

AMA9 – Replacing Threaded Connections on Rear Trailing Arm (Stop Delivery/Recall Campaign)

Model Line: **Cayenne (9YA)/Cayenne Coupé (9YB)**

Model Year: **2021**

Concerns: **Rear-axle trailing arms**

Information: **There is a possibility that clamping nuts that were not manufactured within the specified parameters were installed on the rear-axle trailing arms on the affected vehicles.**

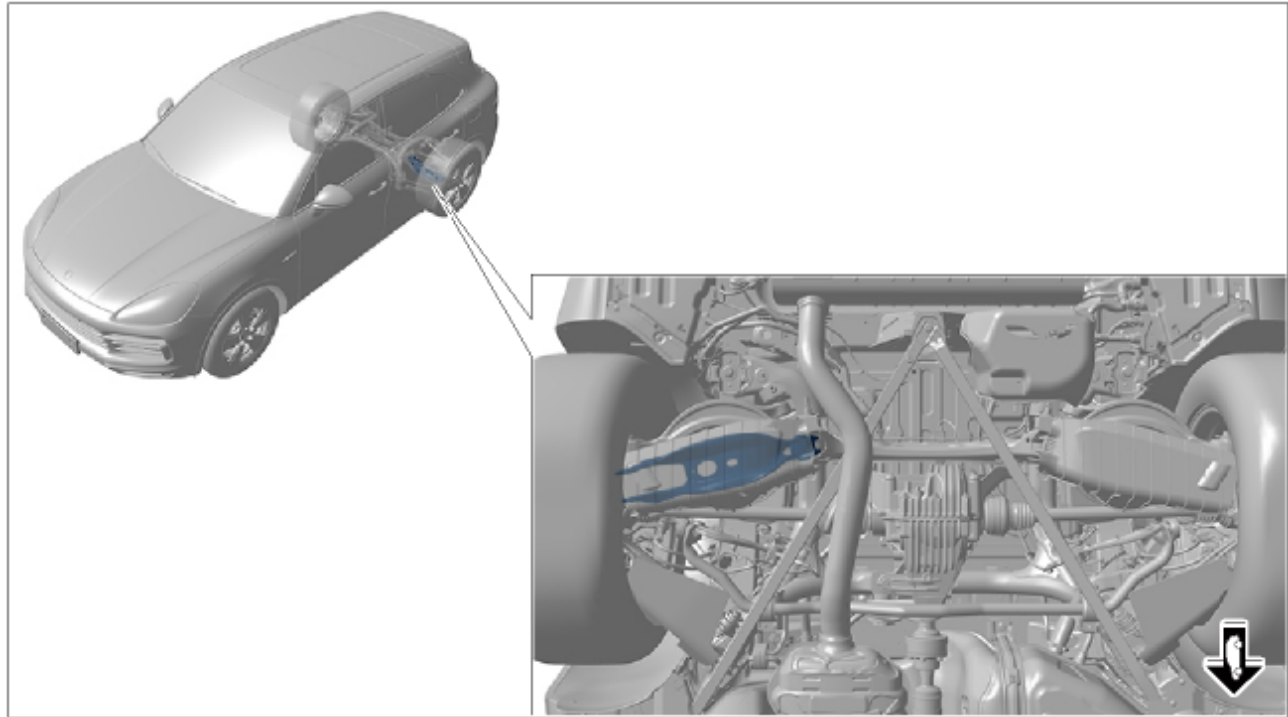
This can result in stress corrosion cracking on the clamping nuts, which may cause the clamping nuts to break over the service life of the vehicle. A broken clamping nut can result in increased play between the trailing arm and wheel carrier and as a result, vehicle handling may suddenly be impaired.

Action required: **Replace clamping nuts on the rear-axle trailing arms.**

Affected Vehicles: Only vehicles assigned to the campaign (see also PCSS Vehicle Information). This campaign affects 1,568 vehicles.

Installation

Position:



Installation position of trailing arm

Parts required

Part Info:	Part No.	Designation	Qty.
	PAF010234	⇒ Lock nut, M14 x 1.5	4

Required tools

- Tools:
- Torque wrench 2 - 10 Nm (1.5 - 7.5 ftlb.), e.g. **VAG 1783 torque wrench, 2-10 Nm (1.5-7.5 ftlb.)**
 - Electronic torque angle torque wrench, 20-400 Nm (15-296 ftlb.), e.g. **VAS 6942 Torque angle torque wrench, 20-400 Nm (15-296 ftlb.)**
 - Rear Eccentric Socket, **PNA 721E3**, Info: <https://ppn.porsche.com/portal/docs/DOC-325933>

All other required (special) tools in accordance with the linked Workshop Manuals depending on the relevant assigned scope.

