

**"Chassis Fault" Warning/Fault Memory Entry "C059500" in the Brake Booster Control Unit (144/21)**

Vehicle Type: **Panamera 4 E-Hybrid (971)/Panamera 4S E-Hybrid (971)/Panamera Turbo S E-Hybrid (971)**

Model Year: **As of 2017 up to 2021**

Concerns: **Brake booster control unit**

- Information:
- The yellow warning '**Chassis fault – Adapted driving permitted**' is displayed in the instrument cluster. The warning message sometimes appears together with a noticeably stiffer and slightly vibrating brake pedal.
  - The fault memory entry '**C059500 – Brake booster control unit – power level implausible (00E900)**' is stored in the fault memory of the brake booster control unit. This is caused by a temporary (individual) or permanent internal overcurrent detected in the brake booster control unit.

Action required: In the event of a customer complaint, re-code the brake booster control unit using PIWIS Tester software version **40.550.022** (or higher).

**Required tools**

- Tools:
- **9900 - PIWIS Tester 3** with PIWIS Tester software version **40.550.022** (or higher) installed
  - Battery charger with a current rating of **at least 90 A** and - if required - **also with 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 ⇒ *Workshop Manual '270689 Charging vehicle electrical system battery'*.

**Preparatory work**

**NOTICE**

**Fault entry in the fault memory and/or control unit coding aborted due to undervoltage.**

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

⇒ **Before starting control unit coding, connect a suitable battery charger with a current rating of at least 90 A to the vehicle.**

**NOTICE**

**Coding will be aborted if the WiFi connection is unstable.**

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

**NOTICE**

Control unit coding will be aborted if the driver's key is not recognized

- If the driver's key is not recognized in the vehicle, coding cannot be started or will be interrupted.
- ⇒ Place the driver's key with the back facing down in the area in front of the storage compartment under the armrest (emergency start tray) in order to guarantee a permanent radio link between the vehicle and driver's key.

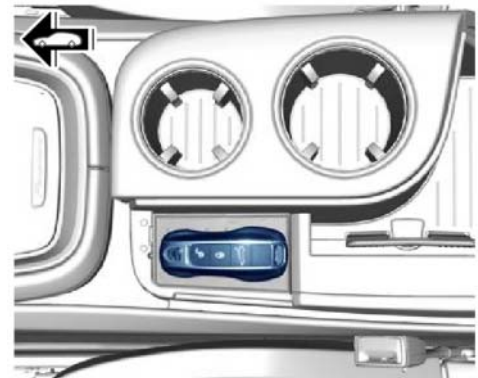
Work Procedure: 1 Connect a suitable battery charger with a current rating of **at least 90 A**, e.g. **Battery charger 90A**, to the jump-start terminals in the luggage compartment and switch it on. ⇒ *Workshop Manual '270689 Charging vehicle electrical system battery'*

- 2 Place driver's key in emergency start tray.
- 3 Connect **9900 - PIWIS Tester 3** to the vehicle communication module (VCI) via the **USB cable**. Then connect the communication module to the vehicle and switch on the PIWIS Tester.

4 Switch on the ignition.

- 5 On the PIWIS Tester start screen, call up the '**Diagnos**tics' application.

The vehicle type is then read out, the diagnostic application is started and the control unit selection screen is populated.



*Emergency start tray*

### Re-coding brake booster control unit

**NOTICE**

Use of a PIWIS Tester software version that is older than the prescribed version.

- Measure is ineffective
- ⇒ Always use the specified version or a higher version of the PIWIS Tester software for control unit coding.



**Information**

The procedure described here is based on the PIWIS Tester 3 software version **40.550.022**.

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-code brake booster control unit automatically.

Required PIWIS software version:	<b>40.550.022</b> (or higher)
Type of control unit coding:	Control unit coding using the ' <b>Automatic coding</b> ' function for the brake booster control unit:  <b>'Brake booster'</b> control unit – ' <b>Coding/programming</b> ' menu – ' <b>Automatic coding</b> ' function.
Coding sequence:	Read and follow the <b>information and instructions on the PIWIS Tester</b> during the guided procedure.  <b>Do not interrupt coding.</b>  When coding is complete, the message "Coding has been completed successfully" is displayed and a tick appears in the 'Status' box.
Procedure if control unit coding is <b>not successful</b> :	Repeat control unit coding.

**Concluding work**

Work Procedure: 1 Read out the fault memory and check any existing fault memory entries.



**Information**

If control units are found to have faults that are not caused by the fault described here, these must be **found** and **corrected**.

- 2 Delete the fault memory.
- 3 Switch off ignition.
- 4 Disconnect **9900 - PIWIS Tester 3** from the vehicle.
- 5 Remove the driver's key from the emergency start tray.
- 6 Disconnect the battery charger.

**Invoicing**

For documentation and warranty invoicing, enter the labor operation and PQIS coding specified below in the warranty claim:

APOS	Labor operation	I No.
47702515	Programming brake booster	

PQIS coding:

Location (FES5)	47700	Brake booster
Damage type (SA4)	1614	Function not as specified

References: ⇒ *Workshop Manual '270689 Charging vehicle electrical system battery'*

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