PORSCHE®

Technical Information	Service 11/19 ENU AKA1	9

AKA1 - Re-programming Instrument Cluster (Stop Delivery/Recall 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:	**As of 2017**
Vehicle Type:	**Panamera (971)**
Subject:	**Instrument cluster**
Information:	**Due to an allocation error in the instrument cluster software, there is no link between the brake-pad wear indicator and general brake warning light on the affected vehicles.** As a result, only the yellow warning message "Brake pad worn", which can be acknowledged, will be displayed in the multi-function display on the instrument cluster when a brake pad is worn. There is no additional continuous warning using the brake warning light.
Remedial Action:	Re-program the instrument cluster.

i **Information**

During the campaign, the instrument cluster is re-programmed and then coded **automatically**.
It can take **up to 90 minutes**, as per the tester, but on **average takes around 60 minutes**.

Affected Vehicles:	Only the vehicles assigned to the campaign (see also PIWIS Vehicle information). This campaigns affects 14,011 vehicles in North America.

Required tools

Tools:	• **9900 - PIWIS Tester 3** with PIWIS Tester software version **38.100.050** (or higher) installed. • The user must be logged in to PPN and the tester must be online to complete this campaign. • **Battery Charger/Power Supply** - Suitable for AGM Type batteries, recommended current rating of 70A fixed voltage 13.5V to 14.5V.

Preparatory work

Work Procedure: 1   Carry out general preliminary work for control unit programming as described in ⇒ *Workshop Manual '9X00IN Basic instructions and procedure for control unit programming using the PIWIS Tester'.*

Re-programming instrument cluster

NOTICE

Fault entry in the fault memory and control unit programming aborted due to low-voltage.

- **Increased current draw during diagnosis or control unit programming can cause a drop in voltage, which can result in one or more fault entries and the abnormal termination of the programming process.**

⇒ **Before starting control unit programming, connect a suitable battery charger with a current rating of at least 90 A to the vehicle.**

NOTICE

Control unit programming will be aborted if the WLAN connection is unstable.

- **An unstable WiFi connection can interrupt communication between the PIWIS Tester and the vehicle communication module (VCI). As a result, control unit programming may be aborted.**

⇒ **During control unit programming, always connect the PIWIS Tester to the vehicle communication module (VCI) via the USB cable.**

NOTICE

Control unit programming will be aborted if the driver's key is not recognized

- **If the driver's key is not recognized in the vehicle, programming cannot be started or will be interrupted.**

⇒ **Place the driver's key with the back facing down into the front left storage compartment in the center console to guarantee a continuous radio link between the vehicle and the driver's key.**

Work Procedure: 1   **Re-program the instrument cluster.**

The basic 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'.*

i Information

The procedure described here is based on the PIWIS Tester 3 software version **38.100.050**.

The PIWIS Tester instructions take precedence and in the event of a discrepancy, these are the instructions that must be followed.
A discrepancy may arise with later software versions for example.

For specific information on control unit programming during this campaign, see table below.

Required PIWIS Tester software version:	**38.100.050** (or higher)
Type of control unit programming:	Control unit programming using the **"Campaign" function in the Additional menu** on the PIWIS Tester by entering a programming code.
Programming code:	**F4G2Z**
Programming sequence:	Read and follow the **information and instructions on the PIWIS Tester** during the guided programming sequence. The **instrument cluster** is **re-programmed** and then **re-codedautomatically** during the programming sequence. The display in the instrument cluster is switched off during programming. The ignition is still active in the background. The display in the instrument cluster will be switched on again automatically as soon as programming is complete. **Switch the ignition off and then on again only when prompted to do so by the PIWIS Tester because otherwise, programming will be interrupted and will then have to be started again.**
Programming time (approx):	**60 minutes**
Software version programmed during this campaign:	Instrument cluster with hardware version 9 and original software version **0133 – 0140**	**0144**
	Instrument cluster with hardware version 9 and original software version **02XX**	**0218**
	Instrument cluster with hardware version 11 and original software version **0152 – 0156**	**0254**
	Instrument cluster with hardware version 11	**0311**

and original software version **0302 – 0309**	
Instrument cluster with hardware version 11 and original software version **04XX**	**0254**
Procedure in the event of abnormal termination of control unit programming:	• Switch ignition off and then on again. • Read out and erase fault memories ⇒ *Workshop Manual '9X00IN Basic instructions and procedure for control unit programming using the PIWIS Tester - section on "Subsequent work"'*. • Repeat control unit programming by entering the programming code again.
Procedure in the event of error messages appearing during the programming sequence:	⇒ *Workshop Manual '9X00IN Basic instructions and procedure for control unit programming using the PIWIS Tester - section on "Fault finding"'*.

Concluding work

Information

The values for the Tire Pressure Monitoring (TPM) system may be lost during re-coding of the instrument cluster.
If the Tire Pressure Monitoring (TPM) system is reset, the wheel electronics must be re-taught and adapted to the system.

Preconditions and procedure for teaching the wheel electronics units:

- Vehicle is stationary for at least 5 minutes.

- Select the type of tires fitted (type and size) in the TPM menu in the instrument cluster. The message "No monitoring. System is learning from 15 mph (25 km/h)" then appears in the multi-function display.

- Drive at a speed of more than 15 mph (25 km/h) - ideally without stopping - until the tire pressure values are displayed (learning time: less than 2 minutes).

The system learns the wheel electronics only while driving. Intermediate stops and deviations from the described teaching procedure can result in a much longer learning time.

Teaching can be performed during the test drive or later while the customer is driving. Please inform your customer about this if necessary.

Work Procedure: 1   Carry out general subsequent work for control unit programming as described under ⇒ *Workshop Manual '9X00IN Basic instructions and procedure for control unit programming using the PIWIS Tester'*.

2   Enter the campaign in the Warranty and Maintenance booklet.

Warranty processing

ℹ️ Information

The specified working times were determined specifically for carrying out this campaign and include all required preliminary and subsequent work.
The working times may differ from the working times published in the Labor Operation List in PIWIS.

Scope 1:   **Re-programming instrument cluster**

Working time:	
Re-programming instrument cluster	Labor time: **56 TU**
Includes: Connecting and disconnecting battery charger	
Connecting and disconnecting PIWIS Tester	
Reading out and erasing fault memories	
⇒ **Damage Code AKA1 099 000 1**	