

WB43 - Replacing Transfer Case (Workshop Campaign)

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

Model Year: **2011**

Concerns: **Transfer case**

Information: This is to inform you of a voluntary Workshop Campaign on certain 2011 model year Cayenne S and Cayenne Turbo vehicles. There is the possibility that transfer cases with defective clutch baskets may have been installed on the affected vehicles. As a result, the transfer case can cause vibrations that are unacceptable for the customer while driving. To remedy the situation, replace the transfer case

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.

Parts Info:	000.043.110.11	⇒ Transfer case	1 ea.
	000.043.024.00	⇒ Lubricant, 80g tube	0.06 ea. (= 5 g)
	WHT.003.211	⇒ 12 point socket, M10 x 50	10 ea.
	N.107.419.01	⇒ Cheese head bolt, M8 x 25	2 ea.
	958.111.220.00	⇒ Clamping sleeve	2 ea.

Replacing transfer gear

- Work Procedure: 1 Raise the vehicle on a lifting platform ⇒ *Workshop Manual '4X00IN Lifting the vehicle'*.
- 2 Remove the transfer gear ⇒ *Workshop Manual '396519 Removing and installing transfer gear'*.
- 3 **Install new** transfer gear ⇒ *Workshop Manual '396519 Removing and installing transfer gear'*.
- 4 Remove the vehicle from the lifting platform.

Teaching transfer gear control unit

NOTICE

Coding will be aborted in the event of low voltage.

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

⇒ **Before commencing work, connect a suitable battery charger with a current rating of at least 40 A to the jump-start terminals in the engine compartment.**

NOTICE

Control unit coding will be aborted if the vehicle key is not recognized

- **If the vehicle key is not recognized in vehicles with Porsche Entry & Drive, coding cannot be started or will be interrupted.**
- ⇒ **Switch on the ignition using the original vehicle key. To do this, replace the control panel in the ignition lock with the original vehicle key if necessary.**

NOTICE

Coding will be aborted if the Internet connection is unstable.

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

Preliminary work:

- 1 Connect a battery charger with a current rating of **at least 40 A** to the jump-start terminals in the engine compartment.
- 2 Switch on ignition.
- 3 PIWIS Tester II 9818 with software version **10.200** (or higher) installed must be connected 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 On the PIWIS Tester start screen, call up the ⇒ **'Diagnostics'** menu and select vehicle type ⇒ **'Cayenne' ⇒ '92A as of MY 2011'**.

The diagnostic application is then started and the control unit selection screen is populated.

**Information**

The procedure described here is based on the PIWIS Tester II software version **10.200**.

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.

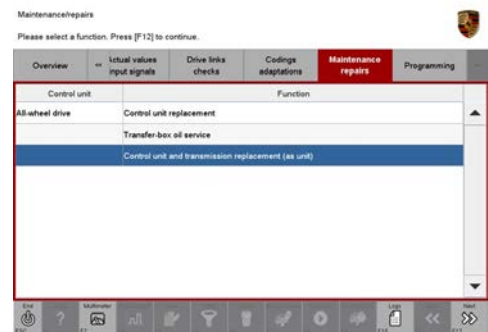
Work Procedure:

- 1 Select the ⇒ **'All-wheel'** control unit in the control unit selection screen (⇒ **'Overview'** menu) and press **[>>]** to confirm your selection ⇒ *Control unit selection - All-wheel.*



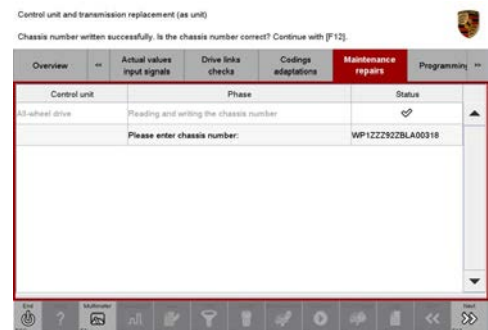
Control unit selection - All-wheel

- 2 When the question "Create Vehicle Analysis Log (VAL)?" appears, either press **[F12]** to create a VAL or press **[F11]** if you do not want to create a VAL.
- 3 Press **[>>]** to acknowledge the message informing you that campaigns for the vehicle are stored in the PIWIS information system.
- 4 Select the ⇒ **'Maintenance/repairs'** menu.
- 5 Select the function ⇒ **'Control unit and transmission replacement (together)'** in the ⇒ **'Maintenance/repairs'** menu and confirm your selection by pressing **[>>]** (⇒ *All-wheel control unit - Maintenance/repairs.*)



