

WSQ7 - Re-Programming High-Voltage Voltage Converter Control Unit (Workshop/OTA 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

Vehicle Type: Taycan (Y1A/Y1B/Y1C)

Concerns: High-voltage voltage converter control unit

Cause: **During DC rapid charging processes at public charging pedestals, charging current peaks that do not comply with the standard can permanently lead to deactivation of the DC rapid charging option for component protection.**

As a result, the respective vehicle can then only be charged using alternating current (AC).

Action: Re-program the high-voltage voltage converter control unit with the **latest** Porsche Tester software release in each instance.

- Minimum requirement: Version **43.700.040**



Information

Scope definition

Scope 1: Over-the-Air (OTA) software update **via PCM**.

- Please note that the OTA software updates should generally be installed by the driver (main user) via the Porsche Communication Management (PCM), provided that the software package for the campaign has been downloaded to the vehicle via OTA (**Scope 1**) and the update is subsequently displayed in the PCM "Updates" menu.

Scope 2: Re-program the high-voltage charger (OBC) control unit **using the Porsche Tester**.

- For vehicles on which the preconditions for performing an OTA software update are not met at the time of publication of the campaign (Non-Connect market/online software update in MyPorsche deactivated/Privacy Mode/guest user), no OTA update is displayed in the vehicle (PCM). These vehicles are therefore assigned to **Scope 2** of this campaign and must be updated with the current Porsche Tester software for the corresponding control unit.

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

Required tools

- Tools:
- **P90999 - P90999 - Porsche Tester 4** with installed software release **43.700.040** (or higher).
 - 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**

Re-program the high-voltage voltage converter control unit.

Work Procedure: 1 Re-program the "**High-voltage voltage converter**" control unit.

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

Specific information on control unit programming during this campaign:	
Required Porsche Tester software release:	43.700.040 (or higher)
Type of control unit programming:	Control unit programming using the ' Automatic programming ' function of the high-voltage voltage converter control unit.
Programming sequence:	<p>Read and follow the information and instructions on the Porsche Tester during the guided programming sequence.</p> <p>Do not interrupt the programming and coding process.</p> <p>A backup documentation process for the re-programmed software releases starts once programming and coding is complete.</p>
Programming time (approx.):	6 minutes
Software release programmed during this campaign:	<ul style="list-style-type: none"> ▪ High-voltage voltage converter control unit charger: 1407 <p>Following control unit programming, the software release can be read out from the respective control unit using the Porsche Tester in the menu ⇒ 'Extended 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 abnormal termination of control unit programming:	Repeat control unit programming by restarting programming.

2 Read out and delete all control unit fault memories.

- 2.1 In the control unit selection ('Overview menu') press **F7** to call up the Additional menu.
- 2.2 Select the 'Read all fault memories and erase if required' function and press **F12** ('Next') to confirm.



Information

If control units are found to have faults that are **not** caused by control unit programming, they must first be **located** and **corrected**. This work **cannot** be invoiced under the workshop campaign number.

- 3 Press **F3** to start the integration test in the control unit selection.

There must be no composite damage! Optional control unit updates can be ignored.



Information

If a deviation in the integration test is still indicated despite the programming carried out, this must be repeated. If the deviation persists, contact Technical Support.

- 4 Enter the campaign in the warranty and maintenance logbook.

Warranty processing

Scope 1: **Over-the-Air (OTA) software update via PCM.**

- No invoicing possible

Scope 2: Re-program the high-voltage voltage converter **using the Porsche Tester** control unit.

- Vehicles without OTA activation

Labor time:

Re-program the high-voltage voltage converter control unit.

Labor time: **44 TU**

Includes: Connect and disconnect the battery charger
 Connecting and disconnecting Porsche Tester
 Read out and delete the fault memory

⇒ **Damage number WSQ7 066 000 1**

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