUTION

Do not proceed to the next step without 100% successful completion of this step!

- **In case of errors, see: “17. Support”**
- **If errors cannot be resolved, then ODIS feedback must be sent prior to further diagnosis.**

- Only after the final “OK” result is finished without any errors, continue with “8. Perform function restore (FES)”.

8. Perform function restore (FES)

Perform the function restoration (FES) as follows:

- In the *“Test plan”* tab, press the *“Select self-test”* button
- Select *"Software Version Management (SVM)"*
- Select *“Function clearing system (FES)”* (see figure 18)
- Select *“3. Restore function”*
- Enter diagnostic address **0019** and carry out function restoration.

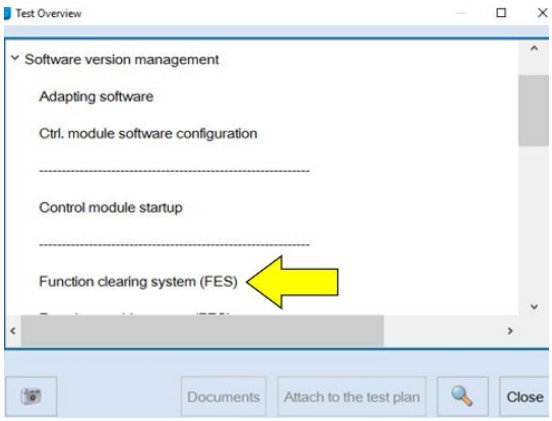


Figure 18: Function enable system (FES)

CAUTION

Do not proceed to the next step without 100% successful completion of this step!

- **In case of errors, see: “17. Support”**
- **If errors cannot be resolved, then ODIS feedback must be sent prior to further diagnosis.**

- Then continue with “9. Perform VKMS adaptation”.

9. Perform VKMS adaptation

Perform the VKMS adaptation as follows:

- In the *“Test plan”* tab, press the *“Select self-test”* button
- Select *“Diagnostic capable systems”*
- Select “0025 – Immobilizer”
- Select “0025 – VKMS functions”

- Select and perform *"VKMS adaptation"* (see figure 19)

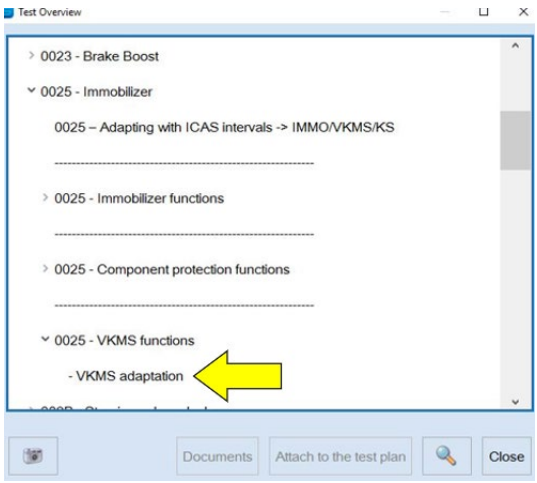


Figure 19: VKMS adaptation

- Then continue with “10. Adapt 12V battery”.

10. Adapt 12V battery

Perform the 12V battery adaptation as follows.

- In the *“Test plan”* tab, press the *“Select self-test”* button
- Select *“Service work”*
- Select *“Tests on the 12V system”*
- Select *“Carry out 12V battery adjustment”* (see figure 20) and attach to test plan
- In the *“Test plan”* tab, start the *“Carry out 12V battery adjustment”* test program with the *“Perform test”* button.
- Follow the instructions in the test program and input the data recorded under “4. Read 12V battery data”

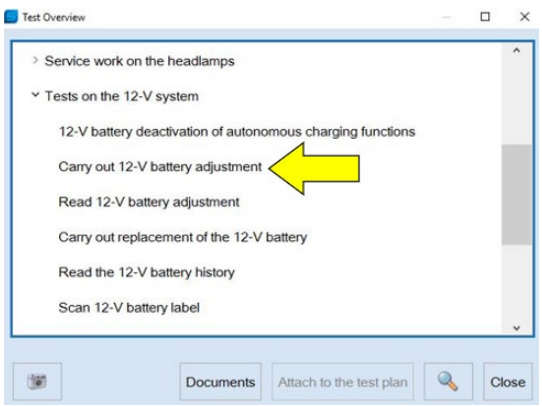


Figure 20: 12V battery adaptation

- Then continue with “11. Complete test plan”.

