

WE30 - Re-programming DME Control Unit (Workshop Campaign)

Important: **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: **As of 2013 up to 2015**

Model Line: **911 Carrera (991)**

Equipment: Carrera Power Kit (I-no. X51)

Concerns: **DME control unit**

Information: This is to inform you of a voluntary Workshop Campaign on the above-mentioned vehicles. **A new data record is available for the DME control unit.**

This data record improves the engine running quality at idle speed in order to prevent possible engine speed fluctuations and customer complaints.

The improved idling quality only affects engine operating comfort.

Action Required: Re-program DME control unit.

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 464 vehicles in North America.

- Tools:**
- **9818 - PIWIS Tester II** with PIWIS Tester software version **13.900** (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 See Attachment "B".
Submission:

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



Information

Vehicles with PDK transmission (I-no. 250):

- During DME control unit programming, the **PDK control unit** is also re-programmed and coded automatically.
- The **instrument cluster** is also re-programmed and coded on vehicles manufactured **before week 45/2013**.



Information

When the instrument cluster is re-coded, the **individual settings** implemented in the instrument cluster by the customer will be **lost** and are reset to the **default values** of the **country version** that applies to the vehicle.

After carrying out the campaign, therefore, please inform your customers that personal settings they have implemented in the instrument cluster will have to be **set again** and provide them with any **help and support** they need for setting the relevant options.

This affects the following settings in the Vehicle menu, for example:

- Lowering of exterior mirror on passenger's side during parking manouvers
- Locking settings
- Light & Visibility settings
- Units (kilometers/miles, Celsius/Fahrenheit, ...)
- Language

Work
Procedure:

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

1 Re-program DME control unit.

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:

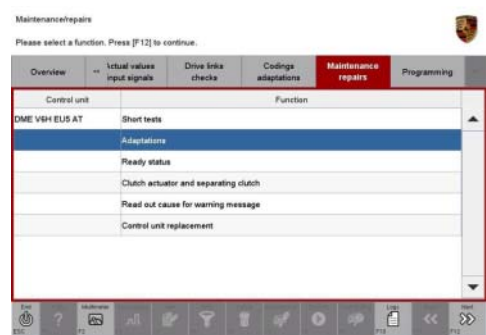
Required PIWIS Tester software version:	13.900 (or higher)
Type of control unit programming:	Control unit programming using the ' Automatic programming ' function for the DME control unit. DME control unit => > ' Programming ' menu >> ' Automatic programming ' function.

Programming sequence:	<p>Read and follow the information and instructions on the PIWIS Tester during the guided programming sequence.</p> <p>During the programming sequence, the DME control unit is re-programmed and then re-coded automatically.</p> <p>On vehicles with PDK transmission (I-no. 250), the PDK control unit - and the instrument cluster, if necessary - is also re-programmed and coded automatically.</p> <p>Do not interrupt programming and coding.</p>
Programming time (approx.):	<ul style="list-style-type: none"> • 6 minutes (vehicles with manual transmission) or • 12 minutes (vehicles with PDK transmission) <p>If the instrument cluster is also re-programmed on vehicles with PDK transmission, the total programming time is approx. 28 minutes.</p>
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:	<ul style="list-style-type: none"> • End the guided programming sequence and disconnect the PIWIS Tester from the vehicle. • Switch off ignition and lock the vehicle. • Wait for at least 5 minutes before unlocking the vehicle again and switching on the ignition. • Connect the PIWIS Tester to the vehicle and repeat control unit programming by restarting programming. • If the DME and PDK control units have been programmed successfully and only the instrument cluster programming was not completed successfully, the instrument cluster can also be re-programmed again separately by entering the programming code C8K6B.
Procedure in the event of other malfunctions following control unit programming:	<ul style="list-style-type: none"> • Switch off ignition and lock the vehicle. • Wait for at least 5 minutes before unlocking the vehicle again and switching on the ignition. • Check to see if the problem persists.

Performing throttle valve adaptation

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

- 1 Select the **'DME'** control unit in the control unit selection screen ('Overview' menu) and press **•>>** to confirm your selection.
- 2 Once the DME control unit has been found and is displayed in the overview, select the **⇒ 'Maintenance/repairs'** menu.
- 3 Select menu item **'Adaptations'** and press **•>>** to confirm your selection **⇒ DME - Adaptations**.



DME - Adaptations

- 4 Comply with the displayed preconditions
 - Engine off
 - Ignition on
 - Accelerator pedal not pressed.
 - Parking brake on
 and press **•>>** to confirm.
- 5 Select the **'Throttle valve'** function so that the corresponding text line turns blue and press **•F8** to start throttle valve adaptation **⇒ Throttle valve adaptation**.



Throttle valve adaptation

- 6 Follow the instructions on the PIWIS Tester while throttle valve adaptation is being performed. Once throttle valve adaptation is complete, a tick will appear in the "Value" field on the PIWIS Tester display.

If throttle valve adaptation is **not** completed successfully, adaptation must be **repeated**.

- 7 Press •F8" ("Stop") to end throttle valve adaptation.
- 8 Press •<<" to return to the start page of the ⇒ **'Maintenance/repairs'** menu.
- 9 Select the ⇒ **'Overview'** menu and press •<<" to return to the control unit selection screen.

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 ⇒ *Workshop Manual '9X00IN Basic instructions and procedure for control unit programming using the PIWIS Tester - section on "Subsequent work"*.



Information

If the fault memory entry "**01001C: Operator and display Log - No communication**" is stored in the instrument cluster, please **ignore** this. This fault memory entry is caused by a communication problem between the control units during programming.



Information

The values for the Tire Pressure Monitoring (TPM) system may be lost during re-coding of the instrument cluster.

If the Tire Pressure Monitoring (TPM) system is reset, you must select **Main menu > Tire pressure > Settings** in the instrument cluster to reset the **tire type** and **tire size**. The wheel position values will then be re-taught in the control unit during the **test drive** (at a speed of over **15 mph** or **25 km/h**).

To set the tire type and tire size, see ⇒ Owner's Manual, chapter Instrument Panel and Multi-Function Display - 'Tire Pressure Monitoring, TPM'.

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

Attachment "B"

Claim Submission - Workshop Campaign WE30

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 1: Vehicles with **7-speed manual transmission** (I-no. 487):

Working time:

Re-programming DME control unit Labor time: **34 TU**

Includes: Connecting and disconnecting battery charger
 Connecting and disconnecting PIWIS Tester
 Performing throttle valve adaptation
 Reading out and erasing fault memories

⇒ **Damage code WE30 066 000 1**

Scope 2: Vehicles with **PDK transmission** (I-no. 250):

Working time:

Re-programming DME control unit Labor time: **48 TU**

Includes: Re-programming PDK control unit
 Re-programming instrument cluster if necessary
 Connecting and disconnecting battery charger
 Connecting and disconnecting PIWIS Tester
 Performing throttle valve adaptation
 Reading out and erasing fault memories

⇒ **Damage code WE30 066 000 1**

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