WSV1 – Re-Programming Gateway Control Unit (Battery Sensor) (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 2025 up to 2026**

Model Line: **911 (992)**

Concerns: **Gateway control unit (battery sensor)**

Cause: **An incorrect service life limit was programmed on the affected 12-Volt vehicle electrical system battery.** This can lead to an early switch-off of the comfort consumers and to an unwarranted message "Battery low – Service necessary" in the instrument cluster.

Action: Re-program the Gateway control unit (battery sensor) using the Porsche Tester.

Information
The minimum programming requirement is the Porsche Tester software release:**43.800.024** (or higher).

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

Required tools

Tools:

- **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 Charging vehicle electrical system battery'*

Re-program gateway control unit (battery sensor)

Work Procedure: 1 Re-program gateway control unit (battery sensor).

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 action:

Required Porsche Tester software release:	**43.800.024** (or higher)
Type of control unit programming:	Control unit programming using the **'Automatic programming'** function of the control unit: **"Gateway"** 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. During the programming sequence, the **battery sensor** is **re-programmed** and then **automatically re-coded**. **Do not interrupt the programming and coding process.** Backup documentation for the re-programmed software releases starts after programming.
Programming duration:	Programming takes up to **45 minutes**, depending on equipment.
Software programmed during this action:	▪ **Gateway control unit (battery sensor):** Software release: **1044** (or higher) Following control unit programming, the software release currently cannot be read out from the Tester. The software level can only be verified in the Post-VAL.
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.

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.
If there is an integration deviation for individual control units, these must be programmed before vehicle handover to the customer.

Information

If, despite the programming performed, a deviation is still displayed during the integration test, the test must be carried out again.
There must be no breaches of integration!
Control units with optional software can be ignored – with the exception of the Gateway control unit.

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

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

6 Enter the campaign in the Warranty and Maintenance logbook.

Warranty processing

Information

The specified labor time was determined specifically for carrying out this campaign and includes all necessary preliminary work and rework. The labor time can differ from the labor time published in the Labor Operation List in the PCSS.

Scope 1: **Re-program gateway control unit (battery sensor)**

Labor time:

Re-program gateway control unit (battery sensor)		Labor time: **74 TU**
Includes:	Connecting and disconnecting battery charger	
	Connecting and disconnecting PIWIS Tester	
	Read out and delete fault memories	

⇒ **Damage code WSV1 066 000 1**