

WMJ6 - Re-Programming and/or Coding Seat Control Unit (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 2022**

Model Line: **Panamera (971)
Cayenne (9YA/9YB)
911 (992)**

Concerns: **Seat control unit**

Information: **Due to a communication error between the PIWIS Tester and the seat control unit (driver seat, passenger seat, rear seats), there is a possibility that the seat control unit may no longer be switched to idle state after performing diagnostics (during a workshop visit).**

Action required: For this reason, the seat control unit (driver seat, passenger seat, rear seats) on the affected vehicles must be re-programmed and/or coded with a corrected data record using the PIWIS Tester with software version 40.650.030 (or higher) installed.



Information

Each vehicle affected by this measure has been assigned **exactly one scope**, which includes the measures required for updating the software.

For details of the exact scope of this campaign that is assigned to each vehicle, see PCSS Vehicle Information.

An overview of the corresponding action required for each scope can be found in the table below.

Overview of scopes:

Allocation	Vehicle	Scope of workshop campaign
Scope 1:	Panamera (971)	<ul style="list-style-type: none"> Re-programming and/or coding seat control unit

Scope 2:	Cayenne (9YA/9YB)	• Re-programming and/or coding seat control unit
Scope 3:	911 (992)	• Re-programming and/or coding seat control unit

Required tools

- Tools:
- Battery charger with a current rating of **at least 90 A** and a **current and voltage-controlled charge map** for lithium starter batteries, e.g. **VAS 5908 - Battery charger 90 A**
 - **9900 - PIWIS Tester 3**

Re-programming and/or coding seat control unit - Scope 1 (Panamera)

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 WiFi 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.



Information

The procedure described here is based on the PIWIS Tester 3 software version **40.650.030**.

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 Carry out general preliminary work for control unit programming as described in ⇒ *Workshop Manual 'Basic instructions and procedure for control unit programming using the PIWIS Tester'*.

2 **Re-program and/or code the seat control unit.**

The basic procedure for control unit programming is described in the Workshop Manual ⇒ *Workshop Manual 'Basic instructions and procedure for control unit programming using the PIWIS Tester'*.



Information

Instructions for programming

- The data stored in the control unit is read out. The data is then **either** programmed, linked to coding, or **only** coded.
- The seat settings will be lost during programming.

For specific information on control unit programming during this campaign, see the table below:

Required PIWIS Tester software version:	40.650.030 (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:	G2K9B
Programming sequence:	Read and follow the information and instructions on the PIWIS Tester during the guided programming sequence. The control unit for the seat is re-programmed and then re-coded automatically during the programming sequence. An automatic check is performed to see whether a new software version is available. If there is no new software version available, the control unit is only coded. Do not interrupt programming and coding.
Programming time (approx.):	6 minutes

Procedure in the event of abnormal termination of control unit programming:	<ul style="list-style-type: none"> • Switch ignition off and then on again. • Repeat control unit programming by entering the programming code again.
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> .

- 3 Select **Maintenance/repairs**.
- 4 Select **Standardize seat motors**. Press **•F12"** to continue and then press **•F8"** to start.



Information

For some equipment variants, standardisation must be performed on both driver side and passenger side.

- 5 **Follow instructions on the Tester**.
- 6 The seat automatically moves to various seat positions. When the seat remains stationary for a few minutes, press **•F12"** to continue.
- 7 **Read out the fault memory**, work through faults that are stored if necessary and clear the fault memory.



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.

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

Re-programming and/or coding seat control unit - Scope 2 (Cayenne)

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 WiFi 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.



Information

The procedure described here is based on the PIWIS Tester 3 software version **40.650.030**.

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 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'*.

2 **Re-program and/or code the seat control unit.**

The basic procedure for control unit programming is described in the Workshop Manual ⇒ *Workshop Manual '9X00IN Basic instructions and procedure for control unit programming using the PIWIS Tester'*.



Information

Instructions for programming

- The data stored in the control unit is read out. The data is then **either** programmed, linked to coding, or **only** coded.
- The seat settings will be lost during programming.

