

AG01 Emissions Recall (MY 2015-2016)

Revision: **November 8, 2017**

This revision amends campaign bulletin dated November 3, 2017.
Under Warranty Processing the "Customer Care" form was revised.

Model Year: **As of 2015 up to 2016**

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

Country/mark-
et: USA (C02)

Subject: **3.0L Diesel Engine – Emissions System Modification**

Situation: **Cayenne Diesel vehicles were equipped with undisclosed Auxiliary Emission Control Devices which are not permitted by emissions regulations.**

Action Required: Install updated engine control module (DME) software and transmission control module (Tiptronic) software to bring affected vehicles into regulatory compliance.

Affected Vehicles: Only the vehicles assigned to the campaign (see also PIWIS Vehicle information).

Required parts and materials

Labels:	Part No.	Designation – Use	Qty.
	PNA 92A 000 022	Label Diesel Recall Proof of Completion – Model year 2015 and 2016	1 ea.
	Also required:		
	000 043 210 68	Label Vehicle Emission Control Information – Model year 2015	1 ea.

or

000 043 210 69

Label
Vehicle Emission Control Information
– **Model year 2016**

1 ea.

Materials: Other material (locally sourced):

Designation

Reducing agent (AdBlue®)

Diesel

Qty.As much as required
(up to 19.5 liters)

As required

Certificate: **CALIFORNIA ONLY Requirements for Emissions Campaigns Having Customer Notification:**

The California Air Resources Board and the Department of Motor Vehicles (DMV) require emissions-related campaigns to be completed prior to vehicle registration renewal.

When campaign work is done, you must provide the owner with a signed "Vehicle Emission Recall – Proof of Correction" certificate. Certificates will be auto-allocated to each California dealer.

Part No.

PNA 999 100 234

**Designation
– Use**Certificate
Vehicle Emission Recall – Proof of Correction
– California only**Qty.**

1 ea.

**Information**

Ensure owners are aware of the importance of retaining the completed certificate for their records. It should be mailed to the California DMV **only upon request**.

Required tools

Tools:

Designation/Comment

9900 - PIWIS Tester 3 with PIWIS Tester test software version **36.600.020** (or higher) installed

Battery Charger/Power Supply - Suitable for AGM Type batteries, recommended current rating of 70A fixed voltage 13.5V to 14.5V.

AdBlue filling tool, e.g. **VAS 6542 - AdBlue filling tool**

Use

For resetting adaptation values/Control unit programming/on-board diagnosis

For filling reducing agent (AdBlue®)

Web application:

- Service Modification Validation app
- tdi-inform.track360.com



Web Devices



Information

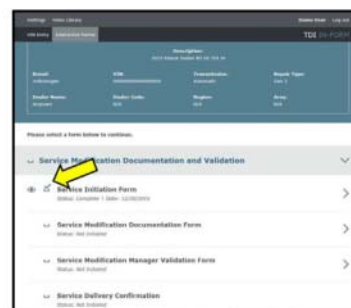
This web application is compatible with desktops, laptops, Apple and Android mobile devices running the most current versions of FireFox, Chrome, Safari or Explorer as well as iOS 9+ on iPads and iPhones.

NOTICE

Risk of Non-payment

- **Not using the IN-FORM tool to document and validate the modification will stop the processing of payment for your dealership even if the modification has been completed.**
- **Do not proceed with any modification unless you can initiate the Service Modification Documentation Form of the IN-FORM tool.**

⇒ Before starting the modification, check the Service Initiation Form of the IN-FORM tool for the presence of the check mark ⇒ *Service Initiation Form -Arrow-*.



Service Initiation Form

Preparatory work

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 suitable 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.**

- Work Procedure: 1 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 and switch it on.
- 2 Switch on the ignition using the **original driver's key**. For vehicles with "Porsche Entry & Drive", replace the control panel in the ignition lock with the original driver's key, if necessary.
- 3 **9900 - PIWIS Tester 3** 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.
- 4 Create vehicle analysis log (VAL) using the PIWIS Tester.
Mark the vehicle analysis log you have just created with the attribute "Before repairs" and after carrying out the campaign, return it using the PIWIS Tester.
- 5 Check whether the Check Engine warning light is activated in the instrument cluster in the vehicle.
- If the **Check Engine light is activated**, the fault must first be **found and corrected**. For more information, contact your importer's Technical Support. After you have found and corrected the faults, **continue with Step 6**.
 - If the Check Engine light is **not** activated, **continue with Step 6**.
- 6 Check the vehicle by visual inspection for any damage on the intake, exhaust, and emissions system.
- If the visual inspection reveals any damage or concerns, the damage must first be **repaired**. For more information, contact your importer's Technical Support. After you have repaired the damages, **continue with Step 7**.
 - If the visual inspection of the intake, exhaust, or emissions system reveals **no damage or concerns**, **continue with Step 7**.
- 7 Check the vehicle for modifications that differ from standard vehicle equipment.
- If **modifications were made to the vehicle**, making it different to the standard vehicle equipment, contact your importer's Technical Support to find out what to do next.
 - If **no relevant modifications** were made, continue with section ⇒ *Technical Information 'AG0100 Performing software update'* and re-program the DME control unit and the Tiptronic transmission control unit.

