Formal Complaint and Escalation Request
Repeated Cybertruck Charging Failures and Service Center Refusal to Repair After an Ordered Replacement Part Arrived

Key Question: Why did the same fault codes appear repeatedly, why was a replacement part ordered, why did I wait approximately one month for that part to arrive, and why is Tesla now refusing to repair the vehicle after the part arrived?

Vehicle: Tesla Cybertruck / Foundation Series

Service Center: Tesla Service Temecula / Tesla Temecula Rancho Way, 43191 Rancho Way, Temecula, CA 92590

Case Information

Latest observed failure	July 1, 2026 at approximately 8:38 PM
Latest failure location	Irvine Spectrum / Spectrum Center area, Irvine, CA
Earliest available service appointment after latest failure	July 6, 2026
Service center response	Kris stated that because the vehicle was not actively faulting during testing, Tesla would not replace the PCS or perform further repair at this time. I was told to record the stall number and contact Tesla again if the same issue happens in the future.
Main repeated fault codes	CP_a110, HVBATT_a236, HVBATT_a174, CP_a074, CP_a054, CP_a066

Hello Tesla Team,

I am formally requesting escalation of my Cybertruck charging-failure case. This issue has been documented repeatedly from February 2026 through July 2026 at multiple charging locations. It is intermittent: the vehicle usually charges normally for the first 10-15 minutes, then the charging session stops automatically and fault codes appear.

The most important fault code is CP_a110, which explicitly states that the charge port requires service and that charging may be unavailable. These are not subjective impressions. They are warnings displayed by the vehicle and supported by photos, timestamps, locations, and vehicle logs.

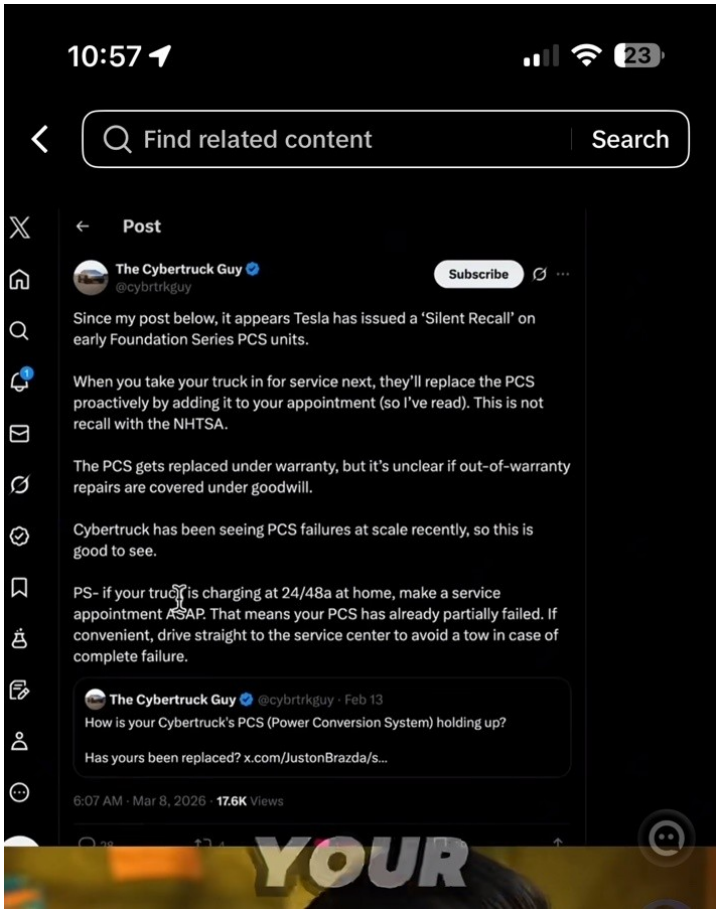
I understand that the Cybertruck is a first-generation vehicle and that early-production vehicles may experience issues. What I do not accept is Tesla dismissing a documented problem simply because it was not reproduced during one day of testing at the service center.

Because of the service center's unprofessional and evasive handling of this matter, I have had to spend substantial time and effort collecting evidence, scheduling visits, following up, preparing written complaints, and protecting my rights as a consumer. I am very dissatisfied with the burden this has placed on me.

I have owned Tesla vehicles for about seven years, have owned three Teslas in total, and have spent close to $300,000 with Tesla. This Cybertruck is one of Tesla's most expensive vehicles currently on sale. I expect a higher level of technical responsibility and customer support.

Additional Public Report Regarding Possible Proactive PCS Replacement

I am also adding a recent public report that is directly relevant to this case and should be considered early in Tesla's review. A public X post by The Cybertruck Guy states that Tesla appears to have issued what the author describes as a "silent recall" on early Foundation Series PCS units. The post further states that when early Cybertrucks are brought in for service, Tesla may proactively add PCS replacement to the appointment; that the PCS gets replaced under warranty; and that this is not an official NHTSA recall.



