

WJ90 - Checking Hinge For Convertible-Top Compartment Lid (Workshop Campaign)

Vehicle type: **911 Targa 4 (991)/911 Targa 4S (991)/911 Targa 4 GTS (991)**

Model Year: **As of 2014 up to 2019**

Subject: **Hinge for convertible-top compartment lid**

Important: **CRITICAL WARNING** - This campaign includes steps where control unit(s) in the vehicle will be programmed with the PIWIS Tester. The vehicle voltage must be maintained between 13.5 volts and 14.5 volts during this programming. Failure to maintain this voltage could result in damaged control unit(s). Damage caused by inadequate voltage during programming is not a warrantable defect. The technician must verify the actual vehicle voltage in the PIWIS Tester before starting the campaign and also document the actual voltage on the repair order.

Information: **There is a possibility that the end position in the actuating mechanism for the convertible-top compartment lid on the affected vehicles may not be reached due to unfavorable tolerances. This could result in the convertible top being partially released.**

Partial release of the convertible top will not be noticed by the customer because no warning message is displayed. As a result, the convertible-top compartment lid could lift up slightly at high speeds and could cause problems such as visible shaking and loud wind noise.

Remedial Action:

- Checking hinge for convertible-top compartment lid and reworking it if necessary
- Re-coding convertible top control unit (depending on the date of manufacture of the vehicle)



Information

Updated coding parameters for the **convertible top control unit** have been used during series production. Vehicles produced **since the introduction** of the updated coding parameters **do not therefore have to be re-coded**.

In order to differentiate the vehicles, they are assigned different campaign scopes.

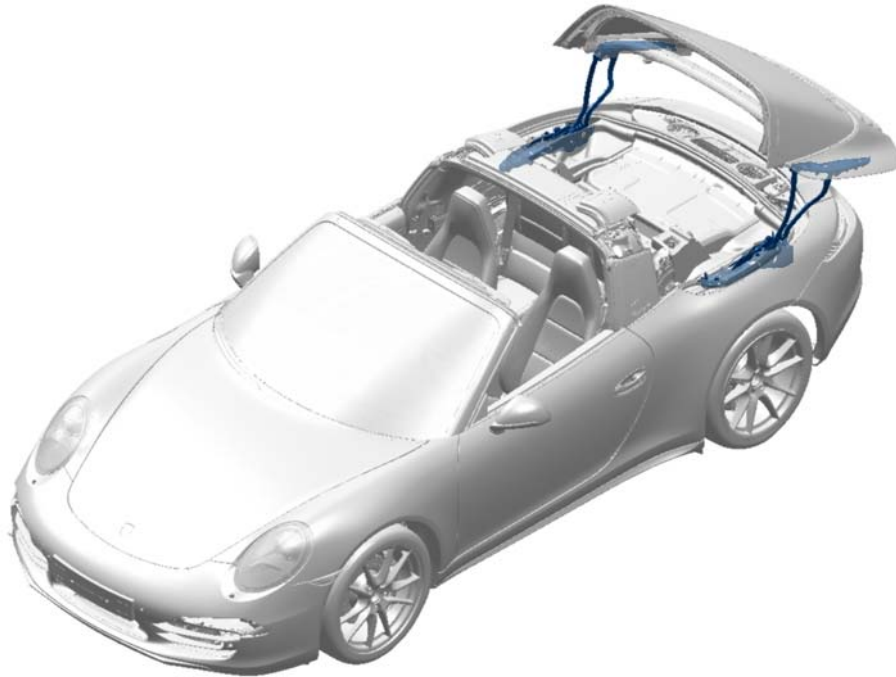
- Campaign scope 1 and 3: Coding **not required**
- Campaign scope 2 and 4: Coding **is required**

To find out which campaign scope is assigned to the respective vehicle, see also PIWIS Vehicle Information.

For an overview of the campaign scopes, see ⇒ *Technical Information 'Warranty processing'*

Affected Vehicles: Only the vehicles assigned to the campaign (see also PIWIS Vehicle information). This campaign affects 4,104 vehicles in North America.

