WE27 - Re-programming Convertible Top Control Unit (Stop Sale 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: **2014**

Vehicle Type: **911 Targa 4 (991), 911 Targa 4S (991)**

Concerns: **Convertible top control unit**

Information: This is to inform you of a voluntary Stop Sale Campaign on the above-mentioned vehicles. **A new data record for the convertible top control unit is available for the affected vehicles.**

Activation of the hydraulic cylinders for opening and closing the convertible top is improved with this data record.

Action Required: Re-program convertible top control unit.

Information

The total time required for programming and coding the control unit is **approx. 2 minutes**.

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.

Tools:

- **9818 - PIWIS Tester II** with PIWIS Tester software version **13.800** (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

Programming interrupted

- **Malfunctions in control unit**
- **Risk of damage to control unit**

⇒ **Route the line between the PIWIS Tester and the vehicle communication module (VCI) without tension to prevent the line from slipping out of the USB connection on the PIWIS Tester.**

⇒ **Lock connecting lines on the vehicle communication module (VCI) using the bayonet lock.**

⇒ **Route the line between the vehicle communication module (VCI) and diagnostic socket on the vehicle without tension and make sure that the connector is inserted fully into the diagnostic socket.**

⇒ **Check that the rechargeable battery for the PIWIS Tester is charged sufficiently. Connect the PIWIS Tester to the mains power supply if necessary.**

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"'*.

2 **Code** the convertible top control unit **before** starting control unit programming.

2.1 Select ⇒ **'Convertible top'** control unit in the control unit selection screen (⇒ 'Overview' menu) and press •>> " to confirm your selection.

2.2 Once the convertible top control unit has been found and is displayed in the overview, select the ⇒ **'Codings / adaptations'** menu.

2.3 Select the ⇒ **'Automatic coding'** function and press •>> " to start coding.

2.4 When coding is complete, the message "Coding has been completed successfully" is displayed and a tick appears in the 'Status' box.

If coding is **not** completed successfully (error message "Coding was not completed successfully"), coding must be **repeated**.

2.5 Once coding is completed successfully, press •>> " and then go back to the control unit selection screen.

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 convertible top 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:	**13.800** (or higher)* * If the campaign is carried out using the PIWIS Tester software version 13.800, the convertible top control unit must be re-coded **before** starting programming. ⇒ For details of the procedure, see "Preliminary work".
Type of control unit programming:	Control unit programming using the **'Campaign' function in the Additional menu** on the PIWIS Tester by entering a programming code.
Programming code:	**G7M2V**
Programming sequence:	Read and follow the **information and instructions on the PIWIS Tester** during the guided programming sequence. The convertible top control unit is **re-programmed** and then **re-codedautomatically** during the programming sequence. **Do not interrupt programming and coding.**
Information on the programming sequence:	If **coding** is **not carried out successfully** during the guided programming sequence, this can be ignored provided coding was already carried out successfully before starting control unit programming. In this case, the control unit does **not** have to be **re-coded** again separately when the programming sequence is complete. Once the PIWIS Tester software version **13.900** (or higher) becomes available, it will **no longer be necessary** to **code** the control unit **before** starting control unit programming.
Programming time (approx.):	**2 minutes**

Software version programmed during this campaign:	**2200** Following control unit programming, the software version can be read out of the convertible top control unit in the ⇒ 'Extended identification' menu using the PIWIS Tester.
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 - section on "Troubleshooting"'*.
Procedure in the event of abnormal termination of control unit programming:	Repeat control unit programming by restarting programming.

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 Perform function test on convertible top.

2.1 Switch on ignition.

2.2 Actuate the switch in the center console and open and close the convertible top fully once.

2.3 Switch off ignition.

3 Enter the stop sale campaign in the Warranty and Maintenance booklet.

Attachment "B"

Claim Submission - Stop Sale Campaign WE27
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 convertible top control unit — Labor time: **20 TU**

Includes: Connecting and disconnecting battery charger
Connecting and disconnecting PIWIS Tester
Reading out and erasing fault memories
Performing function test on convertible top

⇒ **Damage code WE27 066 000 1**

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