

**Eliminating Transmission Symptoms - Yellow Warning Message "Transverse Lock Failure_Adapted Driving Permitted" in the Instrument Cluster (I-no. GH3):
Re-Programming Control Unit for Transverse Lock (SY 125/18)**

Change overview:

Version	Date	Change
0	09/07/2018	<ul style="list-style-type: none"> First publication
1	08/02/2022	<ul style="list-style-type: none"> "Control unit programming" section changed Required PIWIS Tester 3 software version updated

Model Series: **Cayenne (9YA/9YB)**

Model Year: **As of 2018**

Equipment: **PTV Plus (controlled transverse lock) (I-no. GH3)**

Concerns: **Control unit for transverse lock**

Symptom: The yellow warning message "Transverse lock failure - Adapted driving permitted" can appear in the instrument cluster.

Cause: The yellow warning message can appear in the instrument cluster due to defective control unit software.

Remedial Action: In the event of a customer complaint, if software version "1306" is installed and if the entry "C12B596" or "C12BB1D" is stored in the fault memory of the transverse lock control unit, re-program transverse lock control unit.

Tool:

- **9900 - PIWIS Tester 3** with installed PIWIS Tester software **version 41.000.000** (or higher) installed
- **Battery charger** with a current rating of **at least 90 A**. We recommend, for example, **VAS 5908 battery charger 90A**

Work Procedure:

NOTICE

Voltage drop

- **Risk of irreparable damage to control unit**
- **Risk of damage to control unit**
- **Fault entries in the control unit**

- Coding in the control unit is aborted
 - Malfunctions in control unit, even during programming
- ⇒ Before disconnecting the control unit, switch off ignition and remove ignition key.
- ⇒ Make sure that the power supply is not interrupted during programming.
- ⇒ Connect battery charger/power supply - Suitable for AGM Type batteries, recommended current rating of 90A fixed voltage 13.5V to 14.5V.

1

Preliminary work:

- 1.1 Connect a battery charger with a current rating of at **least 90 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 panel in the ignition key with the original driver's key if necessary.

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.

- 1.3 Connect **9900 - PIWIS Tester 3** with **41.000.000 software version installed** 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**' application.

The vehicle type is then read out, the diagnostic application is started and the control unit selection screen is populated.

**Information**

The procedure described here is based on the **9900 - PIWIS Tester 3** software version **37.400.010**.

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 for example.

2 "Transverse lock" control unit ⇒ re-program:

- 2.1 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 in the context of this Technical Information:

Required PIWIS Tester software version:	41.000.000 (or higher)
Type of control unit programming:	Control unit programming using the ' Automatic programming ' function of the transverse lock control unit: ' Transverse lock ' control unit – ' Coding/programming ' menu – ' Automatic programming ' function.
Programming sequence:	Read and follow the information and instructions on the PIWIS Tester during the guided programming sequence. During the programming sequence, the transverse lock control unit is re-programmed and then automatically re-coded . Do not interrupt programming and coding. Documentation of the new software versions is then backed up.
Programming time:	3 minutes
Software version programmed during this programming for the transverse lock control unit:	2,000 The details about the software version of the programmed data record are based on the specified PIWIS Tester software version. Please note that this may be different in a higher version.
Procedure in the event of abnormal termination of control unit programming:	<ul style="list-style-type: none"> • Switch ignition off and then on again. • Select and erase fault memories. ⇒ <i>Workshop Manual '9X00IN Basic instructions and procedure for control unit programming using the PIWIS Tester - section on "Rework"</i> • 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 "Troubleshooting"</i> .

3 Perform transverse lock commissioning.

- 3.1 Select '**Transverse lock**' control unit.
- 3.2 Select the **Maintenance/repairs** menu.
- 3.3 Perform the '**Transverse lock commissioning**' procedure according to menu guidance.

3 Concluding work:

- 3.1 Read out and erase the fault memory.

**Information**

If there are still fault memory entries in individual control units, start the engine briefly and then switch it off again. Wait for approx. 10 seconds before switching the ignition on again and re-establish the connection between the PIWIS Tester and the vehicle. Then read out and erase the fault memories of the affected control units again separately.

- 3.2 Switch off ignition.
- 3.3 Disconnect the PIWIS Tester from the vehicle.
- 3.4 On vehicles with Porsche "Entry & Drive", replace the original driver's key in the ignition lock with the control panel again.
- 3.5 Switch off and disconnect the battery charger.

End of remedial action.

Invoicing: For documentation and warranty invoicing, enter the working position and PCSS encryption specified below in the warranty claim:

APOS	Labor operation	I No.
39752550	Programming control unit for transverse lock	

PCSS encryption:

Location (FES5)	39750	Transverse lock control unit
Damage type (SA4)	4045	Warning activated

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.

© 2022 Porsche Cars North America, Inc.