PORSCHE®

WKK2 - Re-programming Tire Pressure Monitoring (TPM) Control Unit (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

Model Year: **As of 2017 up to 2020**

Model line: **Cayenne (9YA/9YB)**

Subject: **Tire Pressure Monitoring (TPM) control unit**

Information: The wheel sensors of the Tire Pressure Monitoring (TPM) system transmit their remaining battery life to the TPM control unit at regular intervals. The battery life is approx. 10 years.

Due to a software error in the TPM control unit, the relevant wheel sensor can fail on the affected vehicles if a remaining battery life of less than 6 months is transmitted.

If this happens, the tire pressure from the affected wheel sensor will no longer be transmitted to the TPM control unit, but no warning message to this effect is displayed in the instrument cluster.
Only when the battery in the wheel sensor is fully discharged is the failure detected and the corresponding warning message is displayed in the instrument cluster.

Remedial Action: Re-program the tire Pressure Monitoring (TPM) control unit using the PIWIS Tester with test software version **39.100.020** (or higher) installed.

ℹ️ Information

If campaign AKB8 or AKA0 is also open for the respective vehicle, this campaign must be carried out together with campaign AKB8/AKA0. To do this, program the Tire Pressure Monitoring (TPM) control unit by entering the programming code **before** carrying out the concluding work for AKB8/AKA0.
For instructions, see ⇒ Technical Information 'Re-programming Tyre Pressure Monitoring (TPM) control unit'.
In this case, invoice **Scope 1** during warranty processing ⇒ Technical Information 'Warranty processing'.

If campaign AKB8 and AKA0 was **already carried out during a previous workshop visit** or if the vehicle is **not** affected by AKB8/AKA0, this campaign must be carried out as described here.
In this case, invoice **Scope 2** during warranty processing ⇒ Technical Information 'Warranty processing'.

i **Information**

During the campaign, the Tire Pressure Monitoring (TPM) control unit is re-programmed and then re-coded **automatically**.

The total time required for **programming and coding** is **approx. 2 minutes**.

Affected Vehicles:	Only the vehicles assigned to the campaign (see also PCSS Vehicle Information). This campaign affects 51,748 vehicles in North America.
Model line:	**Panamera (971)**
Subject:	**Tire Pressure Monitoring (TPM) control unit**
Information:	The wheel sensors of the tire Pressure Monitoring (TPM) system transmit their remaining battery life to the TPM control unit at regular intervals. The battery life is approx. 10 years.

Due to a software error in the TPM control unit, the relevant wheel sensor can fail on the affected vehicles if a remaining battery life of less than 6 months is transmitted.

If this happens, the tire pressure from the affected wheel sensor will no longer be transmitted to the TPM control unit, but no warning message to this effect is displayed in the instrument cluster.
Only when the battery in the wheel sensor is fully discharged is the failure detected and the corresponding warning message is displayed in the instrument cluster.

Remedial Action:	Re-program the Tire Pressure Monitoring (TPM) control unit using the PIWIS Tester with test software version **39.100.020** (or higher) installed.

i **Information**

If campaign AKB8 or AKA0 is also open for the respective vehicle, this campaign must be carried out together with campaign AKB8/AKA0. To do this, program the Tire Pressure Monitoring (TPM) control unit by entering the programming code **before** carrying out the concluding work for AKB8/AKA0.
For instructions, see ⇒ *Technical Information 'Re-programming Tyre Pressure Monitoring (TPM) control unit'.*
In this case, invoice **Scope 1** during warranty processing ⇒ *Technical Information 'Warranty processing'.*

If campaign AKB8 and AKA0 was **already carried out during a previous workshop visit** or if the vehicle is **not** affected by AKB8/AKA0, this campaign must be carried out as described here.
In this case, invoice **Scope 2** during warranty processing ⇒ *Technical Information 'Warranty processing'.*

ℹ️ Information

During the campaign, the Tire Pressure Monitoring (TPM) control unit is re-programmed and then re-coded **automatically**.

The total time required for **programming and coding** is **approx. 2 minutes**.

Affected Vehicles: Only the vehicles assigned to the campaign (see also PCSS Vehicle Information). This campaign affects 51,748 vehicles in North America.

Required tools

Tools:
- **9900 - PIWIS Tester 3** with PIWIS Tester software version **39.100.020** (or higher) installed
- 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. **Battery Charger, 90 A**

Preparatory 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 suitable battery charger with a current rating of at least 90 A to the vehicle.**

NOTICE

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

- **An unstable WiFi connection can interrupt communication between the PIWIS Tester and the vehicle communication module (VCI). As a result, control unit 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 recognized

- **If the driver's key is not recognized in the vehicle, programming cannot be started or will be interrupted.**

⇒ **Place the driver's key with the back facing down into the front left storage compartment in the center console to guarantee a continuous radio link between the vehicle and the driver's key.**

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 Tire Pressure Monitoring (TPM) control unit **- Cayenne (9YA/9YB)**

Work Procedure: 1   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"'.*

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

ℹ️ Information

The procedure described here is based on the PIWIS Tester 3 software version **39.100.020**.

