

WD10 - Replacing Analog Clock (Workshop Campaign)

Revision 1: September 17, 2013.
 This revision amends WD10 as follows:
 1. Originally published clock part numbers have been superseded with 000.043.209.09.001 OR 958.641.501.13 in the sections entitled "Parts Info" and "Invoicing".
 2. "Information" paragraphs have been added in the sections entitled "Parts Info" and "Attachment A" that deal with the handling/use of originally published part numbers 000.043.209.09 and 958.641.501.12.

Model Year: **2013**

Important: **CRITICAL WARNING** - THIS CAMPAIGN INCLUDES STEPS WHERE SEVERAL CONTROL UNITS IN THE VEHICLE WILL BE PROGRAMMED WITH THE PIWIS TESTER. IT IS CRITICAL THAT THE VEHICLE VOLTAGE BE BETWEEN 13.5 VOLTS AND 14.5 VOLTS DURING THIS PROGRAMMING. OTHERWISE, THE PROGRAMMING COULD FAIL RESULTING IN DAMAGED CONTROL UNITS. CONTROL UNITS DAMAGED BY INADEQUATE VOLTAGE WILL NOT BE COVERED UNDER WARRANTY. THE TECHNICIAN MUST VERIFY THE ACTUAL VEHICLE VOLTAGE IN THE INSTRUMENT CLUSTER OR IN THE PIWIS TESTER BEFORE STARTING THE CAMPAIGN. IT IS ALSO ADVISABLE TO MONITOR THE VEHICLE VOLTAGE DURING THE PROGRAMMING VIA THE INSTRUMENT CLUSTER. PLEASE REFER TO EQUIPMENT INFORMATION EQ-1105 FOR A LIST OF SUITABLE BATTERY CHARGERS/POWER SUPPLIES WHICH SHOULD BE USED TO MAINTAIN VEHICLE VOLTAGE.

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

Equipment: Analog clock on dashboard (I-no. QR3)

Concerns: **Analog clock on dashboard.**

Information: This is to inform you of a voluntary Workshop Campaign on the above-mentioned vehicles.
There is a possibility that analog clocks from a batch that does not conform to the high quality standards of Porsche AG may have been installed on the affected vehicles.
As a result, the analog clock can stop working.

Action Required: **1.** Contact as many customers as your current parts supply can accommodate and schedule appointments for analog clock replacements.
2. As soon as possible, contact any customer who cannot be immediately accommodated and advise that pending additional parts from Germany, their analog clocks will be replaced as well.
3. Replace analog clock on dashboard.

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 382 vehicles in North America.

Parts Info:



Information

Analog clocks with part numbers 000.043.209.09.001 or 958.641.501.13: If previous versions of these analog clocks with part numbers 000.043.209.09 and 958.641.501.12 are still in stock, they may still be used during the campaign. Invoicing of the previous part numbers is still possible for WD10.

Parts WILL NOT be auto allocated to your dealership. A PAV must be submitted for each VIN that requires a replacement analog clock.

000.043.209.09.001 ⇒ Analog clock 1 ea.

or

958.641.501.13 ⇒ Analog clock 1 ea.

Tools: **9818 - PIWIS Tester II 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".

Replacing analog clock

Note: **VEHICLE VOLTAGE MUST REMAIN BETWEEN 13.5 AND 14.5 VOLTS DURING THE ENTIRE WORK PROCEDURE.**

- Procedure:
- 1 Remove analog clock on the dashboard ⇒ *Workshop Manual '902119 Removing and installing compass - section on "Removing"*.
 - 2 **Install new** analog clock ⇒ *Workshop Manual '902119 Removing and installing compass - section on "Installing"*.

Re-coding analog clock

Note: **VEHICLE VOLTAGE MUST REMAIN BETWEEN 13.5 AND 14.5 VOLTS DURING THE ENTIRE WORK PROCEDURE.**

Procedure:

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 charge or power supply - Suitable for AGM Type batteries, recommended current rating of 70A fixed voltage 13.5V to 14.5V to the jump-start terminals in the engine compartment.

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.

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 dummy key in the ignition lock with the original vehicle key if necessary.

1 Preliminary work

- 1.1 Connect a battery charger - Suitable for AGM Type batteries, recommended current rating of 70A fixed voltage 13.5V to 14.5V to the jump-start terminals in the engine compartment.
- 1.2 PIWIS Tester II 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.



Information

The procedure described here is based on the PIWIS Tester II software version **11.500**.

The PIWIS Tester instructions take precedence and in the event of a discrepancy, these are the instructions that must be followed.