All-wheel control unit - Maintenance/repairs

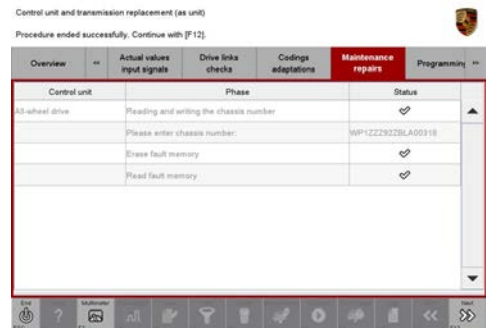
- 6 Start **reading and writing the chassis number** by pressing the **[>>]** button.
- 7 The message 'Chassis number written successfully' appears. **Check the chassis number** and correct it if necessary ⇒ *Checking chassis number.*
Then press **[>>]** to continue.



Checking chassis number

- 8 The message **“Procedure ended successfully”** appears ⇒ *Procedure ended successfully*.

Once coding is completed successfully, press **[>>]** to continue.



Procedure ended successfully

- 9 Select the ⇒ **'Overview'** menu and press **[<<]** to return to the control unit selection screen ⇒ *Control unit selection*.



Control unit selection

- 10 Switch off ignition.

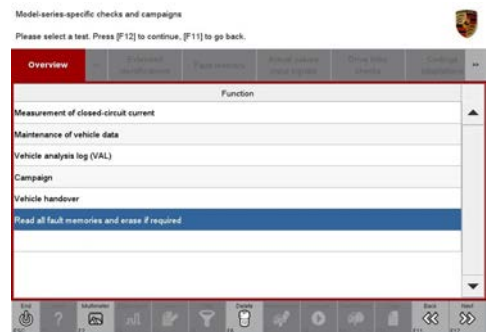
- 11 Switch on the ignition again and restore communication between the PIWIS Tester and the vehicle.

Reading out and erasing fault memory

Work
Procedure:

- 1 In the control unit selection screen, 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, erase 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 cannot be erased, switch the ignition off and then on again and erase the fault memories of these control units separately.

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

- 5 Once you have erased the fault memories, select the ⇒ ‘**Overview**’ menu and press **<<** to return to the control unit selection screen ⇒ *Control unit selection*.



Control unit selection

Subsequent work

- Work Procedure:
- 1 Switch off ignition.
 - 2 For vehicles with Porsche “Entry & Drive”, replace the original vehicle key in the ignition lock with the plastic key fob if it was previously removed at the start of this procedure.
 - 3 Disconnect the PIWIS Tester from the vehicle.
 - 4 Switch off and disconnect the battery charger.
 - 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 may differ from the working times published in the Labor Operation List in PIWIS.

Administrative Procedure: Workshop Campaign WB43
 Warranty claims should be submitted via WWS/PQIS.

Note: Open campaigns can be checked by using the PIWIS Vehicle Information link.
Labor, parts, and sublet will be automatically inserted when Technician is selected in WWS/PQIS.

Scope: **Replacing transfer case:**

Working Time:

Replacing transfer case

Labor time: **240 TU**

Includes: Removing and installing engine guard
Removing and installing exhaust system
Removing and installing rear cardan shaft
Removing and installing front cardan shaft
Teaching transfer case control unit
Reading out and erasing fault memory

Parts Required:

000.043.110.11	Transfer case	1 ea.
000.043.024.00	Lubricant, 80g tube	0.06 ea. (= 5 g)
WHT.003.211	12 point socket, M10 x 50	10 ea.
N.107.419.01	Cheese head bolt, M8 x 25	2 ea.
958.111.220.00	Clamping sleeve	2 ea.

Invoicing: ⇒ Damage Code WB43 066 000 2

References: ⇒ *Workshop Manual '4X00IN Lifting the vehicle'*
⇒ *Workshop Manual '396519 Removing and installing transfer gear'*

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