Safety Recall
Code: 93EA

Subject

High-Voltage (HV) Battery

Document History

Date	Summary
08/05/2026	Labor operations have been updated.
04/07/2026	Labor operations have been updated.
03/17/2026	Original publication

Affected Vehicles

Country	Beginning Model Year	Ending Model Year	Vehicle	Vehicle Count
USA	2023	2025	ID.4	43,881
CAN	2023	2025	ID.4	8,526

Check Campaigns/Actions screen in ELSA on the day of repair to verify that a VIN qualifies for repair under this action. ELSA is the only valid campaign inquiry & verification source.

- ✓ *Campaign status must show "open."*
- ✓ *If ELSA shows other open action(s), inform your customer so that the work can also be completed at the same time the vehicle is in the workshop for this campaign.*

Problem Description

In rare circumstances, the high-voltage battery modules may experience a thermal propagation, possibly resulting in a vehicle fire.

Corrective Action

Conduct a battery health check inspection and install updated Self Discharge Diagnosis (SDD) software and replace potentially affected HV battery cell modules (if needed) based on the inspection and/or SDD software warning.

Any authorized Volkswagen dealer can perform the battery health check inspection and install the updated SDD software. However, if a vehicle needs to have an HV battery cell module(s) replaced, replacement can only be performed by an authorized Volkswagen EV Repair (Including Battery) dealer.

IMPORTANT: Safety recall 93EV or 93EW may also be applied to the vehicle. Both the 93EV and 93EW have pre-identified cell modules that require replacement. The 93EA cell module evaluation must still be performed to determine if additional cell modules require replacement under the 93EA.

Precautions

Owners may experience a loss of range and/or performance if the recall condition exists in the vehicle. Owners with vehicle concerns are advised to have the vehicle diagnosed by an authorized Volkswagen dealer.

Code Visibility

On January 23, 2026, the campaign code was applied to the affected vehicles.

Owner Notification

Owner notification will take place in March 2026. Owner letter examples are included in this bulletin for your reference.

Additional Information

Please alert everyone in your dealership about this action, including Sales, Service, Parts and Accounting personnel. Contact Warranty if you have any questions.

IMPORTANT REMINDER ON VEHICLES AFFECTED BY SAFETY & COMPLIANCE RECALLS

USA Dealers - New Vehicles in Dealer Inventory: It is a violation of federal law for a dealer to deliver a new motor vehicle or any new or used item of motor vehicle equipment (including a tire) covered by this notification under a sale or lease until the defect or noncompliance is remedied. By law, dealers

The repair information in this document is intended for use only by skilled technicians who have the proper tools, equipment and training to correctly and safely maintain your vehicle. These procedures are not intended to be attempted by "do-it-yourselfers," and you should not assume this document applies to your vehicle, or that your vehicle has the condition described. To determine whether this information applies, contact an authorized Volkswagen dealer. ©2026 Volkswagen Group of America, Inc. and Volkswagen Canada. All Rights Reserved.

must correct, prior to delivery for sale or lease, any vehicle that fails to comply with an applicable Federal Motor Vehicle Safety Standard or that contains a defect relating to motor vehicle safety.

Canada Dealers – New Vehicles in Dealer Inventory: Dealers must correct, prior to delivery for sale or lease, any vehicle that fails to comply with an applicable Canadian Motor Vehicle Safety Standard or that contains a defect relating to motor vehicle safety.

All Dealers - Pre-Owned Vehicles in Dealer Inventory: Dealers should not deliver any pre-owned vehicles in their inventory which are involved in a safety or compliance recall until the defect has been remedied.

Dealers must ensure that every affected inventory vehicle has this campaign completed before delivery to consumers.

Fill out and affix Campaign Completion Label (CAMP 010 000) after work is complete.
Labels can be ordered at no cost via the Compliance Label Ordering portal at www.vwhub.com.

Parts Information (ONLY if HV battery modules require replacement based on the evaluation results)

CRITICAL PARTS INFORMATION

STOP!

Do not order the following parts unless they are absolutely needed! The expected need for the following parts is extremely low. Ordering parts unnecessarily will cause delays.

Criteria	Battery Type	Quantity	Part Number	P.O.C. Part Description
ALL	82 kWh	As Needed	11K-915-599-D	CELL MOD.
	62 kWh	As Needed	11K-915-592-D	CELL MOD.
	ALL	**IMPORTANT INFORMATION FOR CELL MODULES:** 11K-915-599-D and 11K-915-592-D (Cell Module) will be return blocked. In the chance that a cell module needs returning, this return will need to be scheduled with your Dealer Support Specialist (DSS). For batteries not actively part of the repair process, either new or spent, dealers should ensure compliance with local fire code battery storage requirements.		
		4 per cell module	N -912-809-01	SCREW
		1 per cell module	D -G00-018-M3	PASTE
		1 per cell module	0Z1-998-474	SEP. FILM
	82 kWh	1	11A-998-844-B	Parts Kit* (see next page for kit contents)
	62 kWh	1	11A-998-844-C	Parts Kit* (see next page for kit contents)
	ALL	1	D -454-300-A2	SEALANT
		1	D -316-000-A1	UNDER COAT
		Up to 2 L	G -12E-100-1G-CON	G12 EVO Coolant (US)
			G -12E-100-2G-CON	G12 EVO Coolant (CAN)
		The following underbody trim clips are needed ONLY in the event of breakage. They may not be required for every repair.		
		Up to 14	WHT-003-491	NUT

Parts Control Type:	Reference POC comments individually by part number, or in the POC Campaign List

Initial Allocation: **NO**	There will be no parts allocation.

*11A-998-844-B PARTS KIT CONTENTS (82 kWh battery)		
Quantity	**Part Number**	**Part Description**
1	1HV-915-754-A	VALVE
24	N -909-428-04	BOLT
4	N -912-832-01	BOLT
82	WHT-009-218	BOLT
22	WHT-008-738-A	BOLT
2	11K-802-131	CONNECTION
2	1EA-802-132-A	CONNECTION
1	1EA-998-103	SEP. FILM
4	N -102-252-02	BOLT

*11A-998-844-C PARTS KIT CONTENTS (62 kWh battery)		
Quantity	**Part Number**	**Part Description**
1	1HV-915-754-A	VALVE
22	N -909-428-04	BOLT
4	N -912-832-01	BOLT
72	WHT-009-218	BOLT
14	WHT-008-738-A	BOLT
2	11K-802-131	CONNECTION
2	1EA-802-132-A	CONNECTION
1	1EA-998-103	SEP. FILM
4	N -102-252-02	BOLT

NOTE

Your dealer's Estimated Remaining Repairs by campaign can be found in Parts on Command.

Click on "View Campaign List" and review the Estimated Remaining Repairs column.

NOTE

Campaign parts should always be ordered as per the parts information in this circular. The ordering system will supersede the part, if applicable.

Claim Entry Instructions

The labor times listed here may differ from the labor operations and labor times listed in ELSA.

After campaign has been completed, enter claim as soon as possible to help prevent work from being duplicated elsewhere. Attach the ELSA screen print showing action *open on the day of repair* to the repair order.

If a customer declines campaign work, refer to the "Customer Declines Campaign/Update Repair" section in the Campaign/Update Policy and Procedures Manual.

Service Number	93EA
Damage Code	0099
Parts Vendor Code	WWO
Claim Type	Sold vehicle: 7 10 Unsold vehicle: 7 90
Causal Indicator	Mark labor as causal if no modules replaced (software & evaluation only) Mark CELL MOD* as causal if module(s) replaced
Vehicle Wash/Loaner	Do not claim wash/loaner under this action. Loaner/rental coverage cannot be claimed under this action. However, loaner/rental may be covered under the current loaner/mobility program. Please refer to the Volkswagen Warranty Policy and Procedures Manual for loaner claims information and reimbursement details.
Criteria I.D.	01
	Perform software update and HV battery evaluation.

LABOR

Labor Op	Time Units	Description
0150 00 10	SEE ELSA	GFF/Guided Functions *(setup + battery charger)*
0150 00 99	Time stated on diagnostic protocol (up to 100 TU)	GFF/Guided Functions *(software update and evaluation)*
NOTE: Only the time on the diagnostic protocol should be claimed under LO 0150 00 99. Claims may be audited to ensure the time claimed matches the time stated on the diagnostic protocol related to this repair.		
2706 02 99	25 TU per bus sleep	Perform up to two bus sleep procedures *(if necessary)*
0121 00 04	SEE ELSA	Test drive

NOTE

It is possible that a cell module that requires replacement under the 93EV or 93EW, is the same module that failed the 93EA evaluation.

Replacement and claiming of the pre-identified module(s) indicated in 93EV or 93EW will be handled under those campaigns.

In these cases, the software update and evaluation is still claimed under the 93EA.

Continued on next page

Add the following ONLY if HV battery module(s) require replacement			
LABOR			
Battery Type	**Labor Op**	**Time Units**	**Description**
82 kWh	93121982	SEE ELSA	Battery housing remove+reinstall
	93122982	SEE ELSA	Battery housing clean
	93031910	SEE ELSA	High voltage battery remove+reinstall
62 kWh	93121955	SEE ELSA	Battery housing remove+reinstall
	93122955	SEE ELSA	Battery housing clean
	93031950	SEE ELSA	High voltage battery remove+reinstall
ALL	19381750	SEE ELSA	Coolant drain+fill
ALL	93010050	SEE ELSA	Battery module (if necessary) *(Package critical HV-ECM)*
ALL	93011950	SEE ELSA	Battery module remove+reinstall
ALL	93011953	SEE ELSA	Battery module remove+reinstall *(Each additional part)*
ALL	93018950 *(up to 12)*	SEE ELSA	Battery module charge *(per cell module)*
ALL	93030150	SEE ELSA	High voltage battery check *(pressure test after repairs)*
ALL	93030153	SEE ELSA	High voltage battery check *(Insulation measurement)*
ALL	93108350	SEE ELSA	Disable HV system voltage deactivate and activate *(Diagnostic activation HV System)*
ALL	01500010	SEE ELSA	GFF/Guided functions *(setup + battery charger)*
ALL	01500060	Time stated on diagnostic protocol (up to 300)	GFF/Guided functions *(GFF operations)*
	NOTE: Only the time on the diagnostic protocol should be claimed under LO 0150 00 60. Claims may be audited to ensure the time claimed matches the time stated on the diagnostic protocol related to this repair.		

