

WNVO - Re-Programming Battery Sensor Control Unit and Electronic Air-Conditioning Compressor Control Unit (Workshop 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/Y1C)**

Concerns: **Battery sensor control unit and electronic air-conditioning compressor control unit**

Cause: **The battery sensor control unit and/or the electronic air-conditioning compressor control unit was not programmed automatically as part of the VR19 update due to a fault in the PIWIS Tester release 41.300 in the affected vehicles.**

- Measures:**
- Re-program the battery sensor control unit and/or electronic air-conditioning compressor control unit with the **latest** PIWIS Tester software version.
 - Minimum requirement: Version **41.400.060**

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



Information

The respective scope is determined based on the integration test:

Scope 1: The integration test does not indicate a deviation.

Scope 2: The integration test reports that the battery sensor control unit must be programmed.

Scope 3: The integration test reports that the electronic air-conditioning compressor control unit must be programmed.

Scope 4: The integration test reports that the battery sensor control unit and the electronic air-conditioning compressor control unit must be programmed.

Required tools

- Tool:**
- **9900 - PIWIS Tester 3**
 - Battery charger with a current rating of **at least 90 A**, e.g. **VAS 5908 90A battery charger**

Carrying out the integration test - Scope 1

- 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'*.
- 2 The integration test is started automatically after the backup documentation process.
- 2.1 The integration test shows no deviation; all control units are up-to-date. Continue with **Step 3**.
- 2.2 The integration test reports a deviation in the battery sensor control unit. Continue with re-programming ⇒ *Technical Information 'battery sensor control unit - Scope 2'*.
- 2.3 The integration test reports a deviation in the electronic air-conditioning compressor control unit. Continue with ⇒ *Technical Information 're-programming battery sensor control unit - Scope 3'*.
- 2.4 The integration test reports a deviation in the battery sensor control unit and electronic air-conditioning compressor control unit. Continue with ⇒ *Technical Information 'programming battery sensor control unit and electronic air-conditioning compressor control unit - Scope 4'*.
- 3 Exit the diagnostic application. Switch off ignition. Disconnect the Tester from the vehicle.
- 4 Enter the campaign in the Warranty and Maintenance booklet.
⇒ *Technical Information 'Warranty processing'*

Re-programming battery sensor control unit - Scope 2

Work procedure:



Information

Before starting programming, pay particular attention to the following:

- Set charge voltage to **14.8 volts**.
 - Operate in **charging mode**.
 - Place original remote control in emergency start tray (note the position).
 - An **active** Internet connection with the PIWIS Tester must be ensured.
 - **The PIWIS Tester must not be charged using the cigarette lighter!**
- 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'*.

Required PIWIS Tester software version:	41.400.060 (or higher)
Type of control unit programming:	Control unit programming using the 'Automatic programming' function of the battery sensor control unit .
Programming sequence:	Read and follow the information and instructions on the PIWIS Tester during the guided programming sequence. Do not interrupt programming and coding. A backup documentation process for the re-programmed software versions starts as soon as programming and coding is complete.
Programming time (approx.):	4 minutes
Procedure in the event of error messages appearing during the programming sequence:	⇒ <i>Workshop Manual 'Basic instructions and procedure for control unit programming using the PIWIS Tester'</i>
Procedure in the event of a termination in the control unit programming:	Repeat control unit programming by restarting programming.

- Press **•F3** to start the integration test in the control unit selection. All affected control units should now be successfully re-programmed or checked in the control unit overview and their status.



Information

If a deviation in the integration test is still indicated despite programming being carried out, this must be repeated. If the deviation persists, contact Technical Support.

- Exit the diagnostic application. Switch off ignition. Disconnect the Tester from the vehicle.
- Set battery charger back to a charge voltage of 14.4 volts.



Information

An excessively high charge voltage can lead to battery defects in other model lines.

- Enter the campaign in the Warranty and Maintenance booklet.
⇒ *Technical Information 'Warranty processing'*

Re-programming control unit for electronic air-conditioning compressor - Scope 3

Work

Procedure:



Information

Before starting programming, pay particular attention to the following:

- Set charge voltage to **14.8 volts**.
- Operate in **charging mode**.
- Place original remote control in emergency start tray (note the position).
- **Switching off air conditioning system.**
- An **active** Internet connection with the PIWIS Tester must be ensured.
- **The PIWIS Tester must not be charged using the cigarette lighter!**

- 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'*.

