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SECTION

VEHICLE CHARGING SYSTEM

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PRECAUTIONS

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Precaution for Technicians Using Medical Electric

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OPERATION PROHIBITION

WARNING:

- Parts with strong magnet is used in this vehicle.
- Technicians using a medical electric device such as pacemaker must never perform operation on the vehicle, as magnetic field can affect the device function by approaching to such parts.

NORMAL CHARGE PRECAUTION

WARNING:

- If a technician uses a medical electric device such as an implantable cardiac pacemaker or an implantable cardioverter defibrillator, the possible effects on the devices must be checked with the device manufacturer before starting the charge operation.
- As radiated electromagnetic wave generated by PDM (Power Delivery Module) at normal charge operation may affect medical electric devices, a technician using a medical electric device such as implantable cardiac pacemaker or an implantable cardioverter defibrillator must not approach motor room [PDM (Power Delivery Module)] at the hood-opened condition during normal charge operation.

PRECAUTION AT TELEMATICS SYSTEM OPERATION

WARNING:

- If a technician uses implantable cardiac pacemaker or implantable cardioverter defibrillator (ICD), avoid the device implanted part from approaching within approximately 220 mm (8.66 in) from interior/exterior antenna.
- The electromagnetic wave of TCU might affect the function of the implantable cardiac pacemaker or the implantable cardioverter defibrillator (ICD), when using the service, etc.
- If a technician uses other medical electric devices than implantable cardiac pacemaker or implantable cardioverter defibrillator (ICD), the electromagnetic wave of TCU might affect the function of the device. The possible effects on the devices must be checked with the device manufacturer before TCU use.

PRECAUTION AT INTELLIGENT KEY SYSTEM OPERATION

WARNING:

- If a technician uses implantable cardiac pacemaker or implantable cardioverter defibrillator (ICD), avoid the device implanted part from approaching within approximately 220 mm (8.66 in) from interior/exterior antenna.
- The electromagnetic wave of Intelligent Key might affect the function of the implantable cardiac pacemaker or the implantable cardioverter defibrillator (ICD), at door operation, at each request switch operation, or at engine starting.
- If a technician uses other medical electric devices than implantable cardiac pacemaker or implantable cardioverter defibrillator (ICD), the electromagnetic wave of Intelligent Key might affect the function of the device. The possible effects on the devices must be checked with the device manufacturer before Intelligent Key use.

Point to Be Checked Before Starting Maintenance Work

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The high voltage system may starts automatically. It is required to check that the timer air conditioner and timer charge (during EVSE connection) are not set before starting maintenance work.

NOTE:

If the timer air conditioner or timer charge (during EVSE connection) is set, the high voltage system starts automatically even when the power switch is in OFF state.

Precaution for Supplemental Restraint System (SRS) "AIR BAG" and "SEAT BELT PRE-TENSIONER"

INFOID:000000010121196

The Supplemental Restraint System such as "AIR BAG" and "SEAT BELT PRE-TENSIONER", used along with a front seat belt, helps to reduce the risk or severity of injury to the driver and front passenger for certain types of collision. This system includes seat belt switch inputs and dual stage front air bag modules. The SRS

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system uses the seat belt switches to determine the front air bag deployment, and may only deploy one front air bag, depending on the severity of a collision and whether the front occupants are belted or unbelted. Information necessary to service the system safely is included in the SR and SB section of this Service Manual.

WARNING:

- To avoid rendering the SRS inoperative, which could increase the risk of personal injury or death in the event of a collision which would result in air bag inflation, all maintenance must be performed by an authorized NISSAN/INFINITI dealer.
- Improper maintenance, including incorrect removal and installation of the SRS, can lead to personal injury caused by unintentional activation of the system. For removal of Spiral Cable and Air Bag Module, see the SR section.
- Do not use electrical test equipment on any circuit related to the SRS unless instructed to in this Service Manual. SRS wiring harnesses can be identified by yellow and/or orange harnesses or harness connectors.

PRECAUTIONS WHEN USING POWER TOOLS (AIR OR ELECTRIC) AND HAMMERS

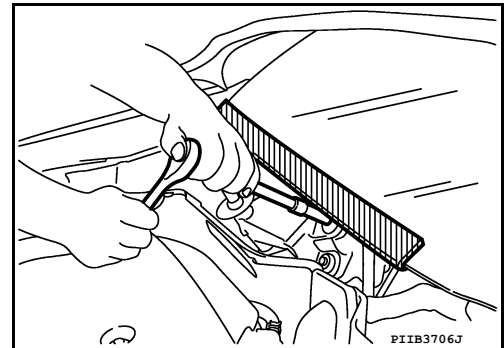
WARNING:

- When working near the Airbag Diagnosis Sensor Unit or other Airbag System sensors with the Ignition ON or engine running, DO NOT use air or electric power tools or strike near the sensor(s) with a hammer. Heavy vibration could activate the sensor(s) and deploy the air bag(s), possibly causing serious injury.
- When using air or electric power tools or hammers, always switch the Ignition OFF, disconnect the battery and wait at least three minutes before performing any service.

Precaution for Procedure without Cowl Top Cover

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When performing the procedure after removing cowl top cover, cover the lower end of windshield with urethane, etc to prevent damage to windshield.



Precautions for Removing Battery Terminal

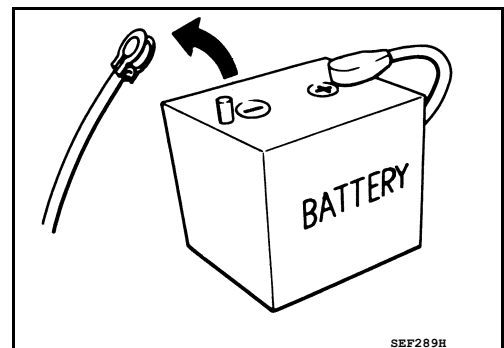
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- When removing the 12V battery terminal, turn OFF the power switch and wait at least 5 minutes.

NOTE:

ECU may be active for several minutes after the power switch is turned OFF. If the battery terminal is removed before ECU stops, then a DTC detection error or ECU data corruption may occur.

- Always disconnect the battery terminal within 60 minutes after turning OFF the power switch. Even when the power switch is OFF, the 12V battery automatic charge control may automatically start after a lapse of 60 minutes from power switch OFF.
- Disconnect 12V battery terminal according to the following steps.



WORK PROCEDURE

1. Check that EVSE is not connected.

NOTE:

If EVSE is connected, the air conditioning system may be automatically activated by the timer A/C function.

2. Turn the power switch OFF → ON → OFF. Get out of the vehicle. Close all doors (including back door).
3. Check that the charge status indicator lamp does not blink and wait for 5 minutes or more.

NOTE:

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If the battery is removed within 5 minutes after the power switch is turned OFF, plural DTCs may be detected.

4. Remove 12V battery terminal within 60 minutes after turning the power switch OFF → ON → OFF.

CAUTION:

- After all doors (including back door) are closed, if a door (including back door) is opened before battery terminals are disconnected, start over from Step 1.
- After turning the power switch OFF, if "Remote A/C" is activated by user operation, stop the air conditioner and start over from Step 1.

NOTE:

Once the power switch is turned ON → OFF, the 12V battery automatic charge control does not start for approximately 1 hour.

- For vehicles with the 2-batteries, be sure to connect the main battery and the sub battery before turning ON the power switch.

NOTE:

If the power switch is turned ON with any one of the terminals of main battery and sub battery disconnected, then DTC may be detected.

- After installing the 12V battery, always check "Self Diagnosis Result" of all ECUs and erase DTC.

NOTE:

The removal of 12V battery may cause a DTC detection error.

High Voltage Precautions

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DANGER:



Since hybrid vehicles and electric vehicles contain a high voltage battery, there is the risk of electric shock, electric leakage, or similar accidents if the high voltage component and vehicle are handled incorrectly. Be sure to follow the correct work procedures when performing inspection and maintenance.

WARNING:

- Be sure to remove the service plug in order to disconnect the high voltage circuits before performing inspection or maintenance of high voltage system harnesses and parts.
- The removed service plug must always be carried in a pocket of the responsible worker or placed in the tool box during the procedure to prevent the plug from being connected by mistake.
- Be sure to wear insulated protective equipment before beginning work on the high voltage system.
- Never allow workers other than the responsible person to touch the vehicle containing high voltage parts. To keep others from touching the high voltage parts, these parts must be covered with an insulating sheet except when using them.

CAUTION:

Never bring the vehicle into the READY status with the service plug removed unless otherwise instructed in the Service Manual. A malfunction may occur if this is not observed.

HIGH VOLTAGE HARNESS AND EQUIPMENT IDENTIFICATION

All the high voltage harnesses and connectors are orange. The Li-ion battery and other high voltage devices include an orange high voltage label. Never touch these harnesses and high voltage parts.

HANDLING OF HIGH VOLTAGE HARNESS AND TERMINALS

Immediately insulate disconnected high voltage connectors and terminals with insulating tape.

REGULATIONS ON WORKERS WITH MEDICAL ELECTRONICS

WARNING:

The vehicle contains parts that contain powerful magnets. If a person who is wearing a heart pacemaker or other medical device is close to these parts, the medical device may be affected by the magnets. Such persons must not perform work on the vehicle.

PROHIBITED ITEMS TO CARRY DURING THE WORK

Hybrid vehicles and electric vehicles contain parts with high voltage and intense magnetic force. Never carry metal products and magnetic recording media (e.g. cash card, prepaid card) to repair/inspect high voltage parts. If this is not observed, the metal products may create a risk of short circuit and the magnetic recording media may lose their magnetic recording.

POSTING A SIGN OF "DANGER! HIGH VOLTAGE AREA. KEEP OUT"

PRECAUTIONS

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Indicate "HIGH VOLTAGE. DO NOT TOUCH" on the vehicle under repair/inspection to call attention to other workers.

| |
|--|
| |
| DANGER: HIGH VOLTAGE REPAIR IN PROGRESS. DO NOT TOUCH! Person in charge: _____ |
| DANGER: HIGH VOLTAGE REPAIR IN PROGRESS. DO NOT TOUCH! Person in charge: _____ |
| <p>Copy this page and put it after folding on the roof of the vehicle in service.</p> <p style="text-align: right;"><small>JSAIA1600GB</small></p> |

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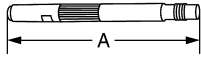
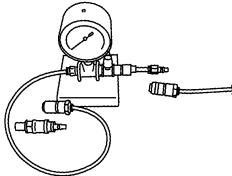
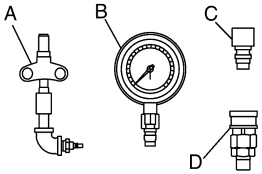
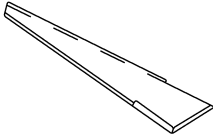
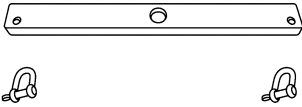
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Special Service Tools

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The actual shape of the tools may differ from those illustrated here.

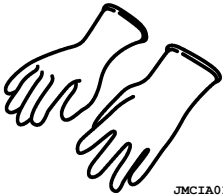
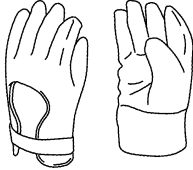
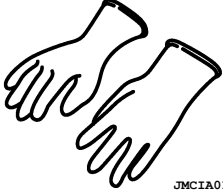

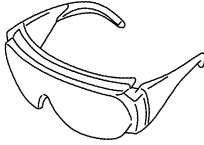
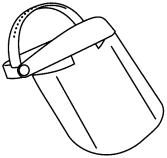
| Tool number (TechMate No.) Tool name | Description |
|---|--|
| KV99112300 (J - 51050) Guide pin  JPCIA0332ZZ | Removing and installing the PDM (Power Delivery Module) 3 pins/set A: 106 mm (4.17 in) / 1 pin 96 mm (3.78 in) / 2 pins |
| KV99111400 (J - 50378) Air leak tester  JSCIA0257ZZ | When checking air leaks after disassembling/assembling Li-ion battery. |
| KV99112400 (J - 51051) Air leak tester A: Attachment B: 25 kPa pressure gauge C: Male coupler D: Female coupler for base mounting  JPCIA0351ZZ | Air leak test following disassembly and re-assembly of the PDM (Power Delivery Module) |
| KV10120900 (J - 51053) Acrylic scraper  JPCIA0335ZZ | Removing liquid gasket |
| KV99112200 (J - 51049) Slinger NOTE: The slinger comes as a set with 2 shackles.  JPCIA0373ZZ | Supporting and hoisting the PDM (Power Delivery Module) |

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Commercial Service Tools

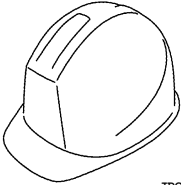
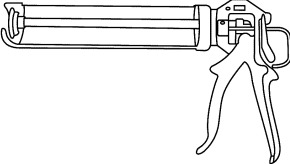
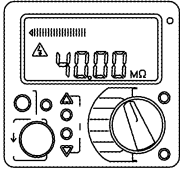
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| Tool name | Description |
|--|---|
| <p>Insulated gloves</p>  <p>JMCIA0149ZZ</p> | <p>Removing and installing high voltage components [Guaranteed insulation performance for 1000V/300A]</p> |
| <p>Leather gloves</p>  <p>JPCIA0066ZZ</p> | <ul style="list-style-type: none"> • Removing and installing high voltage components • Protect insulated gloves <p>[Use leather gloves that can fasten the wrist tight]</p> |
| <p>Anti-static gloves</p>  <p>JMCIA0149ZZ</p> | <ul style="list-style-type: none"> • Gloves for preventing static electricit • Disassembly and reassembly of the PDM (Power Delivery Module) |
| <p>Insulated safety shoes</p>  <p>JPCIA0011ZZ</p> | <p>Removing and installing high voltage components</p> |
| <p>Safety glasses</p>  <p>JPCIA0012ZZ</p> | <ul style="list-style-type: none"> • Removing and installing high voltage components • To protect eye from the spatter on the work to electric line <p>[ANSI Z87.1]</p> |
| <p>Face shield</p>  <p>JPCIA0167ZZ</p> | <ul style="list-style-type: none"> • Removing and installing high voltage components • To protect face from the spatter on the work to electric line |

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| Tool name | Description |
|---|---|
| <p data-bbox="164 302 331 327">Insulated helmet</p>  <p data-bbox="837 417 927 432">JPCIA0013ZZ</p> | <p data-bbox="1032 289 1455 342">Removing and installing high voltage components</p> |
| <p data-bbox="164 541 526 594">Tube presser [Gasket material applicator]</p>  <p data-bbox="837 667 927 682">JSCIA0639ZZ</p> | <p data-bbox="1032 527 1438 611">Installing PDM (Power Delivery Module) cover (Apply the liquid gasket)</p> |
| <p data-bbox="164 793 431 846">Insulation resistance tester (Multi tester)</p>  <p data-bbox="837 919 927 934">JPCIA0014ZZ</p> | <p data-bbox="1032 793 1438 846">Measuring insulation resistance, voltage, and resistance</p> |

