



Porsche Mobile Charger Plus

Good to know – Owner's Manual

06/2023

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70435 Stuttgart

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Operating instructions

Keep these operating instructions and hand them over to the new owner when you sell your charger.

Due to different requirements in various countries, the information in the thumb index tabs of this manual will be different. To ensure that you are reading the thumb index tab that applies to your country, compare the article number of the charger shown in the "Technical Data" section with the article number on the identification plate on the charger.

Suggestions

Do you have any questions, suggestions or ideas regarding your vehicle or these instructions?

Please write to us:

Dr. Ing. h.c. F. Porsche AG

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Germany

Equipment

Because Porsche vehicles undergo continuous development, equipment and specifications may not be as illustrated or described in this manual. Items of equipment are sometimes optional or vary depending on the country in which the vehicle is sold.

For information on retrofitting options, please contact an authorized Porsche dealer. Porsche recommends an authorized Porsche dealer as they have trained technicians and the necessary parts and tools.

Owing to the different legal requirements in individual countries, the equipment in your vehicle may vary from that described in this Owner's Manual. If your Porsche is fitted with any equipment not described in this manual, your authorized Porsche dealer will be glad to provide information regarding correct operation and care of the items concerned.

About this Owner's Manual

Warning notes and symbols

Different types of warning notes and symbols are used in this Owner's Manual.



Serious injury or death

Failure to observe warning notes in the "Danger" category will result in serious injury or death.



Possible serious injury or death

Failure to observe warning notes in the "Warning" category may result in serious injury or death.



Possible moderate or slight injury

Failure to observe warning notes in the "Caution" category may result in moderate or slight injury.

NOTE

Vehicle damage possible

Failure to observe warning notes in the "Notice" category can result in damage to the vehicle.



Information

Additional information is provided under "Information".

- ✓ Prerequisites that must be fulfilled in order to use a function.
- ▶ Instructions that must be followed.

1. Instructions are numbered in cases where a sequence of steps must be followed.

2. Instructions that must be followed on the center display.

▶ Indicates where you can find more information on a topic.

More Information

You can access the comprehensive Owner's Manual at the following web address:

<https://tinyurl.com/porsche-e-help>



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To the Operating instructions

Key to pictograms

Depending on the country, various pictograms may be attached to the charger.



Operate the charger within a temperature range from $-22\text{ }^{\circ}\text{F}$ ($-30\text{ }^{\circ}\text{C}$) to $+122\text{ }^{\circ}\text{F}$ ($+50\text{ }^{\circ}\text{C}$).



The charger should not be operated at altitudes of more than 16,404 ft. (5,000 m) above sea level.



The charger is equipped with a non-switched ground wire.



The charger is equipped with a switched ground wire.



Dispose of the charger in compliance with all applicable disposal regulations.



Do not use extension cables or cable reels.



Do not use (travel) adapters.



Do not use multi-outlet power strips.



Do not use chargers with damaged electronics or connection cables.



Risk of electric shock due to improper use.



Observe the operating instructions provided, particularly the warnings and safety instructions.



The surface of the charger can become very hot.



Do not operate the charger in non-grounded power grids (e.g. IT networks). Only operate the charger in grounded power grids.



Indicates the type 1 plug with a voltage range of $\leq 250\text{VAC}$.



Indicates the type 2 plug with a voltage range of $\leq 480\text{VAC}$.

Further information

Further information on the charger and the web application is available in the "E-Performance" area at <https://www.porsche.com>.

Safety

Safety instructions

⚠ DANGER

Electric shock, short circuit, fire, explosion

Use of a damaged or incorrect charger and a damaged or incorrect electrical socket, improper use of the charger or failure to observe the safety instructions can cause short circuits, electric shocks, explosions, fires or burns.

- ▶ Only use accessories, e.g. supply and vehicle cables, that have been approved and supplied by Porsche.
- ▶ Do not use a damaged and/or soiled charger. Check the cable and plug connection for damage and soiling before use.
- ▶ Only connect the charger to properly installed and undamaged electrical sockets and fault-free electrical installations.
- ▶ Do not use extension cables, cable reels, multiple sockets or (travel) adapters.
- ▶ Disconnect the charger from the power grid during thunderstorms.
- ▶ Do not modify or repair any of the electrical components.
- ▶ Only get experts to correct faults and carry out repairs on the charger.

⚠ DANGER

Stromschlag, Brand

Nicht fachgerecht installierte Steckdosen können beim Laden der Hochvoltbatterie über den Fahrzeugladeanschluss zu Stromschlag oder Brand führen.

- ▶ Überprüfung der Spannungsversorgung, Montage und Erstinbetriebnahme der Steckdose für das Ladegerät dürfen nur von einer qualifizierten Elektrofachkraft durchgeführt werden. Sie ist dabei für das Einhalten der bestehenden Normen und Vorschriften vollständig verantwortlich. Porsche empfiehlt, einen zertifizierten Porsche Service-Partner zu beauftragen.
- ▶ The charger should only be operated in properly earthed power supply systems. Operation in nonearthed systems (e. g. IT networks) is not possible.
- ▶ Den Leitungsquerschnitt der Zuleitung zur Steckdose unter Berücksichtigung der Leitungslänge und der lokal geltenden Vorschriften und Normen festlegen.
- ▶ To ensure uninterrupted charging, we recommend that that you only use electrical sockets that are connected via a separately fused electric circuit for charging.
- ▶ Das Ladegerät ist für den Einsatz im privaten und halböffentlichen Bereich vorgesehen, z. B. Privatgrundstücke oder Firmenparkplätze. Länderspezifisch, z. B. in Italien und Neuseeland, ist Laden nach Mode 2 im öffentlichen Bereich und öffentlichen Raum **verboten**.

Informieren Sie sich bei Ihrem Porsche Partner oder bei Ihrem lokalen Stromversorger.

- ▶ Beim unbeaufsichtigten Laden dürfen unbefugte Personen (z. B. spielende Kinder) oder Tiere keinen Zugang zum Ladegerät und Fahrzeug haben.
- ▶ Die Sicherheitshinweise in der Installationsanleitung sowie der Fahrzeuganleitung beachten.

⚠ DANGER

Electric shock, fire

Incorrect handling of the plug contacts can lead to electric shock or fire.

- ▶ Do not touch the contacts on the vehicle charge port and charger.
- ▶ Do not insert any objects into the vehicle charge port or charger.
- ▶ Protect electrical sockets and plug connections against moisture, water and other liquids.

⚠ WARNING

Flammable or explosive vapors

Components of the charger can cause sparks and ignite flammable or explosive vapors.

- ▶ To reduce the risk of explosion, –particularly in garages–, make sure that the control unit is located at least 19.7 in. (50 cm) above the floor during charging.
- ▶ Do not install the charger in potentially explosive areas.



NOTE

This equipment has been tested and found to comply with the limits for a Class B digital device, pursuant to Part 15 of the FCC Rules.

These limits are designed to provide reasonable protection against harmful interference in a residential installation. This equipment generates, uses and can radiate radio frequency energy and, if not installed and used in accordance with the instructions, may cause harmful interference to radio communications. However, there is no guarantee that interference will not occur in a particular installation. If the wall-charger does cause harmful interference to radio or television reception, which can be determined by turning the equipment off and on, the user is encouraged to try to correct the interference by one or more of the following measures:

- Reorient or relocate the receiving radio or television antenna.
- Increase the separation between the equipment and receiver.
- Connect the equipment into an outlet on a circuit different from that to which the receiver is connected.
- Consult the dealer or an experienced radio/TV technician for help.

Changes or modifications not expressly approved by the manufacturer could void the user's authority to operate the equipment under FCC rules. To comply with FCC RF exposure compliance requirements, the device must be installed to provide a separation distance of at least 20 cm from all persons.

NOTE

Ce dispositif a été testé et déclaré conforme aux limites des appareils numériques de la classe B, selon la section 15 des règlements de la Commission fédérale des télécommunications américaine (FCC).

Ces limites sont conçues pour assurer une protection raisonnable contre un brouillage préjudiciable lorsque l'appareil est utilisé dans un milieu résidentiel. Ce dispositif génère, utilise et peut diffuser de l'énergie sur les fréquences radio et, s'il n'est pas installé et employé conformément aux directives, il peut brouiller les communications radio. Toutefois, rien ne garantit que des brouillages ne surviendront pas pour des installations particulières. Si ce dispositif brouille les signaux radio ou de télévision, ce qui peut être déterminé en éteignant et en rallumant le dispositif, l'utilisateur devrait tenter de corriger le brouillage par un ou plusieurs des moyens suivants:

- Réorienter ou relocaliser l'antenne de réception.
- Éloigner le dispositif du récepteur.
- Brancher le dispositif dans une prise dont le circuit diffère de celui qui alimente le récepteur.
- Consulter le concessionnaire ou un technicien qualifié dans le domaine de l'audiovisuel pour obtenir de l'aide.

