

Malfunction Indicator Light, Fault on Exhaust Flap Adjuster "P04A000 / P047600" in DME Control Unit (SY 13/26)

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

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

Emissions Concept: **ULEV**

Concerns: **Exhaust flap actuator**

Situation: **The customer complains about the malfunction indicator light (MIL) lighting up on the instrument cluster. When the fault occurred, the outside temperature was below the freezing point.**

One of the following fault memory entries is stored in the fault memory of the DME control unit:

- **P04A000** - Exhaust flap sensor, bank 2 – electrical fault
- **P047600** – ‘Exhaust flap, bank 1 – signal implausible

Cause: In rare cases, the exhaust flap may freeze when open or closed.



Information

Replacement of the exhaust flaps will not work in the case of this fault pattern.

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 Porsche Tester software release: **43.900.005** (or higher).

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 Charge battery and vehicle electrical system'*

Programming 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:	43.900.005 (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 on the Porsche 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 . Thereafter, both control units are automatically re-coded . Do not interrupt the programming and coding process. Backup documentation for the re-programmed software releases starts after programming.
Programming duration:	Programming takes up to 12 minutes , depending on equipment.
Software programmed during this action:	See section: ⇒ <i>Technical Information '9X00IN Overview of programmed DME data records'</i> Following control unit programming, the software release can be read out from the respective control unit using the Porsche 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.
- 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'*

Overview of programmed DME data records**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:

Panamera (YAA/YAB) / Panamera 4 (YAA/YAB)

Exhaust emission standard	Model year	Porsche part number (software)	Software release
ULEV	2024 - 2026	976907551AB	0002 (or higher)

Panamera 4 E-Hybrid (YAA/YAB)

Exhaust emission standard	Model year	Porsche part number (software)	Software release
ULEV	2025 - 2026	976907552BC	0003 (or higher)

Panamera 4S E-Hybrid (YAA/YAB)

Exhaust emission standard	Model year	Porsche part number (software)	Software release
ULEV	2025 - 2026	976907552BG	0003 (or higher)

Labor position and PCSS encryption

Labor position:

APOS	Labor operation	I No.
24702542	Program DME control unit	

PCSS encryption:

Location (FES5)	26510	Exhaust flap actuator
Damage type (SA4)	1613	does not function from time to time

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