

12.02.2022

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Technical Service Handbook

ElsaPro transaction no.:

DMS order no.:

VIN: VSSZZZKMZMR006108

Model year: 2021

Sales code: KM76QT

Model description: FORMEN2.0 TSIF VZ 5d228 D02A7A

Engine code: DNFB

Gearbox code: TUW

Registration number:

Final drive code:

Username: erwin

Service advisor name: erwin, null(null)

⚠ According to the vehicle identification, the following filter criteria could not be filtered automatically in this contribution. Please observe the limits listed for this contribution!

Control units:

Control unit	Hardware reference part number	Control unit part number	SW version	
00B7 - Interface for access/start system	5WA.959.436.C	5WA.959.436.C	070	0703
00B7 - Interface for access/start system	5WA.959.436.C	5WA.959.436.C	070	0662
00B7 - Interface for access/start system	5WA.959.436.C	5WA.959.436.C	061	0662

Basic filtering of vehicle description

Brand	Model year	Sales model	Engine code	Gearbox code	Final drive code
S	2021	KM7% - FORMENTOR (KM7)	%	%	%

PR numbers
4K6

Technical product information

9666, KM, Customer complaint: Kessy access and ignition authorisation system: keyless opening impossible

Transaction No.: 2061979/2

Release date 01-Feb-2022

Customer statement / workshop findings

Warning:

This TPI is only applicable under the following conditions:

- There is a customer complaint, it matches exactly what is described below, and the workshop has been able to reproduce the symptom.
- The vehicle that is the subject of the claim DOES NOT HAVE any pending Service Campaign or Recall Campaign.



If the two conditions specified above are not met, it may be considered an unjustified repair.

Customer statement:

- The vehicle's Keyless entry (Kessy = Keyless Entry Start and Exit System):
 - not possible after a relatively long parking period.
 - not possible sometimes.
 - only possible after a short parking period.

and

- Opening the vehicle using the unlocking button on the vehicle key (radio frequency remote control) is always possible.

Workshop findings:

Faulty behaviour when opening the door with the handle using the Kessy system.

The reported problem is reproducible.

Document history:

Item no./Revision no.:	Modification type:
2061979/2	Modification in: <ul style="list-style-type: none">• Customer statement / Workshop findings
Warning: 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

Software deviation

Production change

Measure

Once the anomaly has been confirmed, and it is ensured that both conditions mentioned are met, proceed with the following repair process:



Warning:

See the SEAT Repair Manual to carry out the procedures correctly and for the use and reference of the tools and equipment to use.



Warning:

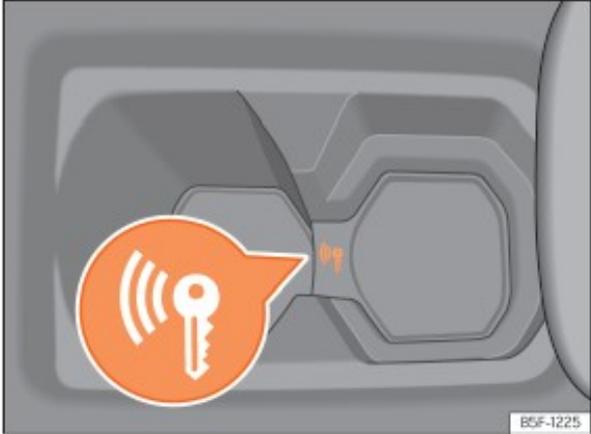
- Connect a battery charger (VAS 5095A or equivalent) to ensure the power supply of the vehicle.
- Check that the diagnosis connector is correctly plugged in.
- Update the diagnostics equipment to the most recent version available.



Note:

Before starting the reprogramming, always turn the ignition on and off.

Take into account that in vehicles equipped with "KESY" which do not have an ignition lock, the ignition key must be inserted in its housing according to the following photo:



Connect the diagnostics equipment to the vehicle and carry out an update of the access and ignition authorisation control unit (diagnostic address 00B7) using the guided function at the following path:

- Software version management -> Adapting software -> 1. Software update via measure code

Use test code "**34DF**"



Note:

If the program does not offer a software update, the software is up to date.



Warning:

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

With the aim of providing information for the process of continually improving our products and repair processes, carry out a DISS (Direkt Informationssystem service) Quality Report, which must include the following information:

- Complete Diagnosis Protocol (Online method) with the reading of the measurement value blocks: Gateway 0019 and Kessy 00B7, and the Flash procedure completed correctly.

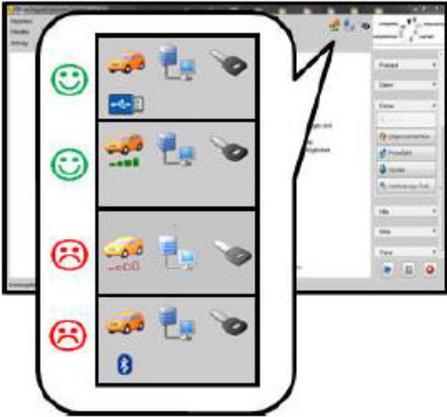
Requirements for reprogramming the Affected Control Unit:

- The resting voltage of the vehicle must be at least 12.5 V during the reprogramming process. Connect the vehicle battery to an external electrical power supply. You will find more information on this in "Precision maintenance".
- During reprogramming, disconnect all unnecessary power consumers (ventilation, seat heating, interior lighting).
- During the reprogramming of the different control units, make sure that no electromagnetic source (mobile or DECT cordless phones) is operated inside or in the immediate vicinity of the vehicle.

Reprogramming the Affected Control Unit

- Connect the online diagnostics equipment to the vehicle diagnosis connection and to the workshop server.

- The flash update can be done 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 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.



Warning:

The purpose of this repair procedure is to correct the mentioned symptoms.
 Do not apply this repair procedure for other incidents with different characteristics, as it will not fix them.
 If the two conditions specified above are not met, it may be considered an unjustified repair.

Warranty accounting instructions

Service ID / Anomaly / Manufacturer: 9666 / 0040 / ...

Work item No.	Description of work item	Time Units (TU)
01 50 00 00	Guided fault finding/guided function	According to diagnosis protocol. 1)
27 06 89 50	Confirm battery voltage	10 1)

PI used to streamline the process.



Note:

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).