

Symptom-based workshop manual

Service

86/20 ENU 3838

3

Transmission Symptom - Yellow Warning Message, Jammed Claw Clutch, P1 D2E00, 00ABC8 (SY 86/ 20)

Change overview:

Release	Date	Change
0	6/29/2020	• First publication
1	7/20/2020	• Update of Work Procedure
2	2/9/2024	• Document completely revised • Affected order types and model years added
3	7/26/2024	• Affected order types and model years added • Update of Labor operation

Model Line: Taycan (Y1A/ Y1B/ Y1C)

Model Year: As of 2020

Concerns: Automatic transmission

Symptom: The customer complains about an active yellow warning message "Transmission faulty - driving permitted".
The vehicle no longer changes into 2nd gear, but can still be moved forwards and backwards. From a speed of 50 km/h (30 mph), the warning message "Transmission faulty - reduced driving possible" appears on the instrument cluster.
The following fault memory entry is stored in the fault memory of the DME control unit:

- P1 D2E00 - Shift monitoring, claw clutch, timeout during disengagement (00ABC8)

Cause: The symptom is caused by radial jamming of the claw clutch (claw clip) in the automatic transmission.

Remedial Action: If a complaint is made, perform an actuator test and, if necessary, release the jammed claw clutch with a manual torque load.

Required tools

Tools:

- P90999 - PIWIS Tester 4
- Battery charger with a current rating of at least 90 A, e.g., VAS 5908 90-A battery charger. For further information about the battery chargers to be used, see the corresponding Workshop Manual.
⇒ Workshop Manual '270689 Charging vehicle electrical system and battery'

Review claw clutch clamps



Information

Always make sure that the power supply on the vehicle is not interrupted while working with the PIWIS Tester. A battery charger with a current rating of at least 90 A must be connected to the vehicle battery.

The PIWIS Tester instructions take precedence and in the event of a discrepancy these are the instructions that must be followed. Deviations may occur with later software releases.

The procedure described here has been structured in general terms; different text or additions may appear in the PIWIS Tester.

- Work Procedure: 1 Connect and switch on the battery charger.
- 2 Place original remote control in emergency start tray.



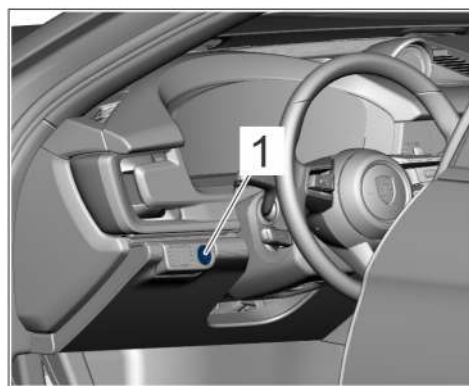
Information



Place remote control in emergency start tray

Switch on ignition: Press the Start-Engine-Stop ⇒ *Start-Engine-Stop button - 1* - button without stepping on the brake pedal.

- 3 Connect PIWIS Tester to the vehicle and start. Switch on the ignition.
- 4 Carry out actuator test for servo motor (clutches).
- 4.1 Select the DME control unit in the control unit selection screen (⇒ "Overview" menu).
 - 4.2 Select the "Actuator tests" menu.
 - 4.3 Select the 'Campaign' function and press • F12" ('Next') to confirm your selection.
 - 4.4 Select sequence for " Servo motor (clutches) -select "F1 Help" and confirm with • F12" (Next).
 - 4.5 Observe preconditions for actuator testing under • F1" .



Start-Engine-Stop button

4.6 Start the check from “Shift_Positon” by selecting value “2nd gear” and confirm with • F8“ .

Assessment		Action
(✓)	Check is performed and the 2nd gear is engaged.	Claw clutch not jammed. Delete passive fault “P1 D2E00 - Shift monitoring, claw clutch, timeout during installation (00ABC8)”. Continue with Step 5.
(✗)	Check is not performed and the 2nd gear is not engaged.	Release jammed claw clutch manually. Continue to ⇒ <i>Technical Information '270689 manually release the jammed clutch'.</i>

5 Erase fault memory.

6 Switch off ignition. Disconnect the PIWIS Tester from the vehicle.

Manually release the jammed clutch



Information

- A jammed claw clutch can be released by a high torque drive in the transmission.
- High torques can only be transferred on a dry and paved road.
- The torque load can be achieved by accelerating several times with different loads (pedal positions) and driving modes (no high speeds are necessary).

1 Have a second person to operate the PIWIS Tester during the test drive.

2 Review transmission position while driving.

2.1 Select the DME control unit in the control unit selection screen (⇒ “Overview” menu).

2.2 Select the “Actual values input signals” menu.

2.3 Select the “G_Transmission” function and press • F12“ (‘Next’) to confirm your selection.

2.4 Select actual value “G030_Transmission position, actual position from sensor value” and confirm with • F12“ (Next).



Information

Under ‘Value’ either “R/ 1st gear” or “2nd gear” is displayed. If under ‘Value’ “2nd gear” is displayed, the claw clutch has been freed.

2.5 Load vehicle at a suitable location with high torque requirements, changing between the different loads and checking whether the transmission is shifting into second gear.

**Information**

In rare cases, it may be necessary to carry out a Launch Control start (racing start) several times in Sport+ mode by pressing the accelerator pedal several times after starting up.

It is mandatory to observe the respectively valid statutory regulations (road traffic regulations). Please also see the ⇒ Owner's Manual in the chapter "Launch Control".

Assessment		Action
(✓)	The automatic transmission changes to 2nd gear.	Jammed claw clutch is released. - Delete passive fault "P1 D2 E00 - Shift monitoring, claw clutch, timeout during installation (00ABC8)". - Switch off ignition. - Disconnect the PIWS Tester from the vehicle.
(✗)	The automatic transmission does not change to 2nd gear.	Jammed claw clutch cannot be released. Replace the automatic transmission. For procedure, see: ⇒ <i>Workshop Manual '373527 Removing and mounting automatic transmission'</i>

Labor position and PCSS encryption

Labor positions:

APOS	Labor operation	I No.
38380100	Check the C1 clutch	
38384100	Repair clutch C1	
37355501	Check and replace automatic transmission	
37355502	Check and replace automatic transmission	

PCSS encryption:

Location (FES5)	38380	Clutch 1
Damage type (SA4)	1712	sticks / gets stuck

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