

Service Action

Code: 93RA



Subject Document History

High-Voltage (HV) Battery Cell Modules

Date	Summary
09/15/2026	Original publication

Affected Vehicles

Country	Beginning Model Year	Ending Model Year	Vehicle	Vehicle Count
USA	2025	2025	Q4 E-TRON SPORTBACK	526
USA	2025	2025	Q4 E-TRON SUV	1,026
CAN	2025	2025	Q4 E-TRON SPORTBACK	2
CAN	2025	2025	Q4 E-TRON SUV	385

Check Campaigns/Actions screen in Elsa on the day of repair to verify that a VIN qualifies for repair under this action. Elsa is the only valid campaign inquiry & verification source.

- ✓ Campaign status must show "open."
- ✓ If Elsa shows other open action(s), inform your customer so that the work can also be completed at the same time the vehicle is in the workshop for this campaign.

About this Service Action

Certain high-voltage (HV) battery cell modules may have an internal connection used to monitor battery voltage that may not have been adequately welded due to a manufacturing issue. If this condition is present, the battery monitoring system may display incorrect readings. Owners may notice a yellow or red warning light, along with related error messages being displayed on the instrument panel. To correct this, the affected HV battery cell module(s) will be replaced.

Owners with vehicle concerns should contact an authorized Audi dealer to have the vehicle concern diagnosed. As a reminder, the vehicle owner's manual contains important information regarding vehicle's warning lights and messages. We encourage anyone who drives the vehicle to review the owner's manual to become familiar with the types of vehicle indicators, warnings and messaging they may see.

Code Visibility

On or about September 15, 2026, the campaign code will be applied to affected vehicles.

Owner Notification

Owner notification will take place in September 2026. Owner notification examples are included in this bulletin for your reference.

Campaign Expiration Date

This campaign expires on **July 31, 2031**. Work must be performed on or before this date to be eligible for payment. Keep this expiration date in mind when scheduling customers for this action. If a customer wishes to have this work performed after the expiration date, your normal costs associated with this work will apply.

Additional Information

Please alert everyone in your dealership about this action, including Sales, Service, Parts and Accounting personnel. Contact Warranty if you have any questions.

Dealers must ensure that every affected inventory vehicle has this campaign completed before delivery to consumers.

Parts Information

Criteria	Quantity	Part Number	P.O.C. Part Description
ALL	As needed	0Z1-915-599-GF	CELL MOD.
	IMPORTANT INFORMATION FOR PART NUMBER 0Z1-915-599-GF (CELL MODULE): 0Z1-915-599-GF (cell module) will be return blocked. In the chance that a cell module needs returning, this return will need to be scheduled with your Dealer Support Specialist (DSS). For batteries not actively part of the repair process, either new or spent, dealers should ensure compliance with local fire code battery storage requirements. Dealers who have the appropriate storage capabilities/facilities that meet local fire code requirements are encouraged to order/ stock parts to complete the 93RA Repair.		
	4 per cell module	N -912-809-01	SCREW
	1 per cell module	D -G00-018-M4	PASTE
	1 per cell module	0Z1-998-474	SEP. FILM
	1	1HV-915-754-A*	VALVE
	24	N -913-143-01*	BOLT
	4	N -913-132-01*	BOLT
	82	WHT-009-218*	BOLT
	22	WHT-008-738-A*	BOLT
	1	D -316-000-A1	UNDER COAT
	2	1EA-802-131-E*	CONNECTION
	2	1EA-802-132-C*	CONNECTION
	1	D -454-300-H2	SEALANT
	1	1EA-802-971*	FOAM PART
	2	N -909-113-01*	CLIP
	10	WHT-011-426*	PROTECTIVE FILM
	12	1EA-803-593*	BUNGS
	Up to 8 L	SEE ETKA/POC	G12 EVO Coolant
	The following underbody trim clips are needed ONLY in the event of breakage. They may not be required for every repair.		
	Up to 14	WHT-003-491	NUT

Campaign Repair Kit: CAM93RA01

Virtual repair kits are available in Parts on Command.

When ordering virtual repair kit part number CAM93RA01 in POC, the parts in the chart above marked with an asterisk will automatically be added to your sales order.

Ordering Method:	Reference POC comments individually by part number, or in the POC Campaign List
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Initial Allocation: NO	There will be no parts allocation.
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NOTE	
Your dealer's Estimated Remaining Repairs by campaign can be found in Parts on Command. Click on "View Campaign List" and review the Estimated Remaining Repairs column.	

NOTE	
Campaign parts should always be ordered as per the parts information in this circular. The ordering system will supersede the part, if applicable.	

Claim Entry Instructions

The labor times listed here may differ from the labor operations and labor times listed in ELSA.

After campaign has been completed, enter claim as soon as possible to help prevent work from being duplicated elsewhere. Attach the Elsa screen print showing action open on the day of repair to the repair order.

If a customer declines campaign work, refer to the "Customer Declines Campaign/Update Repair" section in the Campaign/Update Policy and Procedures Manual.

Service Number	93RA		
Damage Code	0099		
Parts Vendor Code	002		
Claim Type	Sold vehicle: 7 10 Unsold vehicle: 7 90		
Causal Indicator	Mark CELL.MOD.* as causal part		
Vehicle Wash/Loaner	Do not claim wash/loaner under this action		
Vehicles may have more than one criteria. Complete and claim all applicable criteria on <u>one</u> claim. <i>If all open criteria are not entered on the claim, the campaign will remain open.</i>			
Criteria I.D.	ALL		
	Remove high-voltage battery and replace one or more cell modules.		
	LABOR		
	Labor Op	Time Units	Description
	9301 19 50	SEE ELSA	Battery module remove+reinstall
	9301 19 53 (up to 11)	SEE ELSA	Battery module remove+reinstall (each <i>additional</i> part)
	9312 19 82	SEE ELSA	HV battery cover remove+reinstall
	9303 19 60	SEE ELSA	High voltage battery remove+reinstall
	1938 17 50	SEE ELSA	Coolant drain & fill
	9303 01 50	SEE ELSA	High voltage battery check
	9301 55 50	SEE ELSA	Battery module replace
	9301 55 53 (up to 11)	SEE ELSA	Battery module replace (each <i>additional</i> part)
	9303 01 53	SEE ELSA	High voltage battery check (<i>insulation measurement</i>)
	9302 03 50	SEE ELSA	Battery housing measure (<i>potential equalization measurement</i>)