For specific information on control unit programming during this campaign, see the table below:

Required PIWIS Tester software version:	40.650.030 (or higher)
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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:	E3K9B
Programming sequence:	Read and follow the information and instructions on the PIWIS Tester during the guided programming sequence. The control unit for the seat is re-programmed and then re-coded automatically during the programming sequence. An automatic check is performed to see whether a new software version is available. If there is no new software version available, the control unit is only coded. Do not interrupt programming and coding.
Programming time (approx.):	3 minutes
Procedure in the event of abnormal termination of control unit programming:	<ul style="list-style-type: none"> • Switch ignition off and then on again. • Repeat control unit programming by entering the programming code again.
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> .

3 Select **Maintenance/repairs**.

4 Select **Standardize seat motors**. Press •F12" to continue and then press •F8" to start.



Information

For some equipment variants, standardisation must be performed on both driver side and passenger side.

5 **Follow instructions on the Tester**.

6 The seat automatically moves to various seat positions. When the seat remains stationary for a few minutes, press •F12" to continue.

7 **Read out the fault memory**, work through faults that are stored if necessary and clear the fault memory.

**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.

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

Re-programming and/or coding seat control unit - Scope 3 (911)**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 WiFi 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.

**Information**

The procedure described here is based on the PIWIS Tester 3 software version **40.650.030**.

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.

**Information**

For some equipment variants, standardisation must be performed on both driver side and passenger side.

**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.

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'*.

2 **Re-program and/or code the seat control unit.**

The basic procedure for control unit programming is described in the Workshop Manual ⇒ *Workshop Manual '9X00IN Basic instructions and procedure for control unit programming using the PIWIS Tester'*.

**Information**

Instructions for programming

- The data stored in the control unit is read out. The data is then **either** programmed, linked to coding, or **only** coded.
- The seat settings will be lost during programming.

For specific information on control unit programming during this campaign, see the table below:

Required PIWIS Tester software version:	40.650.030 (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:	S9K9B

Programming sequence:	<p>Read and follow the information and instructions on the PIWIS Tester during the guided programming sequence.</p> <p>The control unit for the seat is re-programmed and then re-coded automatically during the programming sequence.</p> <p>An automatic check is performed to see whether a new software version is available. If there is no new software version available, the control unit is only coded.</p> <p>Do not interrupt programming and coding.</p>
Programming time (approx.):	3 minutes
Procedure in the event of abnormal termination of control unit programming:	<ul style="list-style-type: none"> • Switch ignition off and then on again. • Repeat control unit programming by entering the programming code again.
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> .

- 3 Select **Maintenance/repairs**.
- 4 Select **Standardize seat motors**. Press •F12" to continue and then press •F8" to start.



Information

For some equipment variants, standardisation must be performed on both driver side and passenger side.

- 5 **Follow instructions on the Tester.**
- 6 The seat automatically moves to various seat positions. When the seat remains stationary for a few minutes, press •F12" to continue.
- 7 **Read out the fault memory**, work through faults that are stored if necessary and clear the fault memory.



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.

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

Warranty processing



Information

The specified working time was determined specifically for carrying out this campaign and includes all necessary preliminary and subsequent work.

The working time may differ from the working times published in the Labor Operation List in the PCSS.

Scope 1: **Valid for Panamera (971)**

Working time:

Re-programming or coding seat control unit

Labor time: **35 TU**

Includes: Connecting and disconnecting battery charger
Connecting and disconnecting PIWIS Tester
Standardising seat motors
Reading out and erasing fault memories

⇒ Damage Code WMJ6 066 000 1

Scope 2: **Valid for the Cayenne (9YA/9YB)**

Working time:

Re-programming or coding seat control unit

Labor time: **29 TU**

Includes: Connecting and disconnecting battery charger
Connecting and disconnecting PIWIS Tester
Standardising seat motors
Reading out and erasing fault memories

⇒ Damage Code WMJ6 066 000 1

Scope 3: **Valid for the 911 (992)**

Working time:

Re-programming or coding seat control unit

Labor time: **32 TU**

Includes: Connecting and disconnecting battery charger
Connecting and disconnecting PIWIS Tester
Standardising seat motors
Reading out and erasing fault memories

⇒ Damage Code WMJ6 066 000 1

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