Conformément aux règlements de la Commission fédérale des télécommunications américaine (FCC), toute changement ou modification non expressément approuvée par le fabricant peut annuler l'autorisation accordée à l'utilisateur de faire usage de l'équipement. Le présent appareil est conforme aux CNR d'Industrie Canada applicables aux appareils radio exempts de licence. L'exploitation est autorisée aux deux conditions suivantes : (1) l'appareil ne doit pas produire de brouillage, et (2) l'utilisateur de l'appareil doit accepter tout brouillage radioélectrique subi, même si le brouillage est susceptible d'en compromettre le fonctionnement. Cet appareil numérique de la classe B est conforme à la norme NMB-003 du Canada. Déclaration d'exposition aux radiations: Cet équipement est conforme aux limites d'exposition aux rayonnements IC établies pour un environnement

non contrôlé. Cet équipement doit être installé et utilisé avec un minimum de 20 cm de distance entre la source de rayonnement et votre corps.

To ensure uninterrupted charging with the charger, consider the following instructions and recommendations:

- When installing the electrical socket, select an industrial socket with the highest available power (suited to the electrical home installation) and have it installed by a qualified electrician. Porsche recommends commissioning a certified Porsche Service Partner.
- To the extent technically possible and legally permissible, configure the electrical installation so that the maximum rated power of the electrical socket used is permanently available for charging the vehicle.
- Before installation, check whether the additionally required power for charging a vehicle can be provided sustainably with the present home installation. Secure the home installation with an energy management system if necessary.
- In the event of ambiguity or uncertainty regarding the home electrical installation, consult a qualified electrician. Porsche recommends commissioning a certified Porsche Service Partner.
- If the charger is to be used in conjunction with a photovoltaic system, contact a Porsche partner.
- To make the most of the charger's performance and ensure fast charging, use NEMA electrical sockets with the highest possible rated current or industrial sockets in accordance with IEC 60309.
- When charging the high-voltage battery via the household electrical socket/industrial socket, the electrical installation can be loaded to its

Includes

maximum power capacity. Porsche recommends having the electrical installations used for charging checked regularly by a qualified electrician. Ask an electrician which test intervals make sense during your installation. Porsche recommends commissioning a certified Porsche Service Partner.

- To prevent overheating of the electrical installation, the charging current for household cables is automatically limited on delivery. Have the charger commissioned by a qualified electrician and set the charging current limit suited to the home installation.
 - Refer to chapter "Charging current limitation" on page 22.

Grounding Instructions

The charger must be grounded.

In the event of a malfunction or failure, grounding provides a path with the lowest electrical resistance to reduce the risk of electric shock.

The charger is cabled with a grounding conductor and a suitable power plug. The power plug must be plugged into a suitable electrical socket that has been installed and grounded in accordance with local regulations and ordinances.

⚠ WARNING

Electric shock, short circuit

Improper connection of the equipment-grounding conductor is able to result in a risk of electric shock.

- ▶ Check with a qualified electrician or serviceman if you are in doubt as to whether the product is properly grounded.
- ▶ Do not modify the plug provided with the product - if it will not fit the outlet, have a proper outlet installed by a qualified electrician.

Intended use

Charger with integrated control and protection system for charging mode 2 for vehicles with high-voltage battery that comply with the generally applicable standards and directives for electric vehicles.

- ▶ Depending on the regional power grid, use the appropriate device version.
 - Refer to chapter "Technical data" on page 31.

The charger may only be used as a combination of power cable, control unit and vehicle cable.

It is suitable for outdoor use.

Includes



Fig. 1: Includes

- A** Power cable (country-specific fixed on the operator control unit or replaceable)
- B** Power plug for connection to the power grid
- C** Control unit
- D** Vehicle charging plug (connector plug for the vehicle), depending on country (type 2 plug shown)
- E** Vehicle cable (fixed to the operator control unit)
- F** Access data letter

i Information

Optional components: Depending on country, various charger wall mounts are available, e.g. the standard wall mount.

Access Data

A letter containing access data, which includes all the data you need for the charger and the Web Application, is supplied with your device.

- ▶ Keep the letter containing access data in a safe place.

Information

If you lose access data that is valid on delivery, such as the initial password, please contact your authorized Porsche dealer.

- Have the serial number of the charger ready.

Designation	Meaning
Serial Number	Serial number of the charger
Security ID	For a secure connection to the PLC modem
MAC	MAC address of PLC interface to home network
Web password	Initial password Web Application Web Application
Web host name	For connecting to the Web Application via a browser
PUK	Personal unlocking key

PUK

The PUK is used to reactivate the initial password.

- ▶ If you lose or forget the PUK, contact your authorized Porsche dealer.

Information

The security field contains the personal unlocking key (PUK). This field has special ink covering the PUK.

The PUK is only visible when this field is dampened under running water. Do not rub or scratch the field while dampening it, as this could damage the PUK.

Password for the web application

The password is used for logging into the Web Application.

When using the initial password:


- ▶ If you lose or forget the initial password, contact an authorized Porsche dealer.

When using a password you set yourself:

- ▶ If you lose your password, you can restore the initial password using the PUK, or contact an authorized Porsche dealer.
- ▶ Resetting the charger to its factory settings reactivates the initial password. This also resets all of the charger's settings to the factory settings, however.

Serial number of the charger


The serial number of the charger can be found in the following places:

- In the letter containing access data after the designation **Serial Number**
- On the identification plate (on the back of the control unit), after the abbreviation **SN**
- In the web application: Web Application **Settings**  ▶ **Service** ▶ **Device information**

Resetting to the factory settings

Activating this function will delete all your settings. In addition, all passwords will be set to the initial passwords in the letter containing access data.

Information

This function is deactivated in the charger by default. In order to execute this function on the charger, you need to enable it in the Web Application (**Settings**  ▶ **System** ▶ **Activate reset to factory settings**).

1. Simultaneously press the **CHARGE STATUS** button and the **MULTIFUNCTION BUTTON** and hold for at least 5 seconds. At the same time, the **CHARGER** light indicator flashes white.
2. As soon as the **CHARGER** light indicator stops flashing, release the **MULTIFUNCTION BUTTON**, but continue holding the **CHARGE STATUS** button for another 2 seconds.

Overview

3. Press and hold the **MULTIFUNCTION BUTTON** again for 5 seconds.

At the same time, the **CHARGER** light indicator flashes white.

➔ The charger is reset to the factory settings. At the same time, the light indicators light up green.

When the self-test has successfully been completed, the charger is ready for operation.

A reset to factory settings is also possible using the web application or at an authorized Porsche dealer. Porsche recommends an authorized Porsche dealer as they have trained technicians and the necessary parts and tools.

For information on the Web Application, refer to the instructions at <https://www.porsche.com/international/aboutporsche/e-performance/help-andcontact/>

For other languages, select the desired country version of the website.

Overview Possible uses

The charger can be used in standalone mode via its buttons. The Powerline-Communication function of the charger enables it to connect to the home network. The existing power grid is used to establish a local network for data transfer. The PLC connection is a prerequisite for operation using the charger's Web Application or for control via the energy manager.

Possible uses	Operation of the Porsche Mobile Charger Plus	Where?
Variant 1	Operation takes place directly on the charger (standalone mode).	▷ p. 8
Variant 2	Operation takes place via the charger's Web Application (without energy manager). A home network (PLC connection) is required for connection.	▷ p. 8
Variant 3	Operation is via the Web Application of the energy manager. The energy manager is registered as a client in the PLC network.	▷ p. 9
Variant 4	Operation is via the Web Application of the energy manager. The charger and energy manager connect to one another directly via the DHCP server of the energy manager.	▷ p. 9

Option 1: Standalone mode

In standalone mode, a connection via a network is not required. This option does not make use of convenient charger operation and configuration via the Web Application. Instead, the charger is operated directly via the buttons on the device. The settings **50%** or **100%** are available for limiting the charging current.

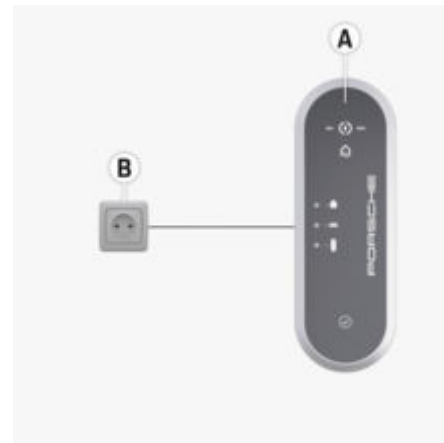


Fig. 2: Standalone mode (example application)

- A Porsche Mobile Charger Plus
- B Electrical Socket

Option 2: Operation via the Web Application of the charger

A Web Application stored in the charger enables convenient operation via the browser of a mobile device (PC, tablet, smartphone).

A home network is required for connection, and the charger and device must be in this network. A network connection can be established directly via PLC (Powerline Communication). The device and charger are connected via a PLC adapter and a router. The device can access the charger's Web Application via the router.

The charger can continue to be operated via its keypad, however. The settings **50%** or **100%** are available for limiting the charging current.

