

Technical Information

Service

56/25 ENU 2870

2

Yellow Malfunction Indicator Light in the Instrument Cluster/Fault Memory Entries for Misfires in the DME Control Unit: Observe Procedure for Soot-Covered Spark Plugs (56/25)

Change
Overview:

Revision	Date	Change
0	07/28/2025	▪ First publication
1	05/26/2026	▪ Action revised (rail pressure test instead of direct replacement)

Model Year: **As of 2025**

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

Equipment: **6-cylinder Boxer motor with electric turbocharger (eTurbo) (M-no. D7B)**

Concerns: **Spark plugs and fuel injectors**

Information: **Customer complains about a yellow malfunction indicator light in the instrument cluster.**
The following fault memory entries are stored in the fault memory of the DME control unit under specified boundary conditions:

- **P036300** - Injection switched off due to combustion misfire

Together with at least one of the following fault memory entries:

- **P030100** – Misfire cylinder 1
- **P030200** – Misfire cylinder 2
- **P030300** – Misfire cylinder 3
- **P030400** – Misfire cylinder 4
- **P030500** – Misfire cylinder 5
- **P030600** – Misfire cylinder 6

In addition, the respective fault memory entries "misfire cylinders 1-6" must be stored with the following boundary conditions:

- Engine temperature of **< 60°C (140 °F)**
- Engine speed of **< 1800 rpm**

Cause: Misfire on one or more cylinders due to soot-covered spark plugs caused by a defective injector valve.

Action: If there is a customer complaint **and relevant fault memory entries as well as framework conditions:**
Perform a rail pressure test.

Required tools

Tool:

- **P90999 - Porsche Tester 4**

Perform rail pressure test



Information

In order to perform the rail pressure test correctly, the vehicle must be parked in an enclosed area which must meet the following preconditions:

- **No draft**, as this could result in different cooling (left/right) (e.g. in a hall or garage)

The vehicle must also be in the following condition:

- The vehicle and engine must be cold (oil temperature in the instrument cluster **must not be more than 35 °C / 95 °F**).

Work Procedure: 1 Perform rail pressure test.

- 1.1 Connect the **P90999 - Porsche Tester 4** in the vehicle and start the diagnosis.
- 1.2 Switch on ignition.
- 1.3 Select **DME** control unit.
- 1.4 Select **"Actual values of input signals"**.
- 1.5 Select the following parameters:
 - **A020**_Engine speed
 - **B070**_Fuel high pressure, actual value, bank 1
 - **B075**_Fuel high pressure, actual value, bank 2
 - **T191**_Fuel temperature, high pressure, bank 1
 - **T192**_Fuel temperature, high pressure, bank 2
 - **T020**_Engine temperature (measured)

- 1.6 Start the engine, wait for the secondary air phase and then stop it again.



Information

The secondary air phase ends as soon as the idle speed increased by the cold start (depending on the temperature **between 1200 and 1800 rpm**) has dropped back to its normal operating value (depending on the temperature **between 30 and 90 seconds**).



Information

After stopping the engine, the fuel pressure **on both** sides (cylinder bank 1 and 2) **must be approx. 20 MPa**.

- 1.7 Read off measured values at appropriate intervals and enter them in the following tables.



Information

The measured value tables are **absolutely** necessary for a warranty claim and **must be submitted** with it in the event of damage.

For measured value tables, see: $\Rightarrow$ *Technical Information 'Table of measured values'*

- 1.8 Assess measured values.

Assessment		Action
(✓)	The fuel pressure on the affected cylinder bank decreases by less than 10MPa (fuel pressure drop < 10MPa) during the measurement.	Test passed. The fuel injectors are not leaking and are not the cause of the misfires. Remove spark plugs on affected cylinder bank, check them and replace them if necessary. For work procedure, see: $\Rightarrow$ <i>Workshop Manual '287020A2 Removing and installing spark plugs'</i> Continue troubleshooting otherwise if necessary. End of action.
(✗)	The fuel pressure on the affected cylinder bank decreases by 10MPa or more (fuel pressure drop $\geq$ 10MPa) during the measurement.	Test failed. Remove spark plugs on affected cylinder bank and check/compare for sooting. $\Rightarrow$ <i>Spark plug sooting</i> <i>Spark plug sooting</i> Replace the spark plug with heavy sooting and the associated injector valve. For work procedure, see: $\Rightarrow$ <i>Workshop Manual '287020A2 Removing and installing spark plugs'</i>

⇒ Workshop Manual '244019A5 Removing and installing injector valve'

After replacing the injector valve, the rail pressure test must be repeated in order to confirm the success of the repair.

Also attach a second completed table to the warranty claim.

End of action.

Tables of measured values

Measured value PT4G	Unit	After stopping	1 min	3 min	5 min
B070 _Fuel high pressure, actual value, bank 1	[MPa]				
B075 _Fuel high pressure, actual value, bank 2	[MPa]				
T191 _Fuel temperature, high pressure, bank 1	[°C / °F]				
T192 _Fuel temperature, high pressure, bank 2	[°C / °F]				
T020 _Engine temperature (measured)	[°C / °F]				

Measured value PT4G	Unit	8 min	10 min	13 min	17 min	20 min
B070 _Fuel high pressure, actual value, bank 1	[MPa]					
B075 _Fuel high pressure, actual value, bank 2	[MPa]					
T191 _Fuel temperature, high pressure, bank 1	[°C / °F]					
T192 _Fuel temperature, high pressure, bank 2	[°C / °F]					
T020 _Engine temperature (measured)	[°C / °F]					

PCSS encryption

PCSS encryption:

APOS	Labor operation	I No.
24300240	Check fuel collection pipes (fuel pressure)	

Location (FES5)	28700	Spark plug
Damage type (SA4)	1611	not functioning

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