COMPONENT PARTS

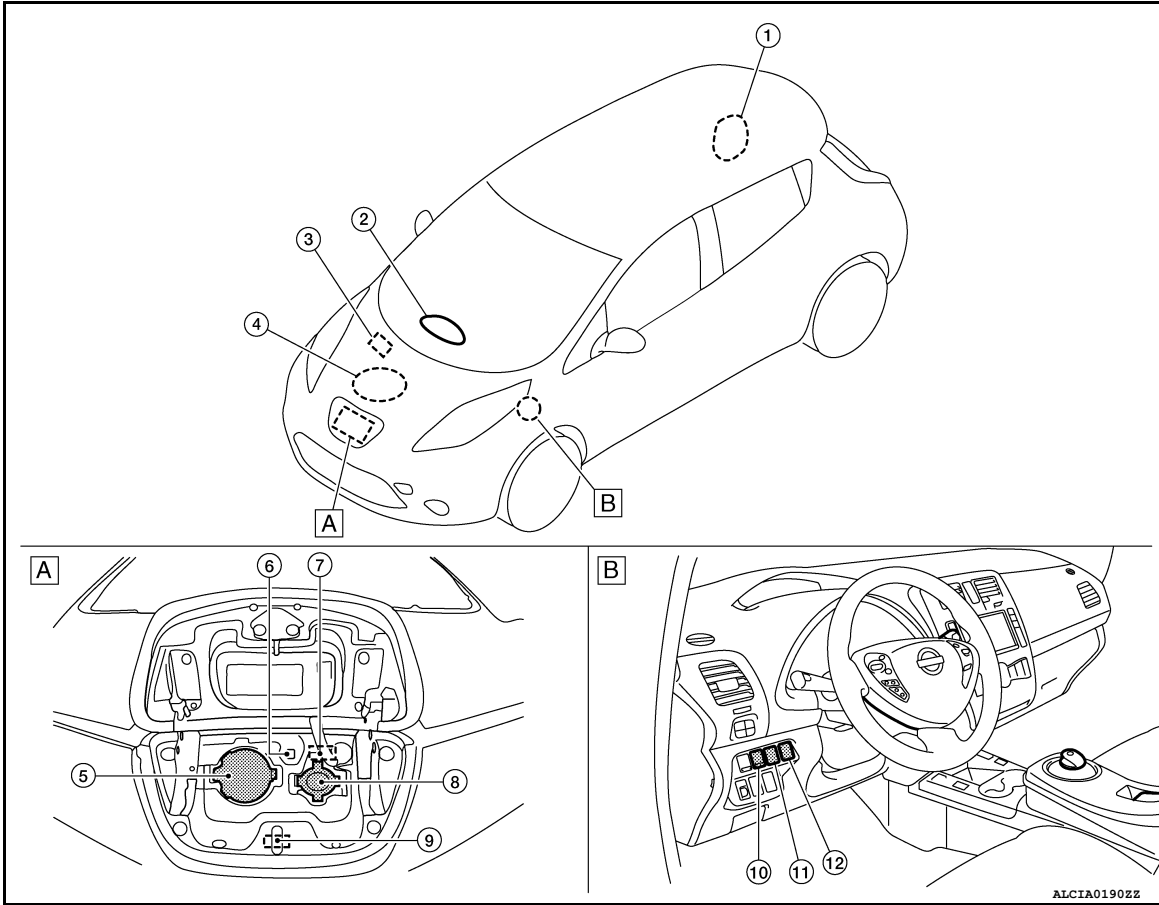
< SYSTEM DESCRIPTION >

SYSTEM DESCRIPTION

COMPONENT PARTS

Component Parts Location

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A Charge port (Vehicle front side)

B Instrument lower panel LH

| No. | Component | Function |
|-----|---------------------------------|--|
| ① | EVSE | VC-12, "EVSE" |
| ② | Charging status indicator | VC-15, "Charging Status Indicator" |
| ③ | VCM | VCM is performed integrated control for vehicle charging system. Refer to EVC-15, "Component Parts Location" , for detailed installation location. |
| ④ | PDM (Power delivery module) | VC-12, "PDM (Power Delivery Module)" |
| ⑤ | Quick charge port* | VC-13, "Charge Port" |
| ⑥ | Charge port light | VC-14, "Charge Port Light" |
| ⑦ | Charge connector lock actuator | VC-14, "Charge Connector Lock Actuator" |
| ⑧ | Normal charge port | VC-13, "Charge Port" |
| ⑨ | Charge port lid opener actuator | Unlock the charge port lid according to operation signal from VCM. Refer to DLK-15, "Component Parts Location" , for detailed installation location. |
| ⑩ | Immediate charging switch | VC-14, "Immediate Charging Switch" |

COMPONENT PARTS

< SYSTEM DESCRIPTION >

| No. | Component | Function |
|-----|-------------------------------|---|
| ⑪ | Charge connector lock switch | VC-14, "Charge Connector Lock Switch" |
| ⑫ | Charge port lid opener switch | Input charge port lid opener switch signal to VCM. Refer to DLK-15, "Component Parts Location" , for detailed installation location. |

*: Model with quick charge port.

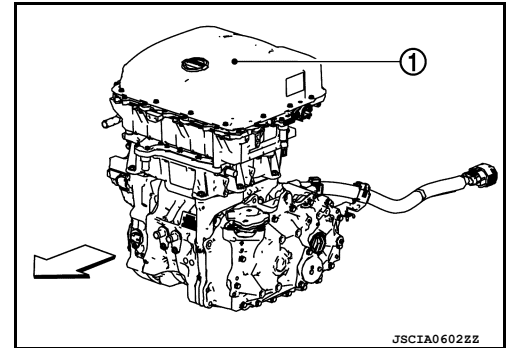
PDM (Power Delivery Module)

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The PDM (Power Delivery Module)① is installed to the upper part of drive motor in the motor room together with drive motor inverter and consists of a charger and DC/DC converter.

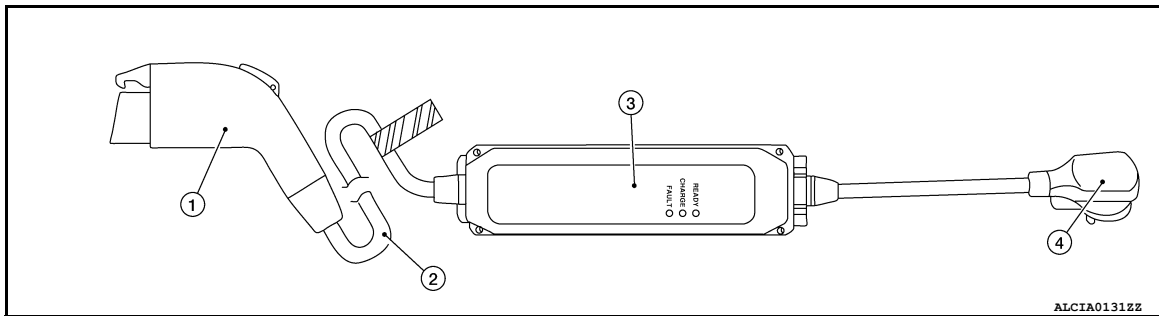
The charger converts external AC power source to DC power source (260 – 410 V), and charges the Li-ion battery according to the type of charging. The DC/DC converter charges the auxiliary 12V battery according to the VCM command.

← : Vehicle front



EVSE

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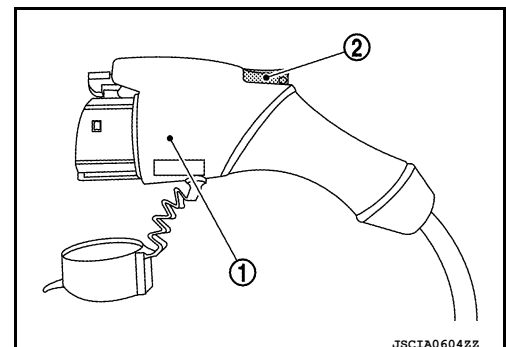


- ① Normal charge connector
- ② Cable
- ③ Control box
- ④ Plug

The EVSE (Electric Vehicle Supply Equipment) is manufactured based on the specifications prescribed in SAE-J1772, and is for charging by connecting a commercial power source to the vehicle. The EVSE consists of a plug, cable, control box, and a normal charge connector and supplies power to the vehicle using commercial power. By conducting PWM communication with the PDM (Power Delivery Module), the EVSE performs safe and suitable charging for the vehicle.

Normal Charge Connector

The normal charge connector① is equipped with a release switch② to maintain the connection between the normal charge port and the charge connector.



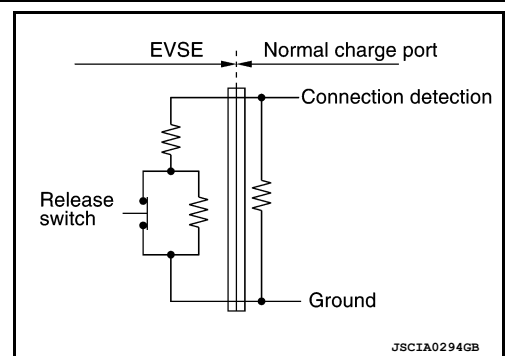
COMPONENT PARTS

< SYSTEM DESCRIPTION >

The charging connector is equipped with a release switch to maintain the connection between the normal charging port and the charging connector. In addition, a circuit for detecting the hold status is incorporated into the release switch, which stops the charging temporarily if the release switch is pressed during charging.

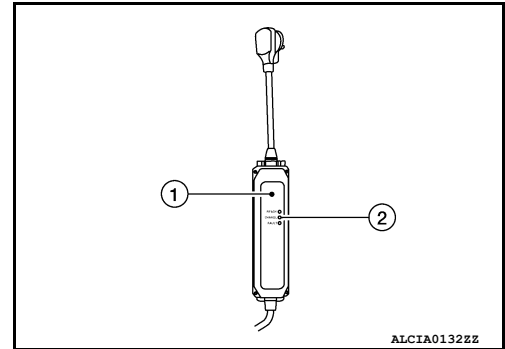
NOTE:

- When the release switch is pressed, the contacts turn OFF.
- The release switch cannot be pressed while the charge connector is locked.



Control Box

The control box① is equipped with an indicator② that can be used to check the charging status and malfunction detection status. The indicator operates in the following cases when a commercial power supply is connected to the EVSE.



<List of Operations>

| Vehicle condition | Illumination status | | |
|---|---------------------|-------------------|-------------------|
| | READY | CHARGE | FAULT |
| When there is no AC power supply input | OFF | OFF | OFF |
| When AC power source is connected | ON (Approx.0.5 s) | ON (Approx.0.5 s) | ON (Approx.0.5 s) |
| When there is AC power supply input and the EVSE can communicate with the vehicle charger (when not charging) | ON | OFF | OFF |
| Charging | ON | ON | OFF |
| When the EVSE is not operating | OFF | OFF | OFF |
| When the EVSE detects electric leakage | ON | OFF | Blink |
| When the EVSE detects a malfunction in itself | ON | OFF | ON |
| When ground is not connected | Blink | OFF | OFF |
| When the plug is high temperature | Blink | OFF, Blink or ON | Blink |

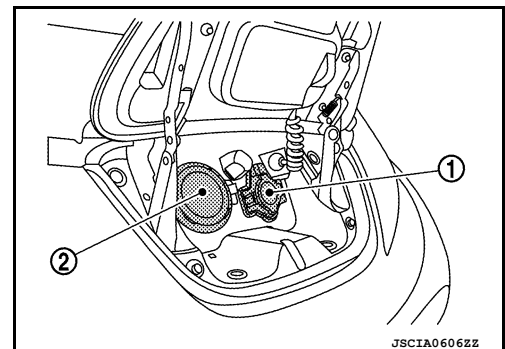
Charge Port

INFOID:000000010121205

The charge port is installed at the front of the vehicle and is equipped with a normal charge port① and a quick charge port② (with quick charge port models). For charging, connect the EVSE or quick charge connector to the charge port according to the type of charging, and then start charging.

NOTE:

The figure shows a model with quick charge port.



COMPONENT PARTS

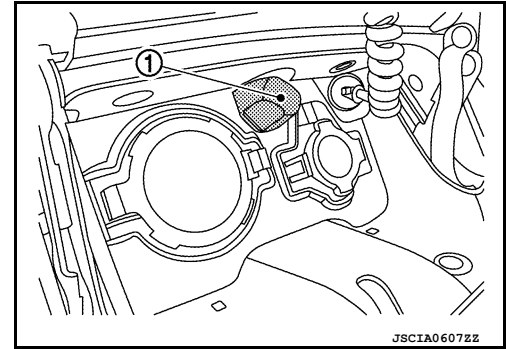
< SYSTEM DESCRIPTION >

Charge Port Light

INFOID:000000010121206

The charge port light① is installed to the inside of the charge port lid. It turns ON when the charge port is unlocked for improving workability during charging.

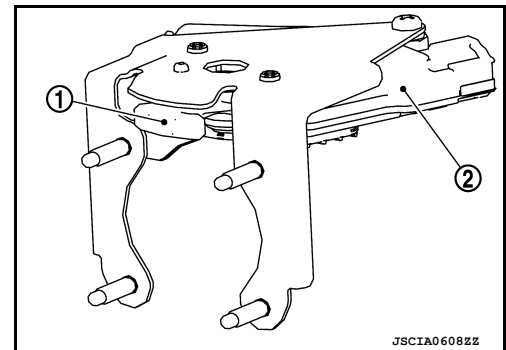
Charge port light : LED



Charge Connector Lock Actuator

INFOID:000000010121207

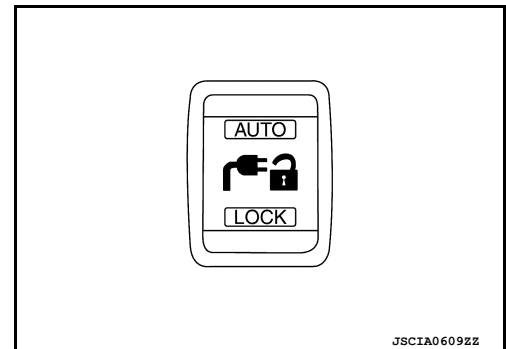
The charge connector lock actuator is installed to the normal charge port upper portion, and is composed of the swing arm① that locks the charge connector and the actuator② that operates the swing arm. The actuator operates according to the operation signal from VCM.



Charge Connector Lock Switch

INFOID:000000010121208

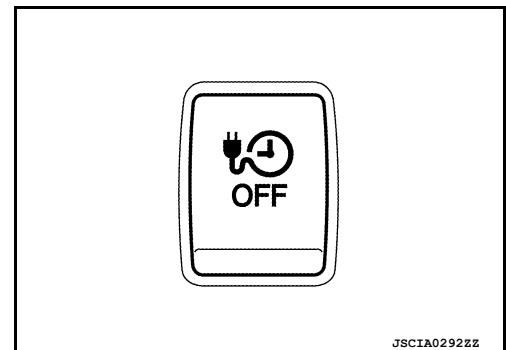
The charge connector lock switch is installed on the left instrument lower panel. It allows the charge connector lock mode to be selected according to the charging type.



Immediate Charging Switch

INFOID:000000010121209

The immediate charging switch is a switch that can be used to start charging immediately when timer charging is set.



COMPONENT PARTS

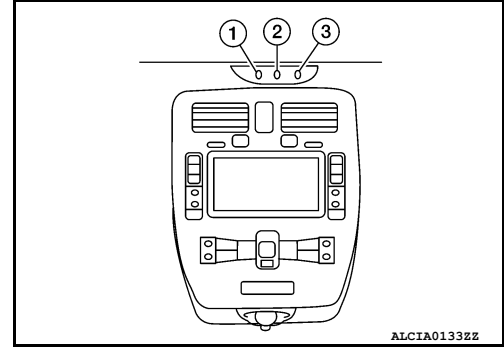
< SYSTEM DESCRIPTION >

Charging Status Indicator

INFOID:000000010121210

Charging status indicator is mounted at the upper part of the instrument panel. It indicates the charge status of the Li-ion battery.