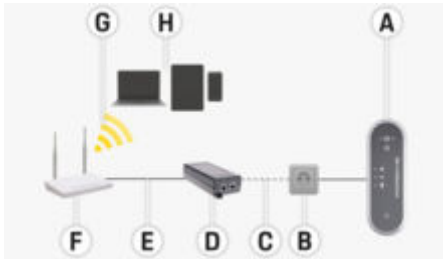


Fig. 3: Operation via the charger's web application (without energy manager) (example application)

- A Porsche Mobile Charger Plus
- B Electrical Socket
- C Network connection via PowerLine (PLC)
- D PLC adapter
- E Network connection via Ethernet
- F Router
- G WiFi
- H Mobile device

Option 3: Operation of the charger and energy manager in the same PLC network

If an energy manager is used, this limits the charging current.

To enable connection, the energy manager, the charger and your device must be in the same home network.

In this configuration, the charger and energy manager are each connected via PLC (Powerline Communication) with a router, the energy manager either directly via Ethernet or WiFi. Your device can access the Web Application of the energy manager and the charger via the router.

The charger can continue to be used via its buttons or the charger's Web Application. However, this overrides the energy manager's settings for limiting the charging current.

► Refer to chapter "Energy manager" on page 17.

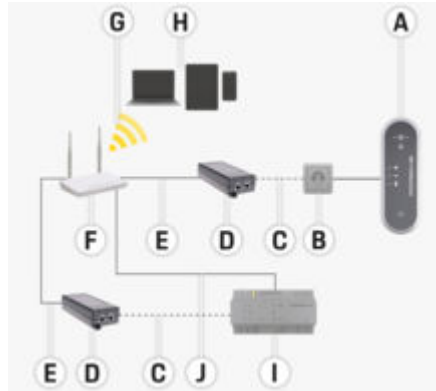


Fig. 4: Charger and energy manager connected via a router (example application)

- A Porsche Mobile Charger Plus
- B Electrical Socket
- C Network connection via PowerLine (PLC)
- D PLC adapter
- E Network connection via Ethernet
- F Router
- G WiFi
- H Mobile device
- I Energy manager
- J Network connection via Ethernet (alternative)

Option 4: Charger and energy manager directly connected via PLC

As the energy manager has an integrated PLC adapter, the charger and energy manager can also be connected directly via PLC. Then, the energy manager is again connected to the router via WiFi, PLC or Ethernet.

As with options 2 and 3, your mobile device can access the Web Application of the energy manager (and the charger) via the router. The charger can continue to be used via its buttons or the charger's Web Application. However, this overrides the energy manager's settings for limiting the charging current.

► Refer to chapter "Energy manager" on page 17.

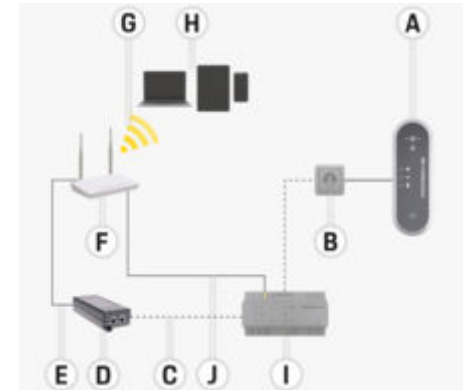


Fig. 5: Charger and energy manager directly connected via PLC (example application)

- A Porsche Mobile Charger Plus
- B Electrical Socket
- C Network connection via PowerLine (PLC)
- D PLC adapter
- E Network connection via Ethernet
- F WiFi router

Requirements and prerequisites

- G WiFi
- H Mobile device
- I Energy manager
- J Network connection via Ethernet (alternative)

Connections on the control unit



Fig. 6: Connections on the control unit

- A Supply cable
- B Vehicle cable

The supply cable **A** is removed and plugged in at the top of the control unit.

The vehicle cable **B** is removed and plugged in at the bottom of the control unit.

Control unit

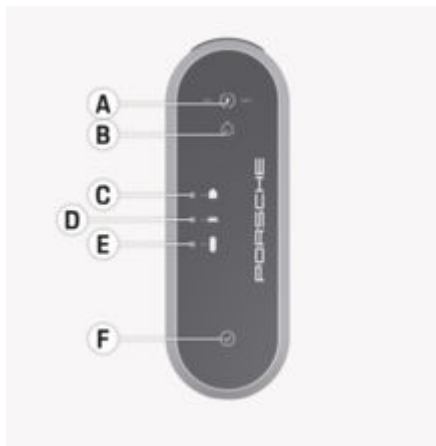


Fig. 7: Control unit

- A **CHARGE STATUS** button with **50 %** und **100 %** light indicators
- B **ENERGY MANAGER** light indicator
- C **HOUSE CONNECTION** light indicator
- D **VEHICLE** light indicator
- E **CHARGER** light indicator
- F **MULTIFUNCTION BUTTON**

Press the **CHARGE STATUS** button to select a charging power of 50% or 100% or to change to energy manager mode. If you have an energy manager, in this mode a connection to the energy manager is established and its configured charging power is used.

Press the **MULTIFUNCTION BUTTON**, sometimes in combination with other buttons, to set the following device functions:

- Skip reconnection to the energy manager
- Deactivate and activate ground monitoring
- Reset to factory settings
- Reset residual current device error

Buttons **A** and **F** and light indicators **B–E** display the operating state of the control unit and possible errors by means of different colors, lights, and flashing.

► Refer to chapter "Malfunctions" on page 26.

► Refer to chapter "Charging current limitation" on page 22.

Requirements and prerequisites

Selecting the installation location

DANGER

Electric shock, fire

Improper use of the charger or non-compliance with the safety instructions can cause short circuits, electric shocks, explosions, fires or burns.

- Do not install the Basic wall mount in potentially explosive atmospheres.
- To reduce the risk of explosion, particularly in garages, make sure that the control unit is located at least 19.7 in. (50 cm) above the floor during charging.
- Observe the locally applicable electrical installation regulations, fire protection measures, accident prevention regulations and escape routes.

The Basic wall mount is designed for indoor and outdoor installation.

The following criteria must be considered when selecting a suitable installation location:

- If possible, install the electrical socket and Basic wall mount in a covered area away from direct sunlight and rain (e.g. in a garage).
 - Do not spray the Basic wall mount directly with water (e.g. high-pressure cleaning equipment or garden hoses).
 - Do not install the Basic wall mount under hanging objects.
 - Do not install the Basic wall mount in stables, livestock buildings or locations where ammonia gases occur.
 - Install the Basic wall mount on a smooth surface.
 - In order to ensure secure fastening, check the condition of the wall before installation.
 - Install the Basic wall mount so that it is not near pathways and the charging cables do not cross any pathways.
 - Install the Basic wall mount so that the distance from the power plug to the power socket does not exceed the available supply cable length.
 - Install the electrical socket as close as possible to the preferred parking position for the vehicle. Take the orientation of the vehicle into account.
 - Make sure the distance of the electrical socket from the floor and ceiling conforms to national standards and regulations, to ensure comfortable use.
- ▷ Refer to chapter "Safety instructions" on page 4.

Required tools

- Level
- Drill or hammer drill
- Screwdriver

Mounting

Installing the wall bracket

Mounting standard wall bracket (base)

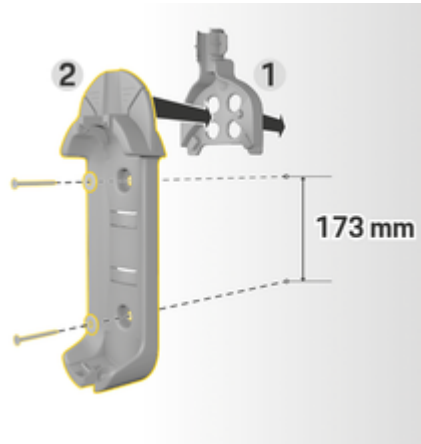


Fig. 8: Drilling dimensions

1. Mark drill holes on the wall.
2. Drill fastening holes and insert anchors.
3. Press standard wall bracket 2 (Fig. 8) into cable guide 1 (Fig. 8) from the front.
4. Screw standard wall bracket onto the wall.

i Information

Install the wall bracket at a height of at least 1 m (3 ft.).

Installing the plug holder



Fig. 9: Distance from wall mount to plug holder

When installing the plug holder, ensure a distance of 7.9 in. (200 mm) from the basic wall mount.

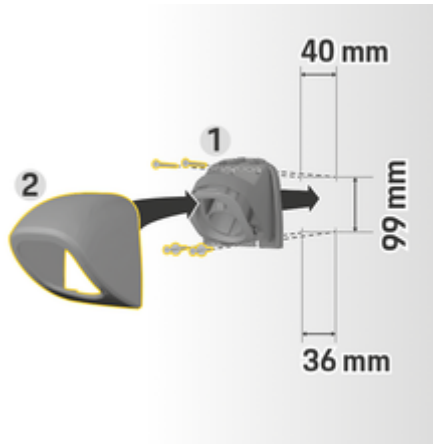


Fig. 10: Drilling dimensions

1. Remove plug holder **1** from the cover (Fig. 10) **2** (Fig. 10).
2. Mark the drill holes on the wall.
3. Drill the mounting holes and insert wall plugs.
4. Screw the plug holder **1** (Fig. 10) to the wall.
5. Fit the cover **2** (Fig. 10) onto the plug holder **1** (Fig. 10) from below and press it upwards.

