

**Malfunction Indicator Light Active in Instrument Cluster / DME Fault Memory Entry
POD8500: Re-Programming DME Control Unit (203/23)**

Vehicle Type: **911 Carrera GTS (992) / 911 Carrera 4 GTS (992) / 911 Turbo (992) / 911 Turbo S (992)**

Model Year: **As of 2020 up to 2023**

Equipment: Exhaust emission standard "ULEV70"

Concerns: **DME control unit**

Symptom: Customers complain about the yellow malfunction indicator light on the instrument cluster. The following fault memory entry is stored in the fault memory of the DME control unit:

- POD8500 - Battery voltage – too high during cold start (00AB1A)

Cause: Due to a software error, the threshold of the voltage difference for the fault setting condition in the DME control unit is tapped at the wrong time. As a result, the battery voltage can be rated as too high by the DME control unit during cold start, and the above-mentioned fault memory entry is stored.

Action required: In the event of a customer complaint, re-program the DME control unit using the PIWIS Tester.



Information

The minimum programming requirement is the PIWIS Tester software release: **42.600.010**

Required tools

- Tools:
- **Battery charger**, e.g.: **VAS 5906 - Battery charger** or **VAS 5908 - battery charger 90A**
 - **P90999 - PIWIS Tester 4**

Re-programming DME control unit

Work Procedure: 1 The basic procedure for programming a control unit is described in the Workshop Manual ⇒ *Workshop Manual '9X00IN Basic instructions and procedure for control unit programming using the PIWIS Tester - section on "Programming"*.

Specific information on control unit programming as part of this Technical Information:

Required PIWIS Tester test software release:	42.600.010 (or higher)
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Type of control unit programming:	Control unit programming using the ' Automatic programming ' function for the DME control unit: 'DME' control unit – ' Coding/programming ' menu – ' Automatic programming ' function.
Programming sequence:	Read and follow the information and instructions on the PIWIS Tester during the guided programming sequence. During the programming sequence, the DME control unit is re-programmed and then automatically re-coded . Do not interrupt programming and coding. Once the control units have been programmed and coded, you will be prompted to switch the ignition off and then back on again after a certain waiting time. Backup documentation of the new software versions is then performed.
Programming time (approx.):	12 minutes
Data set for the motor electronics (DME) control unit programmed as part of this programming:	See section ⇒ <i>Technical Information '9X00IN Overview of programmed DME software versions'</i> .
Procedure in the event of error messages appearing during the programming sequence:	⇒ <i>Workshop Manual '9X00IN Basic instructions and procedure for control unit programming using the PIWIS Tester - section on "Troubleshooting"</i>
Procedure in the event of a termination in the control unit programming:	Repeat control unit programming by restarting programming.

- 2 Read out and delete all control unit fault memories.
 - 2.1 In the control unit selection ('Overview menu') press •F7" to call up the Additional menu.
 - 2.2 Select the "Read all fault memories and delete if necessary" and press •F12" ('Next') to confirm.
- 3 Exit the diagnostic application. Switch off ignition. Disconnect Tester from vehicle.
- 4 Switch off and disconnect the battery charger.

Overview of the programmed DME software versions



Information

The software part number and software release of the programmed data record are based on the specified PIWIS Tester software release. Please note that this may be different in a later release.

Overview:

911 Turbo (992)

- with Porsche Doppelkupplung (PDK)

Exhaust emission standard	Model year				Porsche part number (software)	Software release
	2020 (L)	2021 (M)	2022 (N)	2023 (P)		
ULEV70	-	X	X	X	992906027AJ	0001 (or higher)

911 Turbo S (992)

- with Porsche Doppelkupplung (PDK)

Exhaust emission standard	Model year				Porsche part number (software)	Software release
	2020 (L)	2021 (M)	2022 (N)	2023 (P)		
ULEV70	-	X	X	X	992906026AQ	0001 (or higher)

911 Carrera GTS (992)

- with Porsche Doppelkupplung (PDK)

Exhaust emission standard	Model year				Porsche part number (software)	Software release
	2020 (L)	2021 (M)	2022 (N)	2023 (P)		
ULEV70	-	-	X	X	992906022AT	0001 (or higher)

911 Carrera GTS (992)

- with manual transmission

Exhaust emission standard	Model year				Porsche part number (software)	Software release
	2020 (L)	2021 (M)	2022 (N)	2023 (P)		
ULEV70	-	-	X	X	992906022AM	0001 (or higher)

Labor position and PCSS encryption

Labor position:

APOS	Labor operation	I No.
24702591	Programming DME control unit	

PCSS encryption:

Location (FES5)	27060	Battery
Damage type (SA4)	4071	Voltage too high

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