WSK9 - 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 2024 up to 2026**

Model Line: **Cayenne (9YA / 9YB)**

Equipment: Hybrid drive system **(M-No. 0K3)**

Concerns: **DME control unit**

Cause: **There is a possibility that the software of the DME control unit on the affected vehicles does not meet the required specifications.**
This can lead to a longer waiting time before opening the fuel cap and to the yellow warning message "Refuelling readiness cannot be established" in the instrument cluster. As a result of the warning message, the fuel cap can only be opened via the emergency release.

Action: Re-program the DME control unit using the PIWIS Tester.

Information
The minimum programming requirement is the PIWIS Tester software release: **43.600.000** (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 Charging the vehicle electrical system battery'*

Re-program DME control unit

Work Procedure: 1 Re-program DME control unit.

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'*

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

Required PIWIS Tester software release:	**43.600.000** (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 for the PIWIS Tester** during the guided programming sequence. During the programming sequence, first the **DME control unit** and then the **transmission control unit** is re-**programmed**. Subsequently, both control units are **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 is then performed.
Programming duration:	Programming takes up to **15 minutes**, depending on equipment.
Software release programmed during this Action:	See ⇒ *Technical Information '9X00IN DME control unit software overview'* section. Following control unit programming, the software release can be read out 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'*
Procedure in the event of a termination in the control unit programming:	Repeat control unit programming by restarting programming.

2 Read out and delete all control unit fault memories.

Information
If control units are found to have faults that are **not** attributable to control unit programming, the faults must first be **located** and **corrected**. This work **cannot** be invoiced under this Workshop Campaign.

3 Exit the diagnostic application, switch off ignition and disconnect **P90999 - PIWIS Tester 4** from the vehicle.

4 Switch off and disconnect the battery charger.
⇒ *Workshop Manual '270689 Charging the vehicle electrical system battery'*

5 Enter the Campaign in the Warranty and Maintenance Logbook.

DME control unit software overview

Type	Version	Model year	Software part number	Software release
Cayenne E-Hybrid	ULEV	2024 - 2026	**9Y0906016H**	**0002 (or higher)**
Cayenne S E-Hybrid	ULEV	2024 - 2026	**9Y0906006L**	**0002 (or higher)**
Cayenne Turbo E-Hybrid	ULEV125	2024	**9Y0906023G**	**0003 (or higher)**
Cayenne Turbo E-Hybrid	ULEV70	2025 - 2026	**9Y0906023M**	**0002 (or higher)**

Warranty processing

Information

The stated labor time was determined specifically for carrying out this Campaign and includes all necessary preliminary work and rework. The labor time can differ from the labor time published in the Labor Operation List in the PCSS.

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

Labor time:

re-program DME control unit — Labor time: **51 TU**

Includes: Connecting and disconnecting battery charger
Connecting and disconnecting PIWIS Tester
Read out and delete fault memory

⇒ **Damage number WSK9 066 000 1**