

WD46 - Re-programming Rear-end Electronics Control Unit (Workshop Campaign)

Notes: **CRITICAL WARNING** - THIS CAMPAIGN INCLUDES STEPS WHERE SEVERAL CONTROL UNITS IN THE VEHICLE WILL BE PROGRAMMED WITH THE PIWIS TESTER. IT IS CRITICAL THAT THE VEHICLE VOLTAGE BE BETWEEN 13.5 VOLTS AND 14.5 VOLTS DURING THIS PROGRAMMING. OTHERWISE, THE PROGRAMMING COULD FAIL RESULTING IN DAMAGED CONTROL UNITS. CONTROL UNITS DAMAGED BY INADEQUATE VOLTAGE WILL NOT BE COVERED UNDER WARRANTY. THE TECHNICIAN MUST VERIFY THE ACTUAL VEHICLE VOLTAGE IN THE INSTRUMENT CLUSTER OR IN THE PIWIS TESTER BEFORE STARTING THE CAMPAIGN AND ALSO DOCUMENT THE ACTUAL VOLTAGE ON THE REPAIR ORDER. IT IS ALSO ADVISABLE TO MONITOR THE VEHICLE VOLTAGE DURING THE PROGRAMMING VIA THE INSTRUMENT CLUSTER. PLEASE REFER TO EQUIPMENT INFORMATION EQ-1105 FOR A LIST OF SUITABLE BATTERY CHARGERS/POWER SUPPLIES WHICH SHOULD BE USED TO MAINTAIN VEHICLE VOLTAGE.

Model Year: **2014**

Vehicle Type: **Panamera/Panamera 4/Panamera S E-Hybrid
Panamera S/Panamera 4S/Panamera GTS/Panamera Turbo**

Equipment: Porsche Vehicle Tracking System (VTS), I-no. 7G9, 7I2
or
Alarm horn, I-no. 536

Concerns: **Rear-end electronics control unit**

Information: This is to inform you of a voluntary Workshop Campaign on the above-mentioned vehicles.
New data records for the rear-end electronics control unit are available for the affected vehicles.
These data records will correct the following sporadic malfunctions:

- **Vehicles with Vehicle Tracking System (VTS):**

If the vehicle is unlocked and the doors are then opened, an implausible alarm can be triggered briefly and stopped again immediately.

- **Vehicles with alarm siren:**

Due to a software error, there is a possibility that the rear-end electronics control unit will not switch to energy-saving mode at times after stopping the vehicle.

This can result in an increased closed-circuit current load and can thus cause the battery to become discharged.

Action Required: Re-program rear-end electronics control unit.



Information

To ensure that the software in the rear-end and front-end electronics control units is compatible, the front-end electronics control unit is also re-programmed during this campaign.

The **total time** required for programming and coding is approx. **8 minutes**.

Affected Vehicles: The VIN(s) can be checked by using PIWIS Vehicle Information link to verify if the campaign affects the vehicle. This campaign is scope specific to the VIN! Failure to verify in PIWIS may result in an improper repair. This campaign affects 1,861 vehicles in North America.

Tools: **9818 - PIWIS Tester II** with software version **12.700** (or higher) installed.
Battery Charger/Power Supply - Suitable for AGM Type batteries, recommended current rating of 70A fixed voltage 13.5V to 14.5V. Refer to Equipment Information EQ-1105.

Work Procedure: See Attachment "A".

Claim Submission: See Attachment "B".

Attachment "A"

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 commencing work, connect a battery charger or power supply - suitable for AGM Type batteries, recommended current rating of 70A fixed voltage 13.5V to 14.5V to the jump-start terminals in the engine compartment.**
- ⇒ **Disconnect electric plug connection for the fan blower to prevent the blower from coming on during control unit programming.**

NOTICE

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

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

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

NOTICE

Control unit programming will be aborted if the vehicle key is not recognized

- If the vehicle key is not recognized in vehicles with Porsche Entry & Drive, programming cannot be started or will be interrupted.

⇒ Switch on the ignition using the original vehicle key. To do this, replace the original vehicle key in the ignition lock with the plastic key fob if it was previously removed at the start of this procedure.



