

**AMCO - Re-Programming DME and Transmission Control Unit (Recall 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 2012**

Revision: This bulletin replaces bulletin Group 2 148/21 AMCO, dated June 9, 2022.

Model Line: **911 (991)  
Boxster/ Cayman (981)**

Concerns: **DME control unit**

Information: **During internal tests, Porsche has discovered that increased exhaust emissions may occur under certain driving conditions in Sport+ mode on the 911 (991 I) Basic/S/GTS/GT3 and Boxster/ Cayman Basic/S/ GTS (981).**

Action required: Re-program the DME control unit and transmission control unit using the PIWIS Tester with software version **41.200.040** (or higher) installed.



**Information**

During programming, the DME control unit and the PDK control unit are **automatically** programmed and then coded.

It takes **approx. 15 minutes** in total to **program and code** both control units.

Affected Vehicles: Only vehicles assigned to the campaign (see also PCSS Vehicle Information).

**Required tools**

- Tools:
- **9900 - PIWIS Tester 3** with PIWIS Tester software version **41.200.040** (or higher) installed
  - Battery charger with a current rating of **at least 90 A**, e.g. **VAS 5908 Battery charger 90A**

## 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 and coding.

### WARNING

Electrically moved side windows and rear spoiler

- Danger of limbs being trapped or severed
  - Risk of damage to components
- ⇒ Do not reach into the danger area.
- ⇒ Keep third parties away from the danger area.
- ⇒ Do not move components or tools into the danger area.
- ⇒ Retract roll-up sun blinds on the rear side windows before starting programming or coding.



### Information

The procedure described here is based on the PIWIS Tester 3 software version **41.200.040**.

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.

- Work Procedure: 1 Carry out general preliminary work for control unit programming as described in ⇒ *Workshop Manual '9X00IN Basic instructions and procedure for control unit programming using the PIWIS Tester'*.
- 2 Re-program the DME control unit.
- The basic procedure for control unit programming is described in the Workshop Manual ⇒ *Workshop Manual '9X00IN Basic instructions and procedure for control unit programming using the PIWIS Tester'*.

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

Required PIWIS Tester software version:	<b>41.200.040</b> (or higher)
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Type of control unit programming:	Control unit programming using the ' <b>Automatic programming</b> ' function for the DME control unit:  'DME' control unit – ' <b>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. During the programming sequence, the <b>DME control unit</b> is <b>re-programmed</b> first, depending on the model year the instrument cluster and then the <b>PDK control unit</b> is re-programmed.  Both control units are then <b>re-coded automatically</b> .  <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.
The programming sequence takes (approx.):	<b>15 minutes</b>
Software version programmed during this campaign:	See ⇒ <i>Technical Information '9X00IN Software version'</i> section.
Procedure in the event of <b>abnormal termination</b> of control unit programming:	<ul style="list-style-type: none"> <li>• Switch ignition off and then on again.</li> <li>• Read out and erase fault memories ⇒ <i>Workshop Manual '9X00IN Basic instructions and procedure for control unit programming using the PIWIS Tester - section on "Subsequent work"</i>.</li> <li>• Repeat control unit programming by restarting programming.</li> </ul>
Procedure in the event of <b>other error messages</b> 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> .

- 3 Select the **DME** control unit in the **overview**.
- 4 Select **Maintenance/repairs**. Press •F12" to continue.
- 5 Select **Throttle valve adaptation**. Press •F12" to continue.
- 6 Select function. Press •F12" to continue.

- 7 Adapt function. Press •F8" to start.  
Perform adaptation according to menu guidance. End adaptation with •F8" .
- 8 Read out all **fault memories**, work through faults that are stored if necessary and clear the fault memories.



### 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.

- 9 Exit the diagnostic application.
- 10 Switch off ignition.
- 11 Disconnect the Tester from the vehicle.
- 12 Switch off and disconnect the battery charger.
- 13 Attach **Recall Proof of Completion label** to the front lid (**California dealers only**).  
**Instructions for attaching labels**
  - Surfaces on which you intend to attach the label must be clean, dry and free from grease and oil residues.
  - Before attaching the label, clean the surfaces using a suitable cleaning agent and a clean, grease-free and lint-free cloth.
  - This label must not be affixed over existing label.
  - Attach label only at the specified positions.

