WTE1 - Re-Programming Rear-End Electronics Control Unit (J393) (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 in 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: **2026**

Change Overview:

Revision	Date	Change
0	04/09/2026	▪ First Publication
1	04/14/2026	▪ Update to Re-programming control unit for rear-end electronics, Information updated.
2	05/05/2026	▪ Addition of Information, Step 7 in Work Procedure

Model Line: **Macan Electric (XAB)**

Concerns: **Rear-end electronics control unit (J393)**

Information: **There is a possibility that faulty position values of the luggage compartment lid may be stored in the rear-end electronics control unit (J393) on the affected vehicles.**

As a result, the end position of the luggage compartment lid that is stored in the rear-end electronics control unit deviates from the actual mechanical position. This may result in restricted comfort function, for example due to incomplete opening of the luggage compartment lid, reduced effect of the closing aid or premature stopping of the movement sequence if the obstruction detection triggers without authorization.

Action:
- Re-programming control unit for rear-end electronics (J393). In addition, other control units are automatically updated to a corresponding software version
- Minimum requirement: Release **44.000.031** (or higher)

Checklist: Due to the high number of programming steps **incorrectly** carried out as part of the last software update, a checklist was created to improve the overview of the work to be carried out. This can be used as a tool at the start and for support during the update.
The checklist **must be** completed, signed and attached to the PQIS quality line in the PCSS.

For the checklist, see ⇒ *Technical Information 'Checklist'*

Supporting Videos: For a better overview of the work to be carried out, several supporting videos have been created for individual work steps.
The supporting videos are available in PCSS: ⇒ *Workshop Manual '9X00IN10 Electrical system – general information (implementation of a software network update)'*

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

Required tools

Tools:
- Porsche Tester **P90999 - Porsche Tester 4**
- Battery charger with a current rating of **at least 90 A**, e. g. **VAS 5908 - 90 A battery charger**. For further information about the battery chargers to be used, see the corresponding Workshop Manual. ⇒ *Workshop Manual '270689 Charging vehicle electrical system battery'*

Re-programming control unit for rear-end electronics (J393)

NOTICE

Sitting inside the vehicle during the update

- **Update cancelled by automatic ignition activation**

⇒ **Avoid sitting inside the vehicle during the update.**

NOTICE

The specified update process was not followed

- **Update cancellation**
- **Destruction of control units**

⇒ **Observe and follow the procedures displayed for the update and instructions for the Porsche Tester**

⇒ **Do not switch the ignition on/off without instruction from Porsche Tester**

⇒ **Repeat the programming only if a failed update is displayed on the Porsche Tester**

Information

Vehicle update – general information

The entire vehicle network will be checked for a necessary update or computed to ensure fault-free functioning of the vehicle. For this purpose, the following preparations are to be made:

- Latest release on available on Porsche Tester 4 and PiUS
- Vehicle is fully built up
- **To prevent potential faults due to insufficient data transfer, carry out the software update using a cable (between VCI and Porsche Tester). Only if sufficient WLAN availability is ensured in the workshop can a wireless update be performed**
- The user must be logged into the Porsche Tester 4 in the PPN
- The vehicle must be supported with an external charger
- Seat heating and seat ventilation are not active
- Place the original hand-held transmitter in the emergency start tray (see Workshop Manual)

For this update procedure, the respective vehicle no longer needs to be in transport mode

Procedure for new vehicles with active transport protection:
Perform **"Vehicle handover"** routine according to the Porsche Tester instructions, **to deactivate transport protection**.
Always make sure: to answer the question of "Is this a new vehicle?" asked by the Tester with **No**!

As a result, no complete vehicle commissioning is carried out and only transport protection can be deactivated.
A NOTE ON CAMPAIGN PROGRAMMING FOR MULTIPLE VEHICLES AT THE SAME TIME: PCNA will make an exception to warranty policy regarding the necessary time keeping procedures when performing campaigns with an Integration test. Though warranty policy guidelines state that no technician may be punched on more than one R.O. at the same time, an exception will be made for these campaigns. Due to the extensive programming time necessary, a technician may perform multiple integration test campaigns at one time, as long as there is a separate identifiable punch for each on the respective repair order and the total number of campaigns being performed at one time does not exceed 3 vehicles. The exception will be made so that full "active participation time" does not need to be documented for these 3 campaigns only. Please refer to the Campaign FAQ document on PPN for more information.