Screenshot evidence: public X post by The Cybertruck Guy describing a possible proactive / "silent" PCS replacement process for early Foundation Series Cybertrucks. Source: https://x.com/cybrtrkguy/status/2030631388005711896

Source URL: https://x.com/cybrtrkguy/status/2030631388005711896

I understand that this X post is not an official Tesla service bulletin and is not, by itself, a formal diagnosis of my vehicle. However, it is highly relevant because it is consistent with other public reports describing Cybertruck PCS failures, early Foundation Series charging-system concerns, warranty replacement, and lack of a formal NHTSA recall.

For additional context, Electrek has also reported Cybertruck PCS failures and stated that Tesla is reportedly aware of the problem, is replacing the part case-by-case, and has not issued a formal recall. Source URL: https://electrek.co/2026/07/01/tesla-cybertruck-pcs-failures-no-recall/

This is directly relevant to my situation because my vehicle is an early Foundation Series Cybertruck; my vehicle has repeatedly displayed charging-related fault codes including CP_a110, HVBATT_a236, HVBATT_a174, CP_a074, CP_a054, and CP_a066; and Tesla previously ordered a replacement part for my vehicle, made me wait approximately one month for that part to arrive, but is now refusing to install or replace the part because the vehicle was "not currently faulting" during one day of testing.

If Tesla is reportedly replacing early Foundation Series PCS units proactively in some cases, then Tesla should not dismiss my repeated charging failures simply because the problem did not happen during a short service-center test.

At minimum, Tesla should check whether my VIN is flagged for any internal service action, proactive PCS replacement, updated PCS hardware, charge-port hardware update, wiring-harness update, or other charging-system repair campaign.

This public report does not replace Tesla's own diagnosis. Instead, it reinforces why Tesla should perform a real vehicle-side charging-system review rather than redirecting me to Tesla Energy, a charging-station team, or another department that cannot repair my vehicle.

Specific Written Confirmations Requested From Tesla

- Whether my VIN is affected by any internal service bulletin, service campaign, proactive PCS replacement, or early-production charging-system update;
- Whether my PCS, charge-port assembly, charge-port latch, charging communication wiring, or related high-voltage charging components are eligible for warranty replacement;
- What exact part was previously ordered for my vehicle;
- Why that part was ordered if Tesla now claims no vehicle-side repair is needed;
- Why the part is not being installed now after I waited approximately one month for it to arrive.

Why the Current Resolution Is Unreasonable

After my latest documented failure on July 1, 2026, I booked the earliest available service appointment, which was July 6, 2026, and brought the vehicle to Tesla Service Temecula. In other words, I already followed Tesla's proposed process: the same problem happened again, I documented it, and I immediately scheduled service.

Kris's proposed solution was that if the same issue happens again, I should record the stall number, try another stall, and contact Tesla Service or Tesla Energy. This does not solve the underlying problem. If the problem can be investigated “next time,” then why is it not being properly investigated and repaired now, after months of repeated evidence?

My other two Tesla vehicles have never shown the same problem. This Cybertruck has displayed the same or similar charging fault codes across different locations and even across different charging networks. That strongly suggests a vehicle-side problem, not simple user error or a one-off station issue.

It is especially unreasonable to treat a random, intermittent failure as if it does not exist unless it happens to occur during one day of service-center testing. If a problem appears only a few times per year, the chance of reproducing it during a single day of testing may be very low. That does not mean the problem is not real.

Additional Evidence Regarding Early-Production Cybertruck Hardware Risk

I am adding the following evidence as context because it directly supports why Tesla should treat my complaint as a likely vehicle-side charging-system or hardware issue rather than dismissing it as customer misuse, a loose charging handle, or a single charging-stall problem.

Public Cybertruck owner discussions describe early-production 2024/2025 Foundation Series Cybertrucks as a group where PCS or charging-system problems have been repeatedly reported. These discussions mention production dates from late 2023 through mid-2025, failures reported around 10,000 to 18,000 miles, and warning signs such as PCS2_a094, PCS2_a095, PCS2_a137, reduced AC charging, V2L/V2H errors, and AC Charging Unavailable messages. My exact codes are not identical, but my repeated codes - CP_a110, HVBATT_a236, HVBATT_a174, CP_a074, CP_a054, and CP_a066 - are still charging-system fault codes and should not be ignored.

The screenshots I provided also discuss early VIN / production-batch risk and MOSFET-related hardware concerns. I understand these owner discussions are not an official Tesla diagnosis of my vehicle. However, they are consistent with a broader pattern: early Cybertruck charging or high-voltage electrical issues can be hardware-related and may require component replacement, not merely a short test or customer instruction.

Tesla's own Cybertruck drive-inverter recall confirms that certain early-production 2024 Cybertrucks built from November 6, 2023 to July 30, 2024 had MOSFET-related drive-inverter hardware issues. That recall is not the same component as the PCS, but it is official evidence that early Cybertruck high-voltage power-electronics hardware issues existed and were corrected through hardware replacement.

The NHTSA Part 573 report for Campaign 24V-832 states that Tesla would replace recalled drive inverters with units equipped with properly functioning MOSFET components at no charge and that the production remedy was introduced beginning July 30, 2024. This supports my request that Tesla should not dismiss an early-production high-voltage charging-system issue solely because it was not active during one day of local testing.