- ① Charging status indicator 3
- ② Charging status indicator 2
- ③ Charging status indicator 1



Charging status indicator illuminates and blinks as per the following:

Indicator illuminating pattern

| Vehicle condition | Indicator lamp | Illuminating (blinking) time | Condition | | | | | | | | | |
|--|---|------------------------------|-----------|---|----|--|--|----|---------------------------------|--|--|---|
| Full charge | <table border="0"> <tr> <td>1</td> <td>2</td> <td>3</td> </tr> <tr> <td></td> <td></td> <td></td> </tr> </table> | 1 | 2 | 3 | | | | | ON for 5 minutes. | | | |
| 1 | 2 | 3 | | | | | | | | | | |
| | | | | | | | | | | | | |
| During charge | <table border="0"> <tr> <td>A: </td> <td></td> <td></td> </tr> <tr> <td>B: </td> <td></td> <td></td> </tr> <tr> <td>C: </td> <td></td> <td></td> </tr> </table> | A: | | | B: | | | C: | | | | Li-ion battery available charge gauge (segments) A: 0-3 B: 4-8 C: 9-12 |
| A: | | | | | | | | | | | | |
| B: | | | | | | | | | | | | |
| C: | | | | | | | | | | | | |
| Timer charge ON | <table border="0"> <tr> <td>A: </td> <td></td> <td></td> </tr> <tr> <td>B: </td> <td></td> <td></td> </tr> <tr> <td>C: </td> <td></td> <td></td> </tr> </table> | A: | | | B: | | | C: | | | | ON - OFF repeats for 15 minutes. |
| A: | | | | | | | | | | | | |
| B: | | | | | | | | | | | | |
| C: | | | | | | | | | | | | |
| Immediate charge ON | <table border="0"> <tr> <td>1</td> <td>2</td> <td>3</td> </tr> <tr> <td></td> <td></td> <td></td> </tr> </table> | 1 | 2 | 3 | | | | | ON for 15 minutes. | | | |
| 1 | 2 | 3 | | | | | | | | | | |
| | | | | | | | | | | | | |
| During following conditions -Automatic 12V battery charging -Timer/remote A/C operates -Li-ion battery heater operates* | <table border="0"> <tr> <td>1</td> <td>2</td> <td>3</td> </tr> <tr> <td></td> <td></td> <td></td> </tr> </table> | 1 | 2 | 3 | | | | | Blinks during operation. | | | |
| 1 | 2 | 3 | | | | | | | | | | |
| | | | | | | | | | | | | |
| Charge connector lock is unlocked | <table border="0"> <tr> <td>1</td> <td>2</td> <td>3</td> </tr> <tr> <td></td> <td></td> <td></td> </tr> </table> | 1 | 2 | 3 | | | | | Blinks 3 times after unlocking. | | | |
| 1 | 2 | 3 | | | | | | | | | | |
| | | | | | | | | | | | | |
| Normal charge connector is connected incorrectly. | <table border="0"> <tr> <td>1</td> <td>2</td> <td>3</td> </tr> <tr> <td></td> <td></td> <td></td> </tr> </table> | 1 | 2 | 3 | | | | | Blinks for 30 seconds. | | | |
| 1 | 2 | 3 | | | | | | | | | | |
| | | | | | | | | | | | | |

: Not illuminate : Illuminating : Blinking

*: Models with Li-ion battery heater

JSCIA0610GB

COMPONENT PARTS

< SYSTEM DESCRIPTION >

High Voltage Warning Label

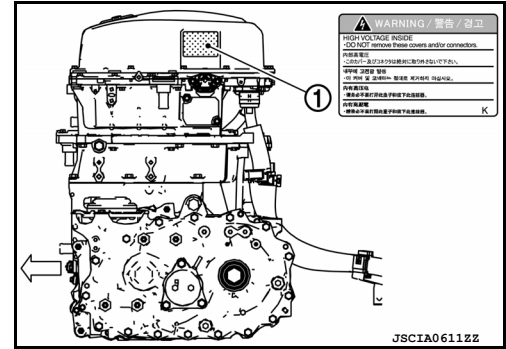
INFOID:000000010121211

The high voltage warning labels① are affixed to the up side of PDM (Power Delivery Module).

← : Vehicle front

CAUTION:

After replacing PDM (Power Delivery Module), check that the labels are affixed in the original position.



SYSTEM

< SYSTEM DESCRIPTION >

SYSTEM

VEHICLE CHARGING SYSTEM

VEHICLE CHARGING SYSTEM : System Description

INFOID:000000010121212

DESCRIPTION

This section describes the controls related to the vehicle charging system.

A
B
VC

| Item | Description | Refer to |
|---------------------------------------|---|-----------------------|
| Li-ion battery charge control | Automatically selects a charge mode that is suitable for the external power source and controls Li-ion battery charging. | VC-17 |
| Charge port control | Comprehensive control for improving the efficiency of charging work performed by the VCM. | VC-19 |
| Power voltage variable control system | Changes the DC/DC converter output inside the PDM (Power Delivery Module) according to the VCM commands. | VC-22 |
| Automatic 12V battery charge control | Controls the DC/DC converter inside the PDM (Power Delivery Module) according to the VCM commands, and charges the 12V battery. | VC-22 |

PDM (POWER DELIVERY MODULE)

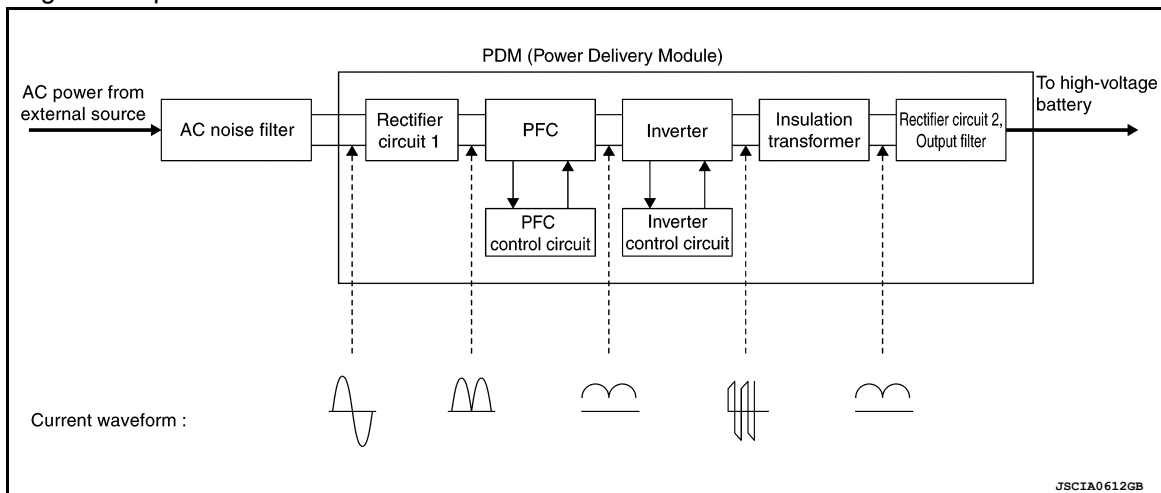
Description

The charger uses a 2-converter system which consists of the PFC circuit and the DC/DC converter. It improves charging efficiency, charge level accuracy, and the service life of the Li-ion battery. PDM (Power Delivery Module) judges whether external power supply is 100 V or 200 V, and automatically switches to charging that is appropriate for the power supply.

NOTE:

PFC (Power Factor Correction) circuit is a power factor improvement circuit. It is a device that efficiently converts AC power supply input from an external power source to a DC power supply.

Basic Charger Principle



1. AC power supply which is externally input is rectified to DC power with rectifier circuit 1.
2. The power factor of the rectified DC power supply is improved by the PFC circuit, and is boosted at the same time.
3. The boosted DC power supply is converted again to AC power supply by the inverter.
4. The voltage of the AC power supply from the inverter is converted by the insulated transformer, and is rectified to high-voltage DC power by rectifier circuit 2.
5. The rectified high-voltage DC power is output by the output circuit.

LI-ION BATTERY CHARGE CONTROL

LI-ION BATTERY CHARGE CONTROL : System Description

INFOID:000000010121213

OVERVIEW OF CHARGING FUNCTIONS

SYSTEM

< SYSTEM DESCRIPTION >

There are two types of Li-ion battery charging. Normal charging converts a commercial power supply to DC power, and quick charging uses a special charger.

For information about the charging sound system, refer to [EVC-51, "LI-ION BATTERY CHARGE CONTROL : System Description"](#).

CHARGE MODE

| Charge mode | | Remaining charge level | Time required for charge (25°C) |
|--------------------|------------------|---|--|
| Normal charge mode | Immediate charge | 100%*1 | AC 200 V: Approx. 8 hours AC 100 V: Approx. 28 hours (When charged from the point where the battery level warning lamp turns ON to 100%.) |
| | Timer charge | | |
| | Remote charge | | |
| Quick charge mode | | 100%*1 NOTE: When the specified time is passed, charging stops even if the charge level is not full.*2 | Approx. 30 minutes (When charged from the point where the battery level warning lamp turns ON to 80%.) NOTE: When the battery temperature is low or high, approx. 60 – 90 min or more may be required. |

*1: Depending on the battery state, 100% may not be reached.

*2: After charging stops, additional charging by quick charge is possible.

NORMAL CHARGE MODE

In this mode, the EVSE is connected for charging. Normal charging includes immediate charge mode, timer charge mode, and remote charge mode.

NOTE:

The method of setting the charge level varies according to the vehicle specifications.

×: Setting available

| Setting operation | Charge level setting | | | Refer to |
|---|----------------------|--------------|---------------|---|
| | Immediate charge | Timer charge | Remote charge | |
| Navigation system (Models with navigation system) | × | × | × | <ul style="list-style-type: none"> • AV-221 (Without BOSE system) • AV-346 (With BOSE system) |
| Combination meter (Models without navigation system) | × | × | — | MWI-35 |

Immediate Charge Mode

This mode immediately starts charging when the EVSE is connected. When timer charge is not set, the system enters immediate charge mode when the EVSE is connected. When timer charge is set, immediate charge mode can be selected by pressing the immediate charging switch.

Timer Charge Mode

This mode starts and stops charging according to the timer that is set on VCM.

NOTE:

The timer setting method varies according to vehicle specifications.

- Models with navigation without BOSE system: Refer to [AV-221, "MULTI AV SYSTEM : System Description"](#).
- Models with navigation and BOSE system: Refer to [AV-346, "MULTI AV SYSTEM : System Description"](#).
- Models without navigation system: Refer to [MWI-35, "INFORMATION DISPLAY : System Description"](#).

Remote Charge Mode

This mode starts charging by remote control with a mobile device.

NOTE:

For information about operation, refer to [AV-515, "TELEMATICS SYSTEM : System Description"](#).

QUICK CHARGE MODE

Mode that performs charging with quick charger. Even if charging is not completed, when the charge time set on the quick charger or the time-out (approximately 30 - 60 minutes) set on the vehicle passes, charging stops.

SYSTEM

< SYSTEM DESCRIPTION >

NOTE:

- When the battery temperature is ambient temperature, charging stops after approximately 30 minutes.
- When the battery temperature is low or high, charging stops after a maximum of 60 minutes.
- If charging stops before charging is complete, additional charging by quick charge can be performed again.

CHARGING STATUS INDICATOR AND CHARGING SOUND SYSTEM

The charge connector connection status and charge receiving status can be checked with the charging status indicator and the electronic sound from the Vehicle Sound for Pedestrians (VSP).

- For charging status indicator, refer to [VC-15. "Charging Status Indicator"](#).
- For charging sound system, refer to [VSP-22. "CHARGE SOUND SYSTEM : System Description"](#).

CHARGE PORT CONTROL

CHARGE PORT CONTROL : System Description

INFOID:000000010121214

DESCRIPTION

The full range of charge port control is performed by the VCM. This includes charge connector lock/unlock control which automatically locks the charge connector during normal charging and at other times, and charge port light control which automatically turns ON the LED illumination inside the port to improve charge port visibility when the charge connector is inserted or removed.

| Control | Description |
|--------------------------------------|--|
| Charge connector lock/unlock control | Automatically locks and unlocks the charge connector when the normal charge connector is connected and during normal charging. |
| Charge port light control | Automatically turns the LED lighting inside the charge port ON/OFF. |
| Charge port lid open control | Performs unlocking of the charge port lid. |
| Answer-back control | Checks operation of charge connector lock/unlock control. |

CHARGE CONNECTOR LOCK/UNLOCK CONTROL

Function Description

Charge connector lock/unlock control automatically locks the charge connector according to the charging type to prevent tampering during charging.

The VCM detects the status of the charge connector lock switch and charge port, and controls the charge connector lock actuator according to the mode and vehicle conditions. For details of control, refer to [EVC-61. "CHARGE PORT CONTROL : System Description"](#).

Lock Mode

Three lock modes can be selected according to the charging type. The mode can be changed by operating the charge connector lock switch that is located on the switch panel on the left side of the driver's seat. The selected mode can also be checked on the vehicle information display.

| Lock mode (Switch position) | Basic operation | |
|-----------------------------------|--|--|
| | Lock | Unlock |
| LOCK mode | Normal charge connector is always locked when connected. | Unlock operation |
| AUTO mode | Locked only during the period of time from start to end of normal charging.* | <ul style="list-style-type: none">• When normal charging is completed• Unlock operation |
| UNLOCK mode (Neutral position) | Does not lock. | — |

*: Also locks when only timer A/C, remote A/C, or de-ice control is operating.

Unlock

When the following operations are performed, the charge connector lock is temporarily released.

- Operation of the charge port lid opener button on the Intelligent Key
- Pressing of the charge port lid opener switch

CAUTION:

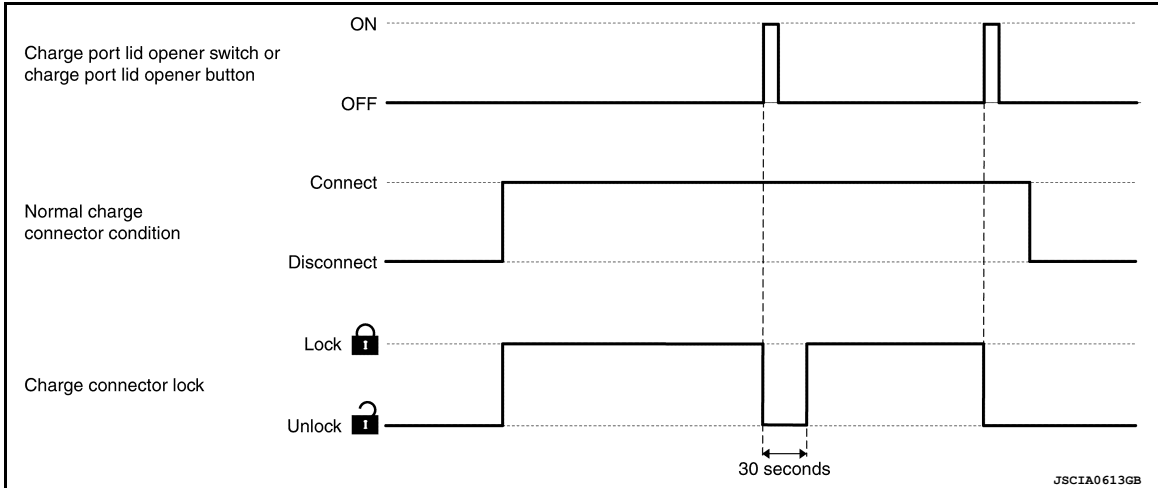
If the charge connector is not disconnected, it is locked again automatically after 30 seconds.