Continued on next page

	LABOR (continued)			
	Labor Op	Time Units	Description	
	9310 83 50	SEE ELSA	Disable HV system voltage deactivate and activate	
	0150 00 00	Time stated on diagnostic protocol	GFF Operations	
	9301 01 50	SEE ELSA	Battery module check (classification)	
	9312 29 82	SEE ELSA	HV battery cover clean (if upper cover is reused)	
	9301 89 50 (up to 12)	SEE ELSA	Battery module charge (per cell module)	
	9303 01 52	SEE ELSA	High voltage battery check (classification)	
	0121 00 04	SEE ELSA	Test drive (3-phase motor calibration)	
	PARTS			
	Quantity	Part Number	Description	
	As needed	0Z1915599GF	CELL MOD*	
	1.00/cell module	0Z1998474	SEP. FILM	
	2.00	1EA802131E	CONNECTION	
	2.00	1EA802132C	CONNECTION	
	1.00	1EA802971	FOAM PART	
	12.00	1EA803593	BUNGS	
	1.00	1HV915754A	VALVE	
	1.00	D 316000A1	WAX UNDERCOAT	
	1.00	D 454300H2	SEALANT	
	1.00/cell module	D G00018M4	Paste	
	Up to 40.00 or Up to 2.00	G 12E100S1 or G 12E050S0	COOLANT (concentrate) or COOLANT (pre-mix)	USA ONLY
	Up to 40.00 or Up to 80.00	G 12E100S1 or G 12E050S0	COOLANT (concentrate) or COOLANT (pre-mix)	CANADA ONLY
	2	N 90911301	CLIP	
	4.00/cell module	N 91280901	Screw	
	4.00	N 91313201	BOLT	
	24.00	N 91314301	BOLT	
	10.00	WHT011426	PROTECTIVE FILM	
	22.00	WHT008738A	BOLT	
	82.00	WHT009218	BOLT	

Continued on next page

	The following can be added if the HV battery cover required replacement		
	PARTS		
	Quantity	Part Number	Description
	1.00	1EA804825K	HOUSING
	4.00	1EA804973B	HOLDER
	1.00	1EA010505B	WARN. SIGN
	1.00	12E010006AA	STICKER

	The following can be added as needed in the event of breakage during the repair.		
	PARTS		
	Quantity	Part Number	Description
	As required (up to 14 allowed)	WHT003491	NUT
	As required (up to 82 allowed)	WHT009733	BOLT
	As required (up to 4 allowed)	8E0825267	PUSH PIN
	As required (up to 8 allowed)	N 0385494	RIVET

Customer Notification Example - POSTCARD TEXT (USA)

This notice applies to your vehicle: <MODEL YEAR> <BRAND> <CARLINE><LAST 8 OF VIN>

Service Action 93RA - High-Voltage (HV) Battery Cell Modules

Certain high-voltage (HV) battery cell modules may have an internal connection used to monitor battery voltage that may not have been adequately welded due to a manufacturing issue.

To correct this, your authorized Audi dealer will replace the affected HV battery cell module(s) in your vehicle. This work will take up to a day to complete but may take longer depending on the number of modules requiring replacement. This work will be performed free of charge. Please contact your authorized Audi dealer to schedule this work or visit www.audiusa.com to find a dealer near you.

If this condition is present, the battery monitoring system may display incorrect readings. Owners may notice a yellow or red warning light, along with related error messages on the instrument panel. As a reminder, the vehicle owner's manual contains important information regarding vehicle's warning lights and messages. We encourage anyone who drives the vehicle to review the owner's manual to become familiar with the types of vehicle indicators, warnings and messaging they may see.

This service action will be available free of charge **only until July 31, 2031.**

Audi Customer Protection

To check your vehicle's eligibility for repair under this or any other recall/service campaign, please visit www.audiusa.com and enter your Vehicle Identification Number (VIN) into the Recalls and Service Campaigns Lookup tool.

Customer Notification Example - POSTCARD TEXT (CANADA)

This notice applies to your vehicle: <MODEL YEAR> <BRAND> <CARLINE><LAST 8 OF VIN>

Service Action 93RA - High-Voltage (HV) Battery Cell Modules

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Safety Precautions When Working ON the High-voltage System (additional information is also available in the ELSA Repair Manual)

DANGER

Extremely dangerous due to high voltage.

- The high-voltage system is under heavy voltage. Severe bodily injury or death by electrocution or electric arcs is possible.
- When working on the high-voltage system the high-voltage system must be de-energized.
- When performing procedures that do not directly affect the high-voltage system, in some cases it is still necessary to de-energize the high-voltage system.
- Pay attention when the high-voltage system must be de-energized. Refer to the Repair Manual
- Have a High-Voltage Technician or a High-Voltage Expert de-energize the high-voltage system.

The electric and magnetic fields are extremely dangerous.

- There are electric and magnetic fields on the high-voltage system. Death or serious injury are possible due to malfunction of active implants (for example cardiac pacemakers, insulin pumps).
- Persons with active implants may not perform procedures on the high-voltage system.

WARNING

Risk of injury - motor may start unexpectedly

It is difficult to determine whether the drive system of an electric vehicle or hybrid vehicle is active. Moving parts can trap or draw in parts of the body.

CAUTION

Risk of damage to high-voltage wiring

- Incorrect handling may result in damage to the insulation of high-voltage wires or high-voltage connectors.
- Do not support yourself on high-voltage cables or connectors.
- Never prop tools against high-voltage wiring or high-voltage connectors.
- Never bend or kink high-voltage wiring.
- Observe the coding of the high-voltage connectors when joining them up.

Safety Precautions When Working NEAR the High-voltage System (additional information is also available in the ELSA Repair Manual)

DANGER

Extremely dangerous due to high voltage.

