WSG1 - Re-Coding Thermal Management 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**

Vehicle Type: **911 Carrera GTS (992)**

Concerns: **Thermal management control unit**

Cause: **Due to the current diagnostic design for monitoring the pressure and temperature values, it is possible that the two sensors on the refrigerant circuit may be incorrectly diagnosed as faulty on the affected vehicles.** As a result, the malfunction indicator light in the instrument cluster will be activated, although there is no fault present.

Action: Re-code the thermal management control unit with the **latest** PIWIS Tester software release.

Information

The minimum programming requirement is the PIWIS Tester software release: **43.400.025** (or higher).

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

Required tools

Tools:

- **P90999 - PIWIS Tester 4**
- 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**. For further information about the battery chargers to be used, see the corresponding Workshop Manual. ⇒ *Workshop Manual '270689 Charging vehicle electrical system battery'*

Re-coding thermal management control unit

Work Procedure: 1 **Re-code thermal management control unit**.

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

Specific information on control unit coding as part of this campaign	
Required PIWIS Tester software release:	**43.400.025** (or higher)
Type of control unit coding:	Control unit coding using the **"Automatic coding"** function of the control unit: **"Thermal management" (TME)** control unit – **"Coding / programming"** menu – **"Automatic coding"** function.
Coding sequence:	Read and follow the **information and instructions on the PIWIS Tester** during the guided coding sequence. **Do not interrupt the coding process.** When coding is complete, the message "Coding has been completed successfully" is displayed, and a tick appears in the "Status" box.
Coding duration (up to):	**2 minutes**
Procedure if control unit coding is **not successful**:	Repeat control unit coding.

2 Read out and delete all control unit fault memories.

2.1 In the control unit selection ("Overview" menu) press F7 to call up the Additional menu.

2.2 Select the function “Read all fault memories and delete if necessary” and press F12 (“Next”) to confirm.

3 End diagnostic application, end readiness for operation (ignition off) and disconnect the PIWIS Tester from the vehicle.

4 Switch off and disconnect the battery charger.

5 Attach **Recall Proof of Completion label** to the front lid **(California Porsche Centers only)**.
Instructions for attaching labels

- Surfaces on which you intend to attach the label must be clean, dry and free from grease and oil residues.
- Before attaching the label, clean the surfaces using a suitable cleaning agent and a clean, grease-free and lint-free cloth.
- This label must not be affixed over existing label.
- Attach label only at the specified positions.

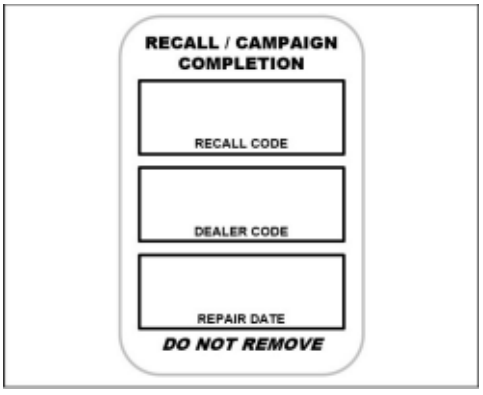
5.1 Fill out the Recall Proof of Completion label ⇒*Recall Proof of Completion Label* fully and correctly. This includes the recall code "**WSG1**", your Porsche Center code and the repair date.

5.2 Clean the surface in the lower area on the front lid at the left-hand side in direction of travel at which the Recall Proof of Completion label must be attached ⇒*Proof of Completion Label: specified position (Exemplary illustration)* **-arrow-** using a suitable cleaning agent and a clean, grease-free and lint-free cloth.

5.3 Affix Recall Proof of Completion label in the lower area of the front lid at the lefthand side in direction of travel ⇒*Proof of Completion Label: specified position (Exemplary illustration)* **-arrow-**.

5.4 Close front lid.

6 Enter campaign in the Warranty and Maintenance logbook.



Recall Proof of Completion Label

Proof of Completion Label: specified position (Exemplary illustration)

Warranty invoicing

Information

The stated labor time was determined specifically for carrying out this campaign and includes all necessary preliminary work and rework. The labor time can differ from the labor time published in the Labor Operation List in the PCSS.

Scope 1: **Re-coding thermal management control unit**

Labor time:		
Re-coding thermal management control unit Includes: Connect and disconnect battery charger Connect and disconnect PIWIS Tester Read out and delete fault memory Attach Recall Proof of Completion label and provide signed proof of correction to customer (California Porsche Centers only)		Labor time: **21 TU**
PNA EMI 000 00	Label – Recall Proof of Completion	1 ea.
PNA 999 100 235	Certificate - Recall Proof of Correction	1 ea.
* **California Porsche Centers only:** ▪ For warranty processing, enter the Part No. **PNA EMI 000 00** with the designation "label" as a **local part** at US$ 0.34 in the warranty claim. ▪ For warranty processing, enter the Part No. **PNA 999 100 235** with the designation "certificate" as a **local part** at US$ 0.01 in the warranty claim.		
⇒ **Damage number WSG1 066 000 1**		