

WC08 – Re-programming DME Control Unit (Workshop Campaign)

Vehicle Type: **911 GT3 (997)/911 GT3 RS (997)/911 GT3 RS 4.0 (997)**

Model Year: **As of 2010 up to 2012**

Concerns: **DME control unit**

Information: This is to inform you of a voluntary Workshop Campaign on certain 2010 to 2012 model year 911 GT3 (997)/911 GT3 RS (997)/911 GT3 RS 4.0 (997) vehicles. There is the possibility that an implausible oil pressure will be measured and stored in the DME control unit after switching off the engine on the affected vehicles. As a result, this can cause the oil pressure warning light to be activated unnecessarily in the instrument cluster the next time the engine is started. To remedy the situation, re-program the DME control unit using a modified 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.

Tools: Battery charger (**current rating of at least 40 A**)
PIWIS Tester II 9818 with **software version 10.200** (or higher) installed.

Work Procedure: See Attachment "A".

Administrative Procedure: 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 an approved power source/battery tender with a current rating of at least 40 A to the vehicle battery.**

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.

- Procedure:
- 1 Connect a battery charger with a current rating of **at least 40 A** to the vehicle battery.
 - 2 PIWIS Tester II 9818 with software version **10.200** (or higher) installed 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.
 - 3 On the PIWIS Tester start screen, call up the ⇒ **'Diagnostics'** menu and select vehicle type ⇒ **'911'** ⇒ **'997'**.

The diagnostic application is then started and the control unit selection screen is populated.

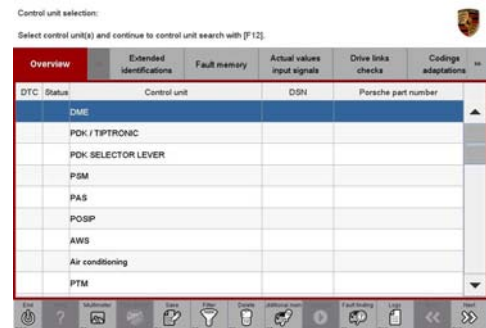
Re-programming DME control unit**Information**

The procedure described here is based on the PIWIS Tester software version **10.200**.

The PIWIS Tester instructions take precedence and in the event of a discrepancy, these are the instructions that must be followed.

Deviations can occur with higher versions of the PIWIS Tester test software for example.

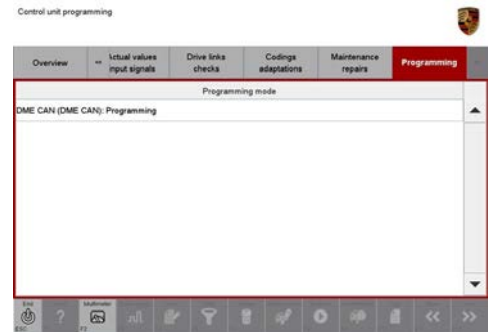
- Procedure:
- 1 Select the control unit ⇒ **'DME'** in the control unit selection screen (⇒ **"Overview"** menu) and press **<>>** to confirm your selection ⇒ *Control unit selection - DME*.



Control unit selection - DME

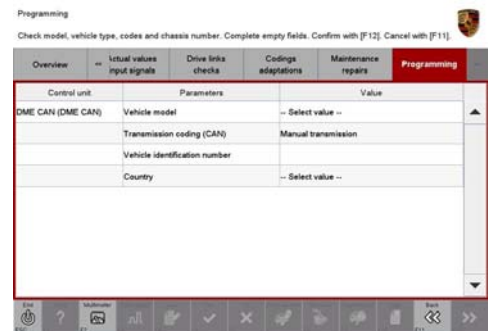
- 2 When the question "Create Vehicle Analysis Log (VAL)?" appears, either press **F12** to create a VAL or press **F11** if you do not want to create a VAL.

- 3 Acknowledge the message informing you that campaigns for the vehicle are stored in the PIWIS information system by pressing **[>>]**.
- 4 Once the DME control unit has been found, select the ⇒ **'Programming'** menu.
- 5 Select ⇒ **'DME CAN: Programming'** and press **[>>]** to confirm your selection ⇒ **DME - Programming**.



