

**WF61 - Re-programming Control Unit For Air-conditioning System (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. Please refer to Equipment Information EQ1401 for a list of suitable battery chargers/power supplies which should be used to maintain vehicle voltage.

**Model Year:** As of 2015 up to 2016

**Model Line:** Macan

**Concerns:** Control unit for air-conditioning system

**Information:** This is to inform you of a voluntary Workshop Campaign on the above-mentioned vehicles. **The evaporator for the air-conditioning system on the affected vehicles can freeze at high outside temperatures with high humidity.**

As a result, the air-conditioning system will no longer cool the vehicle.

**Action Required:** Re-program control unit for the air-conditioning system using a modified parameter set.



**Information**

The total time required for programming and coding the control unit is **approx. 4 minutes**.

**Affected Vehicles:** The VIN(s) can be checked by using PIWIS Vehicle Information link to verify if the campaign affects the vehicle. This campaign is scope specific to the VIN! Failure to verify in PIWIS may result in an improper repair. This campaign affects 17,914 vehicles in North America.

- Tools:**
- **Battery Charger/Power Supply** - Suitable for AGM Type batteries, recommended current rating of 70A fixed voltage 13.5V to 14.5V. Refer to Equipment Information EQ-1105.
  - **9818 - PIWIS Tester II** with PIWIS Tester software version **15.800.020** (or higher) installed.

**Claim Submission:** See Attachment "A".

## Preliminary work

### NOTICE

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

- Increased current draw during diagnosis 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 starting control unit programming, connect a battery charger or power supply, suitable for AGM type batteries, recommended current rating of 70A fixed voltage 13.5V to 14.5V.

### NOTICE

Control unit programming will be aborted if the Internet connection is unstable.

- An unstable Internet connection can interrupt communication between PIWIS Tester II and the vehicle communication module (VCI). As a result, control unit programming may be aborted.
- ⇒ During control unit programming, always connect PIWIS Tester II to the vehicle communication module (VCI) via the USB cable.

### NOTICE

Control unit programming will be aborted if the vehicle key is not recognized

- If the vehicle key is not recognized in vehicles with Porsche Entry & Drive, programming cannot be started or will be interrupted.
- ⇒ Switch on the ignition using the original vehicle key. To do this, replace the original vehicle key in the ignition lock with the plastic key fob if it was previously removed at the start of this procedure.



### Information

In the event that a vehicle has previously had a concern of a freezing evaporator, please perform normal air-conditioning diagnosis as other root causes could be involved.

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 using the PIWIS Tester - section on "Preliminary work"*.

**Re-programming control unit for air-conditioning system**



**Information**

The procedure described here is based on the PIWIS Tester II software version **15.800.020**.

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

A discrepancy may arise with later software versions for example.

Work Procedure: 1 **Re-program control unit for air-conditioning system.**

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"*.

**Specific information on control unit programming during this campaign:**

Required PIWIS Tester software version:	<b>15.800.020</b> (or higher)
Type of control unit programming:	Control unit programming using the <b>'Campaign' function in the Additional menu</b> on the PIWIS Tester by entering a programming code.
Programming code:	<b>R4K5P</b>
Programming sequence:	Read and follow the <b>information and instructions on the PIWIS Tester</b> during the guided programming sequence. During the programming sequence, the <b>control unit for the air-conditioning system is re-programmed</b> and then <b>re-coded automatically</b> . <b>Do not interrupt programming and coding.</b>
Programming time (approx.):	<b>4 minutes</b>
Software version programmed during this campaign:	<b>1040</b> Following control unit programming, the software version can be read out of the air-conditioning system control unit in the ⇒ 'Extended identification' menu using the PIWIS Tester.
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 - section on "Fault finding"</i> .
Procedure in the event of abnormal termination of control unit programming:	Repeat control unit programming by restarting programming.

**Subsequent work**

- Work Procedure: 1 Carry out general subsequent work for control unit programming as described in the Workshop Manual ⇒ *Workshop Manual '9X00IN Basic instructions and procedure for control unit programming using the PIWIS Tester - section on "Subsequent work"*.
- 2 Enter the workshop campaign in the Warranty and Maintenance booklet.

**Information**

The specified working time was determined specifically for carrying out this campaign and may differ from the working times published in the Labor Operation List in PIWIS.

Attachment "A": **Claim Submission** - Workshop Campaign WF61

Warranty claims should be submitted via WWS/PQIS.

Open campaigns may be checked by using either the PIWIS Vehicle Information system or through PQIS Job Creation.

Labor, parts, and sublet will be automatically inserted when Technician is selected in WWS/PQIS. If necessary, the required part numbers will need to be manually entered into warranty system by the dealer administrator.

**Working time:**

Re-programming control unit for air-conditioning system

Labor time: **24 TU**

Includes: Connecting and disconnecting battery charger  
Connecting and disconnecting PIWIS Tester  
Reading out and erasing fault memories

⇒ **Damage code WF61 066 000 1**

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