

WNQ2 - Checking Rear Lid and Reworking it if Necessary (Workshop Campaign)

Vehicle Type: **Taycan 4S (Y1A) / Taycan Turbo (Y1A) / Taycan Turbo S (Y1A)**

Model Year: **2020**

Concerns: **Rear lid**

Cause: **On the affected vehicles, there is a possibility that clinch points were not attached to the rear lid in the area of the rear spoiler in accordance with specifications during the production process.**

Over the service life of the vehicle, cracks can occur at the clinch points and lead to water leaking into the rear lid/luggage compartment.

Action required: Check rear lid for leaks, and rework rear lid using body sealant if necessary.

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

Required materials

Materials: **No parts and consumable material** are required for the **leak test** on the rear lid (**Scope 1**).

Parts and consumables required for **reworking** the rear lid (**Scope 2 or 3**) (usually already available at the Porsche dealer):

Part No.	Designation	Quantity
...	Teroson 9320* body sealant Corresponds to Part No. 00004330532 or alternative (commercially available): - Makra Evo-Seal 801* - Sikaflex 529* - Lord Fusor 804* - 3M MSP 8374*	300 ml/ 10.1 fl oz cartridge (approx. 30 ml/ 1 fl oz required per vehicle)

* The body sealant to be used should match to the color of the vehicle. A light or dark body sealant should therefore be used, depending on the color.

For warranty processing, the **Part No. WNQ20000001** with the designation 'body sealant' can be invoiced as an **additional part** in the warranty claim.

**Information**

Use-by date and storage of body sealant

- After opening body sealant, store it in a dark, dry place at temperatures of 50° F to 77° F (+10° C to +25° C).
- Once the cartridge has been opened, changes can occur to the body sealant over time (e.g. a skin can form). To prevent a skin from forming, seal the cartridge tightly after use.
- If a cartridge that has already been opened and is still good to use is used at a later time for further vehicles and a skin has formed or hardened in the nozzle in the interim period, a new nozzle must be used.
- It is up to the service technician to decide whether or not to allow repeated use of the body sealant.
- If an open cartridge is past its use-by date, dispose of the entire cartridge and use a new cartridge.
- Read and follow the safety and processing instructions for the body sealant.

Expendable
Items:

- Commercially available paintbrush (10 mm/ 0.4 in wide)
- Disposable gloves
- Protective film/masking tape
- De-greasing cleaning agent, e.g. isopropanol
- Clean, lint-free cloth
- Touch-up (stick) in vehicle color

For warranty processing, the **Part No. WNQ20000002** with the designation "Consumable material" can be invoiced as an **additional part** in the warranty claim. Maximum cost: \$2.10.

Required tools

Tool:

- **Compressed air gun for seam seal** or **hand cartridge gun**
- **9900 - 9900 - PIWIS Tester 3/ 4**
- 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 90A**
- **V.A.G 1331A - Torque wrench 6-50 Nm (4.5-37 ftlb.)**

Preparatory work

Work Procedure: 1 Remove spoiler drive. ⇒ *Workshop Manual '667219 Removing and installing spoiler drive'*

Checking rear lid for leaks



Information

General information on carrying out the leak test

- Use soapy water to carrying out the leak test.
- Use 6 drops of dish washing liquid soap mixed in 1 quart of water.
- Fill soapy water into a suitable spray bottle.
- It can take up to 2 minutes to detect a possible leak indicated by air bubbles, depending on the vehicle.
- The leak test involves blowing in compressed air. To do this, the compressed air must be set to max. **8 bar (116 psi)** at the pressure reducer for the compressed air supply.
- A second person is needed in order to carry out the leak test.
- Do not use a high-pressure cleaner.

