

---

## Advanced Technical Information

---

92A, 970

1705 5568

5

---

### Cayenne (92A), Panamera (970) Rear Lid FC 00001E

---

Binder - Advanced Technical Information

---

Attention: **Technicians, Parts Personnel, and Warranty Personnel**

Vehicle Type: **Cayenne (92A), Panamera (970)**

Model Year: **2010 - 2013**

Customer Concern: Customer complains of issues with the way the rear lid moves.

Information: FC00001E for right side rear lid strut is set in the Rear Lid Control Unit. The actual fault may be in the left rear lid strut.

Information for Workshop: The cause could be software or moisture in the Rear Lid Control Unit. If moisture is suspected, check the lid thoroughly for leaks.

#### **Control Unit**

The latest control unit software is version 43.

Cayenne Part Number: 958.618.080.04

Panamera Part Number: 4H0.959.107.AA

#### **Lid Struts**

It is possible to watch the voltage and current of the lid struts during their travel using the Data logger in the tester. This is helpful to identify weak struts for example, as the current will change because of voltage, electrical, and mechanical resistances.

A faulty strut is easier to see with this view.

Remember that current flow is the result of voltage supply and the resistance. Resistance is key here. It comes in two forms: electrical and mechanical.

As electrical resistance increases, current flow decreases.

As mechanical resistance increases, current flow increases (more energy needed).

As electrical resistance decreases, current flow increases.

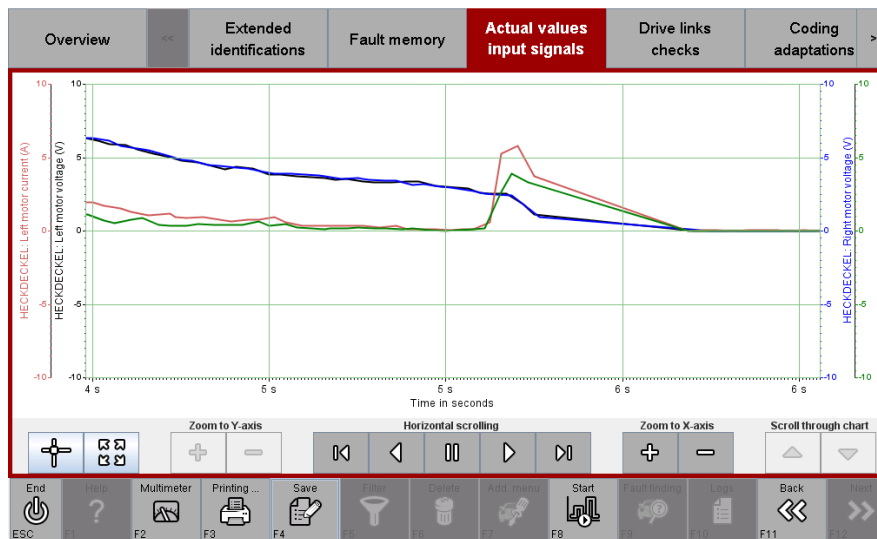
As mechanical resistance decreases, current flow decreases (less energy needed).

Therefore, mechanical resistance has the opposite effect on current flow that electrical resistance has.

Data logger actual values/input signals



Start and stop data logging for the selected values by pressing [F8].



The graph above shows the voltage in the blue and black lines. It is very consistent for both struts.

The current is shown in the green and red lines. Notice how the red line has a larger current spike than the green line does.

This could be due to some mechanical resistance that is causing that strut to work a bit harder (it needs more energy). The lid adjustment or a binding strut would be good places to check for that.

Note that the green current line could be from an electrical resistance accumulating in a strut, as it progressively fails, (the red line could be the normal one).

Your observations as the lid operates are critical to determine what is actually happening.

**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. Part numbers listed in these bulletins are for reference only. 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.