Malfunction Indicator Light, Fault On Power Electronics for Exhaust Gas Turbocharger (eATL) "P2F1B00" in the DME Control Unit (25/26)

Vehicle Type: **911 GTS (992)/911 4 GTS (992)**

Model Year: **2025**

Concerns: **Electric turbocharger (eATL)**

Infomation: **The customer complains about the yellow malfunction indicator light (MIL) lighting up on the instrument cluster.**
One of the following fault memory entries is stored in the fault memory of the DME control unit:

- **P2F1B00** - Power electronics for exhaust gas turbocharger, electrical fault **(00B13D)**
- **P2F1B00** - Power electronics for exhaust gas turbocharger, electrical fault **(00B152)**

Action: In the event of a customer complaint, re-program the power electronics exhaust gas turbocharger via the DME control unit using the Porsche Tester.

Information
The minimum programming requirement is the Porsche Tester software release: **44.100.030** (or higher):

Information
Replacing the electric exhaust gas turbocharger (eATL) or the power electronics for the exhaust gas turbocharger is not effective for this fault symptom:

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 90A**. For further information about the battery chargers to be used, see the corresponding Workshop Manual. ⇒ *Workshop Manual '270689 Battery, charge vehicle electrical system'*

Re-program the power electronics for exhaust gas turbocharger via the DME control unit

Work Procedure: 1 Re-program the power electronics for exhaust gas turbocharger via the DME control unit

The basic work procedure for control unit programming is described in the Workshop Manual.
⇒ *Workshop Manual '9X00IN Basic instructions and work procedure for control unit programming using the PIWIS Tester'*

Specific information on control unit programming during this action:

Required Porsche Tester software release:	**44.100.030** (or higher)
Type of control unit programming:	Control unit programming using the **'Automatic programming'** function of the control unit: **"DME"** control unit – menu **"Coding/programming"** – function **"Automatic programming"**.
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 programming and coding.** 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:	▪ **Power electronics for exhaust gas turbocharger** Software release: **0021** (or higher) Following control unit programming, the software release can be read out of the Porsche Tester in the ⇒ 'Extended identifications' menu using the control unit power electronics for exhaust gas turbocharger.
Procedure in the event of error messages appearing during the programming sequence:	⇒ *Workshop Manual '9X00IN Basic instructions and work 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.

3 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.

Information

The integration test for the electric turbocharger (eATL) is currently not yet available. Following control unit programming, the software release can be read out of the Porsche tester in the ⇒ 'Extended identifications' menu using the control unit "Power electronics for exhaust gas turbocharger".

4 End the diagnostic application, switch off the ignition and disconnect the **P90999 - Porsche Tester 4** from the vehicle.

5 Switch off and disconnect the battery charger.
⇒ *Workshop Manual '270689 Charge the vehicle electrical system battery'*

Labor position and PCSS encryption

Labor position:

APOS	Labor operation	I No.
24702540	Program DME control unit (power electronics for exhaust gas turbocharger)	

PCSS encryption:

Location (FES5)	21290	Power electronics for exhaust gas turbocharger
Damage type (SA4)	1613	occasionally without function