

**WLL1 - Re-Programming DME Control Unit (Workshop Campaign)**

Important: **CRITICAL WARNING** - This campaign includes steps where control unit(s) in the vehicle will be programmed with the PIWIS Tester. The vehicle voltage must be maintained between 13.5 volts and 14.5 volts during this programming. Failure to maintain this voltage could result in damaged control unit(s). Damage caused by inadequate voltage during programming is not a warrantable defect. The technician must verify the actual vehicle voltage in the PIWIS Tester before starting the campaign and also document the actual voltage on the repair order.

Model Year: **As of 2019 up to 2021**

Vehicle Type: **Macan (95B)**

Concerns: **DME control unit**

Information: **Due to a software error in the DME Control unit, the engine on the affected vehicles may experience rough running while driving at engine speeds near the idle range at idle speed.**

As a result, fault memory entries relating to implausible camshaft adjustment will be entered in the fault memory.

Action Required: Re-program DME control unit.

Carry out control unit programming using the PIWIS Tester with test software version **39.900.040** (or a higher software version) installed.



**Information**

When the DME control unit is programmed, the PDK control unit is also re-programmed **automatically**. Then, **both** control units are **coded automatically**.

The total time required for **programming and coding** both control units is **approx. 13 minutes**.

Affected Vehicles: Only vehicles assigned to the campaign (see also PCSS Vehicle Information). There are 470 vehicles affected by this campaign.

**Required tools**

- **9900 - PIWIS Tester 3** with PIWIS Tester software version **39.900.040** (or higher) installed
- Battery charger with a current rating of **at least 90 A**, e.g. **VAS 5908 Battery charger 90A**

## Preparatory work

### NOTICE

Fault entry in the fault memory and control unit programming aborted due to undervoltage.

- 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 suitable battery charger with a current rating of at least **90 A** to the vehicle.

### NOTICE

Control unit programming will be aborted if the WLAN connection is unstable.

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

### NOTICE

Control unit programming will be aborted if the driver's key is not recognized

- If the driver's 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 driver's key. To do this, replace the control unit in the ignition lock with the original driver's key if necessary.

- Work Procedure:
- 1 Connect a battery charger with a current rating of **at least 90 A** (e.g. **Battery charger 90A**) to the jump-start terminals in the engine compartment and switch it on.
  - 2 Place the driver's key with the back facing down into the front left storage compartment in the center console.  
This will guarantee an uninterrupted radio link between the vehicle and the driver's key.
  - 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 On the PIWIS Tester start screen, call up the '**Diagnostics**' application. The vehicle type is then read out, the diagnostic application is started and the control unit selection screen is populated.

Re-programming DME control unit

**NOTICE**

Use of a PIWIS Tester software version that is older than the prescribed version.

- Measure is ineffective
- ⇒ Always use the prescribed version or a higher version of the PIWIS Tester software for control unit programming or coding.



**Information**

It is imperative that the PIWIS Tester remains online during control unit programming so that backup documentation of the software versions installed on the control units **before and after programming** is sent to the Porsche After Sales systems.

Work Procedure: 1 **Re-program DME 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"*.

**For specific information on control unit programming during this campaign, see the table below:**

Required PIWIS Tester software version:	<b>39.900.040</b> (or higher)
Type of control unit programming:	Control unit programming using the ' <b>Automatic programming</b> ' function for the DME control unit. <b>DME control unit – 'Coding/programming'</b> menu – ' <b>Automatic programming</b> ' function.
Programming sequence:	Read and follow the <b>information and instructions on the PIWIS Tester</b> during the guided programming sequence. The <b>DME control unit</b> and the <b>PDK control unit</b> are <b>re-programmed</b> and then <b>re-coded automatically</b> during the programming sequence. <b>Do not interrupt programming and coding.</b> 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. Backup documentation of the new software versions is then performed.
Programming time (approx.):	<b>13 minutes</b>
Software version programmed during this campaign:	See ⇒ <i>Technical Information '9X00IN Overview of the programmed software versions'</i> .

Procedure in the event of abnormal termination of control unit programming:	Repeat control unit programming by restarting programming.
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 "Fault finding"</i> .

### Overview of the programmed software versions

Overview: **Model year 2019:**

Exhaust emission standard	Control unit	Software part no.	Software version
<b>C6B without RDE</b> (I No. 7CM)	DME	95B906259G	0008
	PDK	95B927156GM	0004
<b>EU 6 Plus (W) / EU 4 without EOBD</b> (I no. 7MM) / (I no. 7GH)	DME	95B906259T	0001
	PDK	95B927156GL	0004
<b>EU 6 AG/H/I</b> (I no. 7CP)	DME	95B906259AB	0001
	PDK	95B927156GJ	0004
<b>LEV3 / TIER3 70</b> (I no. 7CE)	DME	95B906259AA	0002
	PDK	95B927156GK	0004

