

AMC2 - Re-Programming DME and Transmission Control Unit (Recall Campaign)

Revision: This bulletin replaces bulletin Group 2 181/21 AMC2, dated December 17, 2021.

Model Year: **As of 2014 up to 2018**

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 Line: **Panamera (970)
Cayenne (92A)**

Concerns: **DME control unit**

Information: **During internal tests, Porsche has discovered that increased exhaust emissions can occur under certain driving conditions in Sport+ mode on the Panamera (970) Basic/S/Turbo/Turbo S/GTS and Cayenne (92A) GTS models.**

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 or transmission control unit are **automatically** programmed and then coded.

It takes **approx. 10 to 12 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.



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.

- Work Procedure: 1 Carry out general preliminary work for control unit programming as described in ⇒ *Workshop Manual '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:	41.200.040 (or higher)
Type of control unit programming:	Control unit programming using the ' Automatic programming ' function for the DME control unit: 'DME' 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 DME control unit is re-programmed first, then the PDK control unit is re-programmed. Both control units are then re-coded automatically . 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. Backup documentation of the new software versions is then performed.
The programming sequence takes (approx.):	12 minutes
Software version programmed during this campaign:	See ⇒ <i>Technical Information '9X00IN Software version'</i> section.
Procedure in the event of abnormal termination of control unit programming:	<ul style="list-style-type: none"> • Switch ignition off and then on again. • 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>. • Repeat control unit programming by restarting programming.
Procedure in the event of other 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> .

- 3 Re-connect electric plug connection for the fan blower.
- 4 Perform throttle valve adaptation.
 - 4.1 Select the '**DME**' control unit in the control unit selection screen ('Overview' menu) and press •>>" to confirm your selection.

- 4.2 Select menu item ⇒ **'Adaptations'** and confirm your selection by pressing **•>>"** .
 - 4.3 Comply with the displayed preconditions and press **•>>"** to confirm
 - 4.4 Select the ⇒ **'Throttle valve adaptation'** function so that the corresponding text line turns blue and press **•F8"** to start throttle valve adaptation .
 - 4.5 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.
- 5 Perform engine torque loss adaptation.
- To obtain the engine temperature required for engine torque loss adaptation (80 °C), leave the engine running in selector-lever position "P" until the required temperature is reached.
- Conditions/procedure for engine torque loss adaptation:
- Engine temperature is at least 80 °C (the engine temperature can be read out in the "Actual values" menu using the PIWIS Tester).
 - Position steering wheel straight ahead.
 - PDK selector lever in position P.
 - Leave engine running at idle speed for 3 minutes with air conditioning switched off.
 - Then leave engine running at idle speed for 3 minutes with air conditioning switched on (normal load).
- 6 Switch off ignition.
 - 7 Disconnect the PIWIS Tester from the vehicle.
 - 8 Switch off and disconnect the battery charger.
 - 9 On vehicles with Porsche Entry & Drive, replace the original driver's key in the ignition lock with the control unit again.
 - 10 Enter the campaign in the Warranty and Maintenance booklet.

Re-programming DME control unit

- 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.

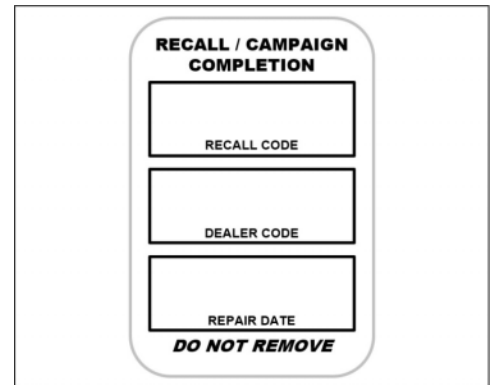
Required PIWIS Tester software version:	41.200.040 (or higher)
Type of control unit programming:	Control unit programming using the ' Automatic programming ' function for the DME control unit: 'DME' control unit – ' Coding/programming ' menu – ' Automatic programming ' function.
Programming sequence:	Read and follow the information and instructions on the PIWIS Tester during the guided programming sequence. During the programming sequence, the DME control unit is re-programmed first, then the transmission control unit is re-programmed. Both control units are then re-coded automatically . 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. Backup documentation of the new software versions is then performed.
The programming sequence takes (approx.):	10 minutes
Software version programmed during this campaign:	See ⇒ <i>Technical Information '9X00IN Software version'</i> section.
Procedure in the event of abnormal termination of control unit programming:	<ul style="list-style-type: none"> • Switch ignition off and then on again. • 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>. • Repeat control unit programming by restarting programming.
Procedure in the event of other 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> .

- 3 Re-connect electric plug connection for the fan blower.