11. Complete GFF tests in test plan list

With the software update there is the possibility that several basic settings/parameters may be lost on the affected vehicles.

- Complete Guided Fault Finding (GFF) tests pertaining to basic settings (i.e., windows and steering angle sensor) as populated in the test plan list.
- The event entry in the diagnostic address 0015: *U101300: Control module not coded, active/static* causes static entries in further control units of the driver assist system.
  - ***Possible remedy:*** Perform Guided Fault Finding (GFF): *“0015 - Replace control unit”*
- The event entry in the diagnostic address 0044: *B1168F2: Steering angle sensor no initialization, active /static* causes static entries in further control units of the driver assist system.
  - ***Possible remedy:*** Perform basic setting with Guided Fault Finding (GFF). Then delete the event memory list again.
- End the diagnostic session with the diagnosis stop button (see figure 21).

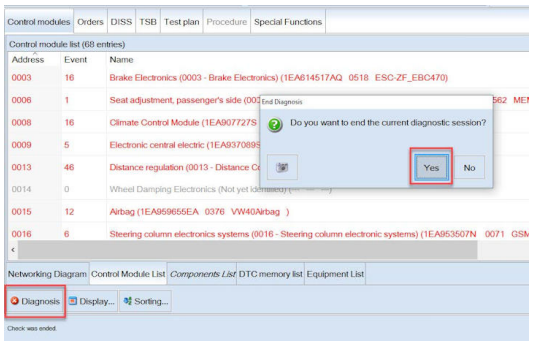


Figure 21: Diagnosis stop button

- When prompted to continue GFF select “NO” (see figure 22). The fault memory will then be automatically deleted.

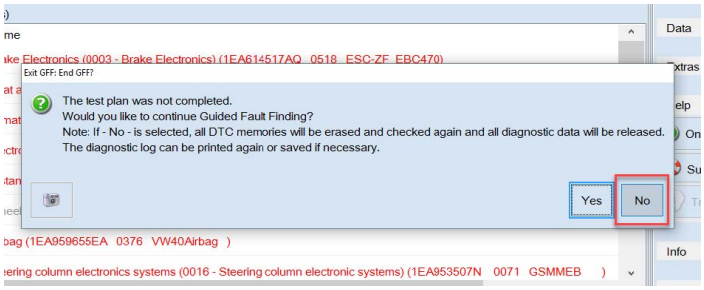


Figure 22: Do not continue GFF

- Static faults created by the flash process will remain.
- When prompted, select “YES” to populate a new test plan list (see figure 23).

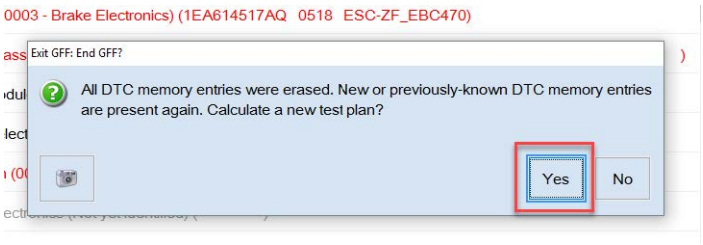


Figure 23: Calculate new test plan list

- Complete all GFF tests that remain in the test plan list.
- If applicable, refer to technical bulletin(s) that address irrelevant DTCs (ghost codes).

- Then continue with “12. Test drive the vehicle”.

12. Test drive vehicle

Test drive the vehicle in order to establish the dynamic calibration and correct function of the vehicle.

- The software flash may result in the loss of adaptation of the Travel Assist Function. The steps below must be performed after completion of the flash.
  - Note the customer’s selected cruise control mode (see figure 24).
  - Cycle through all modes until “ACC” mode is selected.
  - With “ACC” mode selected, perform the road test above 20 mph/35 kph to calibrate the 3-phase motor. Note, a momentary loss of acceleration during the calibration is normal.
  - After the 3-phase motor calibration is completed, press the “SET” button to activate the ACC system.
  - Once the ACC system is activated, the procedure is complete.
  - Return the cruise control settings back to the previous customer settings.