Information

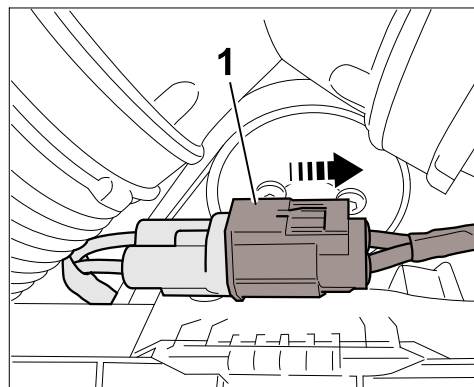
If complaints are received or if warning messages indicating a fault in the Porsche Stability Management (PSM) system are displayed, these faults must be located and corrected before carrying out control unit programming.

This work **cannot** be invoiced under the workshop campaign number.

Work Procedure:

NOTE: VEHICLE VOLTAGE MUST REMAIN BETWEEN 13.5 AND 14.5 VOLTS DURING THE ENTIRE WORK PROCEDURE.

- 1 Disconnect electric plug connection for the fan blower ⇒ *Disconnecting electric plug connection -1-* (⇒ *Disconnecting electric plug connection -arrow-*) to prevent the blower from coming on during control unit programming.
Having the fan on and the associated increased current draw can cause a drop in voltage, which can result in abnormal termination of control unit programming.



Disconnecting electric plug connection

- 2 Connect a battery charger with or power supply, suitable for AGM type batteries, recommended current rating of 70A fixed voltage 13.5V to 14.5V to the jump-start terminals in the engine compartment.
- 3 Switch on the ignition using the **original driver's key**. On vehicles with "Porsche Entry & Drive", do this by replacing the control panel in the ignition lock with the original driver's key if necessary.
- 4 Move the windshield wiper lever to position 0 (= windshield wipers off) to prevent the windshield wipers from coming on during programming.

- 5 **Open the luggage compartment lid** to enable easy access to the fuse carrier and relay carrier in the luggage compartment and to the vehicle battery if a reset is required after control unit programming is aborted.
- 6 **9818 - PIWIS Tester II** with software version **12.700** (or higher) installed must be connected to the vehicle communication module (VCI) via the **USB cable**. Then, connect the communication module to the vehicle and switch on the PIWIS Tester.

Carrying out control unit programming



Information

The procedure described here is based on the PIWIS Tester II software version **12.700**.

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.

Work
Procedure:

NOTE: VEHICLE VOLTAGE MUST REMAIN BETWEEN 13.5 AND 14.5 VOLTS DURING THE ENTIRE WORK PROCEDURE.

- 1 On the PIWIS Tester start screen, call up the ⇒ **'Diagnostics'** menu and select vehicle type ⇒ **'Panamera'**.

The diagnostic application is then started and the control unit selection screen is populated.

- 2 In the control unit selection screen (⇒ **'Overview'** menu), press **•F7** to call up the ⇒ **'Additional menu'** (⇒ *Control unit selection*).

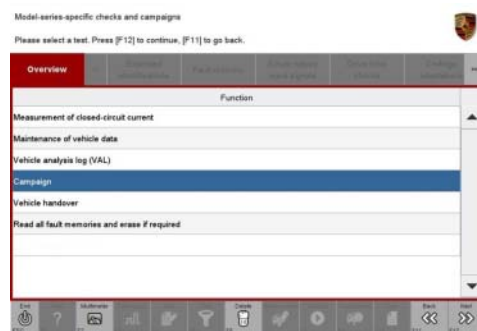


Control unit selection

- 3 When the question "Create Vehicle Analysis Log (VAL)?" appears, either press **•F12** to create a VAL or press **•F11** if you do not want to create a VAL.
- 4 Press **•>>** to acknowledge the message informing you that campaigns for the vehicle are stored in the PIWIS information system.

- 5 Select the ⇒ **'Campaign'** function and press •>>" to confirm your selection ⇒ *Additional menu – Campaign*.

You are then prompted to enter a programming code.



Additional menu – Campaign

- 6 To enter the programming code, click in the relevant text box so that the cursor starts to flash ⇒ *Programming code input field*.



Programming code input field

- 7 Enter the programming code **U7D1T** and press •Enter" to confirm.

