Malfunction Indicator Light in Instrument Cluster Intermittently Active / Fault Memory Entry Regarding Supply Voltage for Catalytic Converter Heating "P0D8500" in DME Control Unit (SY 42/25)

Vehicle Type: **Cayenne Turbo GT (9YB)**

Model Year: **As of 2024 up to 2025**

Country/Market: USA **(C02)**
Canada **(C36)**
Puerto Rico **(C0A)**

Concerns: **DME control unit**

Symptom: **Customers complain about the malfunction indicator light intermittently lighting up on the instrument cluster.**
The following fault memory entry is stored in the fault memory of the DME control unit:

- **P0D8500** - Supply voltage during catalytic converter heating - above limit value (00AB1A)

Cause: The limit value for overvoltage during the catalytic converter heating process is stored too low in the software of the DME control unit.
As a result, a regular voltage is incorrectly assessed as a fault by the DME control unit, which can lead to the specified complaint.

Information
Component replacement will not work in the case of this fault pattern.

Remedial Action: In the event of a customer complaint, re-program the DME control unit using the Porsche Tester.

Information
The minimum programming requirement is the PIWIS Tester software release **43.900.030** (or higher).

Required tools

Tools:

- **P90999 - P90999 - Porsche 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-programming the DME control unit

Work Procedure: 1 Re-programming the 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'*

Specific information on control unit programming as part of this Technical Information:

Required PIWIS Tester software release:	**43.900.030** (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 time (approx.):	Programming takes up to **12 minutes**, depending on equipment.
Data set for the motor electronics (DME) programmed as part of 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 - P90999 - Porsche Tester 4** from the vehicle.

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

Information

To ensure that the complaint has been corrected and the fault does not occur again, a cold start should be performed after programming.
If the latest software is installed on the DME control unit and the fault occurs again, troubleshooting must be continued otherwise.

Overview of programmed DME data records

Information

The software part number and software release of the programmed data record are based on the specified PIWIS Tester software release. Please note that this may be different in a higher version.

Overview: **Cayenne Turbo GT (9YB)**

Exhaust emission standard	Porsche part number (software)	Software release
ULEV	9Y0906070J	0001 (or higher)

Labor position and PCSS encryption

Labor position:

APOS	Labor operation	I No.
24702549	Re-programming DME control unit	

PCSS encryption:

Location (FES5)	24700	DME control unit
Damage type (SA4)	1134	Programming error