Figure 24:

NOTICE

Static faults may be stored during the software update and the ID. Light may not operate correctly after the software update. It may be necessary to perform the following to allow the faults to be erased and restore normal ID. Light function:

– 1. Drive the vehicle a short distance (around the parking lot, for example).

– 2. Perform a bus sleep.

- Then continue with “13. Perform bus sleep”.

13. Perform bus sleep

A bus sleep is performed with the ODIS tester as follows:

- In the *“Test plan”* tab, press the *“Select self-test”* button
- Select *“Diagnostic capable systems”*
- Select *“0019 – Diagnosis interface for data bus”*
- Select *“0019 – Diagnosis interface for data bus, functions”*
- Select and perform *“0019 – Establish bus sleep mode”*
- Then continue with “12. End the diagnosis”

14. End the diagnostic session

The diagnostic session ends as follows:

- End the diagnostic session with the diagnosis stop button (see figure 20 above).
  - When prompted to continue GFF select “NO” (see figure 22 above). The fault memory will then be automatically deleted.
  - When prompted, select “YES” to populate a new test plan list (see figure 23 above).
- If no relevant event entries are actively/statically available, the diagnosis session can be ended.
  - When prompted, select “NO” to end the diagnostic session without populating a new test plan list.
- Note, the following event entries are irrelevant:
  - B184C00: Activation active
  - U17A000: Diagnosis filter not activated
  - B163002: Predictive route data signal error
- Continue with “13. Restore customer settings”.

15. Restore customer settings

Restore the vehicle settings using the customer settings documented under *“2. Document vehicle settings”*.

16. Software version table

The production ID.S version (before update) is indicated by the PR-number found under PR-family SVR (e. g., V7B).

Diagnostic Address	Before Update (Production Software)			After Update
	ID.S 4.1 PR no. V7B	ID.S 5.0 PR no. V7C	ID.S 5.4 PR no. V7G	ID.S 5.4.3KD
0001	3630	4065	4065	4065

0003	0740	0754	0757	0757
0006	0571	0571	0571	0571 + ZDC*
0008	0146	0247	0262	0262
0009	0530	0555	0562	0562
0013	0099	0232	0250	0250
0015	0141	0151	0151	0151
0016	0060	0067	0067	0067
0019	0411	0254	0561	0561
0023	0840	0853	0853	0853
0036	0571	0571	0571	0571 + ZDC*
0042	0561	0561	0563	0563 + ZDC*
0051	7246	7252	7260	7260
0052	0561	0561	0563	0563 + ZDC*
005F	3343	3626	3748	3748
006C	0464	0574	0574	0574
006C	-	0605	0685	0685
0075	0288	0554	0610	0610
0076	0514	0630	0630	0630
008C	1122	1141	1141	1141
00A5	5510	5556	5570	5570
00B7	0757	0757	0771	0771
00BB	0561	0561	0563	0563
00BC	0561	0561	0563	0563
00C0	0012	0015	0015	0015
00C6	5206	2207	3208	3208
00CE	8122	8123	8127	8127
060E	4043	4045	4047	4047

06D1	1112	1140	1140	1140
06D5	1112	1140	1140	1140
06D9	1112	1140	1140	1140
8116	0010	0012	0012	0012
8123	0411	0254	0561	0561
8124	0411	0254	0561	0561
8125	3343	3626	3748	3748
C002	0411	0254	0561	0561
C003	0411	0254	0561	0561
*ZDC (Target data container) – The ZDC of the control unit is updated to a new version within the ID.S 5.4.3 KD compound update. If the SW-version is already current, then only the ZDC is updated via the update procedure without a SW-version change.				

17. Support

The possible remedies listed below should only be applied when necessary for the specific errors listed if such errors are encountered in the course of the software update given in this technical bulletin. Any other use of these remedies is inappropriate and can lead to unexpected results or additional errors.

1. ***ERP8064:*** Should *ERP8064* occur during function restore in the function enabling system (FES), then there is a connection problem with the backend license server.

   Possible remedy: For the purpose of this remedy only, repeat function restore using code 0019S421014 and then repeat action code F543.

