

WE53 - Re-programming DME Control Unit (Workshop Campaign)

Vehicle Type: **911 Turbo (991)/911 Turbo S (991)**

Model Year: **2014**

Concerns: **DME control unit**

Information: This is to inform you of a voluntary Workshop Campaign on the above-mentioned vehicles. **Noises ("rattling") can come from the engines in the affected vehicles at idle speed under certain conditions.**

Action Required: Re-program the DME control unit using an updated data record.

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 763 vehicles in North America.

Tools:

- **9818 - PIWIS Tester II** with PIWIS Tester test software version **14.360** (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.

Preliminary work

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: See Attachment "A".

Claim Submission: See Attachment "B".

Attachment "A": **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

When the DME control unit is programmed, the **PDK control unit** is also re-programmed and coded automatically.

On vehicles manufactured **before week 45/2013**, the **instrument cluster** will also be re-programmed and coded.



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:	14.360 (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:	Read and follow the information and instructions on the PIWIS Tester during the guided programming sequence. During the programming sequence, the DME control unit is re-programmed and then re-coded automatically . The PDK control unit - and the instrument cluster , if necessary - is also re-programmed and coded automatically. Do not interrupt programming and coding.
Programming time (approx.):	12 minutes If the instrument cluster is also re-programmed, the total programming time is approx. 28 minutes .

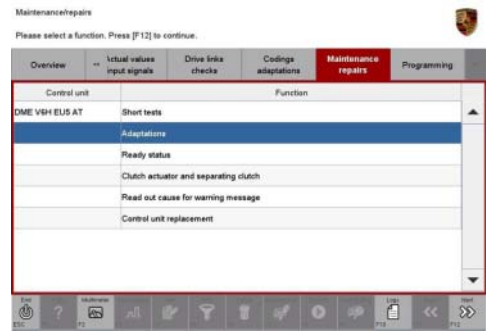
<p>Procedure if the instrument cluster cannot be re-coded following programming.</p>	<p>Code the instrument cluster using the old diagnostic software platform of the PIWIS Tester:</p> <ul style="list-style-type: none"> • Select the "Diagnostics" menu on the PIWIS Tester start screen and call up the old diagnostic software platform in the red menu "Old Software Platform DIAGNOSTICS" for the model line '911 (991)'. • Select 'Instrument cluster' in the control unit selection screen (⇒ 'Overview' menu) and press •>>" to confirm your selection. • Once the instrument cluster has been found, code the instrument cluster by selecting the ⇒ 'Codings/adaptations' menu and the "Automatic coding" function. <p>This workaround shall apply until such a time as the fault is corrected when PIWIS Tester test software version 14.500 becomes available (this should be available on 30.09.14). The "Old Software Platform Diagnostics" will be available in PIWIS Tester test software version 14.360 or higher and in all other versions until such a time as version 14.500 becomes available.</p>
<p>Procedure in the event of abnormal termination of control unit programming:</p>	<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.

<p>Procedure in the event of other error messages appearing during the programming sequence:</p>	<p>⇒ <i>Workshop Manual '9X00IN Basic instructions and procedure for control unit programming using the PIWIS Tester - section on "Troubleshooting"</i>.</p>
<p>Procedure in the event of other malfunctions following control unit programming:</p>	<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.

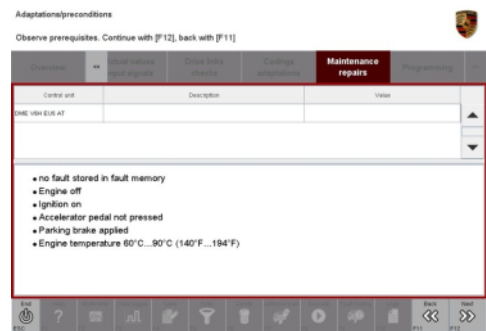
Performing throttle valve adaptation

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*.
- 4 Comply with the displayed preconditions and press **•>>"** to confirm ⇒ *Adaptation preconditions*.



DME - Adaptations



Adaptation preconditions

- Select the ⇒ **'Throttle valve adaptation'** function so that the corresponding text line turns blue and press •F8" to start the throttle valve adaptation ⇒ *Throttle valve adaptation*.



Throttle valve adaptation

- 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**.
- Press •F8" ("Stop") to end throttle valve adaptation.
- Press •<<" to return to the start page of the ⇒ **'Maintenance/repairs'** menu.
- 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.

- 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

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'.

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

Attachment "B" **Claim Submission** - Workshop Campaign WE53

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:

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 WE53 066 000

Important Notice: Technical Bulletins issued by Porsche Cars North America, Inc. are intended only for use by professional automotive technicians who have attended Porsche service training courses. They are written to inform those technicians of conditions that may occur on some Porsche vehicles, or to provide information that could assist in the proper servicing of a vehicle. Porsche special tools may be necessary in order to perform certain operations identified in these bulletins. Use of tools and procedures other than those Porsche recommends in these bulletins may be detrimental to the safe operation of your vehicle, and may endanger the people working on it. Properly trained Porsche technicians have the equipment, tools, safety instructions, and know-how to do the job properly and safely. If a particular condition is described, do not assume that the bulletin applies to your vehicle, or that your vehicle will have that condition. See your authorized Porsche Dealer for the latest information about whether a particular technical bulletin applies to your vehicle. Part numbers listed in these bulletins are for reference only. Always check with your authorized Porsche dealer to verify the current and correct part numbers. The work procedures updated electronically in the Porsche PIWIS diagnostic and testing device take precedence and, in the event of a discrepancy, the work procedures in the PIWIS Tester are the ones that must be followed.

© Porsche Cars North America, Inc.

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

Dr. Ing. h.c. F. Porsche AG is the owner of numerous trademarks, both registered and unregistered, including without limitation the Porsche Crest®, Porsche®, Boxster®, Carrera®, Cayenne®, Cayman®, Macan®, Panamera®, Speedster®, Spyder®, 918 Spyder®, Tiptronic®, VarioCam®, PCM®, PDK®, 911®, RS®, 4S®, FOUR, UNCOMPROMISED®, and the model numbers and the distinctive shapes of the Porsche automobiles such as, the federally registered 911 and Boxster automobiles. The third party trademarks contained herein are the properties of their respective owners. Porsche Cars North America, Inc. believes the specifications to be correct at the time of printing. Specifications, performance standards, standard equipment, options, and other elements shown are subject to change without notice. Some options may be unavailable when a car is built. Some vehicles may be shown with non-U.S. equipment. The information contained herein is for internal authorized Porsche dealer use only and cannot be copied or distributed. Porsche recommends seat belt usage and observance of traffic laws at all times.

Printed in the USA