

Only for Vehicles Manufactured in Production Plant Osnabrück: Malfunctions While Enabling Functions in Steering-Column Switch (Steering Wheel Electronics) Control Unit (40/13)



Information

This Technical Information replaces the TI dated September 4, 2013.

Changes/additions compared to the previous Technical Information:

- Part identifier and component designation corrected/added - was "94500 – Steering-column switch control unit", now "91620 – Steering wheel electronics control unit".

Vehicle Type: **Boxster (981)/Boxster S (981)**
Cayman (981)/Cayman S (981)

Model Year: **2013**

Concerns: **Control unit for steering-column switch (also referred to as combined steering-column module)/steering wheel electronics**

Information: **Only for vehicles manufactured in production plant Osnabrück (VIN designation "K"):
Malfunctions can occur during coding when enabling one of the following functions**

- Cruise control,
- On-board computer,
- Multi-function steering wheel or
- Heated steering wheel

Malfunctions can occur during coding in the steering-column switch (steering wheel electronics) control unit.

Action Required: Before enabling or coding a function such as "Cruise control" on an affected vehicle, the steering-column switch (steering wheel electronics) control unit must be re-programmed.

Affected Vehicles: Only for **vehicles with a VIN** corresponding to production plant Osnabrück:
Example of an affected VIN (letter "K" at position 11): WPO XXX XX X D **K** X XXXXX

Tools: **9818 - PIWIS Tester II** with **software version 12.600** (or higher) installed
Battery Charger/Power Supply - Suitable for AGM Type batteries, recommended current rating of 70A fixed voltage 13.5V to 14.5V.

Work

Procedure:

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 suitable 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.

1 Preliminary work:

- 1.1 Connect a battery charger or power supply, suitable for AGM type batteries, recommended current rating of 70A fixed voltage 13.5V to 14.5V.
- 1.2 Switch on the ignition using the original vehicle key. To do this, replace the plastic vehicle key in the ignition lock with the original key fob if it was not previously removed at the start of this procedure.
- 1.3 **9818 - PIWIS Tester II** with software version **12.600** (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.

2 Re-programming steering wheel electronics control unit:



Information

The procedure described here is based on the PIWIS Tester II software version **12.600**.

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.

- 2.1 On the PIWIS Tester start screen, call up the ⇒ **'Diagnostics'** menu and select the relevant vehicle type.
The diagnostic application is then started and the control unit selection screen is populated.
- 2.2 In the control unit selection screen (⇒ **'Overview'** menu), press •F7" to call up the ⇒ **'Additional menu'**.
- 2.3 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.
- 2.4 Press •F12" to acknowledge the message informing you that campaigns for the vehicle are stored in the PIWIS information system.
- 2.5 Select the ⇒ **'Campaign'** function and confirm your selection by pressing •F12" .
You are then prompted to enter a campaign number.
- 2.6 To enter the campaign number, click in the relevant text box so that the cursor starts to flash.
- 2.7 Enter the programming code **T1Q8Q** and press •Enter" to confirm.
The text box turns blue.
Press •F12" to start the guided programming sequence.
Read the information and follow the prompts by pressing •F12" .
- 2.8 Once programming/coding has been carried out successfully, press •F11" to return to the overview.

3 Subsequent work:

3.1 Re-teaching steering lock settings:

The teaching process is monitored in the Actual values/input signals menu in the power-steering control unit using PIWIS Tester II.

- 3.1.1 Teach steering lock settings:
⇒ With the vehicle stationary and the engine at idle speed, turn the steering wheel fully to the right and then to the left and hold it at full lock for a short time.
- 3.1.2 If the steering lock settings cannot be taught, repeat the teaching process under the following conditions:

- Calibrate the steering-angle sensor first. ⇒ *Workshop Manual '456005 Initialising and calibrating steering-angle sensor'*. **This also clears the limit stops.**
- Then re-teach the steering lock settings. Check the following while doing this: If the second phase of the teaching process is reached (message displayed on PIWIS Tester II), switch off the ignition for about 20 seconds. Then switch the ignition on again. The steering lock settings are now re-taught and the following message is displayed: **Status of teaching process, left and status of teaching process, right = taught while driving slowly, teaching complete.**

3.2 Read out and erase fault memories.

3.3 Disconnect the PIWIS Tester from the vehicle.

3.4 Switch off and disconnect the battery charger/power supply.

3.5 On vehicles with Porsche Entry & Drive, replace the original driver's key in the ignition lock with the control panel again.

Working time: 916225650: Programming steering wheel electronics control unit (malfunction during enabling process)

Labor time: **36 TU**

Invoicing: The work required is invoiced under the labor operation:

- **91622565: Programming steering wheel electronics control unit (malfunction during enabling process)**

For invoicing and documentation using PQIS, specify **"91620" as the fault location (FES5)** and **"9735" as the damage category (SA4)**.

References: ⇒ *Workshop Manual '489025 Power-steering gear: Teaching steering lock settings'*

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