Procedures for accessing the battery compartment for a 958 Cayenne (2011 2012 2013 2014). They are different that the earlier Cayenne models!

Suffice it to say that Porsche probably did the 958 crowd a favor by learning from their past battery compartment designs. It is different than previous Cayenne models. I had been trying to find workshop instructions for the procedure and not even All Data DIY had one. So with that, I made this one.

My battery just passed its four plus year birthday recently and I get a bit nervous when a battery is around 4 years old. My Porsche service writer said that these are AGM batteries so I hooked up my AGM charger and it said that my battery was at 50%. Hmmmm? Although I did not change out the battery, I am now a lot more comfortable with the idea when it is time. I absolutely hate trying to learn a completely new procedure when one does not exist when it is cold, and batteries are notorious for dying when it is cold. So I let the charger run and decided that I might as well figure out how to access the battery compartment.

Tools:
- Small flat head screw driver to remove 4 bolt cover trim pieces
- Triple square bit 3/8 drive size 10 and 3/8 ratchet
- Torx bit size 25 and ¼ ratchet
- Sharp box cutter or knife
- 10 mm combination wrench for the battery terminals
- 10 mm socket with extension for hold down clamps

Taken from: https://rennlist.com/forums/cayenne-diy/850528-958-cayenne-diy-battery-compartment-access.html

Battery. My factory battery is a VARTA 7P0 915 195 C, Size H8, AGM. I plan to stick with AGM when it is time to replace the battery. I do not know if an H9 will fit in the battery compartment. If you want to stick with Varta, it has been stated by others that a VW dealership has them at about $200. You should confirm with the VW dealer whether or not that particular dealer and any VW dealer will honor the warranty AND doubel check the manufacturing date of any battery that you buy. Les than 6 months is my rule of thumb on AGM.

Safety. Folks, batteries are dangerous. They can be used to arc weld with in emergencies. That means if you complete a circuit with a watch, a ring or a tool, it starts weldin' and meltin'. People have lost fingers. Pay attention to what you are doing. Take the jewelry off.

I'll leave it to your preferences as to whether or not to provide an alternate 12 volt source to the vehicle to retain your settings if you are changing the battery. I'm will not use a battery charger as the 12 volt source because I have seen some surpass 16 volts with no battery hooked up. I used my charger simply because I wanted to make sure my new to me used Cayenne's battery had a full charge and I would be using

the seat adjusters while investigating how best to access the compartment.

1. Familiarize yourself with the driver seat’s wiring harness underneath. You will need to manage it carefully when it is time to tilt the entire seat assembly backwards.
2. Run the driver’s seat full forward and the back rest full forward. This is important in a few steps.
3. Using a small bladed screw driver remove the two rear bolt cover/trim pieces. Press the end in gently and it will release exposing the size 10 triple square headed bolts.
4. Using the size 10 triple square bit, remove the two bolts.
5. Run the driver’s seat full to the rear and do not adjust the back rest which should be full forward.
6. Using a small bladed screw driver remove the two front bolt cover/trim pieces. Press the end in firmly and it will release exposing the size 10 triple square headed bolts.
7. Using the size 10 triple square bit, remove the two bolts. Take care that you control the tilting of the entire seat as it could place undue strain on the wiring harness. The seat back will rest against the bench of the back seat. If you think there is too much strain, the harness is tied into the deck with a friction fit. Simply grab it and move it back and forth while lifting and it will release. You still need to be careful because there is no protection for the harness connectors now. Even if you disconnect the three harness connectors, the seat belt is still attached.
8. You will see a large piece of plastic trim that outlines the access to the battery compartment. If this is the first time that the compartment will be accessed, you will find that sections of carpet underneath the plastic have been precut. You will need to release the almost cut through sections by either stressing the carpet a bit or use the box cutter. I used both, but be very careful with the box cutter as there are wires running underneath.
9. With the seat tilted back and the carpet lifted, the battery cover is now visible.
10. Release the spring clamps at each corner.
11. To remove the cover, you will need to reach underneath the cover in the back and lift it over the case so that it can slide backwards a bit. Doing so will allow the front of the cover to clear a metal lip.
12. If I were to remove the battery, I would remove all jewelry, remove the negative ground cable first, followed by the positive cable. If I have a 12volt source hooked up to retain the cars memory settings, I would wrap the end of the positive terminal with plastic to prevent a short should the positive terminal come in contact with any grounded surface. As to a 12volt source, I would not use a battery charger because it is NOT a power supply. I bought a 12 volt supply OBD2 cable off Amazon and will use it when required. However, the owner's manual has the car reset procedure listed and it's not complicated at all.
13. With the cover removed, you can see the front left corner hold down clamp and the main hold down clamp also on the left side.

