

**Various PCM Central Computer Fault Corrections: Re-Programming PCM Central Computer and if Necessary Front Display and Control Panel (79/22)**

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

Model Year: **As of 2019**

Concerns: **Porsche Communication Management (PCM) and front display and control panel**

Cause: Optimized software for the PCM central computer is available to remedy the following complaints:

- Independent restart of the PCM central computer
- Black/blue screen in the PCM central computer
- Usability and system stability of PCM central computer
- Stability and logic of navigation functions
- Problems when displaying online traffic information in model year 2021 and 2022 vehicles. Even if SW287x is already installed, the PCM must be coded automatically using Tester release 41.100.010 or higher.

Please note that for vehicles from model year 'K' (2019) with the USA country equipment market (M-No. B34), a software update may also be required for the PCM display after programming.

Action: Re-program PCM central computer and if necessary, front display and control panel.

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

Control unit	Software release (new status)	Vehicle allocation
Central computer	2870	ER3 / ER4 / ER5 / ER6 / ER7 / ER8
Front PCM display and operator control panel*	0110	ER3

\* Only relevant for vehicles from model year 'K' (2019) and USA country equipment (M-No. B34)

## Required tools and parts

Parts Info:



### Information

Programming is performed using the specific storage medium.

**The storage medium for ECU programming must be reused as part of the workshop equipment and remains in the Porsche Center.** The storage medium must therefore not remain in the vehicle and must not be handed over to the customer.

Part No.	Vehicle allocation	Software
95B909400C	M No. ER3 (NAR)	2870



### Information

The storage medium can be created itself.

To do this, **download** the software using the storage unit **PiUS** (Porsche integrated Update Service) and **install** it on a blank storage medium.

Pay particular **attention** to the following:

- For the application of the software tool, **an** empty or free writable storage medium is required for **each** software.
- The software available in PiUS must **only** be used in accordance with the instructions provided in the Technical Information (TI) published for this purpose.

You will find further information on how to install and use the PiUS software tool in the PPN portal under "**PiUS (Porsche integrated Update Service) goes live**".

Tool:

- **P90999 - P90999 - PIWIS Tester 4** with PIWIS Tester test software release **41.100.010** (or higher) installed
- **Battery charger** with a current rating of **at least 90 A**, e.g. **VAS 5908 battery charger 90A**. For further information about the battery chargers to be used, see the corresponding Workshop Manual. ⇒ *Workshop Manual '270689 Charging vehicle electrical system battery'*
- **Storage medium** with the right software installed. The storage medium is only required for programming the PCM central computer.

## Preliminary work

### NOTICE

**Fault entry in the fault memory and control unit programming aborted due to low voltage.**

- **Increased current draw during diagnostics 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, 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 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, exchange 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'*.

## Re-programming PCM main computer

Work Procedure: 1 Re-programming PCM main computer. ⇒ *Workshop Manual '915225 Programming central computer data update'*

Programming code required for programming: **D2P2K**



### Information

If the software update is interrupted or if **error messages** are displayed (e.g. as a result of read errors), the programming must be **repeated**.

## Checking software release of front display and control panel and re-programming front display and control panel if necessary



### Information

The following test is only relevant for vehicles from model year "K" (2019) and USA country equipment (M-No. B34). To make the new software of the PCM central computer compatible with the front display and control panel (PCM), a software update of the front display and control panel (PCM) may be required.

Work Procedure: 1 Check software release of the front display and control panel (PCM) and re-program the front display and control panel (PCM) if necessary:

- 1.1 Select '**Central computer**' control unit.
- 1.2 Select '**Front display and control panel**' from the selection list.
- 1.3 Select the '**Extended identifications**' menu.
- 1.4 Check software release of '**Front display and control panel**'.



#### Information

Only the software version from '**0110**' is compatible with the software version '**2870**' of the PCM central computer.

- 1.4.1 If the software release is greater than '0091', no further action is required. Continue with ⇒ *Technical Information '915225 Follow-up actions'*.
- 1.4.2 If the software release is '0091', re-program the front display and control panel. 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"*.



#### Information

The procedure described here is based on the PIWIS Tester 3 software version **41.100.010**.

The PIWIS Tester instructions take precedence and in the event of a discrepancy, these are the instructions that must be followed.

Deviations may occur with later software versions, for example.

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

- 2 Re-program front display and control panel.  
For instructions, see: ⇒ *Workshop Manual '915225 Programming central computer data update'*

Programming code required for programming: **S4N6F**

PiUS part number	Equipment	Software
95B909400F	B34	0110 (Front PCM display and operator control panel)



#### Information

If the software update is interrupted or if **error messages** are displayed (e.g. as a result of read errors), the programming must be **repeated**.

## Follow-up actions

- 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'*.

## Labor position and PCSS encryption

Labor position:

APOS	Labor operation	I No.
91520103	Checking central computer	
91522553	Programming central computer	
91100103	Checking front display and control panels	
91102553	Programming front display and control panel	

PCSS encryption:

<b>Location (FES5)</b>	91520	Central computer
<b>Damage type (SA4)</b>	1614	Function not as specified

References: ⇒ *Workshop Manual '9X00IN Basic instructions and procedure for control unit programming'*

**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.

© 2025 Porsche Cars North America, Inc.