WSE2 - Re-Program High-Voltage Battery Control Unit (Workshop Campaign)

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: **Panamera E-Hybrid (YAA)**
Cayenne E-Hybrid (9YA/9YB)

Concerns: **High-voltage battery control unit**

Cause: **Due to a software error in the high-voltage battery control unit, a red warning message "Stop vehicle safely" may appear in the instrument cluster.**

Actions:
- Re-program the high-voltage battery control unit with the **latest** PIWIS Tester software release.
- Minimum requirement: Release **43.400.025**

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

Required tools

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

Re-program high-voltage battery control unit

1 Heed general preliminary work for control unit programming. ⇒ *Workshop Manual 'Basic instructions and procedure for control unit programming using the PIWIS Tester'*

2 Connect PIWIS Tester to the vehicle and switch it on.

3 Switch on ignition and have the **high-voltage system enabled** via the tester sequence "Automatic verification of de-energization". ⇒ *Workshop Manual '277583A1 Deactivation/commissioning of the high-voltage system'*

4 Start logging.

5 **Re-program high-voltage battery control unit.**

Required PIWIS Tester software release:	**43.400.025** (or higher)
Type of control unit programming:	Control unit programming using the **"Campaign" function in the additional menu** on the PIWIS Tester by entering a programming code.
Programming code:	▪ **G3B1D** (Panamera) ▪ **E3B1D** (Cayenne)
Programming sequence:	Read and follow the **information and instructions on the PIWIS Tester** during the guided programming sequence. **Do not interrupt the programming and coding process.** A backup documentation process for the re-programmed software releases starts after programming and coding.
Programming time (up to):	**10 minutes**
Procedure if error messages appear during programming sequence:	⇒ *Workshop Manual '9X00IN Basic instructions and procedure for control unit programming using the PIWIS Tester'*

6 Re-activate the high-voltage system. ⇒ *Workshop Manual '277583A1 Deactivation/commissioning of the high-voltage system'*

7 Read out all **fault memories**. If necessary, work through existing faults and delete them.

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.

8 End logging.

9 Enter the campaign in the Warranty and Maintenance Logbook.

Warranty processing

Information

The specified labor times were determined specifically for carrying out this campaign and include all necessary preliminary work and rework. The labor times may differ from the labor time published in the Labor Operation List in the PCSS.

Scope 1: Re-program high-voltage battery control unit

- **Panamera E-Hybrid**

Labor time:

Re-program high-voltage battery control unit — Labor time: **95 TU**

Includes:
- Connect and disconnect battery charger
- Connect and disconnect PIWIS Tester
- Deactivate and activate high-voltage system
- Read out and delete fault memory

Invoicing: ⇒ Damage number WSE2 66 000, Repair Code 1

Scope 2: Re-program high-voltage battery control unit

- **Cayenne E-Hybrid**

Labor time:

Re-program high-voltage battery control unit — Labor time: **94 TU**

Includes:
- Connect and disconnect battery charger
- Connect and disconnect PIWIS Tester
- Deactivate and activate high-voltage system
- Read out and delete fault memory

Invoicing: ⇒ Damage number WSE2 66 000, Repair Code 1

Additional instructions if programming is aborted

Information

If individual programming steps or rework could not be carried out correctly, follow 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 "Troubleshooting"'*

During programming **always** create a **logging** and, **in the event of a fault**, an **VAL (error analysis log)** with the PIWIS Tester.

Work Procedure:

Situation:	**Action:**
After cancelling the control unit programming, the fault memory entry **U003800 - Private CAN bus, no communication (D12B02)** is displayed in the control unit.	Repeat control unit programming with the following programming code: ▪ **G3B3C** (Panamera) ▪ **E3B3C** (Cayenne)
Locking time is active and the programming is cancelled repeatedly as a result.	▪ Deactivate high-voltage system. ▪ Start logging. ▪ Erase fault memory from BMC's (Faults remain active because the high-voltage system has been deactivated; faults can be ignored in this step). ▪ Using the "Campaign" function in the additional menu, enter the campaign code "G3B1D" (Panamera) or enter "E3B1D" (Cayenne). ▪ If the programming process runs without errors: **End logging and park vehicle (no further steps necessary)**. ▪ If the programming process does not run correctly (blocking time error): Cancel campaign, switch back to the control unit overview and continue with the next step. ▪ When the ignition is switched on, leave the vehicle incl. the vehicle communication module (VCI) plugged in for 15 min. ▪ After 15 minutes, use the additional menu to re-enter the campaign code "G3B1D" (Panamera) or "E3B1D" (Cayenne) (there should no longer be a blocking time error).

	▪ **If the programming process runs without errors: End logging and park vehicle (no further steps necessary).** ▪ If the programming process did not run correctly: End logging and create VAL; create PRMS ticket and attach logging.