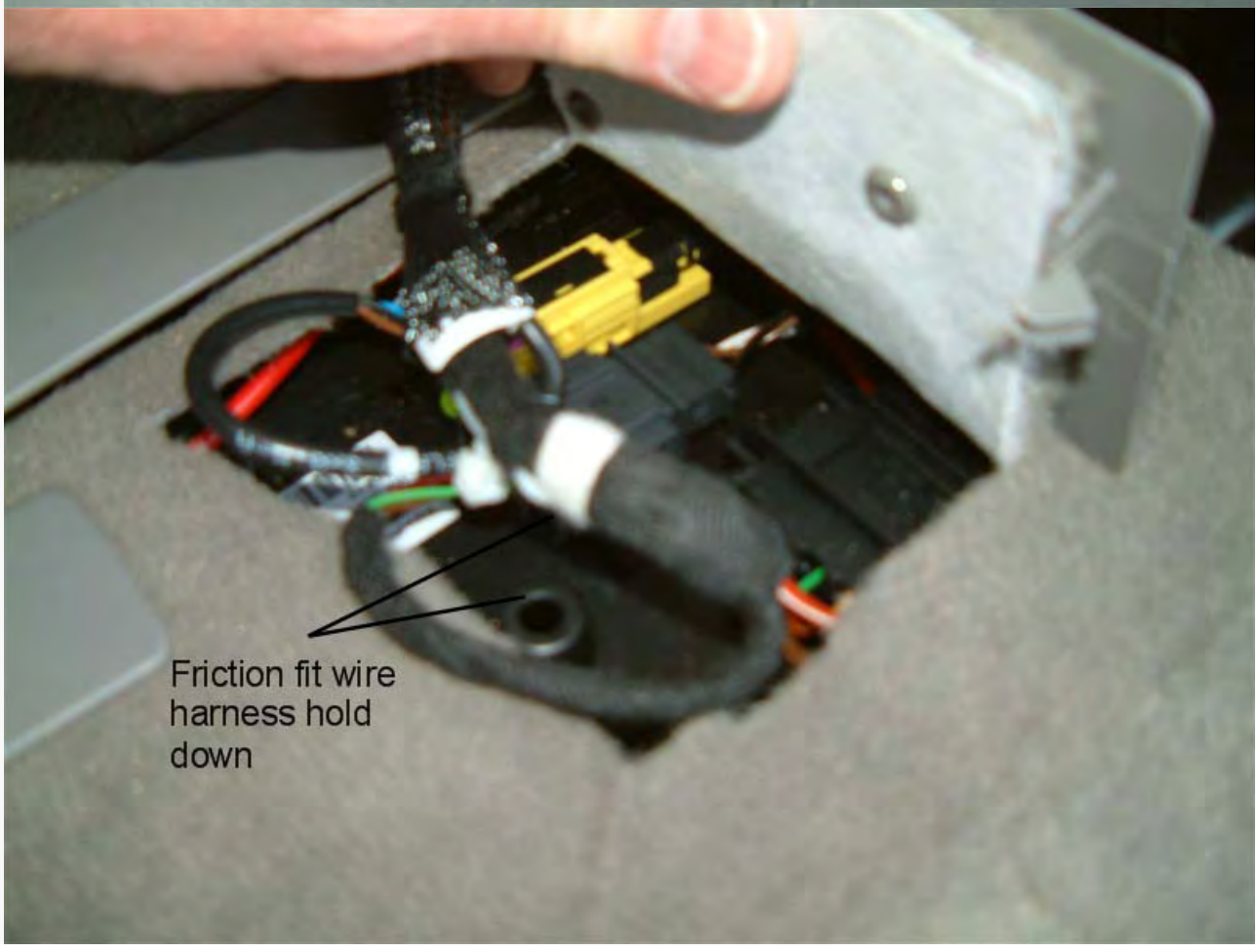
14. To lift the battery out, you may need a helper to lift the seat but again watch out of the wiring harness. Here, you might have to disconnect the three harness connectors. Be careful. One of them is airbag related. It appears that it is best to lift the front of the battery out first and then slide the whole battery out. Yep, it's heavy. When installing the replacement battery, if there are safety caps on the terminal, leave them on until you have the battery safely in its compartment and clamped back down.
15. Once installed, you are good to go to reinstall the clamps, the positive cable followed by the negative cable and backwards through the procedures.
16. Based on unverified information (PWIS or published shop manual) I believe that the seat mounting bolts are at 37 ftlbs. I saw no loctite remainder but blue loctite would not hurt anything as I suspect this area won't be accessed except every 4-8 years.
Attached Images

