WF34 - Re-programming DME 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. 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**

Vehicle Type: **Cayenne Diesel (92A)**

Concerns: **DME control unit**

Information: This is to inform you of a voluntary Workshop Campaign on the above-mentioned vehicles. **On the affected vehicles with Selective Catalytic Reduction (SCR), there is a possibility that the fault memory entry P20FE00 "Reducing agent metering unit malfunction“ will be entered in the DME control unit fault memory and the Check Engine light will be activated because the diagnostic setup of the SCR system is too sensitive in the low-temperature range, although the AdBlue® metering quantity is still set correctly in this temperature range.**

Action Required: To prevent incorrect diagnosis of the SCR system in the low-temperature range, the diagnostic setup of the SCR system must be adapted.
To do this, re-program the DME control unit using an updated data record.

Information
In addition to the **DME control unit**, the **Tiptronic control unit** is also re-programmed automatically. It takes **approx. 8 minutes** in total to **program** the control units.

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 3,251 vehicles in North America.

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Information

If other programming campaigns that affect **the same control unit** and involve the **identical procedure** are open for a vehicle in addition to this campaign, the affected control unit must only be programmed **once** using the **current PIWIS Tester software**.

Only the latest campaign must be invoiced during warranty processing.

Other open programming campaigns that affect the same control unit and involve the identical procedure must therefore no longer be carried out.
Proceed as follows in this case:

- In PQIS, mark the campaign as **'cannot be carried out'** with the reason "**Modification of the affected component**". The "**Warranty relevance**" flag must be activated in order to be able to set a warranty claim and close the campaign.
- A warranty claim must be submitted for the campaign in which **0 TU** is entered as the specified **working time** and **no** material items are specified.

Tools:
- **9818 - PIWIS Tester II** with PIWIS Tester test software version **15.500** (or higher) installed.
- **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.

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 suitable 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 WLAN connection is unstable.

- **An unstable WLAN 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.**

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NOTICE

Programming interrupted

- **Malfunctions in control unit**
- **Risk of damage to control unit**

⇒ **Route the line between the PIWIS Tester and the vehicle communication module (VCI) without tension to prevent the line from slipping out of the USB connection on the PIWIS Tester.**

⇒ **Lock connecting lines on the vehicle communication module (VCI) using the bayonet lock.**

⇒ **Route the line between the vehicle communication module (VCI) and diagnostic socket on the vehicle without tension and make sure that the connector is inserted fully into the diagnostic socket.**

⇒ **Check that the rechargeable battery for the PIWIS Tester is charged sufficiently. Connect the PIWIS Tester to the power supply unit if necessary.**

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 driver's key. To do this, replace the control panel 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 using the PIWIS Tester - section on "Preliminary work"'*.

Carrying out control unit programming

Information

The procedure described here is based on the PIWIS Tester II software version **15.500**.

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 DME control unit**.

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:	**15.500** (or higher)
Type of control unit programming:	Control unit programming using the **'Automatic programming'** function for the DME control unit. **DME control unit** > ⇒ **'Programming'** menu >> **'Automatic programming'** function.
Programming sequence:	Read and follow the **information and instructions on the PIWIS Tester** during the guided programming sequence. During the programming sequence, the **DME control unit** - as well as the **Tiptronic control unit** - will be **re-programmed** and then **re-codedauto-matically**. **Do not interrupt programming and coding.**
Programming time (approx.):	**8 - 10 minutes**
Porsche Part No. of the new DME data record:	7P5.907.401.**Q** (or higher) Following control unit programming, the Porsche part number can be read out of the 'DME' control unit in the ⇒ '**Extended identification**' menu using the PIWIS Tester.
Software version of the new DME data record:	**0002** (or higher) Following control unit programming, the software version can be read out of the 'DME' 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 "Troubleshooting"'*.
Procedure in the event of abnormal termination of control unit programming:	Repeat control unit programming by restarting programming.

2 Connect electric plug connection for the fan blower again.

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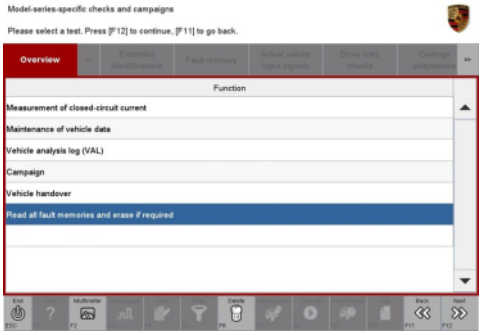
Reading out and erasing fault memories

Work Procedure:

1 In the control unit selection screen (⇒ 'Overview' menu), press •F7 “ to call up the Additional menu.

2 Select the function “Read all fault memories and erase if required” and press •>> “ to confirm ⇒*Erasing fault memories*.

