WSC3 – Re-Program DME Control Unit (Workshop Campaign)

Change Overview:

Revision	Date	Change
0	06/09/2025	▪ Original publication
1	09/26/2025	▪ Addition of California label and certificate

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

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.

Vehicle Type: **Panamera 4 E-Hybrid (971) / Panamera 4S E-Hybrid (971)**

Concerns: **DME control unit**

Cause: **Optimized software for the DME control unit is available for the affected vehicles.**
The software update improves the robustness of the engine control during the heating phase of the catalytic converter.

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

Information
The minimum programming / coding requirement is the PIWIS Tester software release **43.300.020** (or higher).

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

Required tools

Tool:
- **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. **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-program DME control unit

Work Procedure: 1 Re-program DME control unit.

The basic 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:	**43.300.020** (or higher)
Type of control unit programming:	Control unit programming using the **"Automatic programming"** function of the DME control unit: **"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, then the **PDK 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 period. Backup documentation of the new software versions is then performed.
The programming sequence takes (approx.):	**12 minutes**
Software release programmed during this action:	See section. ⇒*Technical Information '9X00IN Overview of programmed DME data records'*

Procedure in the event of a **termination** in the control unit programming:	▪ Switch the ignition off and switch on again. ▪ Read out and erase the fault memory ⇒ *Workshop Manual '9X00IN Basic instructions and procedure for control unit programming using the PIWIS Tester - "Rework" section'*. ▪ Repeat control unit programming by restarting programming.
Procedure if **other error messages** appear during the programming sequence:	⇒ *Workshop Manual '9X00IN Basic instructions and procedure for control unit programming using the PIWIS Tester - chapter on "FSL troubleshooting"'*.

2 Read out all **fault memories**, process and delete existing faults if necessary.

3 End the diagnostic application. Switch off the ignition. Disconnect **P90999 - PIWIS Tester 4** from the vehicle.

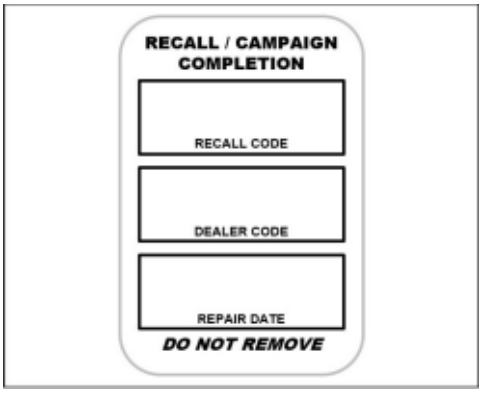
4 Switch off and disconnect the battery charger.
⇒ *Workshop Manual '270689 Charge vehicle electrical system battery'*

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 "**WSC3**", 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.



Recall Proof of Completion Label

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.

Proof of Completion Label: specified position (Exemplary illustration)

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 can be different in a later release.

Panamera 4 E-Hybrid (971):

Exhaust emission standard	Porsche part number (software)	Software release
ULEV70	972907551AS	0005 (or higher)

Panamera 4S E-Hybrid (971):

Exhaust emission standard	Porsche part number (software)	Software release
ULEV70	972907551AN	0005 (or higher)

Warranty processing

Information

The stated labor time was determined specifically for carrying out this campaign and includes all necessary preliminary and subsequent rework. The labor time may differ from the labor times published in the Labor Operation List in PCSS.

Scope 1: **Re-program DME control unit**

Labor time:

Re-program DME control unit — Labor time: **49 TU**

Includes:
- Connect and disconnect battery charger
- Connect and disconnect 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.

* **California Porsche Centers only:**

- 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.

⇒ **Damage number WSC3 066 000 1**