DME - Programming

- 6 Read and follow the programming instructions on the PIWIS Tester. Then press **[>>]** to continue.
- 7 **Select the vehicle model** (⇒ *Selecting vehicle data*).
- 8 Check the specified **transmission coding** and correct it if necessary ⇒ *Selecting vehicle data*.
- 9 Check the specified **vehicle identification number** and correct it if necessary ⇒ *Selecting vehicle data*.
- 10 **Select the relevant country** (⇒ *Selecting vehicle data*).
- 11 Once you have selected and checked the required data, press **[>>]** to continue.
- 12 The name of the control unit to be programmed (in this case: DME CAN) and the vehicle variant will be displayed. Press **[>>]** to continue.



Selecting vehicle data



Information

During the following steps, you will be requested to enter both the old and the new DME programming code as well as both the old and the new immobilizer code.

Since the installed DME control unit will be re-programmed, the **“old”** code is always **identical** to the **“new”** code in this case.

You can get the DME programming code and the immobilizer code by entering the VIN under “Vehicle code information” in PIWIS.

- 13 **Enter old DME programming code.**
- 14 **Enter new DME programming code.**
- 15 **Enter old immobilizer code.**
- 16 **Enter new immobilizer code.**
- 17 Press **(F8)** (“Execute”) to start programming the DME control unit.

A progress bar appears showing the progress of the programming procedure.

The programming procedure runs completely automatically (programming takes approx. 45-60 minutes in total).

Do **not** interrupt programming.



Information

If programming is interrupted (e.g. due to a voltage drop or if communication is aborted, etc.), programming must be **repeated**.

A modified DME data record with the Porsche part number index **.98** (or higher) will be programmed during programming.

Following control unit programming, the Porsche part number of the DME data record can be read out of the DME control unit using the PIWIS Tester by selecting the ⇒ 'Extended identification' menu.

- 18 Once control unit programming is complete, follow the instructions on the PIWIS Tester.



Information

Skip the message “Vehicle data was not read” following programming by pressing **(>>)** . This message is only relevant if the DME control unit was replaced.

- 19 When programming is complete, return to the control unit selection screen (“Overview” menu).
- 20 For the learning and adaptation routine for the throttle valve, remove ignition key, insert ignition key again and switch ignition on again for at least 40 seconds without starting the engine. Do not actuate the accelerator pedal. This completes the adaptation of the throttle valve adjusting unit and the programming sequence is complete.

If local legislation requires that the “Ready status” is achieved after programming the DME control unit, this must be done by test-driving the vehicle or by carrying out short tests using the PIWIS Tester.

Reading out and erasing fault memory

- Procedure:
- 1 In the control unit selection screen (⇒ **'Overview'** menu), press **[>>]** to start the control unit search.
 - 2 Once all control units have been found, press **[F8]** to display all control units with fault memory entries.
 - 3 Select the ⇒ **'Fault memory'** menu and then press **[F8]** to delete any fault memory entries that are present.
 - 4 Press **[F12]** ("Yes") in response to the question as to whether you really want to erase all fault memory entries.

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

If the fault memories of individual control units cannot be erased, switch the ignition off and then on again and erase the fault memories of these control units separately.

If other control units are found to have faults, which cannot be erased and are **not** caused by programming the DME control unit, these faults must be found and corrected.

This work **cannot** be invoiced under the workshop campaign number.

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

Subsequent 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.

Attachment "B":

Administrative Procedure - Workshop Campaign WC08

Warranty claims should be submitted via WWS/PQIS.

Note: Open campaigns can be checked by using the PIWIS Vehicle Information link.

Labor, parts, and sublet will be automatically inserted when Technician is selected in WWS/PQIS.

Scope:

Working Time:

Re-programming DME control unit

Labor time: **40 TU**

Includes: Coding DME control unit
Reading out and erasing fault memory

Invoicing: ⇒ **Damage Code WC08 066 000 1**

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