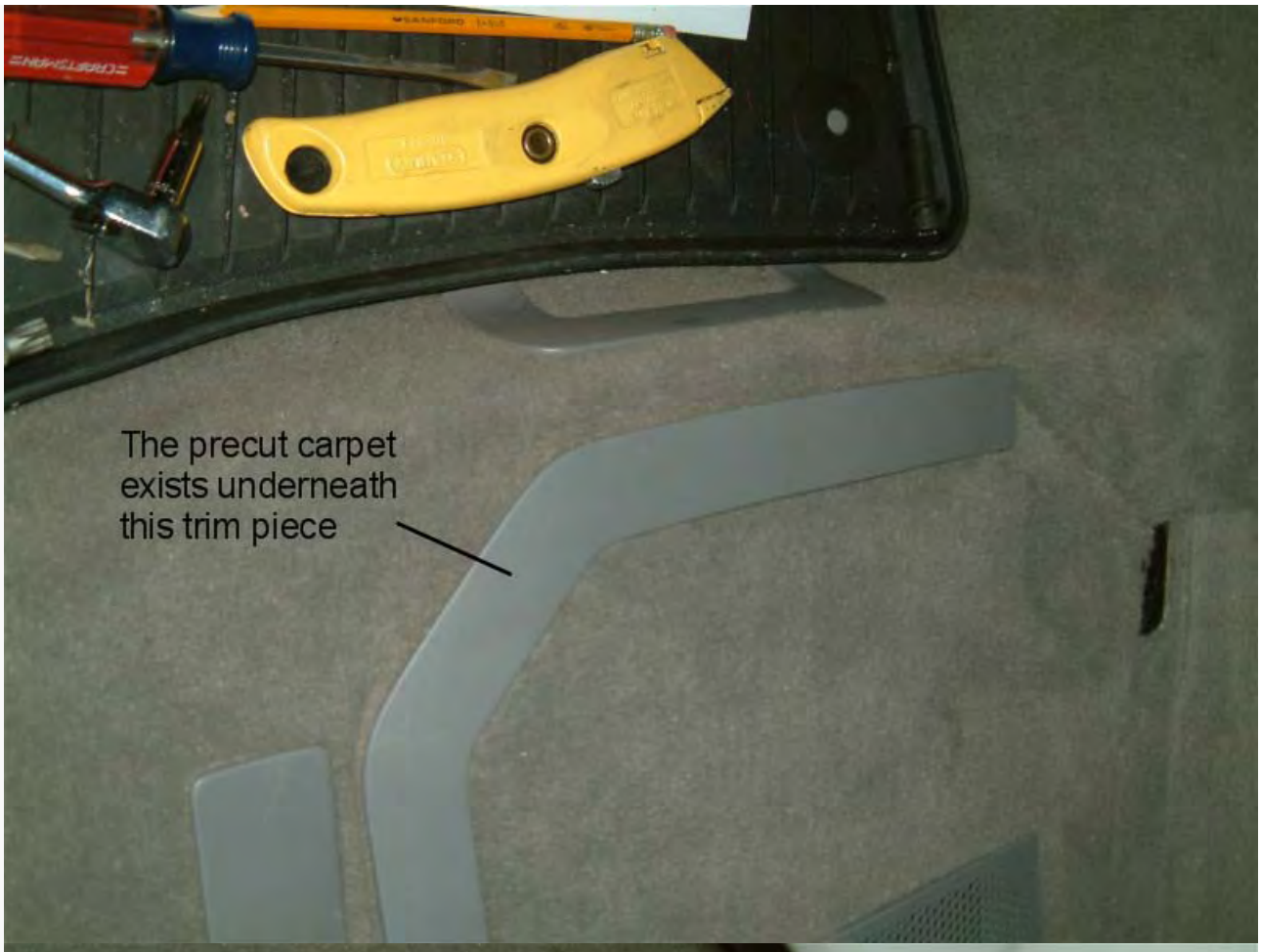

Note how the "V"
will slide under
the exposed weld


Remove the bolts


Press here with a
small flat head
screw driver

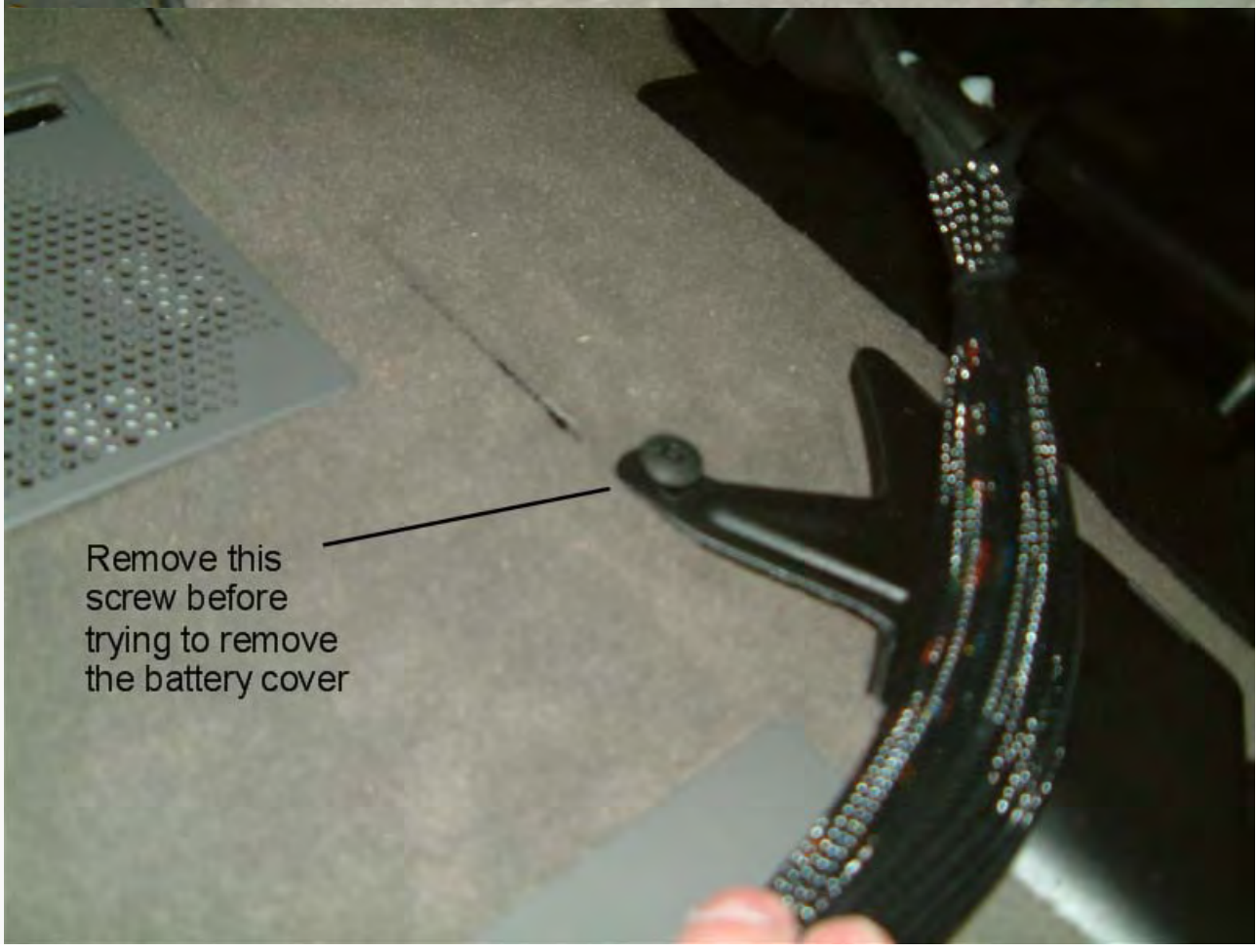

