
WD55 - Re-programming Charging Electronics (Workshop Campaign)

Important: **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 S E-Hybrid**

Concerns: **Charging electronics**

Information: This is to inform you of a voluntary Workshop Campaign on the above-mentioned vehicles. **Implausible fault entries can be stored in the fault memory on the affected vehicles even though there is no fault in the system due to a software error in the charging electronics.**

Action Required: Re-program charging electronics.



Information

During this measure, the **Tiptronic control unit** will **also** be re-programmed automatically after programming the charging electronics.
It takes **approx. 12 minutes to program** both control units.

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 14 vehicles in North America.

Tools: • **9818 - PIWIS Tester II** with PIWIS Tester software version **13.100** (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 See Attachment "B".
Submission:

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.

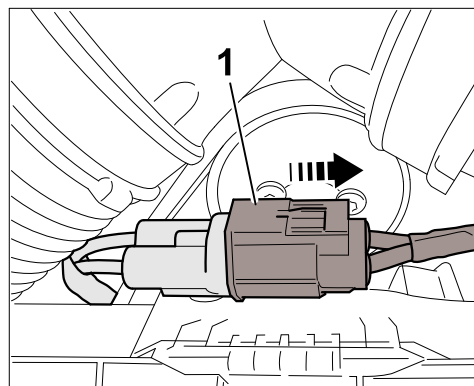
NOTICE

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.

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 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 **9818 - PIWIS Tester II** with software version **13.100** (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.

Re-programming charging electronics and Tiptronic control unit



Information

The procedure described here is based on the PIWIS Tester II software version **13.100**.

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.

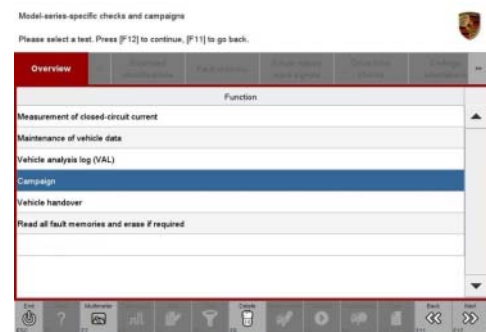
- In the control unit selection screen (⇒ **'Overview'** menu), press **•F7** to call up the ⇒ **'Additional menu'** (⇒ *Control unit selection*).



Control unit selection

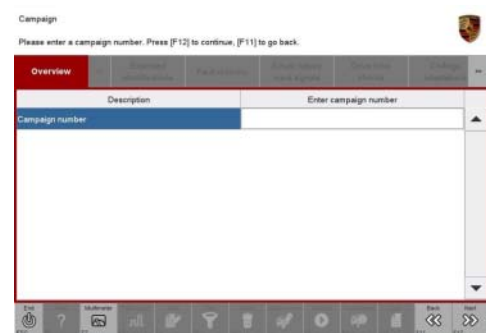
- When the question "Create Vehicle Analysis Log (VAL)?" appears, either press **•>>** to create a VAL or press **•F11** if you do not want to create a VAL.
- Press **•>>** to acknowledge the message informing you that campaigns for the vehicle are stored in the PIWIS information system.
- Select the ⇒ **'Campaign'** function and press **•>>** to confirm your selection ⇒ *Additional menu – Campaign*.

You are then prompted to enter a programming code.



Additional menu – Campaign

- 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

- Enter the programming code **T8P2D** and press **•Enter** to confirm.

The text box turns blue.

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

**Information**

Read and follow the **information and instructions on the PIWIS Tester** during the guided programming sequence.

First the **charging electronics** and then the **Tiptronic control unit** is **re-programmed automatically**. Once programming is complete, both control units are **re-coded automatically**.

Do not interrupt programming and coding.

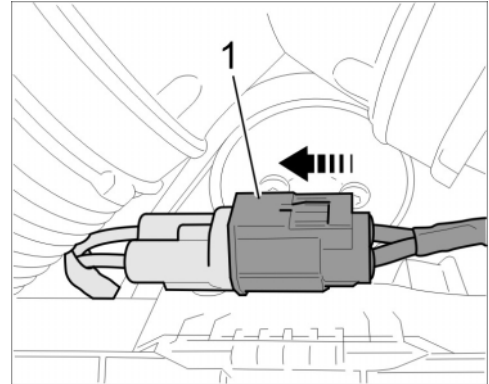
If an **error message** is displayed after starting programming (e.g. "Campaign does not exist", "No suitable programming rules found" or "Vehicle data could not be read", etc.), follow the appropriate instructions provided under ⇒ *Technical Information 'WD5500 Troubleshooting'*.

