

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
4	11/19/2024	▪ Addition of Information note for MY20 vehicles under Work Procedure step 7
5	02/18/2025	▪ Addition of information: Procedure for multiple campaigns on cell modules
6	03/07/2025	▪ Update of Repair depth
7	09/22/2025	▪ Information added regarding scope 14, 15, and 16 of WRJ5

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. J9K)**:
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. J9I)**:
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. ARB5 and WRE1-3 should both both closed and claimed for \$0 in WWS by marking the campaign as "Not Feasible" and selecting the "Warranty Relevant" flag.

**Information****Processing campaign ARA4**

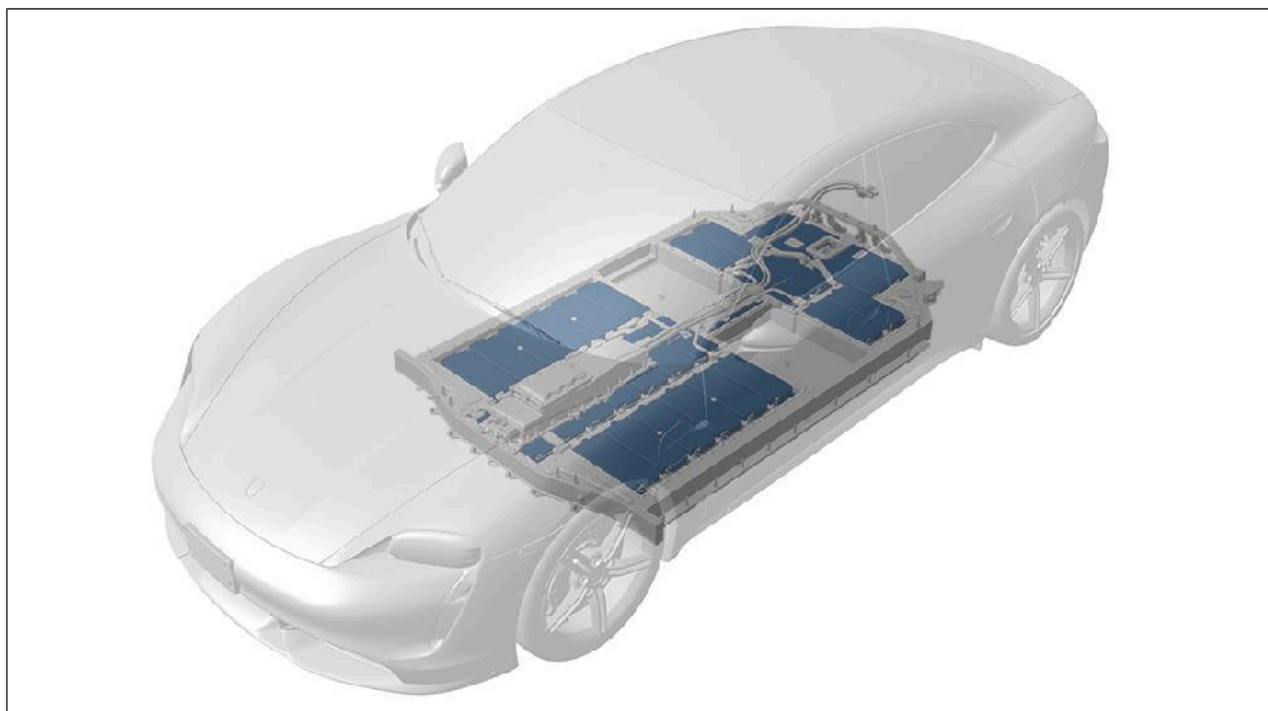
As a procedural safeguard and for control purposes, this action will involve a **two-fold implementation**. This means that administrative **processing and all preparatory activities** are carried out via the **recall campaign ARA4** and the **operational exchange of the cell block module** takes place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

- 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.

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 'WM 270819 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.



Information

NOTE: For MY20 vehicles, please observe the following TI when carrying out APB5 and ARA4: **TI, 2708 Replacement Requirement for Cell Module for High-Voltage Battery on Vehicles Model Year L (2020): Observe Specified Procedure (133/23)**

- 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.



Information

Procedure for multiple campaigns on cell modules

Please note that open campaigns involving a **cell module replacement** (APB5, ARA4, and ARB5) must be completed before conducting a VAL evaluation.

Why not perform a direct VAL evaluation after replacement?

If the evaluation is performed immediately after replacement, the result will likely still show as "**Red**" within PCSS for ARB6 and/or ARB7.

A direct VAL evaluation is not effective because the following criteria must first be met:

- **At least two VAL evaluations** after the replacement.

- **2-3 charge cycles** must be completed.
- A **capacity adaptation (reset)** is required to neutralize the results.
- The inclusion of **GBT codes** in the database must be ensured.

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

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 WRJ50000003 - Battery Transport costs to and from EVBS. Must be claimed under this part number in PCSS and not as a sublet. A copy of the invoice showing the actual amount must be attached to the job line / claim.	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, 8, 14, 15, and 16, 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.
- **WRJ5 Scope 14:** Claim Scope 14 if the HV Battery fails the leak test and must be replaced at the PC. Includes installation of new J1.2 HVB and first-time conversion. All parts will need to be added manually, and labor will pay out 1604 TU.
- **WRJ5 Scope 15:** Claim Scope 15 only under PCNA direction.
- **WRJ5 Scope 16:** Claim Scope 16 if the HV Battery requires replacement after it reaches EVBS. Includes installation of new J1.2 HVB and first-time conversion. All parts will need to be added manually, and labor will pay out 1604 TU.

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)

Important Notice: Technical Bulletins issued by Porsche Cars North America, Inc. are intended only for use by professional automotive technicians who have attended Porsche service training courses. They are written to inform those technicians of conditions that may occur on some Porsche vehicles, or to provide information that could assist in the proper servicing of a vehicle. Porsche special tools may be necessary in order to perform certain operations identified in these bulletins. Use of tools and procedures other than those Porsche recommends in these bulletins may be detrimental to the safe operation of your vehicle, and may endanger the people working on it. Properly trained Porsche technicians have the equipment, tools, safety instructions, and know-how to do the job properly and safely. Part numbers listed in these bulletins are for reference only. The work procedures updated electronically in the Porsche PIWIS diagnostic and testing device take precedence and, in the event of a discrepancy, the work procedures in the PIWIS Tester are the ones that must be followed.

© 2025 Porsche Cars North America, Inc.