

Radiator fan intermittently without function / DME fault memory entries P2D8900 and P2D8C00: Re-programming DME control unit (198/ 22)

Change overview:

Release	Date	Change
0	11/16/2022	First publication
1	10/13/2023	- Model year 2023 added - Overview of programmed DME data records updated - PIWIS Tester release updated
2	12/4/2023	PIWIS Tester release updated

Vehicle Type: 718 Cayman GTS 4.0 (982) / 718 Boxster GTS 4.0 (982) / Boxster 25 years (982)
718 Cayman GT4 (982) / 718 Spyder (982)

Model Year: As of 2021 up to 2023

Concerns: Digital motor electronics (DME) control unit

Cause: Customers complain that the air-conditioning system cooling performance is too low. In some cases, the yellow warning message "Engine control fault" is also displayed in the instrument cluster.
The following fault memory entries are stored in the fault memory of the DME control unit:

- P2D8900 - Radiator fan 1 (left), power supply
- P2D8C00 - Radiator fan 2 (right), power supply

Cause: Due to a software error, the above fault memory entries can occur under certain pre-conditions when the control unit is started up and thus the fault pattern described.

Action required: In the event of a customer complaint, re-program the DME control unit using the PIWIS Tester with PIWIS Tester test software release 42.300.020 (or higher) installed.

Required tools

Tools:

- Battery charger, e.g.: VAS 5906 - Battery charger or VAS 5908 - battery charger 90A
- P90999 - PIWIS Tester 4 with PIWIS Tester test software release 42.300.020 (or higher) installed

Preparatory work

NOTICE

Fault entry in the fault memory or control unit programming aborted, as the case may be, due to under-voltage.

- Increased current draw during diagnostics or control unit programming can cause a drop in voltage, which can result in one or more fault entries and the abnormal termination of the programming process.
- ⇒ Before starting work, connect a suitable battery charger with a current rating of at least 90 A to the jump-start terminals.

NOTICE

Control unit programming will be aborted if the Wi-Fi connection is unstable.

- An unstable Wi-Fi connection can interrupt communication between the PIWIS Tester III and the vehicle communication module (VCI). As a result, programming may be aborted.
- ⇒ During control unit programming, always connect the PIWIS Tester to the vehicle communication module (VCI) via the USB cable.

NOTICE

Control unit programming will be aborted if the driver's key is not detected

- If the driver's key is not detected in the vehicle, programming cannot be started or will be interrupted.
- ⇒ Place the driver's key with the back facing down in front of the lock opening for the center console cover to guarantee a permanent wireless link between the vehicle and driver's key.

Work Procedure: 1 Carry out general preliminary work for control unit programming as described in ⇒ *Workshop Manual '9X00IN Basic instructions and procedure for control unit programming - Preliminary Work section'*.

Re-programming digital motor electronics (DME) control unit

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 PIWIS Tester software release:	42.300.020 (or higher)
Type of control unit programming:	Control unit programming using the "Automatic programming" function of the digital motor electronics (DME) control unit. "Digital motor electronics (DME)" control unit – "Coding / programming" menu – "Automatic programming" function.

Programming sequence:	Read and follow the information and instructions on the PIWIS Tester during the guided programming sequence. During the programming sequence, the digital motor electronics (DME) 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.
Programming time (approx.):	Programming takes up to 15 minutes, depending on equipment.
Data set for the digital motor electronics (DME) programmed as part of this programming:	See the ⇒ <i>Technical Information '9X00IN Overview of programmed digital motor electronics (DME) software versions'</i> section.
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 - section on "Troubleshooting"</i> .
Procedure in the event of a termination in the control unit programming:	Repeat control unit programming by restarting programming.

Overview of programmed DME data records

Overview:



Information

The software part number and software version of the programmed data record are based on the specified PIWIS Tester software version. Please note that this may be different in a higher version.

718 Cayman GTS 4.0 / 718 Boxster GTS 4.0 / Boxster 25 years

- with Porsche Doppelkupplung (PDK)

Exhaust emission standard	M-no.	Model year			=Porsche part number (software)	Software release
		2021 (M)	2022 (N)	2023 (P)		
LEV3 / TIER3 70	7CE/ 7MU	x	x	x	982906034AS	0001

718 Cayman GTS 4.0 / 718 Boxster GTS 4.0 / Boxster 25 years

- with manual transmission

Exhaust emission standard	M-no.	Model year			=Porsche part number (software)	Software release
		2021 (M)	2022 (N)	2023 (P)		
LEV3 / TIER3 70	7CE/7MU	x	x	x	982906034BB	0001

718 Cayman GT4 / 718 Spyder

- with Porsche Doppelkupplung (PDK)

Exhaust emission standard	M-no.	Model year			=Porsche part number (software)	Software release
		2021 (M)	2022 (N)	2023 (P)		
LEV3 / TIER3 70	7CE/7MU	x	x	x	982906033BE	0001

718 Cayman GT4 / 718 Spyder

- with manual transmission

Exhaust emission standard	M-no.	Model year			=Porsche part number (software)	Software release
		2021 (M)	2022 (N)	2023 (P)		
LEV3 / TIER3 70	7MU	x	x	x	982906033BH	0001

Concluding work

Work Procedure: 1 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'*.

Working position and PCSS encryption

Labor position:

APOS	Labor operation	I No.
24702501	Re-programming DME control unit	

PCSS encryption:

Location (FES5)	24700	Digital motor electronics (DME) control unit
Damage type (SA4)	4053	Programming error

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