Performing software update

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 and the vehicle communication module (VCI). As a result, control unit programming may be aborted.
- ⇒ During control unit programming, always connect PIWIS Tester 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.



Information

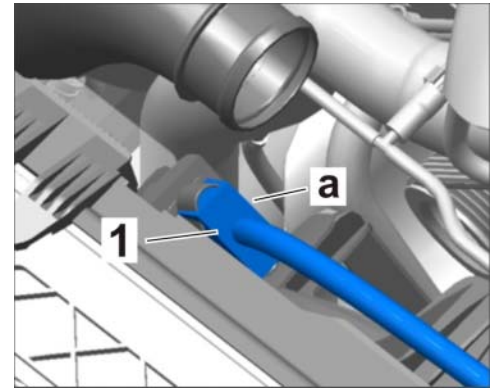
The procedure described here is based on the PIWIS Tester 3 software version **36.600.020**.

The PIWIS Tester instructions take precedence and in the event of a discrepancy, these are the instructions that must be followed. It is imperative that the PIWIS Tester 3 remains on-line during the re-programming.

A discrepancy may arise with later software versions for example.

Preparatory work

- 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 fan 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.
- 2 Call up the control unit selection screen ('**Overview**' menu) on the PIWIS Tester.



Electric plug connection for fan blower

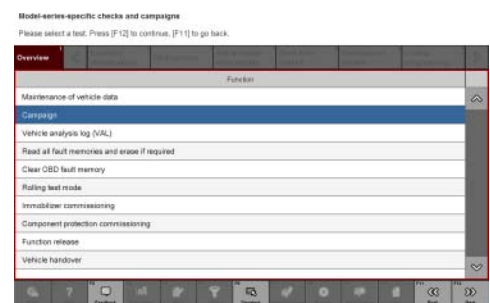
Re-program DME and Tiptronic transmission control unit.

- 1 In the control unit selection screen ('**Overview**' menu), press •F7" to call up the '**Additional menu**' (⇒ *Control unit selection*).
- 2 Select the '**Campaign**' function in the Additional menu on the PIWIS Tester and press •F12" ('Next') to confirm your selection ⇒ *Additional menu - Campaign*.



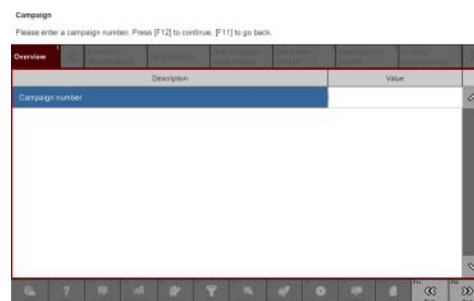
Control unit selection

You are then prompted to enter a programming code.



Additional menu - Campaign

- 3 To enter the programming code, click in the relevant text box so that the cursor starts to flash ⇒ *Programming code input field.*
- 4 Enter the programming code **M5B7P** and press •Enter“ to confirm.
The text box turns blue.
- 5 Then press •F12“ (‘Next’) to start the guided programming sequence.



Programming code input field

Read and follow the **information and instructions on the PIWIS Tester** during the guided programming sequence. Then press •F12“ (‘Next’) to continue.

During the programming sequence, the control units for DME and Tiptronic transmission are re-programmed and then re-coded automatically.

Programming and coding takes approx. 13 minutes. Do not interrupt programming and coding.

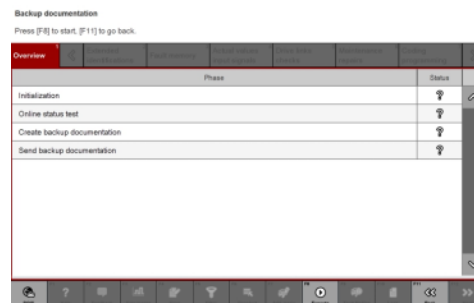
Once the control units have been programmed and coded, you will be prompted to switch the ignition off and then back on again after a certain waiting time.



Information

The PIWIS Tester must be on-line to carry out the backup documentation process.

After switching the ignition on again, the backup documentation process has to be started. Read and follow the information and instructions on the PIWIS Tester and press •F8“ (‘Execute’) to continue ⇒ *Starting backup documentation.*



Starting backup documentation

When the backup documentation process has been carried out successfully, a corresponding information is shown on the Tester display and ticks are set in the "Status" column ⇒ *Backup documentation successful*.