Overview: **Model year 2020:**

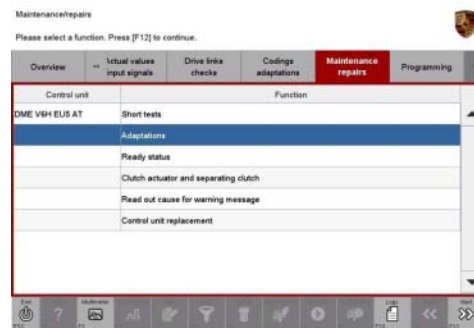
Exhaust emission standard	Control unit	Software part no.	Software version
<b>C6B without RDE</b> (I No. 7CM)	DME	95B906259G	0009
	PDK	95B927156GM	0004
<b>EU 6 DG</b> (I no. 4BF)	DME	95B906259F	0006
	PDK	95B927156GJ	0004
<b>EU 6 Plus (W) / EU 4 without EOBD</b> (I no. 7MM) / (I no. 7GH)	DME	95B906259J	0008
	PDK	95B927156GL	0004
<b>LEV3 / TIER3 70</b> (I no. 7CE)	DME	95B906259H	0006
	PDK	95B927156GK	0004

Overview: **Model year 2021:**

Exhaust emission standard	Control unit	Software part no.	Software version
<b>C6B without RDE</b> (I No. 7CM)	DME	95B906259G	0009
	PDK	95B927156GT	0001
<b>EU 6 AP</b> (I no. 4BI)	DME	95B906259R	0002
	PDK	95B927156HL	0002
<b>EU 6 DG</b> (I no. 4BF)	DME	95B906259F	0006
	PDK	95B927156GQ	0001
<b>EU 6 Plus (W) / EU 4 without EOBD</b> (I no. 7MM) / (I no. 7GH)	DME	95B906259J	0008
	PDK	95B927156GS	0001

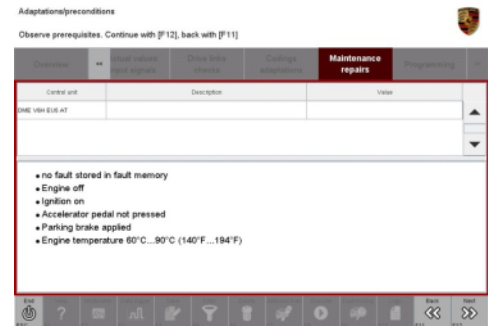
### Performing throttle valve adaptation

- Work Procedure: 1 Select the **'DME'** control unit in the control unit selection screen ('Overview' menu) and press **•F12"** ('Next') to confirm your selection.
- 2 Once the DME control unit has been found and is displayed in the overview, select the ⇒ **'Maintenance/repairs'** menu.
- 3 Select menu item ⇒ **'Adaptations'** and confirm your selection by pressing **•F12"** ('Next') ⇒ *DME - Adaptations*.



*DME - Adaptations*

- 4 Comply with the displayed preconditions and press •F12" ('Next') to confirm ⇒ *Adaptation preconditions*.



*Adaptation preconditions*

- 5 Select the ⇒ **'Throttle valve adaptation'** function so that the corresponding text line turns blue and press •F8" ('Start') to start throttle valve adaptation ⇒ *Throttle valve adaptation*.



*Throttle valve adaptation*

- 6 Follow the instructions on the PIWIS Tester while throttle valve adaptation is being performed.  
Once throttle valve adaptation is complete, a tick will appear in the "Value" field on the PIWIS Tester display.  
If throttle valve adaptation is **not** completed successfully, adaptation must be **repeated**.
- 7 Press •F8" ('Stop') to end throttle valve adaptation.

## Performing radiator shutter adaptation

Work Procedure: 1 Select the ⇒ **'Radiator shutter adaptation'** function so that the corresponding text line turns blue and then press •F8" ('Start') to start radiator shutter adaptation ⇒ *Radiator shutter adaptation*.

- 2 Follow the instructions on the PIWIS Tester while radiator shutter adaptation is being performed ⇒ *PIWIS instructions*.

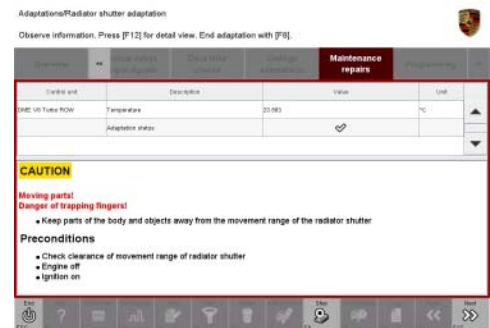
Once adaptation is complete, a tick will appear in the "Value" field on the PIWIS Tester display.



*Radiator shutter adaptation*

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

- 3 End radiator shutter adaptation by pressing •F8“ ('Stop').
- 4 Press •F11“ ('Back') to return to the start page of the ⇒ **'Maintenance/repairs'** menu.
- 5 Select the ⇒ **'Overview'** menu to return to the control unit selection screen ⇒ *Control unit selection*.



*PIWIS instructions*



*Control unit selection*

## Concluding work

- Work Procedure:
- 1 Switch off ignition.
  - 2 Disconnect the PIWIS Tester from the vehicle.
  - 3 Switch off and disconnect the battery charger.
  - 4 Enter the campaign in the Warranty and Maintenance booklet.

## Warranty processing

Scope 1:

**Working time:**

Re-programming DME control unit

Labor time: **55 TU**

Includes:

- Connecting and disconnecting battery charger
- Connecting and disconnecting PIWIS Tester
- Reading out and erasing fault memories
- Performing throttle valve adaptation
- Performing radiator shutter adaptation

⇒ **Damage Code WLL1 066 000 1**

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