

APB5 - Replacing the Cell Block Module on High-Voltage Battery (Recall Campaign)

Vehicle Type: **Taycan (Y1A / Y1B / Y1C)**

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

Concerns: **Cell block module**

Cause: **There is a possibility that, under certain circumstances, a defect in the battery cells installed in the high-voltage battery can occur on the affected vehicles.**

In this case, a short circuit within the battery modules during the vehicle's service life cannot be ruled out, which could lead to thermal events and later to a fire in the vehicle.

Action: Replace cell block module.



Information

To find out the campaign scope for **Replacing the cell block module** assigned to each vehicle, see PCSS Vehicle Information.

Depending on the cell module that was affected, the vehicle was precisely assigned to a scope.

Scope 1-33 is only valid for vehicles with a **high-voltage battery with 33 modules**

Scope 34-59 is only valid for vehicles with a **high-voltage battery with 28 modules**



Information

NOTES about Warranty Processing for Multiple Campaigns:

Please see the Warranty processing section at the end of the TI for more detailed notes. Vehicles assigned to APB5 are also assigned to WRJ5 Workshop Campaign. The Scopes table on this page denotes the affected battery module that is being replaced. Both campaigns must be closed at the same time. There are different items to invoice on each Campaign Warranty claim. Please see the table in the Warranty Processing section for a detailed breakdown of which campaign to claim each item under.



Information

Processing of multiple campaigns

Processing APB2 recall campaign

If, in addition to this campaign, the **APB2 campaign** has not yet been carried out on a vehicle, the **leak test of the high-voltage battery must first be carried out as part of the APB2 campaign.**

- If the **test result is positive** (high-voltage battery is leak-tight), APB5 campaign can be carried out.
- If the **test result is negative** (high-voltage battery is leaking), implementation of APB5 campaign is no longer necessary due to the necessary replacement of the high-voltage battery and can be concluded. After carrying out campaign APB2, campaign APB5 is to be closed by performing a recall update (warranty claim with 0 material units and 0 time units).

Processing campaign APB5

As previously communicated via PPN, Porsche's partner, EVBS is doing the module replacement. Your Porsche Center will still be billed for and reimbursed via Warranty claim for all of the necessary parts used, but the new parts will come already installed in the battery by EVBS.

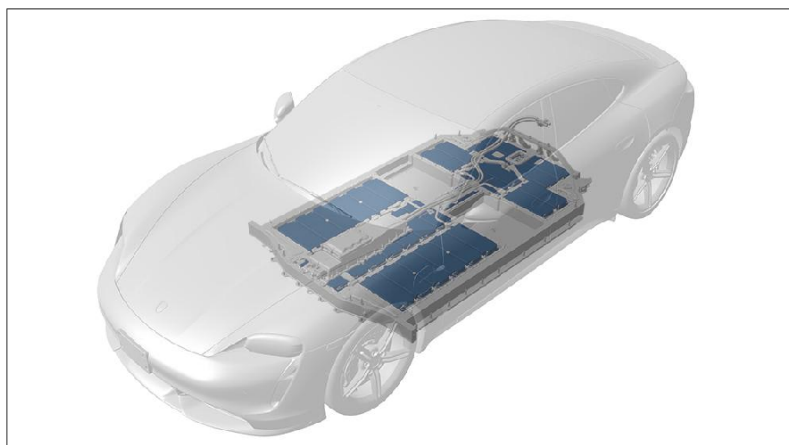
Affected Vehicles:

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

| Scope | Module to be replaced from 33 module HVB | Scope | Module to be replaced from 28 module HVB |
|-------|--|-------|--|
| 1 | 1 | 34 | 1 |
| 2 | 2 | 35 | 2 |
| 3 | 3 | 36 | 3 |
| 4 | 4 | 37 | 4 |
| 5 | 5 | 38 | 5 |
| 6 | 6 | 39 | 6 |
| 7 | 7 | 40 | 7 |
| 8 | 8 | 41 | 8 |
| 9 | 9 | 42 | 9 |
| 10 | 10 | 43 | 10 |
| 11 | 11 | 44 | 11 |
| 12 | 12 | 45 | 12 |
| 13 | 13 | 46 | 13 |
| 14 | 14 | 47 | 14 |
| 15 | 15 | 48 | 15 |
| 16 | 16 | 49 | 16 |
| 17 | 17 | 50 | 17 |
| 18 | 18 | | 18 |
| 19 | 19 | 51 | 19 |
| 20 | 20 | 52 | 20 |
| 21 | 21 | 53 | 21 |
| 22 | 22 | 54 | 22 |
| 23 | 23 | 55 | 23 |
| 24 | 24 | 56 | 24 |
| 25 | 25 | | 25 |
| 26 | 26 | 57 | 26 |
| 27 | 27 | 58 | 27 |
| 28 | 28 | 59 | 28 |
| 29 | 29 | | |
| 30 | 30 | | |
| 31 | 31 | | |
| 32 | 32 | | |
| 33 | 33 | | |

Allocation of scopes to cell block module

Installation
Position:



Installation position: Cell block module

Required tools

- Tools:
- T40262 - Locking cap
 - VAS 6558A - High-voltage test adapter
 - VAS 6883 - Insulated tool set.
 - VAS 531 011 - Cooling system service equipment
 - P90012 - Guide pins
 - VAS 6832 - Master Gear unit elevating platform
 - VAS 6832/9 - Assembly device
 - VAS 6884 - High-voltage cordon
 - P90999 - PIWIS Tester 4
 - Battery charger with a current rating of **at least 90 A**, e.g. **VAS 5908 - battery charger 90 A**

Please refer to the relevant Workshop Manuals for details of the required tools.

