High-Voltage Battery cannot be Charged / Fault Memory Entry "B200000" in the High-Voltage Charger Control Unit (111/25)

Change overview

Release	Date	Change
0	01/15/2026	First publication
1	01/22/2026	Update of MY

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: **7.2 kW on-board AC charger (I-no. KB2)**

Concerns: **High-voltage charger (on-board charger - OBC)**

Information: Customers complain that it is not possible to charge the high-voltage battery. The malfunction indicator light is also activated in the instrument cluster.
One or both of the following fault memory entries is stored in the high-voltage charger control unit fault memory:

- **B200000** - Control unit, function restriction (E11C11)

and / or

- **B200000** - Control unit, function restriction (E11C17)

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

Information
The minimum programming requirement is the Porsche Tester software release:**43.800.000** (or higher)

Required tools

Tool:

- **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-programming the high-voltage charger control unit - model year M (2021)

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

The basic work 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:	**43.800.000** (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:	**G2S3U**
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 **re-coded automatically**. **Do not interrupt the programming and coding process.** A backup documentation process for the re-programmed software releases starts once programming and coding is complete.
Programming duration:	Programming takes up to **8 minutes**, depending on equipment.
Software programmed during this campaign:	▪ **High-voltage charger** Software release: **1192** (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 the termination of control unit programming:	Repeat control unit programming by re-entering the programming code.

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 Charging the vehicle electrical system battery'*

Re-programming the high-voltage charger control unit - model year N, P, R (2022, 2023)

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

The basic work 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:	**43.800.000** (or higher)
Type of control unit programming:	Control unit programming using the **'Automatic programming'** function of the control unit: **'High-voltage charger'** 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 **re-coded automatically**. **Do not interrupt the programming and coding process.**

	A backup documentation process for the re-programmed software releases starts once programming and coding is complete.
Programming duration:	Programming takes up to **6 minutes**, depending on equipment.
Software programmed during this campaign:	▪ **High-voltage charger** Software release: **1192** (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 the termination of control unit programming:	Repeat control unit programming by re-entering the programming code.

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 Charging the vehicle electrical system battery'*

Labor position and PCSS encryption

Labor position:

APOS	**Labor operation**	**I No.**
27972549	Re-programming the high-voltage charger	

PCSS encryption:

Location (FES5)	27970	High-voltage charger
Damage type (SA4)	1614	Function not according to specification