In addition, Tesla's warranty information now includes a 7-year / 70,000-mile High-Priced Propulsion-Related Parts ZEV Limited Warranty for eligible vehicles, and Tesla's Cybertruck-specific high-priced propulsion-related parts document states that this coverage applies to model year 2026 and later Cybertruck trims. This does not automatically prove my vehicle is covered by that warranty. However, it does show that Tesla recognizes these high-priced propulsion-related components as important, expensive, and reliability-critical. If Tesla has extended protection for newer vehicles because these components are important and costly, it is unreasonable to dismiss a documented early-vehicle charging-system complaint without a full diagnosis and written explanation.

Taken together, my own evidence, the production-batch context, the official MOSFET recall context, the PCS-related public owner reports, and the newer warranty context all support the same conclusion: my vehicle should be treated as a documented vehicle-side charging-system concern until Tesla performs a real technical diagnosis and proves otherwise.

Source Links Supporting the Additional Hardware Context

Source	Why It Is Relevant	Link
Cybertruck Owners Club PCS discussion	Owner discussion describing early Foundation Series PCS/charging risk, 10k-18k mileage window, PCS codes, and warranty disparity.	Open source
Not a Tesla App - monitoring charging failures	Reports Tesla remote diagnostics for failing Cybertruck PCS and backordered replacement parts.	Open source
Not a Tesla App - PCS failures response	Reports PCS failures, OTA mitigation, free Supercharging, and replacement-part shortages.	Open source
Tesla official inverter recall	Official Tesla source confirming early Cybertruck MOSFET drive-inverter hardware recall.	Open source
NHTSA Recall 24V-832	Official NHTSA report describing hardware replacement remedy and production correction date.	Open source
Tesla warranty page / PRP context	Official Tesla warranty page describing 7-year/70,000-mile High-Priced Propulsion-Related Parts ZEV warranty for eligible vehicles.	Open source
X post - The Cybertruck Guy	Public owner/media post stating early Foundation Series PCS units may be receiving proactive/silent replacement under warranty and that this is not an NHTSA recall.	https://x.com/cybrtrkguy/status/2030631388005711896
Electrek - Cybertruck PCS failures / no recall	Independent EV news report stating Tesla is aware of Cybertruck PCS failures and is reportedly replacing parts case-by-case while no formal recall has been issued.	https://electrek.co/2026/07/01/tesla-cybertruck-pcs-failures-no-recall/

Key Fault Codes and Their Meaning

Fault Code	Meaning / Why It Matters
CP_a110	Charge port requires service; charging may be unavailable.
HVBATT_a236	Unable to charge; disconnect and retry.
HVBATT_a174	Unable to charge; disconnect and retry.
CP_a074	Charging equipment communication error.
CP_a054	Charge port not latched / not locked.
CP_a066	Charging equipment not ready.

Documented Timeline of Failures

Date / Time	Location	Fault Codes	Issue Summary
February 10, 2026 12:16 PM	Tesla Supercharger, 1850 E 25th St, Vernon, CA 90058	CP_a066, HVBATT_a174, HVBATT_a236, CP_a110	Charging equipment not ready; unable to charge; charge port requires service.
February 26, 2026 12:33 PM	Tesla Supercharger, 1850 E 25th St, Vernon, CA 90058	HVBATT_a236, HVBATT_a174, CP_a110	Unable to charge; repeated charge port service warning.
April 30, 2026 6:05 PM	Rivian Adventure Network, 2200 Louisiana Blvd NE, Albuquerque, NM 87110	CP_a074, CP_a054	Charging equipment communication error; charge port latch / lock warning.
May 31, 2026 9:41 PM	Tesla Supercharger, 18558 Gale Ave, City of Industry, CA 91748	HVBATT_a236, CP_a110	Unable to charge; charge port requires service.
June 14, 2026 8:15 PM	Tesla Supercharger, 2700 W 120th St, Hawthorne, CA 90250	HVBATT_a174, CP_a110, HVBATT_a236	Repeated charging interruption; charge port requires service.
July 1, 2026 8:38 PM	Irvine Spectrum / Spectrum Center area, Irvine, CA	HVBATT_a236, HVBATT_a174, CP_a110	Charging interrupted again during real-world use; charge port service warning repeated.

Requested Technical Review

- Please inspect the charge port assembly, charge-port latch mechanism, latch sensor, charging communication / pilot-signal wiring, charging control module, BMS logs, high-voltage charging logs, DC fast-charging path, and any PCS-related data.
- Because the issue usually occurs after the vehicle has already been charging for some time, I request a longer-duration DC fast-charging test rather than only a short plug-in test.
- Please explain what replacement part was previously ordered, why it was ordered, and why Tesla is now refusing to install or replace it.
- Please keep this concern documented as a warranty-period issue because it was repeatedly reported and supported by evidence before warranty expiration.

Questions Requiring Written Answers

- What exact replacement part was previously ordered for this complaint?
- Which fault code, diagnostic result, or vehicle log triggered that parts order?
- If the part is no longer being installed, what is Tesla's specific technical reason?

- If no repair is performed now, what should I do differently next time, given that I already documented the July 1 failure and scheduled the earliest available service on July 6?
- If Tesla would be more willing to replace components in a self-pay situation to prevent future recurrence, why is Tesla refusing to repair the vehicle now under warranty despite repeated documented fault codes?

