

Porsche Central Service System

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07/21/2020

84/20 es_ES WLG2

CAM, WLG2 WLG2 Workshop hood: Update the software of various control units and peripherals

Model year

Of 2020 1-tasta 2020

Serie:

Taycan (Y1 A)

Affair:

Software update (software version VR8.7)

Cause:

Software optimizations are available for various Taycan control units.

You can see the innovations presented with actualizaet6n software in the Annex) Smopsss of novedade - en updates software.

Measure:

Update the software of the following control units with the PIWIS Tester and the verification software version 39.600.015 (or later) and USB stick. Coherent units of command. See the following summary.

(D) Information

During this campaign, the VRS.7 software version is installed on the connected vehicles. The requirement for this is that e, vehicle already d, sponsorship of the previous software version, VRB.6. To ensure the installation of the software drivers in the correct order in all vehicles. Regardless of, they are based on the VR8.6 software version, the WLC5 campaign for programming has been closed of the VRS.6 software version and the present WLG2 bell has been introduced, which introduces the corresponding programming entities, 6n.

In fine, on whether the corresponding vehicle must be programmed vers, 6n VRS.6 software as a prerequisite to program the contonuae6n software version, and VRS. 7 0r not. Vehicles have been assigned the necessary bell content. Therefore, before carrying out the bell, the content assigned to each vehicle must be checked and proceed accordingly

Art1.lair.tildom: 5 oe software E ~ olutlon Taycan

Synopsis of VRS.6 software version for control units

Control unit	Programming time	Measure
Combined software update of several control units (Actuahzac, 6n med, before PIWIS Tester)	approx. 120 minutes	schedule edit

Includes:

Unity of Command Over the a, r (OTA)

Front and rear high-voltage power electronics control unit

High Voltage Charger Control Unit (OBC)

Battery control unit high volta le (BMCe)

Chassis conorol control unit (PO.SM)

Control unit oe the rear regulation of the conditional area

Combined Insttument

Porsche Communicatoon Management (PCM) control unit

Thermal management (TME)

Rolling Stabilization (PDCC)		•
Electronic Brake System (PSM)		•
Opt, left and right cas		•
Rear electronic system (BCM2)		•
Porsche Communicat command unit, on Management (PCM)	approx. 30 minutes	
(Updating with USB memory)		

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Synopsis of VR8.7 software version for control units

Control unit	Programming duration Measure	program encode
Combined software upgrade of several control units	aprox. 100 minutes	

(Update using PIWIS Tester)

Includes :

Power electronics control unit, front and rear high voltage

High voltage charger control unit (CBC)

High voltage battery control unit (BMCE)

Chassis Control Command Unit (PASM)

High voltage converted

Brake booster (eBKV)

High voltage DC charger (booster)

Electronic motor system (DME)

Yes, Electronic Brake System (PSM)

Regulation of the driver's seats and front passenger

Assistance systems (zfASJ)

Control unit for air conditioning regulation

Vehicles affected:

Only for vehicles assigned to this campaign (see also vehicle training in PCSS).

Tools needed

(D) Information

The Taycan (Y1A) this equ, which is standard with a battery of artaque of lithium,

Lithium starter batteries can be charged only with the appropriate matching battery charger , which has a regulated charge characteristic curve. for the coulente and the tension

For more information on battery chargers to use, see

} 270689 Charge battery / power system

I have, ram lentas:

Ca, gado, battery with a minimum nominal current of 90 A and, si tue, to necesal10, also with a wedge c-regulated load aracteristica

by the current and tension pa, to batteries of arraoque of ht, or. eg VAS 5908} - charger of/baterfn of 90 A
) 9900 • PIWIS Tester 3 with verification software installed 39,600,015 (or higher).

Also. For vehicles with content 1 (VR8.6 update), you need:

- empty Memoria USB type A + C of 32 GB (to update the PCM), ref. Part Number V04014999W000

(D) Information

The PCM software update is done with a USB stick. The specific software version for each region must be downloaded with the PiUS (Porsche Integrated Update Service) software tool and be copied to an empty USB stick.

To do this, debe should take into account the following:

For the present PCM software 1Zac16n must use the USB memory of 11 po A> C of 32 GB with reference to p1eza V04014999W000

To use the software tools, an empty USB memory is required for each software.

The disposable software in PiUS should only be applied with the technical 1nf01mac16n that the instructions contain.

