

WPN9 - Re-Programming Central Computer (PCM) Control Unit (Workshop/OTA Campaign)

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

Model Year: **As of 2020 up to 2024**

Concerns: **Control unit for central computer (PCM)**

Cause: **Optimized software is available for the central computer (PCM) control unit.**

An overview of optimizations that will be implemented with the software update can be found in the enclosure under ⇒ *Technical Information 'Overview of optimisations of the software update'*

- Actions:
- Re-program the central computer (PCM) control unit using the **latest** PIWIS Tester software release in each case.
 - Minimum requirement: Release **42.250.050**

Checklist: For better clarity, a checklist was created as an aid for carrying out the campaign. This does **not** replace TI. The checklist does not have to be attached to the job line in PCSS. For checklist, see ⇒ *Technical Information 'Checklist'*

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



Information

Scope definition

Scope 1: Over-the-Air (OTA) software update **via PCM**.

- Please note that as a rule the OTA software updates should be installed by the driver (main user) via the Porsche Communication Management (PCM), provided that the software package for the campaign has been downloaded to the vehicle via OTA (**Scope 1**) and the update is then displayed in the PCM 'Updates' menu.

Scope 2: Re-programming central computer (PCM) control unit **via PIWIS Tester**.

- For vehicles on which the preconditions for performing an OTA software update are not met at the time of publication of the campaign (online software update in MyPorsche deactivated/Privacy Mode), no OTA update is 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 test software for the corresponding control unit.

Required tools

- Tools:
- **P90999 - P90999 - PIWIS Tester 4**
 - Battery charger with a current rating of **at least 90 A**, e.g. **VAS 5908 battery charger 90 A**
 - **USB storage medium Type A+C 32 GB (for PCM update)**, Part No. V04014999WW000

Re-programming central computer (PCM) control unit - scope 2

Work
Procedure:



Information

Before starting programming, particular attention **must** be paid to the following:

- Switch off the charger off and on once; the battery charger display **must** be off before starting it again, because the battery charger automatically switches to trickle charge after 5 hours (default setting in the charger).
 - Set charge voltage to **14.8 volts**.
 - Operate in **charging mode**.
 - Vehicles with a PVTs contract must be activated for Service mode.
 - **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'*.
 - 2 Select Guest account from the central display (PCM) and activate **Privacy mode** (available in some countries).



Information

If Privacy mode is not active, programming may be aborted, resulting in a defect in the central computer (PCM). Central computers that are replaced as part of the workshop campaign are checked by Porsche AG. If private mode was not set in the central computer before starting programming, the costs will be re-debited.

- 3 Re-program main computer (PCM).

Prepare USB stick with the **required** PIUS software **9Y2909000R**.

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

| | |
|---|--|
| Required PIWIS Tester software release: | 42.250.050 (or higher) |
| Type of control unit programming: | In the control unit selection (“ Overview ” menu) select the PCM central computer control unit and select the ‘ Service/repairs ’ menu. Select the ‘ Install software update ’ function and press •F12” (‘Next’) to perform the software update. |
| Programming code: | J1K2T |
| 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 releases starts once programming and coding is complete. |
| Programming time (up to): | 25 minutes |
| Software release to be programmed during this campaign: | • 3882 Following control unit programming, the software release can be read out from the relevant control unit in the ‘Incremented identifications’ menu using the PIWIS Tester. |
| Control unit programmed in this campaign: | • Control unit for central computer (PCM) |
| Procedure in the event of error messages appearing during the programming sequence: | ⇒ <i>Workshop Manual '9X00IN Basic instructions and procedure for control unit programming using the PIWIS Tester - section on "Fault finding"</i> |

| | |
|--|--|
| Procedure in the event of a termination in the control unit programming: | Repeat control unit programming by restarting programming. Additional instructions for aborted programming ⇒ <i>Technical Information '9X00IN Additional instructions if programming is aborted'</i> |
| Integration test procedure: | <ul style="list-style-type: none"> The integration test shows a green result independently of the necessary campaign The WPN9 campaign must still be carried out |

- 4 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.

- 5 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.

- 6 Set battery charger back to a charge voltage of 14.4 volts.
- 7 Enter the campaign in the Warranty and Maintenance logbook.

Warranty processing

Scope 1: **Over-the-Air (OTA)** software update **via PCM**.

- No invoicing possible.

Scope 2: Re-programming central computer (PCM) control unit **via PIWIS Tester**.