Consumer Impact and Future Cost Concern

- If this issue is not properly addressed while the vehicle is under warranty, future out-of-warranty repair costs may be substantial.
- Tesla's current handling has already imposed substantial consumer-rights costs on me: repeated trips, repeated scheduling, time spent documenting evidence, time spent escalating the issue, and uncertainty about whether the problem will strand me again during charging. I am very dissatisfied with the burden caused by this unprofessional and evasive handling.

Formal Requests

- Escalate this case to a Service Manager or higher-level service authority.
- Provide contact information for the appropriate escalation path, including regional service management or Tesla Customer Relations, if available.
- Do not close this case merely on the basis that the issue was not reproduced during one day of testing.
- Review the full timeline, photos, fault codes, logs, early-production hardware context, and previously ordered part before making any final decision.
- Provide a written repair-order explanation if Tesla still refuses to repair or replace any component.
- Ensure that this complaint remains documented as a warranty-period issue.

If I pick up the vehicle, that does not mean I agree the problem has been resolved. I respectfully request a proper technical review and a repair plan that addresses the recurring charging failure so the vehicle can charge normally in the future without interruption.

Appendix A - Annotated Photo Evidence

Each image below is labeled directly on the image with the date, time, location, fault codes, and issue summary for that documented event.

添加说明

2026年2月10日 星期二 下午12:20 调整

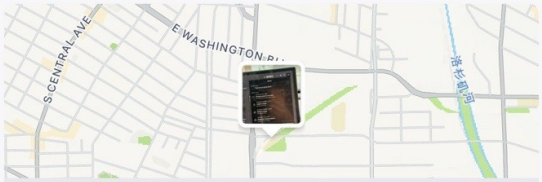
IMG_7827

Apple iPhone 17 Pro Max HEIF

主相机 — 24 mm ƒ1.78

12 MP • 3024 × 4032 • 2.1 MB 标准

ISO 125 | 48 mm | 0 ev | ƒ1.78 | 1/197 s



弗农 > 调整

Event 1 | February 10, 2026 | 12:16 PM

Location: Tesla Supercharger, 1850 E 25th St, Vernon, CA 90058
Fault Codes: CP_a066, HVBATT_a174, HVBATT_a236, CP_a110
Issue: Charging equipment not ready; unable to charge; charge port requires service.

Event 1: vehicle screenshot / photo metadata

Event 1 | February 10, 2026 | 12:16 PM

Location: Tesla Supercharger, 1850 E 25th St, Vernon, CA 90058
Fault Codes: CP_a066, HVBATT_a174, HVBATT_a236, CP_a110
Issue: Charging equipment not ready; unable to charge; charge port requires service.

Event 1: charging-site location evidence

Event 2: vehicle screenshot / photo metadata

Event 2: charging-site location evidence

添加说明

2026年4月30日 星期四 下午6:05 调整

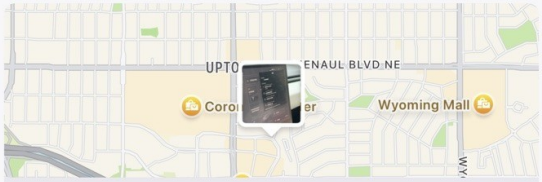
IMG_4417

Apple iPhone 17 Pro Max HEIF

主相机 — 24 mm ƒ1.78

12 MP • 3024 × 4032 • 1.6 MB 标准

ISO 200 | 48 mm | 0 ev | ƒ1.78 | 1/252 s



ABQ Uptown 调整

Event 3 | April 30, 2026 | 6:05 PM

Location: Rivian Adventure Network, 2200 Louisiana Blvd NE, Albuquerque, NM 87110
Fault Codes: CP_a074, CP_a054
Issue: Charging equipment communication error; charge port latch / lock warning.

Event 3: vehicle screenshot / photo metadata

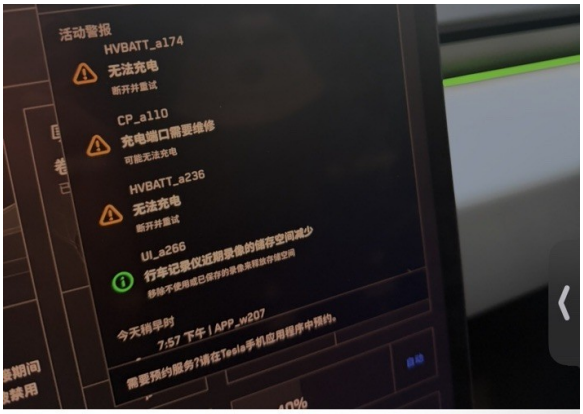
Event 3 | April 30, 2026 | 6:05 PM

Location: Rivian Adventure Network, 2200 Louisiana Blvd NE, Albuquerque, NM 87110
Fault Codes: CP_a074, CP_a054
Issue: Charging equipment communication error; charge port latch / lock warning.

