

Rear Seat Belt Warning Implausible/ No Phonebook Scroll Function Available: Check and Update Instrument Cluster as Necessary (195/21)

Change overview

Version	Date	Note
1.0	12/23/2021	First publication
1.1	01/05/2022	Update of title
2.0	02/18/2022	Macan vehicles added from model year 2022 (N)
3.0	04/08/2024	Update of Model Year, Action required, & Reprogramming Instrument Cluster
4.0	05/03/2024	Update of Software version to 0849 and 0215
5.0	07/12/2024	<ul style="list-style-type: none"> • Extension to MY 2024 (R) • Update of PIWIS Tester software

Model Line: **Macan (95B)**

Model Year: **As of 2019 up to 2024**

Concerns: **Instrument cluster**

Information: New software is available for the instrument cluster. This software will correct the following topics:

- **Implausible rear seat belt warning**

After a passenger has got out of the rear seat, a seat belt warning message appears for the corresponding rear seat after the trip has continued, although this seat is no longer occupied in the meantime.

- **Phonebook scroll function not available**

The list of phonebook entries is not available in the multi-function display on the instrument cluster. As a result, contacts cannot be displayed and selected.

Action required: In the event of a customer complaint, check the software version of the instrument cluster and re-program the instrument cluster with the appropriate programming code.

Overview of the software versions affected

- Vehicles model years 2019 - 2021:

Software version (old version)	Software version (new version)
1830	0849
0833	
0835	
0838	
0839	
0841	
0843	
0845	
0846	
0847	

- Model year 2022 — 2024 vehicles:

Software version (old version)	Software version (new version)
0209	0215
0211	
0214	



Information

- The total time required for control unit programming is **approx. 100 minutes**.

Required tools

- Tool:
- **P90999 - PIWIS Tester 4** with PIWIS Tester software version **42.800.010** (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 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 WLAN connection is unstable.

- An unstable WiFi connection can interrupt communication between the PIWIS Tester and the vehicle communication module (VCI). As a result, 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 vehicles with Porsche Entry & Drive, programming cannot be started or will be interrupted.
- ⇒ Switch on the ignition using the original driver's key. To do this, replace the control unit in the ignition lock with the original driver's key if necessary.

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"*.

- 2 Read out the software version.
 - 2.1 Connect the **PIWIS Tester** to the vehicle and switch on the **PIWIS Tester**.
 - 2.2 Switch on ignition.
 - 2.3 Start diagnostics.
 - 2.4 Select "**Instrument cluster**" control unit.
 - 2.5 Select the "**Extended identifications**" tab.
 - 2.6 Read out and note the software version.

Re-programming instrument cluster



Information

Depending on the previous software version, the new software version may result in changes to the visual and audible seat belt warning with regard to the switch-on threshold, display logic and duration as well as the possibility of acknowledging the warning.
Therefore, please inform your customers after the implementation of the measure that the seat belt warning may behave differently than before.

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 - section on "Programming"*.

Specific information on control unit programming in the context of this Technical Information:

Required PIWIS Tester software version:	42.800.010 (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.
Software version: 1830	Programming code: P2K2K
Software version: 0833	Programming code: P8H8J
Software version: 0835, 0838, 0839	Programming code: D2X7E
Software version: 0841	Programming code: T7G4Z
Software version: 0843, 0845, 0846, 0847	Programming code: X8P3G
Software version: 0209, 0211, 0214	Programming code: M9R7X
Programming sequence:	Read and follow the information and instructions on the PIWIS Tester during the guided programming sequence. During the programming sequence, the instrument cluster control unit is re-programmed and then automatically re-coded . Do not interrupt programming.
Programming time (approx.):	75 – 100 minutes
Software version programmed during this campaign:	Vehicles model years 2019 - 2021: 0849 Vehicles model years 2022 - 2024: 0215 Following control unit programming, the software version can be read out of the instrument cluster control unit in the ⇒ 'Extended identifications' menu using the PIWIS Tester.

Procedure in the event of error messages appearing during the programming sequence:	⇒ <i>Workshop Manual '9X00IN Basic instructions and procedure for control unit programming - section on "Fault finding"</i> .
Procedure in the event of abnormal termination of control unit programming:	Repeat control unit programming by restarting programming.

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 invoicing in the event of a guarantee, state the work items required depending on the scope of work and the specified PCSS encryption in the warranty claim:

APOS	Labor operation	I No.
90252501	Programming of the instrument cluster	

PCSS encryption:

Location (FES5)	90250	Instrument cluster
Damage type (SA4)	1614	Function not as specified

References: ⇒ *Workshop Manual '9X00IN Basic instructions and procedure for control unit programming - section on "Programming"*

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