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PARTS			
Battery Type	**Quantity**	**Part Number**	**Description**
82 kWh	As required	11K915599D	CELL MOD.
	1.00	11A998844B	Parts Kit
62 kWh	As required	11K915592D	CELL MOD.
	1.00	11A998844C	Parts Kit
ALL	4.00 per cell module	N 91280901	SCREW
	1.00 per cell module	D G00018M3	PASTE
	1.00 per cell module	0Z1998474	SEP. FILM
	1.00	D 454300A2	SEALANT
	1.00	D 316000A1	UNDER COAT
	Up to 40.00	G 12E100S1	COOLANT CONCENTRATE

The following can be added if the HV battery cover required replacement			
PARTS			
Battery Type	**Quantity**	**Part Number**	**Description**
82 kWh	1.00	11K804841E	HOUSING
62 kWh	1.00	11K804841D	HOUSING
ALL	8.00	11K804973	HOLDER
	1.00	1EA010505B	WARN. SIGN
	1.00	12E010006AA	STICKER

The following can be added as needed in the event of breakage during the repair.			
PARTS			
Battery Type	**Quantity**	**Part Number**	**Description**
ALL	As required	WHT003491	NUT
	As required	WHT009733	BOLT
	As required	8E0825267	PUSH PIN
	As required	N 0385494	RIVET

Continued on next page

Use these instructions ONLY if pre-identified module(s) were replaced in the 93EV/93EW and *additional* module(s) were identified in the 93EA evaluation test plan.			
LABOR			
Battery Type	**Labor Op**	**Time Units**	**Description**
ALL	9301 19 53	SEE ELSA	Battery module remove+reinstall *(Each additional part)*
	9301 89 53	SEE ELSA	Battery module charge *(Each additional part)*
PARTS			
Battery Type	**Quantity**	**Part Number**	**Description**
82 kWh	As required	11K915599D	CELL MOD.
62 kWh	As required	11K915592D	CELL MOD.
ALL	4.00 per cell module	N 91280901	SCREW
	1.00 per cell module	D G00018M3	PASTE
	1.00 per cell module	0Z1998474	SEP. FILM

Customer Letter Example (USA)

This notice applies to your vehicle: <MODEL YEAR> <BRAND> <CARLINE>, <VIN>

NHTSA: 26V030

Subject: Safety Recall 93EA - High-Voltage (HV) Battery

Dear Volkswagen Owner,

This notice is sent to you in accordance with the National Traffic and Motor Vehicle Safety Act. Volkswagen has decided that a defect, which relates to motor vehicle safety, exists in certain 2023-2025 model year Volkswagen vehicles. Our records show that you are the owner of a vehicle affected by this action.

What is the issue?
The high-voltage battery cell modules may experience overheating in one module that can spread to others, which could result in a vehicle fire.

What will we do?
To correct this defect, your authorized Volkswagen dealer will conduct a battery health check inspection and install updated Self Discharge Diagnosis (SDD) software. Potentially affected HV battery cell modules will be replaced (if needed) based on the inspection and/or SDD software warning. This recall work will be performed at no cost to you.

The battery health check and software installation will take about an hour to complete. If an HV battery cell module(s) needs replacement, the replacement can only be performed by an authorized Volkswagen EV Repair (Including Battery) dealer. Once the authorized Volkswagen EV Repair (Including Battery) dealer has the parts on hand, the replacement will take up to one day to complete.

Important! Any authorized Volkswagen dealer can perform the battery health check inspection and install the updated SDD software. However, if your vehicle needs to have an HV battery cell module(s) replaced, replacement can only be performed by an authorized Volkswagen EV Repair (Including Battery) dealer. When making your appointment for this recall, you will want to check with your dealer to see if they are an authorized Volkswagen EV Repair (Including Battery) dealer.

Please keep in mind that your dealer may need additional time for the preparation of the work, as well as to accommodate their daily workshop schedule.

What should you do?
Please contact your authorized Volkswagen dealer without delay to schedule this recall work. To set up an appointment online, please visit www.vw.com/find-a-dealer.

Precautions you should take:
Owners may experience a loss of range and/or performance if the recall condition exists in the vehicle. If you have vehicle concerns, please have your vehicle diagnosed by an authorized Volkswagen dealer.

Additional Information

- If you are the lessor and registered owner of the vehicle identified in this action, the law requires you to forward this letter immediately via first-class mail to the lessee within ten (10) days of receipt.
- If your authorized Volkswagen dealer fails or is unable to complete this work free of charge within a reasonable time, if you have changed your address or no longer own the vehicle identified in this letter, or if you should have any questions about this communication, please reach out to us using your preferred method of communication at www.vw.com/contact or by calling us at 800-893-5298.
- If you still cannot obtain satisfaction, you may file a complaint with: The Administrator, National Highway Traffic Safety Administration, 1200 New Jersey Avenue, SE., Washington, DC 20590; or call the toll-free Vehicle Safety Hotline at 1-888-327-4236 (TTY:1-888-275-9171); or go to http://www.safercar.gov.
- To check your vehicle's eligibility for repair under this or any other recall/service campaign, please visit www.vw.com/lookup and enter your Vehicle Identification Number (VIN) into the Recalls and Service Campaigns Lookup tool.

We apologize for any inconvenience this matter may cause; however, we are taking this action to help ensure your safety and continued satisfaction with your vehicle.

Sincerely,

Volkswagen Customer Protection

Customer Letter Example (Canada)

This notice applies to your vehicle: <MODEL YEAR> <BRAND> <CARLINE>, <VIN>

Transport Canada Recall: 2026-017

Subject: Safety Recall 93EA - High-Voltage (HV) Battery

Dear Volkswagen Owner,

This notice is sent to you in accordance with the requirements of the *Motor Vehicle Safety Act*. This is to inform you that your vehicle may contain a defect that could affect the safety of a person. Our records show that you are the owner of a vehicle affected by this action.

What is the issue?
The high-voltage battery cell modules may experience overheating in one module that can spread to others, which could result in a vehicle fire.

What will we do?
To correct this defect, your authorized Volkswagen dealer will conduct a battery health check inspection and install updated Self Discharge Diagnosis (SDD) software. Potentially affected HV battery cell modules will be replaced (if needed) based on the inspection and/or SDD software warning. This recall work will be performed at no cost to you.

The battery health check and software installation will take about an hour to complete. If an HV battery cell module(s) needs replacement, the replacement can only be performed by an authorized Volkswagen EV Repair (Including Battery) dealer. Once the authorized Volkswagen EV Repair (Including Battery) dealer has the parts on hand, the replacement will take up to one day to complete.

Important! Any authorized Volkswagen dealer can perform the battery health check inspection and install the updated SDD software. However, if your vehicle needs to have an HV battery cell module(s) replaced, replacement can only be performed by an authorized Volkswagen EV Repair (Including Battery) dealer. When making your appointment for this recall, you will want to check with your dealer to see if they are an authorized Volkswagen EV Repair (Including Battery) dealer.

Please keep in mind that your dealer may need additional time for the preparation of the work, as well as to accommodate their daily workshop schedule.

What should you do?
Please contact your authorized Volkswagen dealer without delay to schedule this recall work.

Precautions you should take:
Owners may experience a loss of range and/or performance if the recall condition exists in the vehicle. If you have vehicle concerns, please have your vehicle diagnosed by an authorized Volkswagen dealer.

Additional Information

- If you are the lessor and registered owner of the vehicle identified in this letter, you shall forward this letter (and any subsequent notice, if applicable) to the lessee within ten (10) days of receipt.
- If your authorized Volkswagen dealer fails or is unable to complete this work free of charge within a reasonable time, if you have changed your address or no longer own the vehicle identified in this letter, or if you should have any questions about this communication, please contact Customer Relations, Monday through Friday from 8AM to 8PM EST by phone at 1-800-822-8987 or via our “Contact Us” page at www.vw.ca.

We apologize for any inconvenience this matter may cause; however, we are taking this action to help ensure your safety and continued satisfaction with your vehicle.

Sincerely,

Volkswagen Customer Protection

Safety Precautions When Working ON the High-voltage System
(additional information is also available in the ELSA Repair Manual)

⚠ DANGER

Extremely dangerous due to high voltage.

- The high-voltage system is under heavy voltage. Severe bodily injury or death by electrocution or electric arcs is possible.
- When working on the high-voltage system the high-voltage system must be de-energized.
- When performing procedures that do not directly affect the high-voltage system, in some cases it is still necessary to de-energize the high-voltage system.
- Pay attention when the high-voltage system must be de-energized. Refer to the Repair Manual
- Have a High-Voltage Technician or a High-Voltage Expert de-energize the high-voltage system.

The electric and magnetic fields are extremely dangerous.

- There are electric and magnetic fields on the high-voltage system. Death or serious injury are possible due to malfunction of active implants (for example cardiac pacemakers, insulin pumps).
- Persons with active implants may not perform procedures on the high-voltage system.

⚠ WARNING

Risk of injury - motor may start unexpectedly

It is difficult to determine whether the drive system of an electric vehicle or hybrid vehicle is active. Moving parts can trap or draw in parts of the body.

⚠ CAUTION

Risk of damage to high-voltage wiring

- Incorrect handling may result in damage to the insulation of high-voltage wires or high-voltage connectors.
- Do not support yourself on high-voltage cables or connectors.
- Never prop tools against high-voltage wiring or high-voltage connectors.
- Never bend or kink high-voltage wiring.
- Observe the coding of the high-voltage connectors when joining them up.

Safety Precautions When Working NEAR the High-voltage System
(additional information is also available in the ELSA Repair Manual)

⚠ DANGER

Extremely dangerous due to high voltage.

