

WNS8 - Re-Programming All-Wheel Drive 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 2022 up to 2023**

Model Line: **Macan (95B)**

Concerns: **All-wheel drive control unit**

Cause: **The drive shaft protection function in the all-wheel drive control unit was adapted to software in the affected vehicles in order to optimize driving dynamics.**
 As a result, a higher torque is available if the steering angle is large. In certain driving states (when parking or cornering), the customer may perceive increased axial forces on the drive shaft as a clicking noise in the front axle.

Action required: Re-program the all-wheel drive control unit with the latest PIWIS Tester software version.
 Minimum requirement: Version **41.400.060**

Before performing the campaign please determine if the SW version is at or above the campaign target software value by checking the extended identifications of the All-wheel drive control unit. If the software level of the All-wheel drive control unit is AT OR ABOVE the software in the table below, performing the campaign is NOT necessary. If the vehicle is already at the target SW version, please send a Warranty/Campaigns PRMS ticket to Mitchell Grasser to have the campaign removed from this vehicle.

Model	Control unit	Target SW Level
		Target Porsche part number
Macan, Macan T, Macan S, Macan GTS	All-wheel drive	0900
		95B927755GF

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

Required tools

- Tool:
- **9900 - PIWIS Tester 3**
 - Battery charger with a current rating of **at least 90 A**, e.g. **VAS 5908 90A battery charger**

Re-program all-wheel drive control unit

- 1 The basic procedure for control unit programming is described in the Workshop Manual ⇒ *Workshop Manual 'Basic Instructions and Procedure for the 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:	41.400.060 (or higher)
Type of control unit programming:	Control unit programming using the ' Automatic programming ' function for the all-wheel drive control unit: ' All-wheel drive ' 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. As part of the programming sequence, the DME control unit , the PDK control unit , and the all-wheel drive control unit are reprogrammed first. Both control units are then automatically re-coded . 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.
Programming time (approx.):	12 minutes

Software version programmed in this campaign:	0900
Procedure in the event of a termination of control unit programming:	<ul style="list-style-type: none"> • Switch ignition off and then on again. • Read out and delete the fault memories ⇒ <i>Workshop Manual '9X00IN Basic instructions and procedure for control unit programming using the PIWIS Tester - "Rework" section</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</i> '.
Procedure in the event of a termination of control unit programming:	Repeat control unit programming by restarting programming.

- 2 Select the **DME** control unit in the **Overview**.
- 3 Select **Maintenance/repairs**. Press •F12" to continue.
- 4 Select **Adaptations**. Press •F12" to continue.
All functions listed under Adaptations must be individually selected and adapted.
- 5 Function selected. Press •F12" to continue.
- 6 Adapt function. Press •F8" to start.
 - 6.1 Perform adaptation according to menu guidance. End adaptation with •F8" .
- 7 Select the next function. Perform adaptation (for instructions, see above).
- 8 Read out all **fault memories**, process and delete existing faults if necessary.



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.

**Information**

The wheel electronics must be taught during the test drive and must **not** be carried out by the technician.

According to the core service process, this is the task of the customer service advisor or workshop manager.

- 9 Exit the diagnostic application. Switch off ignition. Disconnect the Tester from the vehicle.
- 10 Switch off and disconnect the battery charger.
- 11 Enter the campaign in the Warranty and Maintenance booklet.

Warranty processing**Information**

The specified working times were determined specifically for carrying out this campaign and include all required preliminary and subsequent work.

The working times may differ from the working times published in the Labor Operation List in PIWIS.

Scope 1:

Re-program all-wheel drive control unit**Labor time:**

Re-program all-wheel drive control unit

Labor time: **57 TU**

Includes: Connecting and disconnecting battery charger
Connecting and disconnecting PIWIS Tester
Reading out and deleting fault memories

⇒ **Damage code WNS8 066 000 1**

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