

**Power Transmission Symptom - Manual Upshifting from First to Second Gear Not Possible: Re-Program PDK Control Unit (SY 24/23)**

Change overview

Release	Date	Change
1	03/30/2023	• First publication
2	04/06/2023	• Update of terminology (PDK)
3	06/25/2024	• PDK data records for vehicles before CW 48/21 added

Vehicle Type: **911 Turbo (992) / Turbo S (992)**

Model Year: **As of 2020 up to 2022**

Equipment: **8-speed Porsche Doppelkupplung (M No. G1G)**

Concerns: **Porsche Doppelkupplung (PDK)**

Symptom: Customers complain that shifting from first to second gear via the shift paddles on the steering wheel in manual shift mode (M mode) is not affected, or only after the accelerator pedal is released and the shift paddles are activated again. The behavior occurs particularly when driving off with low load and early upshifting. In automatic shifting mode (operating mode D), shifting occurs normally.

Cause: Due to the previous PDK control unit software design, manual shifting from first to second gear may be prevented after the vehicle is driven off if shifting is attempted before the PDK control unit has switched internally from "Drive-off" mode to "Driving" mode due to low load. This occurs when the vehicle is mainly operated in manual shifting mode. This behavior may potentially affect vehicles manufactured before the implementation date of the modified PDK software specified below.

Date of Introduction: **Implementation date for modified PDK software**

Vehicle type	PDK software part number (new)	Software release (new)	Use from
911 Turbo (992)	992927110AA	0580	Week 36/2022 (North America)
911 Turbo S (992)	992927109AB	0580	Week 36/2022 (North America)

Remedial  
Action:

In the event of a customer complaint with vehicles that were manufactured before the aforementioned deployment dates, re-program the PDK control unit using the PIWIS Tester and installed software release 42.700.040 (or higher).

**The following PDK data records are programmed depending on vehicle type, production date and exhaust emission standard:**

**Information**

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

Vehicle type	Exhaust emission standard	Model year	PDK software part number	Software release	Note
911 Turbo (992)	ULEV	2021 (M) 2022 (N)	992927110AB	0583	until CW 48/21 (MY N - IY1)
		2022 (N) 2023 (P)	992927110AA	0580	from CW 48/21 (MY N - IY2)
911 Turbo S (992)	ULEV	2021 (M) 2022 (N)	992927109AD	0583	until CW 48/21 (MY N - IY1)
		2022 (N) 2023 (P)	992927109AB	0580	from CW 48/21 (MY N - IY2)

**Required tools**

## Tools:

- **P90999 - PIWIS Tester 4** with PIWIS Tester test software release **42.700.040** (or higher) installed
- Battery charger with a current rating of **at least 90 A**, e.g. **VAS 5908 - 90-A battery charger**. For further information about the battery chargers to be used, see the corresponding Workshop Manual. ⇒ *Workshop Manual '270689 Charging battery and vehicle electrical system'*

**Preparatory work****NOTICE**

**Fault entry in the fault memory or control unit programming aborted, as the case may be, 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 starting work, 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 the PIWIS Tester II and the vehicle communication module (VCI). As a result, 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 recognized

- If the driver's key is not recognized in the vehicle, programming cannot be started or will be interrupted.

⇒ Place the driver's key with the back facing down in front of the lock opening for the center console cover to guarantee a permanent radio link between the vehicle and driver's key.

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 - "Preliminary Work" section*.

**Re-program PDK control unit**

Work Procedure: 1 The basic work procedure to program 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 release:	<b>42.700.040</b> (or higher)
Type of control unit programming:	Control unit programming using the <b>'Automatic programming'</b> function of the PDK control unit.  <b>'PDK'</b> control unit – <b>'Coding/programming'</b> menu – <b>'Automatic programming'</b> function.

Programming sequence:	<p>Read and follow the <b>information and instructions on the PIWIS Tester</b> during the guided programming sequence.</p> <p>During the programming sequence, the <b>Porsche Doppelkupplung (PDK)</b> is <b>re-programmed</b> and then <b>automatically re-coded</b>.</p> <p><b>Do not interrupt the programming and coding process.</b></p> <p>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.</p> <p>Backup documentation of the new software versions is then performed.</p>
Programming time (approx.):	Programming takes up to <b>15 minutes</b> , depending on equipment.
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.

### Follow-up actions

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

### Labor position and PCSS encryption

Labor position:

APOS	Labor operation	I No.
37302599	Program transmission electronics control unit	

PCSS encryption:

Location (FES5)	37180	Rocker switch
Damage type (SA4)	1127	does not switch

References: ⇒ *Workshop Manual '9X00IN Basic instructions and procedure for control unit programming using the PIWIS Tester'*

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