



Volvo Car USA LLC

Technical Journal

<small>Technical Journal Title</small> PHEV High Voltage Battery Repairs		<small>Ref. No.</small> TJ 34295.7.1	
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<small>Car Market</small> United States and Canada	<small>Partner</small> 3 US 7510 Volvo Car USA	<small>Function Group</small> 3113	
<small>Function Description</small> Battery, high voltage		<small>Page</small> Page 1 of 8	

Attachment

File Name	File Size
HVB - Cell_Voltage_Overview [Read-Only].pdf	1.1132 MB
SP list 34295.PNG	0.0704 MB

Rows beginning with * are modified

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

DESCRIPTION:

* Updated SP list

This TJ is a guide on what kind of repairs can be done instead of complete HV battery replacement.

Parts, methods & tools are now available to repair almost all faults within the High Voltage Battery.

CSC Customer Symptom Codes

Code	Description
2V	Technician information/Software/Vehicle communication/Not for warranty use

DTC Diagnostic Trouble Codes

Vehicle Type

Type	Eng	Eng Desc	Sales	Body	Gear	Steer	Model Year	Plant	Chassis range	Struc Week Range
224	BK						2019-2022		-	201917-999952
224	BR	B1FPHEV					2019-2022		-	201917-999952
225	BK						2019-2022		-	201917-999952
225	BR	B1FPHEV					2019-2022		-	201917-999952
238	BC	B1BPHEV					2018-2022		-	201717-999952
238	BR	B1FPHEV					2018-2022		-	201717-999952
246	BK	B1LPHEV					2020-2022		-	201917-999952
246	BR	B1FPHEV					2018-2022		-	201717-999952
256	BC	B1BPHEV					2016-2017		-	201546-201717
256	BK	B1LPHEV					2020-2022		-	201917-999952
256	BR	B1FPHEV					2018-2022		-	201717-999952

SERVICE:

With any HVB (High Voltage Battery), you must be **certified to carry out HVB repairs to the correct competence**. Always repair the battery according to the methods in VIDA. When performing any measurements, it is important that the AA batteries in the measuring tool are above 75% charge minimum. This is confirmed when you turn the meter on, briefly displaying a value. Before you start measuring it is good to check how the tool displays short to ground and open loop. In the rare event that a complete battery is to be replaced, the battery being installed may not have the same cell chemistry as the battery being removed.

*A unique SP (Software Product) may be necessary, see attachment "Sp list 34295.pdf".

The SP (Software Product) changes the Variant Attribute in the vehicle to match that of the replacement battery.

The information of what battery is installed in the vehicle can be found in VIDA, Vehicle details, Variant attribute, and then searching "High Voltage Battery".

***Note: The SP must be installed in the following order:**

1. Replace battery
2. Install SP
3. Install BECM reload

Cell Module: This part is most often used when one cell is defective. The most common cell defects are seen as one cell having a lower Open Circuit Voltage (OCV) and State of Charge (SoC) than all other cells. Normal SOC deviation is less than 5%, more than 10% is a fault. The cell module is delivered complete with temperature sensors and a Cell Voltage and Temperature Node. Examples are attached in "HVB - Cell Voltage Overview"

Cell modules are available for the following variants:

- MY 2018-2019 SPA P30
- MY 2020-2021 SPA P34

Note that cell module replacement is also the recommended repair for:

- MY 2016-2017 SPA where the original P27 battery has been previously replaced with a P30 battery.

Cell module replacement is not available for:

- MY 2016-2017 SPA P27 battery

Service Kit: This kit is helpful to have on hand when replacing a cell module in the event that a cable, clip, or seal is damaged during the repair.

Coolant level: After repair or reassembly of the cooling system it is important to refill and bleed the high-voltage coolant circuit correctly according to VIDA. It takes some time for the cooling system to stabilize. After thoroughly road testing the vehicle, the coolant level should be visually checked once more.

CVTN (Cell Voltage and Temperature Node): This part is used when there is a DTC (Diagnostic Trouble Code) confirming an internal fault. It is also used when there is a measurement error, for example, several adjacent cells show incorrect cell voltage. Examples are attached in "HVB - Cell Voltage Overview"

Fuses: These are used when a Diagnostic Trouble Code is set for an open fuse. The root cause for the open fuse needs to be fault traced and corrected before replacing the fuse.

Coolant Temperature Sensor: This part is used when the temperature sensor does not read accurately. Check the accuracy by allowing the car to soak for several hours, preferably overnight. The signal can then be checked for an offset by comparing it to other sensors in the car. Use a VIDA Diagnostic Sequence or choose a selection of temperature sensors from various nodes in the vehicle.

BDU (Battery Distribution Unit): This part is most often used when a Diagnostic Trouble Code is set for one or more stuck contactor(s). It can also be used when a diagnostic trouble code is set for the current sensor. A stuck contactor can be confirmed by following Vida and using the measurement tool.

BECM (battery energy control module): This part is most often used when a Diagnostic Trouble Code is set for an internal fault or the unit does not communicate on the CAN bus. When a battery energy control module becomes non-responsive during a software download, it is often not necessary to replace it. It can usually be recovered using VIDA Software Advanced Test. If the battery energy control module cannot be recovered using VIDA, create a Vehicle Report, Support Needed.