Event 3: charging-site location evidence

Event 4: vehicle screenshot / photo metadata

Event 4: charging-site location evidence



添加说明

2026年6月14日 星期日 下午 8:15 调整

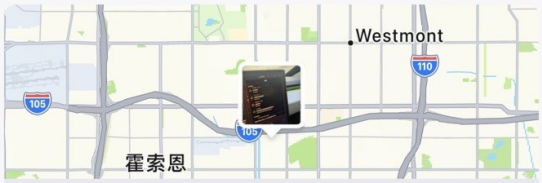
IMG_7191

Apple iPhone 17 Pro Max HEIF

主相机 — 24 mm ƒ1.78

24 MP • 4284 × 5712 • 2.3 MB 标准

ISO 800 | 24 mm | 0 ev | ƒ1.78 | 1/40 s



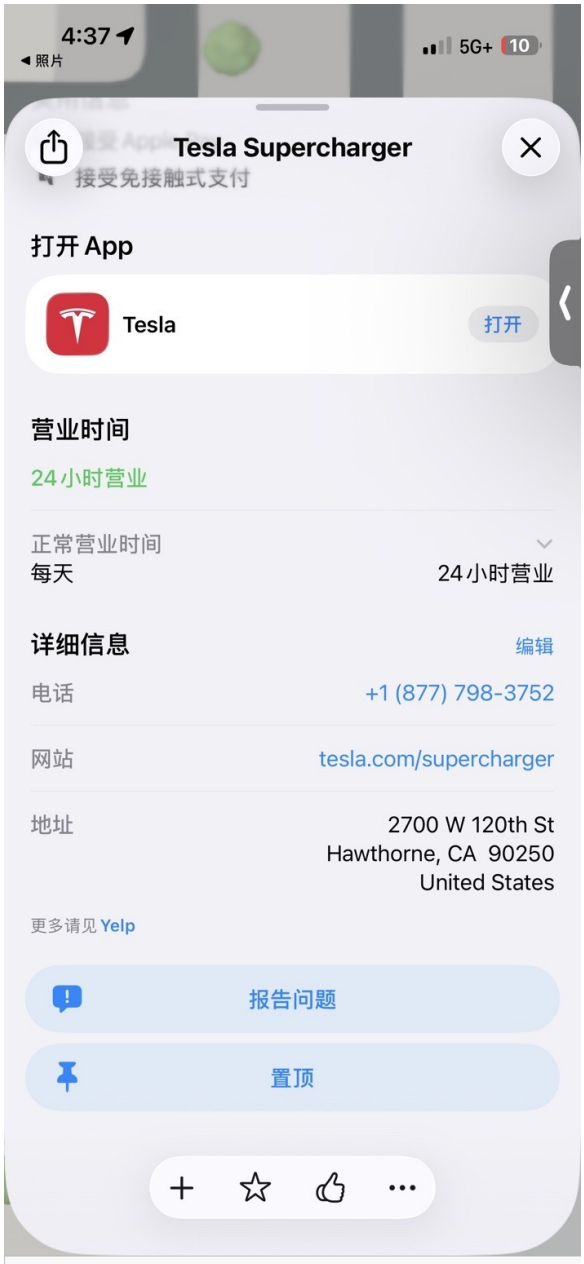
Target 调整

在所有照片中显示

Event 5 | June 14, 2026 | 8:15 PM

Location: Tesla Supercharger, 2700 W 120th St, Hawthorne, CA 90250
Fault Codes: HVBATT_a174, CP_a110, HVBATT_a236
Issue: Repeated charging interruption; charge port requires service.

Event 5: vehicle screenshot / photo metadata



Event 5 | June 14, 2026 | 8:15 PM

Location: Tesla Supercharger, 2700 W 120th St, Hawthorne, CA 90250
Fault Codes: HVBATT_a174, CP_a110, HVBATT_a236
Issue: Repeated charging interruption; charge port requires service.

