Replacement Requirement for Exhaust Flap Adjusters / Adaptation after Component Replacement not Possible: Observe Special Procedure for Adaptation (210/23)

Change Overview:

Release	Date	Change
1	12/06/2024	▪ First publication
2	02/19/2025	▪ Addition of applicable equipment ▪ Update of DME control unit software release to Z888

Model Year: **As of 2019 up to 2023**

Vehicle Type: **Cayenne E-Hybrid (9YA / 9YB)**

Equipment:
- Sports exhaust system including sports tailpipes, silver (M-No. 0P8)
- Sports exhaust system including sports tailpipes, dark bronze (M-No. 0P9)

Concerns: **Exhaust flap adjuster**

Information: **It is not possible to adapt the exhaust flap adjusters using the PIWIS Tester after component replacement.**

Cause: The pulse width modulation (PWM) signal for adapting the exhaust flap adjusters cannot be reached by the DME control unit.

Action: If there is a complaint about adapting the exhaust flap adjusters, proceed as follows:

- Program DME control unit temporarily with special software (Z888)
- Carry out the adaptation of the exhaust flap adjusters
- After successful adaptation, program the DME control unit with the existing series software

Information

Once the DME control unit has been programmed with the special software (Z888), **no engine run or vehicle operation is possible** (approval for electric machine does not take place).

The non-operable special software version (Z888) reports as “EU6”, irrespective of the actual exhaust emission standard of the vehicle.

Information

The minimum programming requirement is the PIWIS Tester software release: 43.000.020

Required tools

Tools:

- **P90999 - PIWIS Tester 4**
- Battery charger with a current rating of **at least 90 A**, e.g., **VAS 5908 90-A battery charger**. For further information about the battery chargers to be used, see the corresponding Workshop Manual. ⇒ *Workshop Manual '270689 Charging vehicle electrical system and battery'*

Work procedure for adapting the exhaust flap adjusters

Information

Special software (Z888) is programmed using the programming code "**Q9Q9K**". This enables successful adaptation of the exhaust flap adjusters.
After successful adaptation, the previous series software must be reprogrammed via the "automatic programming" of the DME control unit.

Work Procedure:

1 Program the special software.

1.1 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'*.

Specific information on control unit programming as part of this Technical Information:

Required PIWIS Tester software release:	**43.000.020** (or higher)
Type of control unit programming:	Control unit programming using the **'Campaign' function in the additional menu** on the PIWIS Tester by entering a programming code.
Programming code:	**Q9Q9K**
Programming sequence:	Read and follow the **information and instructions on the PIWIS Tester** during the guided programming sequence. **Do not interrupt programming and coding.** A backup documentation process for the re-programmed software releases starts as soon as programming and coding is complete.
Programming time (approx.):	**8 minutes**

Software programmed during this campaign:	▪ DME control unit software release: **Z888** Following control unit programming, the software release can be read out from the relevant control unit using the PIWIS Tester in the menu ⇒ 'Incremented identifications'.
Procedure in the event of error messages appearing during the programming sequence:	⇒ *Workshop Manual '9X00IN Basic instructions and procedure for control unit programming using the PIWIS Tester - section on "Troubleshooting"'*.
Procedure in the event of a termination in the control unit programming:	Repeat control unit programming by restarting programming.

2 Read out and delete DME control unit fault memory.

3 Carry out the adaptation of the exhaust flap adjusters using the PIWIS Tester.

3.1 Select the **"DME control unit"** in the overview of control units.

3.2 Select the menu **"Service/repairs"** then select the **"Adaptation"** function and confirm with F12 ("Next").

3.3 Observe preconditions, select all boxes in the **"Status"** column and confirm with F12 ("Continue").

3.4 Successively select exhaust flap bank 1 and exhaust flap bank 2, start with F8 ('Start') and perform adaptations according to menu guidance.

3.5 After a successful run, press F11 ("Back") to return to the **"Service/repairs"** menu.

3.6 Read out and if necessary delete the fault memory of the DME control unit.

Information

If corresponding fault entries for the exhaust flaps are stored after adaptation, the adaptation must be repeated.

4 Program DME control unit with the existing standard software after adaptation of the exhaust flap adjusters.

4.1 The basic work 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 - section on "Programming"'*.

Specific information on control unit programming as part of this Technical Information:

Required PIWIS Tester software release:	**43.000.020** (or higher)
Type of control unit programming:	Control unit programming using the **"Automatic programming"** function of the DME control unit. **"Motor electronics (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** and then **automaticallyre-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.):	Programming takes up to **12 minutes**, depending on equipment.
Data set for the motor electronics (DME) programmed as part of this programming:	The latest available data record is programmed.
Procedure in the event of error messages appearing during the programming sequence:	⇒ *Workshop Manual '9X00IN Basic instructions and procedure for control unit programming using the PIWIS Tester'*.
Procedure in the event of a termination in the control unit programming:	Repeat control unit programming by restarting programming.

5 Read out and delete all control unit fault memories.

5.1 Press F7 in the control unit selection screen ("Overview" menu) to call up the Additional menu.

5.2 Select the **"Read all fault memories and delete if necessary"** and press F12 ('Next') to confirm.

6 Exit the diagnostic application. Switch off ignition. Disconnect Tester from vehicle.

7 Switch off and disconnect the battery charger.

Labor position and PCSS encryption

Labor position:

APOS	Labor operation	I No.
24702591	Adaptation of the exhaust flap adjusters	

PCSS encryption:

Location (FES5)	26510	Exhaust flap actuator
Damage type (SA4)	1611	does not function