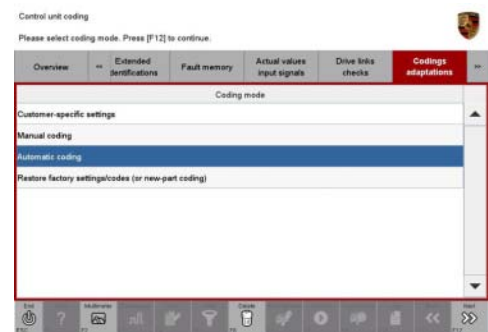
A discrepancy may arise with later software versions for example.

- 1.3 Switch on ignition.

- 1.4 **9818 - PIWIS Tester II** with software version **11.500** (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.
- 1.5 On the PIWIS Tester start screen, call up the ⇒ **'Diagnostics'** menu and select the relevant vehicle type ⇒ **'Panamera'** or ⇒ **'Cayenne'** ⇒ **'92A as of MY 2011'**.

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

- 2 Select ⇒ **'Additional clock instrument'** in the control unit selection screen (⇒ **'Overview'** menu) and confirm your selection by pressing **•>>“** .
- 3 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.
- 4 Press **•>>“** to acknowledge the message informing you that campaigns for the vehicle are stored in the PIWIS information system.
- 5 Once the additional clock instrument has been found and is displayed in the overview, select the ⇒ **'Codings/adaptations'** menu.
- 6 Select the ⇒ **'Automatic coding'** function and press **•>>“** to start coding ⇒ *Automatic coding*.

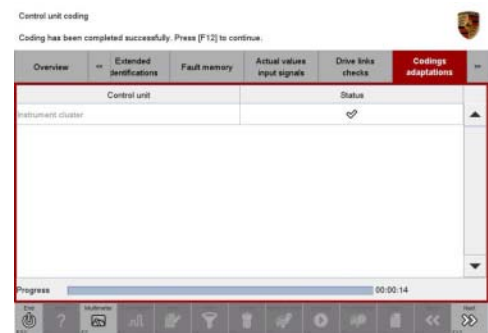


Automatic coding

- 7 When coding is complete, the message “Coding has been completed successfully” is displayed and a tick appears in the 'Status' box ⇒ *Coding successful*.

If coding is not completed successfully (error message “Coding was not completed successfully”), coding must be **repeated**.

- 8 Once coding has been completed successfully, press **•>>“** to return to the start page of the ⇒ **'Codings/adaptations'** menu.



Coding successful

- 9 Select the ⇒ **'Overview'** menu and press **•<<“** to return to the control unit selection screen.

10 **Read out and erase fault memories.**

- 10.1 In the control unit overview, press **•F7** to call up the Additional menu.
- 10.2 Select the function ⇒ **'Read all fault memories and erase if required'** and confirm your selection by pressing **•>>** .
The fault memories of the control units are read out.
- 10.3 Once you have read out the fault memories, erase the fault memory entries by pressing **•F8** .
- 10.4 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 control units are found to have faults, which cannot be erased and are not associated with replacement of the analog clock, these faults must be found and corrected. This work **cannot** be invoiced under the workshop campaign number.

- 10.5 Once you have erased the fault memories, select the ⇒ **'Overview'** menu and press **•<<** to return to the control unit selection screen.

11 Subsequent work

VEHICLE VOLTAGE MUST REMAIN BETWEEN 13.5 AND 14.5 VOLTS DURING THE ENTIRE WORK PROCEDURE.

- 11.1 Switch off ignition.
- 11.2 Disconnect the PIWIS Tester from the vehicle.
- 11.3 Switch off and disconnect the battery charger.
- 11.4 Check that the analog clock displays the correct time and the second hand is working properly.
- 11.5 Enter the workshop campaign in the Warranty and Maintenance booklet.

Attachment "A"



Information

Analog clocks with part numbers 000.043.209.09.001 or 958.641.501.13: If previous versions of these analog clocks with part numbers 000.043.209.09 and 958.641.501.12 are still in stock, they may still be used during the campaign. Invoicing of the previous part numbers is still possible for WD10.

Scope 1: **Claim Submission** - Workshop Campaign WD10
Warranty claims should be submitted via WWS/POIS.

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:

Replacing analog clock

Labor time: **45 TU**

Includes: Removing and installing cover for center loudspeaker
Connecting and disconnecting battery charger
Connecting and disconnecting PIWIS Tester
Re-coding analog clock
Reading out and erasing fault memories

Parts required:

000.043.209.09.001 Analog clock 1 ea.

or

958.641.501.13 Analog clock 1 ea.

⇒ **Damage code WD10 066 000 2**

References: ⇒ *Workshop Manual '902119 Removing and installing compass - section on "Removing"*

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