2. ***ERP8065:*** During software flashing, should *ERP8065* occur, then an action code was used that cannot be used for the current vehicle and its current software compound / baseline.

   Possible remedy: Check the action code used for validity.

3. ***ERP8075:*** Should *ERP8075* occur during software flashing, a repair suggestion cannot be determined, as several identifiers are missing from identification of certain control units or entire diagnosis addresses.

   Possible remedy: Perform a terminal 30 reset (see in GFF test plan list: *Important note when disconnecting the 12V battery*) then start a new diagnostic session, and reattempt software flashing.

4. ***ERP8088:*** During software flashing, should *ERP8088* occur, the software update or the online reporting of the updated vehicle build status documentation failed.

   Possible remedy: Carry out “5.2 ICAS1 factory reset” again and repeat action code F543.

   Alternatively: Carry out a bus sleep with test program *0019 – Establish bus sleep mode*. Then repeat the action code used.

5. ***ERP8113:*** During software flashing, if *ERP8113* should occur, then not every update has yet been successfully carried out.

   Possible remedy: Switch off the ignition for 30 seconds. Then switch the ignition on again, wait 30 seconds and then repeat the action code used.

6. ***ERP8118:*** Should tester error message *ERP8118* occur during software flashing, then one or several diagnosis addresses were not recognized during diagnosis entrance. **The diagnostic tester generally shows the affected diagnostic addresses.** If no diagnostic addresses are shown, pay special attention to diagnostic addresses 0075 and 8107, and sub-bus addresses (for example: *0601, 0602, 0616, 0618, 0631, 0637*).

   Possible remedy: Manually identify the missing control units in the control unit list or perform a *software configuration* on the respective diagnostic addresses. In the case of an unrecognized sub-bus address, perform the *software configuration* on the corresponding diagnostic address to which the sub-bus address reports and then repeat the action code used.

   Hint: An earlier GFF log, when downloaded from GFF Paperless in HTML format, can be referenced to compare installed diagnostic addresses and respective sub-bus addresses at an earlier time point before the start of software flashing.

   Should this procedure not resolve the problem, perform a terminal 30 reset (see in GFF test plan list: *Important note when disconnecting the 12V battery*) then start a new diagnostic session, and reattempt software flashing with the action code used.

7. ***ERP9999:*** Should tester error message *ERP9999* occur during software flashing, then there are problems with the connection to the D3 Edge Box dealer workshop server.

   Possible remedy: Check the that the control units to be updated are identified in the control unit list, then contact your IT support to check the URL configuration and software version of your D3 Edge Box.

8. After the software update the OCU (diagnostic address *0075*) is offline, the globe symbol (online status) is not shown, or is grayed-out in the center display.

   Perform GFF: *Guided Functions > 0075 – Activating control module*

   After about 2 minutes the globe appears and is shown in white (online).

9. Error message: ***"The CAN-FD/ DoIP communication path could not be set"*** – If this error message occurs during the software update process (SVM) there may be several causes.

   Possible remedies:

   Check and adjust firewall settings with dealer IT network support (see under: "2. Review prerequisites and perform preliminary work").

   Update Windows operating system of the diagnostic tester.

   Ensure that only diagnostic interface VAS 6154A or 6154B is used and ensure the software of the diagnostic interface VAS 6154A or 6154B is current.

   For the purpose of this remedy only, temporarily reconfigure the diagnostic tester for DoIP-only communication under *"Admin > General > GFF Process > Communication path selection"* and then reattempt the action code used. Afterwards, restore setting for automatic detection.

   If DoIP communication is still not possible, then check wiring at the diagnostic connection (U31) and the ICAS1/Gateway (J533) according to the attached supplemental information "tb_2080124_attachment_can_doip_checks.pdf".

10. **No terminal 15 / ignition cannot be switched on anymore after performing action code S4210F543.** This occurs when ICAS1 freezes in the bootloader. In the identification data of the diagnostic address 0019 the software version 9246 is shown.

    Possible remedy:

PR number V7B: Pull fuse SC41 for 1 minute and, after insertion, carry out action code S4210521D.

PR numbers V7C or V7G: Pull fuse SC41 for 1 minute and, after insertion, repeat action code S4210F543.

11. **0019: DSDL2 incorrect:** The DSDL2 cannot be successfully written during the software configuration (incorrect).