Installation
Position:



Installation position of hinge

Required materials and tools

Materials: **Required materials** (usually already available in the Porsche Dealership):

Part No.	Designation – Use	Qty.
00004330509	⇒ Lubricant (Krytox GPL205) – Hook on hinge	0.6 g (60g tube)

NOTICE

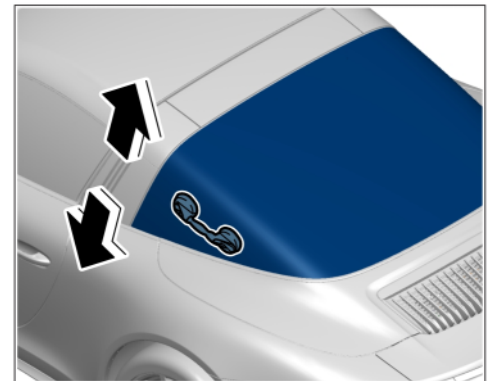
Use of a PIWIS Tester software version that is older than the prescribed version

- Measure is ineffective
- ⇒ Always use the prescribed version or a higher version of the PIWIS Tester software for control unit programming.

- Tools:
- Star gauges, e.g. **VAS 6937, 3371 or equivalent**
 - **9900 - PIWIS Tester 3** with PIWIS Tester software version **37.400.020** (or higher) installed
 - Battery charger with a current rating of **90A VAS 5908**
 - Commercially available suction cups

Checking hinge for convertible-top compartment lid and reworking it if necessary - all vehicles

- Work Procedure:
- 1 Switch on ignition and open and close the convertible top completely using the switch in the center console.
 - 2 Extend rear spoiler manually using the button in the center console and switch off ignition.
 - 3 Wait at least 5 minutes after actuating the convertible-top compartment lid so that the convertible top mechanism is depressurised.
 - 4 Check that the hinge for the convertible-top compartment lid is locking correctly.
 - 4.1 Using suction cups at the left and right of the rear window, **pull upwards forcefully at least 3 times** and check whether the convertible-top compartment lid can be lifted.



Checking by pulling at the front

4.2 Pull convertible-top compartment lid at the left and right in the rear spoiler area **up forcefully at least 3 times** and shake it slightly.

- The **convertible-top compartment lid cannot be lifted**: The convertible-top compartment lid is locked **correctly**.
- The **convertible-top compartment lid lifts up**: The hinge is **not locking correctly**.

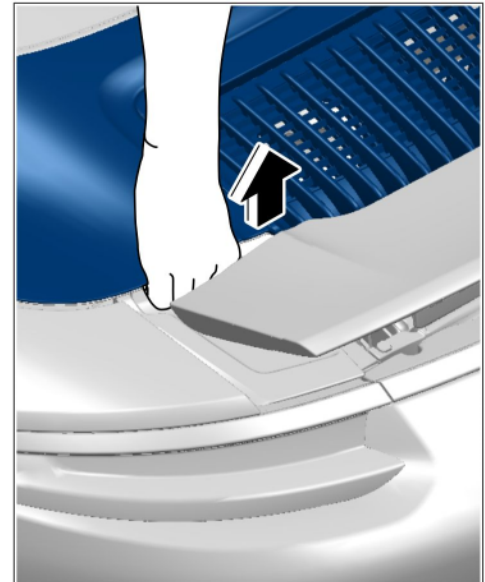
Subsequent procedure, depending on the result of the check:

- (✓) - **Convertible-top compartment lid is OK** and **coding is not required**. End of action required. Warranty processing: **Scope 1**.

- (✓) - **Convertible-top compartment lid is OK** and **coding is required**: Continue with ⇒ *Technical Information 'Re-coding convertible top control unit'*. Warranty processing: **Scope 2**.

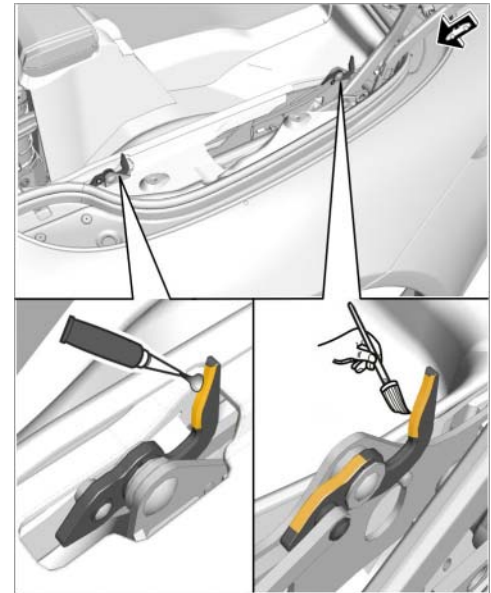
- (0) - **Convertible-top compartment lid is not OK** and **coding is not required**: Continue with ⇒ *Workshop Manual '61901510 Adjusting convertible-top compartment lid'*. Warranty processing: **Scope 3**.