Inserting the control unit in the wall mount



Fig. 11: Inserting control unit

1. Guide the vehicle cable through the lower opening in the basic wall mount, fit the bottom of the control unit on the locking lug and engage it by pushing it to the rear.
2. Guide the supply cable through the upper opening in the basic wall mount and lock the snap ring by pushing it to the left.
3. Insert the vehicle plug into the plug holder.

Set up

Vehicle charging and supply cables

Vehicle charging cable and connector information

Depending on the country equipment, different vehicle charging connectors **A** and vehicle charging plugs **B** are supplied.



IEC 62196-2/
SAE-J1772-2009
Type 1 UL

Power cable selection

For regular charging with optimal charging speed, use only the following power cables. The maximum available charging power is up to 9.6 kW (depending on the device type, power grid/home connection and on-board charger).

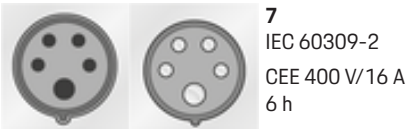
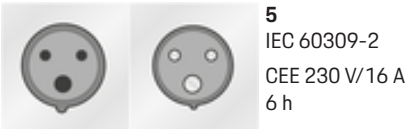
NOTE

In some countries, only approved supply cables may be used. When driving abroad, always carry the appropriate supply cable for the country you are visiting with you.

Power cable for industrial sockets



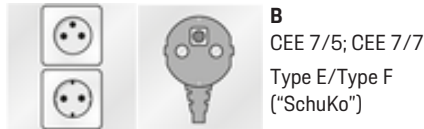
1
NEMA 14-30



Power cable for household sockets

If an industrial socket is not available, the following power cables can also be used to charge the battery with reduced charging power.

- ▶ Depending on the country, for example in Abu Dhabi, Israel, Singapore and India, charging using household sockets is **prohibited**.



NEMA 6-50/NEMA 14-50 (additional information)

i Information

This recommendation for use applies only to regions with the NEMA 6-50/NEMA 14-50 standard.

Charging your vehicle may result in high electric currents. For safety reasons, it is mandatory to use only components exclusively approved for this purpose and to have the charging equipment installed professionally.

Porsche recommends home owners only install industrial-quality electrical receptacles and have the installation performed by qualified electricians in accordance with the National Electrical Code or applicable local equivalents.

1. for Mexico: 12 A

General safety instructions



Electric shock and fire!

Improper use of the charging equipment and failure to comply with the installation and safety instructions may cause a short circuit, electric shock, explosion, fire or burns.

- ▶ The surface of the charger and associated equipment can become very hot under normal use. This is normal and not an indication of a defect in the charger. Observe the operating instructions provided with the charger, particularly the warnings and safety instructions.
- ▶ Please read the installation instructions in the operating instructions for your charging equipment.
- ▶ Pay particular attention to all the safety and warning instructions provided there.
- ▶ Have the installation carried out by someone with the necessary electrical training and expertise.
- ▶ Pay attention also to the regulations on electrical installations in your country.

Requirements for the power outlet



Unsuitable power outlets

Caution

If the electrical receptacles/outlets are not of sufficient quality, higher temperatures can occur in the receptacle when charging the vehicle using the supplied charging hardware (e.g. Porsche Mobile Charger). This can result in thermal damage to the receptacle and associated wiring. Low quality NEMA receptacle use or improper installation are not an indication of a defect in the vehicle or Porsche charging hardware.

An unsuitable power outlet may cause a short circuit, electric shock, explosion, fire or burns.

- ▶ Use only a power socket type suitable for this installation (see **Suitable power outlet/power plug types**).
- ▶ Only use power outlets that meet the requirements for the quality of the contact areas and clamping (see **Requirements for the quality of the power outlets**).
- ▶ The use of ferrules on the supply conductor wiring is recommended to further safeguard the circuit connection at the receptacle.
- ▶ Avoid clamping conductor insulation at circuit connection points.

Suitable power socket/power plug types

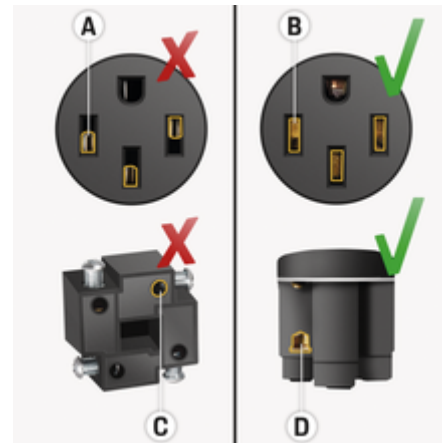


NEMA 6-50
Outlet/Plug



Nema 14-50
Outlet/Plug

Requirements for the quality of the power outlets



- A** Contact area only half the plug contact height
- B** Contact area over the full plug contact height
- C** Minimal contact area between clamping screw and stranded wire
- D** Wide contact area between clamping plate and stranded wire

Receptacles from the supplier Hubbell are recommended for their industrial quality and ability to handle high current for long periods of time.

- ▶ Hubbell HBL9450A = NEMA 14-50 Receptacle (4-prong)
- ▶ Hubbell HBL9367 = NEMA 6-50 Receptacle (3-prong)

Receptacle terminal screws must be tightened to manufacturer specifications.

The use of ferrules on the supply conductor wiring is recommended to further safeguard the circuit connection at the receptacle.

Requirements for the circuit installation

⚠ DANGER Unsuitable wiring

Using unsuitable wiring may cause a short circuit, electric shock, explosion, fire or burns.

- ▶ The branch circuit must be protected with a 50A circuit breaker, in accordance with national and local codes and regulations.
- ▶ A 50-amp branch circuit should use a minimum 6 AWG, 90°C-rated copper wire for conductors supplying Porsche charging hardware plugged with a NEMA 14-50 or 6-50 supply cable.

Requirements for outdoor installation

⚠ DANGER Direct contact with rain

Direct contact with rain when using the charging equipment outdoors may cause a short circuit, electric shock, explosion, fire or burns.

- ▶ Avoid direct contact between the charging equipment and rain.
- ▶ Use a rainproof NEMA 3R housing.

General precautions on (125V) supply cable use

⚠ DANGER Emergency use only

The domestic (125V) supply cable is provided for emergency use only, and should not be used by customers for daily home charging. When used, it is recommended to limit 125V charging to a maximum of approximately 12 hours. Charge only to a minimum needed get to a nearest High-Power Charger (HPC), DC Charger, or suitable Level 2 charger for recharging.

Changing the supply cable

⚠ DANGER Electric shock

Risk of serious or fatal injury from electric shock.

- ▶ Disconnect the supply cable from the electrical socket before changing.
- ▶ Only change cables in a dry environment.
- ▶ Use only cables approved by Porsche.

▶ Refer to chapter "Includes" on page 6.

In some countries, e.g. Norway ¹, the supply cable must only be changed by a qualified electrician. Porsche recommends that you use a certified Porsche service partner.



Fig. 12: Connections on the control unit

The supply cable **A** is removed and plugged in at the top of the control unit.

The vehicle cable **B** is securely connected to the control unit.

1. Time of printing.

Disconnecting the supply cable

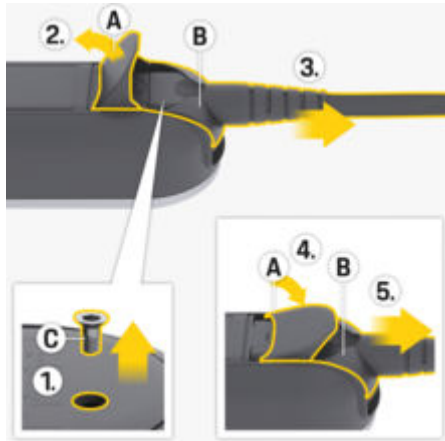


Fig. 13: Disconnecting the supply cable

- ✓ Charging of the high-voltage battery has ended and the vehicle plug has been removed from the vehicle charge port.
 - ✓ The plug has been disconnected from the electrical socket.
1. Remove screw **C** (Fig. 13) using a suitable tool.
 2. Fully open the cover **A** (Fig. 13).
 3. Pull out the plug **B** (Fig. 13) until resistance is first felt.
 4. Close the cover **A** (Fig. 13) to about 15 degrees (the cover can be in contact with plug **B** (Fig. 13)).
 5. Pull out the plug **B** (Fig. 13) fully.

Securing the supply cable

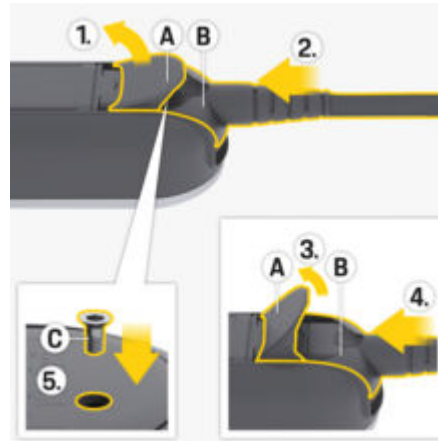


Fig. 14: Securing supply cables and plugs

1. Open the cover **A** (Fig. 14) by about 15 degrees (just far enough so that the plug **B** (Fig. 14) fits in the control unit).
2. Insert the plug **B** (Fig. 14) into the control unit until resistance is first felt.
3. Fully open the cover **A** (Fig. 14).
4. Push in the plug **B** (Fig. 14) fully.
5. Close the cover **A** (Fig. 14) fully and fasten with screw **C** (Fig. 14).