- The voltage levels in the high-voltage system constitute a safety hazard. Danger of severe or fatal injuries from electric shock if high-voltage components or high-voltage wiring are damaged.
- Carry out a visual check of high-voltage components and high-voltage wiring.
- Never use cutting/forming tools or other sharp-edged implements.
- Never perform work using welding, brazing, thermal bonding or hot air in the area of high-voltage components and high-voltage cables.

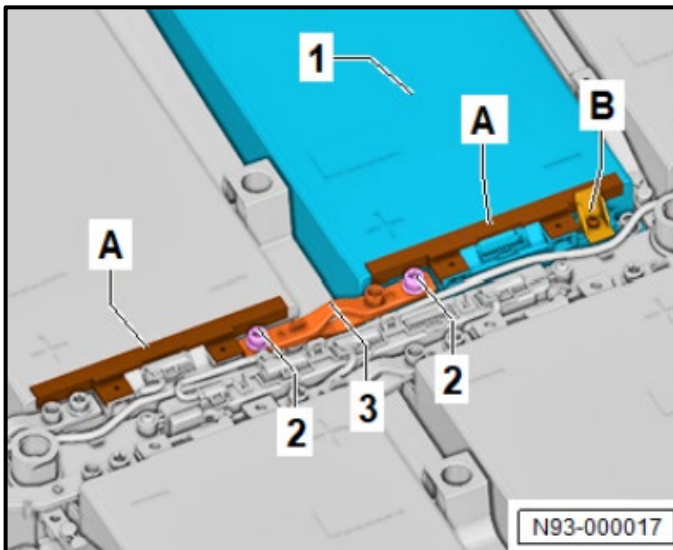
DANGER

High voltage increases the risk of fatal injury

Electrocution can cause severe bodily or fatal injury.

- For the following procedures suitable personal protective equipment must be worn.
- For the following steps two correspondingly qualified technicians must be present for the supervision.
- If necessary, a second technician can help the high-voltage expert outside of the hazardous area within their qualification.
- The personal protective equipment (PPE) must be dry and undamaged.

Repair Overview



- Replace HV battery cell module(s) based on assigned criteria.

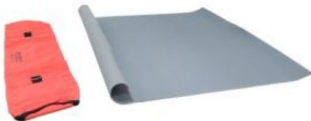
NOTE

- These repair instructions may differ from the labor operations and labor times listed in ELSA.
- Damages resulting from improper repair or failure to follow these work instructions are the dealer's responsibility and are not eligible for reimbursement under this action.
- This procedure must be read in its entirety prior to performing the repair.
- Due to variations in vehicle equipment and options, the steps/illustrations in this work procedure may not identically match all affected vehicles.
- Diagnosis and repair of pre-existing conditions in the vehicle are not covered under this action.
- When working during extreme temperatures, it is recommended that the vehicle be allowed to acclimate inside the shop to avoid temperature-related component damage/breakage.

Required Tools

	Engine Support Set -10-222B-	 Adapter -10-222A/14- (qty 2)
	Module Lifting Aid -T10619-	 Lifting Tackle -3033-
	Shock-Proof Protection (30 Pcs) -T10608-	 Shock-Proof Protection -T10628-
	Removal Wedge Set -VAS895015-	 Engine Support - Bracket w/Spindle and hook -10-222A/10-
	High-voltage tool set -VAS6762A-	 High Voltage Tool Set - VAS6883A-
	Engine/Gearbox Support Shackle (2 pc.) -10-222A/12-	 Shop Crane -VAS6100- (or equivalent)

	Pipe Brush -VAS294029- (or equivalent)		Scissor Lift Table -VAS6131B- (or equivalent)
	Engine Bung Set -VAS6122- (or equivalent)		Hose Clamps - Up To 25mm -3094- (or equivalent)
	Shop Crane - Drip Tray -VAS6208- (or equivalent)		High Voltage Diagnostics Box -VAS5581A-
	Diagnostic Lead -VAS5581A/11-		Leak-tight Connector -T10607-
	Pressure and Vacuum Pump -VAS671005-		Digital Pressure Sensor -VAG1397B-
	Pressure Sensor -VAS611013-		Leak Tester - Test Connector Set -VAS6911/3B-

 Cooling System Tester - Directional Valve -VAS691005/1-	 Insulating Mat -VAS6762/44-
 Cooling System Service Machine -VAS531011-	 Cooling System Tester - Directional Valve -VAS691005/5-
 Cooling System Tester -VAG1274B-	 High Voltage Tool Set - Voltage Tester -VAS6762/45-
 Module Balancer -VAS6910- (or newer)	 Cartridge Gun -VAG1628- (or equivalent)
 Padlock -T40262/1- (from Service Disconnect Lock -T40262-)	 Test Adapter - Hybrid Module -VAS6558A-
 Vehicle Diagnosis System - Connection Lead -VAS5051/66-	 Template -T10606-

	Double Cartridge Adhesive Gun -VAS5237-		Female adapter for the -VAS5237- (based on shops preferred adapter style) (locally sourced)
	Extension Cables for High-Voltage Battery -VAS671007-		High Voltage Test Adapter (without AFES) -VAS6558A/35-
	Removal Wedge -T40233- (or equivalent)		Insulated Torx Wrench Set - 3/8 -VAS691003A-
	Battery Tester/Charger capable of minimum 70 Amp continuous supply		Cartridge Piercer -VAS221005-
	Cooling System Tester - Test Adapter -VAS691005/4- (component of MRT -VAS691005-)		Picker -T10612-

 Release Tool T10612/2	 Set of Kelvin Clamps and Test Probes -VAS6558A/27-
 Warning Sign - "Do Not Insert" -VAS6871-	 Warning Sign – Battery -VAS6786-
 Warning Sign - High Voltage -VAS6649-	 Warning Sign - "Do Not Switch On" -VAS6650A-

Required Shop Materials (if necessary)

 Cleaner D -009-401-04 (shop supply) -OR- 91% Isopropyl Alcohol (locally sourced) <i>NOTE: Use only 91% Isopropyl alcohol as a cleaner (9% water). Do not use Isopropyl with any additional surfactants (cleaners) or additives (scents).</i>	 Lint Free Towels (locally sourced)
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Repair Instruction

Section A - Check for Previous Repair

Applicable criteria ID(s)	Campaign/Action Status
01 ← 2	Open ← 1

EXAMPLE

Campaign/Action	Start	Designation
→ 3	2015-11-10	W-SERV_ACT -
	2018-12-13	RECALL -
	2017-05-16	A-RECALL -

EXAMPLE

- Enter the VIN in Elsa and proceed to the "Campaign/Action" screen.