Work Procedure: 1 Observe preconditions for control unit programming.
⇒ *Technical Information '9X10IN Basic instructions and procedure for control unit programming using the PIWIS Tester Information'*

Information

An **active** internet connection with the Porsche Tester must be ensured.

The technician **must** log in to PPN with the Porsche Tester.

The Porsche Tester must not be charged using the cigarette lighter.

Information

Before starting the diagnosis, it is essential for an ignition change to be performed on the vehicle. Subsequently, after starting the diagnosis, the VCI will be automatically initialized and the control unit data is loaded.

For additional information on the programming procedure and when the process is aborted, see ⇒ *Technical Information '9X10IN Additional information on control unit programming and coding'*.

2 Re-programming the rear-end electronics control unit (J393) and updating the software of various control units.

2.1 Start new logging via P2 button on PT4G, then select **Logging**.

2.2 Press F3 to start the integration test in the control unit overview.

2.3 Start the software update with 'Campaign' F5 and program as per the menu.

After the update has been completed, a corresponding confirmation is displayed on the Porsche Tester. All affected control units should now be successfully programmed or checked in the results view showing the control units and their status.

Information

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

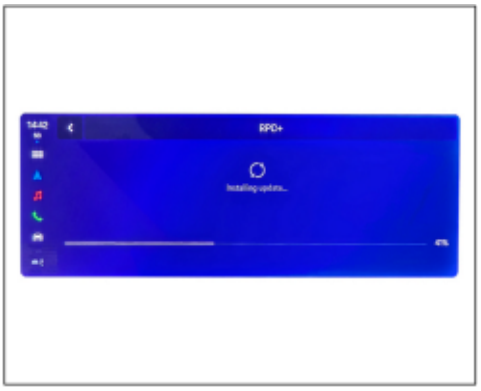
Information

The entire **update process** for this action takes **approx. 45 minutes** depending on the equipment. However, the download speed of the update package depends on the performance of the local network and can vary accordingly.

Information

During the update process, all displays in the vehicle (instrument cluster, central display and passenger display) can be occasionally switched off. Nevertheless, the programming is ongoing; **the ignition must not be switched on/off**, as this can result in the destruction of the control units.

If Wi-Fi coverage is insufficient, the connection between the Porsche Tester and VCI can be interrupted (battery charge indicator at the top right inactive on the Tester display). The vehicle will, nevertheless, continue programming **independently**. In the meantime, no entry may be made on the Porsche Tester, and the programming must not be restarted. In this case, the update progress can still be checked in the vehicle in the front display and control panel (R238) by going to the **"Messages" (RPC+)** tile.



Update progress on central display

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

Required Porsche Tester software release:	**44.000.031** (or higher)
Type of control unit programming:	Start control unit programming in the integration test using the 'Campaign' function with F5
Campaign to be carried out: **WTE1**	
Programming sequence:	Read and follow the **information and instructions on the Porsche Tester** during the guided programming sequence. **Do not interrupt the programming and coding process.** A backup documentation process for the re-programmed software releases starts as soon as programming and coding is complete.
Programming time (up to):	**45 minutes** (depending on equipment)
Control units programmed as part of this campaign:	▪ Rear-end electronics control unit (J393) ▪ other control units whose software version is lower than the target software version of the baseline

Procedure if error messages appear during the programming sequence:	⇒ *Technical Information '9X10IN Basic instructions and procedure for control unit programming using the PIWIS Tester Information'*
Procedure in the event of a termination in the control unit programming:	**Continue the campaign sequence to the end and, once it is completed, perform the integration test again and restart the programming.** Specific information on the procedure in the event of cancellation: ⇒ *Technical Information '9X10IN Additional information on control unit programming and coding'*

3 After the software update is complete, perform a vehicle bus idle.

Information
A bus idle is always required upon completion of a software update.
The duration of the required bus idle, however, depends on the number and type of control units previously updated.
Therefore, please always note the information on the duration of the required bus idle in this Technical Information.

