WSS6 – Re-Programming 12 V Battery Sensor (Workshop Campaign)

Model Line: **Taycan (Y1A/Y1B/Y1C)**

Model Year: **As of 2020 up to 2026**

Concerns: **Battery sensor control unit**

Cause: **Due to a software error of the battery sensor of the 12-volt vehicle electrical system battery, it is possible that the battery data of the affected vehicles is calculated incorrectly.**
Depending on the usage behavior, this can result in the vehicle not starting after being parked for a longer period.

Action:
- Re-program the battery sensor control unit using the **latest** Porsche Tester software release.
- Minimum requirement: Version **43.800.000**

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

Every vehicle is **assigned just one campaign scope**.

Required tools

Tool:
- **P90999 - 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**

Re-program 12V battery sensor (campaign scope 2 - only valid for Taycan (Y1A/Y1B/Y1C))

Work Procedure: 1 The basic procedure for control unit programming is described in the following Workshop Manual:
for model years 2020 to 2024– ⇒ *Workshop Manual '9X00IN Basic instructions and procedure for control unit programming using the PIWIS Tester'*
for model years 2025 and 2026– ⇒ *Workshop Manual '9X00IN Basic instructions and procedure for control unit programming using the PIWIS Tester'*

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

Required PIWIS Tester software release:	**43.800.000** (or higher)
Type of control unit programming:	Control unit programming using the **'Campaign' function in the additional menu** on the PIWIS Tester by entering a programming code.

Programming code:	**BDM_J1_OW**
Programming sequence:	Read and follow the **information and instructions on the Porsche Tester** during the guided programming sequence. During the programming sequence, the **battery sensor** is **re-programmed** and then **automaticallyre-coded**. **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.):	**15 minutes**
Software release programmed during this campaign:	
for vehicles equipped with the battery sensor control unit in the **hardware version H07**	▪ Battery sensor: **4195** (or higher)
for vehicles equipped with the battery sensor control unit in the **hardware version H09**	▪ Battery sensor: **4220** (or higher)
for vehicles equipped with the battery sensor control unit in the **hardware version H08/H10**	▪ Battery sensor: **4420** (or higher) Following control unit programming, the software version can be read out of the ⇒ 'Extended identifications' menu from the gateway control unit using the PIWIS Tester or by viewing the ECU information under the Battery sensor control unit in the Compare diagnostic data (VAL) tool in PCSS. The data for software part number and software version of the programmed data record are based on the specified PIWIS Tester test software release. Please note that this may change in a later release.

Procedure if error messages appear during the programming sequence:	**for model years 2020 to 2024** ⇒ *Workshop Manual '9X00IN Basic instructions and procedure for control unit programming using the PIWIS Tester - section on "Troubleshooting"'* **for model years 2025 and 2026** ⇒ *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 and delete all control unit fault memories.

2.1 In the control unit selection ('Overview menu') press F7 to call up the Additional menu.

2.2 Select the function "Read all fault memories and delete if necessary" and press F12 ('Next') to confirm.

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 the workshop campaign number.

3 Press F3 to start the integration test in the control unit selection.
All affected control units should now be successfully programmed or checked in the control unit overview and their status.
There must be no composite damage! Optional control unit updates (except for 12V battery sensor) should be ignored.

Information
If a deviation in the system test is still indicated despite programming being carried out, this must be repeated. If the deviation persists, contact Technical Support.

4 Enter the campaign in the warranty and maintenance logbook.

Warranty processing

Scope 1: Not relevant for this vehicle type.

Scope 2: **Re-programming 12V battery sensor**

- Valid for **Taycan (Y1A/Y1B/Y1C)**

Labor time:

Re-programming 12V battery sensor — Labor time: **35 TU**

Includes: Connect and disconnect the battery charger
Connecting and disconnecting PIWIS Tester
Read out and delete the fault memory

⇒ **Damage number WSS6 066 000 1**