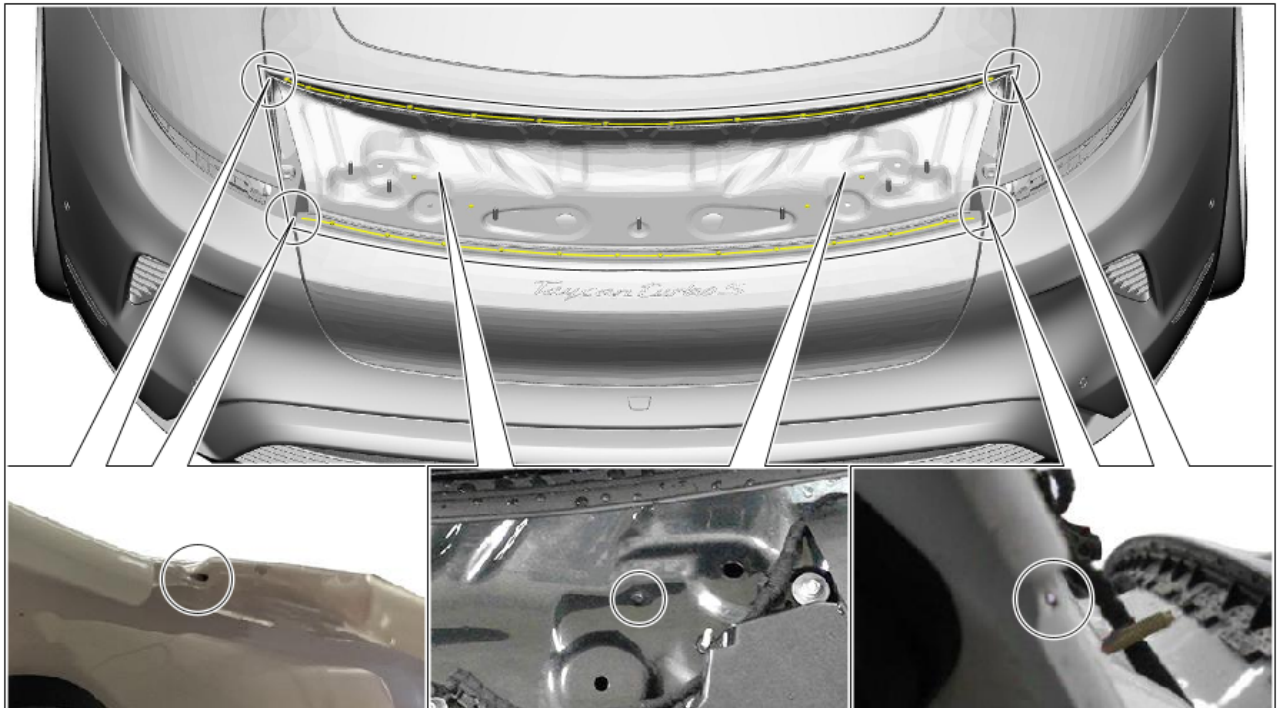
Work Procedure: 1 Clean rear lid at ⇒ *Cleaning the rear lid* -**Marked areas**- with isopropanol.



Information

The cleaning and leak test must generally be carried out on the entire rear lid. The following points in particular must be observed:

- Clinch points
- Transitions from connecting plates
- Key points



Cleaning the rear lid

- 2 Gradually coat the rear lid with the water emulsion, starting in the lower area of the cut-out for the tail light and moving upwards.
- 3 Using a compressed-air gun or a compressed-air nozzle, apply compressed air to the inside of the rear lid and re-spray it continuously with the water emulsion.

Guide the compressed-air gun in through the openings in the inner lid as far as possible towards the sheetmetal flanges. Use a suitable extension if necessary.

Check the rear lid for leaks, starting at the lower area.

If there is a leak, you will see air bubbles.

