Yellow Malfunction Indicator Light Active on the Instrument Cluster / Fault Memory Entry "P119A00" in the DME Control Unit: Re-Programming DME Control Unit (47/25)

Vehicle Type: **Panamera 4 E-Hybrid (971) / Panamera 4S E-Hybrid (971)**
Cayenne E-Hybrid (9YA / 9YB)

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

Concerns: **DME control unit**

Cause: **The customer complains about the yellow malfunction indicator light in the instrument cluster lighting up, a poor throttle response and loss of power from the combustion engine.**
The following fault memory entry is stored in the fault memory of the DME control unit:

- **P119A00** - Fuel high-pressure sensor, bank 1 – malfunction (003478)

In rare cases, misfiring also occurs.

After an ignition change, the complaint does not occur again for the time being.

Cause: On E-Hybrid vehicles, for the engine decoupling (clutch between the combustion engine and electric engine) the separating clutch is adapted several times during electric driving.
If a separating clutch is adapted, a so-called phantom start occurs briefly; this refers to the electric engine turning on the combustion engine via the separating clutch without active fuel injection and ignition.
As a result, an unwanted pressure build-up in the fuel rail occurs as a side effect; this can in very rare cases lead to deviations in the total mixture adaptation of the DME control unit and trigger the aforementioned complaint.

Information
Replacing the fuel pressure sensor (high-pressure sensor) or other components is not expedient in the case of this complaint and does not provide any remedy.

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

Information
The minimum programming requirement is the PIWIS Tester software release **43.400.040** (or higher).

Required tools

Tools:

- **P90999 - PIWIS Tester 4**
- Battery charger with a current rating of **at least 90 A** and a **current and voltage-controlled charge map** for lithium starter batteries, e.g. **VAS 5908 battery charger 90 A**. For further information about the battery chargers to be used, see the corresponding Workshop Manual. ⇒ *Workshop Manual '270689 Charging vehicle electrical system battery'*

Re-programming DME control unit

1 The basic work procedure for 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:	**43.400.040** (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, the **DME control unit** is re-programmed first, and then the **transmission control unit** is **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 are then performed.
Programming duration:	Programming takes up to **15 minutes**, depending on equipment.
Data record programmed during 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 Exit the diagnostic application, switch off the ignition and disconnect **P90999 - PIWIS Tester 4** from the vehicle.

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

Overview of programmed DME data records

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

Overview:

Panamera 4 E-Hybrid (971)

Exhaust emission standard	Porsche part number (software)	Software release
ULEV	972907551AS	0004 (or higher)

Panamera 4S E-Hybrid (971)

Exhaust emission standard	Porsche part number (software)	Software release
ULEV	972907551AN	0004 (or higher)

Cayenne E-Hybrid (9YA / 9YB)

Exhaust emission standard	Porsche part number (software)	Software release
ULEV	9Y0907559AB	0007 (or higher)

Labor position and PCSS encryption

Labor position:

APOS	**Labor operation**	**I No.**
24702542	Programming DME control unit	

PCSS encryption:

Location (FES5)	2409	Fuel pressure sender
Damage type (SA4)	4021	Signal falsified