

Non-Deletable Fault Memory Entries for Clutch Slip/Speed Adjuster in Transmission Electronics (PDK) Control Unit After Repair (26/26)

Model Line: **Macan (95B)**

Model Year: **As of 2015 up to 2023**

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

Concerns: **Transmission electronics control unit (PDK)**

Information: **Fault memory entries are stored in the transmission electronics (PDK) control unit fault memory and cannot be deleted after repairs.**

Affected fault memory entries:

- **P17CF00** - Clutch 1, slip too high
- **P17D000** - Clutch 2, slip too high
- **P284D00** - Gear actuator 1, moves out of engaged position
- **P284E00** - Gear actuator 2, moves out of engaged position
- **P284F00** - Gear actuator 3, moves out of engaged position
- **P285000** - Gear actuator 4, moves out of engaged position

Action Required: In the event of a corresponding fault memory entry, repair the vehicle using guided troubleshooting and then delete the fault memory entry using the procedure described below.



Information

The fault memory entries specified above are set correctly.

The vehicle must be repaired before the fault memory entries are deleted.

Macan vehicles, **model year 2015 to 2021:**

- **Temporary** programming of transmission electronics (PDK) control unit using special software
- Perform ignition reset
- Programming transmission electronics (PDK) control unit using the latest standard software

Macan vehicles, **model year 2022 to 2023:**

- Programming transmission electronics (PDK) control unit using the latest standard software



Information

The minimum programming requirement is the Porsche Tester software release: **43.900.030** (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 transmission electronics (PDK) control unit and deleting fault memory (Macan model year 2015 to 2021)

Work Procedure: 1 **Temporarily** program the transmission electronics (PDK) control unit using special software.



Information

Driving is not possible using the special software version of the transmission electronics (PDK) 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:	43.900.030 (or higher)
Type of control unit programming:	Control unit programming using the 'Campaign' function in the Additional menu on the Porsche Tester by entering a programming code.
Programming code:	T3H5F
Programming sequence:	Read and follow the information and instructions on the Porsche Tester during the guided programming sequence. During the programming sequence, the control unit is re-programmed and then re-coded automatically. Do not interrupt the programming and coding process. A backup documentation process for the re-programmed software releases starts once programming and coding is complete.

Programming duration:	Programming takes up to 4 minutes , depending on equipment.
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.

- 2 Switch the ignition off and then back on again **after 10 minutes**.
- 3 Re-program the transmission electronics (PDK) control unit using the latest standard software.

Required Porsche Tester software release:	43.900.030 (or higher)
Type of control unit programming:	Control unit programming using the ' Automatic programming ' function of the control unit: ' Transmission electronics (PDK) ' 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 13 minutes , depending on equipment.
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.

- 4 Read out and delete all control unit fault memories.

**Information**

The respective fault memory entries in the transmission electronics (PDK) control unit can also be deleted.

- 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'*

Programming transmission electronics (PDK) control unit and deleting fault memory (Macan model year 2022 to 2023)

- 1 Re-program the transmission electronics (PDK) 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:	43.900.030 (or higher)
Type of control unit programming:	Control unit programming using the 'Automatic programming' function of the control unit: 'Transmission electronics (PDK)' 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 13 minutes , depending on equipment.

Procedure if error messages appear 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.



Information

The respective fault memory entries in the transmission electronics (PDK) control unit can also be deleted.

- 3 Exit the diagnostic application, switch off the ignition and disconnect **P90999 - Porsche Tester 4** from the vehicle.
- 4 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.
37302540	Re-programming transmission electronics (PDK) control unit	

PCSS encryption:

Location (FES5)	37300	Transmission electronics control unit
Damage type (SA4)	1134	programming error

Important Notice: Technical Bulletins issued by Porsche Cars North America, Inc. are intended only for use by professional automotive technicians who have attended Porsche service training courses. They are written to inform those technicians of conditions that may occur on some Porsche vehicles, or to provide information that could assist in the proper servicing of a vehicle. Porsche special tools may be necessary in order to perform certain operations identified in these bulletins. Use of tools and procedures other than those Porsche recommends in these bulletins may be detrimental to the safe operation of your vehicle, and may endanger the people working on it. Properly trained Porsche technicians have the equipment, tools, safety instructions, and know-how to do the job properly and safely. Part numbers listed in these bulletins are for reference only. The work procedures updated electronically in the Porsche PIWIS diagnostic and testing device take precedence and, in the event of a discrepancy, the work procedures in the PIWIS Tester are the ones that must be followed.

© 2026 Porsche Cars North America, Inc.