No Vehicle Electrical System Voltage / 12 V Lithium-Ion Vehicle Electrical System Battery Discharged - Unlocking or Starting the Vehicle is Not Possible (SY 36/25)

Modifications overview

Release	Date	Modification
0	05/27/2025	▪ First publication
1	07/09/2025	▪ Final software solution available for 2025 vehicles

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

Model Year: **2025**

Equipment: Lightweight starter battery (LiFePO4) 40 Ah **(M-No. J2B)**

Concerns: **Vehicle electrical system battery**

Symptom: **The customer complains about a de-energized vehicle that cannot be unlocked or otherwise cannot be made ready for driving.**

The following fault memory entry can be stored in the fault memory of the Gateway control unit:

- **P1B0200** – "12 Volt battery monitoring, not functioning" **(82000C)**

Cause: The charge state of the 12 Volt vehicle electrical system battery from manufacturer A123 (40 AH) is not calculated correctly over the vehicle's service life, which can result in the described symptom.

Remedial Action: Depending on whether workshop campaign WRV3 on the affected vehicle is still open, either:

- Carry out WRV3 workshop campaign

or

- Re-program the battery sensor using the PIWIS Tester

Information

The minimum programming requirement is the PIWIS Tester software release: **43.400.060** (or higher).

Information

Replacement of the vehicle electrical system battery does not correct the problem in this complaint and does not provide any remedy.

Required Tools

Tools:

- **P90999 - PIWIS Tester 4**
- Battery charger with a current rating of **at least 90 A** and a **current and voltage-controlled charge map** for lithium starter batteries, e.g. **VAS 5908 - battery charger 90 A**. For further information about the battery chargers to be used, see the corresponding Workshop Manual. ⇒ *Workshop Manual '270689 Charge 12 Volt lithium-ion vehicle electrical system battery'*

Check vehicle for workshop campaign WRV3, then charge vehicle electrical system battery and re-programme battery sensor

Work Procedure:

1 Check whether the vehicle is assigned to workshop campaign WRV3.

Information

Starting with PIWIS Tester software release 43.400.060, the latest software for the battery sensor is already integrated in workshop campaign WRV3. For this reason, it is not necessary to carry out the technical information for vehicles for which the workshop campaign WRV3 has **not yet** been carried out.

Assessment	**Action**
Vehicle is assigned to WRV3 and this has **not yet been carried out.**	Carry out WRV3 workshop campaign. **End of action.**
Vehicle is assigned to WRV3 and this has **already been carried out.**	Continue with Step ⇒ 2.

2 **Fully** charge vehicle electrical system battery.
Observe the work procedure when the deep discharge protection of the 12 Volt lithium-ion vehicle electrical system battery is triggered.
⇒ *Workshop Manual '270689 Charge 12 Volt lithium-ion vehicle electrical system battery'*

3 Re-program battery sensor.

The basic work procedure for control unit programming is described in the Workshop Manual.
⇒ *Workshop Manual '9X00IN Basic instructions and procedure for control unit programming using the PIWIS Tester'*

Specific information on control unit programming in the context of this Technical Information:

Required PIWIS Tester software release:	**43.400.060** (or higher)
Type of control unit programming:	Control unit programming using the **"Automatic programming"** function of the control unit: **'Gateway'** control unit – **'Coding / Programming'** menu – **'Automatic programming'** function.
Programming sequence:	Read and follow the **information and instructions on the PIWIS Tester** during the guided programming sequence. During the programming sequence, the control unit is **re-programmed** and then **automatically re-coded**. **Do not interrupt the programming and coding process.** Backup documentation for the re-programmed software releases starts after programming.
Programming duration:	Programming takes up to **4 minutes**, depending on equipment.
Software programmed during this action:	▪ **Gateway control unit (battery sensor)** Software release: **4420** (or higher) Following control unit programming, the software release can be read out from the relevant control unit using the PIWIS Tester in the menu ⇒ "Incremented identifications".
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.

4 Read out and delete all control unit fault memories.

5 End diagnostic application, end readiness for operation and disconnect **P90999 - PIWIS Tester 4** from vehicle.

6 Switch off and disconnect the battery charger.
⇒ *Workshop Manual '270689 Charge 12 Volt lithium-ion vehicle electrical system battery'*

Labor position and PCSS encryption

Labor position:

APOS	**Labor operation**	**I No.**
90352541	Programming gateway control unit	

PCSS encryption:

Location (FES5)	27060	Vehicle electrical system battery
Damage type (SA4)	1611	does not function