

**WARNUNG**

Gefahr des Verlusts der Text-Bild-Zuordnung beim Ausdruck.

- **Aus technischen Gründen kann derzeit nicht ausgeschlossen werden, dass trotz einwandfreier Darstellung auf dem Bildschirm beim Ausdruck der Zusammenhang von Text und zugehörigem Bild verloren geht.**
- **Wird der Fehler nicht bemerkt, besteht die Gefahr, daß Arbeiten nicht korrekt durchgeführt werden und es dadurch zu Personen- und Sachschäden kommt.**

→ Vergleichen Sie deshalb nach dem Druckvorgang unbedingt die Ausdrücke mit der Bildschirmdarstellung. Korrigieren Sie die Ausdrücke im Fehlerfall so, daß der Inhalt der Bildschirmdarstellung zutreffend wiedergegeben wird.

**WARNING**

Danger of losing text-figure correspondence when printing out.

- **For technical reasons, it can currently not be ruled out that the correspondence between text and associated figure can be lost when it is printed out, even though the display on the screen is correct.**
- **If the fault is not noticed, there is the danger that work will not be performed correctly which can cause injury and damage.**

→ Therefore, always compare printouts with the screen display after printing them out. Correct the printouts if they are faulty so that the content of the screen display matches that on the printouts.

**AVERTISSEMENT**

Risque de perte de la correspondance texte-illustration lors de l'impression papier.

- **Pour des raisons techniques, il ne peut pas être exclu à l'heure actuelle que, même en cas d'affichage correct à l'écran, la correspondance entre le texte et l'illustration puisse être erronée sur l'impression papier.**
- **Si l'erreur passe inaperçue, on court le risque d'exécuter certaines opérations de manière incorrecte pouvant conduire à des dommages corporels et matériels.**

→ Comparez impérativement pour cette raison les impressions papier avec l'affichage à l'écran. Corrigez-les en cas d'erreur de manière à reproduire correctement l'affichage à l'écran.

**ATTENZIONE**

Pericolo di perdita dell'abbinamento testo-immagine nella stampa.

- **Per motivi tecnici non è escluso che, nonostante la rappresentazione sullo schermo risulti perfetta, durante la stampa venga persa la corrispondenza fra testo e relativa immagine.**
- **Se tale difetto non viene rilevato vi è il pericolo che i lavori non siano eseguiti correttamente; ciò può avere come conseguenza lesioni e danneggiamenti.**

→ Per questo motivo, dopo la stampa è assolutamente necessario confrontare le stampe con la rappresentazione sullo schermo. In caso di errore si prega di correggere le stampe, così da garantire la riproduzione esatta della rappresentazione sullo schermo.

**ADVERTENCIA**

Al imprimir se corre el riesgo de perder la correcta asignación de las figuras al texto.

- **Por motivos técnicos, por el momento no se puede descartar que, aun siendo correcta la imagen que aparezca en la pantalla, al imprimir se pierda la correlación entre el texto y la**

figura correspondiente.

- Si este error pasara desapercibido, existe el riesgo de que los trabajos no se ejecuten de forma correcta y, por tanto, se produzcan daños personales y materiales.

→ Por ello le rogamos que tras el proceso de impresión compare siempre las copias impresas con la imagen de la pantalla. En caso de error, corrija las copias impresas de forma que se correspondan con el contenido de la imagen de la pantalla.

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- [Checking steering angle sensor](#)
- [Adjusting steering angle sensor](#)

Checking steering angle sensor

Initialise steering-angle sensor



ATTENTION

Increased risk of accident whenever power supply is interrupted. PSM does not function.

→ The steering-angle sensor must be initialised (taught) whenever the battery is disconnected.



Note

- *The steering-angle sensor is integrated into the steering column switch and records the movements of the steering wheel (steering wheel angle) using light switches. The data is transmitted to the PSM control unit via the CAN bus.*
 - *During initialisation, the steering-angle sensor learns its current position (straight-ahead position).*
 - *The steering-angle sensor must always be initialised if terminal 30 was interrupted (for example, battery replacement, undervoltage, steering column switch disconnected, relevant fuse removed)!*
 - *Calibration must be performed when working on or carrying out subsequent work on the chassis. This is described in detail in the next chapter → 456000 15 Initialising and calibrating steering-angle sensor - section on "Calibrating".*
 - *The calibration results in zero point balancing (exactly straight ahead).*
 - *The steering angle sensor is calibrated when first fitted and when any work has been carried out on steering and chassis. Examples of this would be opening the steering wiring and alterations to toe and camber.*
 - *Calibration includes initialisation.*
1. Turn wheels to straight-ahead position.
 2. Start engine.
 3. From the straight-ahead position, turn steering wheel approx. 20° to the left and 20° to the right (past straight-ahead position).

4. Drive the vehicle straight ahead for at least one second at a speed of over 4 km/h (2.5 mph).

Following successful initialisation, the stored fault code is set to "Not present". The PSM indicator light in the instrument cluster goes out.



ATTENTION

Increased risk of accident if the battery is disconnected after initialising and/or the relevant fuse is removed. There must be no undervoltage during the process.

- Every time the battery is disconnected, the relevant fuse removed or an undervoltage is present, the steering-angle sensor must be initialised (taught).

Adjusting steering angle sensor

Calibrating steering-angle sensor



Note

- *The steering-angle sensor must be recalibrated on the measuring platform following repairs to or work on the chassis/steering or if the steering-angle sensor/steering column switch/hydraulic unit is replaced.*
- *In order to be able to calibrate the steering angle sensor correctly, the vehicle must be on the measuring platform, the wheel alignment values correct and the steering in the straight-ahead position.*
- *The security code is displayed in the PIWIS tester under Menu >> PSM >> Actual values.*

The steering angle sensor must be calibrated using the menu with the Porsche System Tester under the specified test conditions:

1. Switch on ignition.
2. Running gear set according to Porsche specifications.
3. Wheels in straight-ahead position and steering wheel horizontal.
4. In the straight-ahead position, the steering wheel must deviate by no more than $\pm 2.0^\circ$ from the horizontal position (steering centre position).
5. After successful calibration, the stored fault code is erased from the fault memory. The PSM indicator light in the instrument cluster goes out.

9PAAD1, 9PAAD7, 9PAAE1, 9PAAE7, 9PAAF1, 9PAAJ1

as of MY 2003

Country C00, C02, C05, C07, C08, C09, C10, C11, C12, C13, C14, C15, C16, C18, C19, C20, C21, C22, C23, C24, C25, C26, C27, C28, C32, C33, C34, C35, C36, C37, C38, C39, C45, C46, C98, C99