- The voltage levels in the high-voltage system constitute a safety hazard. Danger of severe or fatal injuries from electric shock if high-voltage components or high-voltage wiring are damaged.
- Carry out a visual check of high-voltage components and high-voltage wiring.
- Never use cutting/forming tools or other sharp-edged implements.
- Never perform work using welding, brazing, thermal bonding or hot air in the area of high-voltage components and high-voltage cables.

⚠ DANGER

High voltage increases the risk of fatal injury

Electrocution can cause severe bodily or fatal injury.

- For the following procedures suitable personal protective equipment must be worn.
- For the following steps two correspondingly qualified technicians must be present for the supervision.
- If necessary, a second technician can help the high-voltage expert outside of the hazardous area within their qualification.
- The personal protective equipment (PPE) must be dry and undamaged.

Repair Overview

- Update software of battery regulation control module.
- Perform HV battery cell module evaluation.
- Replace HV battery cell modules if necessary.

NOTE

Not all dealers in the dealer network are battery repair dealers, but all dealers can perform the 93EA software update and evaluation.

If the HV battery evaluation is done at a non-battery repair dealer and the result returns the need for a module replacement, the vehicle must be repaired at a battery repair dealer.

NOTE

- These repair instructions may differ from the labor operations and labor times listed in ELSA.
- Damages resulting from improper repair or failure to follow these work instructions are the dealer's responsibility and are not eligible for reimbursement under this action.
- This procedure must be read in its entirety prior to performing the repair.
- Due to variations in vehicle equipment and options, the steps/illustrations in this work procedure may not identically match all affected vehicles.
- Diagnosis and repair of pre-existing conditions in the vehicle are not covered under this action.
- When working during extreme temperatures, it is recommended that the vehicle be allowed to acclimate inside the shop to avoid temperature-related component damage/breakage.

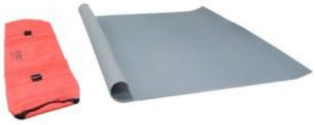
Required Tools (all vehicles)

	Battery Tester/Charger -VAS5908- (or equivalent charger with a current rating of at least 70A)		Diagnostic Tester -VAS6150D- (or higher)
	Diagnostic Interface W-LAN -VAS6154A- (or higher)		USB Module -VAS6154/4A- (included with -VAS6154A-)

Required Tools (only vehicles that require cell module replacement)

	Engine Support Set -10-222B-		Adapter -10-222A/14-
	Module Lifting Aid -T10619-		Lifting Tackle -3033-
	Shock-Proof Protection (30 Pcs) -T10608-		Shock-Proof Protection -T10628-

	Removal Wedge Set -VAS895015-		Engine Support - Bracket w/Spindle and hook -10-222A/10-
	High-voltage tool set -VAS6762A-		High Voltage Tool Set - VAS6883A-
	Engine/Gearbox Support Shackle (2 pc.) -10-222A/12-		Shop Crane -VAS6100- (or equivalent)
	Pipe Brush -VAS294029- (or equivalent)		Scissor Lift Table -VAS6131B- (or equivalent)
	Engine Bung Set -VAS6122- (or equivalent)		Hose Clamps - Up To 25mm -3094- (or equivalent)
	Shop Crane - Drip Tray -VAS6208- (or equivalent)		High Voltage Diagnostics Box -VAS5581A-

	Diagnostic Lead -VAS5581A/11-		Leak-tight Connector -T10607-
	Pressure and Vacuum Pump -VAS671005-		Digital Pressure Sensor -VAG1397B-
	Pressure Sensor -VAS611013-		Leak Tester - Test Connector Set -VAS6911/3B-
	Cooling System Tester - Directional Valve -VAS691005/1-		Insulating Mat -VAS6762/44-
	Cooling System Service Machine -VAS531011-		Cooling System Tester - Directional Valve -VAS691005/5-
	Cooling System Tester -VAG1274B-		High Voltage Tool Set - Voltage Tester -VAS6762/45-

	Module Balancer -VAS6910-		MEB Modules Expansion Set -VAS6910/21-
	Padlock -T40262/1- (from Service Disconnect Lock -T40262-)		Test Adapter - Hybrid Module -VAS6558A-
	Vehicle Diagnosis System - Connection Lead -VAS5051/66-		Template -T10606-
	Double Cartridge Adhesive Gun -VAS5237-		Female adapter for the -VAS5237- (based on shops preferred adapter style) (locally sourced)
	Double Suction Lifter -VAG1344-		High Voltage Test Adapter (without AFeS) -VAS6558A/35-
	Extension Cables for High-Voltage Battery -VAS671007-		Insulated Torx Wrench Set - 3/8 -VAS691003A-

Removal Wedge
-T40233-
(or equivalent)

Required Shop Materials

Cleaner D -009-401-04
(shop supply)
-OR-
91% Isopropyl Alcohol
(locally sourced)

***NOTE*: Use only 91% Isopropyl alcohol as a cleaner (9% water). Do not use Isopropyl with any additional surfactants (cleaners) or additives (scents).**

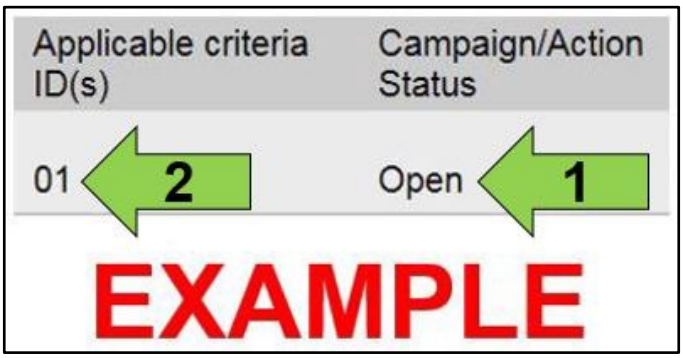
Lint Free Towels
(locally sourced)

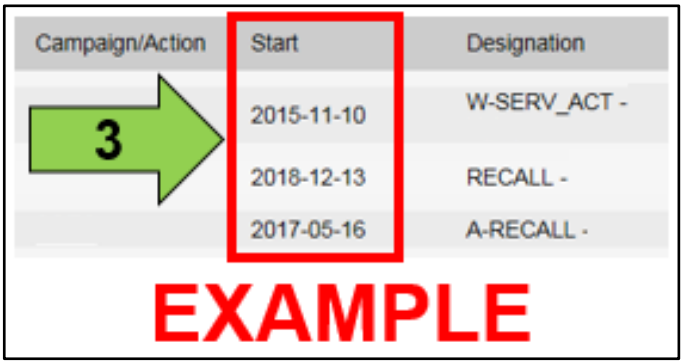
Repair Instruction

Section A - Check for Previous Repair

TIP

If Campaign Completion label is present, no further work is required.





- Enter the VIN in Elsa and proceed to the "Campaign/Action" screen.

TIP

On the date of repair, print this screen and keep a copy with the repair order.

- Confirm the Campaign/Action is open <arrow 1>. If the status is closed, no further work is required.
- Note the Applicable Criteria ID <arrow 2> for use in determining the correct work to be done and corresponding parts associated.

CRITICAL REPAIR STEP

STOP!

All campaigns/actions with a repair available must be performed in order of the Start date <arrow 3>. The oldest should be performed first (unless otherwise noted in the repair instructions).

IF SAFTETY RECALL 93EV or 93EW IS ALSO OPEN, PERFORM THE 93EA BEFORE PERFORMING 93EV or 93EW.

If the 93EA is open with criteria 01, the software update and battery evaluation must be completed. **Proceed to Section B**

If the vehicle has been transferred from a non-battery repair dealer for HV battery cell module(s) replacement, **Proceed to Section D.**

Section B – Software Update of Battery Regulation Control Module

NOTE

Prior to launching the ODIS session and starting an update, ensure the following conditions are met:

✓ **The ODIS software is completely up to date.**

- Refer to the "Current ODIS Service Version" circular found in Elsa2Go Service References.

✓ **The battery charger is connected to the vehicle battery and remains connected for the duration of the software update.**

- Battery voltage must remain above 12.5 volts for the duration of the software update. Failure to do so may cause the update to fail, which could result in damage to the control module. Control modules damaged by insufficient voltage will not be covered.

✓ **The screen saver and power saving settings are off.**

- Failure to do so may result in the tester entering power save mode during the software update, which could result in damage to the control module.

✓ **The VAS Diagnostic Tester is plugged in using the supplied power adapters.**

- Under no circumstances should the tester be used on battery power alone during the software update. Failure to do so may result in the tester powering off during the update, which could result in damage to the control module.

✓ **The VAS Diagnostics Interface MUST ONLY be connected to the tester with a USB cable.**

- Performing a software update using a Bluetooth or WiFi connection increases the risk of losing connection during the update, which could result in damage to the control module.
  It also greatly increases the time required to perform the update. Requests for additional time or parts will be denied if the GFF log shows the update was performed using Bluetooth or WiFi.

WARNING

Radiator Fan(s) may cycle ON high speed during the Update Process! There is a serious risk that personal injury may result if contact is made with spinning fan blades. Keep hands and all objects away from Radiator Fan(s) during Update Process!

TIP

To Update-Programming using SVM, review and follow instructions in Technical Bulletin 2014603: *Software Version Management (SVM) Operating Instructions.*

The SVM Process must be completed in its entirety, so the database receives the update confirmation response. A warranty claim may not be reimbursed if there is no confirmation response to support the claim.

NOTE

- Damages resulting from improper repair or failure to follow these work instructions are the dealer's responsibility and are not eligible for reimbursement under this action.
- Diagnosis and repair of pre-existing conditions in the vehicle are not covered under this action.

NOTE

- All campaign software updates must be completed during a single, standalone ODIS Diagnostic Session. You must fully complete this campaign and send all logs before beginning any other campaigns or operations.
- If there are any ODIS “Hot-Fix” patches installed, they must be removed from the scan tool before beginning this operation. ODIS “Hot-Fix” patches may affect the update process.

