

**Transmission Warning Message “P Not Available”, Fault Memory Entries for Parking Lock Buttons in the Shift Console and Transmission Electronics (PDK) Control Units (28/26)**

Change Overview:

Revision	Date	Change
0	04/07/2026	▪ First Publication
1	05/05/2026	▪ Update to Model Year

Model Year: **As of 2020 up to 2026**

Model Line: **911 (992)**

Equipment: **8-speed Porsche Doppelkupplung (PDK) (M No. G1F / G1G)**

Concerns: **Shift console control unit**

Information: **The customer is complaining that the yellow transmission warning message “P not available – park only on a level surface. Visit workshop” is displayed on the instrument cluster.**

The following fault memory entry is stored in the fault memory of the shift console control unit:

- **P18CA00** – Parking lock button, electrical fault (006F21)

**and/or**

The following fault memory entry is stored in the fault memory of the transmission electronics (PDK) control unit:

- **P18CB00** – Parking lock button, implausible signal (00C471)

The **parking function is not restricted**, and the transmission warning message is no longer active after a ignition change.



**Information**

Replacing the shift console will not work in the case of this fault pattern.

Action Required: Whenever there is a customer complaint and depending on the model year of the affected vehicle, re-program the selector saddle control unit with the Porsche Tester.

**Model year 2020 - 2021 vehicles:** Programming via “Programming code”.

⇒ *Technical Information 'Re-program shift console control unit (model year 2020 - 2021)'*

**Model year 2022 vehicles and later:** Programming via “Automatic programming”.

⇒ *Technical Information 'Re-program shift console control unit (from model year 2022)'*



### Information

The minimum programming requirement is the Porsche Tester software release: **44.000.000** (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'*

### Re-program shift console control unit (model year 2020 - 2021)

Work Procedure: 1 Re-program the shift console 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>'Campaign' function in the Additional menu</b> on the Porsche Tester by entering a programming code.
Programming code:	<b>W6C4C</b>
Programming sequence:	<p>Read and follow the <b>information and instructions on the Porsche Tester</b> during the guided programming sequence.</p> <p>The control unit is re-<b>programmed</b> during the programming sequence.</p> <p><b>Do not interrupt programming.</b></p> <p>Backup documentation for the re-programmed software releases starts after programming.</p>
Programming duration:	Programming takes up to <b>3 minutes</b> , depending on equipment.

Software programmed during this campaign:	<p>▪ <b>Shift console control unit</b> Software release: <b>0255</b> (or higher)</p> <p>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'.</p>
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 re-entering the programming code.



**Electrically moved rear spoiler**

- **Danger of limbs being crushed or severed**
- **Risk of damage to components**
- ⇒ **Do not reach into the danger area.**
- ⇒ **Keep third parties away from the danger area.**
- ⇒ **Do not move components or tools into the danger area.**

- 2 Manually retract the rear spoiler, which extended automatically during programming. To do this, select the menu **'CAR' – 'DRIVE'** in the PCM and then select the **'Spoiler'** function and **press and hold** the spoiler button until the rear spoiler is **fully retracted**.
- 3 Read out and delete all control unit fault memories.
- 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 vehicle electrical system battery'*

**End of action.**

**Re-program shift console control unit (from model year 2022)**

Work Procedure: 1 Re-program the shift console 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>43.900.040</b> (or higher)
Type of control unit programming:	Control unit programming using the ' <b>Automatic programming</b> ' function of the control unit:  ' <b>Shift console</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.  The control unit is re- <b>programmed</b> during the programming sequence.  <b>Do not interrupt programming.</b>  Backup documentation for the re-programmed software releases starts after programming.
Programming duration:	Programming takes up to <b>3 minutes</b> , depending on equipment.
Software programmed during this action:	▪ <b>Shift console control unit</b> Software release: <b>0255</b> (or higher)  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.



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To do this, select the menu **'CAR' – 'DRIVE'** in the PCM and then select the **'Spoiler'** function and **press and hold** the spoiler button until the rear spoiler is **fully retracted**.
- 3 Read out and delete all control unit fault memories.
- 4 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 can be ignored – with the exception of the shift console control unit.

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

**Labor position and PCSS encryption**

Labor position:

APOS	Labor operation	I No.
37082549	Re-programming shift console control unit	

PCSS encryption:

Location (FES5)	37080	Shift console
Damage type (SA4)	1611	without function

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