## Customer statement / workshop findings

This procedure describes the process for applying several corrections in the following control units:

**CUPRA FORMENTOR (KM) (UNECE) model:**

- 0001 Engine electronics
- 0002 Gearbox electronics
- 0076 Parking aid
- 0637 Battery monitoring system control unit

### Document history:

| Item no./Revision no.: | Modification type: |
|---|---|
| 2075040/1 | First edition. |

**NOTICE**

**The content of this table will not change if the reason for the following revision is only due to changes in the TPI heading data.**

## Technical background

This repair measure only applies to vehicles manufactured up to 18/07/2024.

As a quality improvement, work must be carried out on several control units. Please check the manufacture date in ELSA PRO.

## Production change

- - -

## Measure

Should the customer make a claim, once the anomaly has been confirmed, the repair procedure below must be followed:

**NOTICE**

**Please see the diagnostics equipment in order to carry out the procedures correctly.**

- In order to improve the performance and configuration errors (Baselines) of the different control units, please perform a software update using the SVM measurement code:
  - CUPRA FORMENTOR (KM) models: **SVM 5FFD40G44**

- To perform the software update, use the special function “software adaptation” (see Figure 1, red rectangle), select option 2 “SVM measurement code” (see Figure 2, red rectangle) and enter the SVM measurement code that corresponds to each model.

