

Message “E-Power Not Available” Appears in the Instrument Cluster with the Message “Oil Level Too High” (53/21)

Change Overview:

Revision	Date	Change
0	05/05/2021	<ul style="list-style-type: none"> First Publication
1	07/11/2023	<ul style="list-style-type: none"> Software overview supplemented Reference to exhaust gas standard “ULEV” supplemented. Note on specific language control supplemented.
2	05/08/2026	<ul style="list-style-type: none"> Update to Required tools Update to Work Procedure Update to Labor operation

Model Year: **As of 2019 up to 2023**

Vehicle Type: **Cayenne E-Hybrid (9YA / 9YB)**

Concerns: **DME control unit**

Information: The message ‘E-Power not available’ is displayed in the instrument cluster. The entry ‘**P103A00 – Engine oil – fuel content too high**’ is also stored in the fault memory of the DME control unit. This is not a technical defect, but a protective function of the engine control system, which is responsible for the unavailable E-function.

Cause: If the vehicle is driven more frequently for short distances, fuel can accumulate in the engine oil. To prevent or correct this complaint, the combustion engine must be run for longer periods.

Action:

- Inform the customer about the potential causes of this behavior and its avoidance using the specific language for TI 53/21. Observe the specific language under “2470 – Specific language for TI 53/21” in the information medium TI – Technical Information, Main Group 2 – Fuel supply.



Information

Also use the description in the Owner’s Manual regarding the vehicle’s system limits. In addition, inform the customer that the oil can be regenerated by driving for 30 minutes at an engine oil and coolant temperature of >50°C/ 122°F and then electric mode is available again.

- If the communicated content in the specific language does not contribute to customer satisfaction, document the greyed-out screen message and perform a one-off oil change including oil filter. Then additionally program the DME control unit to reset the value for the mass of petrol and alcohol in the oil and – if available – upload a new DME data status.

Required tools

- Tools:
- **P9099 - Porsche Tester 4** with PIWIS Tester software version **43.800.030** (or higher) installed.
 - Battery charger with a current rating of **at least 90 A**, e.g. **90 A battery charger**. For further information about the battery chargers to be used, see the corresponding Workshop Manual. ⇒ *Workshop Manual '270689 Charging vehicle electrical system and battery'*

Re-program DME control unit**Information**

For the vehicles for which a complaint is received, the software version does not change because only the old application software is re-installed. This programming step resets the value "Total amount of petrol and alcohol in oil" and can prevent possible subsequent repairs.

Overview: A new software release is available for the following derivatives:

- Cayenne E-Hybrid (9YAAE1)
- Cayenne E-Hybrid (9YADE1)
- Cayenne E-Hybrid (9YBAE1)
- Cayenne E-Hybrid (9YBDE1)

Markets: USA, Canada, Korea:							
ULEV70 ¹⁾			X	X	X	9Y09075 59AB	0004 (or higher)

¹⁾ For vehicles with emission standard ULEV70, also ⇒ *Technical Information '247000 'E-Power not available' message or jerking, poor throttle response during catalytic converter heating phase: See Re-programming DME control unit (156/22)'*.

Work Procedure: 1 The basic work procedure for programming a control unit is described in the Workshop Manual ⇒ *Workshop Manual '9X00IN Basic instructions and procedure for control unit programming using the PIWIS Tester – section on "Programming"*.

Specific information on control unit programming in the context of this Technical Information:

Required Porsche Tester software release:	43.800.030 (or higher)
Type of control unit programming:	Control unit programming using the ' Automatic programming ' function of the DME control unit: ' Engine electronics (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 and then automatically re-coded . Do not interrupt programming and coding. 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 versions is then performed.
The programming sequence takes (approx.):	12 minutes
Procedure in the event of a termination in the control unit programming:	<ul style="list-style-type: none"> ▪ Switch ignition off and then on again. ▪ Read out and erase the error memory ⇒ <i>Workshop Manual '9X00IN Basic instructions and procedure for control unit programming using the PIWIS Tester – "Reworking" section</i>'. ▪ Repeat control unit programming by restarting programming.
Procedure in the event of other error messages appearing during the programming sequence:	⇒ <i>Workshop Manual '9X00IN Basic instructions and procedure for control unit programming using the PIWIS Tester – section on "Troubleshooting"</i> .

- 2 Carry out general reworking for control unit programming as described in ⇒ *Workshop Manual '9X00IN Basic instructions and work procedure for control unit programming using the PIWIS Tester – "Reworking" section*'.
- 3 Create vehicle analysis log (VAL).

Labor position and PCSS encryption

Labor position:

APOS	Labor operation	I No.
24702540	Re-programming DME control unit	
03350053	Creating vehicle analysis log	

PCSS encryption:

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

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