Once all programming and coding is complete, carry out the concluding work described below.

Concluding work

- 1 Connect electric plug connection for the fan blower again.
- 2 Read out and erase fault memory.
 - 2.1 In the control unit selection screen ('**Overview**' menu), press •F7" to call up the '**Additional menu**'.
 - 2.2 Select the function '**Read all fault memories and erase if required**' and press •F12" ('Next') to confirm your selection ⇒ *Erasing fault memories*.

The fault memories of the control units are read out.

- 2.3 Once you have read out the fault memories, check the fault memory entries.

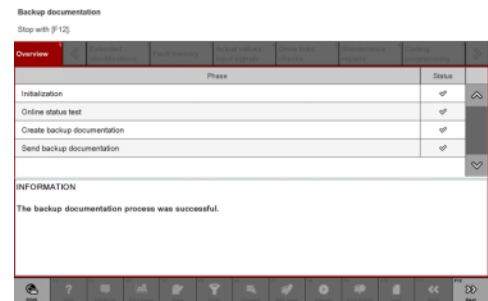


Information

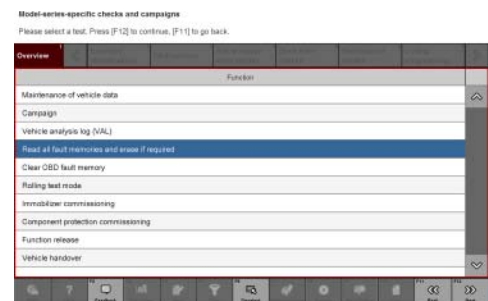
If control units are found to have faults that are **not** caused by control unit programming, these must first be **found** and **corrected**. This work **cannot** be invoiced under the workshop campaign number.

- 2.4 Press •F8" to delete fault memory entries.
- 2.5 Press •F12" ('Yes') in response to the question as to whether you really want to delete all fault memory entries.

The faults stored in the fault memories of the various control units are deleted.



Backup documentation successful



Erasing fault memories



Information

If the fault memories of individual control units cannot be erased, proceed as follows:

- Switch off the ignition.
- Disconnect the PIWIS Tester diagnostic connector from the diagnostic socket.
- Lock the vehicle using the driver's key.
- Wait approx. 1 minute before unlocking the vehicle again.
- Plug the PIWIS Tester diagnostic connector into the diagnostic socket again and restore communication with the vehicle.
- Read out the fault memories of these control units again and erase the fault memories separately.

2.6 Once you have erased the fault memories, select the **'Overview'** menu to return to the control unit selection screen.

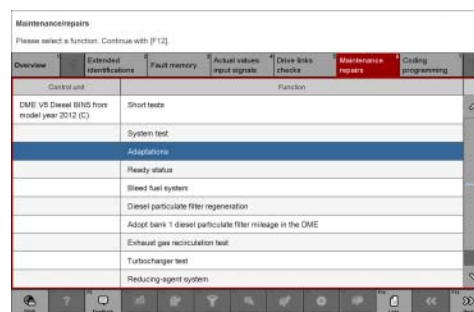
3 Perform kickdown switch adaptation.

3.1 Select the **'DME'** control unit in the control unit selection screen ('Overview' menu) and press **•F12** ('Next') to confirm your selection.

3.2 Once the DME control unit has been found and is displayed in the overview, select the ⇒ **'Maintenance/repairs'** menu.

3.3 Select menu item ⇒ **'Adaptations'** and confirm your selection by pressing **•F12** ('Next') ⇒ *DME - Adaptations*.

3.4 Comply with the displayed preconditions and press **•F12** ('Next') to confirm.



DME - Adaptations

3.5 Select the ⇒ **'Kickdown switch'** function so that the corresponding text line turns blue and press **•F8** to start kickdown switch adaptation.

3.6 To perform kickdown switch adaptation, press the accelerator pedal down fully when instructed by the PIWIS Tester and hold it down until the adaptation is complete. Once kickdown switch adaptation is complete, a tick will appear in the "Value" field on the PIWIS Tester display.

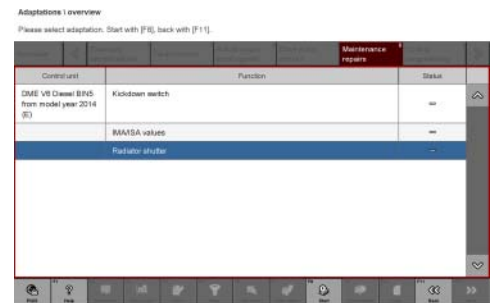


Kickdown switch adaptation

If kickdown switch adaptation is **not** completed successfully, the adaptation must be **repeated**.

- 3.7 End kickdown switch adaptation by pressing •F8" ('Stop').
- 4 Perform radiator shutter adaptation.