Before starting the software update, the following conditions must be met:

- ODIS Service version MUST be completely up to date.
- ODIS Feedback must be set up correctly:
  - Offboard Diagnostic Information System Service (ODIS Service) Number: **VOS-25-22** / Subject: New ODIS Support Feedback Procedure Date: Mar. 7, 2025
- Dealership’s internet firewall settings must meet the specified requirements.
  - See communication: Diagnostic Device Hardware & Windows®, Number: **VHW-24-10** / Subject: VAS Diagnostic Device Firewall Settings / Date: December 20, 2024
- ODIS user must have GRP access.
  - See communication: Offboard Diagnostic Information System Service (ODIS Service), Number: **VOS-24-35** / ODIS log in Procedure for Group Retail Portal (GRP) Date: Mar. 27, 2024
- Windows Power Options must be set according to the ODIS tester setup directions:
  - See communication: Diagnostic Device Hardware & Windows®, Number: **VHW-22-13** / Subject: Change Power Options in Windows® 10 / Date: Nov. 1, 2022
  - The “Device Power Management” sections from the VAS 6150X Diagnostic Laptop – Unpacking and Setup Instructions can also be referenced.
- Dealership’s Edge Box must be installed and configured correctly:
  - See communication: D3 Edge Box server Installation and Troubleshooting Guide.
- Only one key can be in the vehicle when performing this software flash.
- The vehicle key’s battery must be ok.
- Any additional keys must be a minimum of 20 meters away from the vehicle.
- The car MUST NOT be hooked up to a high-voltage charger.
- If the work steps must be interrupted for any reason, the best stopping point is at one of the bus sleep steps.

NOTE

- All campaign software updates must be completed during a single, standalone ODIS Diagnostic Session. You must fully complete this campaign and send all logs before beginning any other campaigns or operations.
- If there are any ODIS “Hot-Fix” patches installed, they must be removed from the scan tool before beginning this operation. ODIS “Hot-Fix” patches may affect the update process.

CRITICAL REPAIR STEP

STOP!

Ensure that port 8080 on your diagnostic device is enabled for incoming TCP connections. Please contact your local IT administrator as needed. If there are any support-related queries, please contact ODIS service support. The relevant firewall settings can be found in the table below.

See communication: Diagnostic Device Hardware & Windows®, Number: VHW-24-10 / Subject: VAS Diagnostic Device Firewall Settings / Date: December 20, 2024

Configuration:	**Communication between ODIS service and TCP port 8080**
Direction:	Inbound
Firewall profile:	Private network
Program path to be released:	All programs
Protocols & ports:	TCP/Local port/8080
Local IP address:	Any IP address
Remote IP address:	192.168.13.69, 192.168.13.100-192.168.13.254

CRITICAL REPAIR STEP

STOP!

- Check for pre-existing faults.
- Any module with a “Faulty Control Module” fault must be addressed prior to starting the flash. The flash may fail for the affected control module.
- Diagnosis and repair of pre-existing conditions are not covered under this action.

CRITICAL REPAIR STEP

STOP!

Before starting programming, it is essential to perform the following actions for the -VAS5908- battery charger.

The battery charger's default setting will switch the charger off automatically after a period of time. To prevent this, the following must be carried out.

Switch it OFF and then ON again each time the charger is connected.

The battery charger's display must have switched off before it's restarted.

The charging time can be changed in the charger's settings menu (access code = 6161). Refer to the owner's manual for further information. DO NOT change any settings that will damage the charger or the vehicle.

- Connect battery charger -VAS5908-.
- When connecting the charger to the battery, connect the positive cable to the positive charging terminal for the battery and connect the negative cable to the grounding lug on the chassis. DO NOT connect the ground cable directly to negative terminal of the battery.

NOTE

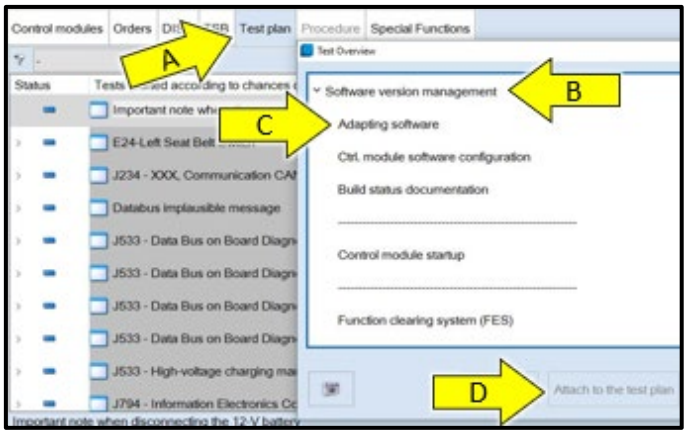
If the customer is enrolled in Car-Net and they have the myVW app downloaded on their phone, they may receive several notifications during the update process.

NOTE

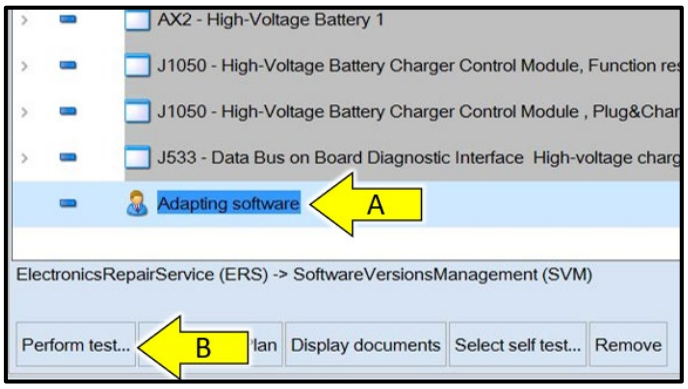
As a best practice, document the customer settings prior to starting the SVM software updates. For example: Document the customer's max charge level setting as this may change after the software update.

- Place the vehicle key over the reader coil in the cup holder area as shown.
- Any additional keys must be a minimum of 20 meters away from the vehicle.

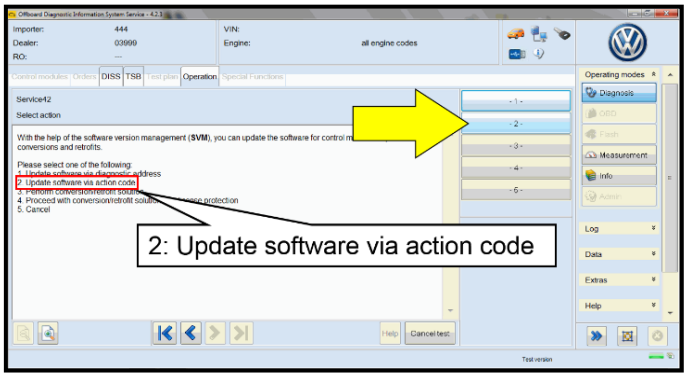
- Confirm that scan tool is communicating with the diagnostic head by USB <Green Arrow>.
    - If the Bluetooth symbol is shown <Red Arrow> then disconnect the diagnostic head from the vehicle and reconnect the USB cable to the diagnostic head and then reattach to the vehicle.
- Upon ODIS startup, verify the “Diagnosis” operating mode is selected <as shown>.



- Once the GFF scan is complete, select “Test plan” <arrow A>, then “Software version management” <arrow B>, then “Adapting software” <arrow C>, then select “Attach to the test plan” <arrow D>.



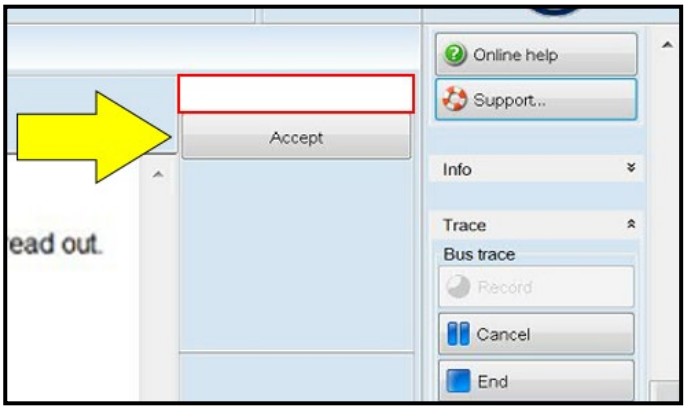
- Select “Adapting software” <arrow A> from the test plan list.
- Select “Perform test” <arrow B>.



- Select the correct option to “Update software via action code”.

NOTE

The “update software via action code” selection number and wording may vary between ODIS versions. Pay close attention when selecting an option in the test plan.



NOTE

Using <u>Bluetooth or WiFi</u> for this action is <u>PROHIBITED</u>!

Damage caused to electronic components during the SVM flash process is not covered.

- Cycle the ignition switch off and back on prior to starting the update.
- Enter the corrective action code (SVM code) as listed below.

SVM code
11KLX21041

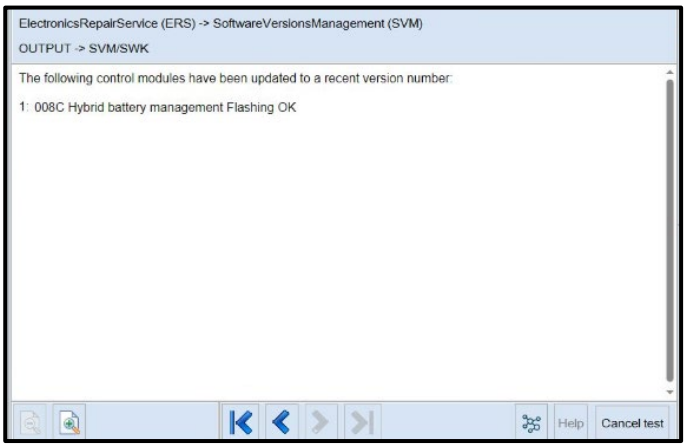
- Select “Accept” <arrow> and follow the on-screen prompts.

NOTE

Do not unplug the sound generator.

⚠ IMPORTANT

If the software update fails for any reason, ODIS feedback must be sent prior to further diagnosis. This ensures the failure/error is reported. Failure to do so may result in non-payment of consequential requests for additional time or parts.



- Pay attention to the status report of the control module update.
- If the status report states “NOT OK”, the module will have to be updated again.
- Do not end the diagnostic session
- **DO NOT proceed to the next section until the software update has been completed successfully.**

NOTE

The status report may show values “IO” and “NIO” instead of “OK” and “Not OK”.