Operation Timing Chart

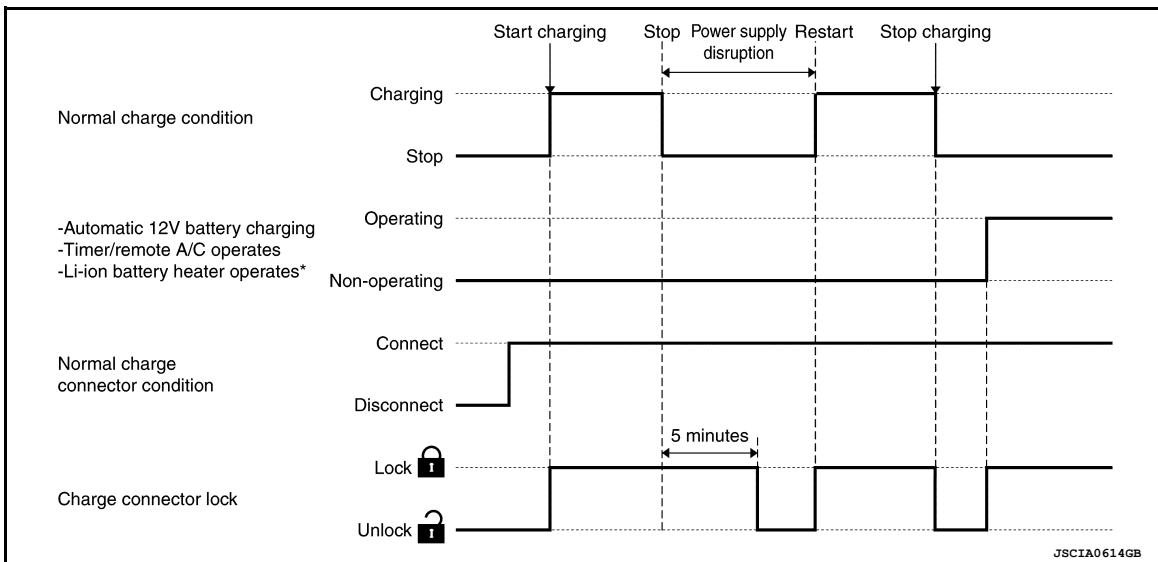
SYSTEM

< SYSTEM DESCRIPTION >

• LOCK mode



• AUTO mode



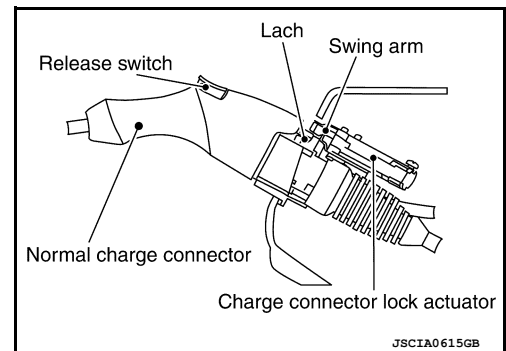
*:Models with Li-ion battery heater

Operation Description

The swing arm of the charge port lock actuator fits into the latch upper portion on the normal charge connector. This limits the movement of the latch and locks the charge connector.

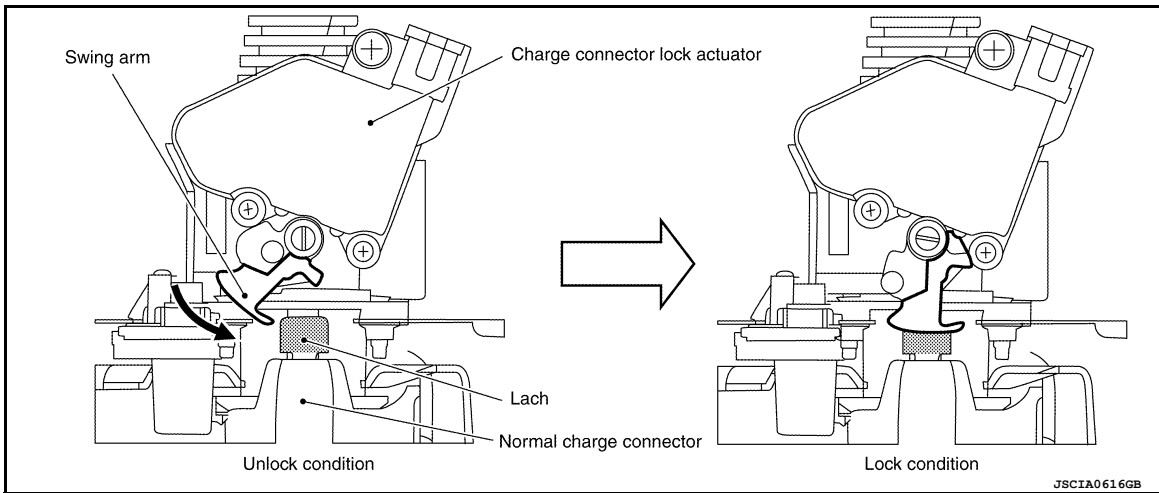
CAUTION:

The release switch cannot be pressed while the connector is locked.



SYSTEM

< SYSTEM DESCRIPTION >



CAUTION:

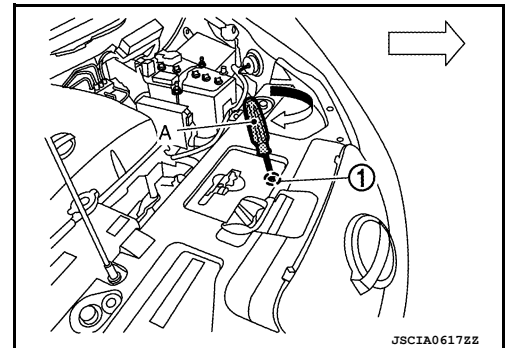
If the charge connector lock cannot be released, use a flat-bladed screwdriver or a similar tool to release it manually.

Countermeasure In Case Of Charge Connector Lock/Unlock Control Malfunction

If the charge connector lock does not release automatically, perform the following procedure to release the lock manually.

1. Open hood.
2. Insert a flat-bladed screwdriver or similar tool (A) into the radiator grille upper hole①, and turn the screw portion of the charge connector lock actuator clockwise approximately 45° to release the charge connector lock.

← : Vehicle front



CHARGE PORT LIGHT CONTROL

Function Description

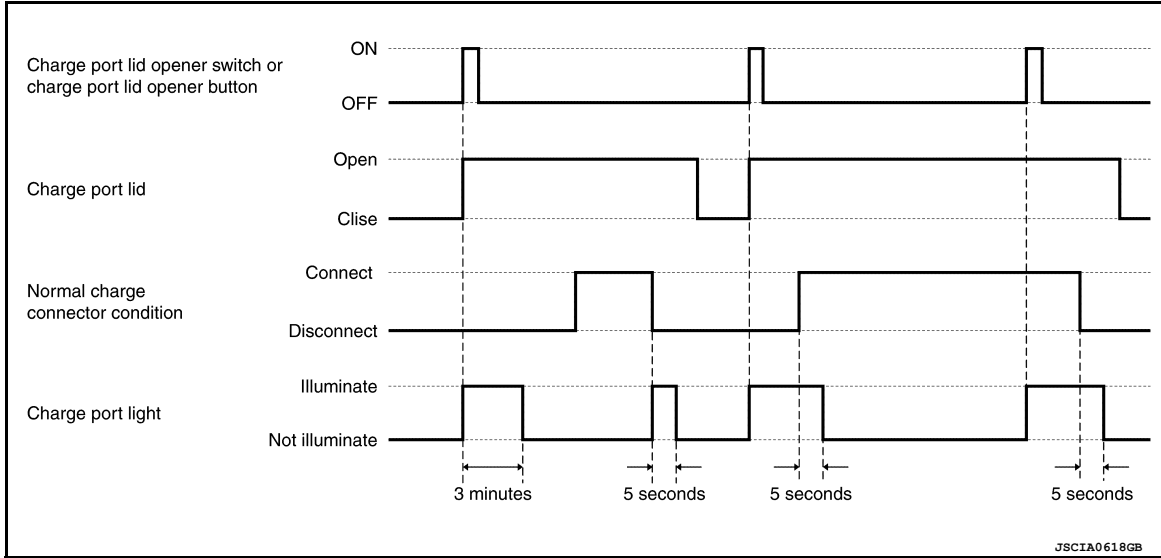
Charge port light control automatically turns the LED illumination installed to inside of charge port lid ON and OFF to improve workability during charging.

The VCM performs control for turning the charge port light ON/OFF according to the signal from the charge port lid opener switch or the Intelligent Key charge port lid opener button, and according to the vehicle conditions. For details of control, refer to [EVC-61. "CHARGE PORT CONTROL : System Description"](#).

SYSTEM

< SYSTEM DESCRIPTION >

Operation Timing Chart



CHARGE PORT LID OPEN CONTROL

Function Description

An electromagnetic charge port lid opener is adopted and unlocks the charge port lid (depending on the vehicle conditions) using the charge port lid opener switch installed to the right instrument lower panel or the charge port lid opener button on the Intelligent Key.

The VCM controls the charge port lid actuator according to the signal from the charge port lid opener switch or the Intelligent Key charge port lid opener button. For control, refer to [EVC-61, "CHARGE PORT CONTROL : System Description"](#).

NOTE:

If the lock cannot be released due to a fully discharged battery, malfunction of the charge port lid opener actuator, or other reason, release the lock manually. Refer to [DLK-211, "Removal and Installation"](#).

ANSWER-BACK CONTROL

Function Description

Answer-back control allows the unlock status of charge connector lock/unlock control to be checked using the charging status indicator and the electronic sound from the Vehicle Sound for Pedestrians (VSP).

| Condition | Charging status indicator | Vehicle Sound for Pedestrians (VSP) |
|---|---------------------------|---|
| Press the charge port lid opener switch or Intelligent Key charge port lid opener button. | Three blinks (All lamps) | Short beep (Electronic sound sounds three times.) |

- For charging status indicator, refer to [VC-15, "Charging Status Indicator"](#).
- For Vehicle Sound for Pedestrians, refer to [VSP-22, "CHARGE SOUND SYSTEM : System Description"](#).

POWER VOLTAGE VARIABLE CONTROL SYSTEM

POWER VOLTAGE VARIABLE CONTROL SYSTEM : System Description INFOID:000000010121215

DESCRIPTION

Power voltage variable control reduces the electric power consumption from the Li-ion battery by varying the DC/DC converter output in a range from 13 V to 15 V according to the use status of electric equipment and the 12V battery status.

For control, refer to [EVC-58, "POWER VOLTAGE VARIABLE CONTROL SYSTEM : System Description"](#).

AUTOMATIC 12V BATTERY CHARGE CONTROL

AUTOMATIC 12V BATTERY CHARGE CONTROL : System Description INFOID:000000010121216

DESCRIPTION

SYSTEM

< SYSTEM DESCRIPTION >

The 12V battery automatic charge control reduces the frequency with which the 12V battery becomes fully discharged by automatically charging the 12V battery if the 12V battery voltage is low when the power switch is turned to ON due to vehicle being left to sit for a long time.

The PDM (Power Delivery Module) controls the internal DC/DC converter by using commands from the VCM, and charges the 12V battery using power from the Li-ion battery.

For control, refer to [EVC-59, "AUTOMATIC 12V BATTERY CHARGE CONTROL : System Description"](#).

A

B

VC

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M

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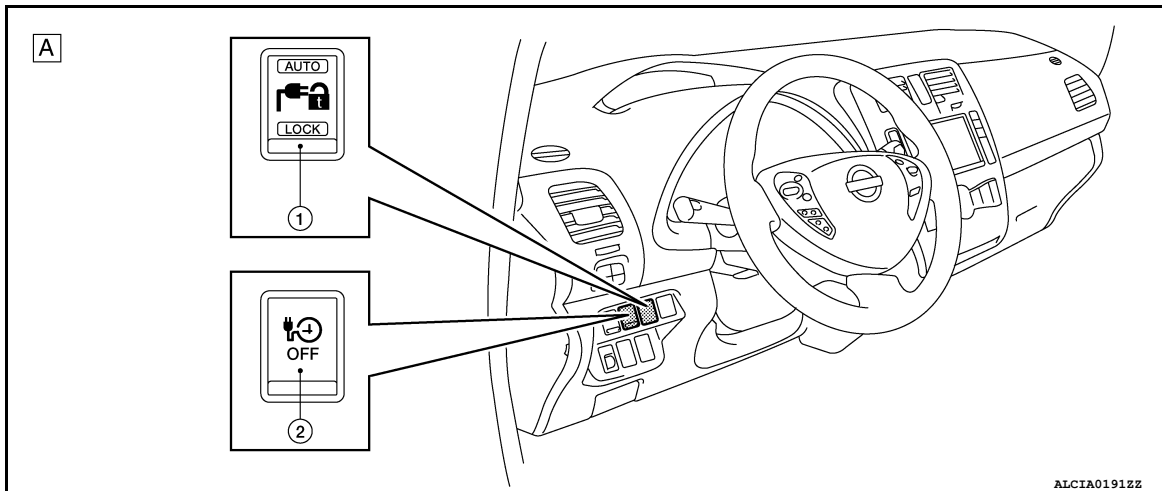
OPERATION

< SYSTEM DESCRIPTION >

OPERATION

Switch Name and Function

INFOID:000000010121217



A Instrument panel area LH

| No. | Switch name | Operation | Function |
|-----|------------------------------|-----------|---|
| ① | Charge connector lock switch | AUTO | Lock operation is performed only during normal charging. |
| | | MIDDLE | <ul style="list-style-type: none"> The charge connector lock does not operate. The connector lock is released if the switch is moved to the middle position while the charge connector lock is operating. |
| | | LOCK | The lock operation is performed at all times when the normal charge connector is connected. |
| ② | Immediate charging switch | Pressed | When timer charge is set, immediate charge mode is engaged and normal charging is started. |

NOTE:

- For normal charge control, refer to [VC-17. "LI-ION BATTERY CHARGE CONTROL : System Description"](#)
- For normal charge connector lock/unlock control, refer to [VC-19. "CHARGE PORT CONTROL : System Description"](#).

HANDLING PRECAUTION

< SYSTEM DESCRIPTION >

HANDLING PRECAUTION

Vehicle Charging System

INFOID:000000010121218



HANDLING OF CHARGE CABLE, CHARGE PORT, AND CHARGE CONNECTOR

- Never touch metal terminals of the charge port or the charge connector.
- Never modify or disassemble control box, socket, charge cable, charge connector, or charge port.
- Never apply excessive force to the charge cable.
- Never pull.
- Never twist.
- Never drag.
- Never place a heavy item on charge cable.
- Never place near a heating device (heater, etc.).
- Never drop or subject to strong impact.
- When storing, be sure to attach the cap to the connector before storing.
- When storing, store in a location away from direct sunlight, not exposed to rain or wind, and where dust and dirt do not enter.
- Use only with a designated socket especially wired for EV/PHEV with NISSAN recommended work or equivalent means. (This is because there is an extremely high risk of electric shock if the ground line is connected incorrectly.)
- Never allow the control box to be submerged in water.
- Maximum service temperature: 45 °C (113 °F)


PRECAUTIONS FOR CHARGING

- Use genuine NISSAN EVSE only.
- Never use an extension cord or conversion adapter.
- Never touch the plug with wet hands.
- If the plug is dirty or wet, wipe it with a clean, dry cloth.
- Check that there is no foreign material such as water or dust in the charge port or the charge connector.

