

**Warning Messages "Engine Control Fault" and "Oil Pressure Control" in the Instrument Cluster/ Several Fault Memory Entries (P25AD00/P2D8F00/ P052100) in the DME Control Unit (06/22)**

Revision: This bulletin replaces bulletin Group 2 06/22, dated March 18, 2022.

Model Year: **As of 2019 up to 2020**

Vehicle Type: **Macan S (95B) / Macan GTS (95B) / Macan Turbo (95B)**

Concerns: **Engine electronics (DME) control unit**

- Information:
- Yellow engine indicator light and '**Engine control fault**' and '**Oil pressure control**' warning messages are displayed on the instrument cluster.
  - Fault codes '**P25AD00 Piston spray nozzle control valve, blocked open (0048AD)**' or '**P2D8F00 Oil pressure switch - signal implausible (0048AE)**' or '**P052100 - Oil pressure sensor, front of engine block – signal ((00723D)** are stored in the fault memory of the DME control unit.

This may be caused by deficits in the software programming for oil pressure monitoring.

Action required: In the event of a complaint, re-program the DME control unit using the PIWIS Tester with PIWIS Tester software version **40.785.090** (or higher) installed.



**Information**

The total time required for control unit programming is **approx. 13 minutes**.

**Required tools**

- Tool:
- **9900 - PIWIS Tester 3** with PIWIS Tester software version **40.785.090** (or higher) installed.
  - **Battery charger** with a current rating of **at least 90 A**, e.g. **battery charger 90A**.

For further information about the battery chargers to be used, see the corresponding Workshop Manual.  
 ⇒ *Workshop Manual '270689 Charging vehicle electrical system battery'*

**Preparatory work**

**NOTICE**

**Fault entry in the fault memory and control unit programming aborted due to under-voltage.**

- **Increased current draw during diagnostics 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 getting started, connect a suitable battery charger with a current rating of at least 90 A to the jump-start terminals.

**NOTICE**

Control unit programming will be aborted if the Wi-Fi connection is unstable.

- An unstable Wi-Fi connection can interrupt communication between PIWIS Tester and the vehicle communication module (VCI). As a result, control unit programming may be aborted.
- ⇒ During control unit programming, always connect the PIWIS Tester to the vehicle communication module (VCI) via the USB cable.

**NOTICE**

Control unit programming will be aborted if the driver's key is not detected

- If the driver's key is not detected in vehicles with Porsche Entry & Drive, programming cannot be started or will be interrupted.
- ⇒ Switch on the ignition using the original driver's key. To do this, replace the control unit in the ignition lock with the original driver's key if necessary.

Work Procedure: 1 Carry out general preliminary work for control unit programming as described in ⇒ *Workshop Manual '9X00IN Basic instructions and procedure for control unit programming - section on "Preliminary work"*.

**Re-programming DME control unit****Information**

The procedure described here is based on the PIWIS Tester 3 software version **40.785.090**.

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

Deviations may occur with later software versions, for example.

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 in the context of this Technical Information:**

Required PIWIS Tester software version:	<b>40.785.090</b> (or higher)
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Type of control unit programming:	Control unit programming using the <b>'Automatic programming'</b> function of the DME control unit:  <b>'Engine electronics (DME)'</b> control unit – <b>'Coding/programming'</b> menu – <b>'Automatic programming'</b> function.
Programming sequence:	Read and follow the <b>information and instructions on the PIWIS Tester</b> during the guided programming sequence. During the programming sequence, the <b>DME control unit is re-programmed</b> and then <b>automatically re-coded</b> .  <b>Do not interrupt programming and coding.</b>  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):	<b>13 minutes</b>
Data record (software part number and software version) programmed for the DME control unit during programming:	See section ⇒ <i>Technical Information '9X00IN Overview of programmed software versions'</i> .  The software part number and software version of the programmed data record are based on the specified PIWIS Tester software version. Please note that this may be different in a higher version.
Procedure in the event of abnormal termination of control unit programming:	<ul style="list-style-type: none"> <li>• Switch ignition off and then on again.</li> <li>• Reading out and erasing fault memories. ⇒ <i>Workshop Manual '9X00IN Basic instructions and procedure for control unit programming using the PIWIS Tester - section on "Rework"</i></li> <li>• Repeat control unit programming by restarting programming.</li> </ul>
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> .

## Overview of the programmed DME software versions



### Information

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

Overview:

#### Macan S (95B)

Exhaust emission standard	Model year	Software Part No.	Software version
LEV3 / Tier3 70 (M-no. 7CE)	2019	95B907559E	0008
LEV3 / Tier3 70 (M-no. 7CE)	2020	95B907559E	0009

#### Macan GTS (95B)

Exhaust emission standard	Model year	Software Part No.	Software version
LEV3 / Tier3 70 (M-no. 7CE)	2020	95B907551J	0007

#### Macan Turbo (95B)

Exhaust emission standard	Model year	Software Part No.	Software version
LEV3 / Tier3 70 (M-no. 7CE)	2020	95B907551D	0007

## Concluding work

Work Procedure: 1 Carry out general rework for control unit programming as described in ⇒ *Workshop Manual '9X00IN Basic instructions and procedure for control unit programming using the PIWIS Tester - section on "Rework"*.

**Invoicing**

For documentation and warranty invoicing, enter the working position and PCSS encryption specified below in the warranty claim:

<b>APOS</b>	<b>Labor operation</b>	<b>I No.</b>
24702501	Re-programming DME control unit	

PCSS encryption:

<b>Location (FES5)</b>	24700	DME control unit
<b>Damage type (SA4)</b>	1134	Programming error

References:   ⇒ *Workshop Manual '270689 Charging vehicle electrical system battery'*  
                  ⇒ *Workshop Manual '9X00IN Basic instructions and procedure for control unit programming'*

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