WPD8 – Re-Programming High-Voltage Battery Control Unit (BMC) (Workshop Campaign)

Important: **CRITICAL WARNING** -This campaign includes steps where control unit(s) in the vehicle will be programmed with the PIWIS Tester. The vehicle voltage must be maintained between 13.5 volts and 14.5 volts during this programming. Failure to maintain this voltage could result in damaged control unit(s). Damage caused by inadequate voltage during programming is not a warrantable defect. The technician must verify the actual vehicle voltage in the PIWIS Tester before starting the campaign and also document the actual voltage on the repair order.

Model Year: **As of 2017 up to 2024**

Change Overview:

Version	Date	Change
0	04/09/2025	▪ Original publication
1	05/29/2025	▪ Update of PIWIS Tester release version ▪ Addition of Information regarding the SOC (State of Charge)

Model Line: **Cayenne (9YA / 9YB), Panamera (971)**

Concerns: **High-voltage battery control unit (BMC)**

Cause: **Due to a software error in the high-voltage battery control unit (BMC), the calculation of the calibration test number (CVN) cannot be carried out in full on the affected vehicles.**
This may lead to incomplete output of the on-board diagnostics in the event of a fault in the high-voltage battery (BMC) control unit. As a result, country-specific regulations are not fulfilled.

Action: Re-program the high-voltage battery control unit (BMC), and depending on the vehicle condition individual cell modules, with the **latest** PIWIS Tester software release.
Minimum requirement: Release **43.400.030**

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

Required tools

Tools:
- **P90999 - PIWIS Tester 4**
- Battery charger with a current rating of **at least 90 A**, e.g. **VAS5908 battery charger 90A**

Re-program high-voltage battery control unit (BMC)

Work Procedure: 1 The basic procedure for programming a control unit is described in the Workshop Manual ⇒ *Workshop Manual '9X00IN Basic instructions and procedure for control unit programming using the PIWIS Tester – section on "Programming"'*.

Information

Please note, that the SOC (State of Charge) of the battery **must not be below 40%** before starting the re- programming.

For specific information on control unit programming during this campaign, see the table below.

Required PIWIS Tester software release:	**43.400.030** (or higher)
Type of control unit programming:	Control unit programming using the **"Automatic programming"** function of the gateway control unit: **"High-voltage battery"** control unit – **"Coding / Programming"** menu – **"Automatic programming"** function.
Programming sequence:	Read and follow the **information and instructions on the PIWIS Tester** during the guided programming sequence. **Do not interrupt the programming and coding process.** A backup documentation process for the re-programmed software releases starts after programming and coding.
Programming time (approx.):	**50 minutes**
Software release programmed during this campaign for vehicles depending on vehicle condition:	**Panamera (971)** ▪ High-voltage battery control unit (37 Ah) : **0293** ▪ High-voltage battery control unit (48 Ah) : **0373 or 0371** **Cayenne (9YA / 9YB)** ▪ High-voltage battery control unit (37 Ah) : **0293** ▪ High-voltage battery control unit (48 Ah) : **0373 or 0371**

	Following control unit programming, the software release can be read out from the relevant control unit using the PIWIS Tester in the menu ⇒ "Incremented identifications".
Procedure if error messages appear during programming sequence:	⇒ *Workshop Manual '9X00IN Basic instructions and procedure for control unit programming using the PIWIS Tester - section on "Troubleshooting"'*.
Procedure in the event of a termination in the control unit programming:	Repeat control unit programming by restarting programming.

2 Read out all **fault memories**, process and delete existing faults if necessary.

Information
If control units are found to have faults that are **not** caused by control unit programming, these must first be **found and corrected**. This work **cannot** be invoiced under the workshop campaign number.

3 Enter the campaign in the Warranty and Maintenance Logbook.
Continue to warranty processing ⇒ *Technical Information '9X00IN Warranty processing'*

Warranty processing

Scope 1: **Re-program high-voltage battery control unit (BMC)**

Labor time:	
Re-program high-voltage battery control unit (BMC) Includes: Connect and disconnect battery charger Connect and disconnect PIWIS Tester Read out and delete fault memory	Labor time: **70 TU**
⇒ **Damage number WPD8 066 000 1**	