- 4.1 Select the ⇒ **'Radiator shutter'** function in the adaptations overview so that the corresponding text line turns blue and press •F8" to start radiator shutter adaptation ⇒ *Radiator shutter adaptation*.



Radiator shutter adaptation

- 4.2 Read and follow the instructions on the PIWIS Tester during radiator shutter adaptation.
- 4.3 Once radiator shutter adaptation is complete, a tick will appear in the "Value" field on the PIWIS Tester display.

If radiator shutter adaptation is **not** completed successfully, the adaptation must be **repeated**.

- 4.4 End radiator shutter adaptation by pressing •F8" ('Stop').
- 4.5 Press •F11" ('Back') to return to the start page of the ⇒ **'Maintenance/repairs'** menu.
- 4.6 Select the ⇒ **'Overview'** menu and press •F11" ('Back') to return to the control unit selection screen.
- 5 Switch off the ignition.

Filling reducing agent (AdBlue)



Toxic substances

- Danger of poisoning or suffocation
 - Danger of burns to the eyes and skin
- ⇒ Wear personal protective gear.
- ⇒ Ventilate the work area well.
- ⇒ Never ingest or inhale.
- ⇒ Read specific information on the Hazard Sheet.
- ⇒ Do not smoke, eat or drink in the work area.

WARNING

Caustic fluids

- Danger of chemical burns
- ⇒ Wear personal protective gear.
- ⇒ Ensure that there is good ventilation.
- ⇒ Avoid contact with caustic fluid.
- ⇒ If you do come into contact, wash off immediately with plenty of warm water and contact a doctor if necessary.

NOTICE

Aggressive fluids

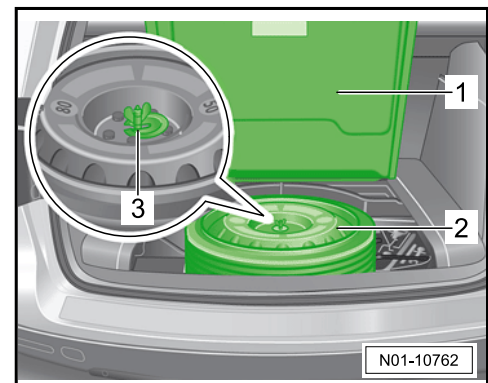
- Risk of damage to components and surfaces
- ⇒ Do not spill fluids.
- ⇒ In the event of contact, wash the component or surface with water.
- ⇒ Replace components that are already damaged.



Information

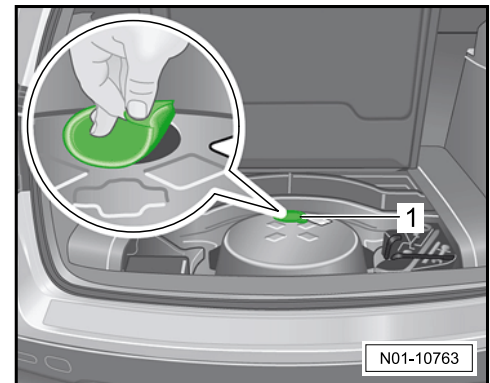
The **NOx reducing agent AUS 32 (AdBlue®)** is referred to as "reducing agent" in the description below.

- Work Procedure: 1 If there is a spare wheel in the vehicle, remove it.
- 1.1 Lift the carpet ⇒ *Spare wheel -1-* and secure it with the support.
 - 1.2 Screw off winged nut ⇒ *Spare wheel -3-* and remove spare wheel ⇒ *Spare wheel -2-*.



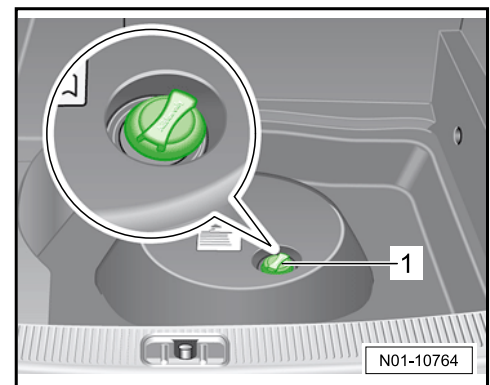
Spare wheel

- 2 Remove stopper ⇒ *Stopper on tank filler neck -1-* from the reducing agent tank filler neck.



Stopper on tank filler neck

- 3 Open the cap ⇒ *Cap on reducing agent tank -1-* on the reducing agent tank and fill the tank with reducing agent.



