

Spare Parts Requirements for HV Battery Control Unit or HV Battery Control Unit With HV Battery if "High-voltage battery is totally discharged" (57/15)



Information

- Document with limited validity.

This Quick Information is valid until May 2016.

Vehicle Type: **Panamera S E-Hybrid**

Model Year: **As of 2014 up to 2015**

Concerns: **'High-voltage battery' control unit**

Information: **In the event of spare parts requirements for**

- **'High-voltage battery' control unit**
- **High-voltage battery**

the software version must be checked after installing these components.

Date of Introduction: Control units with the new software version are installed during production from April 21, 2015.

Action Required: A 'high-voltage battery' control unit with software version 1000 to 1100 must be re-programmed with software version 1101.

Affected Vehicles: Panamera S E-Hybrid with 'high-voltage battery' control unit — software version 1000 to 1100

Tools: **9818 - PIWIS Tester II with software version 15.410** (or higher)

Battery Charger/Power Supply - Suitable for AGM Type batteries, recommended current rating of 70A fixed voltage 13.5V to 14.5V.

Work Procedure: 1 **Check the current software version of the 'high-voltage battery' control unit:**

- 1.1 Select main menu — "Diagnostics" menu item
- 1.2 Select "Panamera" menu item and confirm by pressing •F12" .
- 1.3 Select "Control unit selection" menu item — "High-voltage battery" control unit and confirm by pressing •F12" .
- 1.4 Follow the instructions in the menu sequence.

- 1.5 Select "Control unit overview" menu item — "High-voltage battery" control unit and confirm by pressing •F12" .
- 1.6 Select "Extended identification" menu item and confirm by pressing •F12" .
- 1.7 Read off the software version under the "Identification" menu item.
- 1.8 If the "high-voltage battery" control unit has the software version 1101 → End of action required.
- 1.9 If the 'high-voltage battery' control unit does **not** have the software version 1101 → Re-program the 'high-voltage battery' control unit as described below.

2 Re-program 'high-voltage battery' control unit

Preliminary Work

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 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 WLAN connection is unstable.

- **An unstable WLAN 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

Programming interrupted

- **Malfunctions in control unit**
 - **Risk of damage to control unit**
- ⇒ **Route the line between the PIWIS Tester and the vehicle communication module (VCI) without tension to prevent the line from slipping out of the USB connection on the PIWIS Tester.**
- ⇒ **Lock connecting lines on the vehicle communication module (VCI) using the bayonet lock.**
- ⇒ **Route the line between the vehicle communication module (VCI) and diagnostic socket on the vehicle without tension and make sure that the connector is inserted fully into the diagnostic socket.**

⇒ Check that the rechargeable battery for the PIWIS Tester is charged sufficiently. Connect the PIWIS Tester to the power supply unit if necessary.

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 driver's key. To do this, replace the control panel in the ignition lock with the original driver's key if necessary.

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"*.



Information

The procedure described here is based on the PIWIS Tester II software version **15.300**.

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.



Information

Once control unit programming is complete, the windscreen wipers can start wiping. Do not work in this area or place any objects on the windshield during programming.

Re-program 'high-voltage battery' control unit with software version 1101

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"*.

Required PIWIS Tester software version:	15.410 (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:	G5L7D

Programming sequence:	<p>Read and follow the information and instructions on the PIWIS Tester during the guided programming sequence.</p> <p>The 'high-voltage battery' control unit is first re-programmed and then re-coded automatically during the programming sequence.</p> <p>Do not interrupt programming and coding.</p>
Programming time (approx.):	<p>12 minutes</p> <p>Once programming and coding is complete, the PIWIS Tester will prompt you to switch the ignition off and then back on again after a waiting time of 6 minutes.</p> <p>The 6-minute waiting time with the ignition switched off is necessary so that on-board diagnosis of the high-voltage system can be performed and completed as required after control unit programming. The vehicle cannot be started until on-board diagnosis is completed successfully.</p> <p>Fault memory entries that were entered as a result of control unit programming can only be deleted after on-board diagnosis has been completed successfully.</p>
Programmed software version:	<p>1101</p> <p>Following control unit programming, the software version can be read out of the 'high-voltage battery' control unit in the ⇒ 'Extended identifications' menu using the PIWIS Tester.</p>
Procedure in the event of error messages appearing during the programming sequence:	<p>⇒ <i>Workshop Manual '9X00IN Basic instructions and procedure for control unit programming using the PIWIS Tester - section on "Troubleshooting"</i>.</p>
Procedure in the event of abnormal termination of control unit programming:	<p>Repeat control unit programming by entering the programming code again.</p>

Subsequent Work

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"*.



Information

If the engine will not start and the prompt "Park vehicle safely" appears in the instrument cluster, on-board diagnosis of the hybrid system may not have been completed fully.

If this happens, switch off the ignition, disconnect the PIWIS Tester from the diagnostic socket on the vehicle and lock the vehicle. **Wait for at least 6 minutes.** Then unlock the vehicle and try to start the engine again.



Information

If the **passive** (greyed) fault memory entry "**D00000 - Function restriction due to fault in PSM**" is entered in the 'Electric power steering' control unit, please ignore this. The fault memory entry is stored as a result of a communication problem between the control units caused by the PIWIS Tester connected to the vehicle.

If control units are found to have other faults, which cannot be erased and are not caused by control unit programming, these faults must be found and corrected.

References: ⇒ *Workshop Manual '9X00IN Basic instructions and procedure for control unit programming using the PIWIS Tester'*

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

APOS	Arbeitsposition	I-Nummer
27942550	Programmierung HV battery control units	

For invoicing and documentation using PQIS, enter the following coding:

Fehlerort (FES5)	27940	HV battery control unit
Schadensart (SA4)	1617	Function performed too quickly

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