

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

Model Line: **Cayenne (9YA / 9YB)**

Model Year: **As of 2019 up to 2026**

Concerns: **12V battery sensor (BDM) 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-programming 12V battery sensor - (only valid for Cayenne (9YA/ 9YB))

Work Procedure: 1 The basic procedure for control unit programming is described in the following Workshop Manual:
for model years 2019 to 2023– ⇒ *Workshop Manual '9X00IN Basic instructions and procedure for control unit programming using the PIWIS Tester'*
for model years 2024 to 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:	B3D3M
Programming sequence:	<p>Read and follow the information and instructions on the Porsche Tester during the guided programming sequence.</p> <p>During the programming sequence, the 12V battery sensor (BDM) is first re-programmed and then the Gateway control unit automatically re-coded.</p> <p>Do not interrupt the programming and coding process.</p> <p>A backup documentation process for the re-programmed software releases starts after programming and coding.</p>
Programming time (approx.):	15 minutes
Software release programmed during this campaign:	
<p>for vehicles equipped with the 12V battery sensor (BDM) control unit in the hardware version H09</p> <p>for vehicles equipped with the 12V battery sensor (BDM) control unit in the hardware version H11</p> <p>for vehicles equipped with the 12V battery sensor (BDM) control unit in the hardware version H12</p>	<ul style="list-style-type: none"> ▪ 12V battery sensor (BDM) control unit: 0196 (or higher) ▪ 12V battery sensor (BDM) control unit: 0220 (or higher) ▪ 12V battery sensor (BDM) control unit: 0310 (or higher) <p>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.</p> <p>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.</p>

<p>Procedure if error messages appear during the programming sequence:</p>	<p>ONLY for model years 2019 to 2023 ⇒ Workshop Manual '9X00IN Basic instructions and procedure for control unit programming using the PIWIS Tester'</p> <p>for model years 2024 to 2026 ⇒ Workshop Manual '9X00IN Basic instructions and procedure for control unit programming using the PIWIS Tester'</p>
<p>Procedure in the event of a termination in the control unit programming:</p>	<p>Repeat control unit programming by restarting programming.</p>

- 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 **For vehicles as of model year 2022:** 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 integration test is still indicated despite the programming 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 - 2: Not relevant for this vehicle type.

Scope 3: **Re-programming 12V battery sensor**

- As assigned: **Please see PCSS**

Labor time:

Re-programming 12V battery sensor

Labor time: **31 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****Warranty processing**

Scope 1–3: Not relevant for this vehicle type.

Scope 4:

Re-programming 12V battery sensor

- As assigned: **Please see PCSS**

Labor time:

Re-programming 12V battery sensor

Labor time: **38 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**

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