Cap on reducing agent tank

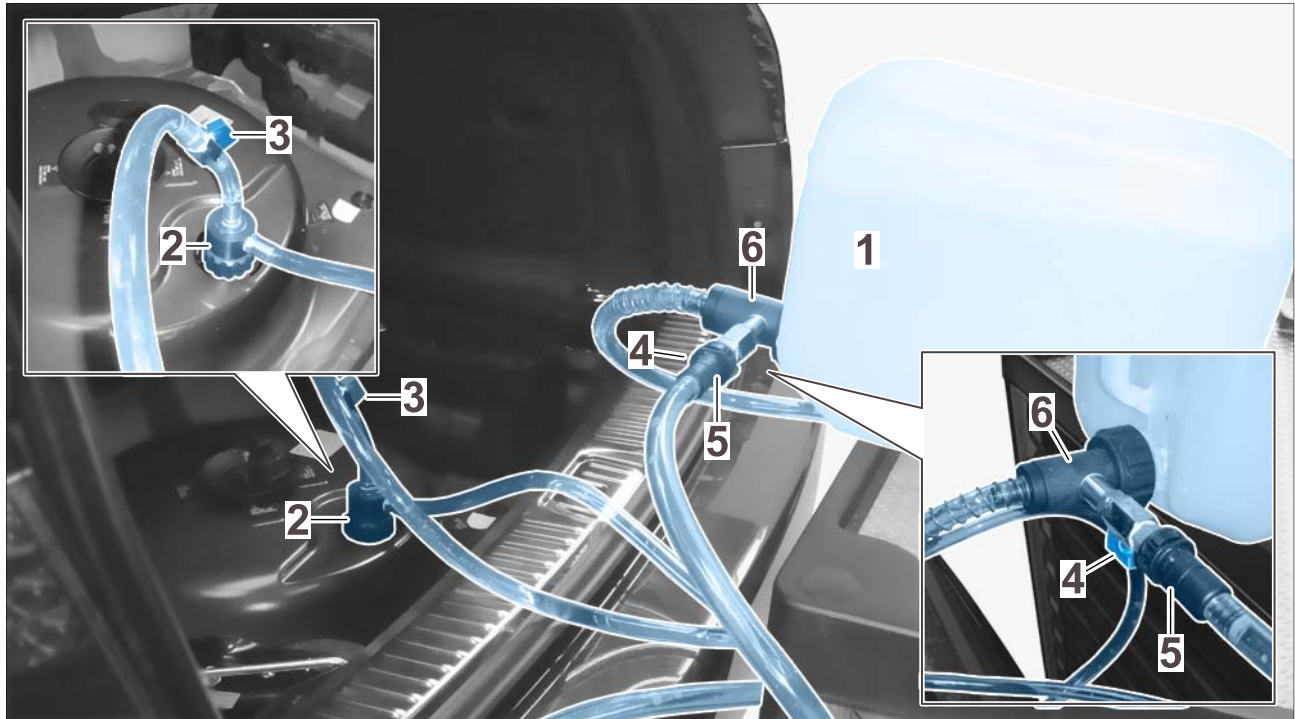


Information

Use the special tool **VAS 6542 - Filling device for Ad Blue**, for example, to fill the reducing agent tank. For instructions for using this filling device, see description below.

- 4 Fill the container 6542/1 on the **VAS 6542 - filling device for Ad Blue** with reducing agent.
- 5 **VAS 6542 - Filling device for Ad Blue** must now be connected. Then fill the reducing agent tank.
 - 5.1 Close stop-cocks ⇒ *Filling device VAS 6542 -3-* and ⇒ *Filling device VAS 6542 -4-*.
 - 5.2 Screw connection ⇒ *Filling device VAS 6542 -6-* to the container ⇒ *Filling device VAS 6542 -1-*.
 - 5.3 Connect breather hose with connection ⇒ *Filling device VAS 6542 -5-* to stop-cock ⇒ *Filling device VAS 6542 -4-*.

- 5.4 Screw connection ⇒ *Filling device VAS 6542-2-* to the filler neck on the reducing agent tank in the vehicle.
- 5.5 Set container 6542/1 ⇒ *Filling device VAS 6542-1-* down so that the opening at the bottom is facing sideways.
- 5.6 Open stop-cocks ⇒ *Filling device VAS 6542-3-* and ⇒ *Filling device VAS 6542-4-*.



Filling device VAS 6542

- 6 The filling process stops automatically as soon as the reducing agent tank has reached its maximum fill level.
 - 6.1 Close stop-cock ⇒ *Filling device VAS 6542-3-* and let reducing agent run out of the hose back into the container ⇒ *Filling device VAS 6542-1-*.
 - 6.2 Close stop-cock ⇒ *Filling device VAS 6542-4-*.
 - 6.3 **VAS 6542 - Filling device for Ad Blue** can now be removed.



