

WPN7 - 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 2022 up to 2023**

Model Line: **718 Cayman (982) / 718 Boxster (982)**

Equipment: Emissions concept LEV3/TIER3 160 (M-No. 7CA)

Concerns: **DME control unit**

Cause: **A possible leak in the tank system is not reliably detected on the affected vehicles by the tank leak diagnosis due to a software fault.**

Action: Re-program the DME control unit with the **latest** PIWIS Tester software release.
Minimum requirement: Release **42.250.060**

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

Required tools

- Tools:
- **P90999 - PIWIS Tester 4**
 - Battery charger with a current rating of **at least 90 A** and a **current and voltage-controlled charge map** for lithium starter batteries, e.g. **VAS 5908 battery charger 90A**

Re-programming DME control unit

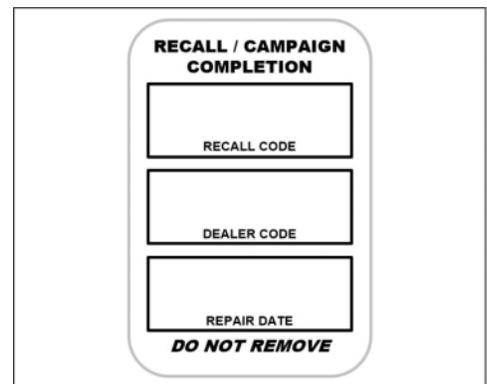
Work Procedure: 1 The basic procedure for control unit programming is described in the Workshop Manual ⇒ *Workshop Manual 'Basic instructions and procedure for control unit programming using the PIWIS Tester'*.

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

Required PIWIS Tester software release:	42.250.060 (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, or transmission, as the case may be , is reprogrammed. 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.
The programming sequence takes (approx.):	12 minutes
Software release programmed during this campaign:	See ⇒ <i>Technical Information 'DME Software Overview'</i> section.
Procedure in the event of a termination in the control unit programming:	<ul style="list-style-type: none"> • Switch ignition off and then on again. • Read out and erase the fault memory ⇒ <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 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> .

- 2 Perform throttle valve adaptation.
 - 2.1 In the **Overview**, select the **DME** control unit.
 - 2.2 Select **Service/repairs**. Press •F12" to continue.

- 2.3 **Adaptations** must be selected. Press •F12“ to continue.
 - 2.4 Perform throttle valve adaptation. Press •F12“ to continue.
 - 2.5 Adapt function. Press •F8“ to start.
 - 2.6 Perform adaptation according to menu guidance. End adaptation with •F8“ .
- 3 Read out and delete fault memories of all control units.
- 3.1 In the control unit selection ('Overview menu') press •F7“ to call up the Additional menu.
 - 3.2 Select the function "Read all fault memories and delete if necessary" and press •F12“ ('Next') to confirm.
- 4 End the diagnostic application. Switch off ignition. Disconnect Tester from vehicle.
- 5 Switch off and disconnect the battery charger.
- 6 Attach **Recall Proof of Completion label** to the front lid (**California Porsche Centers 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.
- 6.1 Fill out the Recall Proof of Completion label
 ⇒ *Recall Proof of Completion Label* fully and correctly. This includes the recall code "WPN7", your Porsche Center code and the repair date.
- 6.2 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 — 718 (982) position accordingly)* -**arrow**- using a suitable cleaning agent and a clean, grease-free and lint-free cloth.



Recall Proof of Completion Label

- 6.3 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 — 718 (982) position accordingly) -arrow-*.
- 6.4 Close front lid.
- 7 Enter the campaign in the Warranty and Maintenance logbook.



Proof of Completion Label: specified position (Exemplary illustration — 718 (982) position accordingly)

DME Software Overview

Model year	Software part number	Software release
Cayman Basic with manual transmission		
2023	982906023DQ	3892 (or higher)
Cayman Basic with Porsche Doppelkupplung (PDK)		
2023	982906023DP	3891 (or higher)
Cayman S with manual transmission		
2023	982906024DM	3894 (or higher)
Cayman S with Porsche Doppelkupplung (PDK)		
2023	982906024DL	3893 (or higher)

Warranty processing



Information

The specified labor time was determined specifically for carrying out this campaign and includes all necessary preliminary work and rework. The labor time may differ from the labor times published in the Labor Operation List in PCSS.

Scope 1: **Re-programming DME control unit**

Labor time:		
Re-programming DME control unit		Labor time: 67 TU
Includes: Connecting and disconnecting battery charger Connecting and disconnecting PIWIS Tester Read out transmission data Performing adaptations Reading out and deleting fault memories Attach Recall Proof of Completion label and provide signed proof of correction to customer (California Porsche Centers only)		
Required parts:		
PNA EMI 000 00	Label – Recall Proof of Completion	1 ea.
PNA 999 100 235	Certificate - Recall Proof of Correction	1 ea.
<p>* California Porsche Centers only:</p> <ul style="list-style-type: none"> 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. For warranty processing, enter the Part No. PNA 999 100 235 with the designation "certificate" as a local part at US\$ 0.01 in the warranty claim. <p>⇒ Damage number WPN7 066 000 1</p>		

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