

**WSB0 – Re-Programming Central Computer (PCM) and Connect 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:** 2025

**Change  
Overview:**

Release	Date	Change
1	02/21/2025	▪ First publication
2	03/12/2025	▪ Removal of request to attach the completed checklist to the PQIS quality line

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

**Concerns:** **Control unit for central computer (PCM)**  
**Application extension control unit**

**Cause:** **Optimized software is available for the central computer (PCM) control unit and the application extension control unit.**

An overview of optimizations that will be implemented with the software update can be found in the attachment under ⇒ *Technical Information 'Overview of optimisations of the software update'*

**Actions:**

- Re-programming the control unit of the central computer (PCM) using the **latest** PIWIS Tester software release in each case.
- Minimum requirement: Release **43.200.010** (or higher)

**Checklist:** For better clarity, a checklist was created as an aid for carrying out the campaign. This does **not** replace the TI.  
The checklist does not have to be attached to the job line in PCSS.  
For checklist, see ⇒ *Technical Information 'Checklist'*

Affected Vehicles: Only vehicles assigned to the campaign (see also PCSS Vehicle Information).

### Required tools

- Tools:
- **P90999 - P90999 - PIWIS Tester 4**
  - Battery charger with a current rating of **at least 90 A**, e.g., **VAS 5908 battery charger 90 A**
  - **USB storage medium Type A+C 32 GB (for PCM update)**

### Re-programming control unit for central computer (PCM)

Work Procedure:



#### Information

Before starting programming, particular attention **must** be paid to the following:

- Switch off the charger off and on once; the battery charger display **must** be off before starting it again, because the battery charger automatically switches to trickle charge after 5 hours (default setting in the charger).
  - Set charge voltage to **14.8 volts**.
  - Operate in **charging mode**.
  - Vehicles with a PVTs contract must be activated for Service mode.
  - **The PIWIS Tester must not be charged using the cigarette lighter!**
- 1 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'*.
  - 2 Select the Guest account from the central display (PCM) and activate **Privacy mode** (available in some countries).



#### Information

If Privacy mode is not active, programming may be aborted, resulting in a defect in the central computer (PCM). Central computers that are replaced as part of the workshop campaign are checked by Porsche AG. If private mode was not set in the central computer before starting programming, the costs will be re-debited.

- 3 Re-program the central computer (PCM).



### Information

The central computer (PCM) software update is performed using a USB storage medium. The software release that is specific to each region must be **downloaded** using the software tool **PiUS** (Porsche integrated Update Service) and must be **installed** on a blank USB storage medium.

Pay particular **attention** to the following:

- For this PCM software update, the USB storage medium USB Type A+C 32 GB must be used.
- To use the software tool, **one** blank or re-writable USB storage medium is required for **each** individual software.
- The software available in PiUS must **only** be used in accordance with the instructions provided in a Technical Information published for this purpose.

The software mentioned here must **only** be used on the **vehicles assigned to the campaign**. Damage to the central computer cannot be ruled out if the software is used on other vehicles.

You will find further information on installation and use for the PiUS software tool in the PPN portal under **\*PiUS (Porsche integrated Update Service) goes live\***.

Prepare the USB stick with the **required** PIUS software.

Part No.	Designation – Region	Vehicle allocation
976909000C	USB storage medium for PCM update – North America – Mexico	I-No. ER3 / ER4

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

Required PIWIS Tester software release:	<b>43.200.010</b> (or higher)
Type of control unit programming:	In the control unit selection (' <b>Overview</b> ' menu), select the <b>PCM central computer</b> control unit and select the ' <b>Service/repairs</b> ' menu.  Select the ' <b>Install software update</b> ' function and press <b>(F12)</b> ('Next') to perform the software update.
Programming code:	<b>E3M1B</b>

