Message "Chassis system fault" in Instrument Cluster/Fault Memory Entry in PASM Control Unit: Re-Programming Control Unit for Chassis Control (PASM) (213/21)

Model Line: **911 (992)**

Model Year: **As of 2021 up to 2022**

Concerns: **Control unit for chassis control (PASM)**

Information: The yellow warning message **"Chassis system fault"** is displayed in the instrument cluster.

One or more of the following fault memory entries is stored in the fault memory of the PASM control unit:

- **C10B804 – Front left body acceleration sensor faulty**

- **C10B904 – Front right body acceleration sensor faulty**

- **C130B04 – Rear left body acceleration sensor faulty**

- **B2F0100 – PASM system switch-off stage 3: Failure of damper control**

This is caused by a sporadic software error during initialization of the body acceleration sensors.

Action required: In the event of a customer complaint, re-program the PASM control unit using the PIWIS Tester with **PIWIS Tester software version 40.900.030** (or higher) installed and the corresponding programming code.

![Information icon] **Information**

The total time required for control unit programming is **approx. 5 minutes**.

Software: **Overview of the software versions affected**

Control unit	Software version (old version)	Software version (new version)
Chassis control (PASM)	1420	1440

![Information icon] **Information**

Programming can only be carried out on PASM control units with the previous software version '1420'.

Required tools

> **ℹ Information**
>
> The new 911 (992) is equipped with either a **lithium starter battery** (M no. J2A) **or** an **AGM starter battery** (M No. J0V, 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'*.

Tool:
- 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 **40.900.030** (or higher) installed

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

> **NOTICE**
>
> **Control unit programming will be aborted if the Wi-Fi connection is unstable.**
>
> - **An unstable Wi-Fi connection can interrupt communication between PIWIS Tester II 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 detected**

- **If the driver's key is not detected in the vehicle, programming cannot be started or will be interrupted.**

⇒ **Place the driver's key with the back facing down in front of the lock opening for the center console cover to guarantee a permanent radio link between the vehicle and 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 - section on "Preliminary work"'*.

Re-programming control unit for chassis control (PASM)

NOTICE

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

- **Measure is ineffective**

⇒ **Always use the prescribed version or a higher version of the PIWIS Tester software for control unit programming and coding.**

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:	**40.900.030** (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:	**X8D4W**
Programming sequence:	Read and follow the **information and instructions on the PIWIS Tester** during the guided programming sequence. During the programming sequence, the **PASM control unit** is **re-programmed** and then **automatically re-coded**. **Do not interrupt programming and coding.** Once the control units have been programmed and coded, you will be prompted to switch the ignition off and then back on again after a certain waiting time. Backup documentation of the new software versions is then performed.

Programming time (approx.):	**5 minutes**
Software version programmed during programming software version for the PASM control unit:	**1440** Following control unit programming, the software version can be read out of the control unit for chassis control (PASM) in the ⇒ 'Extended identifications' menu using the PIWIS Tester. The software version information in the programmed data record is based on the specified PIWIS Tester software version. Please note that this may be different in a higher version.
Procedure in the event of abnormal termination of control unit programming:	• Switch ignition off and then on again. • Read out and erase the fault memory . ⇒ *Workshop Manual '9X00IN Basic instructions and procedure for control unit programming using the PIWIS Tester - section on "Subsequent work"'* • Repeat control unit programming by restarting programming.
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 "Troubleshooting"'.*

Concluding work

Work Procedure: 1   Carry out general rework for control unit programming as described in ⇒ *Workshop Manual '9X00IN Basic instructions and procedure for control unit programming using the PIWIS Tester - section on "Rework"'.*

Invoicing

For documentation and warranty invoicing, enter the working position and PCSS encryption specified below in the warranty claim:

APOS	Labor operation	I No.
43162501	Programming control unit for chassis control	

PCSS encryption:

Location (FES5)	43160	Control unit for chassis control
Damage type (SA4)	1611	does not function

References: ⇒ *Workshop Manual '270689 Charging battery/vehicle electrical system'*

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