

WSK9 - Re-Programming DME Control Unit (Workshop Campaign)

Change Overview:

Revision	Date	Change
0	09/24/2025	▪ Original publication
1	09/24/2025	▪ Addition of California label and certificate

Model Year: **As of 2024 up to 2026**

Important: **CRITICAL WARNING** — This campaign includes steps where control unit(s) in the vehicle will be programmed with the PIWIS Tester. The vehicle voltage must be maintained between 13.5 volts and 14.5 volts during this programming. Failure to maintain this voltage could result in damaged control unit(s). Damage caused by inadequate voltage during programming is not a warrantable defect. The technician must verify the actual vehicle voltage in the PIWIS Tester before starting the campaign and also document the actual voltage on the repair order.

Model Line: **Cayenne (9YA / 9YB)**

Equipment: Hybrid drive system (**M-No. 0K3**)

Concerns: **DME control unit**

Cause: **There is a possibility that the software of the DME control unit on the affected vehicles does not meet the required specifications.**
 This can lead to a longer waiting time before opening the fuel cap and to the yellow warning message "Refuelling readiness cannot be established" in the instrument cluster. As a result of the warning message, the fuel cap can only be opened via the emergency release.

Action: Re-program the DME control unit using the PIWIS Tester.



Information

The minimum programming requirement is the PIWIS Tester software release: **43.600.000** (or higher).

Affected Vehicles: Only vehicles assigned to the Campaign (see also PCSS Vehicle Information).

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 the vehicle electrical system battery'*

Re-program DME control unit

Work Procedure: 1 Re-program DME control unit.

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'*

For specific information on control unit programming during this Campaign, see the table below.

Required PIWIS Tester software release:	43.600.000 (or higher)
Type of control unit programming:	Control unit programming using the ' Automatic programming ' function for the DME control unit: 'DME' control unit – ' Coding/programming ' menu – ' Automatic programming ' function.
Programming sequence:	Read and follow the information and instructions for the PIWIS Tester during the guided programming sequence. During the programming sequence, first the DME control unit and then the transmission control unit is re-programmed. Subsequently, both control units are 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 duration:	Programming takes up to 15 minutes , depending on equipment.

Software release programmed during this Action:	See ⇒ <i>Technical Information '9X00IN DME control unit software overview'</i> section. Following control unit programming, the software release can be read out using the PIWIS Tester in the menu ⇒ 'Incremented identifications'.
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'</i>
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.



Information

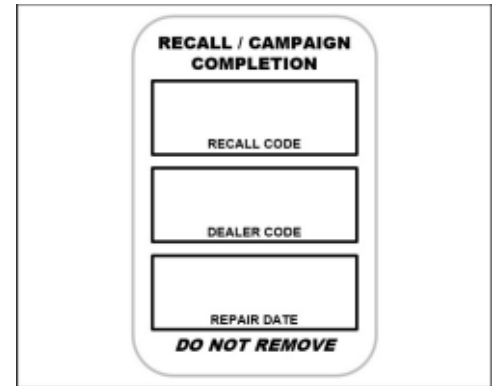
If control units are found to have faults that are **not** attributable to control unit programming, the faults must first be **located** and **corrected**. This work **cannot** be invoiced under this Workshop Campaign.

- 3 Exit the diagnostic application, switch off ignition and disconnect **P90999 - PIWIS Tester 4** from the vehicle.
- 4 Switch off and disconnect the battery charger.
⇒ *Workshop Manual '270689 Charging the vehicle electrical system battery'*
- 5 Attach **Recall Proof of Completion label** to the front lid (**California Porsche Centers only**).

Instructions for attaching labels

- Surfaces on which you intend to attach the label must be clean, dry and free from grease and oil residues.
- Before attaching the label, clean the surfaces using a suitable cleaning agent and a clean, grease-free and lint-free cloth.
- This label must not be affixed over existing label.
- Attach label only at the specified positions.

- 5.1 Fill out the Recall Proof of Completion label
⇒ *Recall Proof of Completion Label* fully and correctly. This includes the recall code “**WSK9**”, your Porsche Center code and the repair date.
- 5.2 Clean the surface in the lower area on the front lid at the left-hand side in direction of travel at which the Recall Proof of Completion label must be attached ⇒ *Proof of Completion Label: specified position (Exemplary illustration) -arrow-* using a suitable cleaning agent and a clean, grease-free and lint-free cloth.
- 5.3 Affix Recall Proof of Completion label in the lower area of the front lid at the lefthand side in direction of travel ⇒ *Proof of Completion Label: specified position (Exemplary illustration) -arrow-*.
- 5.4 Close front lid.
- 6 Enter the Campaign in the Warranty and Maintenance Logbook.



Recall Proof of Completion Label



Proof of Completion Label: specified position (Exemplary illustration)

DME control unit software overview

Type	Version	Model year	Software part number	Software release
Cayenne E-Hybrid	ULEV	2024 - 2026	9Y0906016H	0002 (or higher)
Cayenne S E-Hybrid	ULEV	2024 - 2026	9Y0906006L	0002 (or higher)
Cayenne Turbo E-Hybrid	ULEV125	2024	9Y0906023G	0003 (or higher)
Cayenne Turbo E-Hybrid	ULEV70	2025 - 2026	9Y0906023M	0002 (or higher)

Warranty processing



Information

The stated labor time was determined specifically for carrying out this Campaign and includes all necessary preliminary work and rework. The labor time can differ from the labor time published in the Labor Operation List in the PCSS.

Scope 1:

Re-program DME control unit

Labor time:		
re-program DME control unit		Labor time: 51 TU
Includes: Connecting and disconnecting battery charger Connecting and disconnecting PIWIS Tester Read out and delete fault memory Attach Recall Proof of Completion label and provide signed proof of correction to customer (California Porsche Centers only)		
PNA EMI 000 00	Label – Recall Proof of Completion	1 ea.
PNA 999 100 235	Certificate – Recall Proof of Correction	1 ea.
<p>* California Porsche Centers only:</p> <ul style="list-style-type: none"> For warranty processing, enter the Part No. PNA EMI 000 00 with the designation "label" as a local part at US\$ 0.34 in the warranty claim. For warranty processing, enter the Part No. PNA 999 100 235 with the designation "certificate" as a local part at US\$ 0.01 in the warranty claim. <p>⇒ Damage number WSK9 066 000 1</p>		

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