Programming sequence:	<p>Read and follow the <b>information and instructions on the PIWIS Tester</b> during the guided programming sequence.</p> <p><b>Do not interrupt the programming and coding process.</b></p> <p>A backup documentation process for the re-programmed software releases starts after programming and coding.</p>
Programming time (up to):	<b>30 minutes</b>
Software release to be programmed during this campaign:	<ul style="list-style-type: none"> <li>Control unit for central computer (PCM) <b>4360</b></li> </ul> <p>Following control unit programming, the software release can be read out from the relevant control unit using the PIWIS Tester in the menu ⇒ 'Incremented identifications'.</p>
Procedure if error messages appear during programming sequence:	⇒ <i>Workshop Manual '9X00IN Basic instructions and procedure for control unit programming using the PIWIS Tester - section on "Troubleshooting"</i>
Procedure in the event of a termination in the control unit programming:	<p>Repeat control unit programming by restarting programming.</p> <p>Additional instructions for aborted programming ⇒ <i>Technical Information '9X00IN Additional instructions if programming is aborted'</i></p>

- 4 Read out all **fault memories** process and delete existing faults if necessary.



#### 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.

- 5 Press **[F3]** to start the integration test in the control unit selection.  
All affected control units should now be successfully re-programmed or checked in the control unit and their status overview.



#### Information

If a deviation in the integration test is still indicated despite programming being carried out, this must be repeated. If the deviation persists, contact Technical Support.

6 End the diagnostic application. Switch off ignition. Disconnect the Tester from the vehicle.

7 Switch off and disconnect the battery charger.



#### Information

The wheel electronics must be taught **again** during the test drive, while ensuring that the wheel / tire combination is correct.

The activities must be carried out during the test drive and do **not** need to be carried out by the technician.

8 Enter the campaign in the Warranty and Maintenance Logbook.

## Warranty processing

**Scope 1 and 2: Not relevant for this vehicle type**

Scope 3: **Re-programming control unit for central computer (PCM)**

#### Labor time:

Re-programming control unit for central computer (PCM)

Labor time: **86 TU**

Includes: Connecting and disconnecting battery charger  
Connecting and disconnecting PIWIS Tester

⇒ **Damage Number WSB0 066 000 1**

Scope 4: **Not relevant for the NAR market**

## Overview of the optimizations of the software update

Overview:

Description	Market relevance / affected vehicles
Abnormalities in the Performance Bluetooth headset (audio loss and low audio output) corrected	worldwide
Web apps available in guest user	worldwide
Black screen optimized in instrument cluster / central display after start-up	worldwide

Permanent loading spinner corrected when changing from guest account to main user account	worldwide
Error in the allocation of the joker key in the center console has been corrected, so the selection for the joker key in the center console is available both when pressing both joker key buttons and in the vehicle setting via the corresponding menu	worldwide, depending on equipment

### Additional instructions if programming is aborted



#### Information

If individual programming or rework steps could not be carried out correctly, see Workshop Manual for the basic procedure for control unit programming using the PIWIS Tester ⇒ *Workshop Manual '9X00IN Basic instructions and procedure for control unit programming using the PIWIS Tester - section on "Fault finding"*. :

In the event of a fault, logging must **always** be created during programming using **[Ctrl]** and **[L]** using the PIWIS Tester.

Porsche AG programmed approx. 100 vehicles before the campaign was published as part of an internal pilot project; **not one single** control unit had to be replaced in the vehicles.

As a general rule, if **aborted** during programming, programming must be continued. The entire sequence can be started again at any time using the campaign code. The control unit that has already been programmed is skipped or programming is started via the integration test.

