

# Technical Service Bulletin



## 94 Daytime running light (DRL) inoperative (DTC 02895 or 02897)

94 16 80 2032184/7 September 7, 2016. Supersedes Technical Service Bulletin Group 94 number 15-72 dated August 19, 2015 for reasons listed below.

Model(s)	Year	VIN Range	Vehicle-Specific Equipment
Q5	2013-2017	All	LED Daytime Running Lights

## Condition

REVISION HISTORY		
Revision	Date	Purpose
7	-	Revised header data (Added model year 2017) Revised <i>Warranty</i> (Completely revised)
6	8/19/2015	Revised header data (Added PR code; added model year 2016) Revised <i>Warranty</i> (Completely revised)
5	6/29/2015	Revised <i>Warranty</i> (Completely revised)

- Customer may report one of the following issues:
  - Daytime running light is completely inoperative.
  - Daytime running light is partially inoperative.
  - Multiple daytime running light LEDs are inoperative.
- One or both of the following DTCs is stored in the central electrics control module, J519 (address word 09):
  - **DTC 02895** (Supply for Left LED Parking Lamp / DRL module) with fault symptom 12 (Electrical malfunction in circuit)
  - **DTC 02897** (Supply for Right LED Parking Lamp / DRL module) with fault symptom 12 (Electrical malfunction in circuit)

## Technical Background

The MY2013+ Audi Q5 LED DRLs use light-emitting “pipes” or “guides” instead of multiple, individual LEDs. There are two light pipes per headlight. Each light pipe uses a single LED for illumination (Figure 1).



**Figure 1.** Upper and Lower light pipes illuminated.

The LEDs with heatsinks are contained in a single module (Figure 2, A) mounted to the outer backside of each headlight.

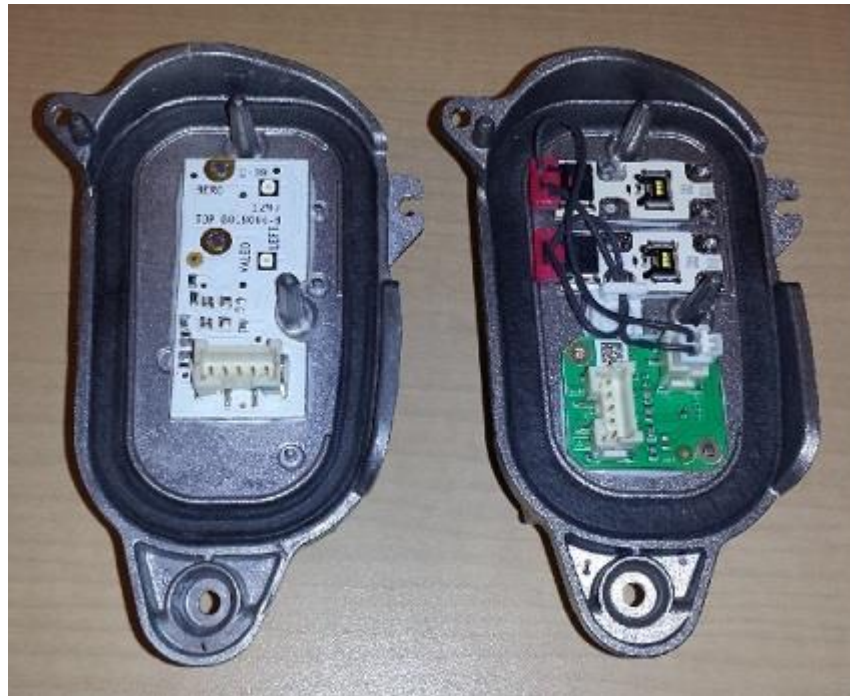


**Figure 2.** Backside of headlight with LED heat sink (A) and LED control module (B).

The LED unit with heat sink utilizes a gasket and is keyed into the headlight housing to maintain proper alignment of each LED and light pipe. The LED units (L176 and L177, left and right, respectively) are controlled via a control module

(J860 and J861, left and right, respectively) located separately on the backside of the headlight (Figure 2). These LED units and LED control modules are electrically interchangeable from side to side, but the LED units are mechanically specific to each headlight side.

As of March 12<sup>th</sup>, 2013 production, the LED unit with heat sink has been updated (Figure 3). If a failure occurs, these parts do *not* need to be replaced in pairs.

