

**Symptom in Vehicle Interior - Air Conditioning Not As Specified: Re-programming Air-conditioning Control Unit (SY 39/19)**

Revision: **May 21, 2019**

**This bulletin replaces TI 971 8 39/19 published on May 8, 2019. The revision is as follows:**  
 PIWIS Tester version was updated to 38.400.010.

Model Year: **As of 2017 up to 2019**

Vehicle Type: **Panamera (971)**

Concern: **Air-conditioning control unit**

Symptom: Air conditioning not as specified - air flow not according to selected position. In addition, various fault memory entries regarding blocked servo motors may be stored in the air conditioning control unit.

Cause: Due to incorrect control of the servo motors on the affected vehicles, the flaps in the air-conditioning system may not be in the intended positions sporadically.

Remedial Action: In the event of a customer complaint or fault memory entries regarding the servo motors in the air conditioning control unit and a software version lower than "1751" in the air conditioning control unit, re-program the air conditioning control unit.



**Information**

The total time required for programming and coding the control unit is **approx. 3 minutes**.

- Tools:
- **9900 - PIWIS Tester 3** with installed PIWIS Tester software **version 38.400.010** (or higher)
  - **Battery charger** with a current rating of **at least 90 A**, e.g. **VAS 5908 - Battery charger 90A**

**Preparatory 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 with a current rating of at least 90 A to the vehicle.**

**NOTICE**

Control unit programming will be aborted if the WLAN connection is unstable.

- An unstable WiFi connection can interrupt communication between the PIWIS Tester and the vehicle communication module (VCI). As a result, control unit programming may be aborted.
- ⇒ During control unit programming, always connect the PIWIS Tester to the vehicle communication module (VCI) via the USB cable.

**NOTICE**

Control unit programming will be aborted if the driver's key is not recognized

- If the driver's 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 unit in the ignition lock with the original driver's key if necessary.

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"*.

### Carrying Out Control Unit Programming

Work Procedure: 1 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 in the context of this Technical Information:**

Required PIWIS Tester software version:	<b>38.400.010</b> (or higher)
Type of control unit programming:	Control unit programming using the <b>'Campaign' function in the Additional menu</b> on the PIWIS Tester by entering a programming code.
Programming code:	<b>W1B9S</b>

Programming sequence:	Read and follow the <b>information and instructions on the PIWIS Tester</b> during the guided programming sequence. During the programming sequence, the air conditioning control unit is <b>re-programmed</b> and then <b>automatically re-coded</b> . <b>Do not interrupt programming and coding.</b>
Programming time (approx.):	<b>3 minutes</b>
Software version programmed during this campaign:	<b>1751</b> Following control unit programming, the software version can be read out of the air-conditioning system 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 "Fault finding"</i> .
Procedure in the event of abnormal termination of control unit programming:	Repeat control unit programming by restarting programming.

- 2 Teach and check the air conditioning servo motors.
  - 2.1 Select '**Air conditioning**' in the control unit selection.
  - 2.2 Select the '**Maintenance/repairs**' menu.
  - 2.3 Select '**Teach and check servo motors**', continue with •F12" .
  - 2.4 Follow the instructions on the Tester.

**Concluding Work**

Work Procedure: 1 Carry out general subsequent 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 "Subsequent work"*.

**Invoicing**

The work involved is invoiced under the labor operation:

APOS	Labor operation	I No.
87112500	Programming air conditioning control unit	

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

Location (FES5)	87200	Servo motor
Damage type (SA4)	1611	does not function

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

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