

V O L V O

Volvo Car USA LLC

Technical Journal

Technical Journal Title Do Not Connect Third-Party Devices to the DLC/OBD2		Ref. No. TJ 36559.2.0	
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Car Market United States and Canada	Partner 3 US 7510 Volvo Car USA	Function Group 3676	
Function Description Brake		Page Page 1 of 2	

Rows beginning with * are modified

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

DESCRIPTION:

* Added CSC "DL; Warning lights and chimes/Malfunction Indicator Light ("Check engine" light) indication/no indication"

If the ESC warning appears in the DIM and/or pure electric drive mode is disabled in combination with DTC BCM2-U029600, follow the instructions under "Service".

Term clarification: The physical connector for on-board diagnostics mounted on all of our recent cars is called the Data Link Connector (DLC). On-Board Diagnostics 2 (OBD2) is a standardized system that defines data transmission standards for communication via the DLC. On a daily basis, the DLC is often referred to as the OBD2 connector because it is the physical interface used to communicate following the OBD2 standard.

CSC Customer Symptom Codes

Code	Description
YO	Drive mode "PURE"/Disengages automatically/Not available
DL	Warning lights and chimes/Malfunction Indicator Light ("Check engine" light) indication/no indication
DY	Warning lights and chimes/Antispin/antiskid (DSA, ESC/DSTC, STC, TRACS) indication/no indication

DTC Diagnostic Trouble Codes

Control Module	Code	Fault Type
BCM2	U029600	Permanent

Vehicle Type

Type	Eng	Eng Desc	Sales	Body	Gear	Steer	Model Year	Plant	Chassis range	Struc Week Range
246	H6	BH6PHEV					2022-2099		-	202147-209952
256	H6	BH6PHEV					2022-2099		-	202147-209952

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SERVICE:

The described symptoms can result from a third-party device (e.g. insurance company device or GPS tracking device) connected to the DLC.

Third-party devices can be connected:

1. Directly to the DLC
2. Via a Y-splitter harness that is used as an extension of the regular DLC port while the regular DLC port itself may be unoccupied. Y-splitter harnesses are often spliced into the under-dash wiring but can be connected anywhere else in the vehicle wiring, making them difficult to detect.

Before starting fault-tracing ensure all third-party devices are disconnected from the car.

Take the following scenarios into account during fault tracing:

1. If the above-mentioned symptoms and the DTC persist, the third-party device might be hidden well.
2. If the symptoms and the DTC are not permanent, the customer might have had a third-party device connected while experiencing above-mentioned symptoms but removed it before arriving at the workshop.

Note: Volvo Cars takes no responsibility for the consequences of connecting non-authorized equipment to the DLC. The socket should only be used by a trained and qualified Volvo service technician. Any diagnostics or repairs due to an aftermarket accessory are NOT a matter for warranty.

List of abbreviations:

TJ - Technical Journal

AC - Alternating Current

BCM2 - Brake Control Module 2

DIM - Driver Information Module

DLC - Data Link Connector (a physical connector for on-board diagnostics)

DTC - Diagnostic Trouble Code

ESC - Electronic Stability Control

OBD2 - On Board Diagnostics 2nd generation (a data transmission standard)

Warranty claim info:

No warranty claims will be accepted for this TJ

VEHICLE REPORT:

Yes, please submit a Vehicle Report if the service solution described in this TJ has no effect. Use the concern area "Vehicle Report" and sub-concern area "Support Needed" if technical assistance is needed. Use function group 3676.