Required parts and materials

Material: **Required materials** (usually already available in the Porsche Center):

| Part No. | Designation | Quantity |
|----------|-------------------------------|----------------------|
| ... | Corrosion preventive GPL 205 | Quantity as required |
| ... | Isopropanol cleaning cloths | Quantity as required |
| | Fabric adhesive tape (fleece) | |
| | Paintbrush | |
| | Disposable gloves | |

*For warranty processing, the **Part No. APB50000001** designated as “Consumables” can be invoiced as an **additional part** in the warranty claim. Maximum amount \$ 5.39.

Replacing cell block module

- Work Procedure: Prep Work - Reach out to EVBS at pcnacampaign@coxautoinc.com to acquire a DDR crate that will be used to ship the affected battery to EVBS.
- 1 Create Vehicle Analysis Log (VAL) using the PIWIS Tester. Mark the vehicle analysis log you have just created with the attribute "Pre-VAL".
 - 2 Remove the battery and prepare for shipment to EVBS. These instructions are contained within "Preliminary Work" section, steps 1 to 4 of ⇒ *Workshop Manual '2X00IN General warning notices for working on the high-voltage on-board system'*
 - 3 Leak test the HV Battery After removal as part of preparation for shipment to EVBS. NOTE: Please leak test the battery after removal and before shipping to EVBS. These instructions are contained within "Preliminary Work" section, steps 1 to 4 of ⇒ *Workshop Manual '2X00IN General warning notices for working on the high-voltage on-board system'*

If you have already performed the leak test as part of APB2 during the same workshop visit and the battery passed the leak test, you may skip this step.

If the HV Battery fails the leak test per the Workshop Manual, replace the battery and DO NOT send the battery to EVBS. If you require a new HV Battery, please submit a PRMS Parts Support ticket to Bill Trusky for release of the battery. Please mention APB5 in ticket.
 - 4 Once the requested crates has arrived at the Porsche Center, take photos of the DDR crate before and after crating the affected battery. Packing instructions can be found here: <https://ppn.porsche.com/portal/docs/DOC-514996>

After the affected battery has been packaged, contact EVBS at pcnacampaign@coxautoinc.com to arrange for a logistics pickup. **Please ensure the entire battery is shipped, do not remove the ebox or other related components**. The only parts you can safely remove prior to crating the battery are:
 - Rear Mount Motor Brackets (x2)
 - Motor Bracket Bolts (x8)
 - Speed Nuts (x10)
 - Drain Plugs (x6)
 - 5 Following the battery & crate being picked up, expect to receive a follow up email from EVBS to arrange for a logistics drop off of the repaired battery & crate.
 - 6 Once your PC receives the battery from EVBS, take photos of the crate and battery upon inspection. If there are any incidents, report them to EVBS.


Information

PLEASE NOTE THAT IT IS PERMISSIBLE TO MOVE THE VEHICLE AFTER THE BATTERY HAS BEEN REMOVED. Normally this would not be approved, but because of the repair taking place outside the Porsche Center, the vehicle can be moved off of the lift after the battery is removed. THE BATTERY COVER MUST BE REINSTALLED BEFORE MOVING THE VEHICLE. THE SPEED LIMIT WHILE MOVING THE VEHICLE WITH NO HV BATTERY INSTALLED IS 4 MPH. There are further instructions at the end of this document.

- 7 Install the HV Battery with the new cell module(s) and then store the new Serial Number(s) of the cell module(s) in PCSS. EVBS will deliver the battery and crate with details of the removed and new battery module(s) serial numbers. These will be needed for the warranty process. For instructions, see ⇒ *Workshop Manual '270855 Replacing cell block module'*

NOTE: Your PC will only be responsible for entering the new Serial Number(s) of the replaced cell modules and the re-installation of the HV Battery. The steps for entering the new Serial Number(s) are contained in the "Reworking" Section, steps 8 and 9 of WM270855 and the re-installation instructions for the HV Battery are contained in "Reworking" Section, steps 14 through 27 of WM 270855.

- 8 Create Vehicle Analysis Log (VAL) using the PIWIS Tester. Return the vehicle analysis log you have just created with the attribute "**Post-VAL**" using the PIWIS Tester.
- 9 Alert EVBS to arrange a crate pickup for the crate and materials used to transport the battery. Logistics will be handled by EVBS.
- 10 Enter the campaign in the Warranty and Maintenance logbook.

Warranty processing

Information

The specified working times were determined specifically for the completion of this campaign and may differ from the working times published in the Labor Operation List in PCSS.