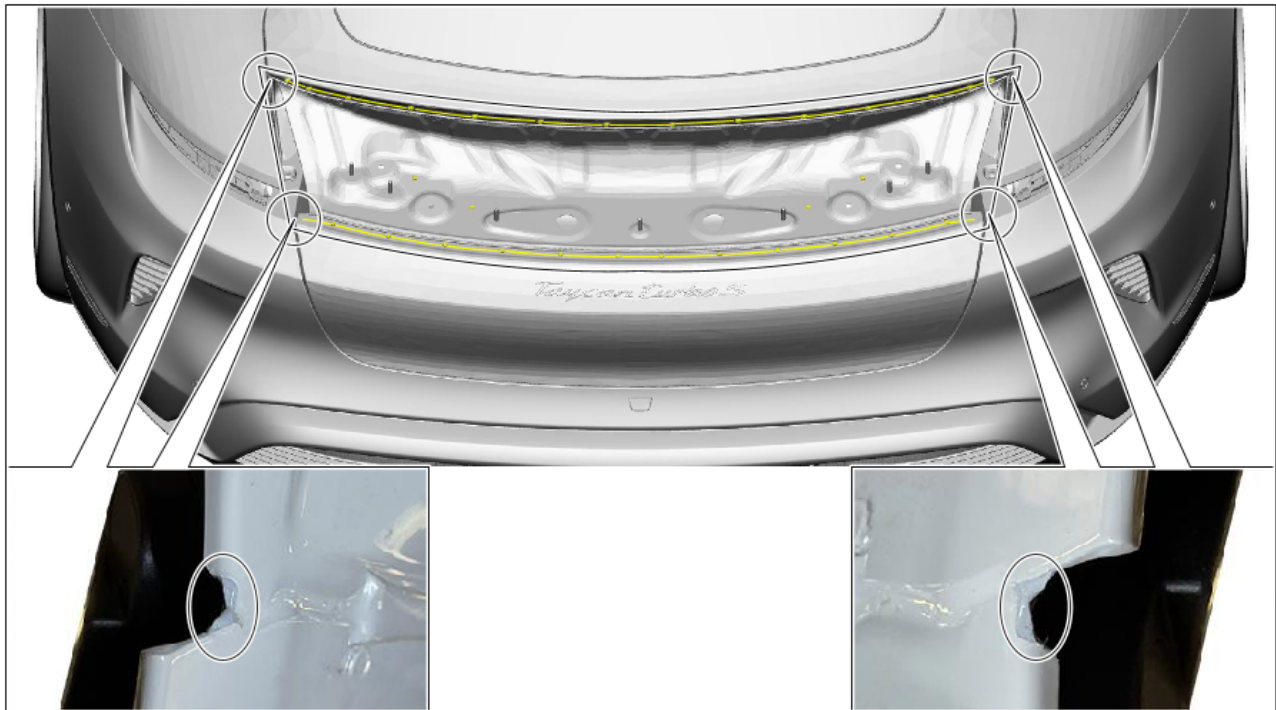
Examine the outer area of the rear lid for signs of air bubbles.

- If there are no air bubbles visible, no further measures are required ⇒ **End of test (invoice Scope 1)**, continue with ⇒ **Technical Information '667219 rework'**.
- If there are air bubbles visible on the surface of the sheetmetal flanges, the affected area must be sealed at certain points with body sealant. To do this, continue with ⇒ **Technical Information '667219 Reworking rear lid'**.

Reworking rear lid



Information
Procedure for sealing



Area to be reworked (example shown at corners)

- Before starting sealing work, mask or cover all adjacent areas, especially the exterior panelling. Make sure that all residual moisture was removed completely before applying a new seal.
- The surfaces to be sealed must be free of grease and dirt before applying body sealant. For this purpose, clean all affected areas with cleaning solution and a lint-free cloth.
- Apply body sealant directly on the paint surface.

Work Procedure: 1 Seal off affected areas with body sealant and rework with touch-up stick in vehicle color.



Information
Hardening body sealant

- Leave body sealant to harden for approx. 4 to 5 hours at 20 °C and 50% relative humidity. Longer hardening times will be necessary for dealers in dry climates. The hardening process can be accelerated by increasing the humidity or by moistening the surface with water.
- Press a finger nail gently into the hardened sealing compound (nail test). If this does not damage the sealing compound surface, the sealing compound has hardened.

Subsequent work

- Work Procedure: 1 Install spoiler drive. ⇒ *Workshop Manual '667219 Removing and installing spoiler drive'*
- 2 Enter the campaign in the Warranty and Maintenance booklet.

Warranty processing



Information

The indicated labor times were determined specifically for carrying out this campaign and may differ from the labor times published in the Labor Operation List in the PCSS.