Commissioning and configuration

Getting started

- ▶ The charger performs a self-test on connection to the power grid.

Following a successful self-test:


- The **CHARGE STATUS** button lights up white.
- The charger is set to the same charging power as the previous charging session. The **50%**, **100%** or/and **50%** light indicator lights up.
- ➔ The charger is ready for operation.


Selecting the charge status



Fig. 15: Selecting the charge status

This allows you to select whether the charger should be limited to maximum 50% or 100% of the available charging power. If you have an energy manager, you can select whether this should set the charging power.

- ✓ The charger is ready for operation.
- ▶  Press and hold the **CHARGE STATUS** button for 3 seconds.
- ➔ The charger switches to a different charge status (**50%**, **100%**, or energy manager) and the relevant light indicator lights up.

If the energy manager charge status is activated, the  light indicator lights up yellow and the **50%** charge status lights up green. If the energy manager cuts out during operation, the charger switches to the **50%** charge status.

To enable the charger to be controlled by the energy manager, it must be connected to the same PLC network.

- ▶ Refer to chapter "Energy manager" on page 17.

Energy manager

The energy manager coordinates the energy consumers and suppliers in the home.

To ensure the energy manager takes over control of charging, the charger and energy manager must be connected to one another via a Powerline-Communication (PLC) network connection. The existing power grid is used to establish a local network for data transfer.

Adding an energy manager


The energy manager can be connected to a PLC network in two ways:

- The energy manager is registered as a client in a PLC network (application option 3).
- Direct PLC communication between the charger and energy manager (DHCP server) (application option 4).



- ▶ Refer to chapter "Possible uses" on page 8.







Connection between the charger and the energy manager is achieved directly on the charger and in the Web Application of the energy manager.

Establishing a Connection to the Charger

The  **ENERGY MANAGER** light indicator displays the status of the connection to the PLC network and the energy manager.

Status display of PLC/energy manager connection

Status display	Meaning
 Pulsating yellow	<p>Status 1</p> <p>The charger attempts to restore the most recently used PLC connection (maximum duration: 60 seconds).</p> <ul style="list-style-type: none"> ▶ Optional:  Press and hold the MULTIFUNCTION BUTTON for 3 seconds to skip reconnection. <p>After this, the charger searches for a new PLC network.</p>

Status display	Meaning
 Flashing yellow	<p>Status 2</p> <p>The charger attempts to connect to the new PLC network (maximum duration: 9 minutes).</p>
 Pulsating white	<p>Status 3</p> <p>PLC connection is established. Connecting to the last known energy manager.</p> <ul style="list-style-type: none"> ▶ Optional:  Press and hold the MULTIFUNCTION BUTTON for 3 seconds to skip reconnection.
 Flashing white	<p>Status 4</p> <p>PLC connection is established. Connection to a new energy manager is established.</p>
 Lights up green	<p>Status 5</p> <p>The energy manager is successfully connected.</p>
 Lights up red	<p>Status 6</p> <p>Unable to connect.</p>




Ensuring the quality of the PLC network connection

To ensure an adequate transmission rate for PLC communication, pay attention to the following points regarding electrical installations:

- ▶ If a PLC connection is not possible, test the Porsche charger using a different wall socket.
- ▶ Keep the distance between electrical loads with PLC capability to a minimum. As a test, the charger can be paired with the PLC modem via an electrical socket near the PLC modem (e.g. in the living room). If connection is possible here but then does not work later on in the garage, the distance may be too great. Pay attention to the following instructions on phase assignment.
- ▶ Lay the VDSL cable at a minimum distance of 10 cm from power lines and electrical sockets.
- ▶ If possible, produce PLC connections using this same phase.
 - If the charger is connected via a single-phase plug and the house connection has several phases, connect the external PLC modem to the same phase as the charger.
 - If the charger is connected via a multi-phase plug, connect the external PLC modem to phase L1.
- ▶ Check whether other electrical devices are causing problems. To do so, disconnect devices from the power grid and check the PLC connection. Problems can originate from devices such as dimmers, halogen systems, refrigerators and freezers, switching power supplies, driers, washing machines, and electrical pumps that are in operation.

Connecting the charger to a PLC network


During connection, the charger and PLC modem or - if direct PLC communication is used - the charger and the energy manager, are paired automatically.

- ✓ The charger is ready for operation.
- ▶ Activate the charge status of the energy manager on the charger. To do so, press and hold the  **CHARGE STATUS** button for 3 seconds to change the charge status. If necessary, repeat this process to change to the desired charge status . The charger automatically attempts to connect to the PLC network.
 - PLC network is known (Status 1):
No action is necessary. The charger automatically connects to the PLC network.
 - PLC network is unknown (Status 2):
Press the pairing button on the PLC modem or energy manager to initiate connection to the charger.
 - ➔ If the  **ENERGY MANAGER** light indicator flashes or pulses white, the charger is integrated in the PLC network and a connection has been established (Status 3 or 4).

The charger automatically attempts to connect to the energy manager.

- ▶ Refer to chapter "Connecting the charger to the energy manager" on page 18.

If no energy manager is available, connection to the energy manager fails (Status 6).

- ▶  Press and hold the **CHARGE STATUS** button for 3 seconds to change to the desired charge status (**50%** or **100%**).
 - ▶ Refer to chapter "Opening the web application" on page 23.


- ▶ Refer to the operating instructions of the PLC modem.

Connecting the charger to the energy manager

Connecting on the charger

Once the charger has connected to the PLC network, it attempts to connect to the energy manager in open mode.

- ✓ The charger has established a PLC connection.
- ✓ The charger and energy manager are in the same PLC network.
 - The energy manager is known (Status 3):
No action is necessary. The charger automatically connects to the energy manager.
 - The energy manager is unknown (Status 4):
Add the charger as an EEBus device in the Web Application of the energy manager.

If the  **ENERGY MANAGER** light indicator lights up green, the energy manager is successfully connected (Status 5).

The energy manager settings (e.g. charging current, overload protection and optimized charging) are applied to the charger.

- ▶ Connection to the charger is described in the section "Adding an EEBus device" in the web application instructions of the Porsche Home Energy Manager.
- ▶ Refer to the operating instructions of the energy manager.

Establishing connection in the Web Application of the charger


- ▶ If the charger is in private mode, an unknown energy manager must be added in the charger's Web Application (**Connections** ▶ **Energy manager**).
 - ▷ For information on the web application, refer to the instructions at <https://www.porsche.com/international/aboutporsche/e-performance/help-andcontact/>
- For other languages, select the desired country version of the website.

Re-establishing connection to the energy manager

If the energy manager charge status is activated, the charger automatically attempts to connect to the most recently used PLC network.

Hotspot

If it is not possible to integrate into a home network, the charger can activate a hotspot, thereby establishing a connection to the web application on the charger.

- ▶ To activate a hotspot, click on **Activate hotspot**. Once a hotspot has been activated, the symbol  will appear in the status bar.

Information

When using Android systems, the connection may have to be confirmed separately in order for a hotspot connection to be established.

Getting started

Establishing a Connection to the Charger

Before the charger and the Web Application can be used for daily purposes, the charger must first be set up. Next, a connection must be established between the end device (PC, tablet or smartphone) and the charger.

- ▷ For information on establishing the PLC connection, please refer to the operating and installation instructions for the Porsche Mobile Charger Plus.

Requirements for the First Use of the Web Application

You should have the following information to hand when using the Web Application for the first time:

- Letter containing access data Porsche Mobile Charger Plus for logging into the Web Application of the charger.
- Access data for your domestic network
- Access data for the user profile (to link it with the Porsche ID)

The following browsers are supported by the Web Application:

- Google Chrome Version 57 or higher (recommended)
- Mozilla Firefox Version 52 or higher (recommended)
- Microsoft Internet Explorer Version 11 or higher
- Microsoft Edge
- Apple Safari Version 10 or higher

Overview

The Web Application offers more extensive settings compared to the device.

Information

Information on **third-party content and licenses** can be called up at any time using the corresponding link from the Web Application.



Fig. 16: Overview in the web application

A Current charging session

Displays the duration of the current charging process. If no vehicle is connected, information about the last charging process is shown.

B Device status

Displays device information, for example:

- current charging status
- PLC network connection status
- energy manager connection status (if available)
- deactivation of grounding monitoring

C Current charging capacity

The current flow of electrical power [in kilowatts] from the charger to the consumer.

D Consumption

The total energy consumption of the current or last charging process [in kilowatt hours].

E Charging history

The last three charging processes are listed here chronologically. The following information is available for each charging process:

- Consumption
- Charging time

Information

More national rules may apply with regard to consumption monitoring for power determination.

Operating

Operating instructions

In some countries, the relevant authorities must be notified when you connect electric vehicle charging equipment.

- ▶ Check whether this applies in your country; also check the technical connection conditions and legal requirements for operation before connecting charging equipment.