The software listed here should only be applied to vehicles assigned to the campaign. If the software is used in other vehicles, it will not they can rule out damage to the central computer.

For more information on the installation and use of PiUS tools software, see plus (Porsche **Integrated Update Service**) goes live on the PPN portal.

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Overview of PiUS Software Versions: PCM Update

Ref. Standing ta	Denomination	Vehicle allocation
	Region	
9) 1911360	PCM Software Update No. 1 ER1 / ER2 -Europe -RdM	
9J1919360A	PCM software update - Nocteamerica -Mexico	No. 1 ER3 / ER4

Preliminary work

(i) NOTICE

Fault recording in the fault memory or interruption of the programming of the control unit due to voltage drop.

As a consequence of the high energy consumption during the diagnosis or programming of the control unit, a drop in voltage may be caused which, at its It could cause one or more fault records, or interleave, the programming of the control unit.

- Before beginning the programming of the control unit, connect a suitable battery charger that supplies an AC current of at least 90 A to the vehicle.

I (i) NOTICE

Intact the programming of the control units by an unstable WLAN connection .

If the WLAN connection is unstable, the communication between the PIWIS Tester and the vehicle communication module (VCJJ.) May be interrupted. **interruption of the programming of the control units.**

→ During programming of command units. To connect yes, start the PIWIS Tester with the Vehicle Communication Module (VCI) using the USS cable.

I (i) NOTICE

Interruption of programming of control units to recognize vehicle have

If 13 vehicle key is not recognized, it is not possible to start or stop programming.

→ Place the key of the vehicle in position vertically with the rear forward in the rear support for beverages, in between the holders (slot boot), to ensure a stable radio connection between the vehicle and the remote control, a.

I (i) NOTICE

Interruption of the prog process, amación

Control unit malfunction

Errors in the command unit

→ Laying a voltage free cable between the vehicle communication module (VCI) and the vehicle diagnostic socket and making sure that the connector is plugged in completely in the diagnostic.

→ Make sure that the PIWIS Tester battery is sufficiently charged. If necessary, use the PIWIS Tester connected to the network.

(D) Information

To carry out the campaign, the PIWIS Tester must be online and registered on the Porsche Partner Network (PPN).

(D) Information

The procedure outlined below is based on the PIWIS Tester 3 software version 39.600.015.

The PIWIS Tester indications take precedence and must be followed if the description differs.

A difference may occur, for example, with higher software versions.

Q, procedure:

Connect a suitable battery charger, e.g. ex.) VAS 5908. 90 A battery charger, at the points of assistance, at boot boot and turn it on

2 Set the vehicle key in the vertical position with the rear part facing forwards in the rear drink holder. Ensure the fasteners (emergency tank), to ensure stable connection between the vehicle and the remote control slot start of emergency.

[https://ppn.porsche.com/pcss/static/frontend/portal/infomedia/documents;%2Fp011a1% ... 07/28/2020](https://ppn.porsche.com/pcss/static/frontend/portal/infomedia/documents;%2Fp011a1%...07/28/2020)

Emergency boot slot, anchor

3 Connect the 9900 - PIWIS Tester 3 using the USB cable to the vehicle communication module (VCI), connect the Communicator to the vehicle and turn on the PIWIS Tester. Due to the long duration of programming, use the PIWIS Tester connected to the network.

(D) Information

To carry out campaign use the new data cable DCL PIWIS Tester. The graph shows the difference, between the old, and the new data cable.

Call @ Da S 10 from PPNIS THn

If there are interruptions in the connection, between the vehicle and the PIWIS Tester, must be checked, the PIWIS Tester data cable shows

damage. If there is damage to the data cable, it must be replaced. Follow the directions on 'Evolution of USB Cable Plugs defective' in the PPN (PPN pomol> Or Ing he F. Porsche AG> After-sales> Workshop> PIWIS - Documents).

4 Set the operating rate, go (Switch on the ignition).

5 On the PIWIS Tester home screen, access the 'Diagnostico' application
The vehicle type, type, is then queried, the application of diagnostic is started, and the selection of command units is activated.

6 Create the vehicle analysis protocol (FAPJ) with the PIWIS Tester
Identify the analysis protocol created from the vehicle with the attribute "enr, ada" and restore it with the PIWIS Tester after carrying out the Bell.

