

**WC35 - Checking Relays for Engine-Compartment Blower (Workshop Campaign)**

Vehicle Type: **911 Carrera (991)/911 Carrera S (991) – Cabriolet**

Model Year: **2012**

Concerns: **Relay for engine-compartment blower**

Revision 1: July 3, 2012, **“or equivalent”** was added to the Deutronic Battery Charging Computer listed under “Tools”.

Information: This is to inform you of a voluntary Workshop Campaign on the above-mentioned vehicles. There is the possibility that the relay for setting 1 of the engine-compartment blower is not inserted correctly in the relay carrier on the affected vehicles. If the relay is not inserted correctly, the function of setting 1 of the engine-compartment blower cannot be guaranteed and the driver will see a warning to this effect in the multi-function display. To remedy the situation, check that the engine-compartment blower relay is seated correctly in the relay carrier.

Affected Vehicles: The VIN(s) can be checked by using PIWIS Vehicle Information link to verify if the campaign affects the vehicle. This Campaign is scope specific to the VIN! Failure to verify in PIWIS may result in an improper repair.

Parts Info: Only required if the flat plugs of the relay are damaged:  
 999.657.014.90 ⇒ Relay for engine-compartment blower As many as required (max. 2)

Tools: PIWIS Tester II 9818  
 Deutronic Battery Charging Computer DBL1600-14 1391 or equivalent

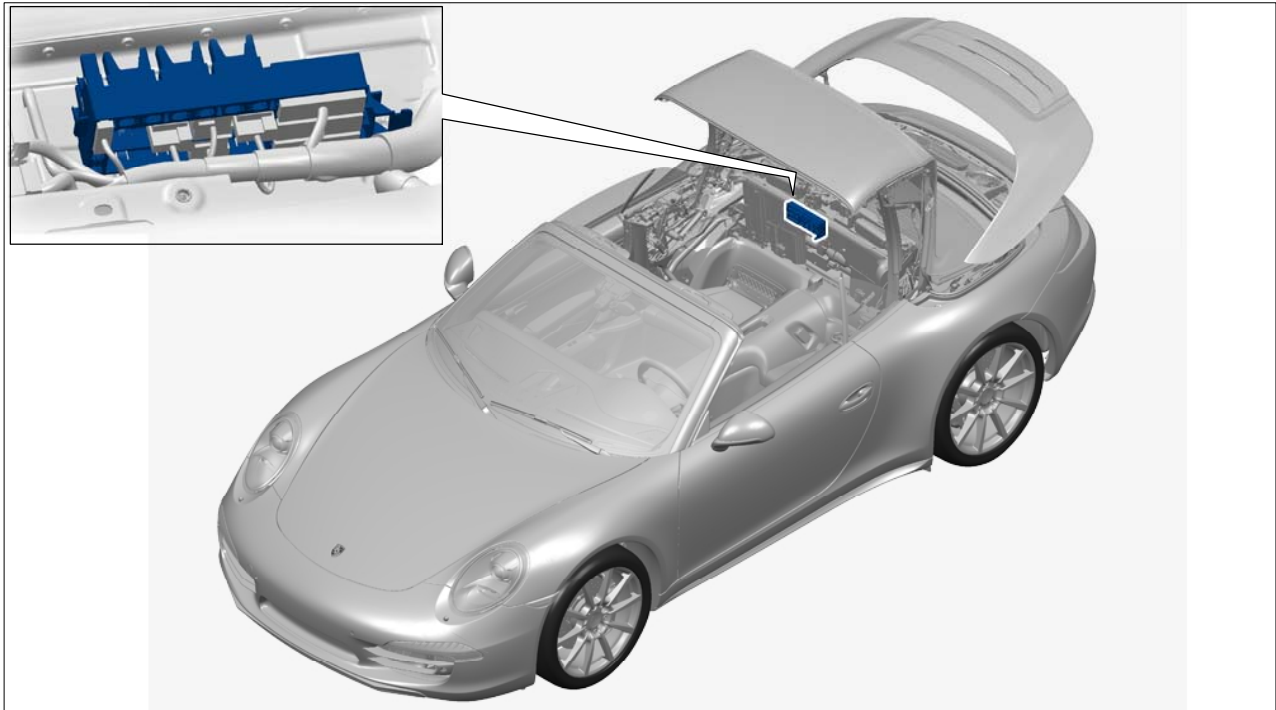
Work Procedure: See Attachment “A”.

Administrative Procedure: See Attachment "B".



