WRC3 - Re-Programming Rear-End Electronics Control Unit (BCM2) (Stop Delivery)

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: **2025**

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

Concerns: **Control unit for rear-end electronics**

Cause: **At the market launch of the new Taycan, software updates are available for the rear-end electronics control unit (BCM2) in the affected vehicles.**

Action:
- Re-program the rear-end electronics control unit with the **latest** PIWIS Tester software release in each instance.
- Minimum requirement: Release **42.600.030**

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

Required tools

Tools:
- **P90999 - PIWIS Tester 4**
- Battery charger with a current rating of **at least 90 A**, e.g. **VAS 5908 - battery charger 90 A**

Re-programming rear-end electronics control unit (BCM2)

Work Procedure: 1 The prerequisites for control unit programming are described in the Workshop Manual ⇒*Workshop Manual '9X00IN Basic Instructions and Procedure for Control Unit Programming Using the PIWIS Tester'*.

2 After the backup documentation process, the integration test is started automatically. The result must first be **ignored**.

3 Place the original remote control in the emergency start tray.⇒*Emergency start tray*

4 **Re-program rear-end electronics control unit (BCM2).**

Emergency start tray

Required PIWIS Tester software release:	**42.600.030** (or higher)
Type of control unit programming:	Control unit programming using the **'Automatic programming' function** in the rear-end elektronics 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 releases starts as soon as programming and coding is complete.
Programming time (up to):	**10 minutes**
Procedure in the event of error messages appearing during the programming sequence:	⇒*Workshop Manual '9X00IN Basic instructions and procedure for control unit programming using the PIWIS Tester'*
Procedure in the event of a termination in the control unit programming:	Repeat control unit programming by restarting programming.

5 Read out and delete all control unit fault memories.

5.1 In the control unit selection ('Overview menu') press •F7 " to call up the Additional menu.

5.2 Select the function "Read all fault memories and delete if necessary" and press •F12 " ("Next") to confirm.

6 Press • F3 “ to start the integration test in the control unit selection.
All affected control units should now be successfully 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.

7 Enter the campaign in the Warranty and Maintenance logbook.

Warranty processing

Scope 1: Re-programming rear-end electronics control unit

Labor time:

Re-programming rear-end electronics control unit		Labor time: **57 TU**
Includes:	Connecting and disconnecting battery charger	
	Connecting and disconnecting PIWIS Tester	
	Reading out and deleting fault memories	

⇒ **Damage number WRC3 066 000 1**