The text box turns blue.

Press •>>" to start the guided programming sequence.



Information

If programming does not start, the campaign number must be entered again and programming must be restarted.



Information

If an **error message** is displayed after starting programming (e.g. "Campaign does not exist", "No suitable programming rules found" or "Vehicle data could not be read", etc.), follow the appropriate instructions provided under ⇒ *Technical Information 'WD4600 Troubleshooting'*.

Overview of part numbers of data records to be programmed

Control unit	Porsche part number of new data record
Front-end electronics	7PP907064HM
Rear-end electronics	7PP907279BF

The **Porsche part number** of the control units, which can be read out in the ⇒ “Extended identification” menu using the PIWIS Tester, **will not change following control unit programming**.

The **software version** specified in the ⇒ “Extended identification” menu is decisive for checking whether the control unit software is up-to-date.

Overview of new software versions

Control unit	Software version of new data record
Front-end electronics	2900
Rear-end electronics	2900



Information

Read and follow the **information and instructions on the PIWIS Tester** during the guided programming sequence. **Do not interrupt programming and coding.**

Programming and coding is performed in several steps:

- The **gateway control unit is first re-coded in preparation for programming.**
- Then, the **front-end electronics** control unit and the **rear-end electronics** control unit are also re-**programmed** and then **automatically re-coded.**
- The **gateway control unit is coded** again once programming is complete.

The **display in the instrument cluster is switched off** while the front-end electronics control unit is being programmed and will remain off during the entire programming procedure.

The ignition is still active in the background.

Never switch the ignition off and then on again because if you do, programming will be interrupted and will then have to be restarted.

The display in the instrument cluster is switched on again automatically as soon as the front-end electronics control unit has been programmed.



Information

If **programming is interrupted** (e.g. due to a voltage drop or if communication is aborted, etc.) or if **programming could not be carried out successfully** (error message “Programming unsuccessful”), **follow the instructions provided under ⇒ Technical Information 'WC4600 Procedure after programming is aborted' to repeat the programming procedure.**

It is **not** possible to program the control units manually.



Information

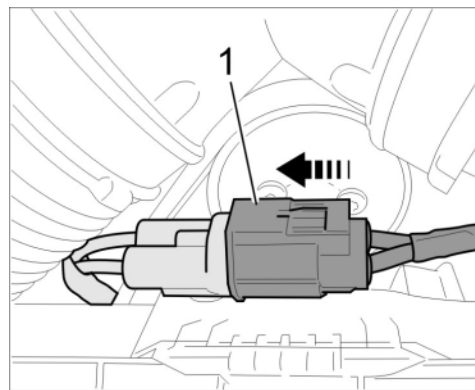
If **one or more control units** are **not coded successfully** once control unit programming is complete, the affected control units must be **re-coded again separately** once the guided programming sequence is complete.

To do this, select the control unit or control units for which coding could not previously be carried out successfully in the control unit selection screen ("Overview" menu) and press •>>" to confirm your selection. Once the control unit or control units have been found, select the **"Codings/adaptations"** menu and re-code the control unit or control units using the **"Automatic coding"** function.

Once the control unit has been programmed and coded, you will be prompted to switch the ignition off and then back on again after a waiting time of approx. 10 seconds.

- 8 During the waiting time, connect the electric plug connection ⇒ *Connecting electric plug connection -1-* for the fan blower in the engine compartment ⇒ *Connecting electric plug connection -arrow-*.

Once programming is completed successfully (message "Campaign was carried out successfully"), carry out the **Subsequent work** described below.



Connecting electric plug connection

Subsequent work

Work Procedure: **NOTE: VEHICLE VOLTAGE MUST REMAIN BETWEEN 13.5 AND 14.5 VOLTS DURING THE ENTIRE WORK PROCEDURE.**

- 1 Read out and erase all fault memories.



Information

If the fault memories of individual control units cannot be erased, start the engine briefly and then switch the ignition off and then on again. Then erase the fault memories of these control units separately.

If control units are found to have faults which cannot be erased and are not caused by control unit programming, these faults must be located and corrected. This work **cannot** be invoiced under the workshop campaign number.