Required PIWIS Tester software version:	41.400.060 (or higher)
Type of control unit programming:	Control unit programming using the ' Automatic programming ' function of the electronic air-conditioning compressor control unit.
Programming sequence:	Read and follow the information and instructions on the PIWIS Tester during the guided programming sequence. Do not interrupt programming and coding. A backup documentation process for the re-programmed software versions starts as soon as programming and coding is complete.
Programming time (approx.):	10 minutes
Procedure in the event of error messages appearing during the programming sequence:	⇒ <i>Workshop Manual 'Basic instructions and procedure for control unit programming using the PIWIS Tester'</i>
Procedure in the event of a termination in the control unit programming:	Repeat control unit programming by restarting programming.

- Press **•F3** to start the integration test in the control unit selection.
All affected control units should now be successfully re-programmed or checked in the control unit overview and their status.



Information

If a deviation in the integration test is still indicated despite programming being carried out, this must be repeated. If the deviation persists, contact Technical Support.

- Exit the diagnostic application. Switch off ignition. Disconnect the Tester from the vehicle.
- Set battery charger back to a charge voltage of 14.4 volts.



Information

An excessively high charge voltage can lead to battery defects in other model lines.

- Enter the campaign in the Warranty and Maintenance booklet.
⇒ *Technical Information 'Warranty processing'*

Programming battery sensor control unit and electronic air-conditioning compressor control unit - Scope 4

Work Procedure:



Information

Before starting programming, pay particular attention to the following:

- Set charge voltage to **14.8 volts**.
 - Operate in **charging mode**.
 - Place original remote control in emergency start tray (note the position).
 - Switching off air conditioning system.**
 - An **active** Internet connection with the PIWIS Tester must be ensured.
 - The PIWIS Tester must not be charged using the cigarette lighter!**
- 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'*.

Required PIWIS Tester software version:	41.400.060 (or higher)
Type of control unit programming:	Control unit programming using the 'Automatic programming' function of the battery sensor and electronic air-conditioning compressor control unit.

Programming sequence:	Read and follow the information and instructions on the PIWIS Tester during the guided programming sequence. Do not interrupt programming and coding. A backup documentation process for the re-programmed software versions starts as soon as programming and coding is complete.
Programming time (approx.):	14 minutes
Procedure in the event of error messages appearing during the programming sequence:	⇒ <i>Workshop Manual 'Basic instructions and procedure for control unit programming using the PIWIS Tester'</i>
Procedure in the event of a termination in the control unit programming:	Repeat control unit programming by restarting programming.

- 2 Press **•F3** to start the integration test in the control unit selection.
All affected control units should now be successfully re-programmed or checked in the control unit overview and their status.



Information

If a deviation in the integration test is still indicated despite programming being carried out, this must be repeated. If the deviation persists, contact Technical Support.

- 3 Exit the diagnostic application. Switch off ignition. Disconnect the Tester from the vehicle.
- 4 Set battery charger back to a charge voltage of 14.4 volts.



Information

An excessively high charge voltage can lead to battery defects in other model lines.

- 5 Enter the campaign in the Warranty and Maintenance booklet.

Warranty processing

Scope 1: **Carrying out the integration test**

Labor time:	
Carrying out the integration test	Labor time: 26 TU
Includes:	Connecting and disconnecting battery charger Connecting and disconnecting PIWIS Tester
Invoicing: ⇒ Damage Code WNVO 66 000, Repair Code 1	

Scope 2: **Re-programming battery sensor control unit**

Labor time:	
Re-programming battery sensor control unit	Labor time: 34 TU
Includes:	Connecting and disconnecting battery charger Connecting and disconnecting PIWIS Tester Carrying out the integration test
Invoicing: ⇒ Damage Code WNVO 66 000, Repair Code 1	

Scope 3: **Re-programming control unit for electronic air-conditioning compressor**

Labor time:	
Re-programming control unit for electronic air-conditioning compressor	Labor time: 45 TU
Includes:	Connecting and disconnecting battery charger Connecting and disconnecting PIWIS Tester Carrying out the integration test
Invoicing: ⇒ Damage Code WNVO 66 000, Repair Code 1	

Scope 4: **Programming battery sensor control unit and electronic air-conditioning compressor control unit**

Labor time:	
Programming battery sensor control unit and electronic air-conditioning compressor control unit	Labor time: 53 TU
Includes:	Connecting and disconnecting battery charger Connecting and disconnecting PIWIS Tester

Carrying out the integration test

Invoicing: ⇒ Damage Code WNVO 66 000, Repair Code 1

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