

**Charging of the High-Voltage Battery Not Possible or Faulty, Error Messages After Charging:
Re-Program High-Voltage Charger (OBC) Control Unit (95/22)**

Revision: This bulletin replaces bulletin ATI Group 2 2202.1, dated April 29, 2022.

Version	Date	Change
0	06/30/2022	▪ First publication
1	04/17/2025	▪ Update of software version

Model Year: **2021**

Vehicle Type: **Panamera 4 E-Hybrid (971) / Panamera 4 E-Hybrid Executive (971) / Panamera 4 E-Hybrid Sport Turismo (971) / Panamera 4S E-Hybrid (971) / Panamera 4S E-Hybrid Executive (971) / Panamera 4S E-Hybrid Sport Turismo (971) / Panamera Turbo S E-Hybrid (971) / Panamera Turbo S E-Hybrid Executive (971) / Panamera Turbo S E-Hybrid Sport Turismo (971)**

Equipment: **Charger 7.2 kW (M-Nr. KB2)**

Concerns: **Control unit for high-voltage charger (OBC)**

Information: **Various symptoms during or after charging the high-voltage battery, e.g.:**

- Charging of the high-voltage battery not possible or charging process is aborted
- Check Engine light in the instrument cluster after charging or charging attempt active
- Fault memory entry 'U112100 – Data bus – missing message (D1211D)' stored in the fault memory of the high-voltage charger (OBC) control unit

Action required: In the event of a customer complaint, re-program the high-voltage charger (OBC) control unit using the PIWIS Tester with **PIWIS Tester software version 42.700.030** (or higher) installed and the corresponding programming code.



Information

The total time required for control unit programming is **approx. 4 minutes**.

Required tools

- Tool:
- Battery charger with a current rating of **at least 90 A**, e.g. **VAS 5908 battery charger 90A**. For further information about the battery chargers to be used, see the corresponding Workshop Manual. ⇒ *Workshop Manual '270689 Charging vehicle electrical system battery'*
 - **P90999 - PIWIS Tester 4** with PIWIS Tester software version **42.700.030** (or higher) installed

Preliminary work



WARNING

Independently electrically moved side windows and rear spoiler

- Danger of limbs being trapped or severed
- Risk of damage to components
- ⇒ Do not reach into the danger area.
- ⇒ Keep third parties away from the danger area.
- ⇒ Do not move components or tools into the danger area.
- ⇒ Retract roll-up sun blinds on the rear side windows before starting programming or coding.

NOTICE

Fault entry in the fault memory and control unit programming aborted due to low voltage.

- Increased current draw during diagnosis or control unit programming can cause a drop in voltage, which can result in one or more fault entries and the abnormal termination of the programming process.
- ⇒ Before commencing work, connect a suitable battery charger with a charging current of at least 90 A to the jump-start terminals in the engine compartment.

NOTICE

Control unit programming will be aborted if the Wi-Fi connection is unstable.

- An unstable Wi-Fi connection can interrupt communication between PIWIS Tester and the vehicle communication module (VCI). As a result, control unit programming may be aborted.
- ⇒ During control unit programming, always connect the PIWIS Tester to the vehicle communication module (VCI) using the USB cable.

NOTICE

Control unit programming will be aborted if the driver's key is not detected.

- If the driver's key is not detected in the vehicle, programming cannot be started or will be interrupted.
- ⇒ Place the driver's key with the back facing down into the front left storage compartment in the center console to ensure a continuous radio link between the vehicle and the driver's key.

- Work Procedure: 1 Place the driver's key with the back facing down into the front left storage compartment in the center console (emergency start tray) to guarantee a continuous radio link between the vehicle and the driver's key ⇒ *Emergency start tray*.
- 2 Carry out general preliminary work for control unit programming as described in ⇒ *Workshop Manual '9X00IN Basic instructions and procedure for control unit programming - section on "Preliminary work"*.



Emergency start tray

Re-programming high-voltage charger (OBC) control unit

- Work Procedure: 1 The basic procedure for programming a control unit is described in the Workshop Manual ⇒ *Workshop Manual '9X00IN Basic instructions and procedure for control unit programming - section on "Programming"*.

Specific information on control unit programming in the context of this Technical Information:

Required PIWIS Tester software version:	42.700.030 (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:	G2S3U
Programming sequence:	Read and follow the information and instructions on the PIWIS Tester during the guided programming sequence. During programming, the high-voltage charger (OBC) control unit is re-programmed and then re-coded automatically. Do not interrupt programming.
Programming time (approx):	4 minutes

Software version programmed during this campaign: The software version information in the programmed data record is based on the specified PIWIS Tester software version. Please note that this may be different in a higher version.	1192 ▪ Following control unit programming, the software version can be read out of the high-voltage charger (OBC) control unit from the 'Extended identifications' menu using the PIWIS Tester.
Procedure in the event of error messages appearing during the programming sequence:	⇒ Workshop Manual '9X00IN Basic instructions and procedure for control unit programming - section on "Troubleshooting".
Procedure in the event of a termination in the control unit programming:	Repeat control unit programming by restarting programming.

Concluding work

- 1 Carry out general rework for control unit programming as described in ⇒ Workshop Manual '9X00IN Basic instructions and procedure for control unit programming using the PIWIS Tester - section on "Rework".

Invoicing

For documentation and warranty invoicing, enter the working position and PCSS encryption specified below in the warranty claim:

APOS	Labor operation	I No.
27972501	Programming high-voltage charger	

PCSS encryption:

Location (FES5)	27970	High-voltage charger
Damage type (SA4)	1611	does not function

References: ⇒ Workshop Manual '270689 Charging vehicle electrical system battery'
 ⇒ Workshop Manual '9X00IN Basic instructions and procedure for control unit programming using the PIWIS Tester'

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