

WRT9 - 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 2021 up to 2023**

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

Concerns: **DME control unit**

Cause: **Due to a software error in the DME control unit, an unauthorized fault memory entry can occur in affected vehicles during a routine check of the exhaust flap function, resulting in a warning message being displayed incorrectly in the instrument cluster.**

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



Information

The minimum programming requirement is the PIWIS Tester software release **43.000.005** (or higher).

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 90 A**. For further information about the battery chargers to be used, see the corresponding Workshop Manual. ⇒ *Workshop Manual '270689 Charge vehicle electrical system battery'*

Re-program DME control unit

- Work Procedure: 1 Connect and switch on the battery charger.
⇒ *Workshop Manual '270689 Charging battery/vehicle electrical system'*
- 2 Place the original remote control in the emergency start tray.

- 3 Connect the **P90999 - PIWIS Tester 4**, switch on ignition and start the diagnostic application.
- 4 Re-program DME control unit.

The basic procedure for control unit programming is described in the Workshop Manual ⇒ *Workshop Manual '270689 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:	43.000.005 (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, and then the transmission control unit is re-programmed. Both control units are then automatically re-coded . Do not interrupt the programming and coding process. 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 releases are then performed.
The programming sequence takes (approx.):	15 minutes
Record (software part number and software version) programmed for the DME control unit during this programming:	• DME control unit Software release: 0007 (or higher) Software part number: 9Y0907559AB

<p>Procedure in the event of a termination in the control unit programming:</p>	<ul style="list-style-type: none"> • Switch the ignition off and 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.
<p>Procedure if other error messages appear during the programming sequence:</p>	<p>⇒ <i>Workshop Manual '9X00IN Basic instructions and procedure for control unit programming using the PIWIS Tester - chapter on "FSL troubleshooting"</i>.</p>

- 5 In the **Overview**, select the **DME** control unit.
- 6 Select **Service/repairs**. Press •F12" to continue.
- 7 Select **Adaptations**. Press •F12" to continue.
All functions listed under Adaptations must be individually selected and adapted.
- 8 Select function. Press •F12" to continue.
- 9 Adapt function. Press •F8" to start.
 - 9.1 Perform adaptation according to menu guidance. End adaptation with •F8" .
- 10 Select the next function. Perform adaptation (for instructions, see above).



Information

If control units are found to have faults that are **not** caused by control unit programming, these must first be **located** and **corrected**. This work **cannot** be invoiced under the workshop campaign number.

- 11 Read out all **fault memories** process and delete existing faults if necessary.
- 12 Exit the diagnostic application. Switch off the ignition. Disconnect the Tester from the vehicle.
- 13 Switch off and disconnect the battery charger.
⇒ *Workshop Manual '270689 Charging vehicle electrical system battery'*
- 14 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.
- 14.1 Fill out the Recall Proof of Completion label
⇒ *Recall Proof of Completion Label* fully and correctly. This includes the recall code "WRT9", your Porsche Center code and the repair date.
 - 14.2 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) -arrow-* using a suitable cleaning agent and a clean, grease-free and lint-free cloth.
 - 14.3 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) -arrow-*.
 - 14.4 Close front lid.
- 15 Enter the campaign in the Warranty and Maintenance Logbook.

Recall Proof of Completion Label



Proof of Completion Label: specified position (Exemplary illustration)

Warranty processing



Information

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

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

Labor time:		
Programming DME control unit		Labor time: 61 TU
Includes: Connecting and disconnecting battery charger Connect and disconnect PIWIS Tester Perform adaptations Read out and delete 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 WRT9 066 000 1</p>		

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