

**Seat Heating can be Operated Using the Empty Area of the Coded Seat Ventilation Button:  
Re-Programming Air-Conditioning Control Unit (26/22)**

Model Line: **Macan (95B)**

Model Year: **2022**

Equipment: **Seat heating for front and rear seats (M-No. 4A4)  
Without seat ventilation/massage seats (M-No. 4D0)**

Concerns: **Air-conditioning control unit**

Information: In vehicles with coded seat ventilation, the seat heating can be operated incorrectly using the empty area of the coded seat ventilation button on the center console touch panel. The seat heating can therefore be operated using the seat heating button and the empty area of the coded seat ventilation button.  
This is caused by incorrect parameterization of the operator control logic of the air-conditioning system's operator control unit.

Action required: In the event of a complaint, re-program the control unit for the air-conditioning system using the PIWIS Tester with PIWIS Tester software version **40.800.010** (or higher) installed.



**Information**

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

Software: **Overview of the software versions**

Control unit	Software version (old version)	Software version (new version)
Air-conditioning system	0730	0752
	0750	
	0751	

**Required tools**

- Tool:
- **9900 - PIWIS Tester 3** with PIWIS Tester software version **40.800.010** (or higher) installed.
  - **Battery charger** with a current rating of **at least 90 A**, e.g. **VAS 5908 battery charger 90A**.

For further information about the battery chargers to be used, see the corresponding Workshop Manual.  
⇒ *Workshop Manual '270689 Charging vehicle electrical system battery'*

## Preparatory work

### NOTICE

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

- Increased current draw during diagnostics 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 getting started, connect a suitable battery charger with a current rating of at least 90 A to the jump-start terminals.

### NOTICE

Control unit programming will be aborted if the Wi-Fi connection is unstable.

- An unstable Wi-Fi 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 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 detected

- If the driver's key is not detected in vehicles with Porsche Entry & Drive, programming cannot be started or will be interrupted.
- ⇒ Switch on the ignition using the original driver's key. To do this, replace the control unit in the ignition lock with the original driver's key if necessary.

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 - section on "Preliminary work"*.

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

### NOTICE

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

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

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"*.

**Specific information on control unit programming in the context of this Technical Information:**

Required PIWIS Tester software version:	<b>40.800.010</b> (or higher)
Type of control unit programming:	Control unit programming using the ' <b>Campaign</b> ' function in the <b>Additional menu</b> on the PIWIS Tester by entering a programming code.
Programming code:	<b>F4M3T</b>
Programming sequence:	<p>Read and follow the <b>information and instructions on the PIWIS Tester</b> during the guided programming sequence.</p> <p>During the programming sequence, the <b>control unit for the air-conditioning system is re-programmed</b> and then <b>automatically re-coded</b>.</p> <p><b>Do not interrupt programming and coding.</b></p> <p>Once the control units have been programmed and coded, you will be prompted to switch the ignition off and then back on again after a certain waiting time.</p> <p>Backup documentation of the new software versions is then performed.</p>
Programming time (approx):	<b>4 minutes</b>
Data record (software part number and software version) programmed for the control unit for the air-conditioning system during programming:	<p><b>0752</b></p> <p>Following control unit programming, the software version can be read out in the ⇒ 'Extended identifications' menu from the control unit for the air-conditioning system using the PIWIS Tester.</p> <p>The software part number and software version of the programmed data record are based on the specified PIWIS Tester software version. Please note that this may be different in a higher version.</p>

Procedure in the event of abnormal termination of control unit programming:	<ul style="list-style-type: none"> <li>• Switch ignition off and then on again.</li> <li>• Read out and erase fault memories. ⇒ <i>Workshop Manual '9X00IN Basic instructions and procedure for control unit programming using the PIWIS Tester - section on "Rework"</i></li> <li>• Repeat control unit programming by restarting programming.</li> </ul>
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 "Troubleshooting"</i> .

### Concluding work

Work Procedure: 1 Carry out general rework for control unit programming as described in ⇒ *Workshop Manual '9X00IN Basic instructions and procedure for control unit programming using the PIWIS Tester - section on "Rework"*.

### Invoicing

For documentation and warranty invoicing, enter the working position and PCSS encryption specified below in the warranty claim:

APOS	Labor operation	I No.
87102500	Programming air-conditioning switch	

PCSS encryption:

Location (FES5)	87100	Air-conditioning
Damage type (SA4)	1614	function switch not as specified

References: ⇒ *Workshop Manual '270689 Charging vehicle electrical system battery'*  
 ⇒ *Workshop Manual '9X00IN Basic instructions and procedure for control unit programming'*

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