

**WE14 - Re-programming Control Units for Rear Axle Steering (Workshop Campaign)**

Important Note: **CRITICAL WARNING** - THIS CAMPAIGN INCLUDES STEPS WHERE SEVERAL CONTROL UNITS IN THE VEHICLE WILL BE PROGRAMMED WITH THE PIWIS TESTER. IT IS CRITICAL THAT THE VEHICLE VOLTAGE BE BETWEEN 13.5 VOLTS AND 14.5 VOLTS DURING THIS PROGRAMMING. OTHERWISE, THE PROGRAMMING COULD FAIL RESULTING IN DAMAGED CONTROL UNITS. CONTROL UNITS DAMAGED BY INADEQUATE VOLTAGE WILL NOT BE COVERED UNDER WARRANTY. THE TECHNICIAN MUST VERIFY THE ACTUAL VEHICLE VOLTAGE IN THE INSTRUMENT CLUSTER OR IN THE PIWIS TESTER BEFORE STARTING THE CAMPAIGN AND ALSO DOCUMENT THE ACTUAL VOLTAGE ON THE REPAIR ORDER. IT IS ALSO ADVISABLE TO MONITOR THE VEHICLE VOLTAGE DURING THE PROGRAMMING VIA THE INSTRUMENT CLUSTER. PLEASE REFER TO EQUIPMENT INFORMATION EQ-1105 FOR A LIST OF SUITABLE BATTERY CHARGERS/POWER SUPPLIES WHICH SHOULD BE USED TO MAINTAIN VEHICLE VOLTAGE.

Model Year: **2014**

Model Line: **911 Turbo (991)/911 Turbo S (991)**

Concerns: **Control units for rear axle steering**

Information: This is to inform you of a voluntary Workshop Campaign on the above-mentioned vehicles. **Due to a software error in the control units for rear axle steering, there is a possibility that the error message "Fault rear steering Possible to drive on" will be displayed immediately after switching on the ignition.**

If this happens, the rear axle steering actuators will be locked at zero position. The vehicle then behaves like a vehicle with conventional toe control arms.

The rear axle steering function is fully available again after switching the ignition off and on again.

Action Required: Re-program control units for rear axle steering.



**Information**

It takes **approx. 4 minutes** to program both control units for rear axle steering.

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. This campaign affects 1,146 vehicles in North America.

**Information**

This campaign also affects the vehicles on which workshop campaign WD52 - "Re-programming control units for rear axle steering" had to be carried out previously.

The control units for rear axle steering are re-programmed again with an **updated data record** during this campaign.

**The campaign must be carried out** even if **workshop campaign WD52 - "Re-programming control units for rear axle steering"** has already been carried out on the vehicle.

Workshop campaign WD52 - "Re-programming control units for rear axle steering" is therefore replaced by this campaign.

- Tools:
- **9818 - PIWIS Tester II** with software version **13.600** (or higher) installed
  - **Battery Charger/Power Supply** - Suitable for AGM Type batteries, recommended current rating of 70A fixed voltage 13.5V to 14.5V. Refer to Equipment Information EQ-1105.

Work Procedure: See Attachment "A".

Claim Submission: See Attachment "B".

**Attachment "A"****NOTICE**

**Fault entry in the fault memory and control unit programming aborted due to low voltage.**

- **Increased current draw during diagnosis or control unit programming can cause a drop in voltage, which can result in one or more fault entries and the abnormal termination of the programming process.**
- ⇒ **Before starting control unit programming, connect a battery charger or power supply, suitable for AGM type batteries, recommended current rating of 70A fixed voltage 13.5V to 14.5V.**

**NOTICE**

**Control unit programming will be aborted if the Internet connection is unstable.**

- **An unstable Internet connection can interrupt communication between PIWIS Tester II and the vehicle communication module (VCI). As a result, control unit programming may be aborted.**
- ⇒ **During control unit programming, always connect PIWIS Tester II to the vehicle communication module (VCI) via the USB cable.**

**NOTICE**

Control unit programming will be aborted if the vehicle key is not recognized

- If the vehicle key is not recognized in vehicles with Porsche Entry & Drive, programming cannot be started or will be interrupted.
- ⇒ Switch on the ignition using the original vehicle key. To do this, replace the original vehicle key in the ignition lock with the plastic key fob if it was previously removed at the start of this procedure.