NOTE

Risk of damage to the charger

- ▶ Always place the charger on a solid surface when charging.
- ▶ Porsche recommends using the charger in the wall mount. In some countries, e.g. Switzerland¹, the charger may only be used in the basic wall mount.
 - ▶ Refer to chapter "Installing the wall bracket" on page 11.

- ▶ Do **not** immerse the charger in water.
- ▶ Protect the charger from snow and ice.
- ▶ Protect the charger against potential damage through being driven over, dropped, pulled, bent or crushed.
- ▶ Do not open the charger housing.

NOTE

Damage to the charger

The charger must only be operated within a temperature range from -22 °F to +122 °F (-30 °C to +50 °C).

- ▶ To prevent overheating during operation, avoid continuous exposure of the charger to direct sunlight. If the charger overheats, charging will be interrupted automatically until the temperature has returned to the normal range.
- ▶ If the charger is too hot or too cold, let it return slowly to the operating temperature range and do not actively cool it down or heat it, e.g. by cooling it down with cold water or heating it with a hairdryer.

Charging

Notes on charging

Vehicle charge port

DANGER

Electric shock, fire

Risk of serious or fatal injury due to fire or electric shock.

- ▶ Always observe the specified sequence for the charging process.
- ▶ Do not disconnect the vehicle cable from the vehicle charge port during the charging process.
- ▶ End the charging process before disconnecting the vehicle cable from the vehicle charge port.
- ▶ Do not disconnect the charger from the electrical socket during the charging process.

Errors are indicated by the red light indicators.

- ▶ Refer to chapter "Malfunctions" on page 26.
 - ▶ Read the Owner's Manual for information on connecting and disconnecting the vehicle cable to and from the vehicle charge port and for the charging and connection status of the vehicle charge port.

Charging times

The charging duration can vary depending on the following factors:

- Electrical socket used (domestic electrical outlet or industrial electrical outlet)
- Country-specific power grid voltage and current

1. Time of printing. Further information is available from an authorized Porsche dealer. Porsche recommends an authorized Porsche dealer as they have trained technicians and the necessary parts and tools.








- Settings for limiting the charging current on the charger
- Fluctuations in the grid voltage
- Ambient temperature of vehicle and charger. Charging times can be longer at temperatures at the upper and lower extremes of the permitted ambient temperature.
 - Refer to chapter "Ground monitoring" on page 22.
- Temperature of the high-voltage battery and control unit
- Passenger compartment precooling/heating activated
- Current-carrying capacity of the power plug and vehicle plug
- Starting up other high-usage electrical loads. With a low-powered electrical installation, the charging current may be restricted by the overload protection of the energy manager.

i Information

Due to different national power grid systems, various cable variants are available. This may result in the full charging performance not being available. Further information is available from your authorized Porsche dealer. Porsche recommends an authorized Porsche dealer as they have trained technicians and the necessary parts and tools.

Starting, pausing and stopping charging

Starting charging

- ✓ The charger is ready for operation.
 - ✓ The desired charging current limit has been selected.
1. Insert the vehicle plug in the vehicle charge port.
 - A connection to the vehicle is established.
 -  The **CHARGE STATUS** button lights up yellow.
 - The  **50%, 100%** or energy manager light indicator lights up green.
 - When a connection to the vehicle is established:
 -  The **ENERGY MANAGER** light indicator,
 -  Light indicator **HOUSE CONNECTION** and
 -  Light indicator **VEHICLE** flash 1x green.
 -  The **CHARGE STATUS** button, **50 %**, **100 %** indicator light or energy manager light up green.
 2. Charging starts automatically.
 - ➔  The **CHARGE STATUS** button pulses green.

If no further action is taken via the charger or web application for 10 minutes, the charger switches to standby mode. The lights go out.

Vehicle charging continues.

i Information

If sleep mode is activated in the Web Application and no further action is taken via the charger or the Web Application for 10 minutes, the charger enters into sleep mode. After this, the charger can no longer be accessed via the Web Application.

Activating sleep mode saves electricity. This function can be deactivated in the charger's Web Application.

Pausing charging

i Information


- Charging is controlled by the vehicle. In the event of a malfunction, charging can only be stopped on the vehicle or via the charger.
- If the charger reaches a high temperature, the charging power is reduced. If necessary, a high-temperature switch-off feature interrupts charging and prevents overheating.

▸ Refer to chapter "Malfunctions" on page 26.

Charging is controlled by the vehicle and may occasionally be paused, e.g. in order to optimize power consumption.

The vehicle starts charging again automatically. The charging process can be stopped at the vehicle.

Stopping charging

- ✓ Charging was completed successfully.
- Remove the vehicle plug from the vehicle charge port.
 - ➔  The **CHARGE STATUS** button lights up white.

The vehicle is no longer connected.

Charging current limitation

The maximum available charging current is determined by the connected cable types. The charging unit automatically detects the voltage and the available current.

The charging current can also be reduced by other electrical loads in the home network, e.g. electric heater or water heater. If in doubt, contact a qualified electrician.

To prevent overheating of the electrical installation with household cables, the charging current when using household sockets is limited to 50% on delivery.

The **CHARGE STATUS** button can be used to manually set the desired charging power. If the charger is connected to the energy manager, it can assume control.

Ground monitoring



DANGER

Electric shock, short circuit, fire, explosion

Using the charger without active ground monitoring can cause electric shocks, short circuits, fires, explosions or burns.

- ▶ The charger must preferably be operated in grounded power grids.
- ▶ Only deactivate ground monitoring in non-grounded power grids.
- ▶ Activate ground monitoring in grounded power grids.

Deactivating ground monitoring

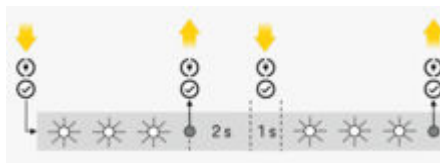


Fig. 17: Buttons and lights for deactivating ground monitoring

- ✓ The **CHARGE STATUS** button lights up red.
 - ✓ The **HOUSE** and **VEHICLE** light indicators light up red.
 - ✓ Ground monitoring has stopped the charging process or is preventing it from starting.
1. Simultaneously press and hold the **CHARGE STATUS** button and the **MULTIFUNCTION BUTTON**.
 - ➔ At the same time, the **CHARGER** light indicator flashes white.
 2. Release both buttons as soon as the **CHARGER** light indicator stops flashing.
 3. After 2 seconds (this time starts as soon as flashing stops), simultaneously press both buttons again and hold for at least 5 seconds.

Ground monitoring is deactivated when the **HOUSE CONNECTION** and **VEHICLE** light indicators light up yellow. When charging, the **CHARGE STATUS** button also pulses green.

- ➔ Ground monitoring remains deactivated for subsequent charging sessions as well.

i Information

For easier charger operation, cover the buttons fully with your fingers and apply uniform pressure.

Activating ground monitoring

If you are operating the charger in an earthed power grid, activate **ground monitoring**.

- ▶ Simultaneously press the **CHARGE STATUS** button and the **MULTIFUNCTION BUTTON**, and hold for at least 5 seconds. At the same time, the **CHARGER** light indicator flashes white.

Ground monitoring can also be activated via the web application:

▶ For information on the web application, refer to the instructions at <https://www.porsche.com/international/aboutporsche/e-performance/help-and-contact/>

For other languages, select the desired country version of the website.

Logging into the web application

i Information

The data for logging into the Web Application is set out in the enclosed letter containing access data. The security field contains the PUK. This field has special ink covering the PUK.

The PUK is only visible when this field is dampened under running water.

Do not rub or scratch the field while dampening it, as this could also damage the PUK.

- ✓ Access data is to hand.
- ▶ Enter password.

i Information

After 25 minutes of inactivity, the user is automatically logged off from the Web Application.

Opening the web application

Opening the charger's web application

- ✓ The charger is connected to the PLC network
 - ▶ Enter the host name of the charger (<Host-name> or <Hostname>/) in the browser's address line. The host name is in the letter containing access data.
– or –
Enter the IP address of the charger in the browser address bar. The IP address was assigned by the DHCP server when your device and the charger were paired, and can be seen in your router settings.
 - ▶ Refer to chapter "Connecting the charger to a PLC network" on page 18.
 - ▶ For information on the web application, refer to the instructions at <https://www.porsche.com/international/aboutporsche/e-performance/help-and-contact/>
- For other languages, select the desired country version of the website.
- ▶ Refer to chapter "Access Data" on page 7.

Operating the Web Application

Opening the web application

Opening the charger's web application

- ✓ The end device and charger are in the same network via a PLC connection.
- 1. Open the browser.
- 2. Enter the host name of the charger in the browser's address bar. The host name is in the letter containing access data.
– or –
Enter the IP address of the charger in the browser address bar. The IP address was assigned by the DHCP server when your device and the charger were paired, and can be seen in your router settings.

Forwarding to the web application

Information

Depending on which browser you are using, the web application will not open immediately; instead information about the browser's security settings will be displayed first.

1. In the warning message displayed in the browser, select **Advanced**.
2. In the following dialog window, add the SSL certificate as an exception.
 - ➔ The SSL certificate is confirmed and the Web Application is opened.