The status “IO” = OK

The status “NIO” = Not OK

Proceed to Section C

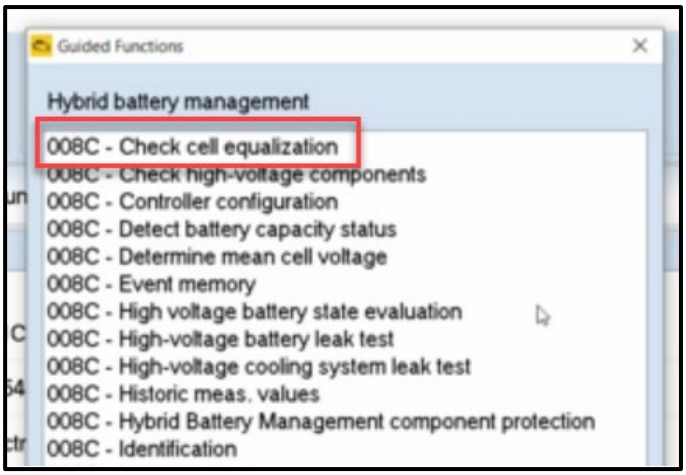
Section C – Perform GFF Test Plan to Check for Cell Modules with Increased Self-Discharge

IMPORTANT

Safety recall 93EV or 93EW may also be applied to the vehicle. Both the 93EV and 93EW have pre-identified cell modules that require replacement. The cell module evaluation must still be performed to determine if additional cell modules require replacement under the 93EA.

NOTE

At the time of publishing, the check cell equalization test plan will state that it is only to be used with the 93MI/93MU campaigns. This is a known issue that is going to be addressed in a later ODIS version. Do not cancel the test plan for this reason.



- Perform a diagnostic scan of the vehicle.
- Select the 008C Guided Functions test plan:
  - 008C – Check cell equalization
- Follow the test plan steps. The test plan will identify which (if any) additional cell module(s) will require replacement due to increased self-discharge.
- If no cell modules require replacement:

CRITICAL REPAIR STEP

STOP!

Perform a test drive above 20 mph/35 kph to calibrate the three-phase drive -VX54-.

When performing this road test, the vehicle will momentarily lose acceleration when the three-phase drive -VX54- calibrates. Ensure the road test is performed in a safe manner.

NOTE

Static faults may store in various control modules during the flash.

The ID Light may not operate as designed after the flash.

It may be necessary to perform the following in order to clear the faults and restore the ID Light operation:

- Drive the vehicle a short distance (around the parking lot, for example).
- Perform a bus sleep.

  - Proceed to Section E.
- **Battery repair dealers:** If cell module(s) require replacement: Proceed to Section D.
- **Non-battery repair dealers**: If cell module(s) require replacement, see below.

NON-BATTERY REPAIR DEALERS:

- If the test plan indicates that a cell module requires replacement:
  - Non-battery repair dealers cannot perform cell module replacement.
  - Send the diagnostic protocol to GFF Paperless.
  - Document which cell module requires replacement on the repair order.
  - DO NOT apply the campaign completion label.
  - The vehicle must be transferred to a battery repair dealer.

    US DEALERS:

    - See the EV Transport Process guide in Elsa2Go Service References: *Elsa2Go > Infomedia > Service References > Electric Vehicles*

    CANADIAN DEALERS:

    - Create a TAC case to initiate transfer of vehicle.
  - The following MUST be done so the battery repair dealer can complete and claim module replacement:

    US DEALERS:

    - Create a WISE Campaign Authorization request.
    - Use the following statement in the WISE request: “Vehicle transferring from non-battery repair dealer for HV battery module replacement.”.

    CANADIAN DEALERS:

    - Create a WIN Campaign Ticket request.
    - Use the following statement in the WIN request: “Vehicle transferred from non-battery repair dealer for HV battery module replacement.”.
  - The software update and cell module evaluation can be claimed per the instructions in the claiming section.
  - **The claim should be processed immediately! Failure to do so could result in non-payment of the claim for the software update and evaluation.**
- **Work is complete for a non-battery repair dealer.**

Section D – Cell Module Replacement

IMPORTANT

If the vehicle has been transferred from a non-battery repair dealer AND an additional criteria has not yet been added, a request must be created so the additional criteria can be added.

US DEALERS:

- Create a WISE Campaign Authorization request.
- Use the following statement in the WISE request: “Vehicle transferred from non-battery repair dealer for HV battery module replacement.”

CANADIAN DEALERS:

- Create a WIN Campaign Ticket request.
- Use the following statement in the WIN request: “Vehicle transferred from non-battery repair dealer for HV battery module replacement.”.

Repeat the check cell module equalization test plan (See Section C).

NOTE

It is possible that a cell module that requires replacement under the 93EV or 93EW (the serial # has already been identified), is the same module that failed the 93EA evaluation.

Replacement and claiming of the pre-identified module(s) indicated in 93EV or 93EW will be handled under those campaigns.

In these cases, the software update and evaluation is still claimed under the 93EA.

NOTE

If the test plan returns an ambiguous result (i.e., a statement to check whether a technical service bulletin exists and contact product support) then the GFF test is unable to identify a cell defect at this time.

If there are no related faults and no warning messages in the infotainment display, no additional work or checks are needed and this can be treated as “no cell module(s) require replacement at this time.”

NOTE

If a module requires replacement due to increased self-discharge, the “Check cell equalization” test plan should prompt some additional steps that need to be performed. Ensure that the additional steps and test plans are performed before closing the HV battery since data from both the new and old cell modules is required.

Example:

After replacing the component, further steps are necessary.

The following software version was determined:

- Make sure that the individual steps are in the correct sequence.

1) - Execute build status documentation.
2) - Software version management/control modules software configuration -> 2. SWK via action code ->
3) - Software version management/control modules software configuration -> 1. SWC via diagnostic address -> 8C

All programs are listed in the suspect list.

- Press the Complete/Continue button to end.

NOTE

If the “Check cell equalization” test plan is performed again after this repair is complete, the same cell modules may be noted for replacement.

NOTE

If the module(s) identified by the “Check cell equalization” test plan have been replaced during a recent service visit, no further work is required under this campaign.

IMPORTANT!

When the ELSA repair manual is referenced, ensure that all steps listed in that section are followed. This includes selecting hyperlinks within the section if additional steps are required by the repair manual.

CRITICAL REPAIR STEP

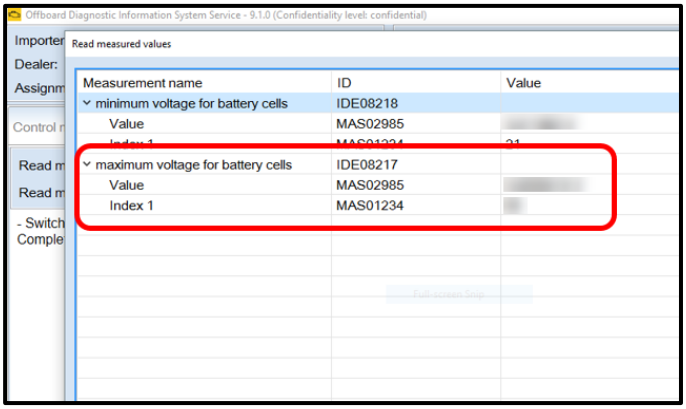
STOP!

Before balancing the new cell module, be sure that the vehicle is ready for the repair to be performed.

If possible, the high voltage battery should be de-energized right after recording the voltage reading to avoid possible voltage variations.

Charging the vehicle, driving the vehicle, leaving the ignition on, or running the HVAC can change the high voltage battery voltage.

After reading out the max cell module voltage from the MVBs, avoid moving the vehicle if possible. The vehicle must not be charged or have any electrical consumers used. If this step is not followed, there is a risk that the new cell module will not be balanced correctly resulting in possible faults and having to remove and re-balance the cell module again.



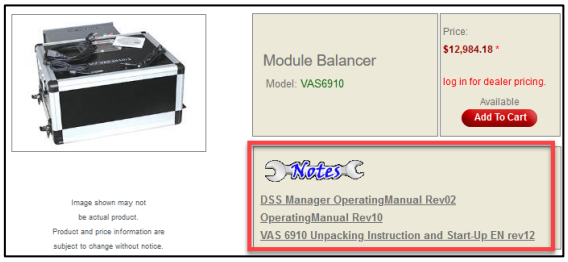
Perform cell balancing on new cell module:

- Check Measured Value Block (MVB) “maximum voltage for battery cells, IDE08217.
- The voltage reading listed will be entered in the DSS Manager program when balancing the new cell module.

- When charging or discharging a new cell module, follow the instructions in the ELSA repair manual in conjunction with the operating instructions for the cell balancer being used.

TIP

Operating instructions for the VAS6910, VAS6910A, and DSS Manager program can be found on the VW Special Tools and Equipment website.



De-energize the high-voltage system:

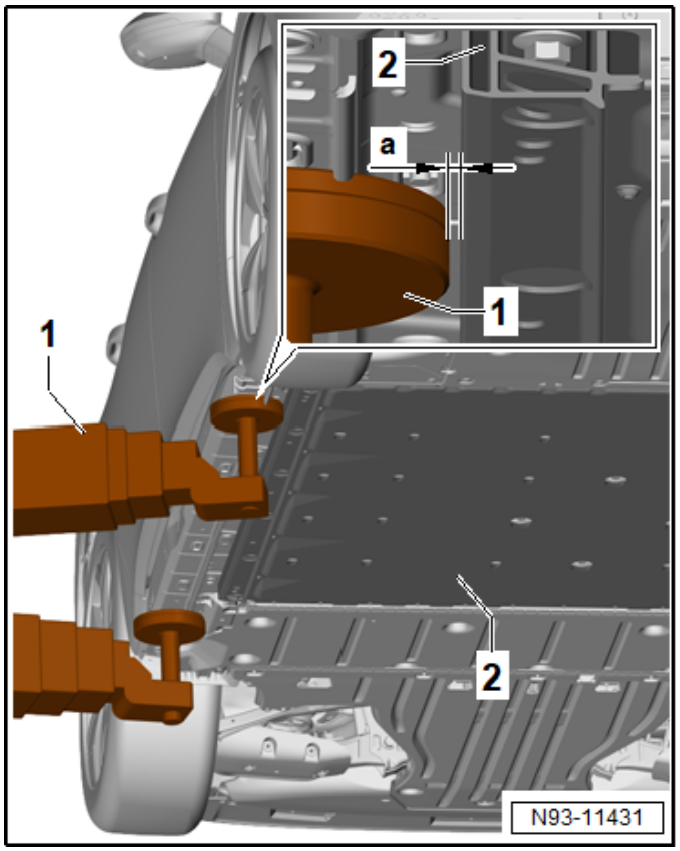
DANGER

High voltage increases the risk of fatal injury

Electrocution can cause severe bodily or fatal injury

Have a high-voltage technician or a high-voltage expert de-energize the high-voltage system.