Event 5: charging-site location evidence

添加说明

2026年7月1日 星期三 下午8:38 调整

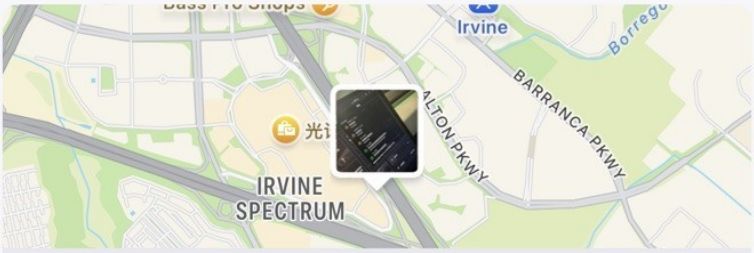
IMG_0004

Apple iPhone 17 Pro Max HEIF

主相机 — 24 mm ƒ1.78

12 MP • 3024 × 4032 • 1 MB 标准

ISO 1600 | 24 mm | -0.1 ev | ƒ1.78 | 0.7 s



光谱中心 调整

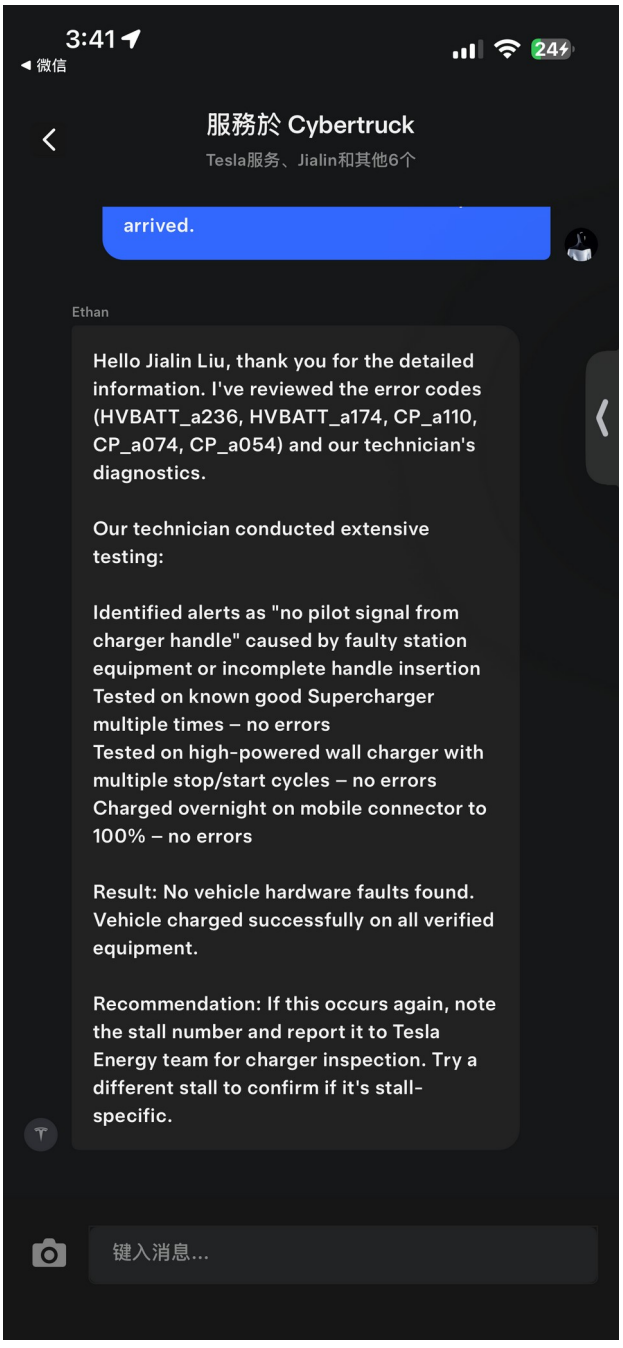
Event 6 | July 1, 2026 | 8:38 PM

Location: Irvine Spectrum / Spectrum Center area, Irvine, CA

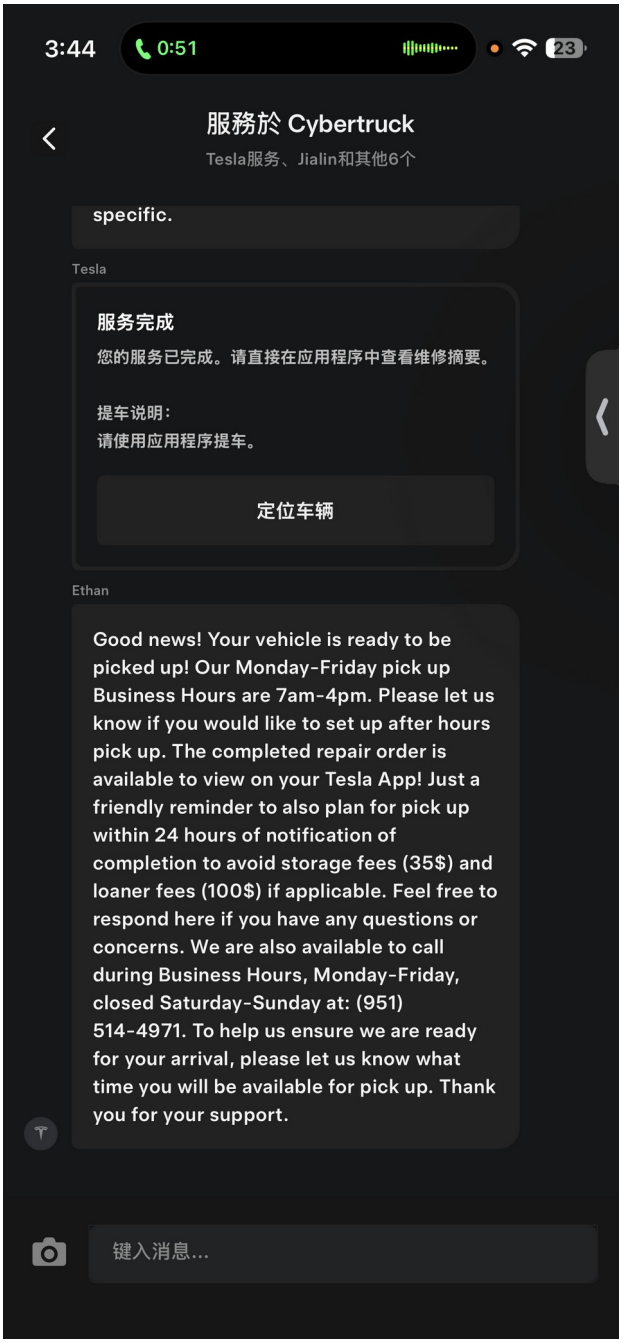
Fault Codes: HVBATT_a236, HVBATT_a174.

