Eliminating Symptoms in Body Interior: Re-programming Lane Change Assist Control Unit (for I-no. 457) (Incorrect or no display / SY1816)

General information

Symptom

The Lane Change Assist indicator integrated in both mirror attachment point finishers for warning the driver in the near range does not light up or lights up for no reason.

Cause, introduction date and remedial action

Cause The Lane Change Assist control unit software is not robust enough.

Model Year: **2017**

Vehicle Type: **Sports Cars (982 / 991)**

Date of introduction From July 25, 2016, Lane Change Assist control units with optimized software are used during production.

Remedial action In the event of a customer complaint, re-program and code Lane Change Assist control units using **9900 - PIWIS Tester III**.

Tools

Tools

9900 - PIWIS Tester III

Battery Charger / Power Supply - Suitable for AGM Type batteries, recommended current rating of 90A fixed voltage 13.5V to 14.5V.

Re-programming Lane Change Assist control units

Re-programming Lane Change Assist control units

NOTICE

Coding will be aborted in the event of low voltage.

- **Increased current draw during diagnosis can cause a drop in voltage, which can result in one or more fault entries and the abnormal termination of the coding process.**

⇒ **Before commencing work, connect a suitable battery charge or power supply - suitable for AGM Type batteries, recommended current rating of 90A fixed voltage 13.5V to 14.5V to the jump-start terminals in the engine compartment.**

NOTICE

Coding will be aborted if the Internet connection is unstable.

- **An unstable Internet connection can interrupt communication between PIWIS Tester III and the vehicle communication module (VCI). As a result, coding may be aborted.**

⇒ **During control unit coding, always connect PIWIS Tester III to the vehicle communication module (VCI) via the USB cable.**

1 **Preliminary work**

1.1 Connect a battery charger or power supply, suitable for AGM type batteries, recommended current rating of 90A fixed voltage 13.5V to 14.5V.

1.2 Switch on the ignition using the **original driver's key**. On vehicles with “Porsche Entry & Drive”, do this by replacing the control unit in the ignition lock with the original driver's key if necessary.

1.3 **9900 - PIWIS Tester III** must be connected to the vehicle.

1.4 On the PIWIS Tester start screen, call up the ⇒ **'Diagnostics'** menu and select the affected model line.

The diagnostic application is then started and the control unit selection screen is populated.

2 **Re-program and then re-code Lane Change Assist master and slave control units.**

2.1	Control units '**Overview**'	**Lane Change Assist master** and **Lane Change Assist slave**	select	• F12 “
2.2	⇒ **Follow instructions:** • Create Vehicle Analysis Log (VAL) if necessary and • carry out any campaigns that are available for the vehicle.			• Yes “ / • No “ / • F12 “
2.3	'**Programming**'	**Automatic program-ming**	select	• F8 “

	Read and follow the **information and instructions on the PIWIS Tester** during the guided programming sequence. Then press •>> “ to continue. **Do not interrupt programming.** Once control unit programming is complete, you will be prompted to switch the ignition off and then back on again after a specified waiting time.			
2.4	Control units '**Overview**'	**Lane Change Assist master** and **Lane Change Assist slave**	select	•F12 “
2.5	'**Extended identification**'		select	•F12 “
	Software version programmed during this campaign	**0160**		
	If programming is not completed successfully (error message “Programming unsuccessful”), programming must be **repeated**.			
2.6	'**Codings / adaptations**'	**Automatic coding**	select	•F12 “

3 **Subsequent work**

Information

If there are still fault memory entries in individual control units, start the engine briefly and then switch it off again. Wait for approx. 10 seconds before switching the ignition on again and re-establish the connection between the PIWIS Tester and the vehicle. Then read out and erase the fault memories of the affected control units again separately.

3.1 Read out the fault memories of the Lane Change Assist master and Lane Change Assist slave control units and erase them if necessary.

3.2 Switch off the ignition.

3.3 Disconnect the PIWIS Tester from the vehicle.

3.4 For vehicles with Porsche "Entry & Drive", replace the original vehicle key in the ignition lock with the control panel again.

3.5 Switch off and disconnect the battery charger.

Invoicing

Invoicing

Invoicing The work involved is invoiced under the labor operation:

APOS	Labor operation	I No.
91702640	Programming Lane Change Assist control units	

For invoicing and documentation using PQIS, enter the following coding:

Location (FES5)	91700	Lane Change Assist control unit
Damage type (SA4)	4021	Incorrect signal