Repair depth: **The Porsche Center is only responsible for removing the battery, performing the leak test before shipment, and then shipping the battery to EVBS. Then, installing the HV Battery when it returns from EVBS. Your Porsche Center will receive information with the battery from EVBS on the new Serial Numbers for the replaced battery modules, which you will need to enter in PCSS in order to properly document the repair.**

Campaign Claiming instructions

Campaign Claiming instructions

| Campaign | APB5 | WRJ5 |
|----------|--|---|
| Parts | 0 Parts Mark APB5 as "Campaign Not feasible" and check the "Warranty Relevant" box | Parts Necessary for HV Battery Removal and Replacement + Parts list from EVBS used for module replacement NOTE: Parts are not auto populated for WRJ5 and must be added manually in PCSS |
| Labor | 0 TU Labor Mark APB5 as "Campaign Not feasible" and check the "Warranty Relevant" box | 1085 TU – Auto populated, which includes <ul style="list-style-type: none"> • Battery R&R • Leak Test • Shipping Prep to EVBS |
| Sublet | Customer Mobility Other customer satisfaction (as necessary) | Labor Cost from EVBS Forklift Rental (if necessary – only until 12/31/24) |

WRJ5 includes Scopes 1 and 2. They are to be used as follows:

- WRJ5 Scope 1: Claim Scope 1 when HV Battery modules are replaced by EVBS. All parts will need to be added manually, and labor will pay out 1085 TU.
- WRJ5 Scope 2: Claim Scope 2 when the HV Battery fails the leak test during shipment prep and must be fully replaced. All parts will need to be added manually, and labor will pay out 1085 TU. **NOTE: DO NOT** send an HV Battery to EVBS if it has failed the leak test during prep.

NOTE: If more than one HV Battery module is replaced by EVBS, that means that they found more than the required modules were potentially faulty. PCNA has authorized EVBS to replace any modules found to be potentially faulty. If more than one module is replaced, it must be invoiced on the WRJ5 Campaign. HV Batteries and Cell modules **cannot be invoiced as subsequent credit appeals**, as it will not trigger a serial number change in PCSS.

Scope 1-59: **Replacing cell block module of high-voltage battery**

Labor time:

Replacing cell block module Labor time: **0 TU**

Includes:

- Creating vehicle analysis log
- Deactivating high-voltage system and starting it up
- Remove and install high-voltage battery
- Performing leak test on battery housing of the high-voltage battery and recording the results
- Draining and filling coolant
- Removing and installing high-voltage battery cover

Required parts:

All parts used should be billed under WRJ5 Workshop Campaign

Required materials (usually already available in the Porsche Center):

| | | |
|--------------|-------------|---|
| APB50000001* | Consumables | 1 piece (for warranty invoicing only) |
|--------------|-------------|---|

*For warranty processing, the **Part No. APB50000001** designated as "Consumables" can be invoiced as an **additional part** in the warranty claim. Maximum amount \$ 5.39.

⇒ **Damage Number APB5 099 000 2**

Invoicing of vehicle transport / customer mobility / complex component

Invoicing: **Costs for transporting the vehicle**
 If required, the vehicle can be collected from the customer and transported to the Porsche Center or to a parking space used by the Porsche Center. The costs incurred can be invoiced in the warranty claim for recall campaign APB5 with the designation "Transport flat rate" (type: sublet) as an additional part.

Costs for customer mobility
 If necessary, customer mobility can be granted at the most until the workshop appointment and for the duration of the implementation of the campaign. The current rules governing the Customer Mobility Programme generally apply here. Depending on the vehicles used to guarantee customer mobility, the costs incurred can be invoiced as follows:

- Utilization of Porsche vehicles via Mobility Account (standard process)

Costs are processed using the standard process in accordance with the currently applicable rules governing the Customer Mobility Programme.

Increased efficiency: **Best Business Practice Examples**
 Actions prior to commencement of repair work

- Customer information as part of appointment scheduling: Message to bring the vehicle to the PC with a charge status of approx. 30%

Moving the vehicle after HV Battery removal:



Information

- **No damage on the body due to movement / transport is to be expected** if the high-voltage battery is removed / not installed
- **Wheel alignment is not necessary** if chassis connection points are not loosened
- The **rolling speed of max. 4 mph** should not be exceeded

Procedure to “release” the parking brake with removed high-voltage battery using the PIWIS tester

1. Establish readiness for operation (switch on ignition)
2. Release the parking brake in the PCM menu
3. Set transmission control unit in N position via selector lever
4. Set transmission control unit in N position via selector lever
5. Using the PIWIS Tester in the motor electronics (DME) control unit
 - ⇒ Coding programming
 - ⇒ Customer-specific settings
 - ⇒ Block parking lock
 - ⇒ Change status from “not active” to “active” and write with [F8]

Note:

This coding on “active” sets a fault in the motor electronics control unit (DME) and a red warning message is triggered in the instrument cluster

After the repair, the following must therefore be carried out:

1. the coding must be reset to “not active”
2. the fault memory must be deleted

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