

Active Red Warning Message "Electrical System Fault - Stop Vehicle Safely" / Fault Memory Entry "POE9D00" In the Front (A49) or Rear (A50) High-Voltage Power Electronics Control Units (53/25)

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

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

Concerns: **Front high-voltage power electronics (A49)
Rear high-voltage power electronics (A50)**

Cause: **The customer is complaining about the red warning message "Electrical system fault - Stop vehicle safely" lighting up on the instrument cluster.**

The following fault memory entry is stored in the fault memory of the front high-voltage power electronics control unit (A49) and/or the rear high-voltage power electronics control unit (A50):

- **POE9D00** – DC/DC converter – current sensor 2, short circuit to ground (00AC8E)

After a change in operational readiness (ignition change), the fault will no longer be active to begin with.

Cause: The cause may be a diagnostic threshold that is set too low for current monitoring in the software of the front (A49) and rear (A50) power electronics control units.

Action: If there is a customer complaint, re-program the front high-voltage power electronics control unit (A49) **and** rear high-voltage power electronics control unit (A50).

Then perform a test drive and check the fault memory of the front high-voltage power electronics control units (A49) **and** rear high-voltage power electronics control unit (A50) again.



Information

The minimum requirement for programming is the PIWIS Tester software release: **43.500.000** (or higher)

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 battery and vehicle electrical system'*

Re-programming control unit for front high-voltage power electronics (A49) and control unit for rear high-voltage power electronics (A50)

Work Procedure: 1 Re-program control units for high-voltage power electronics at the front (A49) and rear (A50).

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 test software release:	43.500.000 (or higher)
Type of control unit programming:	Control unit programming using the " Automatic programming " function of the respective control unit: Control unit for " Front high-voltage power electronics (A49) " and control unit for " Rear high-voltage power electronics (A50) " – " Coding / programming " menu – " Automatic programming " function.
Programming sequence:	Read and follow the information and instructions on the PIWIS Tester during the guided programming sequence. As part of the programming sequence, the respective control units for high-voltage power electronics at the front (A49) and rear (A50) are reprogrammed and then automatically recoded . Do not interrupt the programming and coding process. Once the control units have been programmed and coded, you will be prompted to switch the ignition off and then back on again after a certain waiting time. Backup documentation of the new software releases is then performed.
Programming time:	Programming takes up to 15 minutes , depending on equipment.

Data record programmed during this programming:	<ul style="list-style-type: none"> ▪ Control unit for front high-voltage power electronics (A49) ▪ Control unit for rear high-voltage power electronics (A50) <p>Software release: 0023 (or higher)</p> <p>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'.</p>
Procedure in the event of error messages appearing during the programming sequence:	⇒ <i>Workshop Manual '9X00IN Basic instructions and procedure for control unit programming using the PIWIS Tester - Section on "Troubleshooting"</i>
Procedure in the event of a termination in the control unit programming:	Repeat control unit programming by restarting programming.

- 2 Read out and delete all control unit fault memories.
- 3 End diagnostic application, end readiness for operation and disconnect **P90999 - PIWIS Tester 4** from vehicle.
- 4 Switch off and disconnect the battery charger.
⇒ *Workshop Manual '270689 Charging vehicle electrical system battery'*

Perform a test drive and check the fault memory.



Information

After the software update has been completed, perform a test drive with increased torque demand.

- Work Procedure: 1 After the test drive, check the fault memory of the control units for the front high-voltage power electronics (A49) and of the control unit for the rear high-voltage power electronics (A50) again for the fault memory entry "**P0E9D00** – DC/DC converter – current sensor 2, short circuit to ground (00AC8E)".

Assessment		Action
(✓)	Fault memory entry not saved again.	End of action.
(x)	Fault memory entry saved again.	Work through guided troubleshooting.

Labor position and PCSS encryption

Labor position:

APOS	Labor operation	I No.
27912540	Re-programming control unit for high-voltage power electronics	

PCSS encryption:

Location (FES5)	27910	High-voltage power electronics
Damage type (SA4)	1134	Programming error

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