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	▪ Model year range updated

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

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

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.

Information

Currently, only one temporary remedial action is available that significantly reduces the recurrence of the error.

The final remedial action is currently being worked on.

As soon as the final remedy is available, the present symptom-based repair description (SY) will be adjusted accordingly.

Remedial Action: Fully charge the vehicle electrical system battery until a final remedial action is available and in the event of an existing customer complaint **and thereafter** re-program the battery sensor using the PIWIS Tester.

During programming, the existing software for the battery sensor is overwritten with the same software version and the learning values of the battery are reset for a recalculation of the charge state.

Information

The minimum programming requirement is the PIWIS Tester software release **43.400.010** (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'*

Charge vehicle electrical system battery and then re-program battery sensor

Work Procedure:

1 **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'*

2 Re-program battery sensor.

The basic 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:	**43.400.010** (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:	**BDM_J1_OW**
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 **re-codedautomatically**. **Do not interrupt programming and coding process.** A backup documentation process for the re-programmed software releases starts once programming and coding is complete.
Programming duration:	Programming takes up to **4 minutes**, depending on equipment.
Software release programmed during this action:	▪ **Battery sensor** Software release: **Unchanged** **Notice:** During programming, the existing software for the battery sensor is overwritten with the same software version and the learning values of the battery are reset for a recalculation of the charge state.
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 - section on "Troubleshooting"'*.
Procedure in the event of a termination in the control unit programming:	Repeat control unit programming by re-entering the programming code.

3 Read out and delete all control unit fault memories.

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

5 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