



Technical Service Bulletin

91 SOS Emergency call function deactivated message in the cluster, DTC U153E00 is stored in the telematics module

91 21 36 2055945/7 September 22, 2021. Supersedes Technical Service Bulletin Group 91 number 21-29 dated September 7, 2021 for reasons listed below.

Model(s)	Year	VIN Range	Vehicle-Specific Equipment
A4, A4 allroad, S4, A5, A5 Cabriolet, A5 sportback, S5, S5 Cabriolet, S5 sportback, RS 5, and RS 5 Cabriolet	2019	All	ConBox Low
A6 allroad, RS 7, SQ8, RS Q8, and Audi e-tron sportback	2020	All	ConBox Low
A6, A7, A8, S6, S7, S8, Q5, Q7, Q8, SQ5, SQ7, and Audi e-tron quattro	2019 - 2020	All	ConBox Low

Condition

REVISION HISTORY		
Revision	Date	Purpose
7	-	Revised <i>Service</i> (Updated Steps in Scenario 1 and 3)
6	09/07/2021	Revised header (Updated Elsa display) Revised <i>Service</i> (Added clear DTC instructions to Scenario 3) Revised <i>Warranty</i> (Updated Labor Operations)
5	10/19/2020	Revised <i>Technical Background</i> (Added information for high occurrence) Revised <i>Service</i> (Added service solution for high occurrence) Revised <i>Required Parts and Tools</i> (Added table)



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Customer states:

- The warning message “SOS Emergency call function deactivated” is seen in the instrument cluster (Figure 1 or 2).

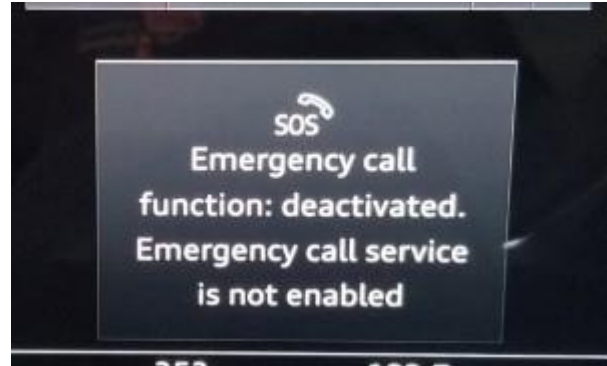


Figure 1. SOS warning in the instrument cluster.



Figure 2. SOS warning in the instrument cluster.

Technical Background

The warning message is generated by the telematics control module (ConBox Low for MY19), J949 (address word 0075) and is primarily seen in two different scenarios:

- When there is a hardware or software malfunction of the control module.
- When there is a problem connecting to the Mobile Network Operator (AT&T).

For problems related to the cellular network (MNO), the following DTC may be found in the telematics control module, J949 (address word 0075):

- **DTC U153E00** (Emergency call module and communication unit Recognition in mobile communications network not possible).

This DTC will trigger the warning message in the cluster immediately when the signal to the MNO (AT&T) is lost. However, depending on how long of a period the signal loss occurs, the vehicle may require a full sleep cycle



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in order for the DTC to change to sporadic. The warning message in the cluster will only turn off when the DTC changes to sporadic.

Example Customer Scenarios:

- When a customer is on a long drive through an area where AT&T has little-to-no service, the warning message can occur. If the customer drives the vehicle for 15-30 minutes with no service, then the vehicle may take a full hour before it retries to connect to the AT&T network. This is a requirement of AT&T. When the customer drives the vehicle back into an area of service, the SOS light may stay off, or red, until the vehicle has been in a service area for up to one hour, or until the vehicle is turned off long enough for the vehicle systems to go through a sleep cycle.
- If the customer operates the vehicle continuously in an area with no service, then each time the vehicle starts the warning message will be present. This is true of when the vehicle is operated outside of the United States of America (Canada, Mexico, or overseas) since there are no supported cellular service providers in these areas.
- For certain MY20 vehicles, the telematics control module changes to a new ConBox High system. This new system will be updated so that the warning message is not seen or heard in the above two scenarios. Instead, the customer will need to rely on the SOS button LED status to understand if the system is functioning normally.
- A service solution is available for vehicles with a high occurrence of the instrument cluster message.

A general service solution is being prepared.

Production Solution

Certain models for MY20 with ConBox High will receive new hardware and software that resolves this concern. All MY21 vehicles will receive the solution with the ConBox High integration in series production.

