Warning Message "Vehicle Electrical System Faulty" and Active Malfunction Indicator Light in the Instrument Cluster / Fault Memory Entries in the High-voltage Voltage Converter Control Unit (79/25)

Vehicle Type: **Panamera 4 E-Hybrid (YAA / YAB) / Panamera 4S E-Hybrid (YAA / YAB) / Panamera Turbo E-Hybrid (YAA / YAB) / Panamera Turbo S E-Hybrid (YAA / YAB)**
Cayenne E-Hybrid (9YA / 9YB) / Cayenne S E-Hybrid (9YA / 9YB) / Cayenne Turbo E-Hybrid (9YA / 9YB)

Model Year: **As of 2024 up to 2025**

Concerns: **High-voltage voltage converter**

Cause: **The customer complains about the yellow or red warning message "Vehicle electrical system faulty" lighting up as well as an active malfunction indicator light.**
In rare cases, it is no longer possible to start the vehicle.

One of the following fault memory entries is stored in the high-voltage voltage converter control unit fault memory:

- **P0C7800** - Pre-charging time - Limit exceeded (0A18BB)
- **P0A9400** - Voltage converter, missing power (0A189B)
- **P32B300** - High-voltage voltage converter, current sensor 2, overcurrent (0A1872)
- **P0C3900** - High-voltage voltage converter, temperature sensor 1, implausible signal (0A1858)

In connection with the fault memory entry "P0C3900", the yellow battery warning message "Battery low" can also light up in the instrument cluster.

After an ignition change or bus idle, the complaint is no longer active for the time being.

Information
Replacing the high-voltage voltage converter is not expedient for the aforementioned complaint.

Action: In the event of an existing customer complaint, re-program the high-voltage voltage converter control unit using the Porsche Tester.

Information
The minimum programming requirement is the Porsche Tester software release:**43.700.010** (or higher)

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 Charge battery and vehicle electrical system'*

Re-program the high-voltage voltage converter control unit.

Work Procedure: 1 Re-program the high-voltage voltage converter control unit.

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'*

Specific information on control unit programming during this action:

Required Porsche Tester software release:	**43.700.010** (or higher)
Type of control unit programming:	Control unit programming using the **'Automatic programming'** function of the control unit: **"High-voltage voltage converter"** 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 control unit 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 **2 minutes**, depending on equipment.
Software programmed during this action:	▪ **High-voltage voltage converter control unit** Software release: **0010** (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:	⇒ *Workshop Manual '9X00IN Basic instructions and procedure for control unit programming using the PIWIS Tester'*
Procedure in the event of a cancellation of the control unit programming:	Repeat control unit programming by restarting programming.

2 Read out and delete all control unit fault memories.

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

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

Labor position and PCSS encryption

Labor position:

APOS	**Labor operation**	**I No.**
27032551	Programming the voltage transformer	

PCSS encryption:

Location (FES5)	27030	Voltage converter
Damage type (SA4)	1134	Programming error

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