WARNING:

-  **Since there may be a risk of electric shock, never touch the charge gun or charge port if they contain foreign material.**
-  **Since there may be a risk of electric shock or electric leakage, never connect the charge gun or charge port if they contain foreign material.**
- Never use the EVSE cord or cable if it is worn, or if there are any deep scratches or other damage where the core wires are visible.
- Never use the EVSE charge connector, control box, or plug if it is broken, scratched, cracked, or otherwise damaged.
- Check that there is no rust, corrosion, or damage on the charge port or charge gun. Check that there is no loosening at the time of connection.

WARNING:

-  **Since electric leakage, electric shock, short-circuit, or fire may occur, never charge if any malfunction is found.**
- Never perform charging when the connection is heavily exposed to water.
- Never perform charging with the body cover attached.
- Never perform charging when there may be a risk of lightning.
- Stop charging immediately when an unusual odor or smoke is found during charging.
- Never place hand near the cooling fan during charging.

NOTE:

- The cooling fan may automatically start operation during charging when the power switch is turned OFF.
- After charging, securely close the cover and lid of the charge port to prevent entry of water or dust.
- To turn on READY after charging, operate after disconnecting the charge connector from the charge port.

NOTE:

- When the charge connector is connected to the charge port, READY is disabled.
- To prevent electric shock or fire arising from electric leakage, use a waterproof plug with grounding connected to the ground fault interrupter.
- Never connect to a socket providing other than the rated voltage.

HANDLING PRECAUTION

< SYSTEM DESCRIPTION >

- For charging with AC 100 V, use 15 A rating or more plug. For charging with AC 200 V, use 20 A rating or more plug.

WARNING:

If a plug with a low current rating is used or if a plug adapter is installed and used in combination with another device, the plug may cause abnormal heating, resulting in a fire.

- For charging, never use a generator or any other power source other than specified.

NOTE:

Charging may not be performed correctly or a malfunction may occur.

- When quick charging is performed, be sure to use a quick charger compatible with the vehicle.

ON BOARD DIAGNOSTIC (OBD) SYSTEM

< SYSTEM DESCRIPTION >

ON BOARD DIAGNOSTIC (OBD) SYSTEM

Diagnosis Description

INFOID:000000010121219

This system is an on board diagnostic system that detects a malfunction automatically. A malfunction is stored in PDM (Power Delivery Module) memory as a DTC. The diagnostic information can be obtained with CONSULT.

Counter System

INFOID:000000010121220

Counter system counts up at every operation of power switch from OFF to ON under condition that the same malfunction is not detected. On the other hand, if the same DTC as memorized one is detected again, the count is reset and the counter system counts up again from "0".

DTC and Freeze Frame Data

INFOID:000000010121221

The PDM (Power Delivery Module) can save multiple DTC but can only save one freeze frame data. After the PDM (Power Delivery Module) has detected a malfunction and saves the DTC and freeze frame data, if a different malfunction is detected, multiple DTC are confirmed, but only the freeze frame data that is saved first can be confirmed.

The DTC and freeze frame data can be deleted when the self-diagnostic is deleted.

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DIAGNOSIS SYSTEM [PDM(POWER DELIVERY MODULE)]

< SYSTEM DESCRIPTION >

DIAGNOSIS SYSTEM [PDM(POWER DELIVERY MODULE)]

CONSULT Function

INFOID:000000010121222

FUNCTION

| Diagnostic test mode | Function |
|------------------------|--|
| Work Support | This mode enables a technician to adjust some devices faster and more accurately by following the indications on the CONSULT. |
| Self-diagnostic result | Self-diagnostic results and freeze frame data can be read and erased quickly.* |
| Data monitor | Input/Output data in the PDM (Power Delivery Module) can be read. |
| Active Test | Operable under the condition that the actuator is activated by CONSULT via the PDM (Power Delivery Module) or within the range that a (some of) command value is designated. |
| ECU Identification | PDM (Power Delivery Module) part number can be read. |

*: The following diagnosis information is cleared when the PDM (power delivery module) memory is erased.

- Diagnostic trouble codes
- Freeze frame data

WORK SUPPORT MODE

| Work item | Description |
|-----------------------------------|--|
| CHARGE CURRENT LIMITATION HISTORY | Displays the previous 10 charging current readings during normal charging, allowing the history of current limits and charging stops resulting from EVSE commands to be checked. |

NOTE:

If the minimum value is 7.2 A or less, the current limit display reads "Yes", indicating that the current is limited or charging is stopped during charging. A possible cause is insufficient contact due to damage or wear of the EVSE plug or socket.

Change the combination of socket and EVSE that are used and perform normal charging. The malfunctioning component can be identified by checking "CHARGE CURRENT LIMITATION HISTORY" again.

SELF-DIAG RESULTS MODE

Self Diagnostic Item

- Regarding items of DTC, refer to [VC-34. "DTC Index"](#).
- Regarding items of DTC sub type, refer to [VC-35. "DTC Sub Type Index"](#).

IGN Counter

IGN counter is displayed in Freeze Frame Data (FFD). It displays the number of operations of power switch from OFF to ON after DTC recovery to normal.

- CAN malfunction (U1000)
 - The number is 0 when a malfunction is detected now.
 - The displayed number counts up at each operation of power switch from OFF to ON after recovery to normal, such as 1 → 2 → 3...38 → 39.
 - The number is fixed to 39 until the self-diagnosis results are erased if it is over 39.
- Other than CAN malfunction (Other than U1000)
 - The number is 0 when a malfunction is detected now.
 - The displayed number counts up at each operation of power switch from OFF to ON after recovery to normal, such as 1 → 2 → 3...254 → 255.
 - The number is fixed to 255 until the self-diagnosis results are erased if it is over 255.

Freeze Frame Data

The Freeze Frame Data shows the status of the vehicle when the DTC is detected and is useful for recreating the status when the malfunction occurred.

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< SYSTEM DESCRIPTION >

| Freeze frame data item | Description |
|------------------------|---|
| Q/CHG CONNECT DETECT | Displays the connection status of the quick charge connector. |
| Q/CHG START/STOP SIG 1 | Displays the input status of the charge start/stop signal 1 from the quick charger. |
| Q/CHG START/STOP SIG 2 | Displays the input status of the charge start/stop signal 2 from the quick charger. |
| QUICK CHARGE PERMIT | Displays the transmitting status of the charge start permission signal being sent to the quick charger. |
| Q/CHG RELAY + | Displays the control status of the quick charge relay (+). |
| Q/CHG RELAY - | Displays the control status of the quick charge relay (-). |
| PWM SIGNAL | Displays the reception status of the PWM signal being sent from the EVSE. |
| EVSE STATE JUDG | Displays the engagement detection status of the EVSE charge connector. |
| WELD DIAG VOL | Displays the presence or absence of voltage between the high voltage terminal of the quick charge port. |
| PD MODULE TEMP [°C] | Displays the PDM (Power Delivery Module) internal temperature. |
| EV SYS W/L REQ | Displays the status of EV system warning lamp signal transmission that is sent to the VCM. |
| F/S REQ | Displays the status of fail-safe request signal transmission that is sent to the VCM. |
| Q/CHG PORT TEMP | Displays the quick charge port temperature status. |
| PWM SIGNAL VOLTAGE [V] | Displays the voltage of a PWM signal transmitted from EVSE. |
| TIME | Displays the number of DTC detected trips. |
| ELAPSED TIME | Displays the time elapsed since the detection of the DTC. |

DATA MONITOR MODE

NOTE:

The following table includes information (items) inapplicable to this vehicle. For information (items) applicable to this vehicle, refer to CONSULT display items.

| Monitor item | Unit | Description |
|------------------------|---------------|---|
| Q/CHG CONNECT DETECT | CNCT/DISC-NCT | Displays the connection status of the quick charge connector. <ul style="list-style-type: none"> • CNCT: The quick charge connector is connected. • DISCNCT: The quick charge connector is not connected. |
| Q/CHG START/STOP SIG 1 | ON/OFF | Displays the input status of the charge start/stop signal 1 from the quick charger. <ul style="list-style-type: none"> • OFF: The quick charger start switch is OFF and not under quick charge. • ON: The quick charger start switch ON or under quick charge. |
| Q/CHG START/STOP SIG 2 | ON/OFF | Displays the input status of the charge start/stop signal 2 from the quick charger. <ul style="list-style-type: none"> • OFF: Isolation check with a quick charger is NG or not completed. • ON: Isolation check with a quick charger completed normally. |
| QUICK CHARGE PERMIT | LOW/HIGH | Displays the transmission status of the charge start permission signal being sent to the quick charger. <ul style="list-style-type: none"> • LOW: Allow quick charge start • HIGH: Quick charge start is not allowed |
| Q/CHG RELAY + | On/Off | Displays the control status of the quick charge relay (+). <ul style="list-style-type: none"> • On: Quick charge relay (+) is ON. • Off: Quick charge relay (+) is OFF. |
| Q/CHG RELAY - | On/Off | Displays the control status of the quick charge relay (-). <ul style="list-style-type: none"> • On: Quick charge relay (-) is ON. • Off: Quick charge relay (-) is OFF. |
| PWM SIGNAL | OK/NONE | Displays the reception status of the PWM signal being sent from the EVSE. <ul style="list-style-type: none"> • COMM: Communicating normally. • NO COM: Not communicating |

DIAGNOSIS SYSTEM [PDM(POWER DELIVERY MODULE)]

< SYSTEM DESCRIPTION >

| Monitor item | Unit | Description |
|---------------------|--|---|
| EVSE STATE JUDG | CNCT/ INPUT/ NONE/NO CNCT OR ER- ROR | Displays the engagement detection status of the normal charge connector. <ul style="list-style-type: none"> • CNCT: There is no AC input in the charge connector connected status. • INPUT: There is AC input in the charge connector connected status. • NONE: The charge connector is not engaged or there is no PWM communication from the EVSE. • NO CNCT OR ERROR: The charge connector is not engaged and malfunction of EVSE, or during a power outage. |
| WELD DIAG VOL | PRESENT/AB- SENT | Displays the presence or absence of voltage between the high voltage terminal of the quick charge port. <ul style="list-style-type: none"> • PRESENT: Detects voltage Between the high voltage terminal of quick charge port. • ABSENT: Not detects voltage Between the high voltage terminal of quick charge port. |
| PD MODULE TEMP [°C] | degC | Displays the PDM (Power Delivery Module) internal temperature. |
| EV SYS W/L REQ | On/Off | Displays the status of EV system warning lamp signal transmission that is sent to the VCM. <ul style="list-style-type: none"> • On: Transmit the signal. • Off: Non-transmit the signal. |
| F/S REQ | On/Off | Displays the status of fail-safe request signal transmission that is sent to the VCM. <ul style="list-style-type: none"> • On: Transmit the signal. • Off: Non-transmit the signal. |
| Q/CHG PORT TEMP | OK/NG | Displays the quick charge port temperature status. <ul style="list-style-type: none"> • OK: Normal • NG: Temperature is high |
| PWM SIGNAL VOLTAGE | V | Displays the voltage of a PWM signal transmitted from EVSE. |
| QUICK CHARGE ENABLE | OK/NG | NOTE: This item is displayed, but cannot be monitored. |

ACTIVE TEST MODE

CAUTION:

After performing active test, always erase all DTC.

| Test item | Function/Condition | Judgment | Check item (Remedy) |
|---------------------|---|--|--|
| Q/CHG RELAY + | <ul style="list-style-type: none"> • Remove the service plug. • Power switch ON • Use active test to turn ON/OFF the quick charge relay. | Check that the quick charge relay makes the operating sound.* | <ul style="list-style-type: none"> • Harness and connector • Quick charge relay (+) • PDM (Power Delivery Module) |
| Q/CHG RELAY - | <ul style="list-style-type: none"> • Remove the service plug. • Power switch ON • Use active test to turn ON/OFF the quick charge relay. | Check that the quick charge relay makes the operating sound.* | <ul style="list-style-type: none"> • Harness and connector • Quick charge relay (-) • PDM (Power Delivery Module) |
| QUICK CHARGE PERMIT | Quick charge permit signal is forcibly output. | Check continuity between PDM (Power Delivery Module) connector terminals to check that the transistor included in the PDM (Power Delivery Module) is ON. | PDM (Power Delivery Module) |

*: If operating noise is hard to hear, use a sound scope to check noise.

PDM(POWER DELIVERY MODULE)

< ECU DIAGNOSIS INFORMATION >

ECU DIAGNOSIS INFORMATION

PDM(POWER DELIVERY MODULE)

Reference Value

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VALUES ON THE DIAGNOSIS TOOL

Specification data represents reference values.

NOTE:

- The displayed data may differ from an actual signal/value/operation, as some of them are calculated by PDM (Power Delivery Module), based on signals transmitted from PDM (Power Delivery Module)-related sensors to PDM (Power Delivery Module).
- Li-ion battery charge does not start when the power switch is ON. When it is required to charge with the power switch ON, start charging before turning ON the power switch.

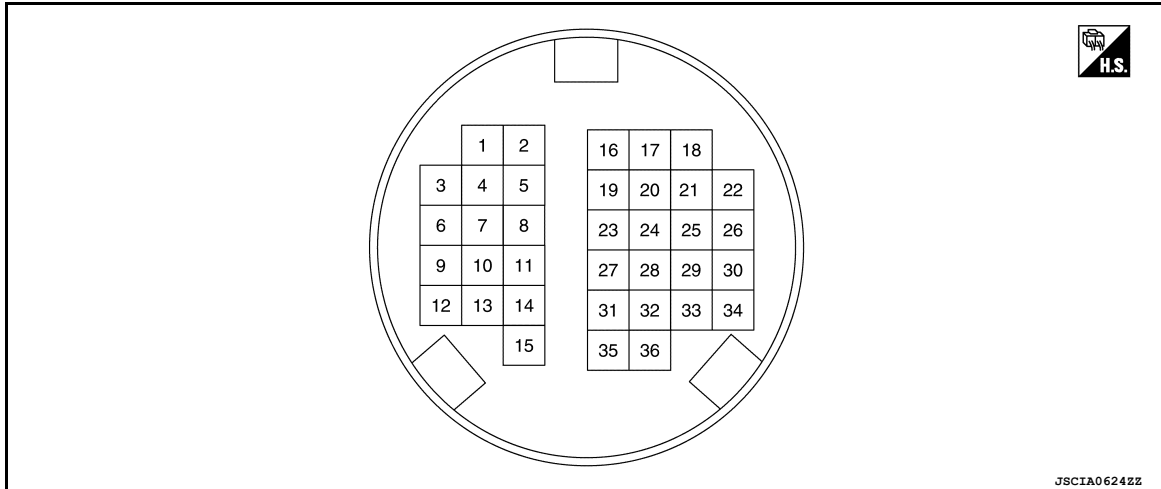
| Monitor item | Condition | | Values/status |
|------------------------|--|---|--|
| Q/CHG CONNECT DETECT | POWER ON | Quick charging connector: Connected | CNCT |
| | | Quick charging connector: Not connected | DISCNCT |
| Q/CHG START/STOP SIG 1 | The quick charger start switch is OFF and not under quick charge. | | OFF |
| | The quick charger start switch ON or under quick charge. | | ON |
| Q/CHG START/STOP SIG 2 | In the process of quick charge after the normal completion of insulation resistance check. | | ON |
| | For a few seconds after turning ON the quick charger start switch. | | OFF |
| QUICK CHARGE PERMIT | Quick charger start switch is OFF. Not in process of quick charge. | | HIGH |
| | A lapse of a few seconds after turning ON the quick charger start switch. | | HIGH⇒LOW |
| Q/CHG RELAY + | Quick charging in progress | | On |
| | Not quick charging | | Off |
| Q/CHG RELAY - | Quick charging in progress | | On |
| | Not quick charging | | Off |
| PWM SIGNAL | Normal charging in progress | | COMM |
| | Except above | | No COM |
| EVSE STATE JUDG | When the EVSE charge connector is connected | | CNCT |
| | Normal charging in progress | | INPUT |
| | When the EVSE change connector is not connected | | NONE |
| | Except above | | NO CNCT OR ERROR |
| WELD DIAG VOL | Quick charging in progress | | PRESENT |
| | Except above | | ABSENT |
| PD MODULE TEMP | Depending on the PDM (Power Delivery Module) temperature. | | -40 – 215°C Indicates depending on the PDM (Power Delivery Module) temperature. |
| EV SYS W/L REQ | Power switch: ON | EV system warning lamp signal: Transmission | On |
| | | EV system warning lamp signal: Non-transmission | Off |
| F/S REQ | Stop charging occurs during normal/quick charging | | On |
| | Except above | | Off |
| Q/CHG PORT TEMP | When the quick charge port is abnormally hot | | NG |
| | Except above | | OK |

