WRQ9 – 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: **Cayenne (9YA / 9YB)**

Concerns: **DME control unit**

Cause: **An unauthorized fault memory entry can occur in the affected vehicles due to a software error in the DME control unit.**

Information

The P-Codes that are relevant to the fault memory entry in this instance are:

P06DA00 - Oil pressure control valve – short circuit to B+/open circuit (0053B8)

and/ or

P06DB00 - Oil pressure control valve – short circuit to ground (0053B7)

Action: Re-program the DME control unit with the latest PIWIS Tester 4 software.
Minimum requirement: Release **42.950.021**

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

Required tools

Tools:

- **P90999 - 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 Re-program 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 the table below.

Required PIWIS Tester software release:	**42.950.021** (or higher)
Type of control unit programming:	Control unit programming using the **'Automatic programming'** function of 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 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 releases is then performed.
The programming sequence takes (approx.):	**12 minutes**
Record (software part number and software version) programmed for the DME control unit during this programming:	See section: ⇒ *Technical Information '9X00IN Overview of the programmed DME software versions'*
Procedure in the event of a **termination** of control unit programming:	▪ Switch the ignition off and on again. ▪ Read out and delete the fault memories ⇒ *Workshop Manual '9X00IN Basic instructions and procedure for control unit programming using the PIWIS Tester - "Rework" section'*. ▪ Repeat control unit programming by restarting programming.
Procedure in the event of **other error messages** appearing during the programming sequence:	⇒ *Workshop Manual '9X00IN Basic instructions and procedure for control unit programming using the PIWIS Tester - chapter on "FSL Fault finding"'*

2 In the **Overview**, select the **DME** control unit.

3 Select **Service / repairs**. Press F12 to continue.

4 Select **Adaptations**. Press F12 to continue.

All functions listed under Adaptations must be individually selected and adapted.

5 Select function. 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.

9 **Create vehicle analysis log (VAL) with the attribute "Post-VAL".**

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

11 Switch off and disconnect the battery charger.

12 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.

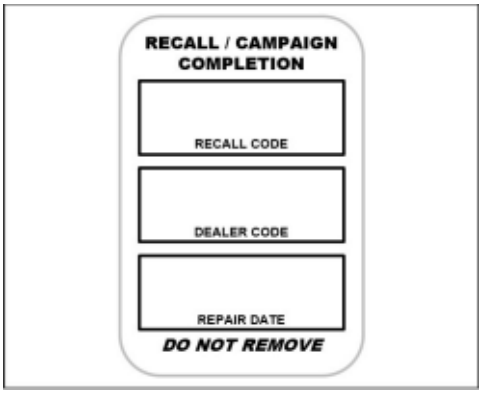
12.1 Fill out the Recall Proof of Completion label ⇒*Recall Proof of Completion Label* fully and correctly. This includes the recall code "**WRQ9**", your Porsche Center code and the repair date.

12.2 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.

12.3 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-**.

12.4 Close front lid.

13 Enter the campaign in the Warranty and Maintenance Logbook.



Recall Proof of Completion Label

Proof of Completion Label: specified position (Exemplary illustration)

Overview of the programmed DME software versions

Information

The indications for software part number and software version of the programmed record are based on the specified PIWIS Tester test software version. Please note that this may be different in a higher version.

Vehicle type	Model year	Exhaust emission standard	Software part number	Software release
Cayenne Turbo	2022 – 2023	ULEV (NAR + Korea + Brazil)	9Y0.906.014.AB	0003
Cayenne Turbo GT	2022 – 2023	ULEV125 (incl. Korea + Brazil)	9Y0.906.012.A	0003

Warranty processing

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

Labor time:

Re-programming DME control unit — Labor time: **69 TU**

Includes:
- Connecting and disconnecting battery charger
- Connecting and disconnecting PIWIS Tester
- Performing adaptations
- Reading out and deleting fault memories
- Creating Vehicle Analysis Log
- 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.

* **California Porsche Centers 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.
- 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.

⇒ **Damage number WRQ9 066 000 1**