Service

Scenario 1: If the DTC is sporadic:

1. Please note the time and date when the DTC set and document it in the repair order in the event the car returns for a repeat repair.
2. In some cases, if the LED is not green, it might be necessary to clear the vehicle's DTCs
3. If the SOS button LED is green, then tell the customer that this warning is normal and is shown whenever the vehicle is driven in an area with little-to-no LTE service with AT&T.
4. No further analysis is required.



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Scenario 2: If the DTC is static and the warning message does not go away after a bus sleep cycle:

1. Follow the recommended troubleshooting steps provided by GFF for all other DTCs.
2. Ignore the recommendation to replace the hardware if recommended by GFF unless there is a DTC for “Control Module Faulty”, only then should the hardware be replaced.
3. If the SOS button LED is red or off, then gain access to the telematics control module, J949 (address word 0075) (see Elsa).
4. Move the vehicle outside where it can get a full view of the sky for better cellular reception.
5. With the ignition off, remove the backup battery from the module and disconnect the main connector from the telematics control module, J949 (address word 0075).
6. Let the vehicle sit for 2-3 minutes.
7. Insert the backup battery into the telematics control module and reconnect the connector.
8. Turn the ignition on and let the vehicle sit for 5-10 minutes to allow the GPS system to gain a full 3D lock on the vehicle’s position. A GPS lock is required for the system to activate with the Audi connect backend.
9. Check for the SOS button LED to be green. In some cases, clearing the vehicle’s DTCs is required if the LED is not green at this point.

If the LED is still not green then check with someone at the dealership that has AT&T mobile service and see if the LTE reception in the area is poor or if the cell phone is not able to access the internet or make calls using AT&T’s LTE service (try accessing a web page or YouTube on the phone). It is important to note that in some cases, it is possible the phone can show multiple bars of service but cannot make a call or receive data. This happens when the network is overloaded or there is an issue with the MNO.

10. If there is no issue with AT&T mobile reception on a cell phone then open a TAC contact for further assistance. Do not replace any hardware until consulting with TAC.

Scenario 3: If DTC U153E00’s Frequency Counter is greater than 5 (Figure 3):



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Address: 0075 System name: 75 - Emergency Call Module and Communication Unit (ConBox) Log versions: UDS/ISOTP (Results: 2)

Identification:

DTC memory entries (Data source: Vehicle):

DTC memory entry
 Number: U101400: Control module incorrectly coded
 Error type 2: passive/sporadic
 Symptom: 458759
 Status: 00001000

Standard ambient conditions:

DTC memory entry
 Number: U153E00: Emergency call module and communication unit Recognition in mobile communications network not possible
 Error type 2: passive/sporadic
 Symptom: 1123841
 Status: 00001000

Standard ambient conditions:
 Date: 10/10/19
 Time: 5:08:11 PM
 Mileage (DTC): 5094
 Priority: 6
 Frequency counter: 6
 Elimination counter / driving cycle: 120

Figure 3. Frequency counter in diagnostics log.

1. Replace the telematics control module (ConBox High), J949 (address word 0075) with part number 992035286C.
2. Upload the initial diagnostics log showing the vehicle is eligible for the parts replacement to GFF Paperless and include the GFF Paperless ID in the warranty claim comments.

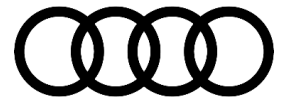


Note:

The telematics control module (ConBox High) may **only** be replaced if DTC U153E00's Frequency Counter is greater than 5. Claims that do not meet this criteria for replaced parts will be subject to review.

Warranty

Claim Type:	<ul style="list-style-type: none"> • 110 up to 48 Months/50,000 Miles. • G10 for CPO Covered Vehicles – Verify Owner. • If the vehicle is outside any warranty, this Technical Service Bulletin is informational only.
Service Number:	9170
Damage Code:	0010
Labor Operations:	If only the battery has been removed and reinstalled:



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	Onboard computer ECM backup battery replace	9178 5500	See SRT with associated operations
	If the control module has been replaced:		
	Telematics control module remove + reinstall	9170 19XX	See SRT with associated operations
Diagnostic Time:	GFF	0150 0000	Time stated on the diagnostic protocol (Max 50 TU)
	Road test prior to the service procedure	No allowance	0 TU
	Road test after the service procedure	No allowance	0 TU
Claim Comment:	As per TSB #2055945/7		

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.

Required Parts and Tools

The part numbers mentioned in this TSB are different than the ones listed in ETKA. Only use parts listed in this TSB, this includes superseding part numbers!		
Part Number	Part Description	Quantity
992035286C	Telematics Control Module	01 (High occurrence only)

Additional Information

All part and service references provided in this TSB (2055945) 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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