Work Procedure: **NOTE:** VEHICLE VOLTAGE MUST REMAIN BETWEEN 13.5 AND 14.5 VOLTS DURING THE ENTIRE WORK PROCEDURE.

- 1 Carry out general preliminary work for control unit programming as described in ⇒ *Workshop Manual '9X00IN Basic instructions and procedure for control unit programming using the PIWIS Tester - section on "Preliminary work"*.

**Carrying out control unit programming**

Work Procedure: **NOTE:** VEHICLE VOLTAGE MUST REMAIN BETWEEN 13.5 AND 14.5 VOLTS DURING THE ENTIRE WORK PROCEDURE.

- 1 Re-program control units for rear axle steering.

The basic procedure for programming a control unit 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 during this campaign:**

|   |   |
|---|---|
| Required PIWIS Tester software version: | <b>13.600</b> (or higher)   |
| Type of control unit programming:       | Control unit programming using the " <b>Campaign</b> " function in the <b>Additional</b> menu on the PIWIS Tester by entering a programming code. |
| Programming code:                       | <b>M6J3U</b>  |

|   |   |
|---|---|
| Programming sequence:   | Read and follow the <b>information and instructions on the PIWIS Tester</b> during the guided programming sequence.<br>During the programming sequence, the control unit for <b>left rear axle steering</b> is re-programmed first, then the control unit for <b>right rear axle steering</b> is <b>re-programmed automatically</b> . Once programming is complete, both control units are <b>re-coded automatically</b> .<br><br><b>Do not interrupt programming and coding.</b> |
| Time required for programming and coding (approx.):                                 | <b>4 minutes</b>  |
| Software version programmed during this campaign:                                   | <b>1007</b><br><br>Following control unit programming, the software version can be read out of the control units for rear axle steering in the ⇒ 'Extended identification' menu using the PIWIS Tester.   |
| Procedure in the event of error messages appearing during the programming sequence: | ⇒ <i>Workshop Manual '9X00IN Basic instructions and procedure for control unit programming using the PIWIS Tester - section on "Troubleshooting"</i> .  |
| Procedure in the event of abnormal termination of control unit programming:         | Repeat control unit programming by entering the programming code again.   |

### Subsequent work

Work Procedure: **NOTE:** VEHICLE VOLTAGE MUST REMAIN BETWEEN 13.5 AND 14.5 VOLTS DURING THE ENTIRE WORK PROCEDURE.

- 1 Carry out general subsequent work for control unit programming as described in the Workshop Manual ⇒ *Workshop Manual '9X00IN Basic instructions and procedure for control unit programming using the PIWIS Tester - section on "Subsequent work"*.
- 2 Enter the workshop campaign in the Warranty and Maintenance booklet.

### Attachment "B"

**Claim Submission** - Workshop Campaign WE14  
Warranty claims should be submitted via WWS/PQIS.

Open campaigns may be checked by using either the PIWIS Vehicle Information system or through PQIS Job Creation.  
 Labor, parts, and sublet will be automatically inserted when Technician is selected in WWS/PQIS. If necessary, the required part numbers will need to be manually entered into warranty system by the dealer administrator.

Scope:



**Information**

The specified working time was determined specifically for carrying out this campaign and may differ from the working times published in the Labor Operation List in PIWIS.

**Working time:**

Re-programming control units for rear axle steering  
 Includes: Connecting and disconnecting battery charger  
 Connecting and disconnecting PIWIS Tester  
 Reading out and erasing fault memories

Labor time: **21 TU**

⇒ **Damage code WE14 066 000 1**

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|--------------|-----------------|-----------------|--------------------|
| Dealership   | Service Manager | Shop Foreman    | Service Technician |
| Distribution | Asst. Manager   | Warranty Admin. | Service Technician |
| Routing      |                 |                 |                    |

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