

Technical Service Bulletin



51 Visible corrosion at joint between roof and roof side member

51 23 26 2068999/1 January 5, 2023.

Model(s)	Year	VIN Range	Vehicle-Specific Equipment
A6	2012 – 2024	All	Not Applicable
A7	2012 – 2018		
S6	2013 – 2018 2021 – 2024		
S7	2013 – 2018		
RS 7	2014 – 2018		
A3, and S3	2015 – 2020		
A3 Cabriolet	2015 – 2019		
TT, TTS, and TT Roadster	2016 – 2024		
A4, A4 allroad, and Q7	2017 – 2024		
RS 3	2017 – 2020		
A3 Sportback e-tron	2017 – 2018		
S4, Q5, and SQ5	2018 – 2024		
TT RS	2018 – 2022		
A8, Q3, and Q8	2019 – 2024		
A6 allroad	2019 2021 – 2024		
S8, SQ7, SQ8, and RS Q8	2020 – 2024		
A8 e quattro	2020 – 2021		
Q5 e quattro, Q5 Sportback, and SQ5 Sportback	2021 – 2024		
RS 6 Avant	2022 - 2024		

Condition



Customer states:

A visible line of corrosion is forming in the roof, specifically at the right or left roof channel seams.

Workshop findings:

The corrosion formation is confirmed. It forms under what appears to be cracks through the top coat of the paint.

Technical Background

The corrosion may have begun as a result of the underlying metal being exposed and unprotected to the elements due to a crack in the paint top coat. Cracks in the paint in the area of the roof channel seams are likely due to the roof panel having sustained impact externally from objects such as a large snow load falling from above, a cargo carrier, or its contents having come in contact with the roof panel, hail storm, etc. The result of any impact will cause microscopic cracks in the paint in the roof channel seams, and over time, cause corrosion in the roof metal after a prolonged period unprotected if this damage is not repaired according to Audi collision repair guidelines immediately after the event. Repairs to the roof panel after an impact event, such as paintless dent removal, will leave a characteristic wave in the roof panel and the paint cracks will remain, leaving the underlying metal unprotected and susceptible to corrosion formation.

Production Solution

Not applicable.

Service



Note:

Prior to any repair for the corrosion formation described in this TSB extensive documentation will be required as well as a consultation with your AASM before any warranty application can be considered.

1. Figure 1 shows an example of a typical case of corrosion formation due to paint cracking.



Figure 1. Resultant corrosion due to cracks in the paint.



2. Figure 2 shows a closer view of the paint cracking.

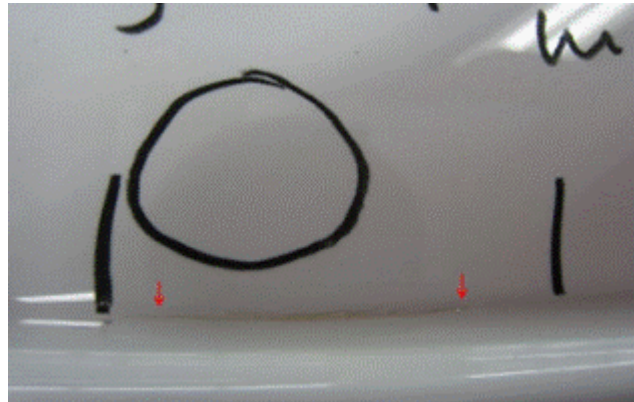


Figure 2. Close-up view of paint cracking in roof channel seam.

3. The roof channel seams may require viewing under magnification for detection.

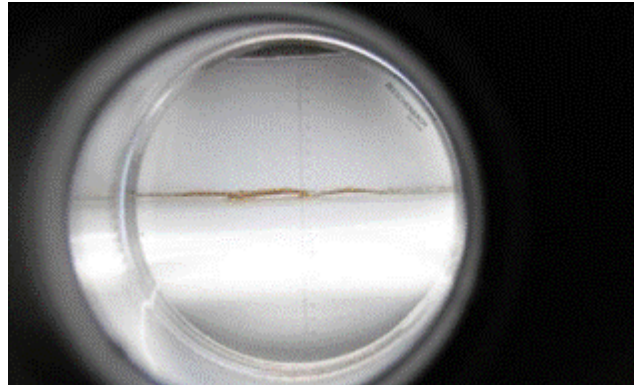


Figure 3. Paint cracks under magnification.

4. Any deformation of the roof panel that persists after an external force event is not likely to be visible after a cursory view of the roof panel. A more thorough examination of the roof surface will be necessary using appropriate backlighting and a reflective pattern.



Figure 4. The remaining roof deformation may evade a brief view of the roof panel.



- Careful examination of the roof panel is necessary to determine any evidence of the roof panel having sustained any impact. After an impact event, there will be a characteristic waviness in the roof panel that can only be seen after careful examination of the roof surface. Use a background contrast as shown in Figure 5.

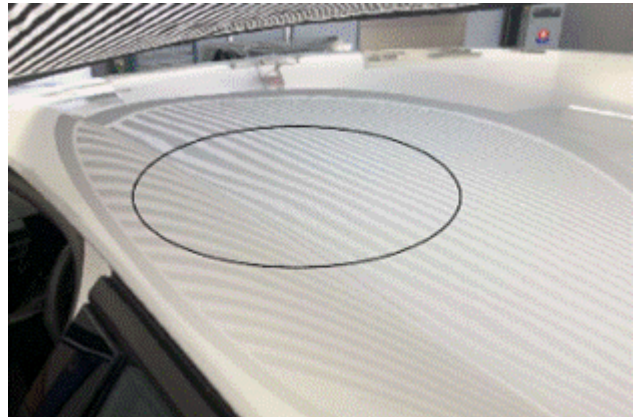


Figure 5. Roof panel examination using a contrasting pattern in the background.

- Measure and document the paint thickness at several points along both the right and left sides of the roof panel. The ideal paint thickness range for the roof panel should be between 3.5 mm and 5.4 mm.



Figure 6. Paint thickness measurements.

- If roof deformation cannot be detected using these methods but the paint cracks are consistent with the described condition in this TSB it may be necessary to remove the headliner and carefully examine the inside of the roof panel for any persistent deformation.
- Thoroughly photo/video document the roof structure and paint inspection and document all paint thicknesses and post your findings to DocIT. In cases where no evidence whatsoever is found of the roof panel having sustained an external impact contact your AASM before performing any repair to the vehicle. Since all paint and corrosion cases must be inspected on-site by your AASM before a warranty application determination is made your field representative will corroborate this documentation and discuss further steps with Audi Warranty and Audi Product Support before rendering a final decision.



Warranty

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

Additional Information

All part and service references provided in this TSB (**2068999**) 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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