Information

The campaign must be **fully** carried out by the **Porsche dealer**. No external assignment is planned.

Scope 1:

Checking rear lid for leaks

Scope 1 must be invoiced if no leaks were found during the **leak test**.

Labor time:

Checking rear lid for leaks

Labor time: **133 TU**

Includes:

- Remove and install rear spoiler
- Removing and installing tail light in rear light
- Removing and installing trim panel for rear lid
- Removing and installing spoiler drive
- Cleaning the rear lid area

⇒ **Damage code WNQ2 066 000 1**

Scope 2: **Checking rear lid for leaks and reworking**

Scope 2 must be invoiced if the rear lid was reworked at **a maximum of 2 points**.

Labor time:		
Checking rear lid for leaks and reworking		Labor time: 158 TU
Includes:	Remove and install rear spoiler Removing and installing tail light in rear light Removing and installing trim panel for rear lid Removing and installing spoiler drive Cleaning the rear lid area Applying body sealant Applying paint	
Parts required:		
00004330532	Sealing compound	0.1 pc(s) (for warranty invoicing only)
or		
WNQ20000001*	Sealing compound Commercially available, e.g. - Teroson 9320 - Makra Evo-Seal 801 - Sikaflex 529 - Lord Fusor 804 - 3M MSP 8374	1 pc(s) (for warranty invoicing only)
Materials required:		
WNQ20000002**	Expendable items (Cleaning agent, paper)	1 pc(s) (for warranty invoicing only)**
* For warranty processing, enter the Part No. WNQ20000001 with the designation 'body sealant' as an additional part costing \$2.63 in the warranty claim.		
** For warranty processing, enter the Part No. WNQ20000002 with the designation 'Consumable material' as an additional part costing \$2.10 in the warranty claim.		
⇒ Damage code WNQ2 066 000 1		

Scope 3: **Checking rear lid for leaks and reworking**

Scope 3 must be invoiced if the rear lid has been reworked at **more than 2 points**.

Labor time:

Checking rear lid for leaks and reworking

Labor time: **174 TU**

Includes:

- Remove and install rear spoiler
- Removing and installing tail light in rear light
- Removing and installing trim panel for rear lid
- Removing and installing spoiler drive
- Cleaning the rear lid area
- Applying body sealant
- Applying paint

Parts required:

00004330532	Sealing compound	0.1 pc(s) (for warranty invoicing only)
-------------	------------------	--

or

WNQ200000001*	Sealing compound Commercially available, e.g. - Teroson 9320 - Makra Evo-Seal 801 - Sikaflex 529 - Lord Fusor 804 - 3M MSP 8374	1 pc(s) (for warranty invoicing only)
---------------	---	--

Materials required:

WNQ200000002**	Expendable items (Cleaning agent, paper)	1 pc(s) (for warranty invoicing only)
----------------	---	--

* For warranty processing, enter the Part No. **WNQ20000001** with the designation "Body sealant" as an **additional part** costing \$5.25 in the warranty claim.

** For warranty processing, enter the Part No. **WNQ20000002** with the designation 'Consumable material' as an **additional part** costing \$2.10 in the warranty claim.

⇒ **Damage code WNQ2 066 000 1**

Important Notice: Technical Bulletins issued by Porsche Cars North America, Inc. are intended only for use by professional automotive technicians who have attended Porsche service training courses. They are written to inform those technicians of conditions that may occur on some Porsche vehicles, or to provide information that could assist in the proper servicing of a vehicle. Porsche special tools may be necessary in order to perform certain operations identified in these bulletins. Use of tools and procedures other than those Porsche recommends in these bulletins may be detrimental to the safe operation of your vehicle, and may endanger the people working on it. Properly trained Porsche technicians have the equipment, tools, safety instructions, and know-how to do the job properly and safely. Part numbers listed in these bulletins are for reference only. The work procedures updated electronically in the Porsche PIWIS diagnostic and testing device take precedence and, in the event of a discrepancy, the work procedures in the PIWIS Tester are the ones that must be followed.

© 2023 Porsche Cars North America, Inc.