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.

Required PIWIS Tester software version:	**39.100.020** (or higher)
Type of control unit programming:	Control unit programming using the **"Campaign" function in the Additional menu** on the PIWIS Tester by entering a programming code.
Programming code:	**W1R9X**
Programming sequence:	Read and follow the **information and instructions on the PIWIS Tester** during the guided programming sequence. During the programming sequence, the air conditioning control unit is **re-programmed** and then **automatically re-coded**. **Do not interrupt programming and coding.**
Programming time (approx):	**2 minutes**

Software version programmed during this campaign:	**0650**
	Following control unit programming, the software version can be read out of the Tire Pressure Monitoring (TPM) control unit in the ⇒ 'Extended identifications' menu using the PIWIS Tester.
Procedure in the event of error messages appearing during the programming sequence:	⇒ *Workshop Manual '9X00IN Basic instructions and procedure for control unit programming using the PIWIS Tester - section on "Fault finding"'.*
Procedure in the event of abnormal termination of control unit programming:	Repeat control unit programming by restarting programming.

Re-programming Tire Pressure Monitoring (TPM) control unit - Panamera (971)

Work Procedure: 1   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"'.*

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

𝒊 **Information**

The procedure described here is based on the PIWIS Tester 3 software version **39.100.020**.

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.

Required PIWIS Tester software version:	**39.100.020** (or higher)
Type of control unit programming:	Control unit programming using the **"Campaign" function in the Additional menu** on the PIWIS Tester by entering a programming code.
Programming code:	**E7P3S**

Programming sequence:	Read and follow the **information and instructions on the PIWIS Tester** during the guided programming sequence. During the programming sequence, the air conditioning control unit is **re-programmed** and then **automaticallyre-coded**. **Do not interrupt programming and coding.**
Programming time (approx):	**2 minutes**
Software version programmed during this campaign:	**0650** Following control unit programming, the software version can be read out of the Tire Pressure Monitoring (TPM) control unit in the ⇒ 'Extended identifications' menu using the PIWIS Tester.
Procedure in the event of error messages appearing during the programming sequence:	⇒ *Workshop Manual '9X00IN Basic instructions and procedure for control unit programming using the PIWIS Tester - section on "Fault finding"'.*
Procedure in the event of abnormal termination of control unit programming:	Repeat control unit programming by restarting programming.

Concluding work

Work Procedure: 1   Carry out general subsequent 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 "Subsequent work"'.*

i   **Information**

The values for the Tire Pressure Monitoring (TPM) system may be lost when programming and coding the Tire Pressure Monitoring (TPM) control unit.
If the Tire Pressure Monitoring (TPM) system is reset, the wheel electronics must be re-taught and adapted to the system.

Preconditions and procedure for teaching the wheel electronics units:

- Vehicle is stationary for at least 5 minutes.

- Select the type of tires installed(type and size) in the TPM menu in the instrument cluster. The message "No monitoring. System is learning from 25 km/h or 15 mph" then appears in the multi-function display.

- Drive at a speed of more than 25 km/h (15 mph) - ideally without stopping - until the tire pressure values are displayed (learning time: less than 2 minutes).

The system learns the wheel electronics only while driving. Intermediate stops and deviations from the described teaching procedure can result in a much longer learning time.

Teaching can be performed during the test drive or later while the customer is driving. Please inform your customer about this if necessary.

2   Enter the campaign in the Warranty and Maintenance booklet.

Warranty processing

  Information

The specified working times were determined specifically for carrying out this campaign and include all required preliminary and subsequent work.
The working times may differ from the working times published in the Labour Operation List in PIWIS.

Scope 1:   **Re-programming Tire Pressure Monitoring (TPM) control unit**

- This campaign is carried out **together with campaign AKB8 or AKA0**

Working time:	
Re-programming Tire Pressure Monitoring (TPM) control unit	Labor time: **12 TU**
⇒ **Damage Code WKK2 066 000 1**	

Scope 2:   **Re-programming Tire Pressure Monitoring (TPM) control unit**

- This campaign is **not** carried out together with campaign AKB8 or AKA0

Working time:	
Re-programming Tire Pressure Monitoring (TPM) control unit	Labor time: **28 TU**
Includes: Connecting and disconnecting battery charger Connecting and disconnecting PIWIS Tester	

Reading out and erasing fault memory

⇒ **Damage Code WKK2 066 000 1**