

**Charging Process is Cancelled / Check Engine Warning Light is Active: Re-Program High-Voltage Charger (OBC) Control Unit (61/22)**

**Change overview**

Version	Date	Change
0	05/12/2022	▪ First publication
1	01/20/2026	▪ Target software and Porsche Tester software release adapted

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

Model Year: **As of 2021 up to 2023**

Equipment: **Charger, 3.6 kW (M no. KB1)**

Concerns: **High-voltage charger (OBC) control unit**

Information: Charging process of the high-voltage battery is cancelled and the Check Engine warning light comes on in the instrument cluster. In many cases, it may be possible to continue charging the vehicle once the vehicle plug has been disconnected and then re-connected to the vehicle.

This fault is caused by voltage fluctuations in the supply network (e.g. the domestic connection) to which the high-voltage battery charger is connected.

The entry '**B200000 – Control unit, function restriction (E10105)**' is stored in the fault memory of the high-voltage charger (OBC) control unit as an active fault memory entry, which cannot be deleted initially. As a result, the Check Engine warning light is not deactivated.

Action: In the event of a customer complaint, re-programme the high-voltage charger (OBC) control unit using the Porsche Tester and installed **Porsche Tester test software release 43.800.000** (or higher) installed and the corresponding programming code.

**Required tools**

- Tools:
- Battery charger with a current rating of **at least 90 A**, 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 Charging vehicle electrical system battery'*
  - **P90999 - P90999 - Porsche Tester 4** with Porsche Tester test software release **43.800.000** (or higher) installed

## Preparatory work



### WARNING

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 undervoltage.

- 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 the Porsche Tester and the vehicle communication module (VCI). As a result, control unit programming may be aborted.
- ⇒ For control unit programming, always connect the Porsche Tester to the vehicle communication module (VCI) via the USB cable.

### NOTICE

Control unit programming will be aborted if the vehicle key is not recognized.

- If the driver's key is not recognized 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 guarantee 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-program high-voltage charger (OBC) control unit**



**Information**

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

- 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 Porsche Tester test software release:	<b>43.800.000</b> (or higher)
Type of control unit programming:	Control unit programming using the <b>'Campaign' function in the Additional menu</b> on the Porsche Tester by entering a programming code.
Programming code:	<b>B9A1Y</b>
Programming sequence:	Read and follow the <b>information and instructions on the Porsche Tester</b> during the guided programming sequence. During programming, the high-voltage charger (OBC) control unit is <b>re-programmed</b> and then <b>re-coded</b> automatically. <b>Do not interrupt programming.</b>
Programming time (approx):	<b>4 minutes</b>

Software release programmed during this campaign:  The software release information in the programmed data record is based on the specified Porsche Tester test software release. Please note that this may be different in a higher release.	<b>6126</b>  <ul style="list-style-type: none"> <li>Following control unit programming, the software release can be read out of the high-voltage charger (OBC) control unit from the 'Extended identifications' menu using the Porsche Tester.</li> </ul>
Procedure in the event of error messages appearing during the programming sequence:	⇒ <i>Workshop Manual '9X00IN Basic instructions and procedure for control unit programming - section on "Troubleshooting"</i> .
Procedure in the event of abnormal termination of control unit programming:	Repeat control unit programming by restarting programming.

- 2 Reading out and erasing fault memories.



#### Information

If control units are found to have faults that are **not** caused by control unit programming, these must first be **found** and **corrected**.

### Follow-up actions

- Work Procedure:
- 1 Carry out general rework for control unit programming as described in ⇒ *Workshop Manual '9X00IN Basic instructions and work procedure for control unit programming using the PIWIS Tester - "Rework" section*.
  - 2 Switch off ignition.
  - 3 Disconnect **P90999 - P90999 - Porsche Tester 4** from the vehicle.
  - 4 Remove the driver's key from the emergency start tray.
  - 5 Switch off and disconnect the battery charger.

### Labor position and PCSS encryption

Labor position:

APOS	Labor operation	I No.
27972500	Programming high-voltage charger	

PCSS encryption:

<b>Location (FES5)</b>	27970	High-voltage charger
<b>Damage type (SA4)</b>	1613	not functioning at times

References:     ⇒ *Workshop Manual '9X00IN Basic instructions and procedure for control unit programming using the PIWIS Tester'*

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