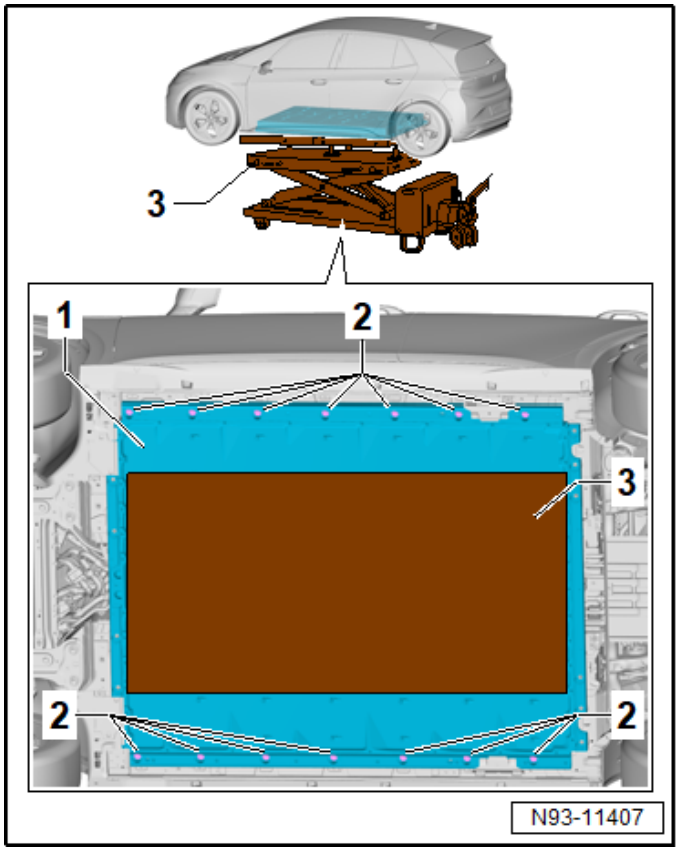
- De-energize the high-voltage system per the ELSA repair manual:
  - *Repair manual > Motor > Electric Drive EQ310, EQ150, EQ550 > 93 Electric drive > De-Energized High-Voltage System.*



Raise the vehicle:

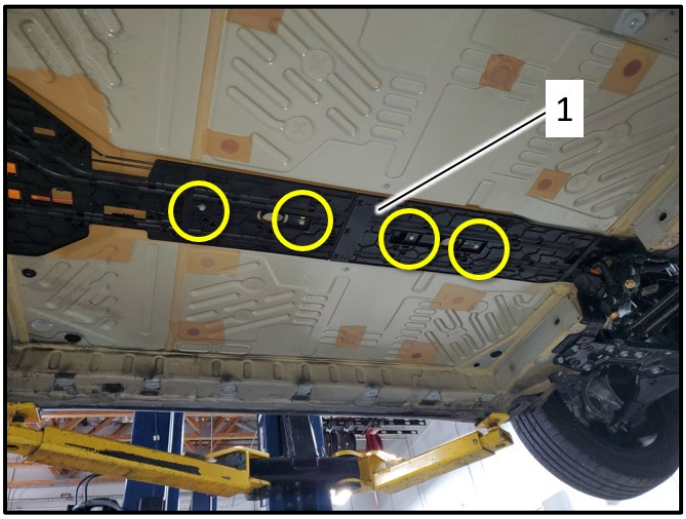
> **TIP**
>
> Removal of the high-voltage battery is not possible on all hoists. Make sure that there is enough clearance. Pay attention that the high-voltage battery has enough clearance <a> during the lifting process so that the Scissor Lift Table -VAS6131B- can be set down.

- Pivot in the hoist with the vehicle support plate <1> on the frame of the high-voltage battery <2>. Then pivot back the hoist arm with the vehicle support plate <1> <a> so that the high-voltage battery <2> can be lowered in the next steps.



Remove high-voltage battery:

- Remove the high-voltage battery from the vehicle per the ELSA repair manual:
  - **82 kWh battery:** *Repair manual > Motor > Electric Drive EQ310, EQ150, EQ550 > 93 Electric drive > High-Voltage Battery Unit, 82 kWh > High-Voltage Battery 1 AX2, Removing and Installing.*
  - **62 kWh battery:** *Repair manual > Motor > Electric Drive EQ310, EQ150, EQ550 > 93 Electric drive > High-Voltage Battery Unit, 62, 63 kWh > High-Voltage Battery 1 AX2, Removing and Installing.*
- Note the following when removing the high-voltage battery:
  - Mark the position of the scissor lift table on the floor to aid in re-positioning the table during reinstallation.
  - Pay close attention to all wiring harnesses when lowering the battery.
  - Pay close attention to coolant hoses when lowering the battery.

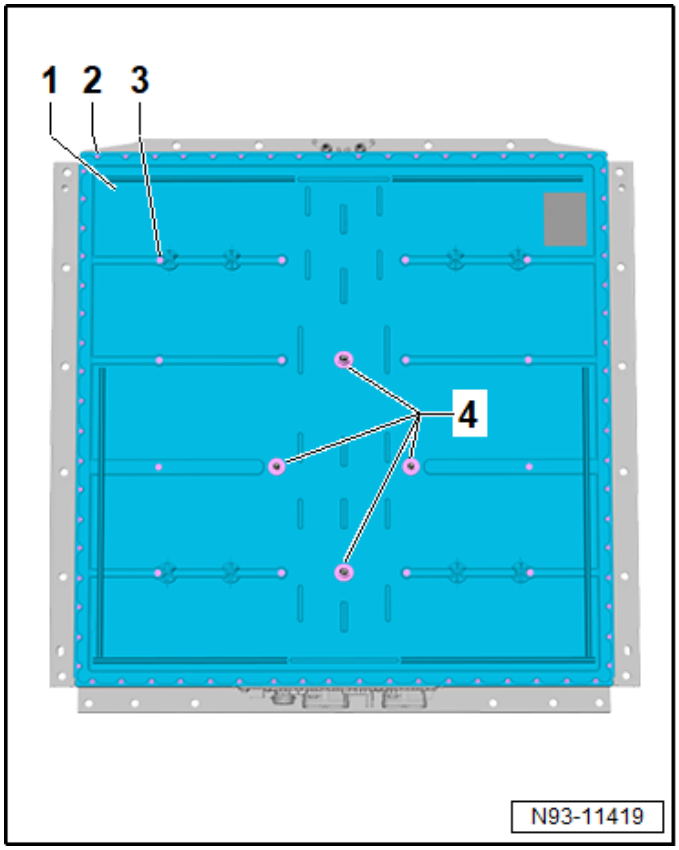


Secure media duct/channel (if necessary):

- If the media duct/channel <1> had not yet been secured, install new bolts <circles> and torque to 20 Nm.

NOTE

If the media channel is already secured with bolts, the bolts do not have to be replaced again.



Remove high-voltage battery cover:

CRITICAL REPAIR STEP

STOP!

RISK OF SEVERE CONSEQUENTIAL DAMAGE!

USE HAND TOOLS ONLY!

Do not use power tools to remove any of the hollow bolts <4> or any of the perimeter bolts.

Using power tools to remove the bolts can damage the threads in the lower housing. Damaged threads for the hollow bolts <4> cannot be repaired and will require replacement of the lower housing.

Claims for lower housing replacements due to improper bolt removal will be denied.

- Open the high-voltage battery per the ELSA repair manual:
  - **82 kWh battery:** *Repair manual > Motor > Electric Drive EQ310, EQ150, EQ550 > 93 Electric drive > High-Voltage Battery Unit, 82 kWh > High-Voltage Battery 1 AX2, Opening.*
  - **62 kWh battery:** *Repair manual > Motor > Electric Drive EQ310, EQ150, EQ550 > 93 Electric drive > High-Voltage Battery Unit, 62, 63 kWh > High-Voltage Battery 1 AX2, Opening.*

DANGER

High voltage increases the risk of fatal injury

Electrocution can cause severe bodily or fatal injury

Pay close attention to which Repair Manual steps require Personal Protective Equipment.

NOTE

The upper part of battery housing can be reused under certain circumstances and does not have to be replaced.

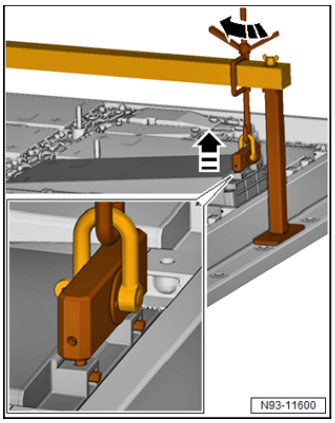
To determine if the cover can be reused, refer to the ELSA Repair Manual:

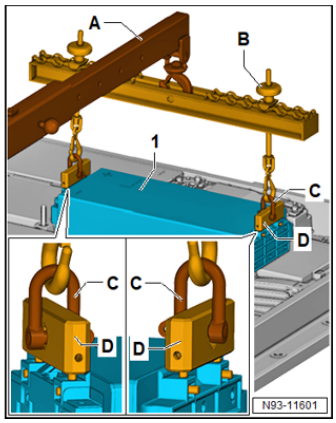
82 kWh battery: *Repair Manual > Motor > Electric Drive EQ310, EQ150, EQ550 > 93 Electric drive > High-Voltage Battery Unit, 82 kWh > Battery Housing Upper Section, Checking for Re-Use.*

62 kWh battery: *Repair Manual > Motor > Electric Drive EQ310, EQ150, EQ550 > 93 Electric drive > High-Voltage Battery Unit, 62, 63 kWh > Battery Housing Upper Section, Checking for Re-Use.*

Identify cell module which requires replacement:

- Identify the module that requires replacement and clearly mark its location.