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"), programming must be **repeated** by entering the programming code **T8P2D** again (Additional menu > Campaign >> Enter campaign number).

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

Once the control units have been programmed and coded, the PIWIS Tester will prompt you to switch the ignition off and then back on again after a **waiting time of approx. 3 minutes**.

- 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-*.



Connecting electric plug connection

- 9 Once control unit programming and coding has been completed successfully, press •>>” to return to the start page of the Additional menu.
- 10 Press •<<” to return to the control unit selection screen ⇒ *Control unit selection*.



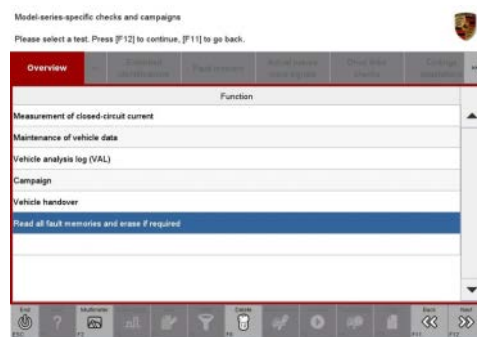
Control unit selection

Reading out and erasing fault memories

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

- 1 In the control unit selection screen (⇒ 'Overview' menu), press •F7" to call up the Additional menu.
- 2 Select the function "Read all fault memories and erase if required" and press •>>" to confirm ⇒ *Erasing fault memories*.

The fault memories of the control units are read out.



Erasing fault memories

- 3 Once you have read out the fault memories, delete the fault memory entries by pressing •F8" .
- 4 Press •F12" ("Yes") in response to the question as to whether you really want to erase all fault memory entries.

The faults stored in the fault memories of the various control units are deleted.



Information

If the fault memories of individual control units (e.g. fault memories of the control units DME, Adaptive Cruise Control (ACC), etc.) cannot be erased, proceed as follows:

- Switch off ignition.
- Disconnect the PIWIS Tester diagnostic connector from the diagnostic socket.
- Lock the vehicle using the driver's key.
- Wait approx. 1 minute before unlocking the vehicle again.
- Plug the PIWIS Tester diagnostic connector into the diagnostic socket again and restore communication with the vehicle.
- Read out the fault memories of these control units again and erase the fault memories 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 found and corrected. This work **cannot** be invoiced under the workshop campaign number.

- 5 Once you have erased the fault memories, select the ⇒ **'Overview'** menu and press •<<“ to return to the control unit selection screen ⇒ *Control unit selection*.



Control unit selection

Calibrating electric machine



Information

The electric machine must generally be calibrated after the fault memories of the OBD-relevant control units or the fault memories of all control units have been erased.

The rotor position (phase angle) and rotor temperature are stored during calibration of the electric machine.

Work
Procedure:

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

Proceed as follows when calibrating the electric machine:

- 1 Press and hold the brake pedal.
- 2 Turn the ignition key in the ignition lock to position 2 (terminal 50 – engine start) and hold it at this position for about 2 to 3 seconds.
Calibration of the electric machine is clearly audible. Calibration is complete once the calibration noise can no longer be heard.
- 3 Release the ignition key and move it to position 1 (ignition on).

Subsequent work

Work
Procedure:

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

- 1 Switch off ignition.
- 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 Enter the workshop campaign in the Warranty and Maintenance booklet.

Attachment "B"

Claim Submission - Workshop Campaign WD55

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 charging electronics		Labor time: 44 TU
Includes:	<ul style="list-style-type: none"> Re-programming Tiptronic control unit Disconnecting and connecting electric plug connection for fan blower Connecting and disconnecting battery charger Connecting and disconnecting PIWIS Tester Reading out and erasing fault memories Calibrating electric machine 	
⇒ Damage code WD55 066 000 1		

Troubleshooting

Work Procedure:

Error message after entering campaign 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 campaign 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 campaign number again and start programming.
	<ul style="list-style-type: none"> Incorrect programming code entered or programming code not entered correctly. 	<ul style="list-style-type: none"> Enter the programming code specified in the Technical Information correctly.
<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. 	<p>Read out the Porsche part number and software version of the control units from the 'Charging electronics' and the 'Tiptronic' control unit using the PIWIS Tester ⇒ 'Extended identification' menu.</p> <p>Current Porsche part number of the control units:</p> <ul style="list-style-type: none"> Charging electronics: 5QE915682H Tiptronic control unit: 0C8927749GA
	<ul style="list-style-type: none"> Software version of the installed control unit is already up-to-date. 	
	<ul style="list-style-type: none"> Software version of the control unit is a version that is not intended for carrying out the campaign. 	
<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"> 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

		campaign number again and start programming.
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