TIP

On the date of repair, print this screen and keep a copy with the repair order.

- Confirm the Campaign/Action is open <arrow 1>. If the status is closed, no further work is required.
- Note the Applicable Criteria ID <arrow 2> for use in determining the correct work to be done and corresponding parts associated.

CRITICAL REPAIR STEP

 **STOP!** 

All campaigns/actions with a repair available must be performed in order of the Start date <arrow 3>. The oldest should be performed first (unless otherwise noted in the repair instructions).

Proceed to Section B

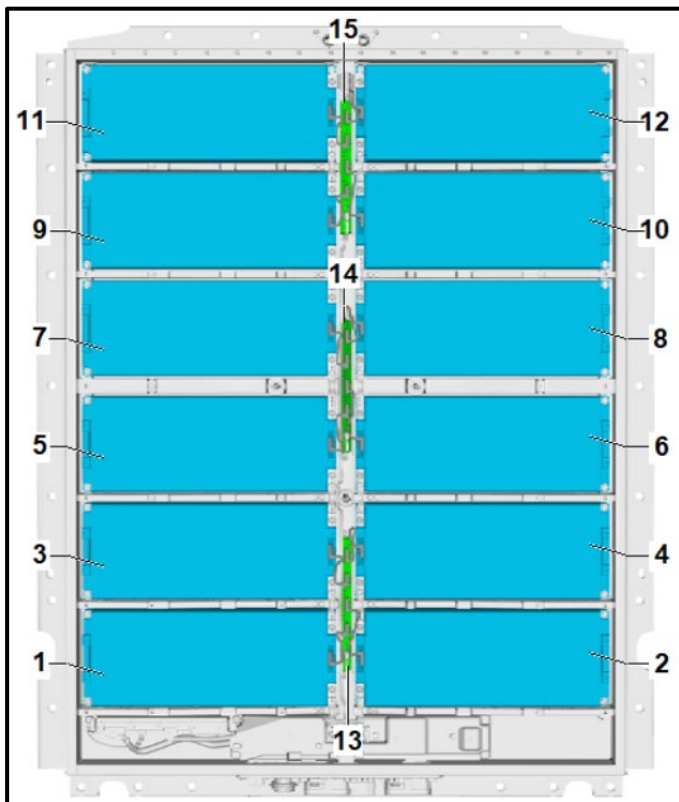
IMPORTANT!

When the ELSA repair manual is referenced, ensure that all steps listed in that section are followed. This includes selecting hyperlinks within the section if additional steps are required by the repair manual.

NOTE

If the condition is present in the vehicle, one or more of the following DTCs may be stored in DA 008C:

- P0DAC00 - Hybrid/EV Battery Cell Balancing Circuit "A"
- P0DBC00 - Hybrid/EV Battery Cell Balancing Circuit "E"
- P0DCC00 - Hybrid/EV Battery Cell Balancing Circuit "I"



Cell module replacement determination:

⚠ CRITICAL REPAIR STEP



Cell module replacement is determined by the assigned criteria!

- 01 = module position 1
- 02 = module position 2
- 03 = module position 3
- 04 = module position 4
- 05 = module position 5
- 06 = module position 6
- 07 = module position 7
- 08 = module position 8
- 09 = module position 9
- 10 = module position 10
- 11 = module position 11
- 12 = module position 12

- Refer to the corresponding campaign criteria in ELSA to determine which cell module requires replacement.

⚠ CRITICAL REPAIR STEP



Before balancing the new cell module, be sure that the vehicle is ready for the repair to be performed.

If possible, the high voltage battery should be de-energized right after recording the voltage reading to avoid possible voltage variations.

Charging the vehicle, driving the vehicle, leaving the ignition on, or running the HVAC can change the high voltage battery voltage.

After reading out the average cell module voltage from the MVBs, avoid moving the vehicle if possible. The vehicle must not be charged or have any electrical consumers used. If this step is not followed, there is a risk that the new cell module will not be balanced correctly resulting in possible faults and having to remove and re-balance the cell module again.



Perform cell balancing on new cell module(s):

- Determine the average cell module voltage per the ELSA repair manual:
 - *Repair manual > Motor > Electric Drive Motor 0EH, 0ET, 0EJ > 93 Electric drive > High-Voltage Battery Unit, 82, 84 kWh > Average Cell Voltage, Determining.*

NOTE

The wording of the test plan to determine the average cell module voltage may vary depending on the ODIS version.

- Balance the new cell module per the ELSA repair manual:
 - *Repair manual > Motor > Electric Drive Motor 0EH, 0ET, 0EJ > 93 Electric drive > High-Voltage Battery Unit, 82, 84 kWh > Battery Modules, Charging and Discharging.*
- When charging or discharging a new cell module, follow the instructions in the ELSA repair manual in conjunction with the operating instructions for the cell balancer being used.

TIP

Operating instructions for the VAS6910, VAS6910A, and DSS Manager program can be found on the Audi Special Tools and Equipment website.



Module Balancer

Model: VAS6910

Price: **\$12,984.18***

log in for dealer pricing.

Available

Add To Cart

Image shown may not be actual product. Product and price information are subject to change without notice.