PDM(POWER DELIVERY MODULE)

< ECU DIAGNOSIS INFORMATION >

| Monitor item | Condition | Values/status |
|---------------------|--|---------------|
| PWM SIGNAL VOLTAGE | Normal charge | 4 – 7 V |
| QUICK CHARGE ENABLE | NOTE: This item is displayed, but cannot be monitored. | |

TERMINAL LAYOUT



PHYSICAL VALUES

NOTE:

Specification data are reference values.

| Terminal No. (Wire color) | | Description | | Condition | Value (Approx.) |
|------------------------------|--------|--|------------------|-----------------------|--------------------|
| + | - | Signal name | Input/ Output | | |
| 6 (Y) | — | Quick charger communication-L (CAN) | Input/ Output | — | — |
| 7 (G) | — | Quick charger communication-H (CAN) | Input/ Output | — | — |
| 9 (R) | Ground | F/S CHG relay | Input | During quick charging | 13 – 16 V |
| | | | | Except above | 0 V |
| 10 (W) | Ground | Plug in signal | Input | During charging | 0 V |
| | | | | Except above | 11.5 – 15 V |
| 11 (L) | — | EV system CAN-L | — | — | — |
| 12 (LG) | Ground | High voltage harness connector detecting circuit power supply | Input | Power switch: ON | 3.0 – 7.0 V |
| 15 (O) | Ground | High voltage harness connector detecting circuit signals | Output | Power switch: ON | 3.0 – 7.0 V |
| 16 (P) | Ground | Power ON power supply | Input | Power switch: ON | 13 – 16 V |
| | | | | Power switch: OFF | 0 V |
| 18 (G) | Ground | Battery power supply | Input | Power switch: ON | 13 – 16 V |
| 19 (L) | Ground | Quick charger permit signal | Input | During quick charging | 10.8 – 13.2 V |
| | | | | Except above | 0 V |
| 20 (L) | Ground | Quick charger connection signal | Input | During quick charging | OPEN |
| | | | | Except above | 6.8 – 14.8 V |
| 21 (V) | Ground | Quick charger start/stop signal 2 | Input | During quick charging | 10.8 – 13.2 V |
| | | | | Except above | OPEN |

PDM(POWER DELIVERY MODULE)

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| Terminal No. (Wire color) | | Description | | Condition | Value (Approx.) |
|------------------------------|--------|--|------------------|------------------------|--------------------|
| + | - | Signal name | Input/ Output | | |
| 22 (SB) | Ground | Quick charger start/stop signal 1 | Input | During quick charging | 10.8 – 13.2 V |
| | | | | Except above | OPEN |
| 25 (BR) | Ground | Quick charger port temperature sensor signal 2 | Input | During quick charging | 0.5 – 4.5 V |
| 26 (R) | Ground | Quick charger port temperature sensor signal 1 | Input | During quick charging | 0.5 – 4.5 V |
| 27 (W) | — | EV system CAN-H | — | — | — |
| 29 (LG) | — | EVSE connection signal | Output | During normal charging | 0 – 5.0 V |
| | | | | Except above | 5.0 V |
| 30 (W) | Ground | EVSE communication (PWM) | Input/ Output | During normal charging | -12.6 – 12.6 V |
| | | | | Except above | 0 V |

Fail-Safe

INFOID:000000010121224

FAIL-SAFE

When there is a malfunction with the PDM (Power Delivery Module), charging is stopped as a fail-safe.

FAIL-SAFE LIST

×:Applicable —: Not applicable

| DTC | Items (CONSULT screen terms) | Sub type (CONSULT screen terms) | Fail-safe |
|-------|---------------------------------|------------------------------------|-----------|
| U1000 | CAN COMM CIRCUIT | MISSING MESSAGE | × |
| | | ERRATIC | × |
| | | ELECTRICAL MALFUNCTION | × |
| U1008 | QUICK CHARGER COMM | MISSING MESSAGE | × |
| | | ERRATIC | × |
| U100A | CAN COMM ERROR | MISSING MESSAGE | × |
| U100B | QUICK CHARGER COMM | MISSING MESSAGE | × |
| | | ERRATIC | × |
| U1010 | CONTROL UNIT (CAN) | INTERNAL ELECTRICAL MALFUNCTION | × |
| | | ELECTRICAL MALFUNCTION | × |
| B2801 | Q/CHG ACTIVATION SIG ERROR | SIGNAL INVALID | × |
| | | SIGNAL STUCK HIGH | × |
| B2802 | Q/CHG ISOLATION SIGNAL ERROR | SIGNAL STUCK LOW | × |
| | | SIGNAL STUCK HIGH | × |
| B2803 | Q/CHG PERMIT SIGNAL ERROR | SIGNAL STUCK LOW | × |
| B2814 | QUICK CHARGE RELAY | SIGNAL STUCK HIGH | × |
| B2820 | QUICK CHARGER | — | — |
| B2830 | QUICK CHARGE VOLTAGE SENSOR | CMPNENT INTERNAL MLFNCTN | — |
| | | ELECTRICAL MALFUNCTION | × |
| | | CMPNENT INTERNAL MLFNCTN | × |
| B2840 | PD MODULE | COMPONENT/SYS OVER TEMP | × |
| | | SIGNAL STUCK LOW | × |
| B2850 | PD MODULE TEMP SENSOR | SIGNAL STUCK LOW | × |

PDM(POWER DELIVERY MODULE)

< ECU DIAGNOSIS INFORMATION >

| DTC | Items (CONSULT screen terms) | Sub type (CONSULT screen terms) | Fail-safe |
|-------|---------------------------------|------------------------------------|-----------|
| B2880 | F/S CHG RELAY | SIGNAL STUCK LOW | × |
| | | SIGNAL STUCK HIGH | × |
| B2890 | DC/DC CONVERTER | ELECTRICAL MALFUNCTION | — |
| | | CIRC VOLT BELOW THRESHOLD | — |
| | | CMPNENT INTERNAL MLFNCTN | — |
| | | COMPONENT/SYS OVER TEMP | — |
| | | CIRC VOLT ABOVE THRESHOLD | — |
| B2900 | PD MODULE | PROGRAM MEMORY ERROR | × |
| | | DATA MEMORY ERROR | × |
| B2902 | PD MODULE | MEMORY ERROR | — |
| | | CMPNENT INTERNAL MLFNCTN | — |
| B2980 | QUICK CHARGE PORT TEMP | SIGNAL STUCK HIGH | — |
| | | COMPONENT/SYS OVER TEMP | × |
| B29A0 | N/CHG PORT ENGAGEMENT ERROR | SIGNAL STUCK HIGH | × |
| | | SIGNAL INVALID | × |
| B29C1 | EVSE | NO SIGNAL | × |
| | | SIGNAL STUCK LOW | × |
| | | UNEXPECTED OPERATION | × |
| | | SIGNAL STUCK HIGH | × |
| | | SIGNAL INVALID | × |

DTC Index

INFOID:000000010121225

×:Applicable —: Not applicable

| DTC | Items (CONSULT screen terms) | Sub type (CONSULT screen terms) | EV system warning lamp | Trip | Reference page |
|-------|---------------------------------|------------------------------------|---------------------------|------|-----------------------|
| U1000 | CAN COMM CIRCUIT | MISSING MESSAGE | × | 1 | VC-56 |
| | | ERRATIC | × | 1 | |
| | | ELECTRICAL MALFUNCTION | × | 1 | |
| U1008 | QUICK CHARGER COMM | MISSING MESSAGE | × | 1 | VC-57 |
| | | ERRATIC | × | 1 | |
| U100A | CAN COMM ERROR | MISSING MESSAGE | × | 1 | VC-60 |
| U100B | QUICK CHARGER COMM | MISSING MESSAGE | × | 1 | VC-57 |
| | | ERRATIC | × | 1 | |
| U1010 | CONTROL UNIT (CAN) | INTERNAL ELECTRIC MALFNCTN | × | 1 | VC-61 |
| | | ELECTRICAL MALFUNCTION | × | 1 | |
| B2801 | Q/CHG ACTIVATION SIG ERROR | SIGNAL INVALID | × | 1 | VC-62 |
| | | SIGNAL STUCK HIGH | × | 1 | |
| B2802 | Q/CHG ISOLATION SIGNAL ERROR | SIGNAL STUCK LOW | × | 1 | VC-66 |
| | | SIGNAL STUCK HIGH | × | 1 | |
| B2803 | Q/CHG PERMIT SIGNAL ERROR | SIGNAL STUCK LOW | — | 1 | VC-68 |
| B2814 | QUICK CHARGE RELAY | SIGNAL STUCK HIGH | × | 1 | VC-71 |
| B2820 | QUICK CHARGER | — | — | 1 | VC-73 |
| B2830 | QUICK CHARGE VOLTAGE SENSOR | CMPNENT INTERNAL MLFNCTN | × or — | 1 | VC-74 |

PDM(POWER DELIVERY MODULE)

< ECU DIAGNOSIS INFORMATION >

| DTC | Items (CONSULT screen terms) | Sub type (CONSULT screen terms) | EV system warning lamp | Trip | Reference page |
|-------|---------------------------------|------------------------------------|---------------------------|------|-----------------------|
| B2840 | PDM (POWER DELIVERY MODULE) | ELECTRICAL MALFUNCTION | × | 1 | VC-76 |
| | | CMPNENT INTERNAL MLFNCTN | × | 1 | |
| | | COMPONENT/SYS OVER TEMP | × | 1 | |
| B2850 | PD MODULE TEMP SEN | SIGNAL STUCK LOW | × | 1 | VC-80 |
| B2880 | F/S CHARGE RELAY | SIGNAL STUCK LOW | × | 1 | VC-81 |
| | | SIGNAL STUCK HIGH | × | 1 | |
| B2890 | DC/DC CONVERTER | ELECTRICAL MALFUNCTION | — | 1 | VC-85 |
| | | CIRC VOLT BELOW THRESHOLD | — | 1 | |
| | | CMPNENT INTERNAL MLFNCTN | — | 1 | |
| | | COMPONENT/SYS OVER TEMP | — | 1 | |
| | | CIRC VOLT ABOVE THRESHOLD | — | 1 | |
| B2900 | PDM (POWER DELIVERY MODULE) | PROGRAM MEMORY ERROR | × | 1 | VC-88 |
| | | DATA MEMORY ERROR | × | 1 | |
| B2902 | PDM (POWER DELIVERY MODULE) | MEMORY ERROR | × | 1 | VC-88 |
| | | CMPNENT INTERNAL MLFNCTN | × | 1 | |
| B2980 | QUICK CHARGE PORT TEMP | SIGNAL STUCK HIGH | × | 1 | VC-89 |
| | | COMPONENT/SYS OVER TEMP | × | 1 | |
| B29A0 | N/CHG PORT ENGAGEMENT ERROR | SIGNAL STUCK HIGH | × | 1 | VC-93 |
| | | SIGNAL INVALID | — | 1 | |
| B29C1 | EVSE | NO SIGNAL | × | 1 | VC-96 |
| | | SIGNAL STUCK LOW | × | 1 | |
| | | UNEXPECTED OPERATION | × or — | 1 | |
| | | SIGNAL STUCK HIGH | × | 1 | |
| | | SIGNAL INVALID | × or — | 1 | |

DTC Sub Type Index

INFOID:0000000010121226

| Items (CONSULT screen terms) | Description | Remarks |
|---------------------------------|--|--|
| ELECTRICAL MALFUNCTION | Electrical Malfunction | — |
| SIGNAL STUCK LOW | Signal Stuck Low | — |
| SIGNAL STUCK HIGH | Signal Stuck High | — |
| SIGNAL INVALID | Signal Invalid | — |
| NO SIGNAL | No Signal | — |
| MEMORY ERROR | General Memory Error | — |
| DATA MEMORY ERROR | Data Memory Error | — |
| PROGRAM MEMORY ERROR | Program Memory Error | — |
| INTERNAL ELECTRIC MALFNCTN | Internal Electronic malfunction | — |
| INCRRCT COMPNT INSTALLED | Incorrect Component Installed | — |
| OVER TEMPERATURE | Over Temperature | — |
| ALIV/CNT INCRCT/NOT UPDAT | Alive / Sequence Counter Incorrect / Not Updated | This sub type is used by the control module to indicate that a signal was received without the corresponding rolling count value being properly updates. |

PDM(POWER DELIVERY MODULE)

< ECU DIAGNOSIS INFORMATION >

| Items (CONSULT screen terms) | Description | Remarks |
|---------------------------------|--|--|
| SIG PRTCTN CLCLTN INCRCT | Value of Signal Protection Calculation Incorrect | This sub type is used by the control module to indicate, that a message was processed with an incorrect protection (checksum) calculation. |
| MISSING MESSAGE | Missing Message | This sub type is used for malfunctions where one (or more) expected message(s) is not received. |
| ERRATIC | Erratic | This sub type is used for malfunctions where the serial data, is momentarily implausible or discontinuous. |
| PARAMETRIC | Parametric malfunction | — |
| NO OPERATION | No Operation | — |
| UNEXPECTED OPERATION | Unexpected Operation | — |
| CMPNENT INTERNAL MLFNCTN | Component Internal malfunction | — |
| COMPONENT/SYS OVER TEMP | Component or System Over Temperature | — |
| CIRC VOLT BELOW THRESHOLD | Voltage reduction | — |
| CIRC VOLT ABOVE THRESHOLD | Overvoltage | — |
| CIRC CURR ABOVE THRESHOLD | Overcurrent | — |

