

**Symptom - Body exterior - Locking Beep Not as Specified (I-no. 7AH/7AL):  
Re-programming Rear-end Electronics Control Unit (SY 51/18)**

Revision: This bulletin replaces Group 5, #51/18, dated September 11, 2019.  
- 911/Boxster/Cayman/Cayenne model lines were added

Model Year: **As of 2016**

Model Line: **Macan (95B)**  
**911 (991)/Boxster/Cayman (981/982)**  
**Cayenne (92A)**

Equipment: **Alarm system (I-no. 7AH/7AL)**

Subject: **Rear-end electronics control unit (with software version: 3200 / 3300 / 3600)**

Symptom: When locking the vehicle, the locking beep can sometimes be heard only once instead of twice.

Cause: Insufficient communication between the horn and rear-end electronics control unit can cause the locking beep to sound only once.

Remedial Action: Re-program the rear-end electronics control unit.

Tools:

- **9900 - PIWIS Tester 3** with software **version 38.750.000** (or higher) installed
- **Battery charger** with a current rating of **at least 90 A or equivalent**. We recommend **VAS 5908 -battery charger 90 A**, for example

Work Procedure:

**NOTICE**

**Coding/programming will be aborted in the event of low-voltage.**

- **Increased power consumption during diagnosis can cause a drop in voltage, which can result in one or more fault entries and abortion of the coding process.**

⇒ **Before commencing work, connect a suitable battery charger with a charging current of at least 90 A to the jump-start terminals in the engine compartment.**

**NOTICE**

Coding will be aborted if the WLAN connection is unstable.

- An unstable WLAN connection can interrupt communication between PIWIS Tester 3 and the vehicle communication module (VCI). As a result, coding/programming may be aborted.
- ⇒ During control unit coding/programming, always connect PIWIS Tester 3 to the vehicle communication module (VCI) via the USB cable.

1 Preliminary work:

- 1.1 Connect a battery charger with a current rating of **at least 40 A**.
- 1.2 Switch on the ignition using the **original driver's key**. On vehicles with "Porsche Entry & Drive", do this by replacing the control unit in the ignition lock with the original driver's key if necessary.
- 1.3 **9900 - PIWIS Tester 3** with software version **38.750.000** (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.
- 1.4 On the PIWIS Tester start screen, call up the ⇒ **'Diagnostics'** menu.  
The diagnostic application is then started and the control unit selection screen is populated.

2 "Rear-end electronics" control unit ⇒ re-program:



**Information**

The procedure described here is based on the **9900 - PIWIS Tester 3** software version **37.600.010**.

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.

Menu	➔	Control unit/Function	➔	Action	➔	confirm/execute
•		Instructions/information or		•		⇒ Result/consequence of action

2.1	Control units 'Overview'	<b>'Additional menu'</b>	call up	•F7"
2.2	⇒ <b>Follow instructions:</b>			•Yes" /•No" / •F12"
	<ul style="list-style-type: none"> <li>• Create Vehicle Analysis Log (VAL) if necessary and</li> <li>• carry out any campaigns that are available for the vehicle.</li> </ul>			
2.3		<b>'Campaign'</b>	select	•F12"
2.4	Campaign number	<ul style="list-style-type: none"> <li>• <b>Macan</b> Value:</li> <li>• <b>911 (991) /Boxster- /Cayman (981/982)</b> <ul style="list-style-type: none"> <li>• 95B 'S3T6P'</li> <li>• 991/981/982 'T8M5L'</li> <li>• 92A 'N1D6Z'</li> </ul> </li> <li>• <b>Cayenne E2 II (92A)</b></li> </ul>	enter	•F12"
<p>Read and follow the <b>information and instructions on the PIWIS Tester</b> during the guided programming sequence. Then press •&gt;&gt;" to continue.</p> <p>During the programming sequence, the control unit is re-programmed and then re-coded automatically if necessary.</p> <p><b>Do not interrupt programming and coding.</b></p> <p>Once control unit programming - and coding if necessary - is complete, you will be prompted to switch the ignition off and then back on again after a specified waiting time.</p>				
2.5	Control units 'Overview'	<b>Rear-end electronics.</b>	select	•F12"
2.6	<b>'Extended identifications'</b>		select	
	Software version programmed during this campaign		<b>3610</b>	
<p>If programming is not completed successfully (error message "Programming unsuccessful"), programming must be <b>repeated</b>.</p>				

**3 Subsequent work:**

- 3.1 Read out and erase all fault memories.
- 3.2 Switch off the ignition.
- 3.3 Disconnect the PIWIS Tester from the vehicle.
- 3.4 For vehicles with Porsche "Entry & Drive", replace the original vehicle key in the ignition lock with the control panel again.
- 3.5 Switch off and disconnect the battery charger.

**End** of action required.

Invoicing: The work involved is invoiced under the labor operation:

APOS	Labor operation	I No.
57892550	Programming control units for rear-end electronics	

For invoicing and documentation using PQIS, enter the following coding:

Location (FES5)	91500	Buzzer
Damage type (SA4)	1614	Function not as specified

References: ⇒ *Workshop Manual '578955 Replacing control unit for rear-end electronics'*

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