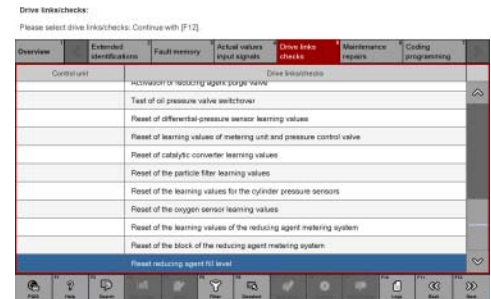
Information

Reducing agent fill level detection:

- The control unit detects that reducing agent has been added after approx. 30-60 seconds.
- If you wish, the detected fill level can be reset immediately using **9900 - PIWIS Tester 3**.

In this case, proceed as described below:

- Select the DME control unit using the PIWIS Tester and call up the **'Drive links/checks'** menu – **'Drive links'** submenu. Then select and perform the **"Reset reducing agent level sender"** function ⇒ *Resetting reducing agent fill level*.



Resetting reducing agent fill level

Concluding work

- Work Procedure: 1 Switch on ignition and restore communication between the PIWIS Tester and the vehicle.
- 2 Create vehicle analysis log (VAL) using the PIWIS Tester.
Mark the vehicle analysis log you have just created with the attribute "After repairs" and return it together with the vehicle analysis log created when starting the work using the PIWIS Tester.
- 3 Switch off the ignition.
- 4 On vehicles with Porsche Entry & Drive, replace the original vehicle key in the ignition lock with the control panel again.
- 5 Disconnect the PIWIS Tester from the vehicle.
- 6 Switch off and disconnect the battery charger.
- 7 **Attach additional labels to the front lid.**



Information

Instructions for attaching additional labels

- Surfaces on which you intend to attach the labels must be clean, dry and free from grease and oil residues.
- Before attaching the labels, clean the surfaces using a suitable cleaning agent and a clean, grease-free and lint-free cloth.
- The additional labels must not be affixed over existing labels.
- Attach labels only at the specified positions.

7.1 Open front lid.

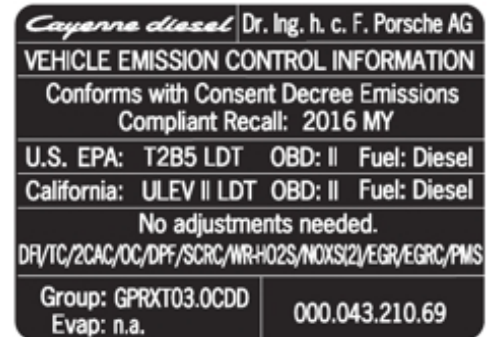
7.2 Attach supplemental "Vehicle Emission Control Information" label to the front lid.

Model year	Part No.	Designation – Use	Qty.
2015	000 043 210 68	Label – Vehicle Emission Control Information	1 ea.



Supplemental Vehicle Emission Control Information label - MY 2015

Model year	Part No.	Designation – Use	Qty.
2016	000 043 210 69	Label – Vehicle Emission Control Information	1 ea.



Supplemental Vehicle Emission Control Information label - MY 2016

7.2.1 Clean the surface on the front lid at the right in direction of travel at which the supplemental "Vehicle Emission Control Information" label must be attached ⇒ *Attaching Vehicle Emissions Control Information sticker -arrow B-* using a suitable cleaning agent and a clean, grease-free and lint-free cloth.

7.2.2 Affix supplemental "Vehicle Emission Control Information" label at the right-hand side of the front lid in direction of travel ⇒ *Attaching Vehicle Emissions Control Information sticker -arrow B-*. Position and align the additional label according to the existing label on the left-hand side of the front lid in direction of travel ⇒ *Attaching Vehicle Emissions Control Information sticker -arrow A-*.



Attaching Vehicle Emissions Control Information sticker



Information

IN-FORM tool: Photo of attached Supplemental Vehicle Emission Control Information label **required for documentation**.

7.3 Attach Diesel Recall Proof of Completion label to the front lid.

Model year	Part No.	Designation – Use	Qty.
2015 and 2016	PNA 92A 000 022	Label – Diesel Recall Proof of Completion	1 ea.

Diesel Recall Proof of Completion label - MY 2015-2016

7.3.1 Clean the surface in the lower area on the front lid at the left-hand side in direction of travel at which the "Diesel Recall Proof of Completion" label must be attached ⇒ *Attaching Proof of Completion label -arrow-* using a suitable cleaning agent and a clean, grease-free and lint-free cloth.

7.3.2 Affix "Diesel Recall Proof of Completion" label in the lower area of the front lid at the left-hand side in direction of travel ⇒ *Attaching Proof of Completion label -arrow-*.