    Possible remedy: Pull fuse SC41 for 1 minute and, after insertion, carry out the previously used action code again.

12. **0051:** Error message: ***Safe condition not created.***

    Possible remedy: Switch off the ignition, select 1. Create requirements and press Continue.

13. **0602: Adapting/calibration incorrect:** The software configuration cannot be successfully carried out (incorrect). The SFD (vehicle diagnostic protection) at the master (SAM/ diagnostic address 0009) could not be activated.

    Possible remedy: Carry out SFD authorization via Self-diagnosis (OBD) > 0009 > Access authorization > Authorization manually online and repeat action code F543. A bus sleep may need to be carried out in advance.

14. **8128:** Error message: ***Active function not completed.*** The new instances from ICAS3 were not completely loaded; the ID light is white on the ends.

    Possible remedy: Carry out a bus sleep with test program *0019 – Establish bus sleep mode*. The ID light no longer lights white at both ends (the bus sleep mode may have to be carried out twice). Then carry out action code F543 again.

NOTICE

In case of ERP errors during software flashing that cannot be resolved:

- **Press the help / support button on the diagnostic tester to send ODIS feedback.**
- **If the help / support button cannot be pressed because of a crash of the diagnostic tester, restart the tester and press the help / support button immediately upon restart. The data of the previous session is then still available and can be transmitted.**

NOTICE

In case of other errors during the software update that cannot be resolved:

- **Contact VW Group Technical Assistance Center (TAC) and mention “TB 2080124 / ID.S 5.4.3KD update” in the comments.**
- **If replacement of a control unit is necessary and is eligible for warranty reimbursement, it must be submitted and coded separately from the software update claim.**

Warranty

Information only.

NOTICE

No parts or labor may be claimed under this technical bulletin. If eligible for warranty reimbursement, a claim may only be submitted according to the applicable technical bulletin that specifies performing this software update.

Required Parts and Tools

No Special Parts required.

No Special Tools required.

Tool Description	Tool No:
12V Battery Charger / Maintainer	VAS 5908
VAS Diagnostic Tool	VAS 6150/X & VAS 6160/X with ODIS Service with current online updates

Additional Information

All part and service references provided in this Technical Bulletin are subject to change and/or removal. Always check with your Parts Dept. and Repair Manuals for the latest information.

Supplemental Information

Error: *“The CAN-FD/DoIP communication path could not be set.”*

VWGoA | December 17, 2025

Error: *“The CAN-FD/DoIP communication path could not be set.”*

Procedure for checking CAN/ DoIP switching and Ethernet lines

1. Access the diagnostic connection (U31) for inspection (see page 3-4).
2. Review the wiring diagram of the CAN/ DoIP switching and Ethernet lines (see page 5).
3. Check behind diagnostic connection (U31) for aftermarket equipment (see page 6), if necessary, disconnect.
4. Check control line behind diagnostic connection (U31) for damage (see page 7), if necessary, repair.
5. Perform a resistance measurement of the control line (see wiring diagram, page 5), if necessary, repair or replace the wire/terminals.
6. Check Ethernet lines at the gateway (J533) connector (see page 5 and 8), if necessary, reseat terminals.

Accessing the diagnostic connection (U31)

- Remove the small access panel to the left of the steering column.
- Gently press upper and lower retainer tabs (yellow arrows) to release the bracket of the diagnostic connector (U31).

Accessing the diagnostic connection (U31)

- The bracket can then be **CAREFULLY** pulled downwards into the footwell (yellow arrow) for inspection.
- The wires behind the diagnostic connection (U31) are then visible for inspection.
- If necessary, the bracket can be removed by releasing three additional retaining tabs on the diagnostic connection (U31).

