

Pressure Drop in the Fuel High-Pressure System / DME Fault Memory Entries P008700 and P01C800: Re-Programming DME Control Unit (172/ 23)

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

Model Year: As of 2020 up to 2021

Concerns: Fuel high-pressure quantity

Cause: Customers complain about starting difficulties and/ or smooth engine run in conjunction with the warning message "Engine control fault" in the instrument cluster.

The following fault memory entries are stored in the fault memory of the DME control unit:

- P008700 - Fuel high-pressure, bank 1 – pressure too low (000B16)
- P01C800 - Fuel high-pressure, bank 2 – pressure too low (00403E)

Cause: Due to a software error, the low-pressure fuel pump builds up too little fuel pressure, which can lead to an undersupply of the high-pressure fuel pump.

Action: In the event of a customer complaint, re-program the DME control unit using the PIWIS Tester.



Information

The minimum programming requirement is the PIWIS Tester software release: 42.250.030

Required tools

- Tools:
- Battery charger, e.g.: VAS 5906 - Battery charger or VAS 5908 - battery charger 90A
 - P90999 - PIWIS Tester 4

Re-programming DME control unit

- 1 The basic work procedure for control unit 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 as part of this Technical Information:

Required PIWIS Tester software release:	42.250.030 (or higher)
---	------------------------

Type of control unit programming:	Control unit programming using the 'Automatic programming' function of the DME control unit. '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 DME control unit is re-programmed first, followed by the PDK control unit or transmission control unit, as the case may be. Both control units are 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 motor electronics (DME) programmed as part of this programming:	See section. → <i>Technical Information '9X00IN Overview of programmed DME data records'</i> .
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 restarting programming.

- 2 Read out and delete all control unit error memories.
 - 2.1 In the control unit selection ('Overview menu') press • F7“ to call up the Additional menu.
 - 2.2 Select the function "Read all error memories and delete if necessary" and press • F12“ ('Next') to confirm.
- 3 End the diagnostic application. Switch off ignition. Disconnect Tester from vehicle.
- 4 Switch off and disconnect the battery charger.

Overview of programmed DME data records

Overview:



Information

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

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

- with Porsche Doppelkupplung (PDK)

Exhaust emission standard	Model year			Porsche part number (software)	Software release
	2020 (L)	2021 (M)	2022 (N)		
ULEV70	–	X	X	982906034AS	0001

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

- with manual transmission

Exhaust emission standard	Model year			Porsche part number (software)	Software release
	2020 (L)	2021 (M)	2022 (N)		
ULEV70	–	X	X	982906034BB	0001

718 Cayman GT4 / 718 Spyder

- with Porsche Doppelkupplung (PDK)

Exhaust emission standard	Model year			Porsche part number (software)	Software release
	2020 (L)	2021 (M)	2022 (N)		
ULEV70	–	X	X	982906033BE	0001

718 Cayman GT4 / 718 Spyder

- with manual transmission

Exhaust emission standard	Model year			Porsche part number (software)	Software release
	2020 (L)	2021 (M)	2022 (N)		
ULEV70	–	X	X	982906033BH	0001

Labor position and PCSS encryption

Labor position:

APOS	Labor operation	I No.
24702501	Programming DME control unit	

PCSS encryption:

Location (FES5)	24630	High-pressure fuel pump
Damage type (SA4)	5061	pressure too low

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 PIWS diagnostic and testing device take precedence and, in the event of a discrepancy, the work procedures in the PIWS Tester are the ones that must be followed.

© 2023 Porsche Cars North America, Inc.