Circuit board: This part is most often used when there is an intermittent or permanent open in one of the circuits, such as the power, ground, CAN, interlock, or Supplemental Restraint System Airbag system (SRS). In most cases, however, the actual fault is in the vehicle wiring outside the battery itself.

Gasket: It is not necessary to replace the gasket each time the battery is opened, but it is required to perform the leakage test in VIDA after a repair.

Isolation test:

It is not necessary to perform an isolation test for all hybrid issues.

It is necessary when specifically instructed to do so according to the fault tracing or repair method. When performing measurements, it is important that the AA batteries in the tool are above 75% charge.

This is confirmed when you turn the meter on, briefly displaying a value.

Before you start measuring familiarize yourself with how the tool displays short and open circuits.

VEHICLE REPORT:

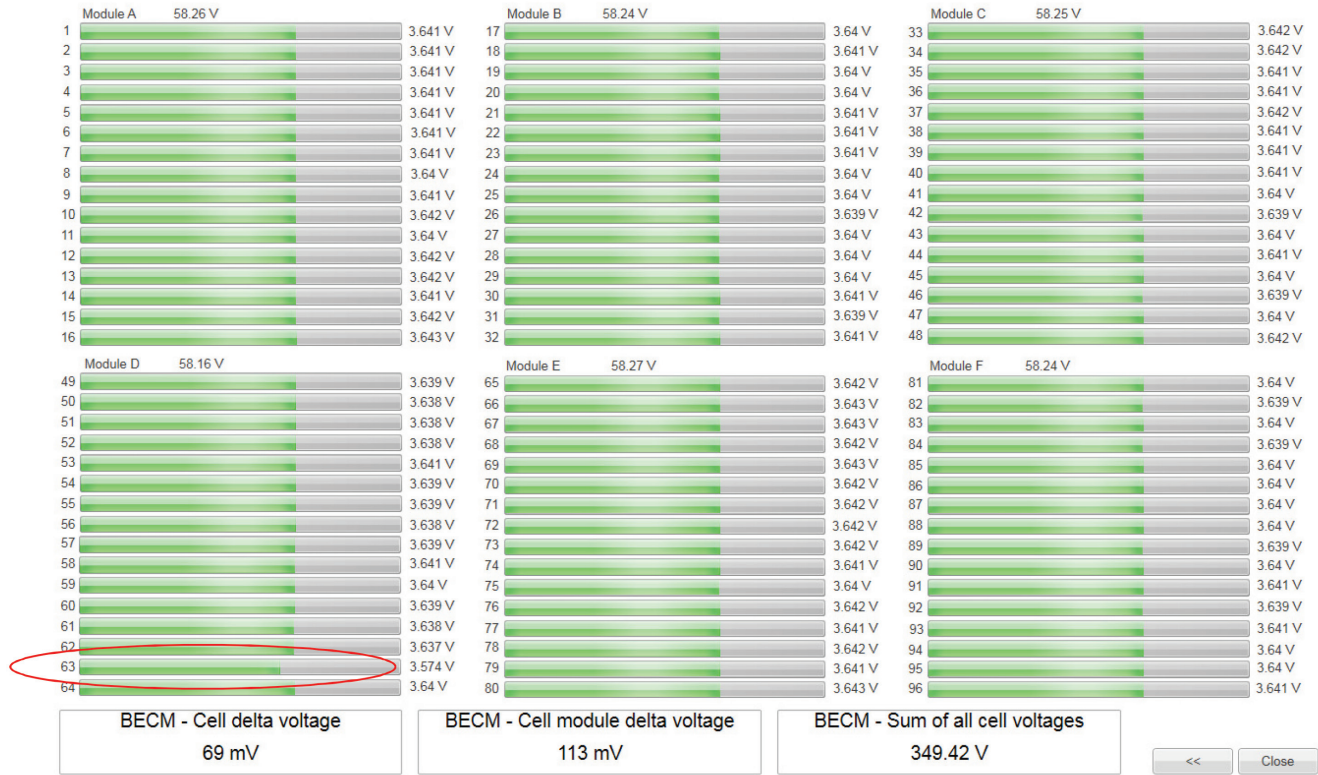
Please submit a Vehicle Report if the service solutions described in this TJ have no effect. Use concern area "Vehicle Report" and sub-concern area "Support Needed", use function group 3113.

To view TJ attachments continue to next page. This TJ has two attachments.

