



**Volvo Car USA LLC**

**Technical Journal**

Technical Journal Title <b>ICUP - 12V battery drain</b>		Ref. No. <b>TJ 36189.4.0</b>	
Issuer (Dept.) <b>Technical Service</b>		Issue Date <b>11/3/23</b>	Status Date <b>11/15/23</b>
Car Market <b>United States and Canada</b>	Partner <b>3 US 7510 Volvo Car USA</b>	Function Group <b>3111</b>	
Function Description <b>Battery, complete</b>		Page <b>Page 1 of 2</b>	

Rows beginning with \* are modified

Note! If using a printed copy of this Technical Journal, first check for the latest online version.

**DESCRIPTION:**

\* Vehicle list updated.

If experiencing any of the following symptoms, please see advice under “Service”.

- Vehicle cannot start - intermittently.
- Vehicle cannot unlock - intermittently.
- The vehicles’ “Start/Stop” function does not work.
- Vehicle has a DIM message stating “Battery Low Warning”
- The vehicle has a dead battery and/or extended Quiscent current draw has been determined.

DIM = Driver information Module

BEV = Battery Electric Vehicle

CSC = Customer Symptom Code

**CSC** Customer Symptom Codes

Code	Description
71	Starting/Vehicle start-up is not possible
7B	Starting/Engine does not start/Engine does not turn/No clicking sound at start attempt
LM	12 V main battery/Dead battery
LN	12 V main battery/Weak or low electrical power

**DTC** Diagnostic Trouble Codes

**Vehicle Type**

Type	Eng	Eng Desc	Sales	Body	Gear	Steer	Model Year	Plant	Chassis range	Struc Week Range
224							2023-2023		-	202217-202316
225							2023-2023		-	202217-202316
227							2023-2023		-	202217-202316
236							2022-2023		-	202122-202316
238							2022-2023		-	202122-202316
246							2022-2023		-	202122-202316
256							2023-2023		-	202217-202316

Type	Eng	Eng Desc	Sales	Body	Gear	Steer	Model Year	Plant	Chassis range	Struc Week Range
536							2022-2023		-	202122-202316
539							2022-2023		-	202139-202316

**SERVICE:**

**Prior to fault tracing / diagnosis, please make sure that the vehicle has SW 2.9 or later (2023 week 20), and charge the 12V battery if needed.**

**NOTE: Do not replace any components.**

- If the vehicle has been unlocked during the last 48hrs and has a quiscent current of ~30-50mA, the vehicle behaves as intended.
- See the quiscent current method located in VIDA with a clamp ampere meter approx ~10 minutes after locking the vehicle. (NOTE: BEV vehicles wake up once every hour to charge the 12v battery). Proceed to the next step if the quiscent current is above 50mA.
- See “Quiscent current in control modules” method in VIDA to identify a fuse or a circuit with a high quiscent current. To find the “Quiscent current in control modules” method in VIDA do the following steps:
  1. Read out the vehicle and select the “Diagnostics” tab
  2. Under the “Diagnostics” tab, select the fourth option titled “Fault Tracing”
  3. In “Function” search for **“Electrical distribution: 12V system”**, and then search for CSC **“LM: 12 V main battery, Dead battery”** in “Symptom”.
  4. Select the “Quiscent current in control modules” method.
- When the fuse/circuit has been identified, please note the “Current” value and write it in the vehicle report attached with the complete fault tracing that has been done.

**Warranty claim info:**

To get a warranty claim accepted for a job described in this TJ, please use following data:  
VST OP number: 99922-2.

**VST** Operation Number

VST Operation Number	Description
99922-2	General reimbursement acc. to TJ/QB

**VEHICLE REPORT:**

Yes, please submit a Vehicle Report if the quiscent current is above 50mA. Use concern area “Vehicle Report” and sub concern area “Support not needed”, use function group 3111.