



**PORSCHE**



# Stop Delivery

*Taycan (1YA / 1YB), 2020-2022*

AMC1 Stop Delivery – Hazard Warning Lamp – automatic activation re-programming

## Reason:

Affected vehicles may have been equipped with incorrect coding rules, which might cause an activation of the hazard warning lights by automatic means.

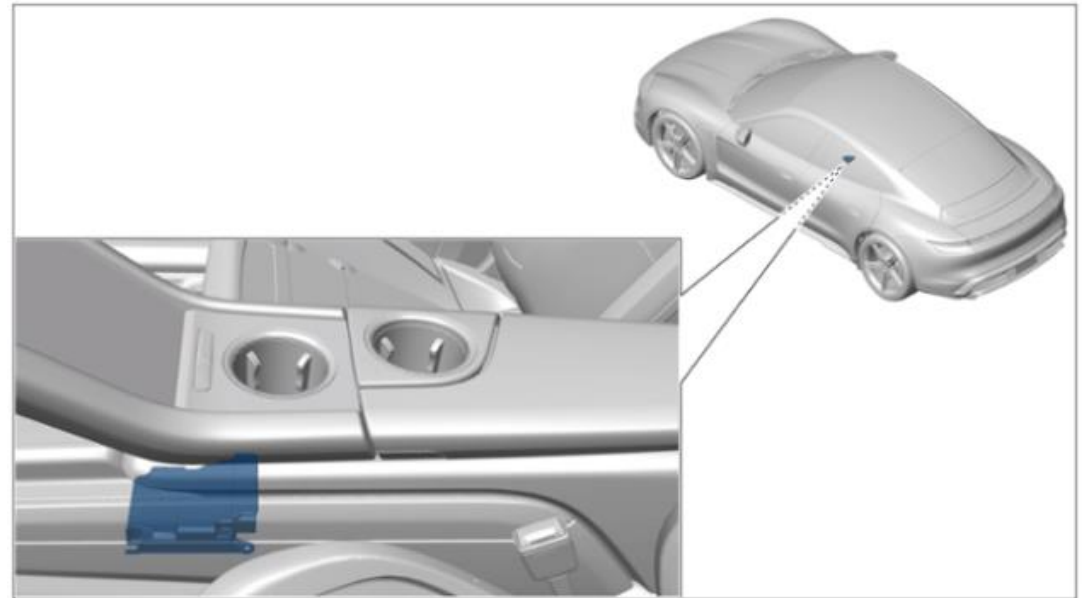
This is part of specific assistance features in other markets but is not permitted by local U.S. regulations.

## Remedial action:

To correct this behavior and to bring affected vehicles into regulatory compliance, the Airbag control unit has to be re-coded with an updated software before vehicle delivery.

## Installation position:

(1) Airbag control unit (**Re-coding**)



## Required tools:

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- **9900 - PIWIS Tester 3** with PIWIS Tester test software version **40.550.050** (or higher) installed
- Battery charger with a current rating of **at least 90 A**, e.g. **battery charger 90A**



### Information

The Taycan (Y1A) is equipped as standard with a **lithium starter battery**.

**Lithium starter batteries** must only be charged using a **suitable battery charger** that has a current and voltage-controlled charge map.

For further information about the battery chargers to be used, see Workshop Manual '270689

Charging battery/vehicle electrical system'.

## Re-coding Airbag control unit

### NOTICE

**Fault entry in the fault memory and control unit programming aborted due to undervoltage.**

- Increased current draw during diagnosis or control unit programming can cause a drop in voltage, which can result in one or more fault entries and the abnormal termination of the coding process.
- ⇒ Before starting control unit programming, connect a suitable battery charger with a current rating of at least 90 A to the vehicle.

# Re-coding Airbag control unit

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## NOTICE

### **Control unit programming will be aborted if the WLAN connection is unstable.**

- An unstable WiFi connection can interrupt communication between the PIWIS Tester and the vehicle Communication module (VCI). As a result, control unit programming may be aborted.
- ⇒ During control unit coding, always connect the PIWIS Tester to the vehicle communication module (VCI) via the USB cable.

## NOTICE

### **Control unit programming will be aborted if the driver's key is not recognized**

- If the driver's key is not recognised in the vehicle, programming cannot be started or will be interrupted.
- ⇒ Position the driver's key with the back facing forward upright between the holding struts in the rear cupholder (emergency start tray) to guarantee a permanent radio link between the vehicle and remote control.

## NOTICE

### **Programming interrupted**

- Malfunctions in control unit
  - Risk of damage to control unit
- ⇒ Route the line between the vehicle communication module (VCI) and diagnostic socket on the vehicle without tension and make sure that the connector is inserted fully into the diagnostic socket.
- ⇒ Check that the rechargeable battery for the PIWIS Tester is charged sufficiently. Connect the PIWIS Tester to the power supply unit if necessary.

# Re-coding Airbag control unit



## Information

The procedure described is based on the PIWIS Tester 3 software version **40.550.050**.

The PIWIS Tester instructions take precedence and in the event of a discrepancy, these are the instructions that must be followed.

A discrepancy may arise with later software versions for example.

## 1. Re-coding Airbag control unit

The basic procedure for control unit programming is described in the Workshop Manual Workshop Manual '9X00IN Basic instructions and procedure for control unit programming using the PIWIS Tester'.

**For specific information on control unit programming during this campaign, see the table below:**

Required PIWIS Tester software version:	<b>40.550.050</b> (or higher)
Type of control unit programming:	Control unit coding using the " <b>Campaign</b> " function in the <b>Additional menu</b> on the PIWIS Tester by entering a programming code.
Coding code:	<b>Z8K5V</b>

# Re-coding Airbag control unit

<p>Coding sequence:</p>	<p>Read and follow the <b>information and instructions on the PIWIS Tester</b> during the guided programming sequence.</p> <p><b>Do not interrupt programming and coding.</b></p> <p>When coding is complete, the message "Coding has been completed successfully" is displayed and a tick appears in the 'Status' box.</p>
<p>Coding time (approx.):</p>	<p><b>6 minutes</b></p>
<p>Procedure if control unit coding is <b>not successful</b>:</p>	<p>Repeat control unit programming by entering the programming code again.</p>

2. **Read out and erase all fault memories**, review and delete any fault memory entries present. For the procedure, see Workshop Manual '033500 Fault memory for on-board diagnosis'.
3. **Enter the campaign in the Warranty and Maintenance booklet.**

# Warranty processing

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## Scope 1: Re-coding airbag control unit

**Working time:**

Re-coding airbag control unit

**39 TU**

Includes: Connecting and disconnecting battery charger

Connecting and disconnecting PIWIS Tester

Reading out and erasing fault memories

**Invoicing: Damage Code AMC1 99 000, Repair Code 1**