- 2 Disconnect the PIWIS Tester from the vehicle.
- 3 Switch off and disconnect the battery charger.

- 4 On vehicles with Porsche Entry & Drive, replace the original driver's key in the ignition lock with the control panel again.
- 5 Close the luggage compartment lid.
- 6 Enter the workshop campaign in the Warranty and Maintenance booklet.

Attachment "B"

Claim Submission - Workshop Campaign WD46

Warranty claims should be submitted via WWS/PQIS.

Open campaigns may be checked by using either the PIWIS Vehicle Information system or through PQIS Job Creation.

Labor, parts, and sublet will be automatically inserted when Technician is selected in WWS/PQIS. If necessary, the required part numbers will need to be manually entered into warranty system by the dealer administrator.

Scope:

Working time:		
Re-programming rear-end electronics control unit		Labor time: 30 TU
Includes:	<ul style="list-style-type: none"> Disconnecting and connecting electric plug connection for fan blower Connecting and disconnecting battery charger Connecting and disconnecting PIWIS Tester Re-programming front-end electronics control unit Reading out and erasing fault memories 	
⇒ Damage code WD46 066 000 1		

Troubleshooting

Procedure:

Error message after entering programming number	Possible causes	Remedial action
Specified campaign does not exist	<ul style="list-style-type: none"> • PIWIS Tester software is not up-to-date 	<ul style="list-style-type: none"> • Update PIWIS Tester software to the software version specified in the Technical Information (or a higher software version). Then enter the programming number again and start programming.

	<ul style="list-style-type: none"> Wrong vehicle type selected 	<ul style="list-style-type: none"> Close the diagnostic application. Select the correct vehicle type and restart the diagnostic application. Then enter the programming number again and start programming.
	<ul style="list-style-type: none"> A programming number does not have to be entered in order to carry out the campaign. 	<ul style="list-style-type: none"> Carry out the campaign as described in the Technical Information.
<p>No suitable programming rules found. Cause: Part number of the control unit is not in the programming rules.</p>	<ul style="list-style-type: none"> Campaign must not be carried out on the vehicle or campaign was already carried out. 	<ul style="list-style-type: none"> Check vehicle assignment to the campaign in PIWIS > Vehicle information.
	<ul style="list-style-type: none"> Replacement control unit with up-to-date software version was installed 	<ul style="list-style-type: none"> Check software version of the control unit in the ⇒ "Extended identification" menu. <p>Current software version:</p> <ul style="list-style-type: none"> - Rear-end electronics: 2900 - Front-end electronics: 2900
	<ul style="list-style-type: none"> Software version of the installed control unit is already up-to-date 	
<p>No suitable programming rules found. Cause: Current vehicle equipment is not shown in the programming rules. Please check vehicle order and change it if necessary.</p>	<ul style="list-style-type: none"> Software version of the control unit is a version that is not intended for carrying out the campaign. 	
	<ul style="list-style-type: none"> Campaign must not be carried out on the vehicle. 	<ul style="list-style-type: none"> Check vehicle assignment to the campaign in PIWIS > Vehicle information.
	<ul style="list-style-type: none"> Vehicle order is wrong. 	<ul style="list-style-type: none"> Check vehicle order and correct it if necessary (PIWIS Tester > Additional menu >> Maintenance of vehicle data).
<p>Vehicle data could not be read</p>	<ul style="list-style-type: none"> Ignition not switched on 	<ul style="list-style-type: none"> Switch on ignition and close and restart the diagnostic application. Then enter the programming number again and start programming.

Procedure after programming is aborted



Information

If **programming is aborted** (the message "Programming was not completed successfully" is displayed on the PIWIS Tester screen), **always proceed in accordance with the procedure described below.**

- Procedure:
- 1 If the message "**Programming was not completed successfully**" is displayed, **first press •F11" to cancel the programming procedure** and then go back to the **start page of the Additional menu.**
 - 2 Actuate the central locking button in the centre console to "wake up" the gateway control unit and re-establish communication between the gateway control unit and the front-end electronics control unit.



Information

There may be **no response or reaction** from the vehicle after pressing the central locking button. Nevertheless, internal communication between the gateway control unit and the front-end electronics control unit was re-established so that programming can now be carried out again.