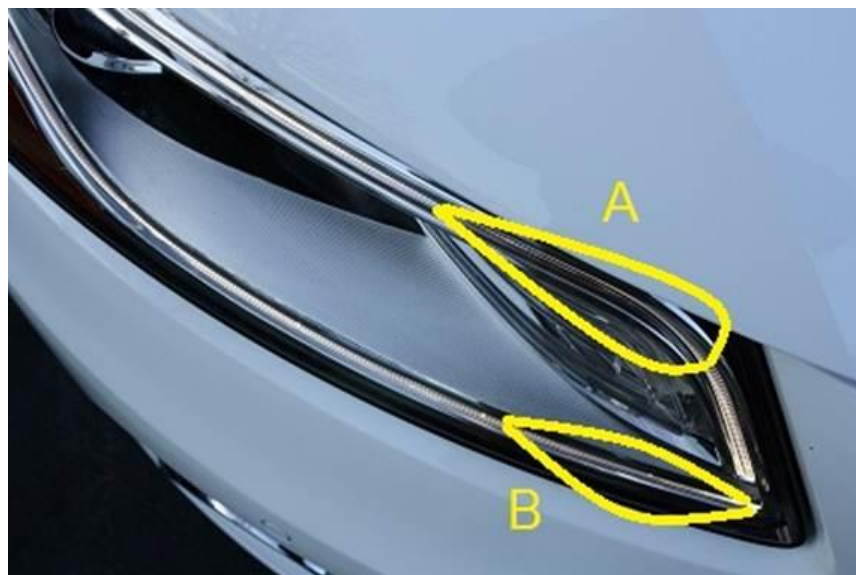


**Figure 3.** Current (left) and early (right) style LED DRL units.

If the customer complaint is that the LED DRLs appear to be partially inoperative, please confirm this complaint while the customer is present. The LED DRL can be perceived as inoperative due to the viewing angle taken by the customer.

There are different angles from which a partial defect may be incorrectly perceived:

- A defect may be perceived for top-down viewing angle (Figure 4).



**Figure 4.** Upper light pipe perceived defect (A). Lower light pipe

*perceived defect (B).*

- A defect may be perceived for corner viewing angle (Figure 5).



**Figure 5.** Upper light pipe perceived defect (A).

- A defect may be perceived for acute corner viewing angle (Figure 6).



**Figure 6.** Upper light pipe perceived defect (A, B). Lower light pipe perceived defect (C).

## Production Solution

Not applicable.

## Service

### If it is determined that it is a perception issue:

Explain to the customer that the LED illumination appears differently to someone standing in front of the vehicle than it appears to oncoming traffic. The viewing angle of someone standing in front of the vehicle will give a visual effect of an LED DRL inoperative or partially-inoperative condition.

### If it is not a perception issue, and the LED DRL is inoperative, follow the steps below:

1. With the ignition off, remove the DRL control module (Figure 2, B). See repair manual for instructions.
2. Check the connector at the module and secure if loose. If necessary, remove connector and reinstall to be sure connector is engaged properly. The wiring harness guide of the terminal housing may impede connector engagement.
3. With ignition still off, remove LED unit with heat sink from headlight housing (Figure 7). See repair manual for instructions. Inspect and secure all electrical connectors, if loose. Remove and secure the white connectors, even if they do not appear to be loose.



*Figure 7: Dual surface mount LED unit exposed.*

4. Turn ignition on to see if DRL is now operating to specifications.



#### Note:

Be extra careful with red surface mount connectors. In general, a repair kit is not available for any internal headlight connectors.



#### Note:

The appearance of the replacement part for the LED DRL has changed, but functionality is the same. If an LED DRL needs to be replaced, they do not need to be replaced as a pair.

If the above steps do not correct the DRL operation, continue with further diagnosis on the LED control module and LED with heat sink before replacing the headlight housing; e.g., swapping modules from one headlight to another, inspect wiring, connectors, etc.

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## Warranty

<b>Claim Type:</b>	<ul style="list-style-type: none"> <li>• 110 up to 48 Months/50,000 Miles.</li> <li>• G10 for CPO Covered Vehicles – Verify Owner.</li> <li>• If vehicle is outside any warranty, this Technical Service Bulletin is information only.</li> </ul>		
<b>Service Number:</b>	9418		
<b>Damage Code:</b>	0040		
<b>Labor Operations:</b>	<b>For <u>left</u> LED control module and LED heat sink only:</b>		
	Left LED control module remove + reinstall	9418 1900	40 TU
	Left LED Heat Sink remove + reinstall	9418 9999	20 TU
	<b>For <u>right</u> LED control module and LED heat sink only:</b>		
	Right LED control module remove + reinstall	9418 1901	70 TU
	Right LED Heat Sink remove + reinstall	9418 9999	20 TU
	<b>For <u>both</u> left and right LED control module and LED heat sink:</b>		
	Both LED Control module remove + reinstall	9418 2000	90 TU
	Both LED Heat Sink remove + reinstall	9418 9999	40 TU
	<b>And (for all repairs):</b>		

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	2 Headlight assembly adjust	9415 1600	20 TU
<b>Diagnostic Time:</b>	GFF – Checking and clearing fault codes included in existing labor operations	0150 0000	Times stated on diagnostic protocol (Max 50 TU)
	Road test prior to service procedure	No allowance	0 TU
	Road test after service procedure	0121 0004	10 TU
	Technical diagnosis at dealer's discretion (Refer to Section 2.2.1.1 and Audi Warranty Online for DADP allowance details)		
<b>Claim Comment:</b>	As per TSB #2032184/7		

## Additional Information

All parts and service references provided in this TSB (2032184) are subject to change and/or removal. Always check with your Parts Department and service manuals for the latest information.

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