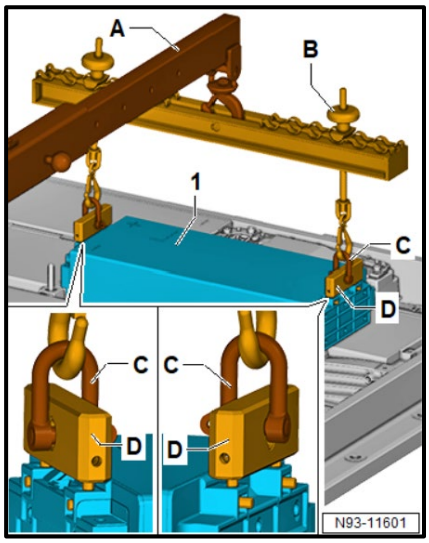
Remove the cell module(s):

- Remove the affected cell module(s) per the ELSA repair manual:
  - **82 kWh battery:** *Repair Manual > Motor > Electric Drive EQ310, EQ150, EQ550 > 93 Electric drive > High-Voltage Battery Components, 82 kWh > Battery Module, Removing*
  - **62 kWh battery:** *Repair Manual > Motor > Electric Drive EQ310, EQ150, EQ550 > 93 Electric drive > High-Voltage Battery Components, 62, 63 kWh > Battery Module, Removing*
- Ensure the shock protection is installed on ALL open high-voltage connections.

TIP

Pay close attention to the wiring harnesses, so they are not damaged or pinched during removal.

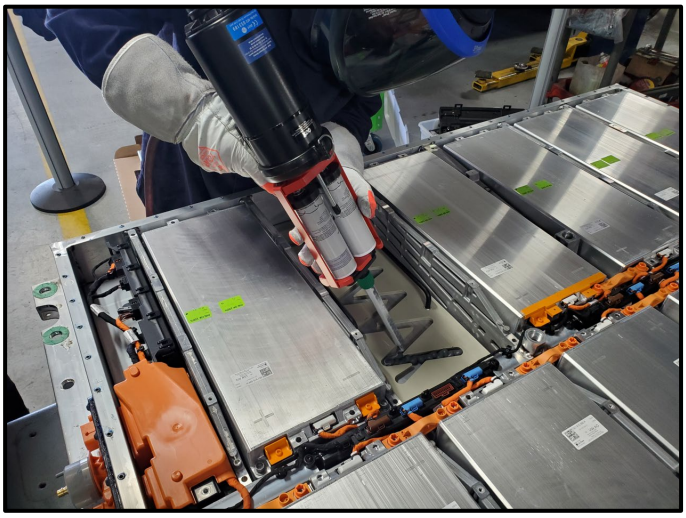
The cell module can be freed from the adhesive bond from either end of the cell module.



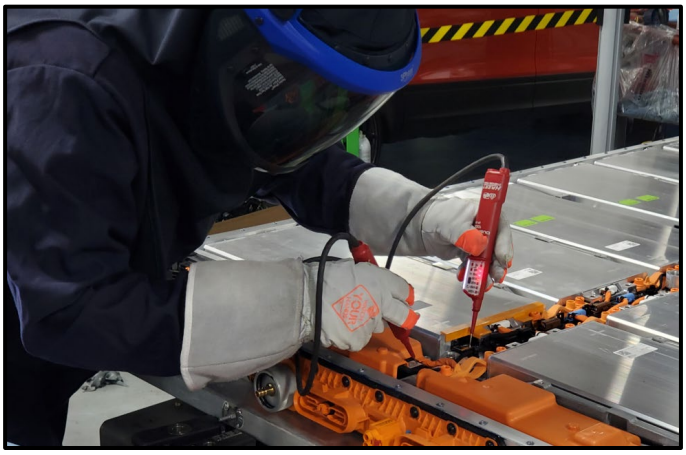
Installing the new cell module(s):

- Install the new cell module(s) per the ELSA repair manual:
  - **82 kWh battery:** *Repair Manual > Motor > Electric Drive EQ310, EQ150, EQ550 > 93 Electric drive > High-Voltage Battery Components, 82 kWh > Battery Module, Installing.*
  - **62 kWh battery:** *Repair Manual > Motor > Electric Drive EQ310, EQ150, EQ550 > 93 Electric drive > High-Voltage Battery Components, 62, 63 kWh > Battery Module, Installing.*

- Double check the expiration date of the paste before applying.
- Use Double Cartridge Adhesive Gun -VAS5237- to apply the heat paste.
- Before applying the heat paste, release a small amount through the applicator to ensure the paste is mixing properly.



- When filling Template -T10606-, ALL of the heat paste must be used.



DANGER

STOP!

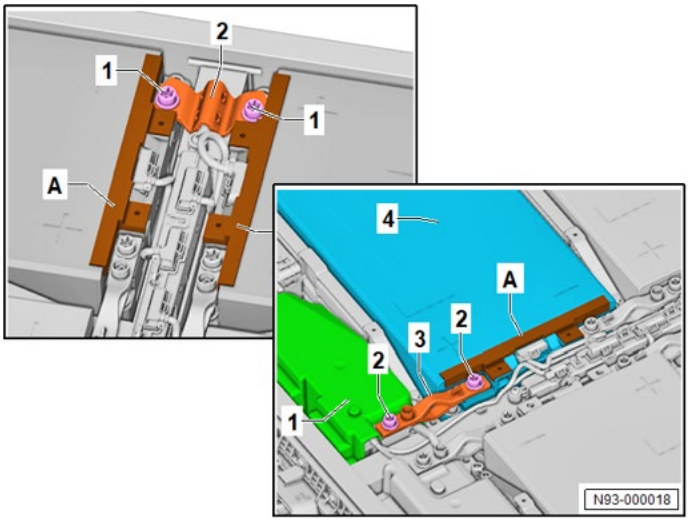
Incorrect installation of battery modules and module connectors.

Short circuit electric arc can cause severe bodily or fatal injuries.

Check the battery modules and module connectors for correct installation.

Only continue with the procedure when there is no voltage in between the battery terminals.

Pay very close attention to the Repair Manual steps outlining the use of the -VAS6762/45-.

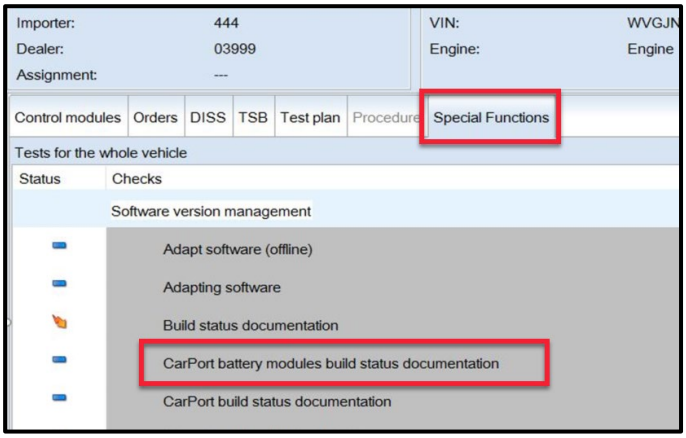


Reconnect high-voltage circuit:

- Reconnection is the reverse order of disconnecting.
- Reconnect the high-voltage circuit per the ELSA repair manual:
  - **82 kWh battery:** *Repair Manual > Motor > Electric Drive EQ310, EQ150, EQ550 > 93 Electric drive > High-Voltage Battery Unit, 82 kWh > Circuit, Disconnecting.*
  - **62 kWh battery***: Repair Manual > Motor > Electric Drive EQ310, EQ150, EQ550 > 93 Electric drive > High-Voltage Battery Unit, 62, 63 kWh > Circuit, Disconnecting.*

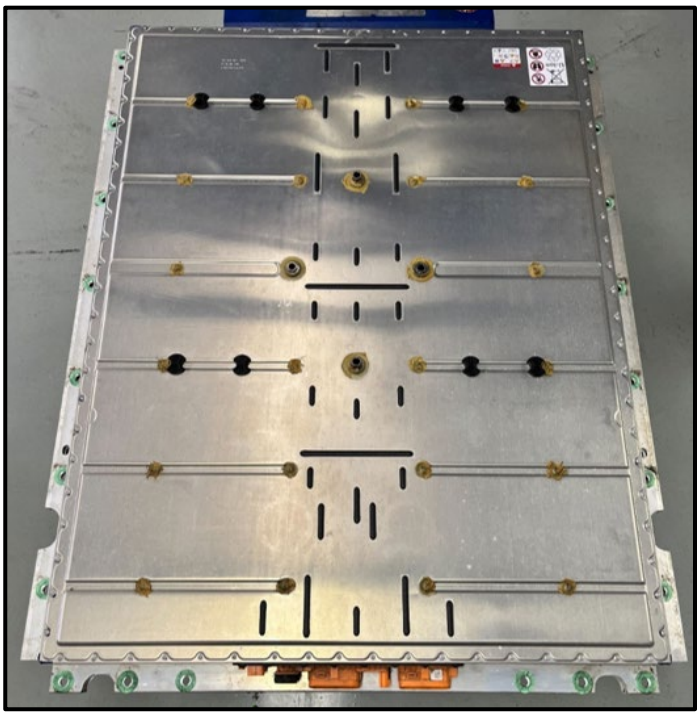
Check for high-voltage battery faults:

- Using -VAS671007- or -VAS5581A-, in conjunction with the Diagnostic Tester, verify there are no faults stored for any high-voltage battery component before installing the high-voltage battery cover.