- 3 Select the ⇒ '**Campaign**' function and try to **restart** control unit programming by **entering the programming number again.**
 - If programming is completed **successfully** following the restart (message "Campaign was carried out successfully"), carry out the work described under ⇒ *Technical Information 'WD4600 Subsequent work'*.
 - If programming **is not completed successfully** even after restarting (message "Programming was not completed successfully" is displayed again), Steps 1 to 3 must be repeated until programming is completed successfully. It may be necessary to **restart programming up to three times** in individual cases.
 - If programming **does not start again** after entering the programming number or **is not completed successfully even after restarting programming at least three times** (message "Programming was not completed successfully"), carry out the following work:
- 4 Press •F11" to cancel programming.
- 5 Switch off ignition.
- 6 Pull fuses for the **front-end electronics** control unit out of the slot in order to reset the control unit. Then re-insert the fuses.
 - Left-hand drive vehicles: Fuse box on left of dashboard, fuses No. 23 (30 A), No. 24 (30 A), No. 25 (15 A) and No. 26 (30 A)

- Right-hand drive vehicles: Fuse box on right of dashboard, fuses No. 33 (30 A), No. 34 (30 A), No. 35 (15 A) and No. 36 (30 A)
- 7 Pull fuses for the **rear-end electronics** control unit out of the slot in order to reset the control unit. Then re-insert the fuses.
- Fuse and relay carrier in luggage compartment, fuse carrier B, fuses No. 1 (15 A), No. 2 (15 A), No. 3 (30 A) and No. 4 (15 A)


Information

After re-inserting the fuses, there is a possibility that the ignition cannot be switched on and the instrument cluster will remain off.

However, the driver's key in the ignition lock must still be turned to "Ignition on" position. Communication between the vehicle and PIWIS Tester can then be re-established despite the fact that the ignition and instrument cluster appear to be switched off.

- 8 Switch on ignition and restore communication between the vehicle and the PIWIS Tester.
- 9 Actuate the central locking button in the centre console to "wake up" the gateway control unit and re-establish communication between the gateway control unit and the front-end electronics control unit.


Information

There may be **no response or reaction** from the vehicle after pressing the central locking button. Nevertheless, internal communication between the gateway control unit and the front-end electronics control unit was re-established so that programming can now be carried out again.

- 10 Call up the Additional menu on the PIWIS Tester and restart control unit programming again using the ⇒ **'Campaign'** function by entering the programming number.
- If programming is completed **successfully** after resetting the control unit (message "Campaign was carried out successfully"), carry out the work described under ⇒ *Technical Information 'WD4600 Subsequent work'*.
 - If programming is **not completed successfully** even after resetting the control unit (message "Programming was not completed successfully") ⇒ continue with Step 11.
- 11 Press "•F11" to cancel programming.
- 12 Switch off ignition.
- 13 Switch off and disconnect the battery charger.
- 14 Disconnect the negative terminal of the vehicle battery and wait for approx. one minute. Then re-connect the negative terminal of the vehicle battery.

**Information**

After re-connecting the battery, there is a possibility that the ignition cannot be switched on and the instrument cluster will remain off.

However, the driver's key in the ignition lock must still be turned to "Ignition on" position. Communication between the vehicle and PIWIS Tester can then be re-established despite the fact that the ignition and instrument cluster appear to be switched off.

- 15 Switch on ignition and restore communication between the vehicle and the PIWIS Tester.
- 16 Actuate the central locking button in the centre console to "wake up" the gateway control unit and re-establish communication between the gateway control unit and the front-end electronics control unit.

**Information**

There may be **no response or reaction** from the vehicle after pressing the central locking button. Nevertheless, internal communication between the gateway control unit and the front-end electronics control unit was re-established so that programming can now be carried out again.

- 17 Call up the Additional menu on the PIWIS Tester and restart control unit programming again using the ⇒ **'Campaign'** function by entering the programming number.
 - If programming is completed **successfully** after resetting the battery (message "Campaign was carried out successfully"), carry out the work required after disconnecting the battery ⇒ *Workshop Manual '2X00IN Work instructions after disconnecting the battery'* and the work described under ⇒ 'Subsequent work'.

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