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AMC1 - Hazard Warning Lamp – Automatic Activation Re-Programming (Stop Delivery/Recall Campaign)

Important:	**CRITICAL WARNING** -This campaign includes steps where control unit(s) in the vehicle will be programmed with the PIWIS Tester. The vehicle voltage must be maintained between 13.5 volts and 14.5 volts during this programming. Failure to maintain this voltage could result in damaged control unit(s). Damage caused by inadequate voltage during programming is not a warrantable defect. The technician must verify the actual vehicle voltage in the PIWIS Tester before starting the campaign and also document the actual voltage on the repair order.
Model Year:	**As of 2020 up to 2022**
Model Line:	**Taycan (Y1A/Y1B)**
Market:	USA (C02)/Canada (C36)
Concerns:	**Hazard Warning Lamp Coding**
Information:	**The affected vehicles were programmed with incorrect coding parameters and as a result, the hazard warning lights can come on automatically in certain driving situations.** This behavior is part of a certain driver assistance function in various markets, but is not permitted in accordance with local US regulations.
Action required:	Re-code the airbag control unit using the PIWIS Tester with software version **40.550.050** (or higher) installed.
Affected Vehicles:	Only vehicles assigned to the campaign (see also PCSS Vehicle Information).

Required tools

 Information

The Taycan (Y1A/Y1B) 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'*.

Tools:	• Battery charger with a current rating of **at least 90 A** and **also** with a **current and voltage-controlled charge map** for lithium starter batteries, e.g. **VAS 5908 battery charger 90 A**
	• **9900 - PIWIS Tester 3** with software version **40.550.050** (or higher) installed.

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 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.

⇒ Position the driver's key with the back facing forward upright between the holding struts in the rear cupholder (emergency start tray) to ensure 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.

i **Information**

The procedure described here 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.

Work Procedure: 1   Position the vehicle on a level surface.

i **Information**

To ensure that the inclination sensor can detect the zero position, the vehicle must be positioned on its own wheels and a flat surface (max. 3 ° inclination) during coding of the airbag control unit.

2   Re-code airbag control unit.

⚠ **WARNING**

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.**

Required PIWIS Tester software version:	**40.550.050** (or higher)
Type of control unit coding:	Control unit coding using the **'Campaign' function in the Additional menu** on the PIWIS Tester by entering a programming code.
Programming code:	**Z8K5V**
Coding sequence:	Read and follow the **information and instructions on the PIWIS Tester** during the guided procedure. **Do not interrupt coding.** When coding is complete, the message "Coding has been completed successfully" is displayed and a tick appears in the 'Status' box.

Coding time (approx.):	**6 minutes**
Procedure in the event of abnormal termination of control unit coding:	Repeat control unit coding by starting the coding procedure again. ⇒ *Workshop Manual '9X00IN Basic instructions and procedure for control unit programming using the PIWIS Tester - section on "Fault finding"'*

3   Read out all fault memories and check and delete any existing fault memory entries.
     For instructions, see ⇒ *Workshop Manual '033500 Fault memory for on-board diagnosis'*.

ℹ️   Information

If control units are found to have faults that are **not** caused by control unit coding, these must first be **found** and **corrected**. This work **cannot** be invoiced under the workshop campaign number.

4   Enter the campaign in the Warranty and Maintenance booklet.

Warranty processing

ℹ️   Information

The specified working times were determined specifically for carrying out this campaign and include all required preliminary and subsequent work.
The working times may differ from the working times published in the Labor Operation List in PCSS.

Scope 1:   For **vehicles that have not been delivered**, which were assigned to a Stop Sale campaign.

Working time:	
Re-coding airbag control unit	Labor time: **39 TU**

Includes: Connecting and disconnecting battery charger
             Connecting and disconnecting PIWIS Tester
             Reading out and erasing fault memories	

⇒ **Damage Code AMC1 099 000 1**	

Scope 2:   **Vehicles that have already been delivered**.

Working time:

Re-coding airbag control unit   Labor time: **55 TU**
Includes: Connecting and disconnecting battery charger
                   Connecting and disconnecting PIWIS Tester
                   Reading out and erasing fault memories

⇒ **Damage Code AMC1 099 000 1**