

Technical Service Bulletin

Topic	45 DTC C1399F0 is stored in the ABS control module
Market area	United States 444 Volkswagen of America, Inc. (6444)
Brand	Audi
Transaction No.	2063679/6
Level	EH
Status	Released for publishing
Release date	Oct 22, 2025

New customer code

Object of complaint	Complaint type	Position
chassis -> brakes, brake regulation -> brake booster	functionality -> decreasing	
chassis -> brakes, brake regulation -> anti-lock braking system (ABS)	functionality -> no function	
chassis -> brakes, brake regulation -> foot brake	component, automotive fluids -> too hard	
chassis -> brakes, brake regulation -> foot brake	functionality -> too difficult to move	
chassis -> brakes, brake regulation -> brake assist via electronic stabilization control (ESC)	functionality -> cannot be switched on/activated	

Vehicle data

Audi e-tron GT/ RS e-tron GT

Sales types

Type	MY	Brand	Designation	Engine code	Gearbox code	Final drive code
F8*	2022	A		*	*	*
F8*	2023	A		*	*	*
F8*	2024	A		*	*	*
F8*	2025	A		*	*	*
F8*	2026	A		*	*	*

Documents

Document name
master.xml



Connection offline

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Condition

REVISION HISTORY		
Revision	Date	Purpose
6	-	Revised header (Added Model Year) Revised <i>Technical Background</i> (Updated Information)
5	09/10/2024	Revised header (Added Model Year) Revised <i>Technical Background</i> (Updated Information) Revised <i>Warranty</i> (Removed Warranty Table)
4	01/12/2024	Revised header (Added Model Year)

Customer states:

- Recuperation too low when braking on new vehicle.

Or

- After brake discs/brake pads have been replaced.

Workshop findings:

- **DTC C1399F0** (Brake application mode active) stored in the ABS control unit.

Technical Background

The brake application mode for breaking in the pad on the disc is being used for the first time at Audi.

This can be initiated in ODIS via “003 Brake-In Service Brakes”, whenever any of the brake discs and/or brake pads are replaced and is also active on new vehicles.

At the same time, recuperation is deactivated, and braking is performed manually. During this time, the specified DTC (C1399F0) is logged in the ABS control unit.

The breaking-in process then takes place when the brakes are applied while driving. This is not signaled actively to the customer in the instrument cluster or the MMI.

This mode and the DTC are deactivated automatically when the required amount of energy is reached, (for example: when the breaking-in process is complete).

The percentage reached by the brake application mode can be read out via the measured value “Progress of the break-in of service brakes” in the ABS control unit.

Production Solution

Not applicable.

Service

No measure is necessary (refer to Technical Background).

Warranty

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

Additional Information

All part and service references provided in this TSB (**2063679**) 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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