Attaching Proof of Completion label



Information

IN-FORM tool: Photo of attached Diesel Recall Proof of Completion label **required for documentation.**

7.4 Close front lid.

8 Fill the fuel tank completely.

9 Enter the campaign in the Warranty and Maintenance booklet.

Warranty processing and documentation

Customer Care: **Premium Customer Care**

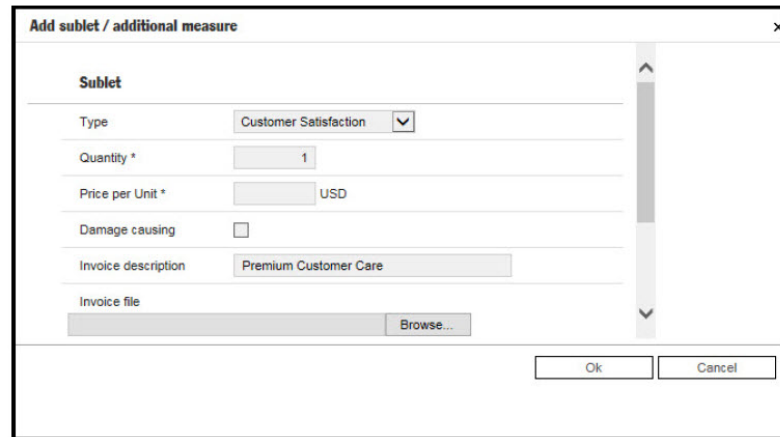
In an effort to support the premium customer care process, Porsche Cars North America will reimburse each dealer to perform the following measures to minimize the inconvenience of the customer:

- Delivery of customer vehicle
- Porsche Service Loaner Vehicle
- Interior/Exterior vehicle detail

- Top off of fuel

Premium Customer Care Reimbursement Procedure

For reimbursement, please enter as additional measure "Customer Satisfaction" with your recall claim submission.



Customer Care

Procedure: **Service Modification Documentation Requirements**

Job Roles Summary:

- Service Consultant – Initiates validation tool
- Service Technician – Completes service modification requirements
- Manager – Validates the modification was properly completed
- Cashier – Prints receipt, fuel economy label and delivers to customer
- Warranty Administrator – Enters claim into the WWS system

**Information**

To access the interactive forms go to the TDI Settlement Program microsite on vwhub.com. Then Select the "TDI IN-FORM" button from the lower left side of the microsite navigation.

- 1 Enter the "TDI IN-FORM" tool ⇒ *TDI IN-FORM tool*.



TDI IN-FORM tool

- 2 Enter the VIN for the vehicle that requires documentation ⇒ *Entering the VIN*.



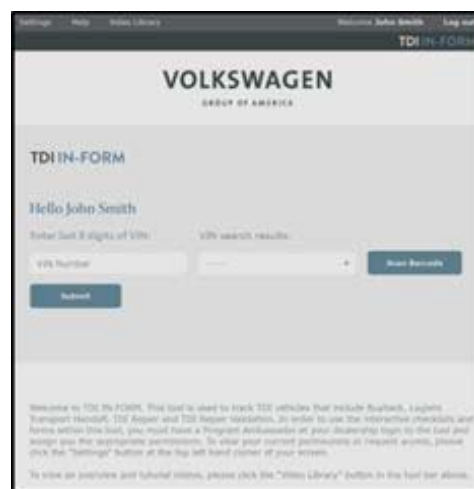
Information

The VIN can be typed in manually or using an iPad or iPhone running iOS 9+, the camera can be used to scan the VIN barcode. Please note that ambient lighting, camera quality, etc. may impact the effectiveness of the VIN scanning feature.



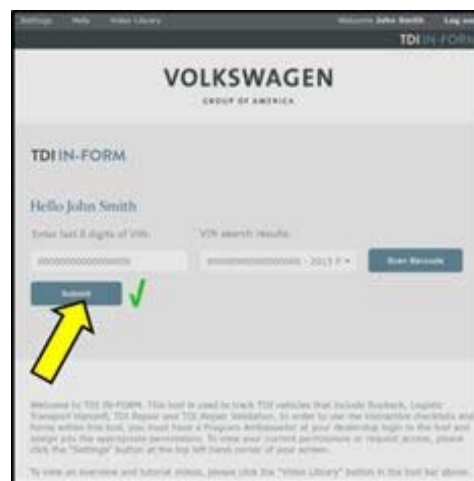
Information

After the VIN has been entered, the system will automatically validate that it is a TDI VIN. This will be indicated by a green check mark that will appear next to the VIN.



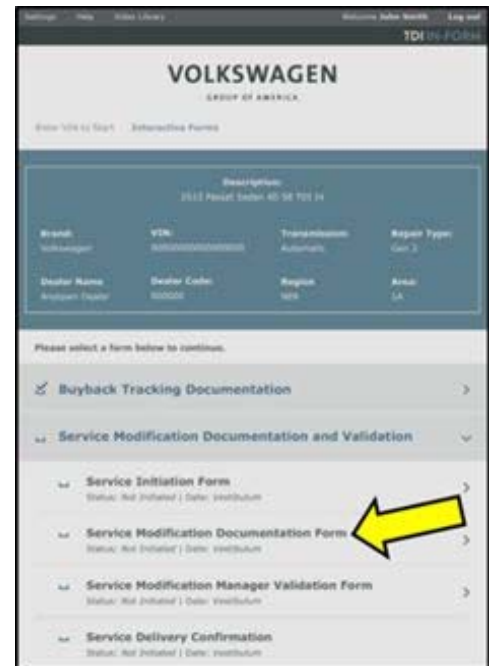
Entering the VIN

- 3 Validate the VIN is correct for the vehicle, then click the "Submit" button ⇒ *Validating and submitting the VIN-arrow-*.



