## WF53 - Re-programming All-Wheel Drive Control Unit (Workshop Campaign)

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| 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. Please refer to Equipment Information EQ1401 for a list of suitable battery chargers/power supplies which should be used to maintain vehicle voltage. |
| Model Year: | **As of 2014 up to 2016** |
| Vehicle Type: | **Macan Turbo** |
| Concerns: | **All-wheel drive control unit** |
| Information: | This is to inform you of a voluntary Workshop Campaign on the above-mentioned vehicles. **There is a possibility that the active all-wheel drive system Porsche Traction Management (PTM) on the affected vehicles will deliver too much propulsion force to the front axle when taking off at full load.** |
| | This can put greater strain on the inner joints of the front drive shafts under certain conditions, e.g. when off-road mode is activated. This can result in noises or vibrations in the front axle area. |
| Action Required: | Re-program all-wheel drive control unit. |

**ℹ Information**

When the **all-wheel drive control unit** is programmed, the **PDK control unit** is also re-programmed automatically. It takes **approx. 5 minutes** in total to **program** the control units.

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| 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 3,318 vehicles in North America. |
| Tools: | • **Battery Charger/Power Suppl**y - Suitable for AGM Type batteries, recommended current rating of 70A fixed voltage 13.5V to 14.5V. Refer to Equipment Information EQ-1105. |
| | • **9818 - PIWIS Tester II** with PIWIS Tester software version **15.700** (or higher) installed. |
| Claim Submission: | See Attachment "A". |

## 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: 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**

The procedure described here is based on the PIWIS Tester II software version **15.700**.

The PIWIS Tester instructions take precedence and in the event of a discrepancy, these are the instructions that must be followed.
A discrepancy may arise with later software versions for example.

Work Procedure: 1   **Re-program all-wheel drive control unit**.

**AfterSales**

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: | **15.700** (or higher) |
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| Type of control unit programming: | Control unit programming using the **'Automatic programming'** function for the all-wheel drive control unit.<br><br>Control unit ⇒ **'All-wheel drive'** > menu ⇒ **'Programming'** >> function **'Automatic programming'**. |
| Programming sequence: | Read and follow the **information and instructions on the PIWIS Tester** during the guided programming sequence.<br><br>The fault memory is first deleted during the programming sequence. If the message appears informing you that certain fault memory entries could not be deleted, acknowledge the message by pressing •>>" and start control unit programming. During programming, the **PDK control unit** and the **all-wheel drive control unit** will be **re-programmed** and then **re-codedautomatically**.<br><br>**Do not interrupt programming and coding.**<br><br>Once the control units have been programmed and coded, the PIWIS Tester will prompt you to switch the ignition off and then back on again after a **waiting time of approx. 10 seconds**. |
| Programming time (approx.): | **5 minutes** |
| 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 "Fault finding"'.* |
| Procedure in the event of abnormal termination of control unit programming: | Repeat control unit programming by restarting programming.<br><br>If this is not possible, restart the PIWIS Tester and then execute control unit programming again. |

## Subsequent work

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 "A":    **Claim Submissio**n - Workshop Campaign WF53
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.

### ℹ️ 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.

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**Working time:**

Re-programming all-wheel drive control unit                                                                Labor time: **36 TU**
Includes:        Connecting and disconnecting battery charger
               Connecting and disconnecting PIWIS Tester
               Re-programming PDK control unit
               Reading out and erasing fault memories

⇒ **Damage code WF53 066 000 1**

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