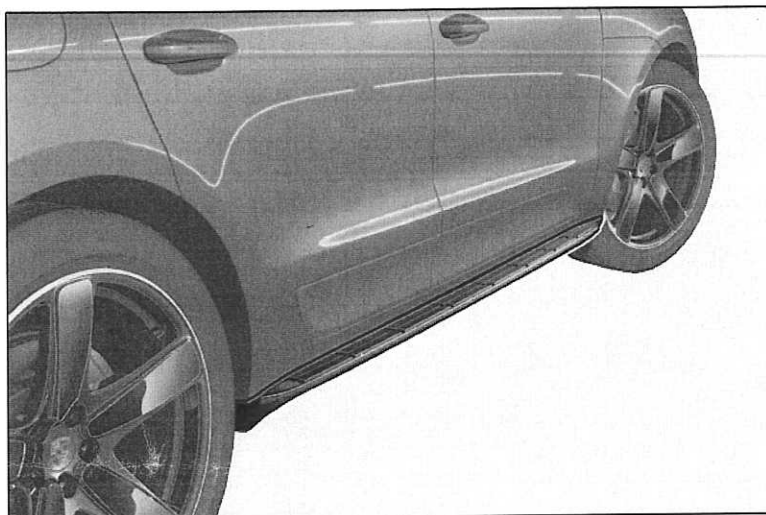


Running board (I-no. VR1)

Situation: **Retrofitting**

Model Year: **As of 2014**

Restriction: **Not** together with SportDesign side skirts.



Information: The running board is made of brushed stainless steel with non-slip rubber pads. It ensures greater comfort when getting into and out of the vehicle and when loading the roof transport system.
The running board is available ex-works for new vehicles by requesting optional equipment "I-no. VR1".

Important: The support rails from the running board set (95B.044.800.12) must not be used. Use only the support rails contained in the running board support rail set (95B.044.800.13), which must also be ordered.
Recommendation: Dispose of support rails from the running board set (95B.044.800.12) immediately after unpacking them.

Part Nos.: **95B.044.800.12** ⇒ Running board, set

Also order.

95B.044.800.13 ⇒ Running board support rails, set

Parts List: 95B.854.749 A 1 x Running board, left
95B.854.750 A 1 x Running board, right

N 905.708 03	20 x	Hexagon nut, M6
-----	1 x	Support rail, front left
-----	1 x	Support rail, front right
-----	1 x	Support rail, rear left
-----	1 x	Support rail, rear right

Note: The relevant legal regulations must be observed in the various countries.

For European Union (EU) member states:

The running board described here is contained in the EU general certification for Macan vehicles (type 95B) as of e13 * 2007/46 * 1165*03 (M1 type approval), e13 * 2007/46 * 1164*03 (N1 type approval).

Applicable only in Germany:

The PIWIS information system includes a relevant excerpt from the EU type approval system. The fitting of components in accordance with regulations must be confirmed on the enclosure of this excerpt by the Porsche Centre performing the work, and this confirmation must be handed over to the customer.

The installed/added components do not have to be approved in accordance with § 19 or § 21 of the German Road Traffic Regulations (StVZO) and the vehicle registration documents do not need to be modified. However, the excerpt confirming that components were installed according to regulations must always be kept in the vehicle.

Assembly:



Information

- Some of the repair illustrations show only one side of the vehicle.
- Naturally, some steps also have to be performed on the opposite side of the vehicle as well.

1 Preparatory work

- 1.1 Connect a battery charger. ⇒ *Workshop Manual '2X00IN Battery trickle charging'*
- 1.2 Remove front door. ⇒ *Workshop Manual '575119 Removing and installing front door'*
- 1.3 Remove rear door. ⇒ *Workshop Manual '585119 Removing and installing rear door'*
- 1.4 Loosen wheel housing liner in the front step area. ⇒ *Workshop Manual '505619 Removing and installing front wheel housing liner'*
- 1.5 Loosen wheel housing liner in the rear step area. ⇒ *Workshop Manual '536919 Removing and installing rear wheel housing liner'*
- 1.6 Remove door entry guard. ⇒ *Workshop Manual '663119 Removing and installing door entry guard'*

2 Install running board. ⇒ *Workshop Manual '662619 Removing and installing side step (skidpad)'*

3 Concluding work

- 3.1 Secure wheel housing liner in the front step area. ⇒ *Workshop Manual '505619 Removing and installing front wheel housing liner'*

- 3.2 Secure wheel housing liner in the rear step area. ⇒ *Workshop Manual '536919 Removing and installing rear wheel housing liner'*
- 3.3 Install rear door. ⇒ *Workshop Manual '585119 Removing and installing rear door'*
- 3.4 Install front door. ⇒ *Workshop Manual '575119 Removing and installing front door'*
- 4 Maintain vehicle data.
 - 4.1 **9818 - PIWIS Tester II** must now be connected and the ignition switched on.
 - 4.2 Select the required vehicle type. PIWIS Tester II Diagnostics starts.

NOTICE**Voltage drop**

- **Risk of irreparable damage to control unit**
- **Risk of damage to control unit**
- **Fault entries in the control unit**
- **Coding in the control unit is aborted**
- **Malfunctions in control unit, even during programming**
- ⇒ **Prior to disconnecting the control unit, switch off ignition and remove ignition key.**
- ⇒ **Ensure that the power supply is not interrupted during programming.**
- ⇒ **Connect a battery charger with a current rating of at least Nominal value 40 A to the vehicle battery.**

**Information**

The **9818 - PIWIS Tester II** instructions take precedence since the description may be different with later Tester releases.

The procedure described here has been structured in general terms. Different text or additional information may appear in **9818 - PIWIS Tester II**.

- 4.3 Enter running board in the vehicle data.
 - 4.3.1 **Additional menu** must now be selected by pressing **•F7** ". Press **•F11** " to confirm the question "Create vehicle analysis log (VAL)?".
 - 4.3.2 Select the **Maintenance of vehicle data** function. Press **•F12** " until **PR numbers** appears in the Value group column.
 - 4.3.3 Select **Impact protection measures** in the Family column. Open the sub-menu in the Value column and select **VR1 Impact protection measures**. Press **•F12** " to continue.
 - 4.3.4 The selected values appear. Press **•F8** " to write values. Wait until the message **Generation of vehicle data is complete. to continue.** appears.

- 4.3.5 Press •F12 " to switch to Report management. Open the log by pressing •F10 " and check that vehicle equipment **VR1 Impact protection measures** has been entered. Close the log.
Press •F11 " to switch to the control unit overview.
- 4.4 Read out the fault memories of all systems, work through any existing faults and erase the fault memories. ⇒ *Workshop Manual '033500 Fault memory for on-board diagnosis'*
- 4.5 Disconnect the battery charger. ⇒ *Workshop Manual '2X00IN Battery trickle charging'*

66262400: Running board (2 ea.) installed

Labor time: **262 TU**