

---

**WD03 - Re-programming DME Control Unit (Workshop Campaign)**

---

Note: **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.

Model Year: **As of 2011 up to 2013**

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

Concerns: **DME control unit**

Information: This is to inform you of a voluntary Workshop Campaign on the above-mentioned vehicles. **Due to a software error in the DME control unit, there is a possibility that fault code P1508 will be set unnecessarily in certain environmental conditions.**

This can subsequently cause the DME control unit to switch to the reduced driving program until the ignition is switched off and on again.

Action Required: Re-program the DME control unit.



**Information**

The **total time** required for programming and coding the control unit is approx. **6 minutes**.

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 3,544 vehicles in North America.



**Information**

If **another campaign for programming the DME control unit (e.g. campaign WB29) is still open** for a vehicle in addition to this workshop campaign WD03, **workshop campaign WB29 must be carried out first before starting this campaign WD03.**

Tools: **9818 - PIWIS Tester II** with test software version 11.600 (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.

Work Procedure: See Attachment "A".

Claim Submission: See Attachment "B".

### Attachment "A":

#### 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 commencing work, connect a battery charger 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.
- ⇒ Disconnect electric plug connection for the fan blower to prevent the blower from coming on during control unit programming.

#### NOTICE

Control unit programming 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, 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.

#### NOTICE

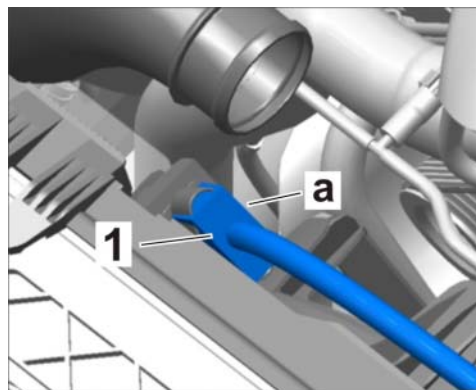
Control unit programming will be aborted if the vehicle key is not recognized

- 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 vehicle key. To do this, 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.

Work  
Procedure:

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

- 1 Disconnect electric plug connection for the fan blower ⇒ *Electric plug connection for fan blower -1-* (⇒ *Electric plug connection for fan blower -a-*) to prevent the blower from coming on during control unit programming.  
Having the fan on and the associated increased current draw can cause a drop in voltage, which can result in abnormal termination of control unit programming.



*Electric plug connection for fan blower*

- 2 Connect a battery charger 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.
- 3 Switch on the ignition using the **original driver's key**. On vehicles with "Porsche Entry & Drive", do this by replacing the control panel in the ignition lock with the original driver's key if necessary.
- 4 **9818 - PIWIS Tester II** with software version **11.600** (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.

### Carrying out control unit programming

Procedure:

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



#### Information

The procedure described here is based on the PIWIS Tester II software version **11.600**.

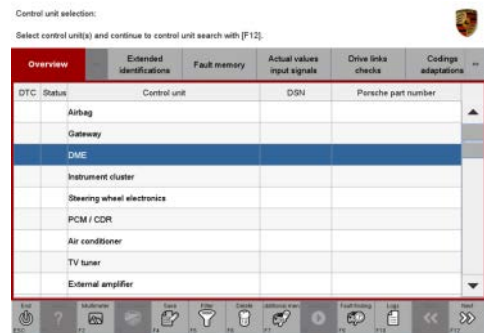
The PIWIS Tester instructions take precedence and in the event of a discrepancy, these are the instructions that must be followed.

A discrepancy may arise with later software versions for example.

- 1 On the PIWIS Tester start screen, call up the ⇒ **'Diagnostics'** menu and select vehicle type ⇒ **'Cayenne'** ⇒ **'92A as of MY 2011'**.

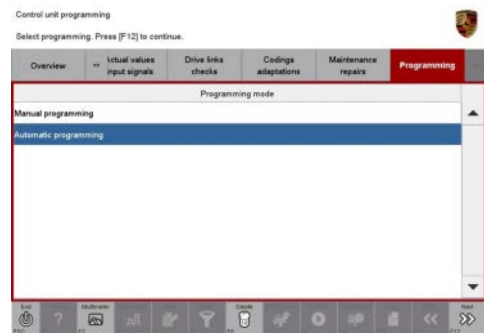
The diagnostic application is then started and the control unit selection screen is populated.

- 2 In the control unit selection screen (⇒ **"Overview"** menu), select the control unit ⇒ **'DME'** and press **•>>** to confirm your selection ⇒ *Control unit selection - DME*.



*Control unit selection - DME*

- 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 **DME** control unit has been found, select the ⇒ **'Programming'** menu.
- 6 Select the ⇒ **'Automatic programming'** function and press **•>>** to confirm your selection and start the guided programming sequence ⇒ *DME - Automatic programming*.



