# WNF5 - Re-Programming Gateway Control Unit or Over-the-Air (OTA) Control Unit (Stop Delivery)

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 2022**

Model Line: **Taycan (Y1A / Y1B / Y1C)**

Concerns: **Over-the-air control unit**

Information: **The vehicle user's personalized login to the central computer (PCM) is not possible due to a software error.**
As a result, the PCM web apps, personalized services and remote access are not available.

Action required: To ensure customer satisfaction, the over-the-air control unit must be re-programmed using the **latest** PIWIS Tester software version, before delivering the vehicle.
Minimum requirement: Version **41.000.035**

Affected Vehicles: Only vehicles assigned to the campaign (see also PCSS Vehicle Information).

## Required tools

Tool:

- **9900 - 9900 - PIWIS Tester 3**
- 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**

## Re-programming over-the-air control unit. - Scope 2

Work Procedure: 1 The basic procedure for control unit programming is described in the Workshop Manual ⇒ *Workshop Manual 'Basic Instructions and Procedure for Control Unit Programming Using the PIWIS Tester'*.

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

| | |
|---|---|
| Required PIWIS Tester software version: | **41.000.035** (or higher) |
| Type of control unit programming: | Control unit programming using the **'Campaign' function in the Additional menu** on the PIWIS Tester by entering a programming code. |
| Programming code: | **D5L4H** |
| Programming sequence: | Read and follow the **information and instructions on the PIWIS Tester** during the guided programming sequence.<br>**Do not interrupt programming and coding.**<br>A backup documentation process for the re-programmed software versions starts as soon as programming and coding is complete. |
| Programming time (approx): | **40 minutes** |
| Software version programmed during this campaign: | • Over-the-air control unit: **1505**<br>Following control unit programming, the software version can be read out from the relevant control unit in the ⇒ 'Incremented identifications' menu using the PIWIS Tester. |
| Procedure in the event of error messages appearing during the programming sequence: | *⇒ Workshop Manual 'Basic instructions and procedure for control unit programming using the PIWIS Tester'*. |
| Procedure in the event of abnormal termination of control unit programming: | Repeat control unit programming by restarting programming. |

2 Read out all **fault memories**, process and delete existing faults if necessary.

**Information**

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

3 Enter the campaign in the Guarantee and Maintenance booklet.

## Warranty processing

Scope 1: **Not relevant for this vehicle type.**

Scope 2:

**Labor time:**

Re-programming over-the-air control unit — Labor time: **85 TU**

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

⇒ **Damage code WNF5 066 000 1**