- (0) - **Convertible-top compartment lid is not OK** and **coding is required**: Continue with ⇒ *Workshop Manual '61901510 Adjusting convertible-top compartment lid'* and then ⇒ *Technical Information '61901510 Re-coding convertible top control unit'*. Warranty processing: **Scope 4**.



Checking by pulling at the rear

- 5 Clean the front and rear hook on the left and right hinge and then lubricate them with Krytox as shown.



Lubricating hooks

Re-coding convertible top control unit - only for vehicles with campaign scope 2 and 4

NOTICE

Coding will be aborted in the event of low voltage.

- Increased power consumption during diagnosis can cause a drop in voltage, which can result in one or more fault entries and abortion of the coding process.
- ⇒ Before getting started, connect a suitable battery charger to the jump-start terminals in the engine compartment.

NOTICE

Coding will be aborted if the WLAN connection is unstable.

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

NOTICE

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

- If the vehicle key is not recognized in vehicles with Porsche Entry & Drive, coding cannot be started or will be interrupted.

⇒ Switch on the ignition using the original vehicle key. To do this, replace the dummy key in the ignition lock with the original vehicle key if necessary.

Work Procedure: 1 Connect battery charger.
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*.

2 Switch on the ignition.

3 **9900 - PIWIS Tester 3** must be connected to the vehicle communication module (VCI) via the **USB cable**. Then connect the communication module to the vehicle and switch on the PIWIS Tester.

4 On the PIWIS Tester start screen, call up the '**Diagnos**tics' application. The vehicle type is then read out, the diagnostic application is started and the control unit selection screen is populated.

5 **Code** convertible top control unit.

5.1 Select the ⇒ '**Convertible top/Targa roof**' control unit in the control unit selection screen (⇒ 'Overview' menu) and press •F12" to confirm your selection.

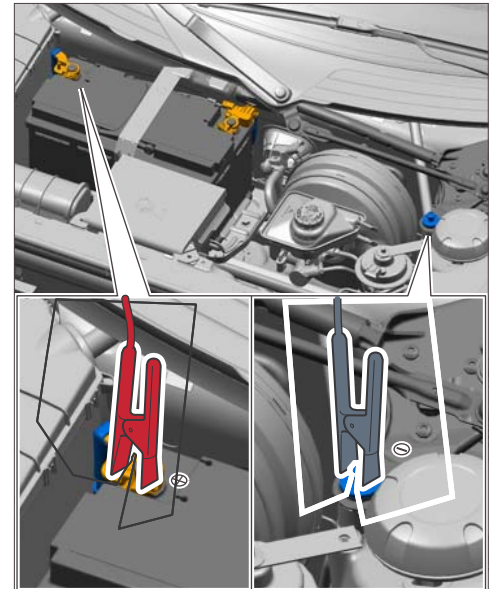
5.2 Once the convertible top control unit has been found and is displayed in the overview, select the ⇒ '**Coding/programming**' menu.

5.3 Select the ⇒ '**Automatic coding**' function and press •F12" to start coding.

5.4 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**.

5.5 Once coding is completed successfully, press •F12" and then go back to the control unit selection screen.



External power connection

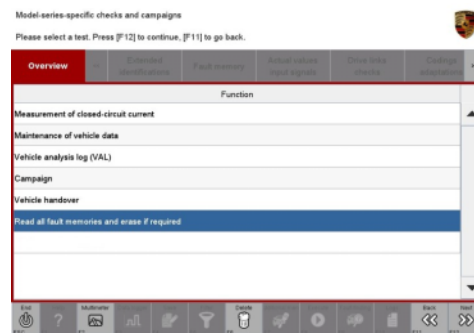
Reading out and erasing fault memory

Work Procedure: 1 Press •F7" in the control unit selection screen ('Overview' menu) to call up the Additional menu.