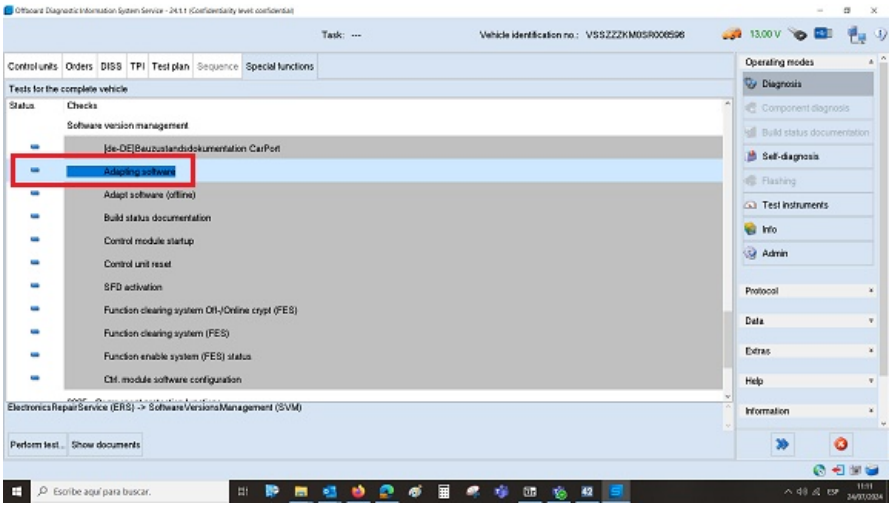


**Figure 1:** Example of the diagnostics equipment screen with option "software adaptation".

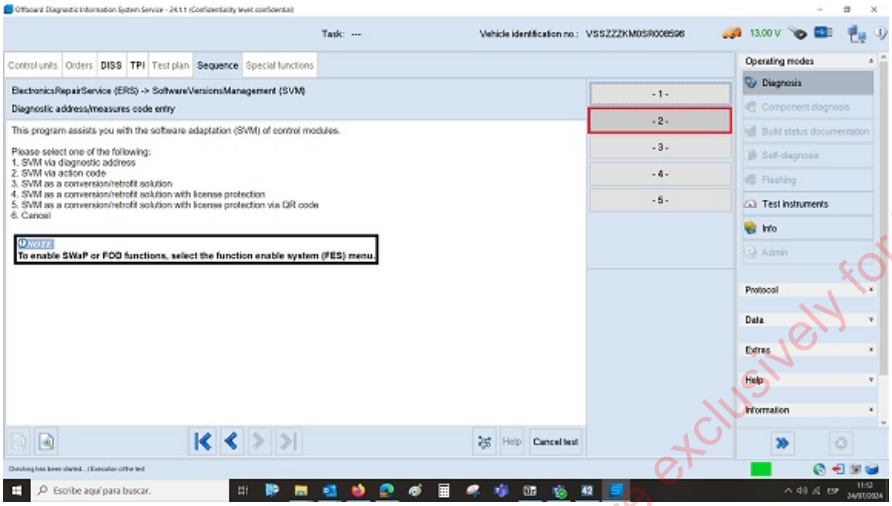


**Figure 2:** Example of the diagnostics equipment screen with option 2 "SVM test code".

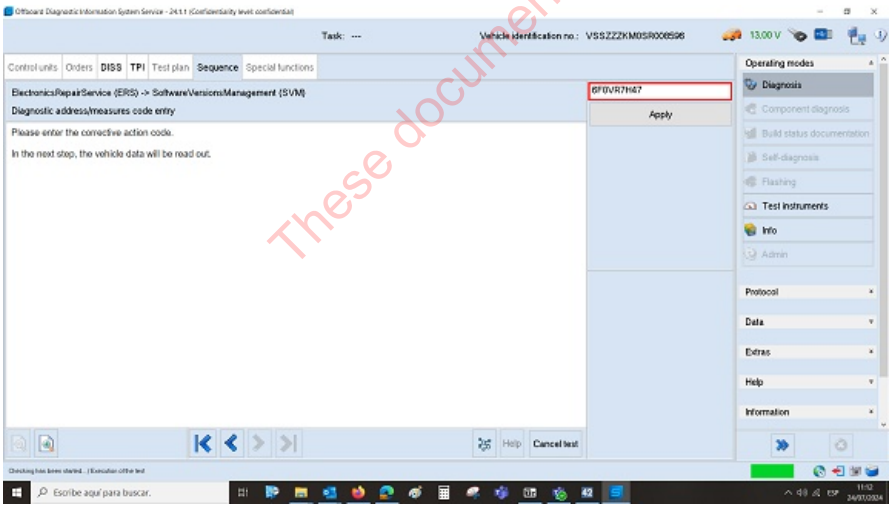


**Figure 3:** View of the diagnostics equipment screen with SVM test code 5FFD40G44 entered.



**NOTICE**

**Before updating the software, please bear in mind and follow the points below:**

- **Offboard Diagnostic Information System (ODIS):** The diagnostics equipment must be updated to the latest version 2.29.1 or higher.
- Connect an approved battery charger to ensure the power supply of the vehicle.
- Disconnect all unnecessary electrical equipment while configuring the software (e.g. ventilation, seat heating, etc.).
- Make sure that sources of electromagnetic radiation (e.g. mobile phones or wireless DECT phones) are not used in the vehicle or in the

immediate vicinity while configuring the control unit software.

- The cable connection between the Offboard Diagnostic Information System (ODIS) diagnostics equipment and the vehicle must be used. Bluetooth© (radiocommunications head) or WLAN connections could lead to undesired software configuration cancellations.
- For the software configuration of the control units, use the VAS 6154 or VAS 6154A diagnosis interface (WLAN radiocommunications head) exclusively in USB mode, as it offers extremely high transmission stability for the software configuration of the control units.
- A cable connection between the Offboard Diagnostic Information System (ODIS) diagnostics equipment and the workshop network must be used. W-LAN network connections could lead to undesired software configuration cancellations.

**NOTICE**

- **The control unit parameters can be updated both with a USB cable and via WiFi if the signal is strong enough.**
- **If the WiFi signal is not strong enough a note is displayed (see Figure 4), and the USB cable must be used.**
- **The use of Bluetooth is still currently not allowed.**
- **Before connecting the USB cable, remove the diagnostics unit radio communication terminal!**
- **If the USB cable is connected while the radio communication terminal is attached, the communication will be established via Bluetooth.**

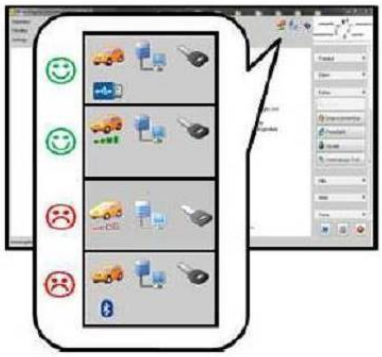

**Figure 4:** Example of the information icons when there is sufficient or insufficient signal via WiFi / Bluetooth.



**NOTICE**

**When performing the flash procedure, event entries may sometimes be recorded in other control units once the update is complete. In this case, remove the ignition key (wait a few minutes until the CAN switches to standby mode), insert the ignition key again and delete the event entries that have sporadically passed.**

## Warranty accounting instructions

Service ID / Anomaly / Manufacturer: 9710 / 0202 / ...

**NOTICE**

**In order to simplify the processing of the warranty settlement by the manufacturer, the TPI number (process number) must always be indicated. In markets with "DISS/ SAGA Kopplung" the TPI number is automatically copied from the DISS system. In markets without "DISS/ SAGA Kopplung" the field "MST process number (Service Technique Handbook)" must be completed manually with the TPI number.**

| Work item No. | Description of work item | Time Units (TU) |
|---|---|---|
| 01 50 00 10 | Guided fault finding/guided function | 20 1) |
| 01 50 00 60 | Guided fault finding/guided function | According to diagnosis protocol. 1) |
| **The work items indicated include all the tests as given in the work instructions.** | | |

1) The times indicated are only applicable to this TPI. When submitting the warranty application, please include the number of the TPI used to streamline the process.

**NOTICE**

- **The work times published in this TPI correspond to the TUs valid on the date of completion of this publication. The time units (TU) may vary slightly due to a subsequent update of the Catalogue of Work Items. The times currently in force according to the Catalogue of Work Items are valid, except for the work items entered manually (... 99)."**
- **The time for the Offboard Diagnostic Information System (ODIS) is not included in the times specified below. The time must be invoiced separately using the Offboard Diagnostic Information System (ODIS) diagnostics equipment form.**

## Parts information

**NOTICE**

**The replacement of parts under this concept is not recommended and may be considered unjustified.**