(Slowly, motion

Depending on whether the VRB.6 software version must be programmed in the corresponding vehicle as required, yes, to then program the version of VRB software . 7 or not, the vehicles have been assigned to the content of nec-esano campaign So I sing, before carrying out the campaign, the content assigned to each vehicle must be checked and proceed accordingly

7 Update the software of various control units:

Allocation	Software version	Measure
Content 1:	VR8.6 • VRB.7	To do this, continue with) Update the software for various control units (VRS o).
Content 2:	• VR8.7	For it, tune in to) Current, go to the vain a software, command data (VR8.7).

Actualha, the software for various control units (VRB.6)

A WARNING

Side windows is and rear spoiler are electrically powered by ro, automatic ma

Crushing or separating limbs

Damage of the components

- Do not touch the danger zone.
- Protect the danger zone against the intervention of third parties,
- Do not place components or tools in the danger area.

Q, procedure:

The basic procedure for programming the control units is described in the repair manual.

) 9XOOIN basic instructions and procedures for programming control units with the PtWIS Tester

For information, specific information on the programming of command units in the framework of this campaign, the table must be found following:

[https://ppn.porsche.com/pcss/static/frontend/portal/infomedia/documents;% 2Fportal% ... 07/28/2020](https://ppn.porsche.com/pcss/static/frontend/portal/infomedia/documents;%2Fportal%...07/28/2020)

caesaua

T, po of p <ogramcl6n of units of
I send:

Programming of command units using the "Bell" function in the additional menu of the
PIWIS Tester by entering a programming code

Cod, go de programacl6n

P5P8E

Programming process

Observe and according to the indications of p, ogramming of the PIWIS Tester during the process of
programming.

Do not interrupt the programming and coding process.

After programming, coding and coding, a documentation is started, with only one of the versions of
rep software, ogrammed

Program duration, 6n (approx.)

approx. 120 minutes

Software versions programmed in cl
frame of this campaign

- Over the air command unit (OTA) 0861
- from the front and rear high-voltage power train 0006
- A control unit for the high-volume charger (CBC) 1073
- Unidad control of the battery of high voltage (bmc) EB60
- Conttol del chas s (PASM) 0896
- Regulation of air conditioning or gas 0897
- Combination, swim 0394

Procedure in case of interruption
of the programming of units of man
do

the verSion of software will be consultat after p, ogramme, the unrdades of control with
PIWIS Tester in the 'Idenuf, caconesamphadas' menu of each command unit.

- Cancel and restore operational drsponibilidad (disconnect and reconnect the encndl • do)
- Leery bOtrar the mem0tLas oats

) 9X00IN Indications and procedimiontos basic for prog, amaci6n of units of
control with the PIWIS Tester

- Repeated the programming of the control units reintroduced, introducing the programming code, 6n and start an extended logging protocol with the Cul; L key combination.

The expanded data protocol muestra la software of d, agnosuco, especIalmente Communion -
cac, on the vehicle, necessary for the first year of the event.

- The p, ocedrmento descnto Will be repet ~ one INS vet in case of a second interrupcofn the programming of a command authority.

ProcedIm lento in case of messages
errOr of the programming process

) 9X00IN indications and basic procedures for the programming of
command with the PIWIS Teste ,, chapter • Loc: troubleshooting "

2 Reprogram POISche Communicaoon Maaagement (PCM)

2. 1 Abm the armrest and, if it were necessary, disconnect the external dIspostIvo (p eI I Pod, memory use] from the use port .

I (D NOTICE

The use of the software in vehicles not assigned to this campaign:

0anos in the control unit

→ The software vcrsIones be used mdicadas A vchculos cally assigned in the campa ~ a.

2.2 Connecting the memo, the USS with the version of the software of actualuici6n of the specified PCM each, egI on to the USB port

Pleu ref.	full name	Vehicle allocation
	• Region	
9J1919360	Memory used for PCM actuation No. I ER1 / ER2 - Europe - RdM	
9J1919360A	Memory used for PCM training No. I ER3 / ER4 - Norteame, ica - Mexico	

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2.4 In the Selection, 6n of control units (menu "Synopsis"), select the control unit PCM central computer and confirm with F12 ('Continual').

2.5 *Once* found the uroidad of control of the central computer of the PCM and indlcada the 'Overview', Selected, the menu onar "**Maintenance / repair** ..

2.6 Select the tunción "6n Install the update software" *and* update the software with F 12 ('Continual') Install the actualizac, 6n of /PCM 6.0 software .

