

Technical Service Bulletin



37 Vehicle lacks power or will not move after stop due to simultaneous depressing of the brake and accelerator pedals

37 14 30 2003658/6 May 28, 2014. Supersedes Technical Service Bulletin Group 37 number 13-07 dated May 29, 2013 for reasons listed below.

Model(s)	Year	VIN Range	Vehicle-Specific Equipment
All	2000 - 2016	All	Not Applicable

Condition

REVISION HISTORY		
Revision	Date	Purpose
6	-	Revised header data (Added model years)
5	5/29/2013	Revised header data (Added model years) Revised title Revised <i>Technical Background</i> (Moved <i>Technical Background</i> content from <i>Condition</i> to <i>Technical Background</i>)
4	10/16/2009	Revised header data (Added models and model years)
3	11/25/2008	Revised Title to include Repair Group

- Customer states that the engine returns to idle speed of approximately 1,400 RPM although the accelerator is depressed, and/or the vehicle hesitates (lacks power on take-off).
- No DTCs are stored.

Technical Background

This condition may be caused when the brake pedal and the accelerator pedal are depressed simultaneously. Drivers who drive with their left foot resting on the brake pedal are prone to experience this condition.

With the introduction of Electronic Power Control (EPC) (no accelerator cable) to fuel injection systems, an engine RPM control feature has been incorporated into the engine electronic control system software. As a result, application of the brake and accelerator pedals at the same time (brake pedal with left foot and accelerator pedal with right foot) results in the following:

- Brake pedal function (normal at all times) overrides any throttle application.
- Diagnostic Trouble Codes (DTCs) will not be stored.
- When the brake pedal is applied while the accelerator is depressed, engine RPMs will return to idle speeds of 1400 RPMs after approximately two seconds.

Technical Service Bulletin



- When the accelerator is applied while the brake pedal is depressed, the vehicle accelerates slower than usual (reduced engine torque).

Production Solution

Not applicable.

Service

1. Test drive vehicle with customer to duplicate the condition.
2. During test drive, observe customer's driving habits to determine if customer drives and/or brakes with his/her left foot.
3. After test drive with customer, connect a VAS diagnostic tool and check for any stored DTCs.
 - If DTCs are found, repair as necessary.
 - If no DTCs are found, explain the previously listed technical correlation between brake pedal and accelerator functionality to the customer:
 - Brake pedal overrides the accelerator pedal application at all times.
 - It is best not to drive with the left foot resting on the brake pedal.

Warranty

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

Additional Information

All parts and service references provided in this TSB (2003658) are subject to change and/or removal. Always check with your Parts Department and service manuals for the latest information.