Notes

DSS Manager OperatingManual Rev02

OperatingManual Rev10

VAS 6910 Unpacking Instruction and Start-Up EN rev12



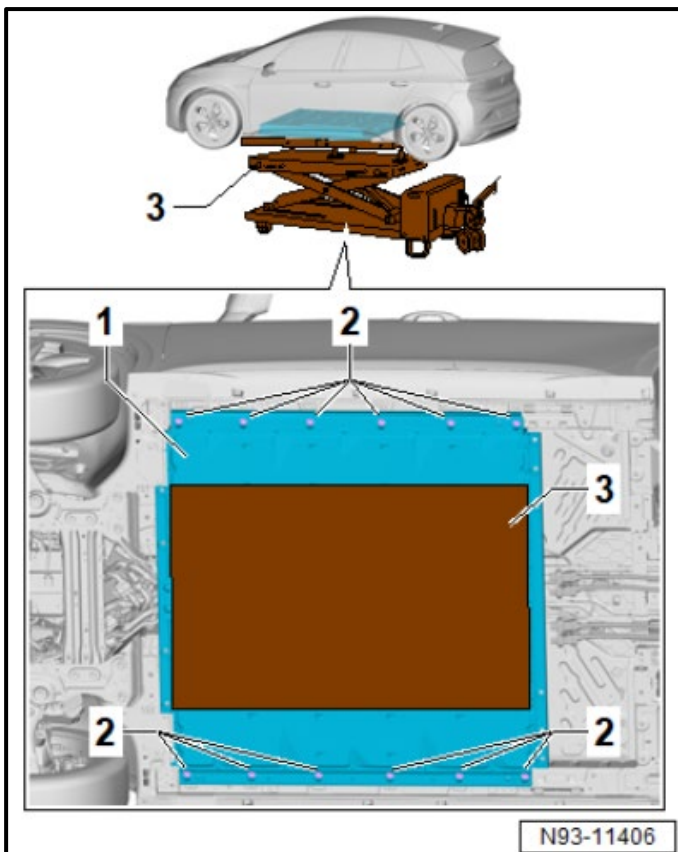
De-energize the high-voltage system:

DANGER

High voltage increases the risk of fatal injury
Electrocution can cause severe bodily or fatal injury

Have a high-voltage technician or a high-voltage expert de-energize the high-voltage system.

- De-energize the high-voltage system per the ELSA repair manual:
 - *Repair manual > Motor > Electric Drive Motor 0EH, 0ET, 0EJ > 93 Electric drive > De-Energized High-Voltage System.*



High-voltage battery removal:

DANGER

There is a risk of fatal injury due to high voltage.
Electrocution by direct contact or electric arc can cause severe bodily injury or fatal injury.

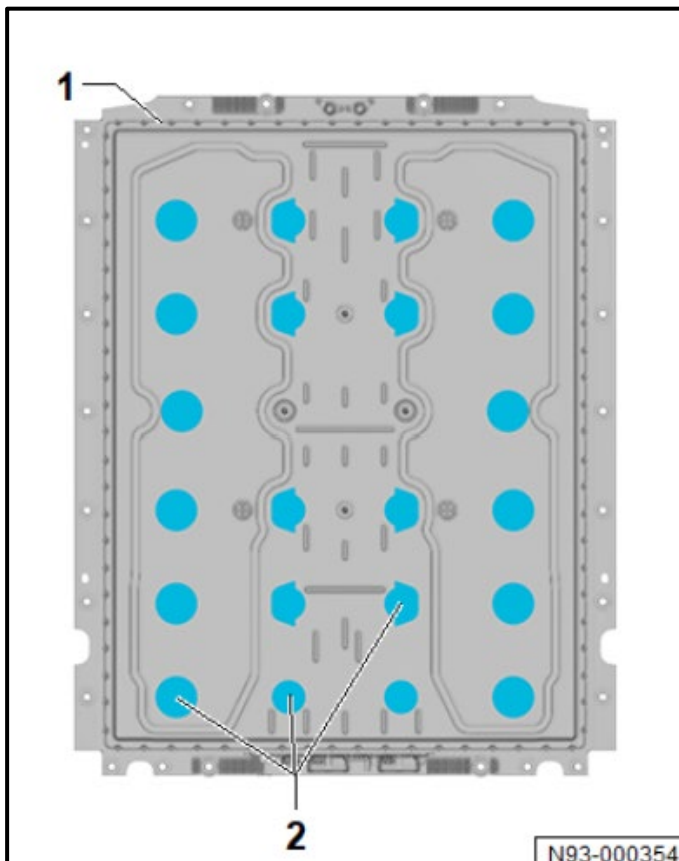
Have a high-voltage technician or a high-voltage expert de-energize the high-voltage system.

CAUTION

Risk of damaging the testing equipment!

The pressure sensor VAS 611013 is used for measuring pressure between approximately -50 mbar and +50 mbar. Pressure or vacuum significantly over these amounts can damage the sensor within the gauge.

- Remove the high-voltage battery from the vehicle per the ELSA repair manual:
 - *Repair manual > Motor > Electric Drive Motor 0EH, 0ET, 0EJ > 93 Electric drive > High-Voltage Battery Unit, 82, 84 kWh > High-Voltage Battery 1 AX2, Removing and Installing.*
- Note the following when removing the high-voltage battery:
 - Mark the position of the scissor lift table on the floor to aid in re-positioning the table during reinstallation.
 - Pay close attention to all wiring harnesses when lowering the battery.
 - Pay close attention to all coolant hoses when lowering the battery.



Remove the high-voltage battery cover:

⚠ DANGER

There is a risk of fatal injury due to high voltage. Severe bodily injury or death by electrocution or electric arcs is possible.

The following procedures may only be performed by a qualified high-voltage expert (HVE).

⚠ DANGER

There is a risk of fatal injury due to high voltage. Electrocution by direct contact or electric arc can cause severe bodily injury or fatal injury.

- For the following procedures suitable personal protective equipment must be worn.
- For the following steps two correspondingly qualified technicians must be present for the supervision.
- If necessary, a second technician can help the high-voltage expert outside of the hazardous area within their qualification.
- The personal protective equipment (PPE) must be dry and undamaged.

⚠ CRITICAL REPAIR STEP



RISK OF SEVERE CONSEQUENTIAL DAMAGE!

USE HAND TOOLS ONLY!