3.1 Return to the control unit overview by pressing F11 .

3.2 End vehicle's readiness for operation (ignition off). Central computer (PCM) screen switches off.

3.3 Wait for **5 minutes** with the driver's door open.

4 Review the vehicle's readiness for driving.

4.1 Establish readiness for operation (ignition on).

4.2 Operate the footbrake and keep it pressed.

4.3 Use the selector lever to successively engage driving gears D and R. The selected gear must be displayed in the gear indicator on the instrument cluster.

4.4 Activate the parking lock via button P.

5 End readiness for operation (ignition off) and restore it after waiting approx. 30 seconds (ignition on).

6 Teaching the rear lid:

6.1 Select control unit for rear-end electronics (J393).

6.2 Open **"Maintenance repairs"** menu.

6.3 Select the menu item **"Teach tailgate"** and execute it, following the Tester instructions.

Information

After teaching the rear lid, the opening height of the rear lid individually set by the customer is reset. The original customer setting must be restored after performing the software update.
Once this update has been carried out, the corresponding customers must be informed that the learning values have been reset.
To do this, use the prepared supplementary sheet (available in PPN).

7 Read out and delete the fault memory.

Information

Due to the vehicle diagnosis and programming status (new vehicles), fault memory entries that do not indicate an actual fault in the vehicle may be stored.
These fault memory entries, for the most part, can be deleted after vehicle handover has been completed and a test drive.

The following fault memory entry is always stored as part of a vehicle diagnosis with the Porsche Tester and does not represent an actual fault.

Control unit	Fault code	Description
various control units	B184C00	Protection of vehicle diagnostics, activation active
Main control unit for gateway HCP5 (J1273)	U17A000	Diagnostic filter, access protection deactivated
Drive and chassis main control unit HCP1 (J1312)	C140DF0	Vehicle Protected Environment (VPE), vehicle protection activated

For other valid fault codes, see ⇒ *Technical Information '9X10IN Valid fault codes after software update'*

7.1 Press F7 to call up the additional menu on the Porsche Tester.

7.2 Select and confirm the menu item **"Read/delete all fault memories"** and confirm.

7.3 Press F8 to delete the displayed fault memory entries.

8 **For new vehicles only** – commission the vehicle; for this, carry out the **"Vehicle handover"** routine in full according to the Porsche Tester instructions.

9 End logging and attach to PRMS ticket in the event of a fault.

10 Exit the diagnostic application. Switch off the ignition. Disconnect the Tester from the vehicle.

11 Switch off and disconnect the battery charger.

Information

During the test drive, the GPS is reconnected, and the tire settings must be checked and, if necessary, adjusted again.

The activities performed during and after the test drive do **not** have to be carried out by the technician.

12 Perform a test drive.

13 Attach the completed checklist to the PQIS process line. ⇒ *Technical Information '9X10IN Checklist'*

14 Enter the campaign in the Warranty and Maintenance logbook.

Warranty processing

Information

The specified labor times were determined specifically for carrying out this campaign and include all necessary preliminary and subsequent rework. The labor times may differ from those published in the Labor Operation List in the PCSS.

Scope 1: **Re-programming control unit for rear-end electronics (J393)**

- valid for vehicles with ParkAssist including 3D Surround View **(M-no. KA6)** and the software version that is lower than the target software version of the baseline

Labor time:

Re-programming rear end electronics control unit (J393) and various other control units		Labor time: **104 TU**
Includes:	Connecting and disconnecting battery charger Connecting and disconnecting Porsche Tester Teaching the rear lid Check readiness for driving Reading out and deleting fault memories	

⇒ **Damage number WTE1 066 000 1**

Scope 2: **Re-programming control unit for rear-end electronics (J393)**

- valid for vehicles **without** ParkAssist including 3D Surround View (M-no. KA6)

Labor time:	
Re-programming rear end electronics control unit (J393) and various other control units	Labor time: **76 TU**
Includes: Connecting and disconnecting battery charger Connecting and disconnecting Porsche Tester Teaching the rear lid Check readiness for driving Reading out and deleting fault memories	
⇒ **Damage number WTE1 066 000 1**	

Additional information on control unit programming and coding

Information

If individual programming or rework procedures could not be carried out correctly, please refer to the Workshop Manual for the basic procedure for control unit programming with the PIWIS tester. ⇒ *Technical Information '9X10IN Basic information and procedure for control unit programming with the PIWIS tester. Information*':

In the event of a fault, **always** create a log with the PIWIS tester during programming with P2 .

