

ARA4 - Replacing the Cell Block Module on High-Voltage Battery (Recall Campaign)

Change overview:

Release	Date	Change
1	09/18/2024	• First publication
2	10/08/2024	• Update of Warranty processing: Information on how to use different scopes
3	11/07/2024	• Update of Campaign Claiming instructions — Sublet

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

Model Year: **As of 2020 up to 2023**

Concerns: **Cell block module**

Cause: **Under certain circumstances, there is the possibility that production topics may have arisen at the supplier of the battery cell / battery module.**

In this case, a short circuit within the battery modules during the vehicle's service life cannot be ruled out under certain circumstances, 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 blocks** assigned to each vehicle, see PCSS Vehicle Information.

Depending on **the affected cell module** the vehicle was assigned exactly to one **scope in the campaigns WRE1, WRE2 or WRE3**.

- **WRE1 Campaign** is only valid for vehicles with a **high-voltage battery with 33 modules (M. No. 9JK)**: The module number being replaced in the HV Battery corresponds to the same scope number.
Ex: A vehicle showing ARA4 Recall, scope 1 and WRE1 campaign, scope 7 will need to have module 7 replaced on its 33 module HV Battery.
- **WRE2 Campaign** is only valid for vehicles with a **high-voltage battery with 28 modules (M. No. 9JI)**: The module number being replaced in the HV Battery corresponds to the same scope number.
Ex: A vehicle showing ARA4 Recall, scope 1 and WRE2 campaign, scope 9 will need to have module 9 replaced on its 28 module HV Battery.
- **WRE3 Campaign** is only valid for vehicles that need to replace **two or several modules cell block**: Identified modules will be communicated upon return of the battery.

Overall, all parts and labor for the repair will be claimed via the WRJ5 Workshop campaign. ARA4 warranty claim should be used for mobility only. WRE1-3 should be claimed for \$0.

Campaign Claiming instructions

Campaign	ARA4	WRJ5	WRE1/2/3
Parts	0 Parts Mark ARA4 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	0 Parts Mark as "Campaign Not feasible" and check the "Warranty Relevant" box
Labor	0 TU Labor Mark ARA4 as "Campaign Not feasible" and check the "Warranty Relevant" box	1085 TU – Auto populated, which includes Battery R&R Leak Test Shipping Prep to EVBS	0 TU Labor Mark as "Campaign Not feasible" and check the "Warranty Relevant" box
Sublet	None No sublets are possible after claiming Campaign Not Feasible.	Customer Mobility Other customer satisfaction (as necessary)	None

WRJ5 includes Scopes 1, 2, 3, 7, and 8, which 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 if the HV Battery fails the leak test and must be replaced at the PC. All parts will need to be added manually, and labor will pay out 1085 TU.
- WRJ5 Scope 3 - Claim Scope 3 if the HV Battery requires replacement after it reaches EVBS. All parts will need to be added manually, and labor will pay out 1085 TU. This should only be claimed under PCNA direction.
- WRJ5 Scope 7 - Claim Scope 7 if more than 1 HV module is replaced by EVBS. All parts will need to be added manually, and labor will pay out 1085 TU.
- WRJ5 Scope 8 - Claim Scope 8 only under PCNA direction.



