

**WE60 - Re-programming PDK Control Unit (Workshop Campaign)**

**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 AND ALSO DOCUMENT THE ACTUAL VOLTAGE ON THE REPAIR ORDER. 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 2014 up to 2015

**Vehicle Type:** Macan S/Macan Turbo

**Concerns:** PDK control unit

**Information:** This is to inform you of a voluntary Workshop Campaign on the above-mentioned vehicles.

**A new data record for the PDK control unit is available for the affected vehicles.**

- PDK control unit:

With the previous data record for the PDK control unit, slowly braking the vehicle when the PDK transmission shifts down from 2nd to 1st gear just before the vehicle comes to a standstill or even when switching from coasting mode to normal driving can result in a hard and clearly perceptible gear change.

**Action Required:** Re-program PDK control unit.



**Information**

- When the **PDK control unit** is programmed, the **all-wheel drive control unit** is also re-programmed automatically. It takes **approx. 5 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 4,127 vehicles in North America.

- Tools:**
- **9818 - PIWIS Tester II** with PIWIS Tester software version **14.900** (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".

**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 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 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.

Attachment "A": **Work Procedure**

**1 Preliminary work**

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"*.



**Information**

The procedure described here is based on the PIWIS Tester II software version **14.900**.

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.

**2 Re-programming PDK 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:	<b>14.900</b> (or higher)
Type of control unit programming:	Control unit programming using the ' <b>Automatic programming</b> ' function for the 'PDK control unit'. Control unit ⇒ ' <b>Transmission control</b> ' > menu ⇒ ' <b>Programming</b> ' >> function ' <b>Automatic programming</b> '.
Programming sequence:	Read and follow the <b>information and instructions on the PIWIS Tester</b> during the guided programming sequence.  The fault memory is first deleted during the programming sequence. If the message appears informing you that certain fault memory entries could not be deleted, acknowledge the message by pressing •>>" and start control unit programming. During programming, the <b>PDK control unit</b> and the <b>all-wheel drive control unit</b> will be <b>re-programmed</b> and then <b>re-coded automatically</b> .  <b>Do not interrupt programming and coding.</b>  Once the control units have been programmed and coded, the PIWIS Tester will prompt you to switch the ignition off and then back on again after a <b>waiting time of approx. 10 seconds</b> .
Programming time (approx.):	<b>5 minutes</b>

Procedure in the event of error messages appearing during the programming sequence:	⇒ <i>Workshop Manual '9X00IN Basic instructions and procedure for control unit programming using the PIWIS Tester - section on "Troubleshooting"</i> .
Procedure in the event of abnormal termination of control unit programming:	Repeat control unit programming by restarting programming.  If this is not possible, restart the PIWIS Tester and then execute control unit programming again.

### 3 Subsequent work

- 3.1 Carry out general subsequent work for control unit programming as described in the Workshop Manual ⇒ *Workshop Manual '9X00IN Basic instructions and procedure for control unit programming using the PIWIS Tester - section on "Subsequent work"*.
- 3.2 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.

Attachment "B": **Claim Submission** - Workshop Campaign WE60

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 PDK control unit

Labor time: **36 TU**

Includes: Connecting and disconnecting battery charger  
Connecting and disconnecting PIWIS Tester  
Re-programming all-wheel drive control unit

Reading out and erasing fault memories

⇒ Damage code WE60 066 000 1

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