Various Warning Messages in the Instrument Cluster / Fault Memory Entry “P010600” in the DME Control Unit: Re-Programming DME Control Unit (192/24)

Vehicle Type: **Cayenne E-Hybrid (9YA / 9YB)**

Model Year: **As of 2021 up to 2023**

Equipment: 3.0-liter turbo V6 engine **(M-No. T9I)**

Concerns: **Pressure sensor (intake manifold)**

Information: **The customer complains about various warning messages lighting up on the instrument cluster.**
For example:

- **“Engine control fault” warning message**
- **Porsche Stability Management (PSM) failure**
- **Distance control failure**
- **All-wheel drive control failure**

The following fault memory entry is stored in the fault memory of the DME control unit:

- P010600 – Pressure sensor downstream of throttle valve, bank 1, signal implausible (008701)

Cause: When the engine is stopped, the throttle valve is closed; the vacuum generated thereby temporarily remains in the intake manifold.
As a result, the negative intake manifold pressure, in connection with the stationary engine, can be assessed as implausible by the DME control unit and lead to the aforementioned complaint.

Action: 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 **42.950.050** (or higher).

Information
Replacing the pressure sensor (intake manifold) will not correct the problem addressed by this complaint and will not provide any remedy.

Required tools

Tools:

- **P90999 - PIWIS Tester 4**
- 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 Charge battery and vehicle electrical system'*

Re-programming DME control unit

1 The basic control unit programming is described in the Workshop Manual ⇒ *Workshop Manual '9X00IN Basic Instructions and Procedure for Control Unit Programming Using the PIWIS Tester'*.

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

Required PIWIS Tester software release:	**42.950.050** (or higher)
Type of control unit programming:	Control unit programming using the **"Automatic programming"** function of the DME control unit. **"Motor electronics (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, first the **DME control unit** and then the **PDK control unit or transmission control unit** are **re-programmed**. Both control units are then **automatically** re-**coded**. **Do not interrupt the programming and coding process.** 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 releases is then performed.
Programming time (approx.):	Programming takes up to **15 minutes**, depending on equipment.
Data set for the motor electronics (DME) programmed as part of this programming:	See section. ⇒ *Technical Information '9X00IN Overview of programmed DME data records'*

Procedure in the event of error messages appearing during the programming sequence:	⇒ *Workshop Manual '9X00IN Basic instructions and procedure for control unit programming using the PIWIS Tester'*.
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.

3 End the diagnostic application. Switch off ignition. **P90999 - PIWIS Tester 4** must now be disconnected from the vehicle.

4 Switch off and disconnect the battery charger.
⇒ *Workshop Manual '270689 Charging battery / vehicle electrical system'*

Overview of programmed DME data records

Information

The software part number and software version 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:

Exhaust emission standard	Model year			Porsche part number (software)	Software release
	2021 (M)	2022 (N)	2023 (P)		
ULEV	X	X	X	9Y0907559AB	0007 (or higher)

Labor position and PCSS encryption

Labor position:

APOS	Labor operation	I No.
24702592	Programming DME control unit	

PCSS encryption:

Location (FES5)	21900	Pressure sensor
Damage type (SA4)	4021	Incorrect signal