### Information

The engine-compartment blower relays to be checked are in relay carrier 2 close to the right convertible top mechanism, between the roll-over protection system frame and the engine bulkhead ⇒ *Installation position of relays for engine-compartment blower.*



*Installation position of relays for engine-compartment blower*

Attachment "A": **Work Procedure**

#### **Check relays for engine-compartment blower.**

- 1 Release relay carrier ⇒ *Workshop Manual '9790IN Loosening and securing relay carrier - section on "Removing"*.

- Remove both engine-compartment blower relays ⇒ *Figure 1 -2-* from the relay carrier ⇒ *Figure 1 -2-*.

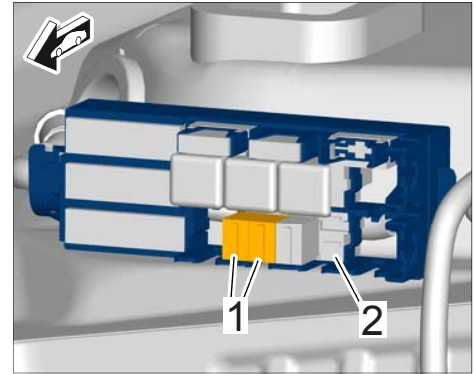


Figure 1

- Check both engine-compartment blower relays.  
**If one of the flat plugs on the relay is bent ⇒ *Figure 2 -arrow-*, the relay **must be replaced**.**

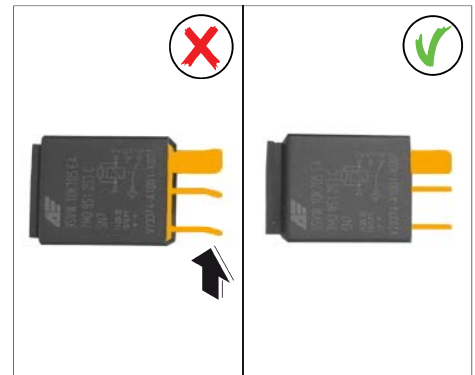


Figure 2

**If a flat plug is bent, check the **plug sockets** in the relay carrier ⇒ *Figure 3 -arrow-* for **deformation** and bend them into shape again using a suitable tool if necessary.**

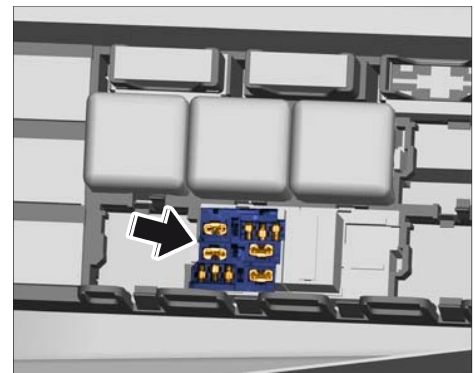


Figure 3

- 4 Press both engine-compartment blower relays ⇒ *Figure 4-1-* into the defined slot on the relay carrier ⇒ *Figure 4-2-* and check that they are seated correctly.
- 5 Secure relay carrier ⇒ *Workshop Manual '9790IN Loosening and securing relay carrier - section on "Installing"*

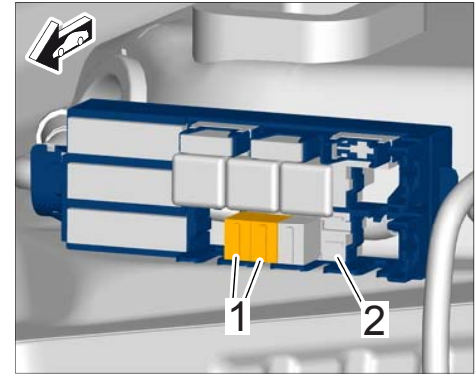
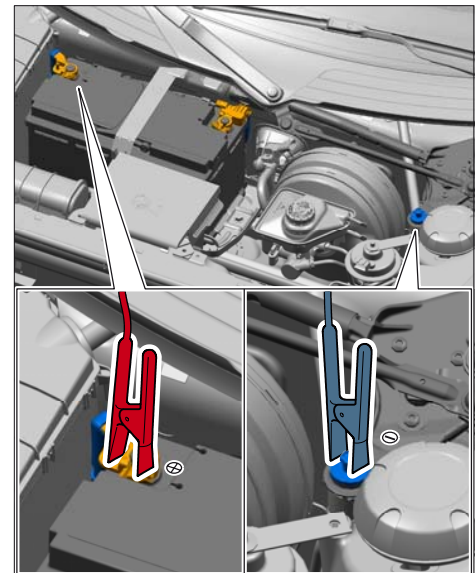


Figure 4

Procedure: **Perform on-board diagnosis on relays for engine compartment purge fan.**

### 1 Preliminary work.


- 1.1 Connect a battery charger with a current rating of **at least 40 A**.  
First connect the positive cable of the charger to the positive terminal of the battery and then connect the negative cable of the charger to the ground point for jump-lead starting ⇒ *External power connection*.
- 1.2 PIWIS Tester II 9818 must be connected to the vehicle communication module (VCI). Then, connect the communication module to the vehicle and switch on the PIWIS Tester.
- 1.3 On the PIWIS Tester start screen, call up the ⇒ **'Diagnostics'** menu and select the vehicle type.  
  
