

WNW2 - Re-Programming High-Voltage Battery Control Unit (BMCe) (Workshop/OTA Update)

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 13.5V and 14.5V 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 2023**

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

Concerns: **High-voltage battery control unit (BMCe)**

Cause: **Optimized software is available for the high-voltage battery control unit. This software update revises the fast-charging function and enables the short charging times typical of the Taycan to be maintained over its lifetime even with the predominant utilization of fast-charging stations greater than 50 kW.**

Measures: Re-program the high-voltage battery control unit (BMCe) with the **latest** PIWIS Tester software version.

- Minimum requirement: Version **41.600.025**



Information

OTA update

Please note that the OTA software updates are usually predominantly installed via the Porsche Communication Management (PCM), provided that the software package for the campaign has been downloaded to the vehicle over-the-air (**Scope 1**) and the update is displayed in the PCM "Updates" menu.

For vehicles on which the preconditions for performing a software update are not met at the time of publication (Online software update in MyPorsche deactivated/Privacy Mode), the OTA update is not displayed in the vehicle (PCM). These vehicles are therefore assigned to **Scope 2** of this campaign and must be updated with the current PIWIS Tester software.

Scope 1: Over-the-Air (OTA) software update **via PCM** — Online software update consent **active in MyPorsche**.

Scope 2: Re-program the high-voltage battery (BMCe) control unit **using the PIWIS Tester** — Online software update is deactivated through **MyPorsche, logged into Privacy Mode or guest user**.

If the vehicle is assigned Scope 1 and the customer would like your dealer to perform the update, the update can be installed via the PCM or with the PIWIS Tester via integration test. If your dealer updates any vehicle assigned to Scope 1, please send a PRMS Warranty / Campaigns Support ticket to Mitchell Grasser.

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

Required tools

- Tools:
- **9900 - PIWIS Tester 4**
 - Battery charger with a current rating of **at least 90 A**, e.g. **VAS 5908 battery charger 90 A**

Re-programming high-voltage battery control unit (BMCE)

Work Procedure:



Information

Before starting programming, pay particular attention to the following:

- Place original remote control in emergency start tray (note the position).
 - **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:	41.600.025 (or higher)
Type of control unit programming:	Control unit programming using the ' Automatic programming ' function of the high-voltage battery control unit (BMCE) .
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 after programming and coding is complete.
Programming time (approx.):	7 minutes

Software version programmed during this campaign:	<ul style="list-style-type: none"> High-voltage battery control unit (BMCe): 1644 <p>Following control unit programming, the software version must be verified in the BMCe "Extended identifications" menu.</p>
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.
Integration test procedure:	<ul style="list-style-type: none"> The integration test shows a green result independently of the necessary campaign The campaign WNW2 must still be carried out

- 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 in 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.

- Check that the BMCe Control Unit was programmed to Software level 1644. If it was not, perform Automatic Programming of the BMCe Control Unit to ensure that the SW Update was completed.



Information

Connect the PIWIS Tester to a network as soon as you can and log into the PPN in order to transfer the backup documentation created during this campaign to the PAG systems.

- Exit the diagnostic application.
 - End readiness for operation (switch off ignition).
 - Disconnect the PIWIS Tester from the vehicle.
- Switch off and disconnect the battery charger.
- Enter the campaign in the Warranty and Maintenance booklet.

Warranty processing

Scope 1: **Over-the-Air (OTA) software update via PCM** (no invoicing possible)

Scope 2: **Re-program control unit for high-voltage battery (BMCe) using the PIWIS tester**

Labor time:

Re-programming high-voltage battery control unit (BMCe)

Labor time: **53 TU**

Includes: Connecting and disconnecting battery charger
Connecting and disconnecting PIWIS Tester

⇒ **Damage code WNW2 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.