

Various Complaints About the Central Computer (PCM) Regarding System Stability, Navigation Operation and Charge Planning (47/26)

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

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

Concerns: **Over-the-air control unit (OTA) and central computer (PCM)**

Information: **Optimized software for the over-the-air (OTA) control unit and the central computer (PCM) is available for the affected vehicles.**

Software optimization includes:

- General improvements in system performance
- Improved system stability and operating logic of the navigation functions
- Functional adaptations to reduce long charging times
- Revised route and charging planning with an extended range of functions
- Increased robustness against display faults, navigation aborts and black screens/resets

Action: In the event of a complaint, reprogram the over-the-air (OTA) control unit **and** the central computer (PCM) using the Porsche Tester



Information

The minimum programming requirement is the Porsche Tester software release: **44.100.020** (or higher).

Required tools

- Tools:
- **P90999 - Porsche 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'*
 - **USB storage medium Type A+C 32 GB (for PCM update)**

Re-programming over-the-air (OTA) and central computer (PCM) control unit

- 1 Re-programming over-the-air (OTA) control unit

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 during this action:

Required Porsche Tester software version:	44.100.020 (or higher)
Type of control unit programming:	Control unit programming using the " Automatic programming " function in the over-the-air (OTA) control unit. 'Over-the-air (OTA)' control unit 'Coding/programming' – 'Automatic programming' function.
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. A backup documentation process for the re-programmed software release starts as soon as programming and coding is complete.
Programming duration:	Programming takes up to 20 minutes , depending on equipment.
Software release programmed during this action:	• Over-the-air (OTA) control unit Software release: 1817 (or higher) 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'.
Procedure if error messages appear during the programming sequence:	⇒ <i>Workshop Manual '9X00IN Basic instructions and procedure for control unit programming using the PIWIS Tester'</i>
Procedure in the event of an abort of the control unit programming:	Repeat control unit programming by restarting programming.

- 2 Select Guest account from the central display (PCM) and activate **Privacy mode**.

**Information**

If Privacy mode is not active, programming may be aborted, resulting in a defect in the central computer (PCM).

- 3 Re-program the control unit for the central computer (PCM).



Information

The central computer (PCM) software update is performed using a USB storage medium. The software release that is specific to each region must be **downloaded** using the software tool **PiUS** (Porsche integrated Update Service) and must be **installed** on a blank USB storage medium.

Pay particular **attention** to the following:

- For this PCM software update, the USB storage medium USB Type A+C 32 GB must be used.
- To use the software tool, **one** blank or re-writable USB storage medium is required for **each** individual software.
- The software available in PiUS must **only** be used in accordance with the instructions provided in a Technical Information published for this purpose.

The software listed here may **only** be used on **vehicles covered by this Technical Information**. Damage to the central computer cannot be ruled out if the software is used on other vehicles.

You will find further information on how to install and use the PiUS software tool in the PPN portal under "**PiUS (Porsche integrated Update Service) goes live**".

Unless already done otherwise, prepare a USB stick with the **required** PIUS software.

PiUS software part number	Designation – Region
9Y2909000AH	USB storage medium for PCM update – North America – Mexico

Specific information on control unit programming during this action:

Required Porsche Tester software version:	44.100.020 (or higher)
Type of control unit programming:	In the control unit selection (' Overview ' menu), select the Central computer (PCM) control unit and select the ' Service/repairs ' menu. Select the ' Install software update ' function and press F12 ('Next') to perform the software update.
Programming code:	J1U2P

Programming sequence:	Read and follow the information and instructions on the Porsche Tester during the guided programming sequence. Do not interrupt the programming and coding process. A backup documentation process for the re-programmed software releases starts after programming and coding.
Programming duration:	Programming takes up to 32 minutes , depending on equipment.
Software release programmed during this action:	<ul style="list-style-type: none"> ▪ Control unit for central computer (PCM) Software release: 3892 (or higher) 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'.
Procedure if error messages appear during the programming sequence:	⇒ <i>Workshop Manual '9X00IN Basic instructions and procedure for control unit programming using the Tester - section on "Troubleshooting"</i>
Procedure in the event of an abort of the control unit programming:	Repeat control unit programming by restarting programming.



Information

If, despite the programming performed, a deviation is still displayed during the integration test, the test must be carried out again. There must be no breaches of integration!

Control units with optional software can be ignored – with the exception of the over-the-air (OTA) and central computer (PCM) control units.

- 4 Establish bus idle for **at least 5 minutes** on the vehicle and complete the following steps:
 - Disconnect the battery charger
 - End the diagnostic application, end readiness for operation and disconnect **P90999 - Porsche Tester 4** from the vehicle
 - Lock the vehicle
 - Place driver's key outside the frequency range of the vehicle
- 5 Read out and delete all control unit fault memories.



Information

If control units are found to have faults that are **not** caused by control unit programming, they must first be **located** and **corrected**.

- 6 End the diagnostic application, end readiness for operation and disconnect **P90999 - Porsche Tester 4** from the vehicle.
- 7 Switch off and disconnect the battery charger.
 ⇒ *Workshop Manual '270689 Charging vehicle electrical system battery'*

Labor position and PCSS encryption

Labor position:

APOS	Labor operation	I No.
91522541	Re-programming over-the-air (OTA) and central computer (PCM) control unit	

PCSS encryption:

Location (FES5)	91520	Central computer
Damage type (SA4)	1613	occasionally not functioning

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.

© 2026 Porsche Cars North America, Inc.