

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: **911 (992)**

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 battery sensor (campaign scope 1 - only valid for 911(992))

Work Procedure: 1 The basic 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 - section on "Programming"*.

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

Required Porsche Tester software release::	44.100.030 (or higher)
Type of control unit programming:	Control unit programming using the 'Campaign' function in the additional menu on the Porsche Tester by entering a programming code.
Programming code:	B9D9M
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 release can be read out from the respective control unit using the Porsche Tester in the menu ⇒ 'Extended identifications'.
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 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: **Re-program battery sensor**

- valid for **911 (992)**

Labor time:

Re-program battery sensor

Labor time: **74 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**

Important Notice: Technical Bulletins issued by Porsche Cars North America, Inc. are intended only for use by professional automotive technicians who have attended Porsche service training courses. They are written to inform those technicians of conditions that may occur on some Porsche vehicles, or to provide information that could assist in the proper servicing of a vehicle. Porsche special tools may be necessary in order to perform certain operations identified in these bulletins. Use of tools and procedures other than those Porsche recommends in these bulletins may be detrimental to the safe operation of your vehicle, and may endanger the people working on it. Properly trained Porsche technicians have the equipment, tools, safety instructions, and know-how to do the job properly and safely. Part numbers listed in these bulletins are for reference only. The work procedures updated electronically in the Porsche PIWIS diagnostic and testing device take precedence and, in the event of a discrepancy, the work procedures in the PIWIS Tester are the ones that must be followed.

© 2026 Porsche Cars North America, Inc.