

**Engine Response**



**Information**

This bulletin replaces bulletin Group 2, #3/06, dated 9-4-2006.

Vehicle Type: **Cayenne/Cayenne S/Cayenne Turbo**

Model Year: **As of 2003 up to 2006**

Country/Market: USA  
Canada

Equipment: Tiptronic transmission (I No. GOR)

Concerns: **DME control unit**

Information: **Driver's subjective opinion: "Engine is slow to respond."**

If you first press the accelerator while driving and then press both the accelerator and brake pedal simultaneously over a certain period of time, the DME control unit automatically reduces the engine torque.

This function can be activated unintentionally in the following situation:

The driver brakes with the left foot, while pressing the accelerator pedal at the same time with the right foot.

If the driver then takes his foot off the brake pedal while still pressing the accelerator pedal, this function is deactivated, but it takes a while for the engine torque to build up again.

When this happens, the driver finds that the engine is slow to respond.

The DME control unit software has been changed as of the date of introduction specified below.

- The length of time before the engine torque is reduced when the accelerator pedal and brake pedal are pressed at the same time has been extended.

- When the brake pedal is released, the engine torque builds up faster.

Date of Introduction: 03 April 2006 as of the VINs.:

- 9P 66L A2 5892 Cayenne
- 9P 36L A6 6459 Cayenne S
- 9P 86L A9 2049 Cayenne Turbo S

Action Required: If the customer complains about a slow engine response and if the unintentional activation of the function described above is deemed responsible for this, the **installed** DME control unit on vehicles manufactured before the specified date of introduction must be reprogrammed using the PIWIS Tester and installed test software V14.20 (or higher).

Tools: PIWIS Tester 9718 with test software version 14.20/06/2006 (or higher), Part No. 000.721.971.WW.142

Work Procedure: Program the DME control unit with the new software version.

 **CAUTION**

**A fault is entered in the fault memory and control unit programming is 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 commencing work, connect a suitable battery charger with a current rating of at least 40 A to the jump-start terminals in the engine compartment.**

- 1 Connect the PIWIS Tester with installed test software version 14.20/06/2006 (or higher) to the vehicle and switch it on.
- 2 Switch on ignition.
- 3 Call up the **Diagnosis** menu and select the vehicle type **Cayenne**.
- 4 Using the PIWIS Tester, activate the control unit search in the **Control units** menu. If faults are stored in the fault memory, these must first be located and corrected.
- 5 Programming the DME control unit ⇒ *Workshop Manual '24701900 Removing and installing DME control unit – chapter "Programming"*.



**Information**

After starting the program and when the PIWIS software version 14.2 or 15.0 is used, the tester display shows the message **"Data records in the vehicle and in the Tester are identical; flashing is unnecessary"**. Ignore **this message** and continue the control unit programming procedure with **F12** .

The reason for this is a software error which has been rectified as of PIWIS software version 16.0 (available from the end of CW 38/06).

References:     ⇒ *Workshop Manual '24701900 Removing and installing DME control unit - section on "Programming"*.

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