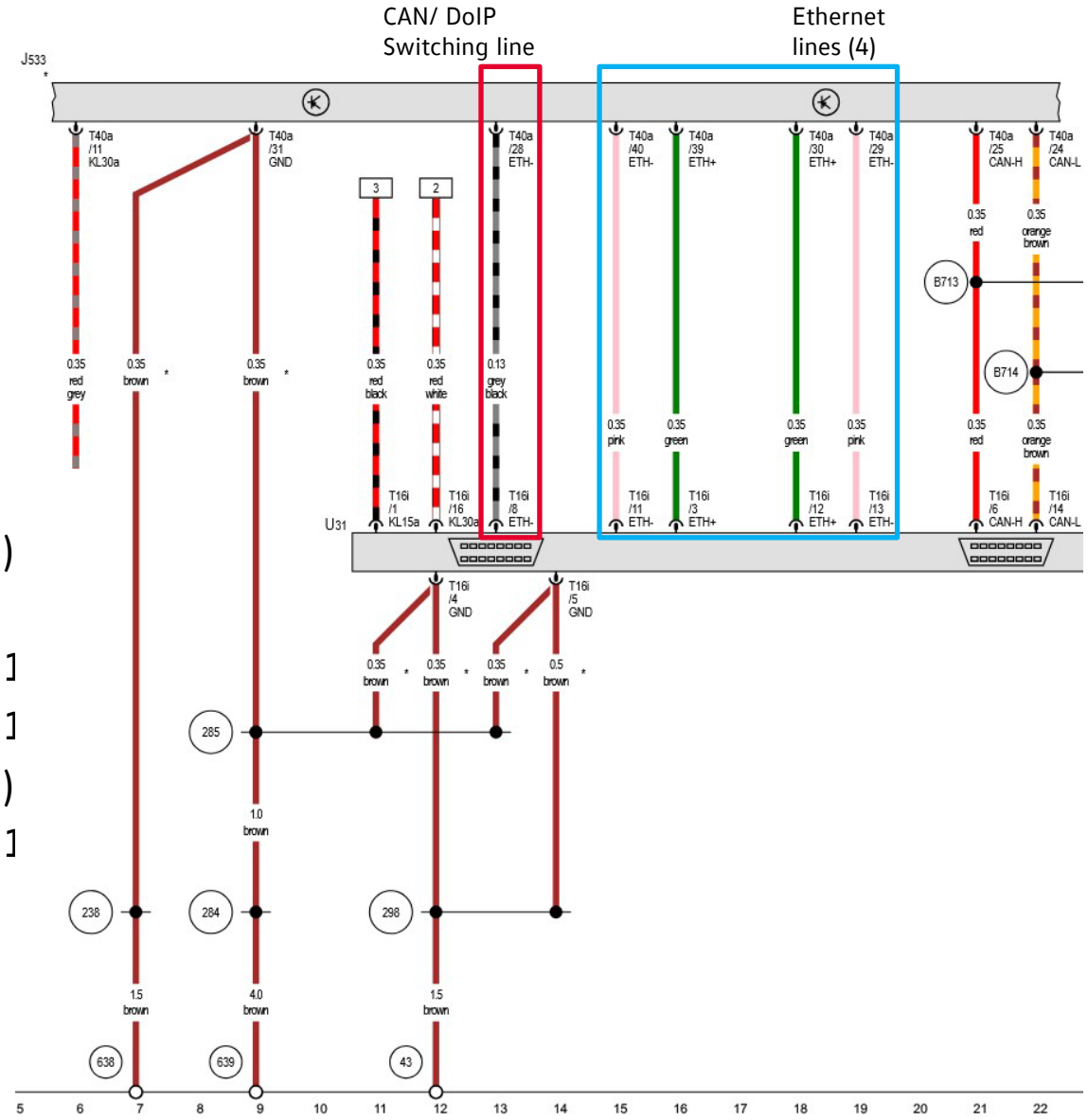
Wiring diagram of CAN/ DoIP control line and Ethernet lines

Control line for CAN/ DoIP switching (red rectangle)

- T40a/28 Gateway (J533) <-> T16i/8 diagnostic connection (U31)

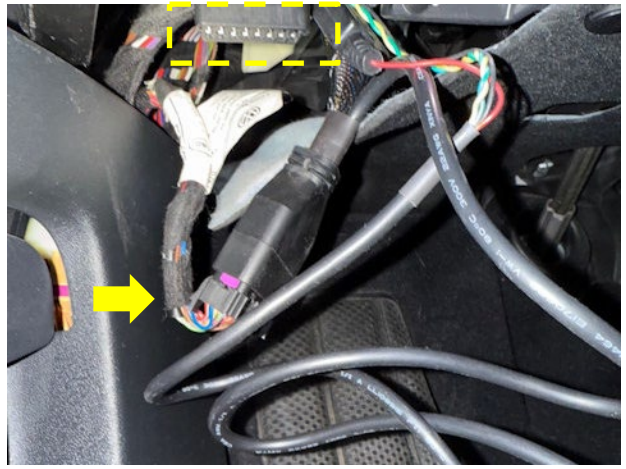
Ethernet data lines (DoIP/ blue rectangle)

