

WTF7 - Re-Programming the Battery Management System (BMS) (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: **Taycan (Y1A/Y1B)**

Concerns: **Battery sensor control unit**

Cause: **Due to a software error in the Battery Management System (BMS), there have been isolated cases of an unintentional software reset and consequently a communication error as a result of implausible time differences.**
This sometimes causes yellow "Battery low" warning messages followed by red "Vehicle electrical system fault" warning messages to appear on the instrument cluster, which automatically reset themselves after the vehicle has been parked.

Action:

- Re-program the battery sensor control unit using the **latest** Porsche Tester software release.
- Minimum requirement: Release **44.100.030**

Affected Vehicles: Only vehicles assigned to the campaign (see also PCSS Vehicle Information).
Every vehicle is exactly assigned to one campaign scope.

Required tools

Tools:

- **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 90A**

Re-programming the battery sensor (campaign scope 2 - only valid for Taycan (Y1A/Y1B))

Work Procedure: 1 The basic procedure for control unit programming is described in the following Workshop Manual ⇒ *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:	44.100.030 (or higher)
Type of control unit programming:	Control unit programming using the 'Automatic programming' function of the control unit: " Battery sensor " control unit – " Coding / Programming " menu – " Automatic programming " function.
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 automatically re-coded . Do not interrupt programming and coding. A backup documentation process for the re-programmed software releases starts as soon as programming and coding is complete.
Programming time (approx):	30 minutes
Software release programmed during this campaign:	Battery sensor control unit: 0965 (or higher)
	Following control unit programming, the software version can be read out of the instrument cluster control unit in the ⇒ 'Extended identifications' menu from the gateway control unit using the Porsche Tester.
Procedure in the event of error messages appearing during the programming sequence:	⇒ <i>Workshop Manual '9X00IN Basic instructions and procedure for control unit programming using the PIWIS Tester - section on "Troubleshooting"</i>
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 starting the integration test in the control unit selection.
All affected control units should now be successfully programmed or checked in the control units overview and their status.
There must be no composite damage! Optional control unit updates (except for 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.

Scope 2:

Re-program battery sensor

- valid for **Taycan (Y1A/Y1B)**

Labor time:

Re-program battery sensor

Labor time: **73 TU**

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

⇒ **Damage number WTF7 066 000 1**

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