VEHICLE CHARGING SYSTEM

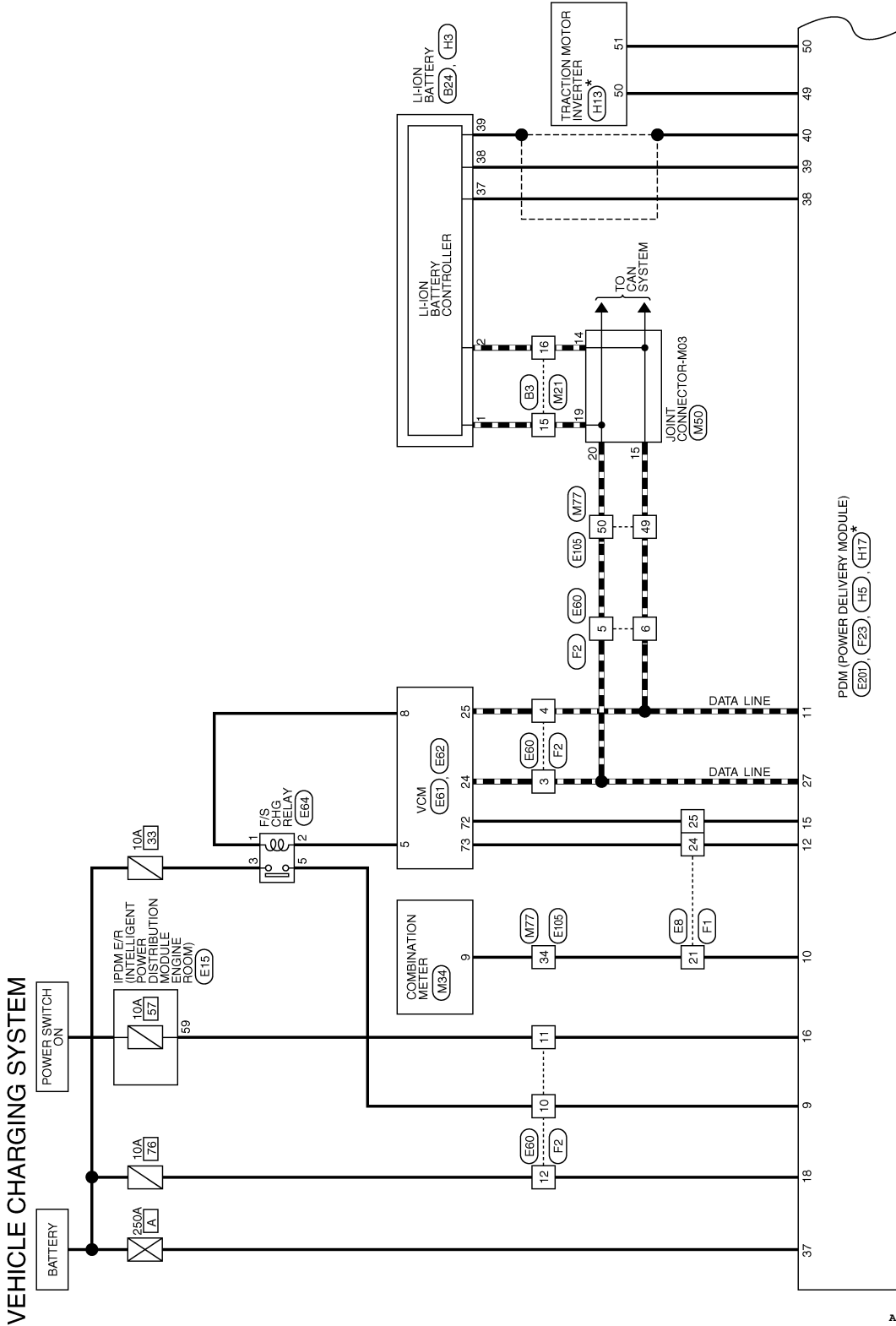
< WIRING DIAGRAM >

WIRING DIAGRAM

VEHICLE CHARGING SYSTEM

Wiring Diagram

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*: THIS CONNECTOR IS NOT SHOWN IN "HARNESS LAYOUT" OF PG SECTION.

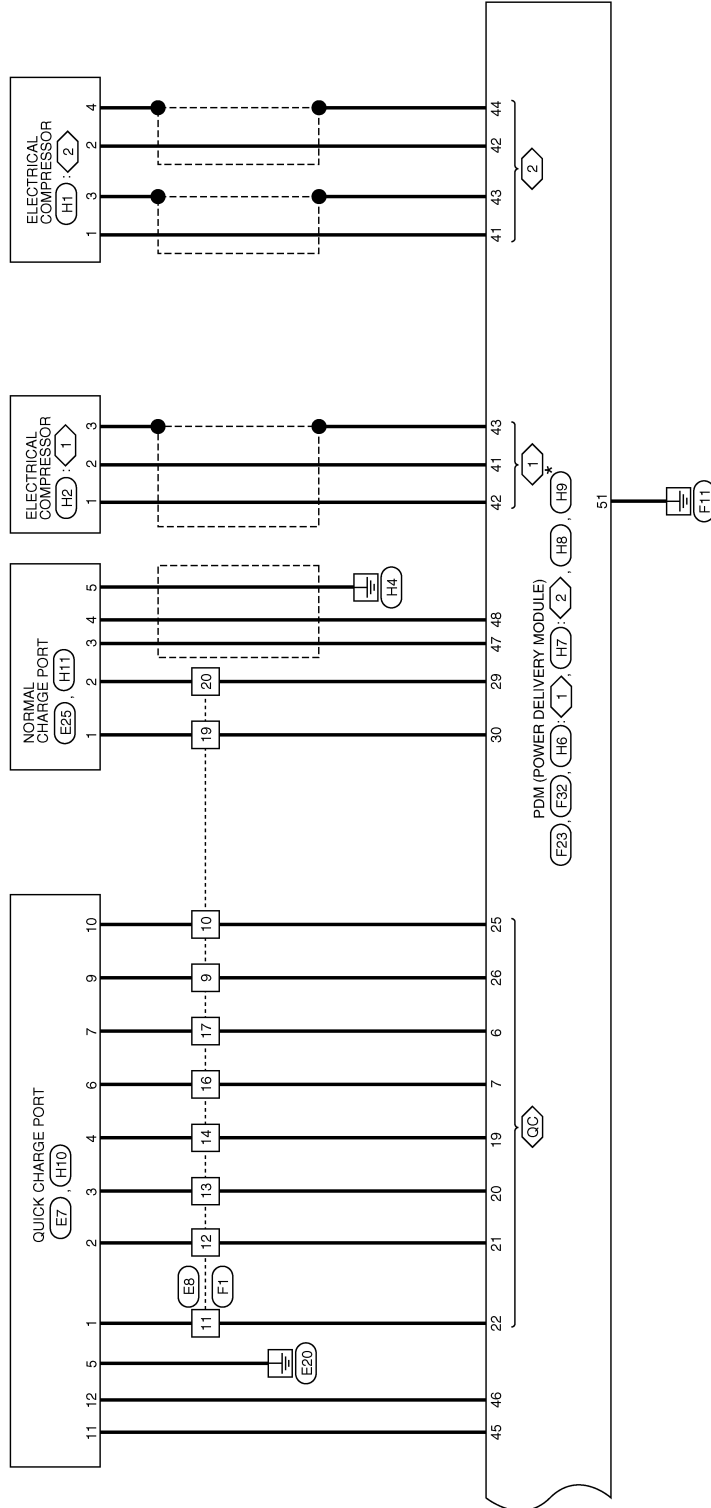
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VEHICLE CHARGING SYSTEM

< WIRING DIAGRAM >

QC : WITH QUICK CHARGE PORT
 1 : WITH HEAT PUMP
 2 : WITHOUT HEAT PUMP



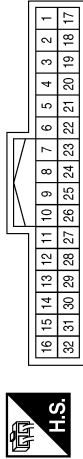
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VEHICLE CHARGING SYSTEM

< WIRING DIAGRAM >

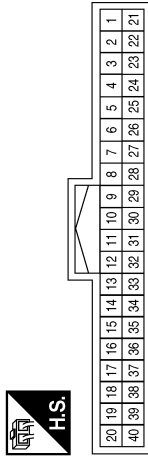
VEHICLE CHARGING SYSTEM

| | |
|-----------------|--------------|
| Connector No. | M21 |
| Connector Name | WIRE TO WIRE |
| Connector Color | WHITE |



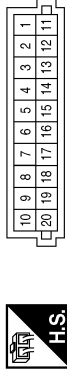
| Terminal No. | Color of Wire | Signal Name |
|--------------|---------------|-------------|
| 15 | L | - |
| 16 | G | - |

| | |
|-----------------|------------------|
| Connector No. | M34 |
| Connector Name | COMBINATON METER |
| Connector Color | WHITE |



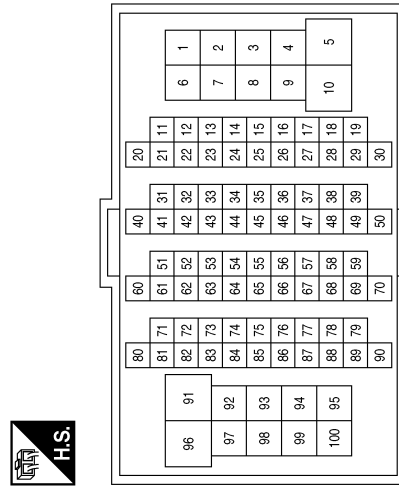
| Terminal No. | Color of Wire | Signal Name |
|--------------|---------------|--------------------|
| 9 | BR | CHG.CONNECT DETECT |

| | |
|-----------------|---------------------|
| Connector No. | M50 |
| Connector Name | JOINT CONNECTOR-M03 |
| Connector Color | PINK |



| Terminal No. | Color of Wire | Signal Name |
|--------------|---------------|-------------|
| 14 | G | - |
| 15 | G | - |
| 19 | L | - |
| 20 | L | - |

| | |
|-----------------|--------------|
| Connector No. | M77 |
| Connector Name | WIRE TO WIRE |
| Connector Color | WHITE |



| Terminal No. | Color of Wire | Signal Name |
|--------------|---------------|-------------|
| 34 | BR | - |
| 49 | G | - |
| 50 | L | - |

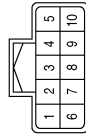
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VEHICLE CHARGING SYSTEM

< WIRING DIAGRAM >

| Terminal No. | Color of Wire | Signal Name |
|--------------|---------------|-------------|
| 3 | BR | - |
| 4 | L | - |
| 5 | B | - |
| 6 | W | - |
| 7 | L | - |
| 8 | - | - |
| 9 | V | - |
| 10 | SB | - |
| 11 | O | - |
| 12 | O | - |

| | |
|-----------------|-------------------|
| Connector No. | E7 |
| Connector Name | QUICK CHARGE PORT |
| Connector Color | BLACK |



| Terminal No. | Color of Wire | Signal Name |
|--------------|---------------|-------------|
| 1 | Y | - |
| 2 | G | - |

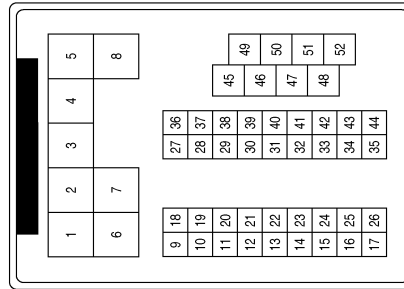
| | |
|-----------------|--|
| Connector No. | E15 |
| Connector Name | IPDM E/R (INTELLIGENT POWER DISTRIBUTION MODULE ENGINE ROOM) |
| Connector Color | WHITE |



| Terminal No. | Color of Wire | Signal Name |
|--------------|---------------|-------------|
| 59 | BR | ABS ECU IGN |

| Terminal No. | Color of Wire | Signal Name |
|--------------|---------------|-------------|
| 9 | V | - |
| 10 | SB | - |
| 11 | Y | - |
| 12 | G | - |
| 13 | BR | - |
| 14 | L | - |
| 16 | W | - |
| 17 | L | - |
| 19 | LG | - |
| 20 | W | - |
| 21 | BR | - |
| 24 | O | - |
| 25 | P | - |

| | |
|-----------------|--------------|
| Connector No. | E8 |
| Connector Name | WIRE TO WIRE |
| Connector Color | BLACK |



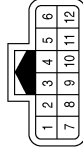
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VEHICLE CHARGING SYSTEM

< WIRING DIAGRAM >

| Terminal No. | Color of Wire | Signal Name |
|--------------|---------------|-------------|
| 3 | L | - |
| 4 | G | - |
| 5 | L | - |
| 6 | G | - |
| 10 | GR | - |
| 11 | BR | - |
| 12 | Y | - |

| Connector No. | E60 |
|-----------------|--------------|
| Connector Name | WIRE TO WIRE |
| Connector Color | BLACK |



| Connector No. | E25 |
|-----------------|--------------------|
| Connector Name | NORMAL CHARGE PORT |
| Connector Color | BLACK |

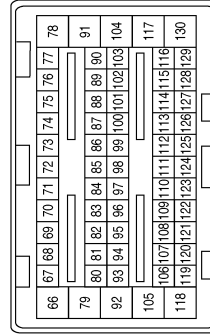


| Terminal No. | Color of Wire | Signal Name |
|--------------|---------------|-------------|
| 1 | LG | - |
| 2 | W | - |

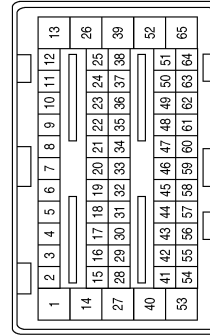
| Connector No. | E64 |
|-----------------|---------------|
| Connector Name | F/S CHG RELAY |
| Connector Color | BLUE |



| Connector No. | E62 |
|-----------------|-------|
| Connector Name | VCM |
| Connector Color | BROWN |



| Connector No. | E61 |
|-----------------|-------|
| Connector Name | VCM |
| Connector Color | BLACK |



| Terminal No. | Color of Wire | Signal Name |
|--------------|---------------|-------------|
| 1 | Y | - |
| 2 | LG | - |
| 3 | W | - |
| 5 | GR | - |

| Terminal No. | Color of Wire | Signal Name |
|--------------|---------------|---|
| 72 | P | CONNECTION DETECTING CIRCUIT SIGNAL |
| 73 | O | CONNECTION DETECTING CIRCUIT POWER SUPPLY |

| Terminal No. | Color of Wire | Signal Name |
|--------------|---------------|-------------|
| 24 | L | CAN-H |
| 25 | G | CAN-L |

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VEHICLE CHARGING SYSTEM

< WIRING DIAGRAM >

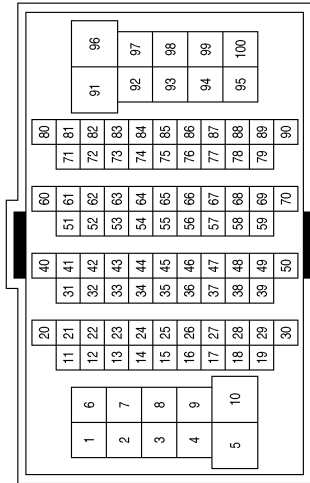
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| Connector No. | E201 |
| Connector Name | PDM (POWER DELIVERY MODULE) |
| Connector Color | WHITE |



| Terminal No. | Color of Wire | Signal Name |
|--------------|---------------|-------------|
| 37 | B/R | BFT (+) |

| Terminal No. | Color of Wire | Signal Name |
|--------------|---------------|-------------|
| 34 | BR | - |
| 49 | G | - |
| 50 | L | - |

| | |
|-----------------|--------------|
| Connector No. | E105 |
| Connector Name | WIRE TO WIRE |
| Connector Color | WHITE |