Event 6: combined evidence image

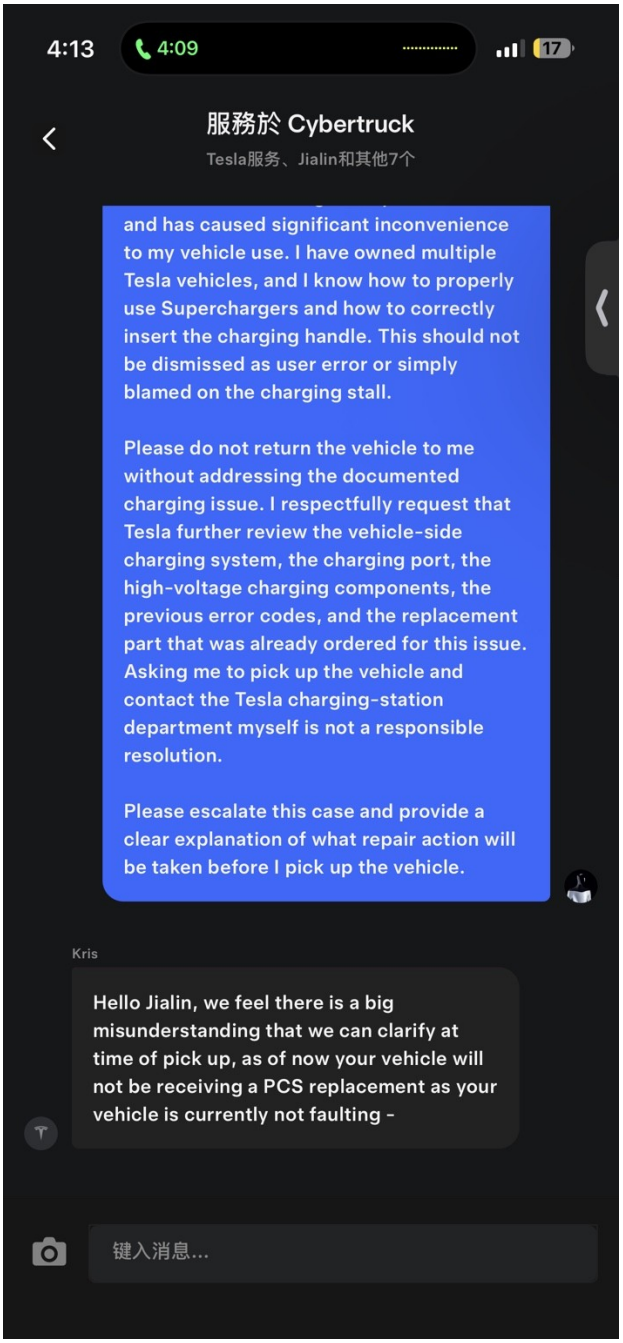
Appendix B - Service Center Communications



Service message stating that no vehicle hardware fault was found and recommending that I note the stall number next time.



Service-complete / vehicle pick-up message.



Service response stating that the vehicle would not receive a PCS replacement because it was not currently faulting.

Appendix C - English Translation / Summary of Newly Added Evidence Screenshots

The following cards translate and summarize the key points from the three screenshots provided from the Cybertruck Owners Club discussion. These are included as public owner-discussion context, not as an official Tesla diagnosis.

English Translation/Summary of Screenshot 1 - PCS Failure Symptoms

Source link:
https://www.cybertruckownersclub.com/forum/threads/detailed-info-on-pcs-issue-04-21-26-ai-answer.57114/

Key English points:

- Production dates discussed: late 2023 to mid-2025 vehicles may be more susceptible.
- Reported mileage window: owners often report failures between 10,000 and 18,000 miles.
- Reported diagnostic codes: PCS2_a094, PCS2_a095, PCS2_a137.
- Reported symptoms: AC charging drops, V2L/V2H errors, and AC Charging Unavailable.

Note: This supports the argument that early Cybertruck charging/PCS issues can be hardware-related and intermittent.

English translation / summary card for uploaded screenshot evidence.

English Translation/Summary of Screenshot 2 - Early VIN / MOSFET Batch Discu

Source link:
https://www.cybertruckownersclub.com/forum/threads/detailed-info-on-pcs-issue-04-21-26-ai-answer.57114/

Key English points:

- Owner discussion states early VIN vehicles may fall into a higher-risk group.
- It discusses early PCS units using specific MOSFET batches with reportedly higher defect rates.
- It describes a theory that some units may last past early mileage and fail later as components fatigue.

Note: This should be presented as owner discussion, not official proof. It supports the need for a real vehicle-side hardware diagnosis.

English translation / summary card for uploaded screenshot evidence.