*DME - Automatic programming*

Read and follow the **information and instructions on the PIWIS Tester** during the guided programming sequence. Then press **•>>** to continue.

The **DME** control unit is first re-**programmed** using a new data record with the Porsche part number index **.18** (or higher) and is then automatically **re-coded**. The total time required for programming and coding is **approx. 6 minutes**. Several bars, showing the progress of the programming process, appear during programming.

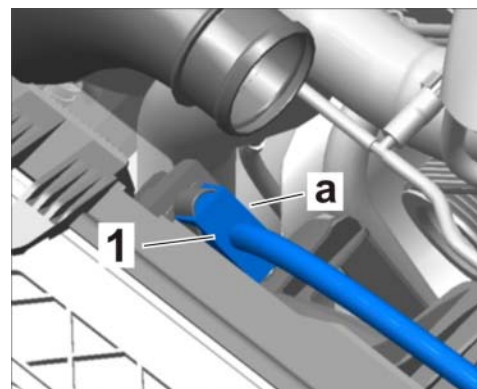
**Do not interrupt programming and coding.**

Once the control unit has been re-coded, you will be prompted to switch the ignition off and then back on again after approx. 10 seconds.

- 7 During the waiting time, connect the electric plug connection ⇒ *Electric plug connection for fan blower -1-* for the fan blower in the engine compartment ⇒ *Electric plug connection for fan blower -a-*.

Once programming is completed successfully (message "Programming was completed successfully"), carry out the work described below.

- If programming is **interrupted** (e.g. due to a voltage drop or if communication is aborted, etc.) or if programming could **not be carried out successfully** (error message "Programming unsuccessful"), programming must be **repeated**.
  - If **coding** is not carried out successfully during the guided programming sequence, the DME control unit must be **re-coded again separately** once the guided programming sequence is complete. To do this, select the "DME" control unit in the control unit selection screen ("Overview" menu) and press •>>" to confirm your selection. Once the DME control unit has been found, select the "**Codings/adaptations**" menu and re-code the control unit using the "**Automatic coding**" function.
- 8 Once the control unit has been programmed and coded successfully, press •>>" to continue.



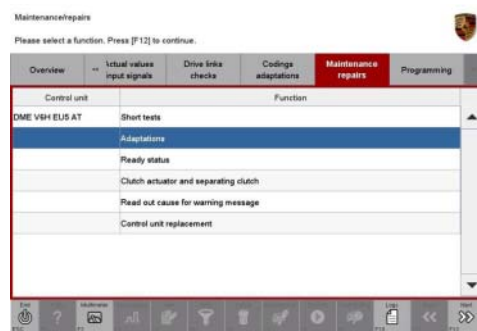
*Electric plug connection for fan blower*

### Performing throttle valve adaptation

Work Procedure:

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

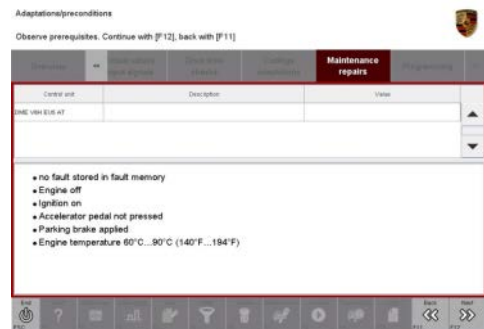
- 1 Once the DME control unit has been found, select the ⇒ '**Maintenance/repairs**' menu.
- 2 Select menu item ⇒ '**Adaptations**' and press •>>" to confirm your selection ⇒ *DME - Adaptations*.



*DME - Adaptations*

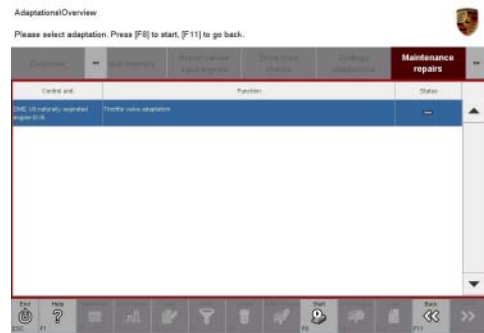
- 3 Comply with the displayed preconditions and press •>>” to confirm ⇒ *Adaptation preconditions*.

The precondition “Engine oil temperature > 60 °C (140 °F)”, which may be displayed, is not relevant for throttle valve adaptation and can be ignored.



*Adaptation preconditions*

- 4 Select the ⇒ **'Throttle valve adaptation'** function so that the corresponding text line turns blue and press •F8” to start throttle valve adaptation ⇒ *Throttle valve adaptation*.



