

G2.II PHEV (V6 Variants Only) – Misfires during Engine Warm-up

Vehicles Affected

Models	Model Year	Model Type	VIN Range	Vehicle-Specific Equipment
Panamera	As of 2021 up to 2023	97ABX1 97ADZ1 97ANX1 97BBX1 97BDZ1 97BNX1	N/A	E-Hybrid

Revision History

Revision	Release Date	Changes
0	September 5, 2023	Original document
1	August 20, 2024	Update of rpm under Condition Update of Technical Background Addition of note under Service Information
2	January 30, 2025	Update of Technical Background Update of Service Information Update of Warranty
3	April 9, 2025	Update of MY Update of Service Information
4	June 12, 2025	Update to include references to Campaign WSC3

Condition

Before performing any work related to misfire codes in the DME, please ensure that Campaign WSC3 is completed where applicable.

The presence of DME misfire faults P030X00 occurring during catalytic warm-up (or low engine temperatures), under low relative load for the internal combustion engine (ICE), at low ICE rpm (1400 - 3000 rpm). If there is a customer complaint for the check engine light (CEL), then it is likely the Instrument Cluster Fault P162400 ('Engine control indicator light switched on') results from the misfire fault(s).

If these conditions are present, it is therefore often possible to reproduce such misfires during catalytic warming of a cold engine as the drivetrain load supported by the electrical motor shifts to the ICE. A CEL requires two sequential drive-cycles with entered misfire faults; nonetheless, even when the misfire fault sets for the first time, operation of the electric motor (in E-Power or Hybrid Auto mode) suspends indefinitely for that drive cycle.

Technical Background

The misfire diagnostic is sensitive, yet accurate. In some instances, the engine operating conditions during catalytic warming may trigger misfire faults.

NOTE: Misfire faults can arise for numerous reasons. If the above conditions in the environmental fault data do NOT exist, then the misfire cause requires further root cause diagnosis and remedy.

Service Information

1. Please create a VAL to document any fault codes stored in the DME.
2. Inspect the environmental data within any of the stored misfire fault codes and observe the engine speed, relative load, and measured engine torque at which the faults occurred. If the three values match the criteria below, then the specific engine operating conditions may be contributing to the misfires:

- > Engine speed 1300-3000 rpm
- > Relative load 45-60%
- > Measured torque 85-90 Nm

20_Fault occurrence: Engine speed	2157.00 rpm
20_Fault occurrence: Calculated engine load	15.7 %
20_Fault occurrence: Vehicle speed	25 km/h
20_Fault occurrence: Coolant temperature	21 °C
20_Fault occurrence: Intake air temperature	13 °C
20_Fault occurrence: Ambient air pressure	1020 mbar
20_Fault occurrence: Control unit supply voltage (see F1 Help)	14.100 V
Data set ID	71
20_Fault occurrence – measured values: Unlearning counter according OBD	40
20_Fault occurrence – measured values: Engine status	COENG_RUNNING
20_Fault occurrence – measured values: Engine oil temperature	18.2 °C
20_Fault occurrence – measured values	Teillast
20_Fault occurrence – measured values	0
20_Fault occurrence – measured values: Relative load value	50.13 %
20_Fault occurrence – measured values: Current system status	SYC_DRIVE
20_Fault occurrence – measured values: Engine torque	88.5 Nm

3. If the misfire faults are determined to be caused by the above specific operating conditions during catalytic heating, please ensure Campaign WSC3 is completed.
4. If the misfire faults persist after the DME programming, please proceed with other misfire diagnosis methods.

Warranty

As always, please document the repair completely in PCSS.

For this repair, please code the "cause" as follows:

Cause location:	24700	DME control unit
Cause symptom:	1134	Programming error

If Campaign WSC3 is completed, please follow the Labor Operation guidelines in the Campaign bulletin.

Labor Operations for any work performed outside of WSC3 may be claimed only as needed.

Search Items

G2.II PHEV, Misfires, V6

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