The fault memories of the control units are read out.



Erasing fault memories

3 Once you have read out the fault memories, delete the fault memory entries by pressing •F8 “ .

4 Press •F12 “ (“Yes”) in response to the question as to whether you really want to erase all fault memory entries.

The faults stored in the fault memories of the various control units are deleted.

Information

If the fault memories of individual control units (e.g. fault memories of the control units DME, Adaptive Cruise Control (ACC), etc.) cannot be erased, proceed as follows:

- Switch off ignition.
- Disconnect the PIWIS Tester diagnostic connector from the diagnostic socket.
- Lock the vehicle using the driver’s key.
- Wait approx. 1 minute before unlocking the vehicle again.
- Plug the PIWIS Tester diagnostic connector into the diagnostic socket again and restore communication with the vehicle.
- Read out the fault memories of these control units again and erase the fault memories separately.

If control units are found to have faults which cannot be erased and are not caused by control unit programming, these faults must be found and corrected. This work **cannot** be invoiced under the workshop campaign number.

5 Once you have erased the fault memories, select the ⇒ **'Overview'** menu to return to the control unit selection screen ⇒*Control unit selection*.



Control unit selection

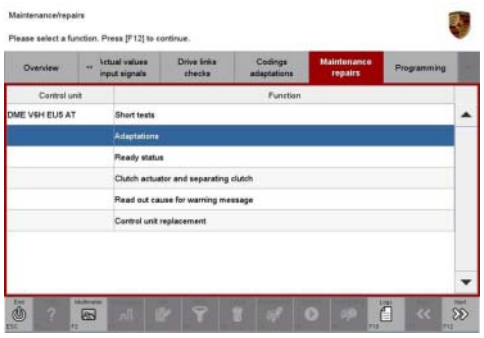
Performing radiator shutter adaptation

Work Procedure:

1 Select the **'DME'** control unit in the control unit selection screen (⇒ 'Overview' menu) and press •>> “ to confirm your selection.

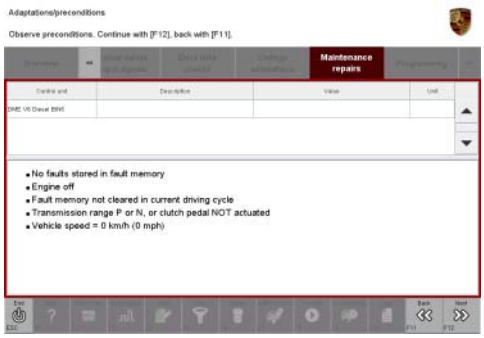
2 Once the DME control unit has been found and is displayed in the overview, select the ⇒ **'Maintenance / repairs'** menu.

3 Select menu item ⇒ **'Adaptations'** and press •>> “ to confirm your selection ⇒*DME - Adaptations*.



DME - Adaptations

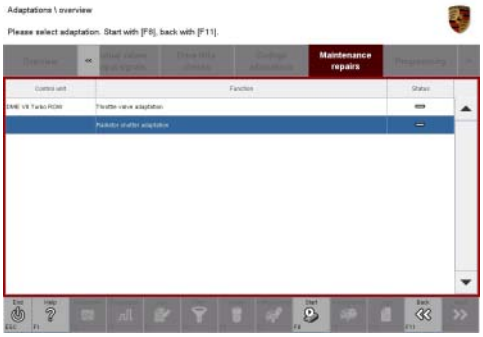
4 Comply with the displayed preconditions and press •>> “ to confirm ⇒*Adaptation preconditions*.



Adaptation preconditions

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5 Select ⇒ **'Radiator shutter'** adaptation so that the corresponding text line turns blue and then press • F8 “ to start radiator shutter adaptation ⇒ *Radiator shutter adaptation*.

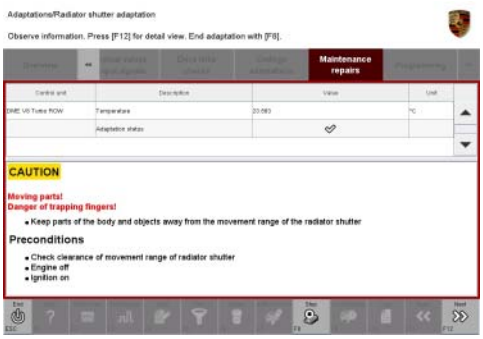


Radiator shutter adaptation

6 Follow the instructions on the PIWIS Tester while radiator shutter adaptation is being performed ⇒ *PIWIS instructions*.