Instalac: Instalacón of PCM 6.0 software

2.7 Confirm the displayed information *and* message with F 12 ('Continuous, -).

2.8 **After complying with the requirements in the Status column, confirm with a check mark. Below. CONTINUES WITH F12** ('Keep going')

2.9 Enter the programming code, on U2C6J in the column 'enter, on') *and* confirm with F 12 ('ConllOuar') / nroduc, r the code, go of /PCM 6.0 programming .

PCM 6.0 programming program.

2.10 Iniclarcon F8 ('Iniciar'),

2.11 After comprobacón data software, programacón is Inicia with Fe ('Iniciar')

After starting the operation, the PCM is restarted in the update menu and, below, the different components and the module.

The update can take up to 30 minutes.

Follow the instructions of the PIWIS Tester during the update. The PCM will restart multiple times. Each time, the PCM screen will stay black up to 3 m, n.

2.12 **T, as well as the update, is MOSTAR a synopsis shown in the processes carried out with a rnarca of colectamente** verification in the Status field. Confirm with F12 ('Continuous <").

• Software version programmed under this campaign: 3276

The software version can be consulted after correctly programming the control units with the PIWIS Tester in the menu 'expanded identifications' of the command unit of the PCM central computer.

2.13 Open the armrest and disconnect the memo from the use port.

3 Below, update the software to version VR8.7; See) Update the software of various control units (VR8.7).

Update the software of various control units [VR8.7]

r A DISCLAIMER

Side windows and rear spoiler electrically actuated from automatic torma

Crush or sep: limb aration

Damage of the components

→ Do not touch the danger zone.

→ Protect the danger zone against the interference of third parties.

→ **Do not place components or tools in the danger zone.**

Process.

The basic procedure for programming the control units is described in the repair manual.

) 9XOOIN indications and basic procedures for programming control units with the PIWIS Tester

Pa, to obtain specific information on the programming of command units in the framework of this campaign, you should consult the table

following:

[https://ppn.porsche.com/pcss/static/frontend/portal/infomedia/documents;% 2Fportal% ... 07/28/2020](https://ppn.porsche.com/pcss/static/frontend/portal/infomedia/documents;%2Fportal%20...%2007/28/2020)

<p>PIWIS Tester software version needed cesaria: Type of programming units I send Programming code: Programming process</p>	<p>39,600,015 (or I knew ,, or,) Programming: control unit simulation use the "Campaila" function in the additional menu of the PIWIS Tester by entering a programming code. V6P8C Observe and follow the programming instructions of PIWIS Tester during the process of programming. Do not interrupt the programming and coding process. After programming and coding, an auxiliary documentation of the versions of reprogrammed software.</p>
<p>Programming duration [apro> <]: Software versions programmed into the framework of this campaign:</p>	<p>Up to 100 minutes</p> <ul style="list-style-type: none"> • from front and rear high voltage power electronics 0007 • A control unit of the high voltage charger [OBC] 1079 • High voltage battery control unit (BMCE) E870 • High voltage converter 0899 • Brake booster [eBKVJ] 0100 • High voltage DC charger (booster) 0990 • Electronic engine system [DME] 0005 • S, Stema Electron, Brake Co (PSM) 0094 • Regulac16n seat of the driver and the front passenger 0064 • Assistance systems (zFAS) 0355
<p>Procermm, in case of interruption of the programming of control units:</p>	<p>The software version can be consulted after programming the control units with the PIWIS Tester in the menu 'Extended identifications' of each control unit. do). • reads, and boHat the fault memories) 9XOOIN Indications and procedures for basic programaci6n of units control with the PIWIS Tester</p>

- Repeat the programming of the control units by re-entering the programming code and start an extended protocol (extended logging) with the comb, nac, 6n keys Ctil + L.
- The extended protocol shows data from diagnostic software, especially from the community. vehicle song. need us for analysis, interruption s.
- **The procedure described must be repeated one more time in case of a second interruption of the programming of command units.**

Procedure in case of messages from programming process error:

) 9XOOIN indications and basic procedures for the programming of command with the PIWIS Tester, chapter " troubleshooting "

2 Continue, with the query • and deletion of the averlas memory) Consult.! <And clear the fault memory.

Leery erase the memories of seeing them

Procedure:

Re-read and clear the fault memory of all the control units.

