

**WD33 - Re-coding TPM Control Unit (Workshop Campaign)**

Note: **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 Diesel  
Panamera S / Panamera 4S / Panamera GTS / Panamera S E-Hybrid  
Panamera Turbo / Panamera Turbo S**

Concerns: **Tire Pressure Monitoring control unit**  
(referred to below as "TPM control unit")

Information: This is to inform you of a voluntary Workshop Campaign on the above-mentioned vehicles. **High speeds (> 165 mph/270 km/h) can cause an implausible warning message due to a software error in the TPM control unit.**

If this happens, the warning message "Tire pressure! Reduce speed" appears in the instrument cluster, although no pressure loss has occurred in the tire.

Action Required: **Re-code the TPM control unit** using the PIWIS Tester with software version **12.600** (or higher) installed.

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 449 vehicles in North America.

Tools:

- **9818 - PIWIS Tester II** with PIWIS Tester 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. Refer to Equipment Information EQ-1105.

Work Procedure: See Attachment "A".

Claim See Attachment "B".  
Submission:

### Attachment "A":

#### NOTICE

Coding will be aborted in the event of low voltage.

- Increased current draw during diagnosis can cause a drop in voltage, which can result in one or more fault entries and the abnormal termination of the coding process.
- ⇒ Before commencing work, connect a suitable battery charge 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.

#### NOTICE

Coding 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, coding 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 coding will be aborted if the vehicle key is not recognized

- If the vehicle key is not recognized in vehicles with Porsche Entry & Drive, coding cannot be started or will be interrupted.
- ⇒ Switch on the ignition using the original vehicle key. To do this, replace the dummy key in the ignition lock with the original vehicle key if necessary.



#### 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.

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

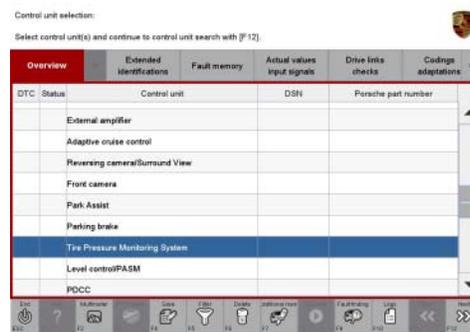
- 1 Connect a battery charger or power supply, suitable for AGM type batteries, recommended current rating of 70A fixed voltage 13.5V to 14.5V to the jump-start terminals in the engine compartment.
- 2 Switch on the ignition using the **original driver's key**.  
To do this, replace the dummy key in the ignition lock with the original driver's key if necessary.
- 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.
- 4 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.

**Re-coding TPM control unit**

Work Procedure:

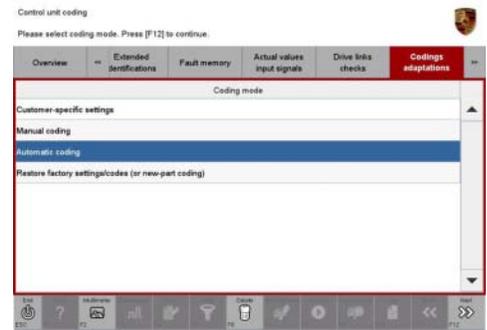
**NOTE:** VEHICLE VOLTAGE MUST REMAIN BETWEEN 13.5 AND 14.5 VOLTS DURING THE ENTIRE WORK PROCEDURE.

- 1 Select the ⇒ **Tire Pressure Monitoring** control unit in the control unit selection screen (⇒ **'Overview'** menu) and confirm your selection by pressing •>>“ (⇒ *Control unit selection - Tyre Pressure Monitoring (TPM)*).
- 2 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.
- 3 Press •>>“ to acknowledge the message informing you that campaigns for the vehicle are stored in the PIWIS information system.
- 4 Once the Tire Pressure Monitoring control unit has been found and is displayed in the overview, select the ⇒ **'Codings/adaptations'** menu.



*Control unit selection - Tyre Pressure Monitoring (TPM)*

- 5 Select the ⇒ **'Automatic coding'** function and press •>>" to start coding ⇒ *Tire Pressure Monitoring - Automatic coding.*

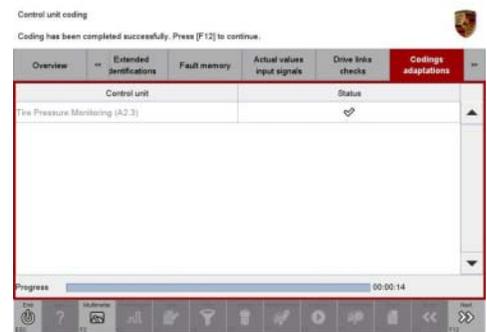


*Tire Pressure Monitoring - Automatic coding*

- 6 When coding is complete, the message "Coding has been completed successfully" is displayed and a tick appears in the 'Status' box ⇒ *Coding successful.*

If coding is not completed successfully (error message "Coding was not completed successfully"), coding must be **repeated**.

- 7 Once coding has been completed successfully, press •>>" to return to the start page of the ⇒ **'Codings/adaptations'** menu.



*Coding successful*

- 8 Select the ⇒ **'Overview'** menu and press •<<" to return to the control unit selection screen.

## 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 dummy key again.
- 5 Enter the workshop campaign in the Warranty and Maintenance booklet.

## Attachment "B":

**Claim Submission** - Workshop Campaign WD33  
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-coding TPM control unit Labor time: **16 TU**

Includes:   Connecting and disconnecting battery charger  
                   Connecting and disconnecting PIWIS Tester

**⇒ Damage Code WD33 066 000 1**

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