Once adaptation is complete, a tick will appear in the "Value" field on the PIWIS Tester display.

If radiator shutter adaptation is **not** completed successfully, the adaptation must be **repeated**.



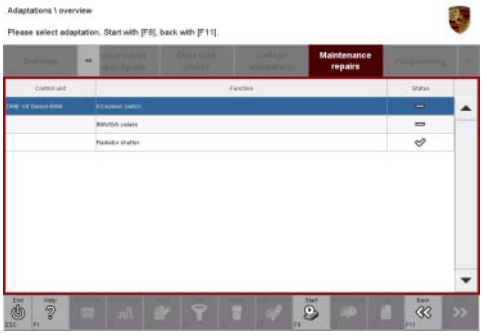
PIWIS instructions

7 End radiator shutter adaptation by pressing • F8 “ ("Stop").

Performing kickdown switch adaptation

Work Procedure:

1 Select ⇒ **'Kickdown switch'** adaptation so that the corresponding text line turns blue and press • F8 “ to start kickdown switch adaptation ⇒ *Kickdown switch adaptation*.



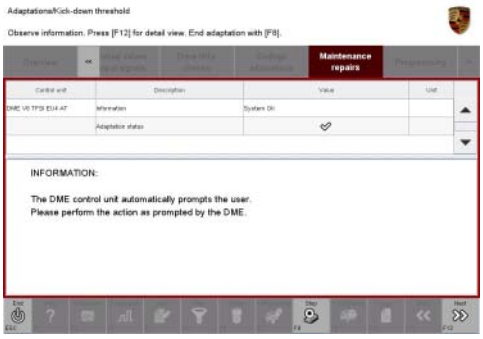
Kickdown switch adaptation

2 Read and follow the instructions on the PIWIS Tester in order to perform kickdown switch adaptation ⇒ *PIWIS instructions*.

To adapt the kickdown switch, press the accelerator pedal down fully when prompted by the PIWIS Tester.

Once kickdown switch adaptation is complete, a tick will appear in the "Value" field on the PIWIS Tester display.

If kickdown switch adaptation is **not** completed successfully, the adaptation must be **repeated**.

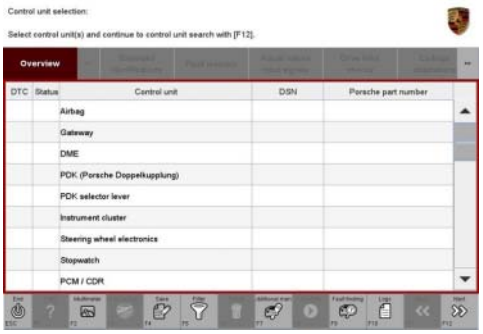


PIWIS instructions

3 End kickdown switch adaptation by pressing • F8 “ ("Stop").

4 Press • << “ to return to the start page of the ⇒ **'Maintenance / repairs'** menu.

5 Select the ⇒ **'Overview'** menu to go back to the control unit selection screen ⇒ *Control unit selection*.



Control unit selection

Subsequent work

Work Procedure: 1 Switch off ignition.

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2 Disconnect the PIWIS Tester from the vehicle.

3 Switch off and disconnect the battery charger.

4 On vehicles with Porsche Entry & Drive, replace the original driver's key in the ignition lock with the control unit again.

5 Enter the workshop campaign in the Warranty and Maintenance booklet.

Information

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

Attachment "A": **Claim Submission** - Workshop Campaign WF34
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 DME control unit		Labor time: **49 TU**
Includes:	Disconnecting and connecting electric plug connection for fan blower	
	Connecting and disconnecting battery charger	
	Connecting and disconnecting PIWIS Tester	
	Re-programming Tiptronic control unit	
	Reading out and erasing fault memories	
	Performing radiator shutter adaptation	

Performing kickdown switch adaptation

⇒ **Damage code WF34 066 000 1**

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Dealership Distribution Routing	Service Manager	_____	Shop Foreman	_____	Service Technician	_____	_____	_____	_____
	Asst. Manager	_____	Warranty Admin.	_____	Service Technician	_____	_____	_____	_____

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