Connections

Powerline Communication (PLC)

If the charger is connected with a PLC network, the network information, e.g. host name, MAC address, IP address, is displayed here.

Energy manager

To ensure the energy manager takes over control of charging, the charger (EEBus device) and energy manager must first be connected to one another. Establishing a connection with an unknown energy manager must be performed in open mode directly on the charger and in the Web Application of the energy manager.

Information

If the charger is in private mode, the connection to the energy manager must also be confirmed in the charger's web application.

▶ See chapter "Adding an EEBus device" in the web application instructions of the Porsche Home Energy Manager.

▶ Please refer to the operating and installation instructions for the Porsche Mobile Charger Plus.

Displaying the connection to the energy manager in the web application:

- ▶ Navigate to **Connections** ▶ **Energy manager** in the charger's Web Application.
 - ➔ The connected energy manager is displayed with the status **Energy manager connected**. Device information of the energy manager is visible.

Open mode

On delivery, the charger is configured to be in open mode. This means that the energy manager is automatically found and connected in the home network. The following prerequisites must be met for automatic pairing with the energy manager:

- ✓ The charging status **ENERGY MANAGER** is selected on the charger.
- ✓ The charger and energy manager are in the same PLC network.
- ✓ The charger was added as an EEBus device in the Web Application of the energy manager.
- ▶ We recommend only switching to private mode after you have started up the device for the first time.

Activating private mode

1. Navigate to **Connections** ▶ **Energy manager** in the charger's Web Application.
2. Activate **Private mode**.

Confirming the connection to the energy manager

- ✓ The charger and energy manager are in the same network.
 - ✓ Private mode is activated.
 - ✓ Connection to the charger was already confirmed in the energy manager's web application.
1. Navigate to **Connections** ▶ **Energy manager** in the charger's Web Application.
 - ➔ The energy manager is displayed in the **Available energy managers** list.
 2. Select energy manager and expand.
 3. Select **Pair devices**.

4. In the **Establish connection** dialog box, check the identity of the energy manager again using the identification number (SKI) and then select the option **Connect**.

- ➔ The energy manager is successfully connected and the status **Energy manager connected** is displayed.

The energy manager settings (e.g. charging current, overload protection and optimized charging) are applied to the charger.

Disconnecting the connection to the energy manager

In private mode, the connection to the energy manager can be disconnected in the charger's Web Application.

- ✓ Private mode is activated.
1. Navigate to **Connections** ▶ **Energy manager** in the charger's web application.
 - ➔ The connected energy manager is displayed in the **Available energy managers** list.
 2. Select **Disconnect**.
 - ➔ The connection between the energy manager and the charger is disconnected.

Settings System

Change password

Changes the login password for the Web Application. The initial password from the letter containing access data is overwritten with the newly selected password.

- ▶ Select **Change** and enter new password.

Specifying the language and country

Field	Explanation
Language	Selection of the language for the Web Application.
Country	The country of use. The configuration settings are country-specific. If the specification deviates from the actual place of use, it is possible that some settings will not be available.

Regulating power consumption

Activate sleep mode to save electricity.

If sleep mode is activated and no further action is taken via the charger or Web Application for 10 minutes, the charger enters into sleep mode. After this, the charger can no longer be accessed via the Web Application.

- ▶ Activate the function **Standby mode**.
 - The device requires some time to leave sleep mode and restore operational readiness.

Information

After a prolonged period of non-use, the charger switches automatically to standby mode. Press the Power button to restart.

Activate reset to factory settings

By activating this function, it is possible to reset to factory settings directly on the charger. If the function is deactivated, a reset to factory settings on the web application is restricted.

- ▶ Activate the function **Reset to factory settings**.
 - ▷ Please refer to the chapter "Resetting to factory settings" in the operating instructions for the Porsche Mobile Charger Plus.
 - XXXLINKXXX Refer to chapter "Resetting to factory settings" on page 6.

Charging

Grid status

The information on the grid status presented here is automatically detected by the device.

Display	Explanation
Grid phases	Number of supply cable phases.
Cable type	Type of vehicle charging cable. The cable type delivers important information for the maximum charging current setting.
Reason for reduced charging power	The number 0 indicates that the charging power is not restricted. A number > 0 indicates that the charging power is impaired by overheating.

Ground monitoring



Electric shock, short circuit, fire, explosion

Using the charger without active ground monitoring can cause electric shocks, short circuits, fires, explosions or burns.

- ▶ The charger must preferably be operated in grounded power grids.
- ▶ Only deactivate ground monitoring in non-grounded power grids.
- ▶ Activate ground monitoring in grounded power grids.

Ground monitoring can be activated in the web application or on the charger. For security reasons, it can only be deactivated on the charger.

- ▶ Select the function **Activate ground monitoring**.
 - ▷ For the activation and deactivation of ground monitoring on the charger, please refer to the operating and installation instructions for the Porsche Mobile Charger Plus.

Stipulating electric current and energy manager

Here you can manually adjust the power to be used for charging:

- **Reduced power:** The charger loads with 50% of the maximum charging current.
- **Full power:** The charger loads with 100% of the maximum charging current.
- **Energy manager:** If the charger is connected to the energy manager, the overload protection provides monitoring of the charging current to the charger.
- ▶ Select the desired function.

Service

Displaying device information

This information pertains to the device, e.g. version number, serial number and host name.

In the event of an error message, this data is required by the Porsche service partner.

Displaying diagnosis

Shows the diagnostic parameters with details of the device temperature.

- ▶ Select whether the temperature is to be specified in degrees **Celcius** or degrees **Fahrenheit**.

Displaying event log information

The event log information displayed refers to error messages that arise during the system test. Active and passive event logs are displayed. In contrast to passive events, active events and faults are currently still ongoing.

- ▶ Expand the section to view the event log.

Resetting to factory settings

By activating this function, all personal data and configurations, such as the charging history and network settings are deleted. In addition, all passwords will be set to the initial passwords in the letter containing access data.

- ▶ Activate the function **Reset to factory settings**.

Malfunctions

The charger indicates faults or malfunctions by light indicators that light up or flash red or yellow.

NOTE














Damage to the charger

- ▶ If a fault persists or recurs, disconnect the charger from the power grid and contact a qualified electrician. Porsche recommends an authorized Porsche dealer as they have trained technicians and the necessary parts and tools.
















- ▶ Refer to chapter "Control unit" on page 10.














The following overview contains recommendations for dealing with malfunctions.

Light indicators	Meaning	Remedy
<ul style="list-style-type: none"> ● The CHARGE STATUS button lights up red. ● The HOUSE CONNECTION light indicator lights up red. ● The VEHICLE light indicator lights up red. ● The CHARGER light indicator lights up red. ● The MULTIFUNCTION BUTTON lights up red. 	Watchdog error or continuous switching of a load relay	<ul style="list-style-type: none"> ▶ Pull out and reinsert the power plug. ▶ If this does not remedy the error, have the domestic installation checked by a qualified electrician.
<ul style="list-style-type: none"> ● The CHARGE STATUS button lights up red. ● The HOUSE CONNECTION light indicator lights up red. ● The VEHICLE light indicator lights up red. ● The CHARGER light indicator lights up red. ● The MULTIFUNCTIONAL BUTTON flashes red. 	Residual current device triggered/leakage current	<ul style="list-style-type: none"> ▶ Cancel the error by pressing and holding the multifunction button (minimum 2 seconds). ▶ If this does not remedy the error, have the domestic installation checked by a qualified electrician.
<ul style="list-style-type: none"> ● The CHARGE STATUS button lights up red. ● The HOUSE CONNECTION light indicator lights up red. ● The VEHICLE light indicator lights up red. ● The CHARGER light indicator lights up red. 	Faulty multifunction button LED	<ul style="list-style-type: none"> ▶ Pull out and reinsert the power plug. ▶ If this does not remedy the error, have the domestic installation checked by a qualified electrician.

Light indicators	Meaning	Remedy
<ul style="list-style-type: none">  The CHARGE STATUS button lights up red.  The HOUSE CONNECTION light indicator flashes red.  The VEHICLE light indicator flashes red.  The CHARGER light indicator flashes red. 	Wiring fault	<ul style="list-style-type: none"> ▶ Pull out and reinsert the power plug. ▶ If this does not remedy the error, have the domestic installation checked by a qualified electrician.
<ul style="list-style-type: none">  The HOUSE CONNECTION light indicator lights up red.  The VEHICLE light indicator lights up red.  The CHARGER light indicator lights up red.  The MULTIFUNCTION BUTTON lights up red. 	Faulty power LED	<ul style="list-style-type: none"> ▶ Pull out and reinsert the power plug. ▶ If this does not remedy the error, have the domestic installation checked by a qualified electrician.
<ul style="list-style-type: none">  The CHARGE STATUS button lights up red.  The HOUSE CONNECTION light indicator lights up red.  The VEHICLE light indicator lights up red. 	Missing/interrupted ground wire	<ul style="list-style-type: none"> ▶ Pull out and reinsert the power plug. ▶ Only ungrounded power grids (e.g. IT networks): If necessary, charge the vehicle with deactivated ground wire monitoring. <ul style="list-style-type: none"> ▶ Refer to chapter "Ground monitoring" on page 22. ▶ Only grounded power grids: Have the control unit checked by a qualified specialist workshop/ authorized Porsche dealer. Have the power grid/ house connection checked by a qualified electrician.
<ul style="list-style-type: none">  The CHARGE STATUS button lights up red.  The HOUSE CONNECTION light indicator flashes red. 	Overvoltage	<ul style="list-style-type: none"> ▶ Pull out and reinsert the power plug. ▶ If this does not remedy the error, have the domestic installation checked by a qualified electrician.