2 Select the function "Read all fault memories and erase if required" and press •F12" ('Next') to confirm your selection ⇒ *Erasing fault memories*.

3 The fault memories of the control units are read out.

4 Once you have read out the fault memories, check the fault memory entries.



Erasing fault memories



Information

If control units are found to have faults that are **not** caused by control unit programming, these must first be **found** and **corrected**. This work **cannot** be invoiced under the workshop campaign number.

5 Press •F8" to delete fault memory entries.

6 Press •F12" ('Yes') in response to the question as to whether you really want to delete all fault memory entries.

The faults stored in the fault memories of the various control units are deleted.



Information

If fault memory entries for individual control units cannot be deleted, proceed as follows:

- Switch off the ignition.
- Disconnect the PIWIS Tester diagnostic connector from the diagnostic socket.
- Lock the vehicle using the driver's key.
- Wait approx. 1 minute before unlocking the vehicle again.
- Start the engine, leave it running for a short time and then stop it again.
- Switch off the ignition and wait approx. 10 seconds before switching it back on again.
- Plug the PIWIS Tester diagnostic connector into the diagnostic socket again and restore communication with the vehicle.
- Read out the fault memory again and delete any fault memory entries that are stored.

- 7 Once you have erased the fault memories, select the '**Overview**' menu to return to the control unit selection screen ⇒ *Control unit selection*.



Control unit selection

Concluding work

- Work Procedure: 1 Switch off the ignition.
- 2 Disconnect the PIWIS Tester from the vehicle.
- 3 Switch off and disconnect the battery charger.
- 4 Enter the campaign in the Warranty and Maintenance booklet.

Warranty processing



Information

The working times specified were determined especially for the performance of this campaign and may deviate from the working times published in the catalogue of operations contained in PIWIS.

- Scope 1:
- **Checking hinge for convertible-top compartment lid**

Working time:

Checking hinge for convertible-top compartment lid

Labor time: **36 TU**

Includes: Performing function test on convertible top
Cleaning and greasing hooks

Required materials:

00004330509 Krytox GPL205, 60g tube 0.1

⇒ **Damage Code WJ90 066 000 1**

- Scope 2:
- **Checking hinge for convertible-top compartment lid**
 - **Re-coding convertible top control unit**

Working time:	
Checking hinge for convertible-top compartment lid and re-coding convertible top control unit	Labor time: 50 TU
Includes: Connecting and disconnecting battery charger	
Connecting and disconnecting PIWIS Tester	
Reading out and erasing fault memory	
Performing function test on convertible top	
Cleaning and greasing hooks	
Required materials:	
00004330509	Krytox GPL205, 60g tube 0.1
⇒ Damage Code WJ90 066 000 1	

- Scope 3:
- **Checking and adjusting hinge for convertible-top compartment lid**

Working time:	
Checking and adjusting hinge for convertible-top compartment lid	Labor time: 477 TU
Includes: Checking convertible-top compartment lid hinge	
Adjusting convertible-top compartment lid	
Removing and installing rear window (Targa)	
Removing and installing side trim panel for rear luggage compartment	
Adjusting trim panel for Targa bar	
Performing function test on convertible top	
Cleaning and greasing hooks	
Required materials:	
00004330509	Krytox GPL205, 60g tube 0.1
⇒ Damage Code WJ90 066 000 1	

Scope 4:

- **Checking and adjusting hinge for convertible-top compartment lid**
- **Re-coding convertible top control unit**

Working time:

Checking and adjusting hinge for convertible-top compartment lid and re-coding convertible top control unit

Labor time: **491 TU**

Includes:

- Checking convertible-top compartment lid hinge
- Adjusting convertible-top compartment lid
- Removing and installing rear window (Targa)
- Removing and installing side trim panel for rear luggage compartment
- Adjusting trim panel for Targa bar
- Connecting and disconnecting battery charger
- Connecting and disconnecting PIWIS Tester
- Reading out and erasing fault memory
- Performing function test on convertible top
- Cleaning and greasing hooks

Required materials:

00004330509 Krytox GPL205, 60g tube 0.1

⇒Damage Code WJ90 066 000 1

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