

Failure of One or More Cameras (Real Top View) in the PCM Central Display (34/25)

Change
Overview:

Revision	Date	Change
0	08/04/2025	▪ Original publication
1	10/16/2025	▪ Update to Part ID

Model Year: **2025**

Model Line: **911 (992)**

Equipment: ParkAssist incl. Surround View (M No. KA6)

Concerns: **Central control unit for assistance systems (zFAS)**

Cause: **The customer complains about a sporadic, partial or complete failure of the Real Top View view in the PCM central display. In addition, one or more of the fault memory entries listed below are stored in the control unit for assistance systems:**

- B200FFA - Surround view camera internal malfunction
- B127C04 - Front camera defective
- B127D04 - Reversing camera defective
- B127E04 - (left) side camera defective
- B127F04 - (right) side camera defective
- B127C54 - Front camera, calibration
- B127D54 - Reversing camera, calibration
- B127E54 - Side camera (left), calibration
- B127F54 - Side camera (right), calibration
- C12AF02 - Rear surround view camera, video line, signal error
- C12AE02 - Front surround view camera, video line, signal error
- C12B002 - Left surround view camera, video line, signal error
- C12B102 - Right surround view camera, video line, signal error

Cause: The complaints can be triggered by implausible communication breaks or interruptions between the camera heads and the control unit for assistance systems.

Action: If there is a customer complaint, check plugs of the relevant video lines and the relevant video lines and, thereafter, re-program the assistance systems control unit depending on the respectively installed hardware of the assistance system control unit.

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 Charge vehicle electrical system battery'*

Check plug, video line and hardware control unit and, if necessary, re-program assistance systems control unit

- Action:
- 1 Check plug of the relevant video lines for tightness, damage and moisture entry/corrosion traces and replace if necessary.
 - 2 Check relevant video lines for damage, crushing and tension-free installation. If necessary, adjust line laying or replace if damaged.

**Information**

All currently available analysis results show that a replacement of the cameras and/or of the assistance systems control unit is not expedient and does not lead to a sustainable elimination of the customer complaint.

- 3 Review the hardware status of the assistance systems control unit using the extended identifications with the PIWIS Tester.

Hardware version for assistance systems control unit	Action
Hardware version H10	Re-program control unit for assistance systems. Continue with Step 4.

- 4 Re-program control unit for assistance systems.
 The basic work procedure for control unit programming 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 programming as part of this Technical Information:

Required PIWIS Tester software release:	43.500.030 (or higher)
Type of control unit programming:	Control unit programming using the " Automatic programming " function in the assistance systems control unit. " Assistance systems " control unit – " Coding/programming " menu – " Automatic programming " function.
Programming sequence:	Read and follow the information and instructions on the PIWIS Tester during the guided programming sequence. To start with, the assistance systems control unit is re- programmed during the programming sequence. The control unit is then automatically re-coded . Do not interrupt the programming and coding process. 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 period. Finally, backup documentation of the new software versions is completed.
Programming duration:	Programming takes up to 100 minutes , depending on the equipment.
Software release programmed during this programming:	Control unit for assistance systems Software release: 0511 (or higher)
Procedure in the event of error messages appearing during the programming sequence:	⇒ <i>Workshop Manual '9X00IN Basic instructions and procedure for control unit programming using the PIWIS Tester'</i> .
Procedure in the event of a termination in the control unit programming:	Repeat control unit programming by restarting programming.

- 5 Read out all **fault memories**, process and delete existing faults if necessary.
- 6 End the diagnostic application. Switch off the ignition. Disconnect **P90999 - PIWIS Tester 4** from the vehicle.
- 7 Switch off and disconnect the battery charger.
⇒ *Workshop Manual '270689 Charge vehicle electrical system battery'*

PCSS encryption

Labor position:

APOS	Labor operation	I No.
91022540	Program central assistance systems control unit	

PCSS encryption:

Location (FES5)	91020	Central control unit for assistance systems
Damage type (SA4)	1613	not fully functioning

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