High Voltage battery

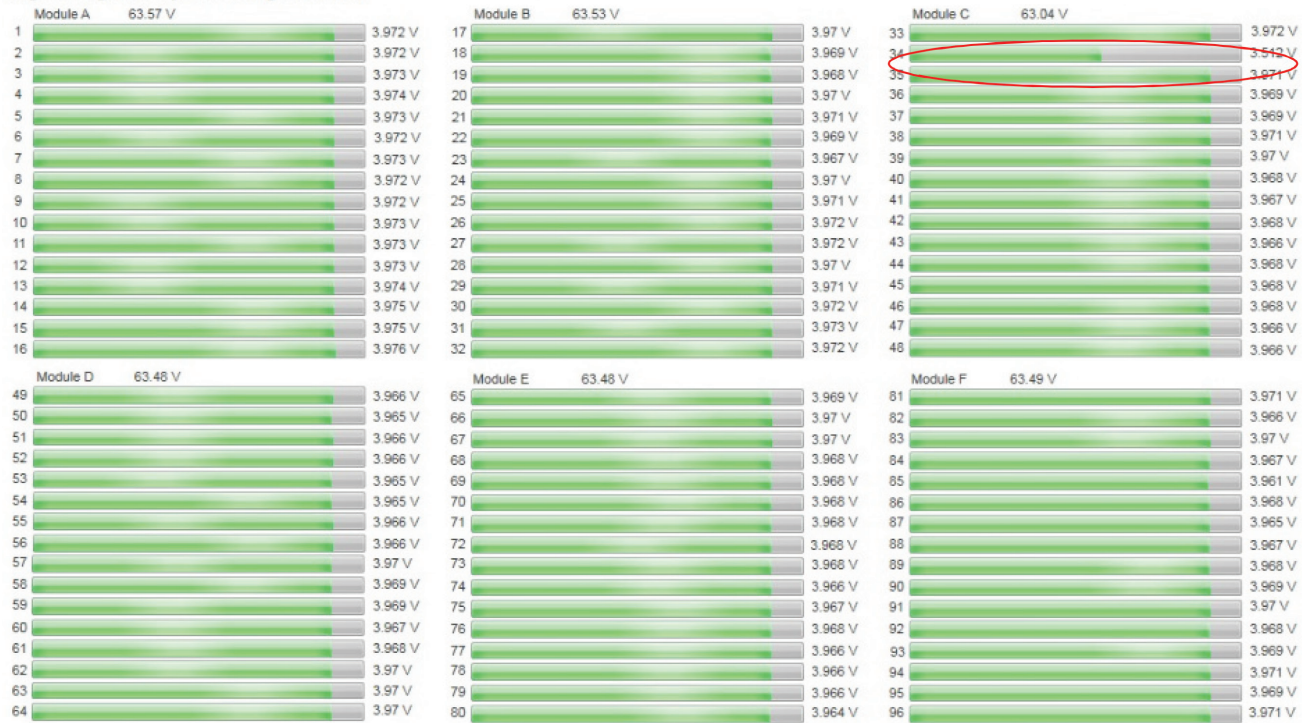


Example of Cell Fault



Example of Cell Fault

High voltage battery, cell voltage overview



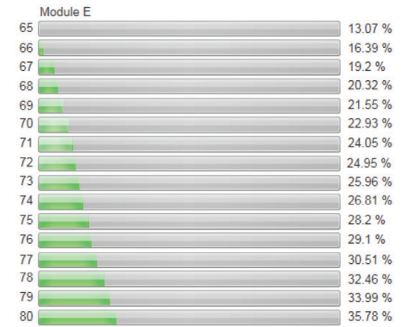
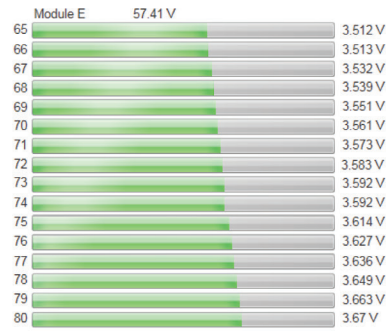
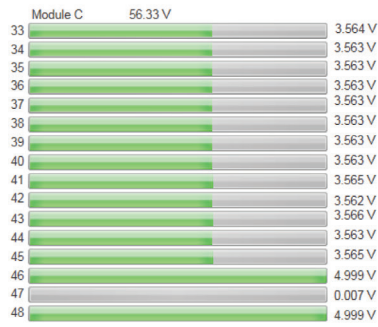
BECM - Cell delta voltage
464 mV

BECM - Cell module delta voltage
533 mV

BECM - Sum of all cell voltages
380.59 V

<< Close

Examples of CVTN faults



Typ	Model Year	Variant attribute CK04, 34Ah Battery part nr: 31673714, 32211447	Variant attribute CK26, 34Ah (new Cathod) Battery part nr: 32336492, 32299419 36010558
XC90	2016	Software Product 32263128	Software Product 32361391
	2017		
	2018		
	2019		
	2020		
	2021		
	2022	Not supported	
XC60	2018	Software Product 32263128	Software Product 32361391
	2019		
	2020		
	2021		
	2022	Not supported	
S90L	2018	Software Product 32263134	Software Product 32361390
	2019		
	2020		
	2021		
	2022	Not supported	
S/V90	2018 Norway Variant V90 built with CK02	Software Product 32263131	Software Product 32361389
	2018	Software Product 32263131	
	2019		
	2020		
	2021		
	2022		
S/V60	2018	Software Product 32290008	Software Product 32361392
	2019		
	2020		
	2021		
	2022	Not supported	