

Technical Information

Service

09/26 ENU 3730

3

Permanent Fault Memory Entries "P1775"/"P071400"/"P184900" in Transmission Electronics Control Unit (PDK) (09/26)

Revision	Date	Change
0	03/23/2026	▪ First Publication
1	06/30/2026	▪ Update to Model Year

Model Line: **918 Spyder**
Cayman/Boxster (981/982)
911 (991/992)
Panamera (970/971)

Model Year: **As of 2012 up to 2020**

Country/Market: USA (C02)
 Puerto Rico (C02/C0A)
 Canada (C36)

Concerns: **Transmission electronics control unit (PDK)**

Information: **The following fault memory entry is stored in the fault memory of the transmission electronics control unit (PDK):**

- **P1775** - Protective measures cannot be performed (001775)
- **P071400** - Transmission oil sump temperature sensor, open circuit (00C3B9)
- **P184900** - Replacement measures active (00C43F)

These fault memory entries are permanently stored and cannot be deleted.

Cause: Due to a software error in the transmission electronics control unit (PDK), the internal test required for deleting the fault memory cannot be carried out.



Information

Component replacement will not work in the case of this fault type.

Action: In the event of a customer complaint, re-program the transmission electronics control unit (PDK) using the Porsche Tester.



Information

The minimum programming requirement is the Porsche Tester software release: **43.800.040** (or higher).

**Information**

After successful programming, the respective fault memory entries can be deleted.

Required tools

Tool:

- **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 Charge battery and vehicle electrical system'*

Re-programming transmission electronics control unit (PDK) - Cayman/Boxster (981)/911 (991)

Work Procedure: 1 Re-programming transmission electronics control unit (PDK)

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 campaign:

Required Porsche Tester software release:	43.800.040 (or higher)
Type of control unit programming:	Control unit programming using the 'Campaign' function in the additional menu on the Porsche Tester by entering a programming code.
Programming code:	Cayman/Boxster (981)/911 (991): T3F2R
Programming sequence:	Read and follow the information and instructions on the Porsche Tester during the guided programming sequence. During the programming sequence, first the DME control unit and then the transmission electronics control unit (PDK), are re-programmed. Both control units are then 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 15 minutes , depending on equipment.
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 re-entering the programming code.

- 2 Read out and delete all control unit fault memories.
- 3 Exit the diagnostic application, switch off the ignition and disconnect **P90999 - Porsche Tester 4** from the vehicle.
- 4 Switch off and disconnect the battery charger.
⇒ *Workshop Manual '270689 Charging the vehicle electrical system battery'*

Re-programming transmission electronics control unit (PDK) - Panamera (970)

Work Procedure: 1 Re-programming transmission electronics control unit (PDK)

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 campaign:

Required Porsche Tester software release:	43.800.040 (or higher)
Type of control unit programming:	Control unit programming using the ' Campaign ' function in the additional menu on the Porsche Tester by entering a programming code.
Programming code:	Panamera (970): Q8H3F

Programming sequence:	Read and follow the information and instructions on the Porsche Tester during the guided programming sequence. During the programming sequence, first the DME control unit and then the transmission electronics control unit (PDK), are re-programmed. Both control units are then 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 15 minutes , depending on equipment.
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 re-entering the programming code.

- 2 Read out and delete all control unit fault memories.
- 3 Exit the diagnostic application, switch off the ignition and disconnect **P90999 - Porsche Tester 4** from the vehicle.
- 4 Switch off and disconnect the battery charger.
⇒ *Workshop Manual '270689 Charging the vehicle electrical system battery'*

Re-programming transmission electronics control unit (PDK) - 918 Spyder

Work Procedure: 1 Re-programming transmission electronics control unit (PDK)

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 campaign:

Required Porsche Tester software release:	43.800.040 (or higher)
Type of control unit programming:	Control unit programming using the ' Campaign ' function in the additional menu on the Porsche Tester by entering a programming code.
Programming code:	918 Spyder: N2B7G
Programming sequence:	Read and follow the information and instructions on the Porsche Tester during the guided programming sequence. During the programming sequence, first the DME control unit and then the transmission electronics control unit (PDK), are re-programmed. Both control units are then 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 15 minutes , depending on equipment.
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 re-entering the programming code.

- 2 Read out and delete all control unit fault memories.
- 3 Exit the diagnostic application, switch off the ignition and disconnect **P90999 - Porsche Tester 4** from the vehicle.
- 4 Switch off and disconnect the battery charger.
⇒ *Workshop Manual '270689 Charging the vehicle electrical system battery'*

Re-programming transmission electronics control unit (PDK) - Cayman/Boxster (982)/911 (992)/Panamera (971)

Work Procedure: 1 Re-programming transmission electronics control unit (PDK)

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 campaign:

Required Porsche Tester software version:	43.800.040 (or higher)
Type of control unit programming:	Control unit programming using the ' Automatic programming ' function of the control unit: ' Transmission electronics (PDK) ' 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, first the DME control unit and then the transmission electronics control unit (PDK) , are re- programmed . Both control units are then 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 15 minutes , depending on equipment.
Procedure in the event of error messages appearing during the programming sequence:	⇒ Workshop Manual '9X00IN Basic instructions and procedure for control unit programming using the PIWIS Tester'
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.

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

- 4 Switch off and disconnect the battery charger.
⇒ *Workshop Manual '270689 Charging the vehicle electrical system battery'*

Labor position and PCSS encryption

Labor position:

APOS	Labor operation	I No.
37302540	Programming transmission electronics control unit	

PCSS encryption:

Location (FES5)	37300	Transmission electronics control unit
Damage type (SA4)	1134	programming error

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