

**WKG8 – Re-coding Airbag Control Unit (Workshop Campaign)**

Model line: **911 Carrera (992)**

Model Year: **2020**

Important: **CRITICAL WARNING** - This campaign includes steps where control unit(s) in the vehicle will be programmed with the PIWIS Tester. The vehicle voltage must be maintained between 13.5 volts and 14.5 volts during this programming. Failure to maintain this voltage could result in damaged control unit(s). Damage caused by inadequate voltage during programming is not a warrantable defect. The technician must verify the actual vehicle voltage in the PIWIS Tester before starting the campaign and also document the actual voltage on the repair order.

Subject: **Airbag control unit**

Situation: **The airbag control unit on the affected vehicles was coded with an incorrect data record.** As a result, the Event Data Recorder (EDR) function is activated although this is not yet approved for the vehicle type. This function can be used to record certain historical data without the customer's consent in the event of an accident.

Remedial Action: Re-code the airbag control unit using the PIWIS Tester with test software version **38.750.020** (or higher) installed.

Affected Vehicles: Only the vehicles assigned to the campaign (see also PCSS Vehicle Information).

**Required Tools**

Tools:



**Information**

The new 911 (992) comes with either a **lithium starter battery** (I-no. J2A) or an **AGM starter battery** (I-no. JOV, J4K) as standard.

This depends on the following:

- Country version
- Model type
- Vehicle equipment

**Lithium starter batteries** must only be charged using a **suitable battery charger** that has a current and voltage-controlled charge map.

For further information about the battery chargers to be used, see ⇒ *Workshop Manual '270689 Charging battery/vehicle electrical system'*.

- Battery charger with a current rating of **at least 90 A** and - if required - **also with a current and voltage-controlled charge map** for lithium starter batteries, e.g. **VAS 5908 - Battery charger 90A**
- **9900 - PIWIS Tester 3** with PIWIS Tester software version **38.750.020** (or higher) installed

## Preparatory Work

### NOTICE

Fault entry in the fault memory and/or control unit coding aborted due to low voltage.

- Increased current draw during diagnosis or control unit coding can cause a drop in voltage, which can result in one or more fault entries and the abnormal termination of the coding process.
- ⇒ Before starting control unit coding, connect a suitable battery charger with a current rating of at least 90 A to the vehicle.

### NOTICE

Coding 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, coding may be aborted.
- ⇒ During control unit coding, always connect the PIWIS Tester to the vehicle communication module (VCI) via the USB cable.

### NOTICE

Control unit coding will be aborted if the driver's key is not recognised

- If the driver's key is not recognised in the vehicle, coding cannot be started or will be interrupted.
- ⇒ Place the driver's key with the back facing down in the area in front of the storage compartment under the armrest (emergency start tray) in order to guarantee a permanent radio link between the vehicle and driver's key.



**Information**

The procedure described here is based on the PIWIS Tester 3 software version **38.750.020**.

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: 1 **Re-code airbag control unit.**

**NOTICE**

**Use of a PIWIS Tester software version that is older than the prescribed version**

- **Measure is ineffective**
- ⇒ **Always use the prescribed version or a higher version of the PIWIS Tester software for control unit coding.**

Required PIWIS Tester software version:	<b>38.750.020</b> (or higher)
Type of control unit coding:	Control unit coding using the ' <b>Automatic coding</b> ' function for the control unit:  <b>Airbag</b> control unit – ' <b>Coding/programming</b> ' menu – ' <b>Automatic coding</b> ' function.
Coding sequence:	Read and follow the <b>information and instructions on the PIWIS Tester</b> during the guided procedure.  <b>Do not interrupt coding.</b>  When coding is complete, the message "Coding has been completed successfully" is displayed and a tick appears in the 'Status' box.
Procedure if control unit coding is <b>not successful</b> :	Repeat control unit coding.

- 2 Read out and erase all fault memories.  
For instructions, see ⇒ *Workshop Manual '033500 Fault memory for on-board diagnosis'*.



**Information**

If control units are found to have faults that are **not** caused by control unit programming, these must first be **found** and **corrected**. This work **cannot** be invoiced under the workshop campaign number.

- 3 Enter the campaign in the Warranty and Maintenance booklet.

**Warranty processing**

Scope 1:

**Working time:**

Re-coding airbag control unit

Labor time: **30 TU**

Includes:

- Connecting and disconnecting battery charger
- Connecting and disconnecting PIWIS Tester
- Reading out and erasing fault memories

⇒ **Damage Code WKG8 066 000 1**

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