

WTBO - Re-Programming the DME Control Unit (Workshop Campaign)

Vehicle Type: **911 GT3 (992)**

Model Year: **As of 2025 up to 2026**

Country /
Market: United States (C02)
Canada (C36)
Puerto Rico (COA)

Concerns: **DME control unit**

Cause: **There is a possibility that certain fault memory entries of the DME control unit may persist on the affected vehicles even though the fault status is no longer present.**
In the event of a temporary fan block, the malfunction indicator light in the instrument cluster remains active even though the fan is fully functional again. The stored fault memory can then only be deleted using the diagnostic tester.

Action: Re-program the DME control unit using the Porsche Tester.



Information

The minimum programming requirement is the Porsche Tester software release: **43.900.040** (or higher).

Affected Vehicles: Only vehicles assigned to the campaign (see also PCSS Vehicle Information).

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

Re-programming DME control unit

Work Procedure: 1 Re-program DME control unit.

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

Specific information on control unit programming during this action:

Required Porsche Tester software release:	43.900.040 (or higher)
Type of control unit programming:	Control unit programming using the 'Automatic programming' function of the DME control unit: 'DME' control unit – 'Coding / programming' menu – 'Automatic programming' function.
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, followed by the transmission control unit . Subsequently, both control units are automatically re-coded . Do not interrupt the programming and coding process. Backup documentation for the re-programmed software releases starts after programming.
Programming time:	Programming takes up to 12 minutes , depending on equipment.
Software programmed during this action:	See section: ⇒ <i>Technical Information '9X00IN Overview of the programmed DME software releases'</i> Following control unit programming, the software release can be read out from the respective control unit using the PIWIS Tester in the menu ⇒ 'Extended identifications'.
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 abnormal termination of control unit programming:	Repeat control unit programming by restarting programming.

- 2 Read out and delete all control unit fault memories.

**Information**

If control units are found to have faults that are **not** caused by control unit programming, they must first be **located** and **corrected**. This work **cannot** be invoiced under this Workshop Campaign.

- 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.

- 4 Exit 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 Charging the vehicle electrical system battery'*

- 6 Attach **Recall Proof of Completion label** to the front lid (**California Porsche Centers only**).
Instructions for attaching labels

- Surfaces on which you intend to attach the label must be clean, dry and free from grease and oil residues.
- Before attaching the label, clean the surfaces using a suitable cleaning agent and a clean, grease-free and lint-free cloth.
- This label must not be affixed over existing label.
- Attach label only at the specified positions.

- 6.1 Fill out the Recall Proof of Completion label
⇒ *Recall Proof of Completion Label* fully and correctly. This includes the recall code "**WTBO**", your Porsche Center code and the repair date.

- 6.2 Clean the surface in the lower area on the front lid at the left-hand side in direction of travel at which the Recall Proof of Completion label must be attached ⇒ *Proof of Completion Label: specified position (Exemplary illustration) -arrow-* using a suitable cleaning agent and a clean, grease-free and lint-free cloth.

Recall Proof of Completion Label

- 6.3 Affix Recall Proof of Completion label in the lower area of the front lid at the lefthand side in direction of travel ⇒ *Proof of Completion Label: specified position (Exemplary illustration) -arrow-*.
- 6.4 Close front lid.
- 7 Enter the campaign in the Warranty and Maintenance booklet.



Proof of Completion Label: specified position (Exemplary illustration)

Overview of the programmed DME software versions



Information

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

Overview:

Porsche part number (software)	Software release
9GT906022FA	0001 (or higher)
9GT906022FB	0001 (or higher)
9GT906022FC	0001 (or higher)

Warranty processing



Information

The stated labor time was determined specifically for carrying out this campaign and includes all necessary preliminary work and rework. The labor time can differ from the labor time published in the Labor Operation List in the PCSS.

Scope 1:

Re-programming DME control unit

Labor time:

Re-programming DME control unit

Labor time: **59 TU**

Includes: Connecting and disconnecting battery charger
Read out and delete the fault memory
Attach Recall Proof of Completion label and provide signed proof of correction to customer (California Porsche Centers only)

PNA EMI 000 00	Label	1 ea.
	– Recall Proof of Completion	
PNA 999 100 235	Certificate	1 ea.
	– Recall Proof of Correction	

* California Porsche Centers only:

- For warranty processing, enter the Part No. **PNA EMI 000 00** with the designation "label" as a **local part** at US \$0.34 in the warranty claim.
- For warranty processing, enter the Part No. **PNA 999 100 235** with the designation "certificate" as a **local part** at US \$0.01 in the warranty claim.

⇒ **Damage number WTBO 066 000 1**

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