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Advanced Technical Information

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Sports Cars (9x1)

**1602** 2706

**2**

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**Installation and Care of the Li-ion Starter Battery (Option I192)**

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Binder – 2 – Engine-Electric

This ATI replaces ATI Group 2, #1602,  
dated 5-24-2016.

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Attention: Service Managers/Service Technicians

Vehicle Type: **911 GT3, GT3RS (991), Cayman GT4 (981)**

Model Year: **2016**

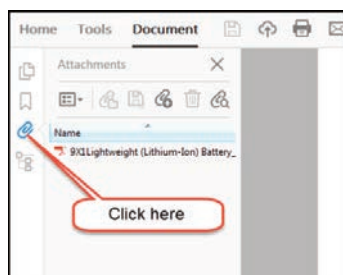
Concern: Proper installation and care of the Li-ion starter battery



Parts Information: 9P1804825 Battery tray for 70Ah (I195), 80Ah (I196), 95Ah (I200), 40Ah Li-ion (I192)  
9P1804825D Battery tray for 60Ah (I194)  
95804490071 Porsche Charge-o-mat Pro  
95504490054 Porsche Charge-o-mat  
99161104052 40Ah Li-ion Battery

(Part numbers valid at time of this publication. Always refer to PET for the latest part numbers)

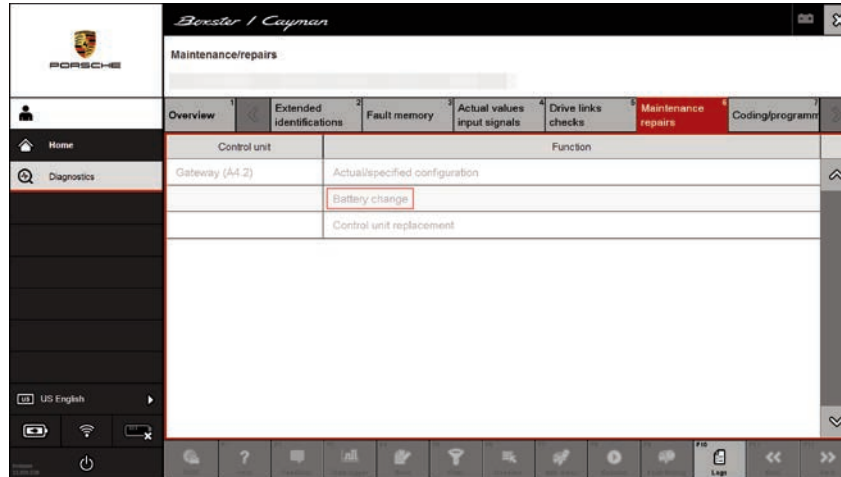
Information: See the attachment in this bulletin for the Installation and Operating Instructions for the Li-ion starter battery. Access the attachment by clicking on the paperclip icon in the upper left hand corner.



When a Li-ion starter battery (Option I192) is being installed, the following important points need to be taken into consideration as outlined in the Installation and Operating Instructions.

Refer to Page 4 of Attachment:

1. The Gateway must be coded each time the battery is exchanged.

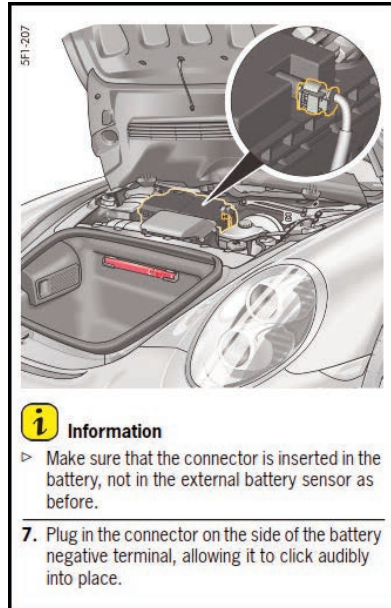


Failure to do so will result in improper charging of the installed battery and may result in one or more of the following faults:

<b>C11001</b> Supply voltage limit value exceeded	
Fault status	Passive
12_Fault status - Last test cycle	passive
13_Fault display in the instrument cluster	On
36_Fault frequency counter	4
37_Fault shedding counter	48
20_Current mileage at first fault occurrence	36 km
2_Year	2016
3_Month	April
4_Day	30
5_Hour	10
6_Minute	13 min
20_Supply voltage (control unit)	19.6 V
<b>0563</b> Supply voltage - above limit value(Limit exceeded)	
Fault status	Passive
<b>01BF</b> Voltage supply above limit value(no display)	
Fault status	Passive
<b>0214</b> Supply voltage(upper limit value exceeded)	
Fault status	Passive

Refer to Page 7 of Attachment:

- The battery sensor connector must be moved from the battery sensor to the battery.



- For vehicles equipped with Option I194 60Ah battery.



Option I194 60Ah battery installed in vehicle.

The battery tray will need to be replaced when installing the I192 Li-ion battery. As the larger (physical dimension) Li-ion battery will not fit in the 9P1804825D battery tray for the 60Ah (I194) battery. This is due to an additional bracket being added to the tray to allow the smaller (physical dimension) 60Ah battery to be secured.



*9P1804825D Battery tray for 60Ah (I194) with additional bracket*

The standard battery tray, (without the additional bracket) will need to be installed.



*9P1804825 Battery tray for 70Ah (I195), 80Ah (I196), 95Ah (I200), 40Ah Li-ion (I192) without additional bracket*

Refer to Page 4 of Attachment

4. The Lithium-ion technology results in certain restrictions with regard to the battery's start capability at extreme ambient temperatures:

- **The original battery will have to be reinstalled** if the vehicle is to be operated at temperatures below 14 °F (-10 °C) or above 104 °F (40 °C).
- Additionally, heating by sunlight can lead to impaired performance and premature aging of the battery cells in the long term.

Please advise the customer that they need to retain the original 9P1804825D battery tray with the 60Ah battery in case the battery and tray need to be reinstalled in the vehicle as outlined above.

Refer to Page 9

5. To keep the battery in good working order, the use of a trickle charger is recommended under the following conditions:

- The vehicle is used primarily for short journeys.
- When maintaining an uninstalled Li-ion starter battery
- The vehicle is to be parked for long periods.

The Porsche Charge-o-mat **Pro** is the recommended charger for maintaining the Li-ion starter battery. The original Porsche Charge-o-mat is **NOT** approved for use with the Li-ion starter battery.

For information on the Porsche Charge-o-mat Pro see:

<http://content3.eu.porsche.com/prod/pag/tequipment/TeqFinder.nsf/TeqFinder?ReadForm&country=usa>

Refer to Page 11 of Attachment

6. Do not exceed the maximum charging voltage of 13.8V and the maximum charging current of 40A.

**NOTE:** This is NOT a "repair" and should not be submitted under warranty.

Dealership	Service Manager _____	Service Specialist _____	_____	_____	_____	_____	_____	_____	_____
Distribution	Asst. Manager _____	Service Specialist _____	_____	_____	_____	_____	_____	_____	_____
Routing									

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