



STAR ONLINE PUBLICATION



Case Number: S2108000121

Release Date: May 2021

Symptom/Vehicle Issue: Check Engine Light On And Service Hybrid System Displayed. P0A0A-00 High Voltage System Interlock Circuit "A" Is Active

Discussion: If one or more of the HVIL(High Voltage Interlock Loop) connectors was disconnected during a repair of the Hybrid System. Upon completing the repair, you may find DTC P0A0A-00 High Voltage System Interlock Circuit "A" Active even though proper torque of the HVIL connectors was achieved.

While proper torque may have been achieved, it is possible the HV connector did not seat properly.

Repair: Engineering has recommended the following procedure be followed when removing and installing ANY of the High Voltage connectors.

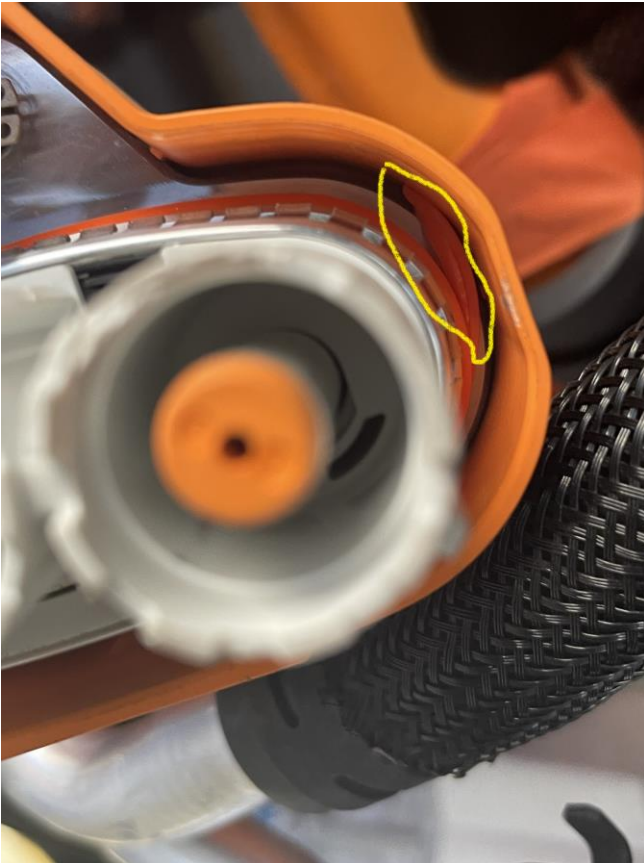
Inspect the HVIL connector seals for damage or tears and the terminals for spread contacts. If any of the High Voltage connectors seals are damaged, the wiring harness will need to be replaced. If HVIL terminals appear to be spread or damaged, HV component replacement will be necessary. Contact STAR for assistance.

This document does not authorize warranty repairs. This communication documents a record of past experiences. STAR Online does not provide any conclusions about what is wrong with the vehicle. Rather, it captures all previous cases known that appear to be similar or related to the vehicle symptom / condition. You are the expert, and you are responsible for deciding on the appropriate course of action.

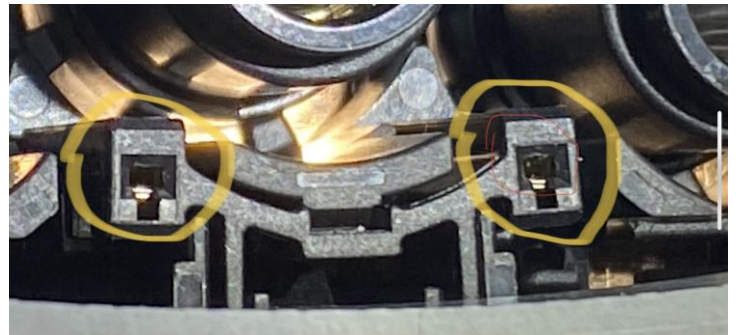
Contact STAR Center, or your Technical Assistance Center Via TechCONNECT or eCONTACT ticket if no solution is found



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Damaged HV Connector Seal



Spread HVIL Terminals

If no issues are found, continue with the installation procedure listed below.

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A torque wrench MUST be used.

Instillation of HVIL Connector: Turn the HVIL connector bolt 1 revolution while applying forward pressure and wiggling the connector. Ensure the connector is seating square to the connector housing. Repeat this process until proper torque of 80 In-Lbs. or 9 Nm is achieved.

If the torque specification cannot be reached. The threads for the HVIL bolt may be stripped. The threads can be re tapped using a M6x1.0 Tap.

Verification: If the HVIL connector was improperly seated initially. The torquing procedure above should have allowed the HVIL terminals to make proper contact. The P0A0A-00 should now be stored and able to be cleared. If the DTC is still active, standard diagnostic procedures should be followed.

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