1.1 In the selection of control units [menu 'Synopsis'] open the additional menu with the F7 key

1.2 Select function, On 'Read all fault memories and. in your case. delete them ' and confirm with F1 2 (' Continuous ()) Delete the memories **of bird; as.**

The fault reports of the control units are read.

Bonar Lis mamooas 2C TROUBLE

1.3 After reading the fault memories. check the registros of the fault memory .

[https://ppn.porsche.com/pcss/static/frontend/portal/infomedia/documents;% 2Fporta1% ...](https://ppn.porsche.com/pcss/static/frontend/portal/infomedia/documents;%2Fporta1%...) 07/28/2020

(D) Information

Yes, in the units, there are faults that cannot be attributed to the programming of the control units, first you have to locate ... and correct these problems. These jobs cannot be billed under the shop bell number.

1.4 Delete the fault memory logs with F8.

1.5 To the question of whether all the records of the fault memories should really be erased. reply with F1 2 ('SF).

All the sve, ias stored in the fault memories of the different control units are deleted.

(D) Intonación

Yes, **it is** not possible to delete the fault memory records of the different control units, the following procedure must be followed:

Cancel **operational** availability (ignition off).

Remove the **PIWIS** Tester diagnostic connector **from the** diagnostic socket.

Lock the vehicle with the key **and** move the vehicle key away from the vicinity of the vehicle (approx. 10 meters).

Unlock the vehicle once again , after a waiting time of approx. 5 minutes.

Re-establish operational availability (ignition on).

Plug the PIWIS Teste diagnostic connector back into the diagnostic socket and reestablish communication with the vehicle.

Re-read the fault memories and delete the saved entries.

1.6 **Once you have cleared the fault messages, select the 'Synopsis' menu to return to the selection of command units) Selection of units of control .:**

Select from command unctattas

Review work

A WARNING

Side windows is *and* rear spoiler electrically actuated automatically •

Crushing or separating limbs**Dano of the components is**

- Do not touch the danger zone.
- Protect the danger zone against the intervention of third parties.
- Do not place components n, the tools in the danger zone.

Q, procedure:

Norm lall2a, the regulation of the ace, entos of the driver *and* the passenger.

- 1.1 In the Selection of control units (menu "Synopsis"), select the control unit "Adjusting the front passenger seat striker " *and* confirms, with F 12 C-Continue4),
- 1.2 Once the front passenger seat adjustment control unit has been found and indicated in the overview. select the menu "Maintenance / repairM.
- 1.3 Select the función "Normalize engines of seat" and press F12 ('Continue, •) to confirm
- 1.4 Observe the warnings *and* confirm with F 12 ('Continue ")

CD information

In case of duplication, before the seats are normalized, the training process must be restarted by selecting, once Furthermore, the function "Normalize the seat motors .

- 1.5 Run the process with F8 ('Inic, a ()).
- 1.6 Once the engines of the front passenger seats are standardized, also train the driver's side. For it, in the selection of control units ("Synopsis" menu), select, control unit "Adjusting the front driver's seat" *and* repeat the steps 1.2 to 1.6. Then continue with step 2.
- 2 During programming, manually retract the automatically deployed rear wing
 2. 1 In the mando Units Selection (menu "Sinopsls"). select the control unit "Rear spoiler " *and* confirm with F12 ('Continue').

<https://ppn.porsche.com/pcss/ static / frontend / portal / infomedia / documents; % 2F poltal% ... 07/28/2020>

- 2.2 Once the rear wing control unit has been found and indicated in the overview, select the "Maintenance / repair" menu.
- 2.3 Select, use the "Train the rear bone" function and press F12 ('Continue] to confirm.
- 2.4 Take into account the warnings and confirm with F 12 ("Match).
- 2.5 Comply with the manual checking conditions indicated and put a ma, ca in the corresponding "Status" box.
- 2.6 Mark, Function Adiesua, rear wing *and* press FS ('Ecutar') to confirm.
- 2.7 Once the rear wing has been trained *and* fully retracted, select the "Synopsis" menu to return to the selection of **I send.**
- 3 Create the Vehicle Analysis Protocol (FAP) with the PIWIS Tester.
 - Identify the vehicle analysis protocol created with the "Output FAP" attribute *and* vote to pass the PIWIS Tester once the campaign is over.
- 4 Cancel operational availability (ignition off).
- 5 Unplug the vehicle's PIWIS Tester,
- 6 Or disconnect *and* disconnect the battery charger,

7 Introduce the campaign in the Warranty and Maintenance Notebook

Warranty process

(D) Information

The indicated working times have been calculated especially for the execution of this campaign and include all the necessary preliminary and review work. Working times may differ from uempos of traba10 as published in the catalog pos, c, ones of llabajo PIWIS

(D) Information

Info, macl6n on t, me of work

In general, working time takes into account all the jobs that require an ongoing intervention by the sevlct0 technician.
This also includes all necessary preliminary and review work.

