

WLG6 Workshop campaign - Re-programming control unit for high-voltage charger (OBC)

Version 5

Update 8/28/20

An additional 137 VINs have been added to this campaign. An updated VIN list is attached, and the VINs have been published to PCSS.

Update 8/12/20

An additional 105 VINs have been added to this campaign. An updated VIN list is attached, and the VINs have been published to PCSS.

WLG6 Workshop campaign - Re-programming control unit for high-voltage charger (OBC)

Overview

Optimized software is available for the high-voltage charger for the Taycan. This software update will improve at-home charging (AC charging) and further optimize the calculation of the battery capacity.

The software for the high-voltage charger and for other control units if necessary must therefore be updated on the affected vehicles. You will find an overview of the control units as well as further information on the new features that will be implemented with the software update under "*Further information*".

Model type	Taycan (Y1A)
Model year	2020
Number	1,728

Required software

PIWIS Tester 3 test software version	39.600.015 (or higher)
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Warranty processing

Validity:

This workshop campaign will be carried out up to 7/30/2025 and will be closed by the specified date.

Please note that warranty claims can only be processed before this date.

Scope 1: Re-programming control unit for high-voltage charger

Damage code	WLG6 66 000
Repair code	1
Working time	75 TU

Please enter the campaign that was carried out in the Warranty and Maintenance booklet for the vehicle.

Porsche Mobility

If requested, the mobility of the affected customer can be assured by offering a suitable replacement vehicle. Please invoice this additional service with the campaign scope via WWS.

Further information

Work instruction	TI No. 123/20, Group 2, Service, WLG6
Vehicle list and allocation	See PCSS or attached list
Technical Information*	See PCSS, attached TI or AS Document Database

Overview of the new features implemented by the software update:

Function	Description
At-home charging	<ul style="list-style-type: none"> At-home charging will be improved. Any premature disruption of the charging process will be prevented. Communication between the vehicle and high-voltage charging equipment from third-party suppliers (e.g. ABL wallbox) has been optimized. This prevents the 12-volt vehicle electrical system battery from discharging after the charging process has finished. Starting the charging process on the passenger's side has been optimized.
Charging while driving	<ul style="list-style-type: none"> Communication between the vehicle and public charging stations (e.g. Schrack i-Charge charging pedestal) has been improved. This prevents any premature disruption of the charging process.

Additional information:

The guided programming sequence during this campaign involves programming and coding the control unit for the high-voltage charger (OBC) as well as other control units from software release VR8.7. During the programming sequence, the software versions of the individual control units listed below are compared with the required versions of software release VR8.7. If the actual versions already correspond to the required versions, programming of the relevant control unit will be automatically skipped, which means that the

number of control units programmed in addition to the control unit for the high-voltage charger can vary depending on the vehicle.

- High-voltage power electronics control unit, front and rear – 0007
- High-voltage battery control unit (BMCE) – E870
- HV voltage converter – 0899
- Brake booster (electric brake booster) – 0100
- High-voltage DC charger (booster) – 0990
- Engine electronics (DME) – 0005
- Brake electronics (PSM) – 0094
- Driver's seat and passenger's seat adjustment – 0064
- Assistance systems (zFAS) – 0355

[WLG6 VIN List.xlsx](#)

42.1 KB

(0 views)

[Y1A 123-20 WLG6 Re-Programming High-Voltage Charger \(OBC\) Control Unit \(Workshop campaign\).pdf](#)

101.9 KB

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