Replacing clamping nuts on the rear left and right trailing arms

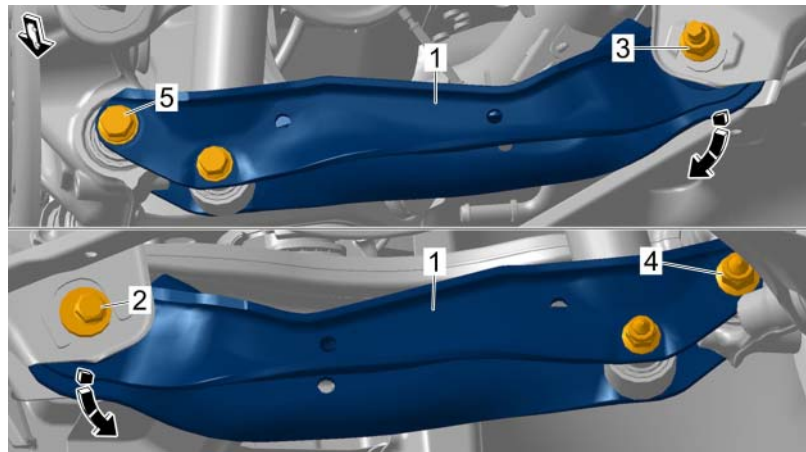
- Work Procedure: 1 Move the vehicle onto a lifting platform and raise it. ⇒ *Workshop Manual '4X00IN Lifting the vehicle'*
- 2 Remove rear wheel at the left and right. ⇒ *Workshop Manual '440519 Removing and installing wheel'*
- 3 Visually check the clamping nuts on the **rear left and right trailing arms** and replace clamping nuts:
- 3.1 Before removing the clamping nuts, perform a **visual inspection** to see whether there are **stress cracks similar to those shown** in the illustration ⇒ *Stress cracks on clamping nuts* -**Arrows**- or whether the clamping nut is broken, loose or missing.



Stress cracks on clamping nuts

- If you see **no sign of damage** at the clamping nut, **only the clamping nut must be replaced**. To do this, **continue with Step 3.2**.
- If the **clamping nut is damaged** or if the clamping nut has come loose or was lost, get in touch with your contact person at **Technical Support** to agree on how to proceed. In this case, a **PRMS ticket** for repair approval must be sent to PAG_Support_Campaign_TI_SY.

For warranty processing for damaged or loose clamping nuts, see **General information on warranty processing** under ⇒ *Technical Information '440519 Warranty processing'*.



Trailing arms - vehicles without air suspension

- **Item 1** - Trailing arm
- **Item 2** - Eccentric fastening screw
- **Item 3** - Eccentric clamping nut
- **Item 4** - Clamping nut on wheel carrier
- **Item 5** - Fastening screw for wheel carrier

- 3.2 Using lifting equipment, raise the wheel suspension as far as necessary so that the screws of the trailing arm ⇒ *Trailing arms - vehicles without air suspension -1-* can be loosened.

For instructions, see:

⇒ *Workshop Manual '421119 Removing and installing trailing arm'*



Information

When replacing the clamping nuts, please observe the following instructions rather than the procedure specified in the Workshop Manual:

- The **fastening screw** (expansion screw) on the wheel carrier **must be re-used**. It has been checked and approved for re-use one time only in this specific case.
- Position **eccentric screws exactly** at the previously applied **marking**. There will then be **no need to perform suspension alignment and make any adjustments to the vehicle**.

- 3.3 Before loosening the eccentric screws, mark the eccentric position. Mark the position of the eccentric screws ⇒ *Trailing arms - vehicles without air suspension -2+3-* on both sides using a pen.
- 3.4 Unscrew clamping nut securing trailing arm ⇒ *Trailing arms - vehicles without air suspension -3-* to rear axle housing and counter at fastening screw ⇒ *Trailing arms - vehicles without air suspension -2-* at the same time.
- 3.5 Screw on new clamping nut ⇒ *Trailing arms - vehicles without air suspension -3-*.

Tightening torque 140 Nm (104 ftlb.)

- 3.6 Loosen fastening screw ⇒ *Trailing arms - vehicles without air suspension -5-* securing trailing arm to wheel bearing housing by 1-2 turns and counter at the clamping nut ⇒ *Trailing arms - vehicles without air suspension -4-* at the same time.
Then, hold the fastening screw ⇒ *Trailing arms - vehicles without air suspension -5-* firmly and unscrew the clamping nut ⇒ *Trailing arms - vehicles without air suspension -4-*.
- 3.7 Screw on new clamping nut ⇒ *Trailing arms - vehicles without air suspension -4-* as far as it will go on the trailing arm.
- 3.8 Tighten fastening screw ⇒ *Trailing arms - vehicles without air suspension -5-* only in zero position to prevent warping in the bearings. Counter at the new clamping nut ⇒ *Trailing arms - vehicles without air suspension -4-* while doing this.
Initial tightening 130 Nm (96 ftlb.) Final tightening +180°
- 4 Install rear wheel at the left and right. ⇒ *Workshop Manual '440519 Removing and installing wheel'*
- 5 Lower the vehicle and remove it from the lifting platform.
- 6 Enter the campaign in the Warranty and Maintenance booklet.

End of action required

Warranty processing

General information on warranty processing

The scope of this measure includes **only the clamping nuts and the work required for replacing the clamping nuts.**

If the **result of the check is negative**, further work and the parts required are not included in the scope and must be entered afterwards.

The incurred labor costs and the additional cost of parts required over and above this scope must then be invoiced using an **appeal for credit** to the original campaign claim line for this campaign.



Information

The specified working times were determined specifically for carrying out this campaign and include all required preliminary and subsequent work.

The working times may differ from the working times published in the Labor Operation List in PCSS.

Scope 1:

Replacing clamping nuts on rear trailing arm

Labor time: **71 TU**

Includes: Removing and installing rear wheel at the left and right

Required part numbers:	Designation	Qty.
PAF010234	Lock nut, M14 x 1.5	4 ea.

⇒ Damage Code AMA9 099 000 2

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