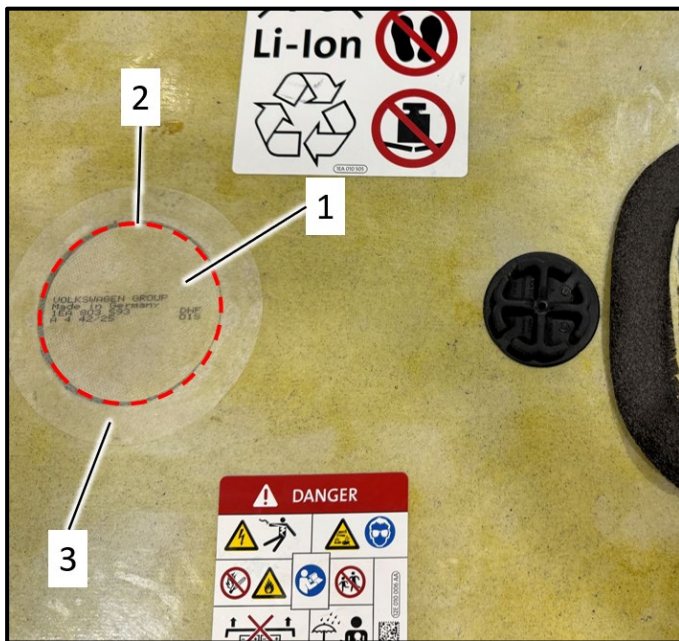
Do not use power tools to remove any of the bolts. Using power tools to remove the bolts can damage the threads in the lower housing. Claims for lower housing replacements due to improper bolt removal will be denied.

⚠ CAUTION

Risk of damaging the high-voltage battery components due to incorrect handling.

Pay close attention to the ELSA repair manual cautions.

- Clean off any debris that has accumulated on the battery housing prior to opening.



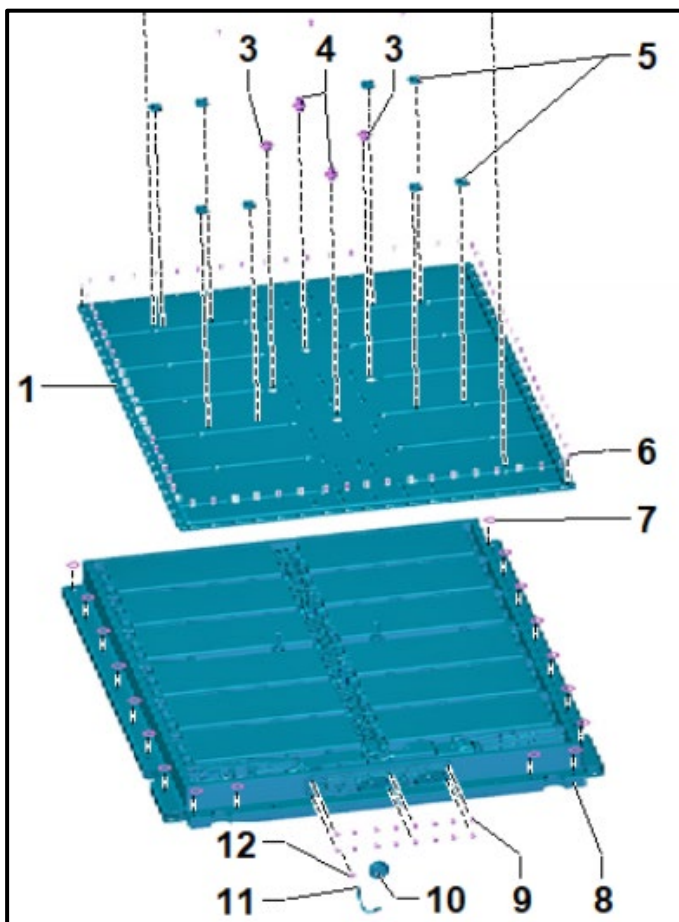
- Cut around the adhesive cover <1> in the area shown <2>.
- Leave the adhesive film ring <3> in place as the new adhesive plug will be placed over it.
- Repeat this process for the remaining adhesive covers on the upper cover.



NOTE

Removal of the adhesive covers may result in the upper layer of the fire protection barrier peeling back <arrows>. This is acceptable and does not require replacement of the HV battery cover.





- Remove the high-voltage battery cover <1> per the ELSA repair manual:
 - *Repair manual > Motor > Electric Drive Motor 0EH, 0ET, 0EJ > 93 Electric drive > High-Voltage Battery Unit, 82, 84 kWh > High-Voltage Battery 1 AX2, Opening.*

⚠ DANGER

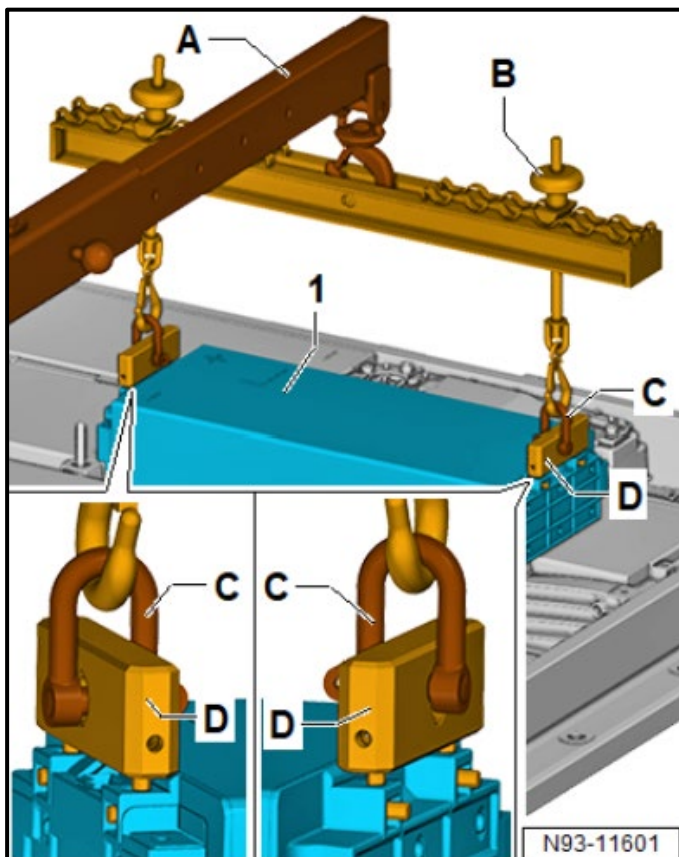
**High voltage increases the risk of fatal injury
Electrocution can cause severe bodily or fatal injury**

Pay close attention to which Repair Manual steps require Personal Protective Equipment.