Note how the recessed portion of the trim piece slides over the nut

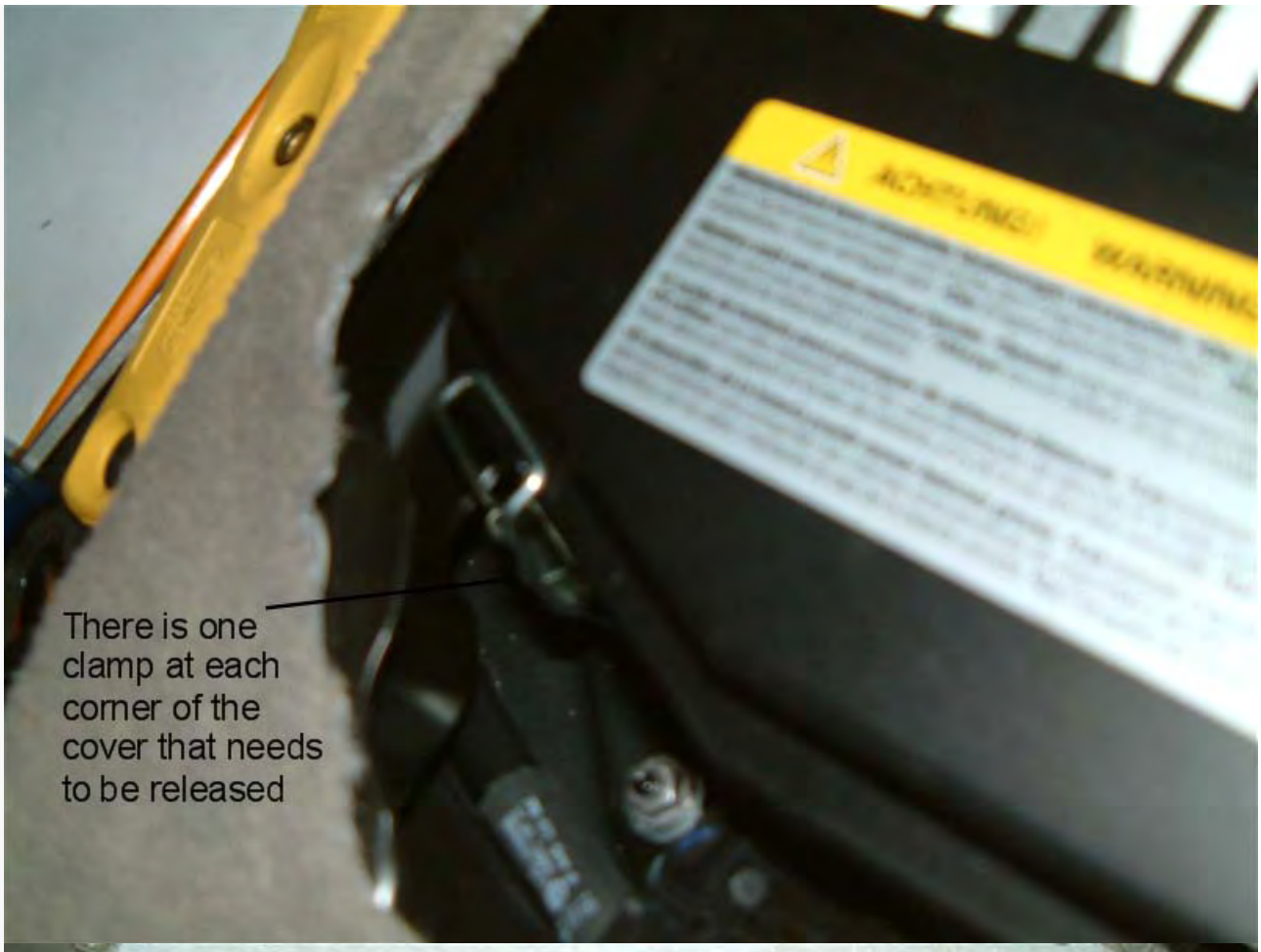

Friction fit wire harness hold down


The precut carpet
exists underneath
this trim piece


This is already
fully cut at the
factory


ACHTUNG! WARNING! ATTENTION! ¡ATENCIÓN!


Remove this
screw before
trying to remove
the battery cover


There is one clamp at each corner of the cover that needs to be released


AGM
AGM


7P0 915 105 C
12V 92Ah 520A DIN
850 A EN/SAE
AGM
AGM
DANGER/POISON


Pb