

Spare Parts Requirements for Transfer Case/All-wheel Drive Control unit: Missing Offset and Gradient Values on the Transfer Case (66/11)



Information

This Technical Information replaces bulletin Group 3, #66/11, dated Sept 7, 2011.

Changes/additions compared to the previous Technical Information:

- ▶ This Technical Information replaces the previous “Quick Info” with 12/31/2011 expiration date.
- ▶ The procedure for the transfer gear is omitted in the “Procedure” section (process described in PIWIS Tester II).

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

Model Year: **As of 2011 up to 2012**

Concerns: **Transfer case**

Information: **Missing offset and gradient values on the transfer case**

When you replace the all-wheel drive control unit or the transfer case (with the all-wheel drive control unit), the offset and gradient values (referred to below as classification data) must be written into the new all-wheel drive control unit.

The absence of classification data in the all-wheel drive control unit will result in poor vehicle driveability.

Since the classification data always relates to and is matched to the transfer gear, it is engraved on the transfer case; ⇒ *Figure 1* shows 15 as the gradient value and 05 as the offset value.

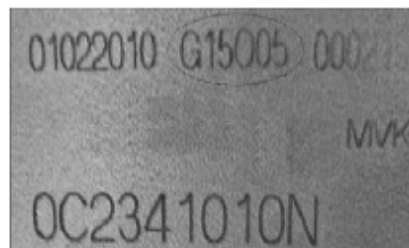


Figure 1

Due to a production error, only "0" might be engraved instead of the correct classification data, ⇒ *Figure 2*. If this is the case, the correct classification data must be read out of the all-wheel drive control unit or may have to be queried from the Technical HOTLINE.



Figure 2

Work
Procedure:

The procedure will be different, depending on the spare parts requirements:

- Control unit replacement - data from the old all-wheel drive control unit can be read out.
- Control unit replacement - data from the old all-wheel drive control unit **can no longer** be read out.



Information

The procedures described here are based on the PIWIS Tester II software version **9.600**.

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.

Control unit replacement - data from the old control unit can be read out:

- 1 Connect PIWIS Tester II with installed test software version 9.600 (or higher) to the vehicle and switch it on.
- 2 Select the '**All-wheel**' control unit in the control unit selection screen (⇒ 'Overview' menu).
- 3 Once the all-wheel drive control unit has been found and is displayed in the list, select the ⇒ '**Maintenance/repairs**' menu.
- 4 Select ⇒ '**Control unit replacement**' and press **>>** to start the process.
 - 4.1 Confirm the message relating to control unit replacement by pressing **>>** .
 - 4.2 Select ⇒ '**Read out data from old control unit**' and press **>>** to continue.
 - 4.3 Confirm the message reporting that data was read out successfully by pressing **>>** .
- 5 Replace all-wheel drive control unit.
- 6 Select the '**All-wheel**' control unit in the control unit selection screen (⇒ 'Overview' menu).
- 7 Once the all-wheel drive control unit has been found and is displayed in the list, select the ⇒ '**Maintenance/repairs**' menu.

- 8 Select ⇒ **'Control unit replacement'** and press **[>>]** to start the process.
 - 8.1 Confirm the message about the control unit by pressing **[>>]** .
 - 8.2 Select ⇒ **'Write data to new control unit/Start-up'** and press **[>>]** to continue.
 - 8.3 Enter the chassis number and press **[>>]** to confirm.
 - 8.4 Transfer data from the old all-wheel drive control unit by pressing **[F8]** . Then press **[>>]** when the data has been transferred successfully.
 - 8.5 Reset coding data.
 - 8.5.1 Switch off ignition and press **[>>]** to confirm.
 - 8.5.2 Start the engine and press **[>>]** to continue.

Forced calibration is performed automatically and fault memory is read out.
 - 8.6 Press **[>>]** to confirm successful control unit replacement.

The required action is now complete.

Control unit replacement - data from the old control unit can no longer be read out:

- 1 Check whether the classification data is engraved correctly on the installed transfer gear.
 Is the classification data engraved correctly on the transfer gear?
 If **it is:** ⇒ Step 2.
 If **not:** ⇒ Please **contact the Technical HOTLINE** to find out what to do next.
- 2 Write down the classification data.
- 3 Connect PIWIS Tester II with installed software version 9.600 (or higher) to the vehicle and switch it on.
- 4 Select the **'All-wheel'** control unit in the control unit selection screen (⇒ 'Overview' menu).
- 5 Once the all-wheel drive control unit has been found and is displayed in the list, select the ⇒ **'Maintenance/repairs'** menu.
- 6 Select ⇒ **'Control unit replacement'** and press **[>>]** to start the process.
 - 6.1 Confirm the message relating to control unit replacement by pressing **[>>]** .
 - 6.2 Confirm the function ⇒ **'Write data to new control unit/Start-up'** by pressing **[>>]** .
 - 6.3 Enter the chassis number and press **[>>]** to continue.
 - 6.4 Confirm the message by pressing **[>>]** .
 - 6.5 Calculate new wear data:
 Enter 'Kilometres driven since all-wheel transmission oil was last changed' (press **[F8]** to enable write mode) and press **[>>]** to continue.

6.6 Enter classification data (press **[F8]** to enable write mode) and press **[>>]** to continue.

6.7 Press **[>>]** to confirm the message reporting successful control unit replacement.

The required action is now complete.

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