

WTL5 Over-the-Air (OTA) Update– Re-programming the high-voltage battery control unit (BMCe)

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ID Number	WTL5
Model(s)	Taycan (Y1A/Y1B/Y1C)
Model Year(s)	2020-2023
Issue Description	Optimized software is available for the high-voltage battery control unit (BMCe). This update improves the on-board diagnostic function to detect potential anomalies within the high-voltage battery.
What should Porsche Centers do?	In rare instances, customers may request assistance with the update. If a customer requests assistance, please use TI No. 192-20 to complete the campaign. Please see the below note on "Invoicing Expenses for Performing OTA updates". Please note that this software-update is only installed over-the-air. No proactive programming with the Porsche Tester is planned for vehicles for which the prerequisites for carrying out an over-the-air software update are not met (online software update deactivated in MyPorsche/Privacy Mode activated/Connect main user not logged in).
Parts Status	Status 0 - No parts needed.

Invoicing Expenses for Performing OTA updates

PCM

Any OTA update performed via PCM unfortunately cannot be invoiced. Porsche AG will see in the system that the update was done via PCM and the OTA update will close automatically in PCSS 1-2 days after the update. Your PC can see that this has happened because in the PCSS vehicle history it will show the OTA update completed (WSS4, WTD4, etc.) and the dealer number on that job line will be 1000001, instead of a usual US dealer number. The update will then be listed under Closed Campaigns in PCSS.

PIWIS Tester

All additional expenses for dealers in terms of OTA updates via the PIWIS Tester will be covered by PAG.

For such cases, we will need to add the relevant vehicles to a separate campaign scope for the workshops. The procedure then will be as follows:

- OTA scope 1 for OTA-only updates is assigned to all relevant vehicles at the launch.
- Customer visits workshop due to issues or because of "OTA denial".
- Dealer performs OTA update and other needed repairs via PIWIS Tester.
- Dealer creates PRMS Warranty/Campaigns ticket with documented repair measure or customer statement and sends ticket to PCNA.
- PAG will assign the vehicle to scope 2 (OTA at workshop). Scope will cover 0 TU/0 parts.
- PRMS ticket will be returned to dealer with change to scope 2 noted.
- Dealer claims scope 2 and adds all true expenses (labor time and parts, if needed) as subsequent claim to the campaign claim.