Connection offline

Technical Service Bulletin

Transaction No.: **2079651 /1**

93-25-04 - Service Information; State of Charge (SOC) Change at Charging Start

Condition

Applicable Vehicles					
Model(s)	**Year**	**Eng. Code**	**Trans. Code**	**VIN Range From**	**VIN Range To**
ID.4	2024 – 2026	All	All	All	All

Revision Table			
Instance Number	**Published Date**	**Version Number**	**Reason for Update**
2079651/1	10/10/25	93-25-04	Original Publication.

NOTICE

This bulletin only applies to vehicles with a battery regulation control module (diagnostic address 008C) software version of 11xx. If the software version of the battery regulation control module (diagnostic address 008C) is not within the 11xx range, this bulletin does not apply!

Customer Concern:

- At the start/end of charging, the current state of charge of the high-voltage battery increases by up to 10% (for example, from 50% to 60%). This change in the state of charge is also reflected in the displayed remaining range (mi).

or

- At the start/end of charging, the current state of charge of the high-voltage battery decreases by up to 10% (for example, from 80% to 70%). This change in the state of charge is also reflected in the displayed remaining range (mi).

Workshop Findings:

- The customer complaint can be reproduced.

Technical Background

For new high-voltage batteries with high-voltage modules by manufacturer “SKon (PR number LX2)” adaptations within the BMS (Battery Management System), or “SOC (state of charge) corrections,” can cause an SOC jump of up to 10%. Only after repeated charging and discharging of the high-voltage battery does the BMS “learn” the current charge level of the high-voltage battery. By using the vehicle (charging and discharging the high-voltage battery), over time this behavior will reduce or no longer occur.

Production Solution

Not applicable.

Service

For this concern, no repair is necessary. The customer may positively influence the “learning” of the charge level of the high-voltage battery through a complete charging cycle, as outlined in the attachment to this bulletin. The attachment may be provided to the customer for information only.

Warranty

Not applicable.

Required Parts and Tools

Not applicable.

Additional Information

Customer Information

Conditioning of the high-voltage battery

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Conditioning of the high-voltage battery:

- The temperature of the high-voltage battery must be greater than 10°C / 50°F (outside temperature greater than 5°C / 41°F).
- Discharge the high-voltage battery by driving to as low a charge level as possible. A charge level below 10% is ideal.
- Lock the vehicle.
- Wait for 60 minutes.
  - The key must be kept at least 20 yards away from the vehicle for a full 60 minutes!
- Charge the high-voltage battery to a charge level of at least 90% within a single charging cycle.
- Wait for 60 minutes.
  - The key must be kept at least 20 yards away from the vehicle for a full 60 minutes!