*Throttle valve adaptation*

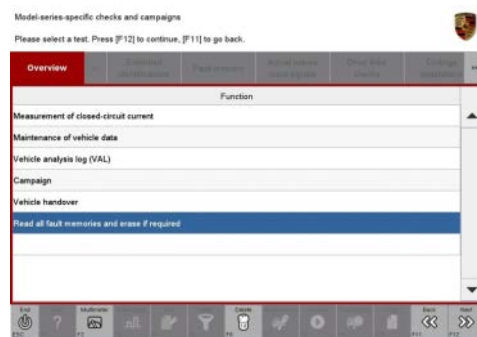
- 5 Follow the instructions on the PIWIS Tester while throttle valve adaptation is being performed. Once throttle valve adaptation is complete, a tick appears in the "Value" field on the PIWIS Tester display. If throttle valve adaptation is **not** completed successfully, adaptation must be **repeated**.
- 6 Press •F8” (“Stop”) to end throttle valve adaptation.
- 7 Press •<<” to return to the start page of the ⇒ **'Maintenance/repairs'** menu.
- 8 Select the ⇒ **'Overview'** menu and press •<<<” to return to the control unit selection screen.

**Reading out and erasing fault memories**

Work Procedure: **NOTE: VEHICLE VOLTAGE MUST REMAIN BETWEEN 13.5 AND 14.5 VOLTS DURING THE ENTIRE 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, 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 (e.g. fault memories of the DME control unit, Adaptive Cruise Control (ACC) control unit, etc.) cannot be erased, switch off the ignition, disconnect the PIWIS Tester diagnostic connector from the diagnostic socket and lock the vehicle using the vehicle key. Wait for approx. 1 minute and then 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 located and corrected. This work **cannot** be invoiced under the workshop campaign number.

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

- Switch off ignition.
- Disconnect the PIWIS Tester from the vehicle.
- Switch off and disconnect the battery charger.
- On vehicles with Porsche Entry & Drive, replace the original driver's key in the ignition lock with the control panel again.
- Enter the campaign in the Warranty and Maintenance booklet.

### Attachment "B":

**Claim Submission** - Workshop Campaign WD03

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: **44 TU**

- Includes:
- Disconnecting and connecting electric plug connection for fan blower
  - Connecting and disconnecting battery charger
  - Connecting and disconnecting PIWIS Tester
  - Performing throttle valve adaptation
  - Reading out and erasing fault memories

⇒ **Damage code WD03 066 000 1**

**Important Notice:** Technical Bulletins issued by Porsche Cars North America, Inc. are intended only for use by professional automotive technicians who have attended Porsche service training courses. They are written to inform those technicians of conditions that may occur on some Porsche vehicles, or to provide information that could assist in the proper servicing of a vehicle. Porsche special tools may be necessary in order to perform certain operations identified in these bulletins. Use of tools and procedures other than those Porsche recommends in these bulletins may be detrimental to the safe operation of your vehicle, and may endanger the people working on it. Properly trained Porsche technicians have the equipment, tools, safety instructions, and know-how to do the job properly and safely. If a particular condition is described, do not assume that the bulletin applies to your vehicle, or that your vehicle will have that condition. See your authorized Porsche Dealer for the latest information about whether a particular technical bulletin applies to your vehicle. Part numbers listed in these bulletins are for reference only. Always check with your authorized Porsche dealer to verify the current and correct part numbers. The work procedures updated electronically in the Porsche PIWIS diagnostic and testing device take precedence and, in the event of a discrepancy, the work procedures in the PIWIS Tester are the ones that must be followed.

© Porsche Cars North America, Inc.

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

Dr. Ing. h.c. F. Porsche AG is the owner of numerous trademarks, both registered and unregistered, including without limitation the Porsche Crest®, Porsche®, Boxster®, Carrera®, Cayenne®, Cayman®, Panamera®, Speedster®, Spyder®, 918 Spyder®, Tiptronic®, VarioCam®, PCM®, PDK®, 911®, 4S®, FOUR, UNCOMPROMISED.® and the model numbers and the distinctive shapes of the Porsche automobiles such as, the federally registered 911 and Boxster automobiles. The third party trademarks contained herein are the properties of their respective owners. Porsche Cars North America, Inc. believes the specifications to be correct at the time of printing. Specifications, performance standards, standard equipment, options, and other elements shown are subject to change without notice. Some options may be unavailable when a car is built. Some vehicles may be shown with non-U.S. equipment. The information contained herein is for internal use only by authorized Porsche dealers and authorized users and cannot be copied or distributed. Porsche recommends seat belt usage and observance of traffic laws at all times.

Printed in the USA