

**Complaint: Intersection Assist Cannot be Deactivated (141/20)**

Revision: This bulletin replaces bulletin Group 9 125/20, dated August 24, 2020.

Model Year: **As of 2018 up to 2020**

Model Line: **Cayenne (9YA/9YB)**

Equipment: Intersection Assist (I No. JX1)  
without Lane Change Assist (I No. 7Y0)

Subject: **Central computer**

Information: **Intersection Assist (I No. JX1) cannot be deactivated because the button for deactivating Intersection Assist is not displayed in the PCM menu under "Assist" in the central display.**

Remedial Action: If the problem occurs, code the central computer automatically.

**Required tools**

- Tools:
- 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 installed PIWIS Tester software **version 39.600.015** (or higher)

**Re-code the central computer**

**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 getting started, connect a suitable battery charger with a current rating of at least 90 A to the jump-start terminals.**

**NOTICE**

**Control unit coding will be aborted if the WiFi 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 recognized

- If the driver's key is not recognized in the vehicle, coding 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.

#### NOTICE

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

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



#### Information

The procedure described here is based on the PIWIS Tester 3 software version **39.600.015**.

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:

#### Re-code the central computer (PCM) automatically.

Required PIWIS Tester software version:	<b>39.600.015</b> (or higher)
Type of control unit coding:	Control unit coding using the <b>'Automatic coding'</b> function for the control unit:  Control unit <b>'PCM' – '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 coding sequence.  <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.

**Invoicing**

Invoicing: For documentation and warranty invoicing, enter the labor operation and PQIS coding specified below in the warranty claim:

APOS	Labour operation	I No.
91522508	Programming central computer	

PQIS coding:

Location (FES5)	91520	Central computer
Damage type (SA4)	1614	Function not as specified

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

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