The diagnostic application is then started and the control unit selection screen is populated.



External power connection

### 2 Perform drive links test on engine compartment purge fan setting 1 and setting 2.

- 2.1 In the control unit selection screen ⇒ ⇒ **'Overview'** menu), select "DME" control unit and press **(F12)** to confirm your selection.
- 2.2 Skip the question as to whether you want to create a vehicle analysis log (VAL) by pressing **(F11)**.
- 2.3 Once the DME control unit has been found, select the ⇒ **'Drive links/checks'** menu.
- 2.4 Select the ⇒ **'Drive links'** function and press **(F12)** to confirm.

- 2.5 Select drive link ⇒ **'Engine compartment purge fan setting 1 (Low)'** and press **(F12)** to confirm your selection.
  - 2.6 Start drive link for engine compartment purge fan setting 1 (Low)' by pressing **(F8)** ("Execute").  
Both engine compartment purge fans are activated and the value **'100%'** appears in the 'Results' field. Activation of the engine compartment purge fan is signalled acoustically.
  - 2.7 Once the test is completed successfully, replace the value **'100%'** with the value **'0%'** and continue by pressing **(F8)** to stop the activation of the drive links.
  - 2.8 As soon as the drive links test on engine compartment purge fan setting 1 (Low) has been completed, press **(F11)** to go back and perform the drive links test on **engine compartment purge fan setting 2 (High)** in accordance with Steps 2.5 to 2.7.
  - 2.9 Once the drive links test is completed successfully, press **(F11)** to return to the control unit selection screen (⇒ 'Overview' menu).
- 3 **Read out and erase fault memories.**
- 3.1 In the control unit selection screen (⇒ 'Overview' menu), press **(F7)** to call up the Additional menu.
  - 3.2 Select the function ⇒ **'Read all fault memories and erase if required'** and press **(>>)** to confirm.  
The fault memories of the control units are read out.
  - 3.3 Once you have read out the fault memories, erase the fault memory entries by pressing **(F8)**.
  - 3.4 Press **(F12)** ("Yes") in response to the question as to whether you really want to erase all fault memory entries.  
The faults stored in the fault memories of the various control units are deleted.
-  **Information**  
If control units are found to have faults, which cannot be erased and are not associated with checking the engine-compartment blower relay, these faults must be found and corrected. This work **cannot** be invoiced under the workshop campaign number.
- 3.5 Once you have erased the fault memories, select the ⇒ **'Overview'** menu and press **(<<)** to return to the control unit selection screen.
- 4 **Subsequent work.**
- 4.1 Switch off ignition.
  - 4.2 Disconnect the PIWIS Tester from the vehicle.
  - 4.3 Switch off and disconnect the battery charger.

- 5 Enter the workshop campaign in the Warranty and Maintenance booklet.

Attachment "B" **Administrative Procedure** - Workshop Campaign WC35

Warranty claims should be submitted via WWS/PQIS.

Note: Open campaigns can be checked by using the PIWIS Vehicle Information link.

Labor, parts, and sublet will be automatically inserted when Technician is selected in WWS/PQIS.

### Invoicing

Scope 1: **Only valid for the 911 Carrera (991)/911 Carrera S (991) - Coupé** - see Technical Information for this vehicle type.

Scope 2: **Checking relays for engine-compartment blower – 911 Carrera (991)/911 Carrera S (991) - Cabriolet**

#### Working time:

Checking relays for engine-compartment blower

Labor time: **60 TU**

Includes:

- Moving convertible top to service position
- Removing and installing rear cover
- Removing and installing trim panel for convertible top compartment
- Loosening and securing relay carrier
- Connecting and disconnecting battery charger
- Connecting and disconnecting PIWIS Tester
- Performing drive links test on engine compartment purge fan
- Reading out and erasing fault memories

#### Parts required (only if necessary):

999.657.014.90 Relay for engine-compartment blower 2 ea.

**Invoicing: ⇒ Damage code WC35 066 000 1**

References:

- ⇒ *Workshop Manual '6101IN Convertible-top service position'*
- ⇒ *Workshop Manual '705319 Removing and installing rear cover'*
- ⇒ *Workshop Manual '700819 Removing and installing trim panel for convertible top compartment'*

⇒ Workshop Manual '9790IN Loosening and securing relay carrier'

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