! NOTE

The upper part of battery housing can be reused under certain circumstances and does not have to be replaced.

To determine if the cover can be reused, refer to the ELSA Repair Manual: *Repair manual > Motor > Electric Drive Motor 0EH, 0ET, 0EJ > 93 Electric drive > High-Voltage Battery Unit, 82, 84 kWh > Battery Housing Upper Section, Checking for Re-Use*



Replace the affected cell module(s):

⚠ DANGER

**There is a risk of fatal injury due to high voltage.
Severe bodily injury or death by electrocution or electric arcs is possible.**

Pay very close attention to the Repair Manual steps.

- Replace the affected cell module per the ELSA repair manual:
 - **Cell module removal:**
Repair manual > Motor > Electric Drive Motor 0EH, 0ET, 0EJ > 93 Electric drive > High-Voltage Battery Components, 82, 84 kWh > Battery Module, Removing.
 - **Cell module installation:**
Repair manual > Motor > Electric Drive Motor 0EH, 0ET, 0EJ > 93 Electric drive > High-Voltage Battery Components, 82, 84 kWh > Battery Module, Installing.



- Double check the expiration date of the paste before applying.
- Use Double Cartridge Adhesive Gun -VAS5237- to apply the heat paste.
- Before applying the heat paste, release a small amount through the applicator to ensure the paste is mixing properly.
- When filling Template -T10606-, ALL of the heat paste must be used.



DANGER

STOP!

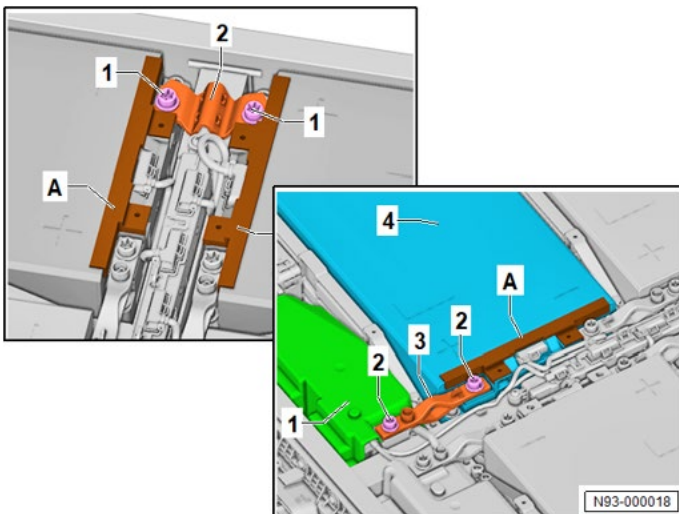
Incorrect installation of battery modules and module connectors.

Short circuit electric arc can cause severe bodily or fatal injuries.

Check the battery modules and module connectors for correct installation.

Only continue with the procedure when there is no voltage in between the battery terminals.

Pay very close attention to the Repair Manual steps outlining the use of the -VAS6762/45-.



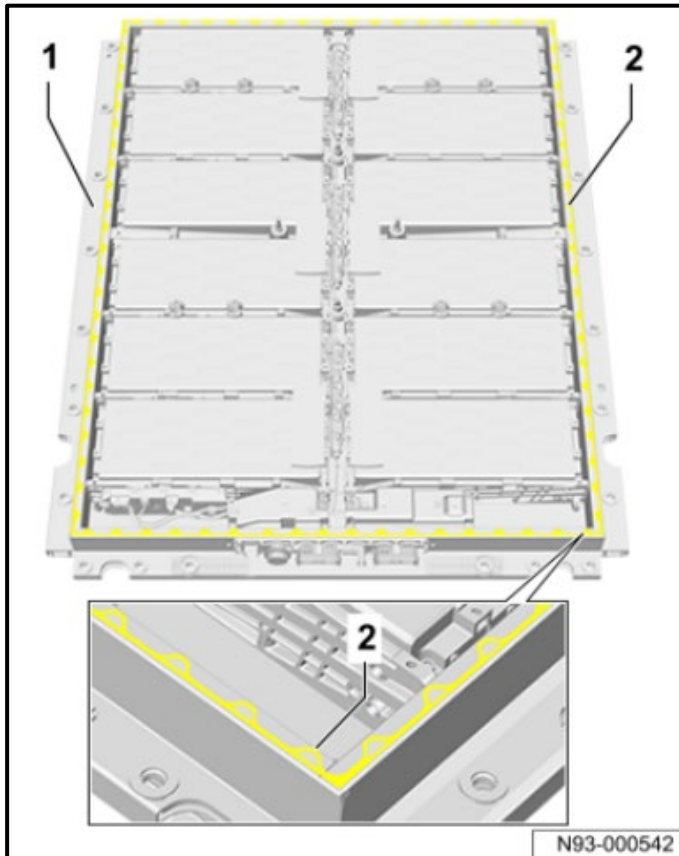
Reconnect high-voltage circuit:

- Reconnection is the reverse order of disconnecting.
- Reconnect the high-voltage circuit per the ELSA repair manual:
 - *Repair Manual > Motor > Electric Drive Motor 0EH, 0ET, 0EJ > 93 Electric drive > High-Voltage Battery Unit, 82, 84 kWh > Circuit, Disconnecting.*



Check for high-voltage battery faults:

- Using -VAS671007- or -VAS5581A-, in conjunction with the Diagnostic Tester, verify there are no faults stored for any high-voltage battery component before installing the high-voltage battery cover.



