WLC9 - Re-programming Roof Console (Workshop Campaign)

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.

Model Year: **As of 2017 up to 2021**

Model line: **Panamera (971)**

Equipment: Passenger's airbag can be deactivated (I-no. 4UF / 4UB)

Subject: **Roof console**

Information: **On affected vehicles, a component protection function may deactivate the "PASSENGER AIR BAG OFF / ON" indicator light in the roof console area at temperatures above 100 °C, for example, in direct sunlight for a longer period of time. As soon as the temperature drops, the indicator light function will be activated again.**

When the "PASSENGER AIR BAG OFF/ ON" indicator light is deactivated, the airbag warning light comes on in the instrument cluster. All safety and restraint systems function at all times according to specifications and the fault does not affect occupant protection.

Remedial Action: Re-program roof console using the PIWIS Tester.

Information
Programming takes **approx. 6 minutes** to complete.

Affected Vehicles: Only vehicles assigned to the campaign (see also PCSS Vehicle Information). There are 22,612 vehicles affected by this campaign in North America.

Required tools

Tools:

- **9900 - PIWIS Tester 3** with PIWIS Tester software version **39.300.020** (or higher) installed
- **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 the vehicle, programming cannot be started or will be interrupted.**

⇒ **Place the driver's key with the back facing down into the front left storage compartment in the center console to guarantee a continuous radio link between the vehicle and the driver's key.**

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"'*.

Re-program roof console

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:	**39.300.020** (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:	**S8S4B**
Programming sequence:	Read and follow the **information and instructions on the PIWIS Tester** during the guided programming sequence. The roof console is **re-programmed** during the programming sequence. **Do not interrupt programming.**
Programming time (approx):	**6 minutes**
Software version programmed during this campaign:	**0034** Following control unit programming, the software version can be read out of the front-end electronics control unit under 'Interior lights on roof console' in the ⇒ 'Extended identifications' menu using the PIWIS Tester.
Procedure in the event of error messages appearing during the programming sequence:	⇒ *Workshop Manual '9X00IN Basic instructions and procedure for control unit programming using the PIWIS Tester - section on "Fault finding"'*.
Procedure in the event of abnormal termination of control unit programming:	Repeat control unit programming by restarting programming.

Concluding work

Woek 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"'*.

2 Enter the campaign in the Warranty and Maintenance booklet.

Warranty processing

Information

The following specified working time was determined specifically for carrying out this campaign and may differ from the working times published in the PCSS.

Scope 1: **Re-program roof console**

Working time:

Re-programming roof console — Labor time: **39 TU**

Includes: Connecting and disconnecting battery charger
Connecting and disconnecting PIWIS Tester
Reading out and erasing fault memory

⇒ **Damage Code WLC9 066 000 1**

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