Malfunctions

Light indicators	Meaning	Remedy
<ul style="list-style-type: none">  The CHARGE STATUS button lights up red.  The VEHICLE light indicator lights up red. 	Overload	<ul style="list-style-type: none"> ▶ Pull out and reinsert the power plug. ▶ If this does not remedy the error, have the domestic installation checked by a qualified electrician.
<ul style="list-style-type: none">  The CHARGE STATUS button lights up red.  The CHARGER light indicator lights up red. 	Relay fault	<ul style="list-style-type: none"> ▶ Pull out and reinsert the power plug. ▶ If this does not remedy the error, have the domestic installation checked by a qualified electrician.
<ul style="list-style-type: none">  The CHARGE STATUS button lights up red.  The CHARGER light indicator flashes red. 	Self-test has failed	<ul style="list-style-type: none"> ▶ Pull out and reinsert the power plug. ▶ If this does not remedy the error, have the domestic installation checked by a qualified electrician.
<ul style="list-style-type: none">  The CHARGE STATUS button pulses red.  The CHARGER light indicator lights up red. 	Duty cycle error	<ul style="list-style-type: none"> ▶ The charger is faulty and must no longer be operated. ▶ Visit an authorized Porsche dealer.
<ul style="list-style-type: none">  CHARGE STATUS button according to charge status.  The ENERGY MANAGER light indicator lights up red.  The 50 % light indicator lights up green. 	PLC or energy manager connection error	<ul style="list-style-type: none"> ▶ When starting up for the first time, restart the charger and repeat the start-up process. Check the connection to the PLC network. Check the connection to the energy manager.
<ul style="list-style-type: none">  The CHARGE STATUS button lights up red.  The HOUSE CONNECTION light indicator lights up yellow. 	Excess temperature of infrastructure plug	<ul style="list-style-type: none"> ▶ The charger has switched off due to a high temperature. Wait until it has reached normal temperature. If applicable, protect the charger from direct sunlight.
<ul style="list-style-type: none">  The CHARGE STATUS button lights up red.  The HOUSE CONNECTION light indicator flashes yellow. 	Low voltage/Invalid grid frequency	<ul style="list-style-type: none"> ▶ The charging session was interrupted. Wait. Do not do anything.

Light indicators	Meaning	Remedy
<ul style="list-style-type: none">  The CHARGE STATUS button lights up red.  The VEHICLE light indicator flashes yellow. 	Invalid CP signal	<ul style="list-style-type: none"> ▶ Pull out and reinsert the power plug.
<ul style="list-style-type: none">  The CHARGE STATUS button lights up red.  The CHARGER light indicator lights up yellow. 	High temperature	<ul style="list-style-type: none"> ▶ The charger has switched off due to a high temperature. Wait. If applicable, protect the charger from direct sunlight.
<ul style="list-style-type: none">  The CHARGE STATUS button lights up red.  The CHARGER light indicator flashes yellow. 	Unable to read the infrastructure cable or vehicle cable	<ul style="list-style-type: none"> ▶ Pull out and reinsert the power plug.
<ul style="list-style-type: none">  The CHARGE STATUS button pulses green.  The HOUSE CONNECTION light indicator lights up yellow. 	Excess temperature of infrastructure plug/Multi-phase socket only has a single-phase connection	<ul style="list-style-type: none"> ▶ The charger has reduced the charging power due to a high temperature. Wait. If applicable, protect the charger from direct sunlight. ▶ A multi-phase socket may have only a single-phase connection. In this case, have a qualified electrician check whether the electrical socket is correctly connected in the power grid.
<ul style="list-style-type: none">  The CHARGE STATUS button pulses green.  The CHARGER light indicator lights up yellow. 	Derating	<ul style="list-style-type: none"> ▶ The charger has reduced the charging power due to a high temperature. Wait. If applicable, protect the charger from direct sunlight.
<ul style="list-style-type: none">  On/Off pulses green.  Power grid/house connection lights up yellow.  Vehicle lights up yellow. 	The vehicle is charged with deactivated protective conductor monitoring.	<ul style="list-style-type: none"> ▶ Ideally, charge the vehicle with activated protective conductor monitoring. ▶ Refer to chapter "Ground monitoring" on page 22.
The charger has shut down completely.		<ul style="list-style-type: none"> ▶ The charger is in standby mode or has shut down due to an error. ▶ Press the charging current limiting button to check whether the charger is in standby mode.

Transport

WARNING

Unsecured load

An unsecured, incorrectly secured or incorrectly positioned charger can slip out of place and endanger occupants when braking, accelerating, changing direction or in the event of an accident.

- ▶ Never transport the charger unsecured.
- ▶ Always transport the charger in the luggage compartment, never in the passenger compartment (e.g. on or in front of the seats).

Securing charger during transport

Depending on the vehicle type, the charger is included with or without a transport bag.

- ▶ If a transport bag is included: Always store and transport the charger in the bag. Hook bag to the front and rear tie-down rings.

For information on the tie-down rings in the luggage compartment:

- ▶ Follow vehicle instructions.
- ▶ If no transport bag is included: Store the charger in the rear luggage compartment for transport.
- ▶ Depending on vehicle type, stow the charger in such a way that no occupants can be endangered.

Cleaning and maintenance

Check the charger regularly for damage and dirt and clean if necessary.

DANGER

Electric shock, fire

Risk of serious or fatal injury due to fire or electric shock.

- ▶ Never immerse the charger or plugs in water or spray them directly with water (e.g. high-pressure cleaning equipment or garden hoses).
- ▶ Only clean the charger when the control unit has been fully disconnected from the power grid and from the vehicle. Use a dry cloth for cleaning.

Disposal of the product



Electrical/electronic devices and batteries can be deposited at a collection point or a waste disposal facility.

- ▶ Do not throw electrical/electronic devices or batteries into household waste.
- ▶ Dispose of electrical/electronic devices and batteries in accordance with the applicable environmental regulations.
- ▶ If you have any questions about disposal, please contact a Porsche Partner .

Technical data

Electrical data	PMCPU96 x¹
Power	9.6 kW
Rated current	40 A, 1-phase
Power supply voltage	120/208 – 240 V
Power frequency	50 Hz/60 Hz
Over-voltage category (IEC 60664)	II
Integrated residual-current device	Type A (AC: 20 mA) + DC: 56 mA
Protection class	I
Protection type	IP55 (USA: Enclosure 3R)
Vehicle charging plug	Type 1
Mechanical data	PMCPU96 x¹
Ground control unit with cable	7.48 lbs. (3.4 kg)
Vehicle cable length	14.8 ft (4.5 m)
Power supply cable length	US/JET type 1 ft (0.3 m)

1. The "x" stands for pending design changes and may be any letter.

Ambient and storage conditions	PMCPU96 x ¹
Ambient temperature	-22° F to 122° F (-30° C to +50° C)
Humidity	5% – 95% non-condensing
Altitude	max. 16,400 ft (5,000 m) above sea level

Mobile Charger Plus

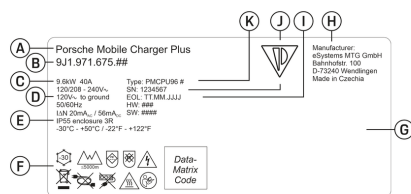


Fig. 18: Type plate (example)

- A** Product name
- B** Article number
- C** Power and rated current
- D** Power supply voltage
- E** Protection type
- F** Operation pictograms
- G** Certification information
- H** Manufacturer
- I** Date of manufacture
- J** Serial number
- K** Type designation

Production information

Date of manufacture

The charger's date of manufacture is found on the type plate behind the abbreviation "EOL".

The following format is used: Production day.Production month.Production year

Manufacturer of the charger

eSystems MTG GmbH
 Bahnhofstraße 100
 73240 Wendlingen
 Germany

Electrical tests

If you have questions about the regular electrical inspection of the charging infrastructure (e.g. VDE 0702) please visit <https://www.porsche.com/international/accessoriesandservice/porscheservice/vehicleinformation/documents/> or contact a Porsche Partner.

Declaration of Conformity

The charger is equipped with a radio system.

The manufacturers of this radio equipment declare that it complies with the specifications for its use in accordance with Directive 2014/53/EU.

The full text of the EU Declaration of Conformity is available at:

► <http://www.porsche.com/international/accessoriesandservice/porscheservice/vehicleinformation/documents>

Brazil



03725-21-12707

Este equipamento opera em caráter secundário, isto é, não tem direito a proteção contra interferência prejudicial, mesmo de estações do mesmo tipo, e não pode causar interferência a sistemas operando em caráter primário". Para maiores informações, consulte o site da ANATEL www.anatel.gov.br

1. The "x" stands for pending design changes and may be any letter.

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