In the programming of control units, the following activities are taken into account at the time of work:

- all the activities need to show in cl ar or finahza, a programming**
- necessary interactions, during the prog process, amacion
- Waiting times until scheduling begins
- eventual checking of the program status, on

If, after starting the programming of the control units , no other equipment, no action is taken, part of the service technician , since this is carried out automatically, It is not necessary that the service light , c, or remain attached to the vehicle du, before programming.

Those waiting times are not included in the working time, even if the programming lasts more than 15 minutes in total.

If the programming lasts a maximum of 15 minutes, the waiting time is included in the working time in full.

Content1:

Actualhar dive, sas control units successively to the software versions VRS.6 and VRS.7

Working time:

Update various control units successively to software versions VR8.6 and VR8.7; Working time 136 UT

- Includes
- Connect and disconnect the battery charger
 - Connect and disconnect the PIWIS Tester
 - Retract the rear spoiler manually
 - Standardize the regulation of the driver's and passenger's seats
 - Check and delete fault memory
 - Create a Vehicle Anatomy Protocol (FAP) before and after repair

Billing: - Fault number WLG2 66,000 , repair code 1

Content 2:

Update various control units to software version VRS.7

Time work:

Update various control units to the VRB software version. 7; Work time 111 UT

- Includes
- Connect and unpack the battery charger
 - Connect and unpack, as well as programming and coding the PIWIS Tester
 - Normalizar the regulaci6n of the seats of the driver and the front passenger
 - Retract the rear spoiler manuatmenle
 - Consult and delete the fault memory
 - Create a vehicle analysis protocol (FAP) before and after the end of the campaign

Billing: - Number, or breakdown number WLG2 66 000, repair code 1

Synopsis of what's new in software updates

[https://ppn.porsche.com/pcss/static/frontend/portal/infomedia/documents;% 2Fportal% ... 07/28/2020](https://ppn.porsche.com/pcss/static/frontend/portal/infomedia/documents;%2Fportal%...07/28/2020)

Synopsis:

Service	Description	Software update-ware
Navigation and Infotainment: Porsche Communication Mana-	The Quockfilter · Loading pedestals · is always ev in the PCM for right select, load load pedestals as dest, no	VR8.6 VR8.7

gement (PCM)

- The last destinations and favorites like "Home" and "Trabal" are saved
- The saved you **from!** map of satellite are optimized
- Reg. stro with your Porsche ID will get better

Assistance systems

Has optimized the func, Onam, onto of the Park Distance Control (PDC) and is the sporadic failures, cos of the s, stema,

Load

In the future, it will also be possible to use a new charging cable with 7.5 metros de long, tud

The calculation of the state of charge is optimized, thus avoiding a disconnection, on dcl system

Improves ca, ga is in case prevents one possible interruptio premature of the pro-loading cease

• The calculation of the capacity of the battery is optimized alm mai

Air conditioning

The function of storage is optimized: los SJUStes oe tempe, att.rra they remain constant on the control panel of the rear al le ro and are corrected pos, bles failures sporad, cas de la clomauzac, on

Chassis and control of conduction

• Full throttle starting comfort is optimized

• Possible chassis noise in the front axle area is reduced

The function of the lift is improved The vehicle's configured level is not pic, dc on reboot

Software optimizations improve the functions of the Porsche Stability Management (PSM) during the descent of pend, entities and in case of stop-you give frequent

Ind, digital cation in the room [box of 1 instruments]

The various optimizations of the software imp, give the brief appearance, es-rad, ca \ varios messages and improve well the experiencia de conduccion

Seat regulation

In vehicles in markets where Connect would not be available, the settings selected for the driver assumption memorandum are preserved m even after operational availability is canceled

From now on, when using a guest profile, the positions of Thus, onto and the ergonomics provisions, and are not lost upon restart, ar

