

WE28 - Re-programming the Airbag Control Unit (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:	As of 2014 up to 2015
Model Line:	Macan
Concerns:	Airbag control unit
Information:	This is to inform you of a voluntary Workshop Campaign on the above-mentioned vehicles. If the passenger airbag is not switched off on the affected vehicles, there is a possibility that the PASSENGER AIRBAG ON light will sporadically only go out about 5 minutes after the ignition is switched on. This does not comply with the specifications in the Owner's Manual, according to which the PASSENGER AIRBAG ON light comes on for about 1 minute after the ignition has been switched on and then goes out if the passenger's airbag is not switched off.
Action required:	Reprogram the airbag control unit with modified software to ensure that the light always works as described in the Owner's Manual.
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 only one vehicle in North America: WP1AF2A54FLB90058.
Tools:	• 9818 - PIWIS Tester II with PIWIS Tester software version 14.800 (or higher) installed. • Battery charger or power supply, suitable for AGM type batteries, recommended current rating of 70A fixed voltage 13.5V to 14.5V

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 starting control unit programming, connect a battery charger or power supply, suitable for AGM type batteries, recommended current rating of 70A fixed voltage 13.5V to 14.5V.

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: 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 - section on "Preliminary work"*.

Re-programming the airbag control unit

Work Procedure: 1 Re-program the airbag control unit.

The basic procedure for programming a control unit is described in the Workshop Manual ⇒ *Workshop Manual '9X00IN Basic instructions and procedure for control unit programming using the PIWIS Tester - section on "Programming"*.

Specific information on control unit programming during this campaign:

Required PIWIS Tester software version:	14.800 (or higher)
Type of control unit programming:	Control unit programming using the ' Campaign ' function in the Additional menu (•F7 ") on the PIWIS Tester by entering a programming code.
Programming code:	Q8Q7J
Programming sequence:	Read and follow the information and instructions on the PIWIS Tester during the guided programming sequence. The airbag control unit is re-programmed during the programming sequence. Do not interrupt programming. Once the control units have been programmed, the PIWIS Tester will prompt you to switch the ignition off and then back on again after a waiting time of approx. 10 seconds.
Programming time (approx.):	2 minutes
Software version programmed during this campaign:	0090 Following control unit programming, the software version can be read out of the airbag control unit in the ⇒ 'Extended identification' menu using the PIWIS Tester.
Procedure in the event of error messages appearing during the programming sequence:	⇒ <i>Workshop Manual '9X00IN Basic instructions and procedure for control unit programming using the PIWIS Tester - section on "Troubleshooting"</i> .
Procedure in the event of abnormal termination of control unit programming:	Repeat control unit programming by entering the programming code again .

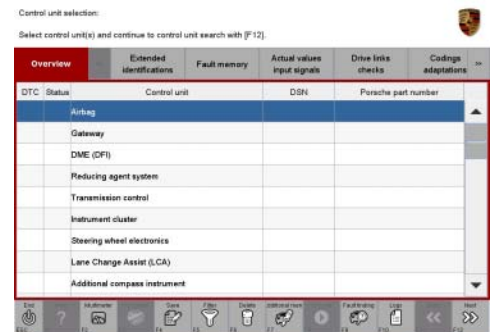
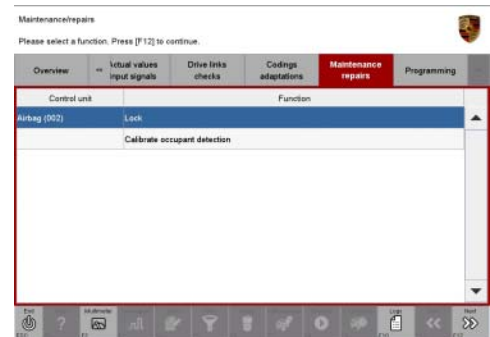
**Information**

Once the airbag control unit has been programmed, it must be locked using the PIWIS Tester. The control unit is first coded and then locked. For details of procedure see the ⇒ *Technical Information 'WE2800 Locking the airbag control unit'* section.

If an airbag control unit is unlocked, the fault memory entry "U101300 – airbag control unit, not coded" is stored in the fault memory. The fault memory entry can only be deleted after the airbag control unit has been successfully locked.

Locking the airbag control unit

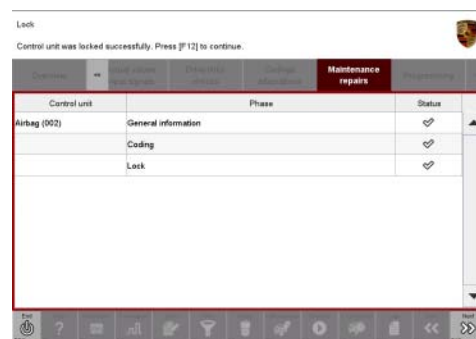
- Work Procedure: 1 Select the '**Airbag**' control unit in the control unit selection screen (Menu ⇒ 'Overview') and press •>> " to confirm your selection ⇒ *Airbag control unit*.
- 2 Once the airbag control unit has been found and is displayed in the list, select the ⇒ '**Maintenance/repairs**' menu.
- 3 Select menu item ⇒ '**Lock**' and perform the guided procedure with the PIWIS Tester ⇒ *Lock menu item*.
During this process, the airbag control unit is first coded and then locked. Read the information displayed and follow the instructions for the PIWIS Tester.
- 4 Once the coding has been performed, the message "Coding has been completed successfully" appears. Confirm the message by pressing •>> " .
- 5 After a certain waiting time, the airbag control unit is locked. Once the control unit has been unlocked, the message "Coding has been completed successfully" appears again. Confirm the message by pressing •>> " .

*Airbag control unit**Lock menu item*

- 6 The message "Control unit was successfully" is then displayed as well as the overall status of the "Coding/locking" procedure ⇒ *Overall lock status display*.

Confirm the message by pressing •>> “ in order to return to the homepage of the ⇒ 'Maintenance/Repairs' menu.

- 7 Select the ⇒ 'Overview' menu and press •<< “ to return to the control unit selection screen.



Overall lock status display

Subsequent work

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

- 2 Enter the workshop campaign in the Warranty and Maintenance booklet.

Attachment "B"

Claim Submission - Workshop Campaign WE28

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.

Working time:

Re-programming the airbag control unit

Labor time: **23 TU**

Includes: Connecting and disconnecting battery charger
Connecting and disconnecting the PIWIS Tester
Locking the airbag control unit

Reading out and erasing fault memories

⇒ **Damage Code WE28 066 000 1**

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