Validating and submitting the VIN

- 4 Select "Service Modification Documentation Form"
⇒ *Selecting Service Modification Documentation Form -arrow-*.
- 5 Follow the on-screen prompts completely.



Selecting Service Modification Documentation Form

NOTICE

Risk of Non-payment

- **Not using the IN-FORM tool to document and validate the modification will stop the processing of payment for your dealership even if the modification has been completed.**



Information

Upon completion of the Service Modification Documentation Form, the Manager must validate the repair in the IN-FORM tool. Validation from the PIWIS to the IN-FORM tool occurs every 3 minutes.

Scope 1:

Warranty processing – MY 2015-2016



Information

The specified working time was determined specifically for carrying out this campaign and includes all required preliminary and subsequent work.

The working time may differ from the working times published in the Labor Operation List in PIWIS.

Working time:

Performing software update, installing Emissions Modification – Proof of Completion label and supplemental Vehicle Emission Control Information label; completing validation tool requirements; courtesy fill of AdBlue and fuel tank Labor time: **96 TU**

Includes:

- Disconnecting and connecting electric plug connection for fan blower
- Connecting and disconnecting battery charger
- Connecting and disconnecting PIWIS Tester
- Re-programming DME control unit
- Re-programming Tiptronic transmission control unit
- Performing kickdown switch adaptation
- Performing radiator shutter adaptation
- Resetting reducing agent fill level
- Reading out and erasing fault memories
- Creating vehicle analysis log (VAL) before and after repairs

Required materials:

... Reducing agent (AdBlue®) As much as required*
(up to 19.5 liters)

* Only the quantity of AdBlue® that is actually required must be invoiced during warranty processing.
For warranty invoicing use Part No. **AG010000002**. A sum of up to \$51.00 can be claimed for this.

⇒ **Damage Code AG01 099 000 1**

• **Costs for Customer Care:**

Costs incurred for customer care scopes, which are part of the Emissions Recall, can also be invoiced in the campaign claim for AG01 as **additional measure 'Customer Satisfaction'**.

The **maximum invoice value** for this is **\$400** which covers the following items:

Vehicle delivery service	\$200 (flat fee)
Interior and exterior detailing	\$150 (flat fee)
Diesel fuel top-off	up to \$50 (per receipt)

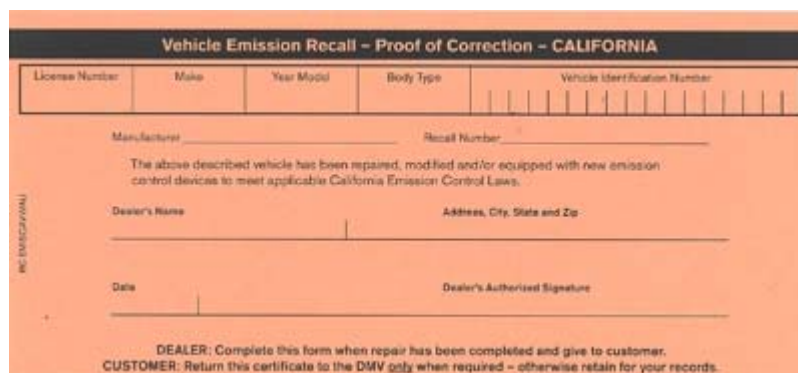
• **Porsche Mobility**

The mobility of the affected customer shall be guaranteed by offering a suitable replacement vehicle. Mobility costs of **\$100** (corresponding to 1-day loaner vehicle) can be invoiced via the system together with the campaign scope.

Certificate: **CALIFORNIA ONLY Requirements for Emissions Campaigns Having Customer Notification:**

The California Air Resources Board and the Department of Motor Vehicles (DMV) require emissions-related campaigns to be completed prior to vehicle registration renewal.

When campaign work is done, you must provide the owner with a signed "Vehicle Emission Recall – Proof of Correction" certificate ⇒ *Vehicle Emission Recall - Proof of Correction Certificate*. Certificates will be auto-allocated to each California dealer.



Vehicle Emission Recall - Proof of Correction Certificate



Information

Ensure owners are aware of the importance of retaining the completed certificate for their records. It should be mailed to the California DMV **only upon request**.

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.

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