

## SSM000010 - DIRECT CURRENT TO DIRECT CURRENT (DC/DC) OPERATIONAL TEST - REVISION

### Customer Voice:

- "I have an electrical system failure warning on the instrument cluster, and my vehicle will not start."

### Technical Description:

- There is a concern with the 48Volt charging system(DC/DC) with the vehicle.

### Status:

- The DC/DC Operational Test has been updated to include a vehicle reset function.
- Select Fault and Breakdown and start a new workflow.
- Complete the DC/DC Operational Test using TOPIx Cloud Diagnostics.
- Note: If it is not possible to complete the DC/DC Operational Test using Topix Cloud Diagnostics due to road-side conditions, perform a 12V start up battery reset before attempting to diagnose or recover the vehicle.

### Test Plan will be offered:

- EPICD – Direct Current to Direct Current (DC/DC) Operational Test.
- Complete the Test Plan, following all on-screen instructions.
- This operation will test all of the components in the 48 Volt DC/DC system and determine which module in the system is at fault.

### NOTE:

- For 22–24MY MHEV vehicles, an updated service replacement DC/DC unit with an AE part suffix has been developed by the component manufacturer and JLR Engineering, which has improved reliability. NON-MLA 25-26MY MHEV were built with the AE part. .
- For MLA (Range Rover and Range Rover Sport) - 24MY onwards NC11 and all 25MY onwards have these models already being manufactured with a redesigned converter.

#### **Range Rover**

- 19-25MY Range Rover
- 19-25MY RR Sport
- 20-25MY RR Velar

#### **Defender**

- 20–25MY Defender

#### **Discovery**

- 20-25MY Discovery

#### **Jaguar**

- 20-25MY F-PACE

