

Transmission Symptom - Yellow Warning Message, Jammed Claw Clutch, P1D2E00, 00ABC8 (SY 86/20)

Change overview:

Release	Date	Change
0	06/29/2020	▪ First publication
1	07/20/2020	▪ Update of Work Procedure
2	02/09/2024	▪ Document completely revised ▪ Affected order types and model years added
3	07/26/2024	▪ Affected order types and model years added ▪ Update of Labor operation
4	08/29/2025	▪ Update to Work Procedure section steps 4.2 to 4.4

Model Line: **Taycan (Y1A / Y1B / Y1C)**

Model Year: **As of 2020**

Concerns: **Automatic transmission**

Symptom: **The customer complains about an active yellow warning message "Transmission faulty - driving permitted".**
 The vehicle no longer changes into 2nd gear, but can still be moved forwards and backwards. From a speed of 50 km/h (30 mph), the warning message "Transmission faulty - reduced driving possible" appears on the instrument cluster.
 The following fault memory entry is stored in the fault memory of the DME control unit:

- P1D2E00 - Shift monitoring, claw clutch, timeout during disengagement (00ABC8)

Cause: The symptom is caused by radial jamming of the claw clutch (claw clip) in the automatic transmission.

Remedial Action: If a complaint is made, perform an actuator test and, if necessary, release the jammed claw clutch with a manual torque load.

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 Charging vehicle electrical system and battery'*

Review claw clutch clamps**Information**

Always make sure that the power supply on the vehicle is not interrupted while working with the PIWIS Tester. A battery charger with a current rating of at least 90 A must be connected to the vehicle battery.

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 releases.

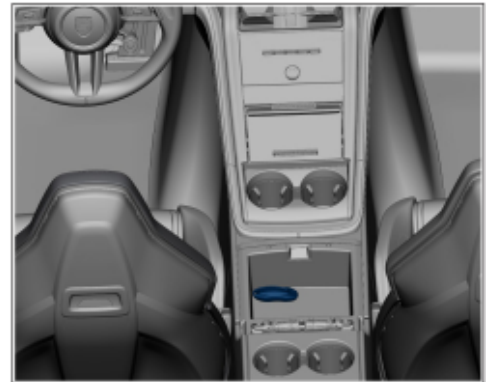
The procedure described here has been structured in general terms; different text or additions may appear in the PIWIS Tester.

- Work Procedure:
- 1 Connect and switch on the battery charger.
 - 2 Place original remote control in emergency start tray.

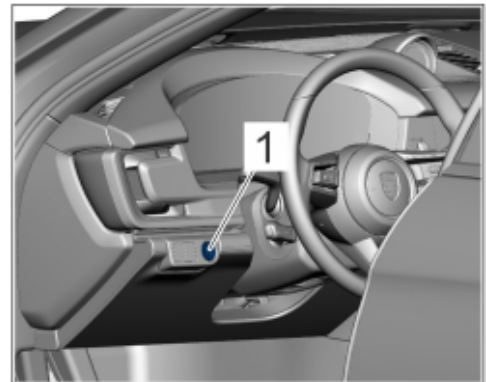
**Information**

Switch on ignition: Press the Start-Engine-Stop ⇒ Start-Engine-Stop button -1- button without stepping on the brake pedal.

- 3 Connect PIWIS Tester to the vehicle and start. Switch on the ignition.
- 4 Carry out actuator test for servo motor (clutches).
 - 4.1 Select the DME control unit in the control unit selection screen (⇒ "Overview" menu).
 - 4.2 Select the "Drive links" menu.
 - 4.3 Select "All".
 - 4.4 Select sequence for " Servo motor (clutches) - see "F1 Help".
 - 4.5 Observe preconditions for actuator testing under **F1** .
 - 4.6 Start the check from "Shift_Positon" by selecting value "2nd gear" and confirm with **F8** .



Place remote control in emergency start tray



Start-Engine-Stop button

Assessment		Action
(✓)	Check is performed and the 2nd gear is engaged.	Claw clutch not jammed. Delete passive fault "P1D2E00 - Shift monitoring, claw clutch, timeout during installation (00ABC8)". Continue with Step 5.
(✗)	Check is not performed and the 2nd gear is not engaged.	Release jammed claw clutch manually. Continue to ⇒ <i>Technical Information '270689 manually release the jammed clutch'</i> .

- 5 Erase fault memory.
- 6 Switch off ignition. Disconnect the PIWIS Tester from the vehicle.

Manually release the jammed clutch



Information

- A jammed claw clutch can be released by a high torque drive in the transmission.
 - High torques can only be transferred on a dry and paved road.
 - The torque load can be achieved by accelerating several times with different loads (pedal positions) and driving modes (no high speeds are necessary).
- 1 Have a second person to operate the PIWIS Tester during the test drive.
 - 2 Review transmission position while driving.
 - 2.1 Select the DME control unit in the control unit selection screen (⇒ "Overview" menu).
 - 2.2 Select the "Actual values input signals" menu.
 - 2.3 Select the "G_Transmission" function and press **F12** ('Next') to confirm your selection.
 - 2.4 Select actual value "G030_Transmission position, actual position from sensor value" and confirm with **F12** (Next).



Information

Under 'Value' either "R / 1st gear" or "2nd gear" is displayed. If under 'Value' "2nd gear" is displayed, the claw clutch has been freed.

- 2.5 Load vehicle at a suitable location with high torque requirements, changing between the different loads and checking whether the transmission is shifting into second gear.

**Information**

In rare cases, it may be necessary to carry out a Launch Control start (racing start) several times in Sport+ mode by pressing the accelerator pedal several times after starting up.

It is mandatory to observe the respectively valid statutory regulations (road traffic regulations). Please also see the ⇒ Owner's Manual in the chapter "Launch Control".

Assessment		Action
(✓)	The automatic transmission changes to 2nd gear.	Jammed claw clutch is released. - Delete passive fault "P1D2E00 - Shift monitoring, claw clutch, timeout during installation (00ABC8)". - Switch off ignition. - Disconnect the PIWIS Tester from the vehicle.
(✗)	The automatic transmission does not change to 2nd gear.	Jammed claw clutch cannot be released. Replace the automatic transmission. For procedure, see: ⇒ <i>Workshop Manual '373527 Removing and mounting automatic transmission'</i>

Labor position and PCSS encryption

Labor positions:

APOS	Labor operation	I No.
38380100	Check the C1 clutch	
38384100	Repair clutch C1	
37355501	Check and replace automatic transmission	
37355502	Check and replace automatic transmission	

PCSS encryption:

Location (FES5)	38380	Clutch 1
Damage type (SA4)	1712	sticks / gets stuck

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