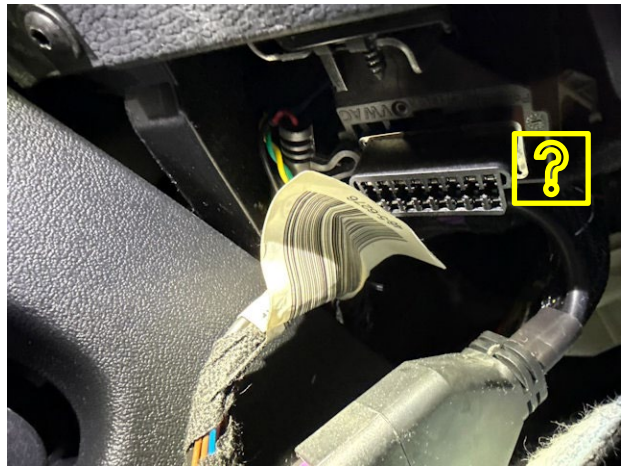
- T40a/30 Gateway (J533) <-> T16i/12 diagnostic connection (U31
- T40a/29 Gateway (J533) <-> T16i/13 diagnostic connection (U31
- T40a/39 Gateway (J533) <-> T16i/3 diagnostic connection (U31)
- T40a/40 Gateway (J533) <-> T16i/11 diagnostic connection (U31



Checking for aftermarket equipment at the diagnostic connection (U31)

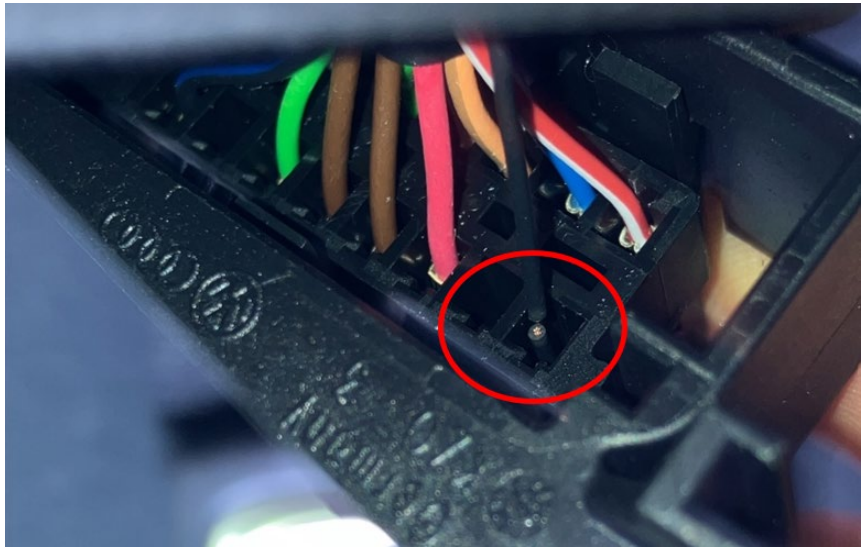
- Check for a non-original diagnostic connection (U31) or any aftermarket equipment or wiring connected to the vehicle's original diagnostic connection (U31).
- The diagnostic interface VAS 6154A or VAS 6154B must be connected to the original diagnostic connection (U31) for a stable connection and proper CAN/ DoIP switching.





Checking CAN/ DoIP switching control line

- Check the wire and terminal of pin 8 for damage/fault/interruption (red circle).
- If no fault can be see upon visual inspection, perform a resistance measurement through the wire and terminals end-to-end between diagnostic connector (U31) and the ICAS1/Gateway (J533) connector (see wiring diagram, page 5), if necessary, repair.



Checking the Ethernet lines

- Check the Ethernet wires at the gateway connector for correct installation.
- If any are not fully seated (red arrow) seat the connector fully, if necessary, repair.