Perform build status documentation test plan:

- Before closing the battery, perform the “CarPort battery modules build status documentation” test plan.
  - *Special Functions > CarPort battery modules build status documentation.*

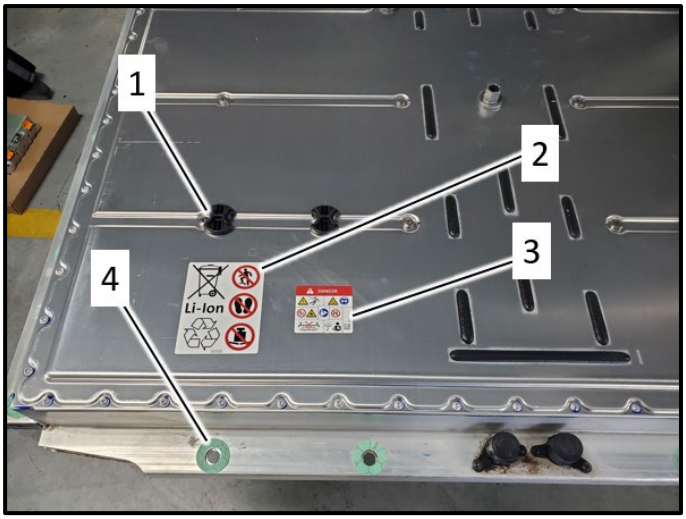


Install and seal high-voltage battery cover:

> **NOTE**
>
> The upper part of battery housing can be reused under certain circumstances and does not have to be replaced.
>
> To determine if the cover can be reused, refer to the ELSA Repair Manual:
>
> **82 kWh battery:** *Repair Manual > Motor > Electric Drive EQ310, EQ150, EQ550 > 93 Electric drive > High-Voltage Battery Unit, 82 kWh > Battery Housing Upper Section, Checking for Re-Use.*
>
> **62 kWh battery:** *Repair Manual > Motor > Electric Drive EQ310, EQ150, EQ550 > 93 Electric drive > High-Voltage Battery Unit, 62, 63 kWh > Battery Housing Upper Section, Checking for Re-Use.*

> **TIP**
>
> Ensure all shock protection is removed prior to installing cover.
>
> Pay attention to the cover position. The cover part number stamping is positioned at the front of the high-voltage battery.

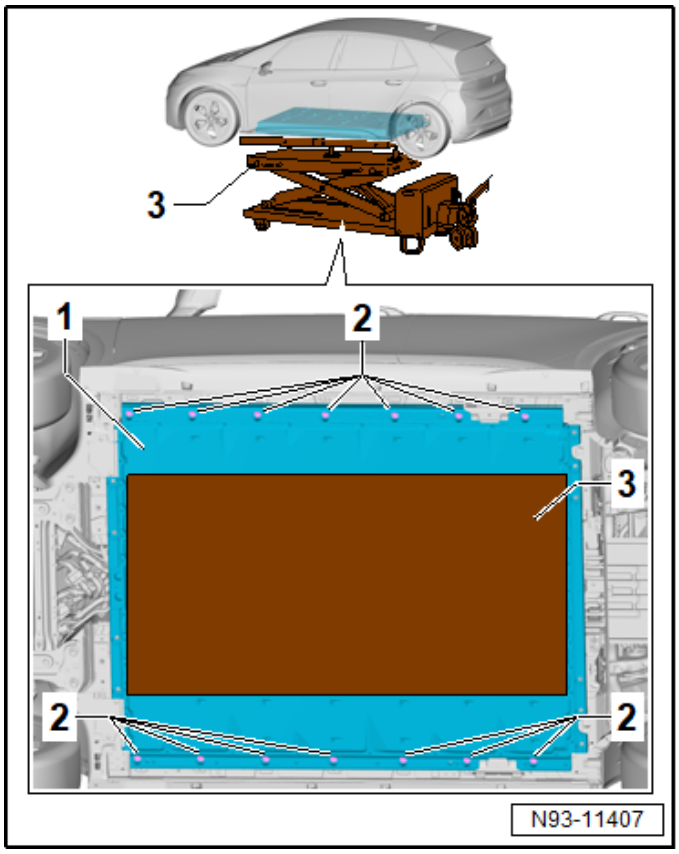
- Install and seal the battery cover per the ELSA repair manual:
  - **82 kWh battery:** *Repair Manual > Motor > Electric Drive EQ310, EQ150, EQ550 > 93 Electric drive > High-Voltage Battery Unit, 82 kWh > High-Voltage Battery 1 AX2, Sealing.*
  - **62 kWh battery:** *Repair Manual > Motor > Electric Drive EQ310, EQ150, EQ550 > 93 Electric drive > High-Voltage Battery Unit, 62, 63 kWh > High-Voltage Battery 1 AX2, Sealing.*



Prepare high-voltage battery for installation:

> **NOTE**
>
> Replacing the spacers and stickers is only necessary if the high-voltage battery cover is replaced.

- Install new spacers <1> (qty. 8) onto the high-voltage battery cover. Reference the old cover for installation position if needed.
- Apply new sticker <2> and warning sign <3>.
- Remove old separating film <4> from around the high-voltage battery mounting holes and install new separating film.
- Do not install separating film if there was no existing film already in place.



Reinstall the high-voltage battery:

- Reinstall the high-voltage battery as per the ELSA repair manual:
  - **82 kWh battery**: *Repair manual > Motor > Electric Drive EQ310, EQ150, EQ550 > 93 Electric drive > High-Voltage Battery Unit, 82 kWh > High-Voltage Battery 1 AX2, Removing and Installing.*
  - **62 kWh battery**: *Repair manual > Motor > Electric Drive EQ310, EQ150, EQ550 > 93 Electric drive > High-Voltage Battery Unit, 62, 63 kWh > High-Voltage Battery 1 AX2, Removing and Installing.*

Re-energize the high-voltage system:

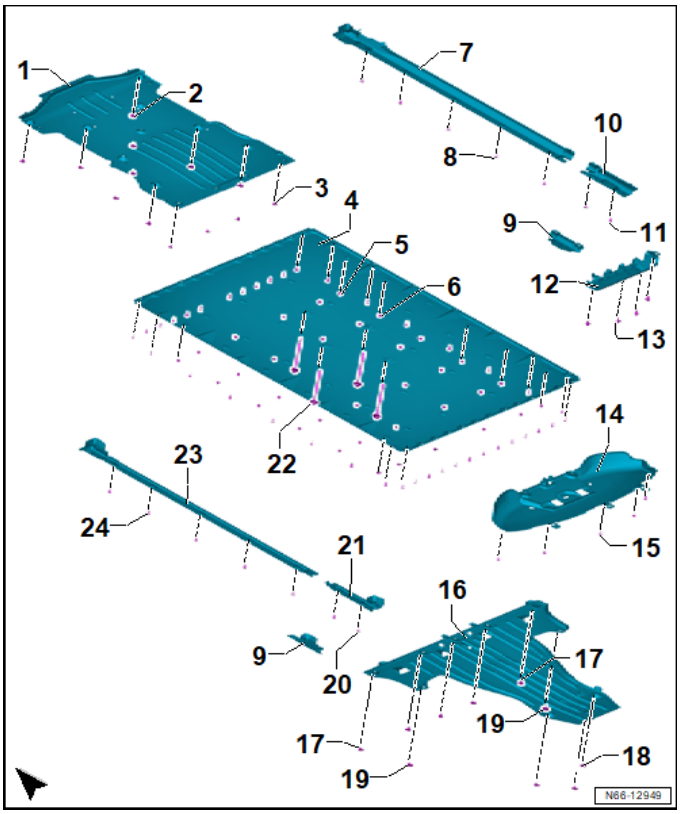
DANGER

High voltage increases the risk of fatal injury

Electrocution can cause severe bodily or fatal injury

Have a high-voltage technician or a high-voltage expert re-energize the high-voltage system.

- Re-energize the high-voltage system per the ELSA repair manual:
- *Repair manual > Motor > Electric Drive EQ310, EQ150, EQ550 > 93 Electric drive >High-Voltage System, Re-Energizing.*



Reinstall remaining components:

- Installation is the reverse order of removal.
- Reference the ELSA Repair Manual as needed.
- Replace any damaged fasteners.

Clear repair related faults:

- Exit GFF and send the diagnostic protocol to GFF paperless.

CRITICAL REPAIR STEP

STOP!

Perform a test drive above 20 mph/35 kph to calibrate the three-phase drive -VX54-.

When performing this road test, the vehicle will momentarily lose acceleration when the three-phase drive -VX54- calibrates. Ensure the road test is performed in a safe manner.

NOTE

Static faults may store in various control modules during the flash.

The ID Light may not operate as designed after the flash.

It may be necessary to perform the following in order to clear the faults and restore the ID Light operation:

- Drive the vehicle a short distance (around the parking lot, for example).
- Perform a bus sleep.

Proceed to Section E

Section E – Campaign Completion Label

Install Campaign Completion Label

- Fill out and affix Campaign Completion Label, part number CAMP 010 000, next to the vehicle emission control information label.

TIP
Ensure Campaign Completion Label does not cover any existing label(s).

US DEALERS - Proceed to Section F

CANADIAN DEALERS - Proceed to Section G

Section F - Parts Return/Disposal – US DEALERS ONLY

High-Voltage Battery Module(s):

Refer to the latest instructions for high-voltage battery recycling, found in Elsa2Go: *Elsa2Go-> Infomedia->Service References->Electric Vehicle Category ->"HV Battery Recycling Program Guide"*

All other parts:

Properly store (retain), destroy or dispose of removed parts in accordance with all state/province and local requirements, unless otherwise indicated and/or requested through the Warranty Parts Portal (WPP).

Section G - Parts Return/Disposal – CANADIAN DEALERS ONLY

High-Voltage Battery Module(s):

Refer to the latest version of TSB 2060231

All other parts:

Properly store (retain), destroy or dispose of removed parts in accordance with all state/province and local requirements, unless otherwise indicated and/or requested through the Part Destruction and Core Disposition Report for Canada.