Information

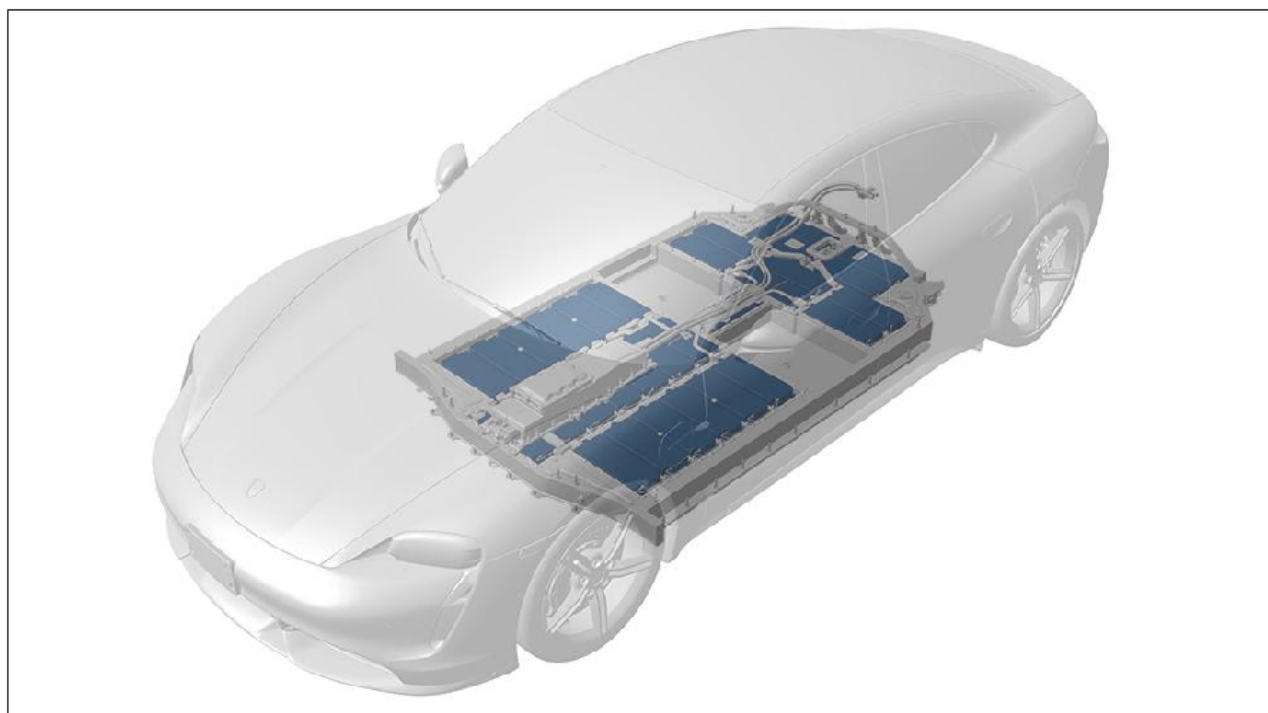
Processing campaign ARA4

As a procedural safeguard and for control purposes, this action will involve a **two-fold implementation**. This means that administrative **processing and all preparatory activities** are carried out via the **recall campaign ARA4** and the **operational exchange of the cell block module** takes place via the parallelly assigned **accompanying action WRJ5**.

Affected vehicles:

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

Installation Position:



Installation position: Cell block module

Required tools



Information

Tools:

- T40262 - T40262 - Locking cap
- VAS 6558A - High-voltage test adapter

- VAS 6883 - Insulated tool set.
- VAS 531 011 - Cooling system service equipment
- P90012 - 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



Information

The **part numbers** of the **required parts** for the respective vehicle can be seen in the **assigned scope of the accompanying campaigns WRE1, WRE2 or WRE3**.

An overview of the required parts is given in the Excel table in the PPN document for the campaign.

Parts overview (example graphic)

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"** and after carrying out the campaign, return it using the PIWIS Tester.
- 2 Remove the battery and prepare for shipment to EVBS. These instructions are contained within ⇒ *Workshop Manual 'Removing and installing high-voltage battery'*. Be sure to remove the equipotential bonding line from the vehicle chassis as shown in step 19.
- 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. **DO NOT** remove the diaphragm. Leak test per **WM 270803 Carrying out leak tests on high-voltage battery** utilizing tool **T90012**.

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 ARA4 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. Replace the front axle support rear section as shown in WM 400819 Removing and installing the front axle support (rear section) before moving the vehicle without its HV battery. Save the screws that fasten to the holes in the HV battery frame (locations 1-4 in torque sequence diagram) for final reinstallation. 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 Replacing cell block module and - installation instructions for the HV Battery are contained in "Reworking" Section, steps 14 through 27 of WM 270855 Replacing cell block module.

- 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 Enter the campaign in the Warranty and Maintenance logbook. 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.

Warranty processing

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

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- WRJ5 Scope 3 - Claim Scope 3 if the HV Battery requires replacement after it reaches EVBS. All parts will need to be added manually, and labor will pay out 1085 TU. This should only be claimed under PCNA direction.
- WRJ5 Scope 7 - Claim Scope 7 if more than 1 HV module is replaced by EVBS. All parts will need to be added manually, and labor will pay out 1085 TU.
- WRJ5 Scope 8 - Claim Scope 8 only under PCNA direction.

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: **Not valid for US Market**

Scope 2: **Replacing cell block module of high-voltage battery**

- The campaign was carried out in full by the **high-voltage support point** (repair depth 3).

Labor time:

Replacing cell block module

Labor time: **0 TU**

⇒ **Damage Number ARA4 099 000 2**

Invoicing of any additional costs incurred as part of ARA4

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 ARA4 with the designation "Transport flat rate" (type: sublet) as an additional part.

Costs for vehicle storage

If third-party parking spaces are used for storing affected vehicles, the costs incurred can be invoiced as an additional part in the warranty claim for recall campaign ARA4 .

Up to \$ 10.85 per day can be invoiced for storing the vehicle.

Costs for customer mobility

If necessary, customer mobility can be granted until the workshop appointment and for the duration of the implementation of the campaign. The current rules governing the Customer Mobility Program 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)

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