- Vehicles without OTA activation.

| | |
|--|--------------------------|
| Labor time: | |
| Re-programming central computer (PCM) control unit | Labor time: 73 TU |
| Includes: Connecting and disconnecting battery charger | |
| Connecting and disconnecting PIWIS Tester | |
| ⇒ Damage Number WPN9 066 000 1 | |

Overview of the optimizations of the software update

Overview:

| Description | Market relevance / affected vehicles |
|--|--------------------------------------|
| The activation of the adjustment of the air conditioning is displayed in the PCM inverted. | Only for right-hand drive vehicles |
| The designations in the climate menu and the settings for the air conditioning in PCM for the footwell "warm" and "cold" are inconsistent. | Only for Swedish market |
| WiFi pop-ups appear too often in the PCM. | Unrestricted |
| When transferring a route via the MyPorsche app, the intermediate destinations are only titled as "offroad" in the PCM route overview. | Connect markets |
| When starting up the PCM, the PCM remains in the loading spinner (rotating circle). | Unrestricted |
| The Porsche logo is displayed permanently when the PCM is started. | Unrestricted |

Return to the introduction ⇒ *Technical Information '9X00IN Introduction'*

Additional instructions if programming is aborted



Information

If individual programming steps or reworking could not be carried out correctly, see Workshop Manual for the basic procedure for control unit programming using the PIWIS Tester ⇒ *Workshop Manual '9X00IN Basic instructions and procedure for control unit programming using the PIWIS Tester – section on "Fault finding"*

In the event of a fault, logging must **always** be created during programming using "•Ctrl" and "•L" using the PIWIS Tester.

As a general rule, if programming is **aborted** during programming, programming must be continued. The entire sequence can be started again at any time using the campaign code. The control unit that has already been programmed is skipped, or programming is started via the integration test. Starting to use the integration test is faster.

You can also find further information and instructions specifically for the **PCM update**, in the table below:

Work
Procedure:

| Control unit: | Situation: | Action: |
|------------------------|--|---|
| Integration test | The integration test shows a "red" result despite successful programming | <ul style="list-style-type: none"> Carrying out the integration test multiple times |
| Central computer (PCM) | The central computer freezes while loading | <ul style="list-style-type: none"> Restarting J1K2T Perform PCM factory reset using the guided PIWIS Tester procedure |
| Central computer (PCM) | The central computer control unit cannot be accessed | <ul style="list-style-type: none"> Pulling out fuse for central computer control unit -> Removing fuse for control unit -> Ignition on -> Ignition off -> Re-insert fuse |
| Central computer (PCM) | Programming of the central computer (PCM) aborts when - -> Fault 33 is detected | <ul style="list-style-type: none"> Fault 33 is displayed in the central computer display during programming Start the update in the Developer menu on the central computer (PCM). The update may only be started from the Developer menu in this case because the PCM is already in the Developer menu If the update still cannot be performed -> replace central computer (PCM) |
| Central computer (PCM) | During the tester procedure, a message appears reporting that the software is already up-to-date | <ul style="list-style-type: none"> In the Tester, 2020 is displayed as the vehicle type in the top line next to model year Re-write vehicle order using PIWIS Online |

| | | |
|------------------------|--|---|
| Central computer (PCM) | During the tester procedure, a message appears reporting that the software is already up-to-date | <ul style="list-style-type: none"> • Checking the software release • If the software release is lower than 3397, WMA5/WMA6/AMB5 was not performed correctly! • Updating PCM to software 3397 as described in TI WMA5/WMA6/AMB5 • Restarting J1K2T |
| Central computer (PCM) | No start of programming | <ul style="list-style-type: none"> • Programming is started via the additional menu and not in the central computer (PCM) control unit under Service / repairs as described in the TI |
| Central computer (PCM) | Programming is not started or programming is interrupted | <ul style="list-style-type: none"> • For other topics that are not listed in the TI, a PRMs ticket must be created before replacing the PCM system |

Back to programming ⇒ *Technical Information '9X00IN Re-programming control unit for central computer (PCM) - scope 2'*

Checklist

Checklist:

| Work step: | Completed: |
|---|-------------------|
| The checklist is an aid for carrying out the campaign and does not replace the TI information. | |
| 1. Charger set to 14.8 V and charging mode? | |
| 2. Internet connection for PIWIS Tester active? | |
| 3. USB stick prepared with the correct PIUS part number? | |
| 4. Select Guest account from the central display (PCM) and activate Privacy mode? | |
| 5. Central computer control unit programmed? Read the warnings displayed on the Tester! | |
| 6. Fault memory deleted? | |
| 7. Integration test error-free? | |
| 8. Is the battery charger set to a charge voltage of 14.4 V? | |
| 9. Campaign entered in the Warranty and Maintenance logbook? | |

Return to the introduction ⇒ *Technical Information '9X00IN Introduction'*

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