

**Radiator Fan Intermittently Without Function / DME Fault Memory Entries P2D8900 and P2D8C00: Re-Programming DME Control Unit (198/22)**

Revision: This bulletin replaces bulletin Group 1 198/22, dated November 16, 2022.

Model Year: **As of 2021 up to 2023**

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)**

Concerns: **Digital engine electronics (DME) control unit**

Information: 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 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 software version 42.300.000 (or higher) installed.

**Required tools**

- Tool:
- **Battery charger**, e.g.: **VAS 5908 - battery charger 90A**
  - **P90999 - PIWIS Tester 4** with PIWIS Tester software version **42.300.000** (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 engine 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 version: | <b>42.300.000</b> (or higher)  |
| Type of control unit programming:       | Control unit programming using the ' <b>Automatic programming</b> ' function of the digital engine electronics (DME) control unit.<br><br>' <b>Digital engine electronics (DME)</b> ' control unit – ' <b>Coding / programming</b> ' menu – ' <b>Automatic programming</b> ' function. |

|   |  |
|---|--|
| Programming sequence:   | <p>Read and follow the <b>information and instructions on the PIWIS Tester</b> during the guided programming sequence.</p> <p>During the programming sequence, the <b>digital engine electronics (DME)</b> is <b>re-programmed</b> and then <b>automatically re-coded</b>.</p> <p><b>Do not interrupt programming and coding.</b></p> <p>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.</p> <p>Backup documentation of the new software versions is then performed.</p> |
| Programming time (approx.):   | Programming takes up to <b>15 minutes</b> , depending on equipment.  |
| Data set for the digital engine electronics (DME) programmed as part of this programming: | See the ⇒ <i>Technical Information '9X00IN Overview of programmed digital engine 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 version |
|---------------------------|---------|------------|----------|----------|---------------------------------|------------------|
|                           |         | 2021 (M)   | 2022 (N) | 2023 (P) |                                 |                  |
| LEV3 / TIER3 70           | 7CE/7MU | x          | x        | x        | 982906034 AS                    | 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 version |
|---------------------------|---------|------------|----------|----------|---------------------------------|------------------|
|                           |         | 2021 (M)   | 2022 (N) | 2023 (P) |                                 |                  |
| LEV3 / TIER3<br>70        | 7CE/7MU | x          | x        | x        | 982906034<br>BB                 | 0001             |

**718 Cayman GT4 / 718 Spyder**

- with Porsche Doppelkupplung (PDK)

| Exhaust emission standard | M-no.   | Model year |          |          | =Porsche part number (software) | Software version |
|---------------------------|---------|------------|----------|----------|---------------------------------|------------------|
|                           |         | 2021 (M)   | 2022 (N) | 2023 (P) |                                 |                  |
| LEV3 / TIER3<br>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 version |
|---------------------------|-------|------------|----------|----------|---------------------------------|------------------|
|                           |       | 2021 (M)   | 2022 (N) | 2023 (P) |                                 |                  |
| LEV3 / TIER3<br>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'*.

**Invoicing**

For documentation and warranty invoicing, enter the working position and PCSS encryption specified below in the warranty claim:

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

PCSS encryption:

|                          |       |   |
|--------------------------|-------|---|
| <b>Location (FES5)</b>   | 24700 | Digital engine electronics (DME) control unit |
| <b>Damage type (SA4)</b> | 4053  | Programming error                             |

References:     ⇒ *Workshop Manual '9X00IN Basic instructions and procedure for control unit programming using the PIWIS Tester'*

**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.

© 2023 Porsche Cars North America, Inc.