- 4 Perform throttle valve adaptation.
 - 4.1 Select the **'DME'** control unit in the control unit selection screen ('Overview' menu) and press **•>>"** to confirm your selection.
 - 4.2 Select menu item ⇒ **'Adaptations'** and confirm your selection by pressing **•>>"** .
 - 4.3 Comply with the displayed preconditions and press **•>>"** to confirm
 - 4.4 Select the ⇒ **'Throttle valve adaptation'** function so that the corresponding text line turns blue and press **•F8"** to start throttle valve adaptation .
 - 4.5 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.
- 5 Perform radiator shutter adaptation.
 - 5.1 Select the ⇒ **'Radiator shutter adaptation'** function so that the corresponding text line turns blue and then press **•F8"** to start radiator shutter adaptation.
 - 5.2 Follow the instructions on the PIWIS Tester while radiator shutter adaptation is being performed . Once 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.
- 6 Perform kickdown adaptation.
 - 6.1 Select ⇒ **'Kickdown'** adaptation so that the corresponding text line turns blue and press **•F8"** to start kickdown adaptation.
 - 6.2 Read and follow the instructions on the PIWIS Tester in order to perform kickdown adaptation. To perform kickdown adaptation, press the accelerator pedal down fully when prompted by the PIWIS Tester and keep it pressed for at least 30 seconds. Once kickdown adaptation is complete, a tick will appear in the "Value" field on the PIWIS Tester display. If kickdown adaptation is **not** completed successfully, the adaptation must be repeated.
- 7 Switch off ignition.
- 8 Disconnect the PIWIS Tester from the vehicle.
- 9 Switch off and disconnect the battery charger.
- 10 On vehicles with Porsche Entry & Drive, replace the original driver's key in the ignition lock with the control unit again.
- 11 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.

11.1 Fill out the Recall Proof of Completion label
 ⇒ *Recall Proof of Completion Label* fully and correctly. This includes the recall code "AMC2", your dealer code and the repair date.



Recall Proof of Completion Label

11.2 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 — Cayenne/ Panamera position accordingly) -arrow-* using a suitable cleaning agent and a clean, grease-free and lint-free cloth.

11.3 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 — Cayenne/ Panamera position accordingly) -arrow-*.

Exemplary illustration — Cayenne/ Panamera position accordingly

11.4 Close front lid.

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



Proof of Completion Label: specified position (Exemplary illustration — Cayenne/ Panamera position accordingly)

Software overviewPanamera
(970):

Type	Model year	Software part number	Software version
Panamera	2014–2016	DME 97061854139 Transmission 97061847008	DME 3834 Transmission US01
Panamera 4	2014–2016	DME 97061854139 Transmission 97061847508	DME 3834 Transmission US01
Panamera S	2014–2016	DME 97061868117 Transmission 97061848008	DME 3836 Transmission US01
Panamera 4S	2014–2016	DME 97061868117 Transmission 97061848508	DME 3836 Transmission US01
Panamera S Executive	2014–2016	DME 97061868117 Transmission 97061848708	DME 3836 Transmission US01
Panamera 4S Executive	2014–2016	DME 97061868117 Transmission 99161838019	DME 3836 Transmission US01
Panamera Turbo Panamera Turbo Executive	2014–2016	DME 97061858144 Transmission 97061849008	DME 3835 Transmission US01

Panamera Turbo S Panamera Turbo S Executive	2014–2016	DME 97061859141 Transmission 97061849508	DME 3852 Transmission US01
Panamera GTS	2014–2016	DME 97061852223 Transmission 97061838841	DME 3855 Transmission G088

Cayenne (92A):

Cayenne GTS	2016–2018	DME 95860151742 Transmission 0C8927769DM	DME 3824 Transmission 3215
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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 1: Valid for Panamera (970)

Re-programming DME control unit

Working time:	Labor time: 79 TU
Re-programming DME control unit Includes: Connecting and disconnecting battery charger Connecting and disconnecting PIWIS Tester Re-programming PDK control unit Performing adaptations Reading out and erasing fault memories Attach Recall Proof of Completion label and provide signed proof of correction to customer (California dealers only)	
Required parts:	

PNA EMI 000 00	Label – Recall Proof of Completion	1 ea.
* California dealers only: For warranty processing, enter the Part No. PNA EMI 000 00 with the designation "label" as a local part at US\$ 0.34 in the warranty claim.		
⇒ Damage Code AMC2 099 000 1		

Scope 2: Valid for Cayenne (92A)

Re-programming DME control unit

Working time:		
Re-programming DME control unit		Labor time: 71 TU
Includes:	Connecting and disconnecting battery charger Connecting and disconnecting PIWIS Tester Programming transmission control unit Performing adaptations Reading out and erasing fault memory Attach Recall Proof of Completion label and provide signed proof of correction to customer (California dealers only)	
Required parts:		
PNA EMI 000 00	Label – Recall Proof of Completion	1 ea.
* California dealers only: For warranty processing, enter the Part No. PNA EMI 000 00 with the designation "label" as a local part at US\$ 0.34 in the warranty claim.		
⇒ Damage Code AMC2 099 000 1		

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