

**Complaint – Instrument Cluster Temporarily Black: Re-Programming Instrument Cluster Control Unit (89/21)**

Model Line: **Taycan (Y1A)**

Model Year: **As of 2020**

Concerns: **Instrument cluster control unit**

Information: The customer complains about the instrument cluster screen briefly turning black and then restarting. This may be caused by defective software in the instrument cluster.

Action required: In the event of a customer complaint, re-program the instrument cluster control unit using the relevant programming code.



**Information**

The total time required for control unit programming is **approx. 15 minutes**.

**Required tools**



**Information**

The Taycan is equipped as standard with a **lithium starter battery**, which must only be charged using suitable battery chargers.

For further information about the battery chargers to be used, see:

- ⇒ *Workshop Manual '2706IN General information on the 12-volt lithium-ion battery'*
- ⇒ *Workshop Manual '270689 Charging battery/vehicle electrical system'*

- Tools:
- Battery charger with a current rating of **at least 90 A** and a **current and voltage-controlled charge map** for lithium starter batteries, e.g. **VAS 5908 Battery charger 90 A**
  - **9900 - PIWIS Tester 3** with PIWIS Tester software version **40.200.010** (or higher) installed

**Preparatory work**



**Electrically moved side windows and rear spoiler**

- **Danger of limbs being trapped or severed**
- **Risk of damage to components**

⇒ **Do not reach into the danger area.**

- ⇒ Keep third parties away from the danger area.
- ⇒ Do not move components or tools into the danger area.
- ⇒ Retract roll-up sun blinds on the rear side windows before starting programming or coding.

**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 programming process.
- ⇒ Before starting control unit programming, connect a suitable battery charger with a current rating of at least 90 A to the vehicle.

**NOTICE**

Control unit programming will be aborted if the WiFi 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 programming, 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 recognized in the vehicle, programming cannot be started or will be interrupted.
- ⇒ Place the driver's key with the back facing down into the front left storage compartment in the center console to guarantee a continuous radio link between the vehicle and the driver's key.

- Work Procedure: 1 Place the driver's key with the back facing down into the front left storage compartment in the center console (emergency start tray) to guarantee a continuous radio link between the vehicle and the driver's key ⇒ *Emergency start tray*.
- 2 Carry out general preliminary work for control unit programming as described in ⇒ *Workshop Manual '9X00IN Basic instructions and procedure for control unit programming - section on "Preliminary work"*.



*Emergency start tray*

Re-programming instrument cluster control unit

**NOTICE**

Use of a PIWIS Tester software version that is older than the prescribed version.

- Measure is ineffective

⇒ Always use the prescribed version or a higher version of the PIWIS Tester software for control unit programming and coding.

- 1 The basic procedure for programming a control unit is described in the Workshop Manual ⇒ *Workshop Manual '9X00IN Basic instructions and procedure for control unit programming - section on "Programming"*.

**Specific information on control unit programming in the context of this Technical Information:**



**Information**

The following source software version for the instrument cluster control unit is required for the control unit programming described here: **0595**.

For the source software, open programming campaigns may have to be performed.

Required PIWIS Tester software version:	<b>40.200.010</b> (or higher)
Type of control unit programming:	Control unit programming using the ' <b>Campaign</b> ' function in the <b>Additional</b> menu on the PIWIS Tester by entering a programming code.
Programming code:	<b>B4L6T</b>
Programming sequence:	Read and follow the <b>information and instructions on the PIWIS Tester</b> during the guided programming sequence. During the programming sequence, the instrument cluster control unit is <b>re-programmed</b> and then automatically <b>re-coded</b> . <b>Do not interrupt programming.</b>
Programming time (approx.):	<b>15 minutes</b>

Software version for the instrument cluster control unit programmed during programming:  The software version information in the programmed data record is based on the specified PIWIS Tester software version. Please note that this may have changed in a higher version.	<b>0598</b>  Following control unit programming, the software version can be read out of the instrument cluster control unit in the ⇒ 'Extended identifications' menu using the PIWIS Tester.
Procedure in the event of error messages appearing during the programming sequence:	⇒ <i>Workshop Manual '9X00IN Basic instructions and procedure for control unit programming - section on "Fault finding"</i> .
Procedure in the event of abnormal termination of control unit programming:	Repeat control unit programming by restarting programming.

- 2 Commission component protection.  
For instructions, see:  
⇒ *Workshop Manual '903555 Replacing Gateway control unit'*

### Concluding work

Work Procedure: 1 Carry out general subsequent work for control unit programming as described in ⇒ *Workshop Manual '9X00IN Basic instructions and procedure for control unit programming using the PIWIS Tester - section on "Subsequent work"*.

### Invoicing

Invoicing: For documentation and warranty invoicing, enter the labor operations and PQIS coding specified below in the warranty claim:

APOS	Labor operation	I No.
90252590	Programming instrument clusters	

PQIS coding:

Location (FES5)	90250	Instrument cluster
Damage type (SA4)	1614	Function not as specified

References: ⇒ *Technical Information '9X00IN WMA5 Workshop campaign - Updating software for various control units'*

⇒ *Technical Information '9X00IN WMA6 Workshop campaign - Updating software for various control units'*

⇒ *Workshop Manual '2706IN General information on the 12-volt lithium-ion battery'*

⇒ *Workshop Manual '270689 Charging battery/vehicle electrical system'*

⇒ *Workshop Manual '9X00IN Basic instructions and procedure for control unit programming using the PIWIS Tester'*

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