

Malfunction Indicator Light, Battery Voltage Fault on Catalytic Converter Heating Measure "POD8500" in the DME Control Unit (08/26)

Vehicle Type: **911 T (992)**
911 GTS (992)
911 4 GTS (992)
911 Dakar (992)
911 Turbo (992)
911 Turbo S (992)

Model Year: **As of 2020 up to 2025**

Country /
market: **USA (C02)**
Puerto Rico (C02 / C0A)
Canada (C36)

Emissions
Concept: **7CE** - LEV3 / Tier3 70
7CR - C6b with RDE
7CM - C6b without RDE

Concerns: **DME control unit**

Information: **The customer complains about the yellow malfunction indicator light (MIL) lighting up on the instrument cluster.**

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

- **POD8500** - Battery voltage, too high for catalytic converter heating measure (00AB1A)

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: **44.000.020** (or higher).



Information

Component replacement will not work in the case of this fault pattern.

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 vehicle electrical system battery'*

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:	44.000.020 (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 **Only for vehicles as of model year 2022:** 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 release.

Overview:

911 T (992):

- with manual transmission

Exhaust emission standard	Model year	Porsche part number (software)	Software release
ULEV70	2023 - 2024	992906021DC	0001 (or higher)

911 GTS (992):

- with Porsche Doppelkupplung (PDK)

Exhaust emission standard	Model year	Porsche part number (software)	Software release
ULEV70	2022 - 2024	992906022BB	0001 (or higher)

911 GTS (992):

- with manual transmission

Exhaust emission standard	Model year	Porsche part number (software)	Software release
ULEV70	2022 - 2024	992906022BC	0001 (or higher)

911 Dakar (992):

- with Porsche Doppelkupplung (PDK)

Exhaust emission standard	Model year	Porsche part number (software)	Software release
ULEV70	2023 - 2024	992906023Q	0001 (or higher)
C6b	2024	992906023R	0001 (or higher)

911 Sport Classic (992):

- with manual transmission

Exhaust emission standard	Model year	Porsche part number (software)	Software release
ULEV70	2023	992906025G	0001 (or higher)

911 Turbo (992):

- with Porsche Doppelkupplung (PDK)

Exhaust emission standard	Model year	Porsche part number (software)	Software release
ULEV70	2021 - 2025	992906027AM	0001 (or higher)

911 Turbo S (992):

- with Porsche Doppelkupplung (PDK)

Exhaust emission standard	Model year	Porsche part number (software)	Software release
ULEV70	2021 - 2025	992906026BC	0001 (or higher)
C6b	2021 - 2025	992906026BD	0001 (or higher)

Labor position and PCSS encryption

Labor position:

APOS	Labor operation	I No.
24702543	Programming DME control unit	
24702544	Programming DME control unit (with integration test)	

PCSS encryption:

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

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