Install and seal high-voltage battery cover:

NOTE

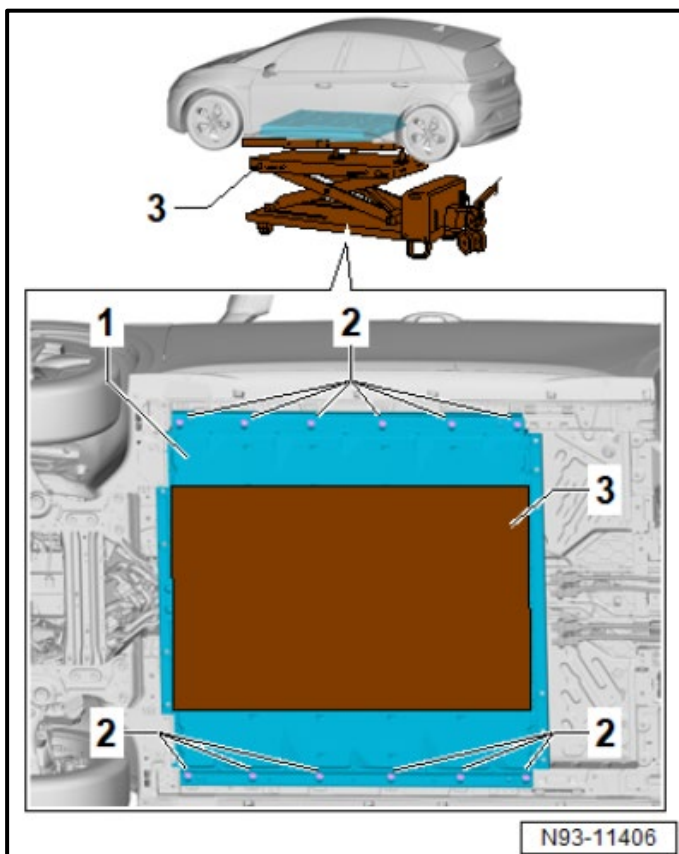
The upper part of battery housing can be reused under certain circumstances and does not have to be replaced.

To determine if the cover can be reused, refer to the ELSA Repair Manual: *Repair manual > Motor > Electric Drive Motor 0EH, 0ET, 0EJ > 93 Electric drive > High-Voltage Battery Unit, 82, 84 kWh > Battery Housing Upper Section, Checking for Re-Use*

- Install and seal the battery cover per the ELSA repair manual:
 - *Repair manual > Motor > Electric Drive Motor 0EH, 0ET, 0EJ > 93 Electric drive > High-Voltage Battery Unit, 82, 84 kWh > High-Voltage Battery 1 AX2, Sealing.*

TIP

To aid in removal of the adhesive residue <2> from the lower housing <1>, a suitable wedge from the -VAS895015- removal wedge set can be used prior to cleaning with a lint free cloth and cleaning solution.



Reinstall the high-voltage battery:

- Reinstall the high-voltage battery as per the ELSA repair manual:
 - *Repair manual > Motor > Electric Drive Motor 0EH, 0ET, 0EJ > 93 Electric drive > High-Voltage Battery Unit, 82, 84 kWh > High-Voltage Battery 1 AX2, Removing and Installing.*



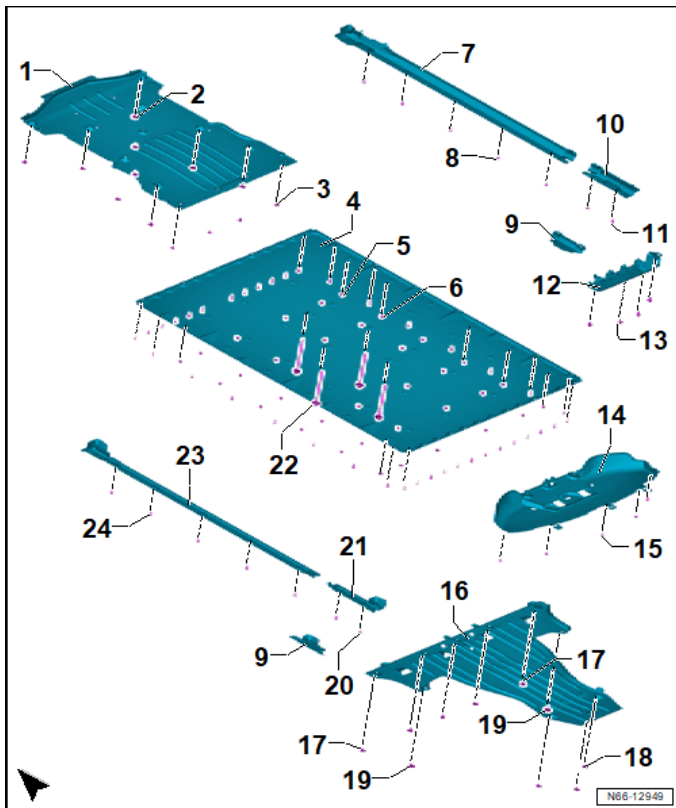
Re-energize the high-voltage system:

⚠ DANGER

**High voltage increases the risk of fatal injury
Electrocution can cause severe bodily or fatal injury**

Have a high-voltage technician or a high-voltage expert re-energize the high-voltage system.

- Re-energize the high-voltage system per the ELSA repair manual:
 - *Repair manual > Motor > Electric Drive Motor 0EH, 0ET, 0EJ > 93 Electric drive > High-Voltage System, Re-Energizing.*



Reinstall remaining components:

- Installation is the reverse order of removal.
- Reference the ELSA Repair Manual as needed.
- Replace any damaged fasteners.

Clear repair related faults:

- Exit GFF and send the diagnostic protocol to GFF paperless.

CRITICAL REPAIR STEP



Perform a test drive above 20 mph/35 kph to calibrate the three-phase drive -VX54-.

When performing this road test, the vehicle will momentarily lose acceleration when the three-phase drive -VX54- calibrates. Ensure the road test is performed in a safe manner.

Proceed to Section C

Section C - Parts Return/Disposal

Properly store (retain), destroy or dispose of removed parts in accordance with all state/province and local requirements, unless otherwise indicated and/or requested through the Warranty Parts Portal (WPP) for U.S. and the Part Destruction and Core Disposition Report for Canada.