

**WTB1 - Re-Programming the DME Control Unit (Workshop Campaign)**

Model Line: **Cayenne Turbo E-Hybrid (9YA / 9YB)**

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

Concerns: **DME control unit**

Situation: **There is a possibility that, under certain preconditions, yellow warning messages "All-wheel drive system faulty", "Transverse lock faulty" and "Porsche Stability Management failed" may be displayed intermittently on the instrument cluster on the affected vehicles due to a diagnosis of the DME control unit designed too sensitively.**

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



**Information**

The minimum programming requirement is the Porsche Tester software release: **44.000.000** (or higher).

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

**Required tools**

- Tools:
- **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. **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'*

**Specific information on control unit programming during this action:**

Required Porsche Tester software release:	<b>44.000.000</b> (or higher)
Type of control unit programming:	Control unit programming using the ' <b>Automatic programming</b> ' function for the DME control unit: <b>'DME'</b> control unit – ' <b>Coding / programming</b> ' menu – ' <b>Automatic programming</b> ' function.
Programming sequence:	Read and follow the <b>information and instructions on the Porsche Tester</b> during the guided programming sequence.  During the programming sequence, the <b>DME control unit</b> is re-programmed first, and then the <b>transmission control unit</b> is re-programmed. Thereafter, both control units are <b>automatically re-coded</b> .  <b>Do not interrupt the programming and coding process.</b>  Backup documentation for the re-programmed software releases starts after programming.
Programming duration:	Programming takes up to <b>12 minutes</b> , depending on equipment.
Software programmed during this action:	See section: ⇒ <i>Technical Information '9X00IN Overview of the programmed DME software releases'</i>  Following control unit programming, the software release can be read out using the PIWIS Tester in the menu ⇒ 'Extended identifications'.
Procedure if error messages appear 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** caused by control unit programming, they must first be **located** and **corrected**. This work **cannot** be invoiced under this Workshop Campaign.

- 3 Press **(F3)** to start the integration test in the control unit selection.  
If there is an integration deviation for individual control units, these must be programmed before vehicle handover to the customer.



**Information**

If, despite the programming performed, a deviation is still displayed during the integration test, the test must be carried out again.

There must be no breaches of integration!

Control units with optional software – with the exception of the DME control unit and the transmission control unit – can be ignored.

- 4 Exit the diagnostic application, switch off the ignition and disconnect **P90999 - Porsche Tester 4** from the vehicle.
- 5 Switch off and disconnect the battery charger.  
⇒ *Workshop Manual '270689 Charging the vehicle electrical system battery'*
- 6 Enter the campaign in the Warranty and Maintenance logbook.

**Overview of the programmed DME software releases**



**Information**

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

Overview:

Exhaust emission standard	Model year			Software part number	Software release
	2024 (R)	2025 (S)	2026 (T)		
ULEV70	–	X	X	9Y0906023M (unchanged)	0003 (or higher)

## Warranty processing



### Information

The specified labor time was determined specifically for carrying out this campaign and includes all necessary preliminary and subsequent work. The labor time may 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: **61 TU**

Includes: Connecting and disconnecting battery charger  
Read out and delete fault memory

⇒ **Damage number WTB1 066 000 1**

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