English Translation/Summary of Screenshot 3 - Recall / Warranty Context

Source link:

https://www.cybertruckownersclub.com/forum/threads/detailed-info-on-pcs-issue-04-21-26-ai-answer.57114/

Key English points:

- The discussion refers to NHTSA Campaign 24V-832 involving early Cybertruck drive-inverter MOSFET hardware.
- It notes a warranty difference: 2026+ vehicles receive 7-year/70,000-mile ZEV coverage for high-priced propulsion-related parts, while earlier owners may remain under 4-year/50,000-mile basic coverage for many components.
- It mentions proactive replacement / hidden replacement discussions and reducing home charging amperage as mitigation.

Note: This helps argue that Tesla should not wait for the same fault to recur after the basic warranty window closes.

English translation / summary card for uploaded screenshot evidence.

Appendix D - English Source Cards with Links

The following English source cards summarize the public and official sources that support the early-production hardware-risk context. The document also includes a clickable source table above.

Cybertruck Owners Club Discussion - Early-Production PCS Risk

Source link:

https://www.cybertruckownersclub.com/forum/threads/detailed-info-on-pcs-issue-04-21-26-ai-answer.57114/

Key English points:

- Owner discussion states failures are reported predominantly in 2024/2025 Foundation Series Cybertrucks.
- Reported production window: late 2023 to mid-2025; reported mileage window: 10,000-18,000 miles.
- Reported warning signs include PCS2_a094, PCS2_a095, PCS2_a137, charging drop from 48A to 24A, V2L/V2H errors, and AC Charging Unavailable.
- The post discusses a perceived warranty disparity: 2026+ models receive a 7-year/70,000-mile ZEV high-priced propulsion-related parts warranty that explicitly covers the PCS.

Note: Public owner discussion - not an official Tesla diagnosis, but relevant context for early-production charging/PCS hardware risk.

English source card with link and relevance summary.

Not a Tesla App - Tesla Monitoring Cybertrucks for Charging Failures

Source link:

https://www.notateslaapp.com/news/4180/tesla-is-now-monitoring-cybertrucks-for-charging-failures-and-offering-free-supercharging

Key English points:

- Article reports Tesla using remote diagnostics to identify failing Cybertruck Power Conversion Systems (PCS).
- It reports a known hardware issue affecting charging systems of early Cybertrucks.
- It reports complimentary Supercharging while owners wait for backordered replacement parts.

Note: Highly relevant because my vehicle had a previously ordered part, I waited about one month, and the service center later refused to install it.

English source card with link and relevance summary.

Not a Tesla App - OTA Update / Free Supercharging for PCS Failures

Source link:

https://www.notateslaapp.com/news/4014/tesla-deploys-ota-update-and-free-supercharging-for-cybertruck-pcs-failures

Key English points:

- Article reports widespread Cybertruck owner reports of PCS failures.
- It states that when PCS fails, AC charging can be completely unavailable, while a temporary update may preserve DC Supercharging.
- It reports parts shortages and weeks-long repair backlogs for replacement PCS units.

Note: Supports the broader pattern that early Cybertruck charging failures may require hardware replacement and can involve parts shortages.

English source card with link and relevance summary.

Tesla Support - Cybertruck Drive Inverter Replacement Recall

Source link:

https://www.tesla.com/support/recall-cybertruck-inverter-replacement

Key English points:

- Tesla states certain Model Year 2024 Cybertrucks produced November 6, 2023 to July 30, 2024 were affected by MOSFETs in the drive inverter.
- Tesla states the issue may cause loss of torque / propulsion and that affected drive inverters are replaced.
- This is not the same part as PCS, but it confirms early Cybertruck high-voltage power-electronics hardware issues existed and required hardware replacement.

Note: Official Tesla source. Relevant to production-batch hardware-defect context.

English source card with link and relevance summary.

NHTSA Recall Report 24V-832 - Drive Inverter / MOSFET Remedy

Source link:

https://static.nhtsa.gov/odi/rcl/2024/RCLRPT-24V832-7628.PDF

Key English points:

- NHTSA Part 573 report states Tesla would replace recalled drive inverters with units equipped with properly functioning MOSFET components at no charge.
- The report states the production remedy was introduced beginning July 30, 2024.
- This further supports that certain early-production Cybertruck high-voltage electronics required corrected hardware.

Note: Official NHTSA source. Supports hardware-batch defect context.

English source card with link and relevance summary.

Tesla Warranty - High-Priced Propulsion-Related Parts ZEV Limited Warranty

Source link:

https://www.tesla.com/support/vehicle-warranty

Key English points:

- Tesla states eligible vehicles are covered by the High-Priced Propulsion-Related Parts ZEV Limited Warranty for 7 years or 70,000 miles, whichever comes first.
- Tesla's Cybertruck high-priced propulsion-related parts document states this ZEV warranty applies to model year 2026 and later Cybertruck trims.
- This supports asking Tesla why early Cybertruck owners with documented charging-system faults are being dismissed when newer model years receive extended coverage for high-priced propulsion-related parts.

Note: Official Tesla source. It does not automatically extend my vehicle warranty, but it is relevant context that Tesla recognizes these components are high-value reliability-critical parts.

English source card with link and relevance summary.