You will also find further information and instructions specifically for the **VR19.0.1 update** in the table below:

Work procedure:

Control unit:	Situation:	Action:
Cancelling individual control units:	One or more control units cannot be programmed or can no longer be accessed	<ul style="list-style-type: none"> <li>▪ Check whether the control unit can be accessed using the PIWIS Tester or if bus idle does not have to be carried out</li> <li>▪ Control unit still not accessible → Remove fuse for control unit → Ignition on → Ignition off → Re-insert fuse</li> <li>▪ Control unit still not accessible → Disconnect battery overnight</li> <li>▪ Check whether the control unit is accessible</li> <li>▪ Carry out programming individually using integration</li> </ul>

		test <b>(F3)</b> in the control unit overview
Error message DoIP switchover:	There is no DoIP switchover	<ul style="list-style-type: none"> <li>Switch off VCI and try again <b>(do not operate VCI via WiFi)</b></li> <li>Using a different VCI</li> <li>Using another PIWIS Tester</li> <li>Checking the PINs on the OBD socket</li> <li>Checking fuses of OBD socket</li> <li>Checking Ethernet lines between OBD socket and gateway (resistance measurement)</li> </ul>
Central computer (PCM)	The central computer freezes while loading	<ul style="list-style-type: none"> <li>Restarting work step 3</li> <li>Perform the PCM factory reset using the guided PIWIS Tester procedure</li> </ul>
Central computer (PCM)	The central computer control unit cannot be accessed	<ul style="list-style-type: none"> <li>Pull out fuse for central computer control unit → Remove fuse for control unit → Ignition on → Ignition off → Re-insert fuse</li> </ul>
Central computer (PCM)	Programming non-starting	<ul style="list-style-type: none"> <li>Programming is started via the additional menu and not in the central computer (PCM) control unit under <b>Service / Repairs</b> as described in the TI</li> </ul>
Central computer (PCM)	Programming is not started or programming is interrupted	<ul style="list-style-type: none"> <li>For other topics that are not listed in the TI, a PRMS ticket must be created before replacing the PCM system</li> </ul>
Log in to PPN	Digital Owner's Manual cannot be installed due to a faulty Internet connection	<ul style="list-style-type: none"> <li>Always proceed as described in the work procedure!</li> <li>After the PCM update, the diagnostics must be completely closed before the Digital Owner's Manual can be installed using the PIWIS Tester</li> </ul>

Video streaming	Screenhits account logged out after update	▪ New login required
Video streaming	User account logged out in BiliBili video streaming after update	▪ New login required
Apple Music	Apple ID account logged out after update	▪ New login required

## Checklist

Checklist:

Work step:	Scope:	Completed:
The checklist only refers to campaign <b>WSB0</b> . A different checklist or another campaign must <b>not</b> be used.		
1. Battery charger set to charging mode?	All	
2. Original remote control in emergency start tray ( <b>position noted</b> )?	All	
3. Internet connection for PIWIS Tester active?	All	
4. Battery charger switched off and on before programming?	All	
5 Select the Guest account from the central display (PCM) and activate Privacy mode?	All	
6. Work step 3 performed?	All	
7. Not relevant for the NAR market	—	
8. Fault memory deleted?	All	
9. Integration test performed (at least 3 times in case of a deviation)?	All	
10. Result of the integration test fault-free?	All	
11. Campaign entered in the Warranty and Maintenance logbook?	All	
<b>VIN:</b>		
<b>Porsche Center number</b>		

**Important Notice:** Technical Bulletins issued by Porsche Cars North America, Inc. are intended only for use by professional automotive technicians who have attended Porsche service training courses. They are written to inform those technicians of conditions that may occur on some Porsche vehicles, or to provide information that could assist in the proper servicing of a vehicle. Porsche special tools may be necessary in order to perform certain operations identified in these bulletins. Use of tools and procedures other than those Porsche recommends in these bulletins may be detrimental to the safe operation of your vehicle, and may endanger the people working on it. Properly trained Porsche technicians have the equipment, tools, safety instructions, and know-how to do the job properly and safely. Part numbers listed in these bulletins are for reference only. The work procedures updated electronically in the Porsche PIWIS diagnostic and testing device take precedence and, in the event of a discrepancy, the work procedures in the PIWIS Tester are the ones that must be followed.

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