Work Procedure:

General:			
Fault indication	**Cause**	**Source of fault**	**Remedial action**
After the first update cycle, one or more control units with **coding are required** or **programming is required**	The affected control unit was not successfully programmed or coded	Vehicle	▪ Restart update by pressing F8 ▪ After successful implementation, continue with work step 3

Before the update:			
Fault indication	**Cause**	**Source of fault**	**Remedial action**
Diagnostic application crashes or the VCI connection has been aborted (the diagnosis has no information on battery voltage – see the battery symbol at the top right on the Tester display)		VCI has poor Wi-Fi connection	▪ Restart Tester, connect VCI with cable and try again ▪ or: ensure that Wi-Fi connection is stable, moving vehicle to a suitable position in workshop if necessary

During the update:			
Fault indication	**Cause**	**Source of fault**	**Remedial action**
Diagnostic application crashes or the VCI connection has been aborted (the diagnosis has no information on battery voltage – see the battery symbol at the top right on the Tester display)		Diagnostic application	▪ Checking the update progress in the vehicle is mandatory ▪ **No ignition change during update** ▪ Do not restart the Tester until **the update** has been completed in the vehicle (tile "Messages" --> Installation "successful") ▪ When the update is concluded in the vehicle, verify that the update is complete. For this purpose, start control unit programming in the integration test using the 'Campaign' function F5 on the Porsche Tester
The progress of the vehicle update is shown on the Porsche Tester **only from approx. 30% completion**. This can be up to 30 minutes after the download	Diagnostic service (RPC+) will not forward the progress of the update to the Tester until it is approx. 30% complete	Vehicle	▪ Correct behavior, no intervention necessary ▪ Wait until the progress is displayed

Valid fault codes after updating the software

Control unit	Fault code	Description	Remedial action
Brake electronics (J104)	C13F7F1	Bedding-in function, active	▪ Valid fault memory entry after vehicle handover
Front camera (R242)	B200FF2	implausible signal	▪ After the test drive: Fault memory entry, passive
Front camera (R242)	U12EF00	Front camera for driver assistance systems, implausible signal	▪ After the test drive: Fault memory entry, passive
Front camera (R242)	U147C00	External communication (J949), implausible signal	▪ After the test drive: Fault memory entry, passive
Front camera (R242)	U198C00	Road graph, received fault value	▪ After the test drive: Fault memory entry, passive
Drive and chassis main control unit HCP1 (J1312)	U045D00	Driver assistance main control unit HCP2 (J1274), ETHERNET data bus driver assistance, implausible signal	▪ After the test drive: Fault memory entry, passive
Driver assistance main control unit HCP2 (J1274)	B200FF2	Road graph, received fault value	▪ After the test drive: Fault memory entry, passive

Checklist

Checklist:

Work step:	**Scope:**	**Completed:**
The checklist only refers to campaign **WTE1**. A different checklist from another campaign must **not** be used.		
1. Battery charger set to charging mode and charging process on charger activated?	All	
2. Ignition switched off and on again?	All	
3. VCI and Porsche Tester 4 connected to one other (with cable or Wi-Fi with good network quality)?	All	
4. Has the user logged into PPN on the Porsche Tester?	All	
5. Seat heating and seat ventilation not active?	All	
6. Original remote control in emergency start tray **(position noted)**?	All	
7. Logging in the diagnostic tester started?	All	
8. **Only for new vehicles**: vehicle handover performed partially **as described in section "Re-programming control unit for rear-end electronics (J393)"** in order to deactivate transport protection?	New vehicles	
9. In the control unit overview, F3 pressed to start the integration test and then F5 pressed to select the 'Campaign' function?	All	
10. Logging in the diagnostic tester stopped?	All	
11. Bus idle performed for 5 minutes?	All	
12. Vehicle's readiness for driving checked?	All	
13. Fault memory read out and erased?	All	
14. Rear lid taught via Rear-end electronics control unit >> Maintenance repairs >> Teach tailgate?	All	
15. **Only for new vehicles**: Vehicle handover completed?	New vehicles	
16. Campaign entered in the Warranty and Maintenance logbook?	All	
17. **During the test drive**: 17.1 GPS reconnected? 17.2 Tire settings checked and adjusted if necessary?	All	
VIN:		
Dealer number:		