- 13.1 Fill out the Recall Proof of Completion label  
⇒ *Recall Proof of Completion Label* fully and correctly. This includes the recall code "**AMCO**", your dealer code and the repair date.
- 13.2 Clean the surface in the lower area on the front lid at the left-hand side in direction of travel at which the Recall Proof of Completion label must be attached ⇒ *Proof of Completion Label: specified position (Exemplary illustration — 911 (991), Boxster/ Cayman (981) position accordingly)* **-arrow-** using a suitable cleaning agent and a clean, grease-free and lint-free cloth.

*Recall Proof of Completion Label*

13.3 Affix Recall Proof of Completion label in the lower area of the front lid at the lefthand side in direction of travel ⇒ *Proof of Completion Label: specified position (Exemplary illustration — 911 (991), Boxster/ Cayman (981) position accordingly) -arrow-*.

Exemplary illustration — 911 (991) position accordingly

13.4 Close front lid.

14 Enter the campaign in the Warranty and Maintenance booklet and provide signed proof of correction to customer.

A template of the proof of correction can be downloaded from PPN:  
<https://ppn.porsche.com/portal/docs/DOC-387933>

For warranty processing, see the section ⇒ *Technical Information '9X00IN Warranty processing'*.



*Proof of Completion Label: specified position (Exemplary illustration — 911 (991), Boxster/ Cayman (981) position accordingly)*

**Software overview**

911 (991):

Type	Model year	Differential Lock	Software part number	Software version
911	2012-2016	No	DME 99161861213 Transmission 99161837118	DME 3183 Transmission Q061
911	2012-2016	Yes (with old differential lock)	DME 99161861213 Transmission 99161837019	DME 3183 Transmission Q061
911	2012-2016	Yes (with new differential lock)	DME 99161861213 Transmission 99161897219	DME 3183 Transmission Q061

911 (4)	2012-2016	No	DME 99161861213 Transmission 99161837618	DME 3183 Transmission Q061
911 (4)	2012-2016	Yes	DME 99161861213 Transmission 99161837519	DME 3183 Transmission Q061
911 (S)	2012-2016	Yes (with old differential lock)	DME 99161862714 Transmission 99161898219	DME 3821 Transmission Q061
911 (S)	2012-2016	Yes (with new differential lock)	DME 99161862714 Transmission 99161838019	DME 3821 Transmission Q061
911 (4S)	2012-2016	Yes	DME 99161862714 Transmission 99161838519	DME 3821 Transmission Q061
911 (S Kit)	2013-2016	Yes	DME 99161864211 Transmission 99161898220	DME 3822 Transmission Q061

911 (GTS)	2015-2016	Yes	DME 99161864211 Transmission 99161838202	DME 3822 Transmission Q061
911 (4 GTS)	2015-2016	Yes	DME 99161864211 Transmission 99161838602	DME 3822 Transmission Q061
911 (GT3)	2014-2016	Yes	DME 99161865711 Transmission 99161839317	DME 3271 Transmission Q061

Boxster/  
Cayman (981):

Type	Model year	Software part number	Software version
Boxster/Cayman	2013-2014	DME 98161861816 Transmission 98161837019	DME 3189 Transmission Q061
Boxster/Cayman	2015-2016	DME 98161861822 Transmission 98161837019	DME 3178 Transmission Q061
Boxster/Cayman (S)	2013-2014	DME 98161863216 Transmission 98161838018	DME 3190 Transmission Q061

Boxster/Cayman (S)	2015-2016	DME 98161863222 Transmission 98161838018	DME 3179 Transmission Q061
Boxster/ Cayman GTS	2015-2016	DME 98161868207 Transmission 98161838018	DME 3856 Transmission Q061

### Warranty processing



#### Information

The specified working time was determined specifically for carrying out this campaign and may differ from the working time published in the Labor Operation List in PIWIS.

Scope:

#### Re-programming DME control unit

<b>Working time:</b>		
Re-programming DME control unit		Labor time: <b>71 TU</b>
Includes: Connecting and disconnecting battery charger Connecting and disconnecting PIWIS Tester Re-programming PDK control unit Performing throttle valve adaptation Reading out and erasing fault memories Attach Recall Proof of Completion label and provide signed proof of correction to customer (California dealers only)		
<b>Required parts:</b>		
PNA EMI 000 00	Label – Recall Proof of Completion	1 ea.
* <b>California dealers only:</b> For warranty processing, enter the Part No. <b>PNA EMI 000 00</b> with the designation "label" as a <b>local part</b> at US\$ 0.34 in the warranty claim.		
⇒ <b>AMCO 099 000 1</b>		



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