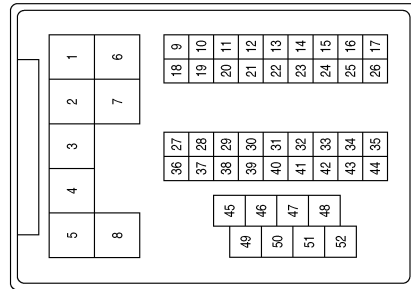
| | |
|-----------------|--------------|
| Connector No. | F2 |
| Connector Name | WIRE TO WIRE |
| Connector Color | BLACK |



| Terminal No. | Color of Wire | Signal Name |
|--------------|---------------|-------------|
| 3 | L | - |
| 4 | G | - |
| 5 | L | - |
| 6 | G | - |
| 10 | GR | - |
| 11 | V | - |
| 12 | R | - |

| Terminal No. | Color of Wire | Signal Name |
|--------------|---------------|-------------|
| 9 | V | - |
| 10 | SB | - |
| 11 | Y | - |
| 12 | G | - |
| 13 | BR | - |
| 14 | R | - |
| 16 | W | - |
| 17 | L | - |
| 19 | LG | - |
| 20 | W | - |
| 21 | LG | - |
| 24 | O | - |
| 25 | P | - |

| | |
|-----------------|--------------|
| Connector No. | F1 |
| Connector Name | WIRE TO WIRE |
| Connector Color | WHITE |



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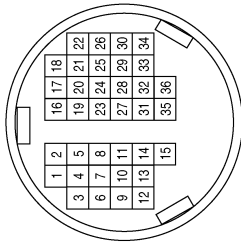
VEHICLE CHARGING SYSTEM

< WIRING DIAGRAM >

| Terminal No. | Color of Wire | Signal Name |
|--------------|---------------|-------------|
| 21 | V | CHSSI2 |
| 22 | SB | CHSSI1 |
| 23 | - | - |
| 24 | - | - |
| 25 | BR | QCPTMP2 |
| 26 | R | QCPTMP1 |
| 27 | W | CAN-H |
| 28 | - | - |
| 29 | LG | CONDETI |
| 30 | W | CNTRL |
| 31 | - | - |
| 32 | - | - |
| 33 | - | - |
| 34 | - | - |
| 35 | - | - |
| 36 | - | - |

| Terminal No. | Color of Wire | Signal Name |
|--------------|---------------|---------------|
| 4 | - | - |
| 5 | SB | GND Q-CHG |
| 6 | Y | Q-CAN-L |
| 7 | G | Q-CAN-H |
| 8 | - | - |
| 9 | R | QCRLY |
| 10 | W | CSTATE |
| 11 | L | CAN-L |
| 12 | LG | INTERLOCK IN |
| 13 | - | - |
| 14 | - | - |
| 15 | O | INTERLOCK OUT |
| 16 | P | IGN |
| 17 | - | - |
| 18 | G | BAT |
| 19 | L | CHOKO |
| 20 | L | QCILI |

| | |
|-----------------|-----------------------------|
| Connector No. | F23 |
| Connector Name | PDM (POWER DELIVERY MODULE) |
| Connector Color | GRAY |



| Terminal No. | Color of Wire | Signal Name |
|--------------|---------------|-------------|
| 1 | - | - |
| 2 | - | - |
| 3 | - | - |

| | |
|-----------------|--------------|
| Connector No. | B3 |
| Connector Name | WIRE TO WIRE |
| Connector Color | WHITE |



| | |
|-----------------|-----------------------------|
| Connector No. | F32 |
| Connector Name | PDM (POWER DELIVERY MODULE) |
| Connector Color | - |



| Terminal No. | Color of Wire | Signal Name |
|--------------|---------------|-------------|
| 15 | L | - |
| 16 | G | - |

| Terminal No. | Color of Wire | Signal Name |
|--------------|---------------|-------------|
| 51 | B/Y | BFT (-) |

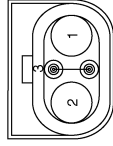
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VEHICLE CHARGING SYSTEM

< WIRING DIAGRAM >

| | |
|-----------------|--|
| Connector No. | H2 |
| Connector Name | ELECTRONIC COMPRESSOR (WITH HEAT PUMP) |
| Connector Color | ORANGE |



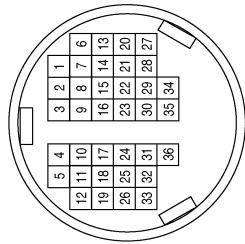
| Terminal No. | Color of Wire | Signal Name |
|--------------|---------------|-------------|
| 1 | O | - |
| 2 | O | - |
| 3 | SHIELD | - |

| | |
|-----------------|---|
| Connector No. | H1 |
| Connector Name | ELECTRONIC COMPRESSOR (WITHOUT HEAT PUMP) |
| Connector Color | ORANGE |



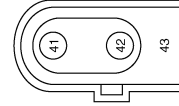
| Terminal No. | Color of Wire | Signal Name |
|--------------|---------------|-------------|
| 1 | O | - |
| 2 | O | - |
| 3 | SHIELD | - |
| 4 | SHIELD | - |

| | |
|-----------------|----------------|
| Connector No. | B24 |
| Connector Name | LI-ION BATTERY |
| Connector Color | GRAY |



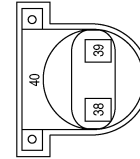
| Terminal No. | Color of Wire | Signal Name |
|--------------|---------------|-------------|
| 1 | L | CAN-H |
| 2 | G | CAN-L |

| | |
|-----------------|-----------------------------|
| Connector No. | H6 |
| Connector Name | PDM (POWER DELIVERY MODULE) |
| Connector Color | ORANGE |



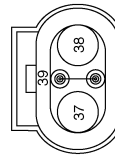
| Terminal No. | Color of Wire | Signal Name |
|--------------|---------------|-------------|
| 41 | O | AC COMP P |
| 42 | O | AC COMP N |
| 43 | SHIELD | SHIELD |

| | |
|-----------------|-----------------------------|
| Connector No. | H5 |
| Connector Name | PDM (POWER DELIVERY MODULE) |
| Connector Color | BLACK |



| Terminal No. | Color of Wire | Signal Name |
|--------------|---------------|-------------|
| 38 | O | HV BAT(+) |
| 39 | O | HV BAT(-) |
| 40 | SHIELD | SHIELD |

| | |
|-----------------|----------------|
| Connector No. | H3 |
| Connector Name | LI-ION BATTERY |
| Connector Color | ORANGE |



| Terminal No. | Color of Wire | Signal Name |
|--------------|---------------|-------------|
| 37 | O | - |
| 38 | O | - |
| 39 | SHIELD | - |

AACIA01736B

VEHICLE CHARGING SYSTEM

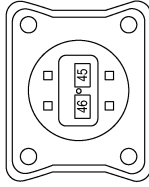
< WIRING DIAGRAM >

| | |
|-----------------|-----------------------------|
| Connector No. | H9 |
| Connector Name | PDM (POWER DELIVERY MODULE) |
| Connector Color | ORANGE |



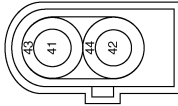
| Terminal No. | Color of Wire | Signal Name |
|--------------|---------------|-------------|
| 47 | O | N-CHG P |
| 48 | O | N-CHG N |

| | |
|-----------------|-----------------------------|
| Connector No. | H8 |
| Connector Name | PDM (POWER DELIVERY MODULE) |
| Connector Color | ORANGE |



| Terminal No. | Color of Wire | Signal Name |
|--------------|---------------|-------------|
| 45 | O | Q-CHG P |
| 46 | O | Q-CHG N |

| | |
|-----------------|-----------------------------|
| Connector No. | H7 |
| Connector Name | PDM (POWER DELIVERY MODULE) |
| Connector Color | ORANGE |



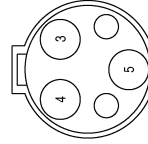
| Terminal No. | Color of Wire | Signal Name |
|--------------|---------------|-------------|
| 41 | O | AC COMP P |
| 42 | O | AC COMP N |
| 43 | SHIELD | SHIELD |
| 44 | SHIELD | SHIELD |

| | |
|-----------------|-------------------------|
| Connector No. | H13 |
| Connector Name | TRACTION MOTOR INVERTER |
| Connector Color | - |



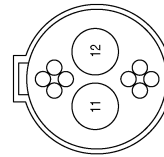
| Terminal No. | Color of Wire | Signal Name |
|--------------|---------------|-------------|
| 50 | O | - |
| 51 | O | - |

| | |
|-----------------|--------------------|
| Connector No. | H11 |
| Connector Name | NORMAL CHARGE PORT |
| Connector Color | ORANGE |



| Terminal No. | Color of Wire | Signal Name |
|--------------|---------------|-------------|
| 3 | O | - |
| 4 | O | - |
| 5 | SHIELD | - |

| | |
|-----------------|-------------------|
| Connector No. | H10 |
| Connector Name | QUICK CHARGE PORT |
| Connector Color | ORANGE |



| Terminal No. | Color of Wire | Signal Name |
|--------------|---------------|-------------|
| 11 | O | - |
| 12 | O | - |

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VEHICLE CHARGING SYSTEM

< WIRING DIAGRAM >

| | |
|-----------------|-----------------------------|
| Connector No. | H17 |
| Connector Name | PDM (POWER DELIVERY MODULE) |
| Connector Color | - |



| Terminal No. | Color of Wire | Signal Name |
|--------------|---------------|------------------|
| 49 | O | INVERTER LINE(P) |
| 50 | O | INVERTER LINE(N) |

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DIAGNOSIS AND REPAIR WORK FLOW

< BASIC INSPECTION >

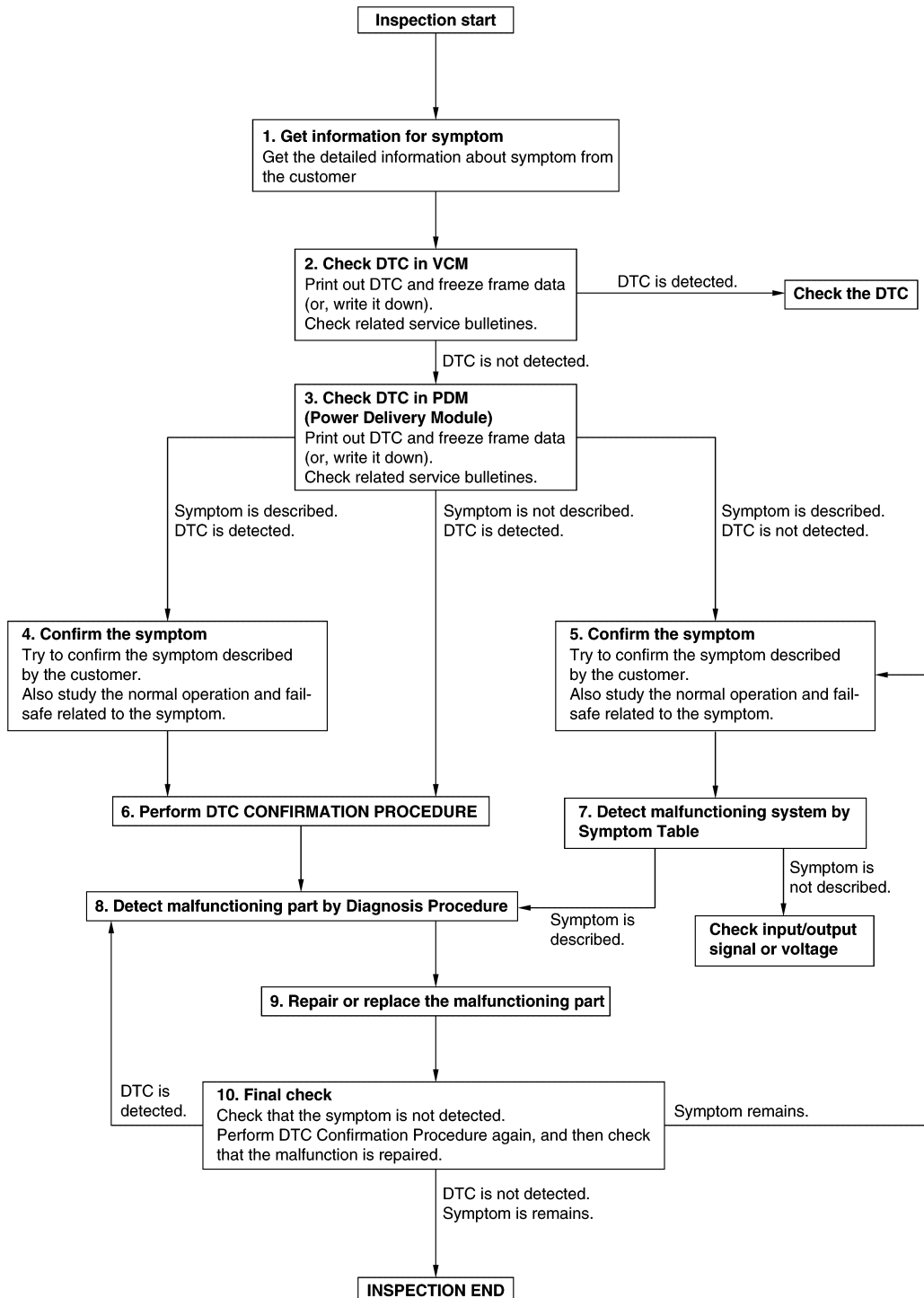
BASIC INSPECTION

DIAGNOSIS AND REPAIR WORK FLOW

Work Flow

INFOID:000000010121228

OVERALL SEQUENCE



DETAILED FLOW

Revision: May 2014

VC-47

2014 LEAF

JSCIA0790GB

DIAGNOSIS AND REPAIR WORK FLOW

< BASIC INSPECTION >

1. GET INFORMATION FOR SYMPTOM

Get the detailed information from the customer about the symptom (the condition and the environment when the incident/malfunction occurred) using the "Diagnostic Work Sheet". (Refer to [VC-49, "Diagnostic Work Sheet"](#).)

>> GO TO 2.

2. CHECK DTC IN VCM

1. Check DTC in VCM.
2. Check related service bulletins for information.

Are any DTCs detected?

- YES >> Check the DTC. Refer to [EVC-102, "DTC Index"](#).
NO >> GO TO 3.

3. CHECK DTC IN PDM (POWER DELIVERY MODULE)

1. Check DTC in PDM (Power Delivery Module).
2. Perform the following procedure if DTC is displayed.
 - Record DTC and freeze frame data. (Print them out with CONSULT.)
 - Erase DTC.
 - Study the relationship between the cause detected by DTC and the symptom described by the customer. (Symptom Matrix Chart is useful. Refer to [EVC-409, "Symptom Index"](#).)
3. Check related service bulletins for information.

Are any symptoms described and any DTCs detected?

- Symptom is described, DTC is detected>>GO TO 4.
Symptom is described, DTC is not detected>>GO TO 5.
Symptom is not described, DTC is detected>>GO TO 6.

4. CONFIRM THE SYMPTOM

Try to confirm the symptom described by the customer.
Also study the normal operation and fail-safe related to the symptom. Refer to [VC-103, "Symptom Table"](#) and [EVC-97, "Fail-Safe"](#).
Diagnosis Work Sheet is useful to verify the incident.
Verify relation between the symptom and the condition when the symptom is detected.

>> GO TO 6.

5. CONFIRM THE SYMPTOM

Try to confirm the symptom described by the customer.
Also study the normal operation and fail-safe related to the symptom. Refer to [VC-103, "Symptom Table"](#) and [EVC-97, "Fail-Safe"](#).
Diagnosis Work Sheet is useful to verify the incident.
Verify relation between the symptom and the condition when the symptom is detected.

>> GO TO 7.

6. PERFORM DTC CONFIRMATION PROCEDURE

Perform DTC CONFIRMATION PROCEDURE for the displayed DTC, and then check that DTC is detected again.

NOTE:

- Freeze frame data is useful if the DTC is not detected.
- Perform Component Function Check if DTC CONFIRMATION PROCEDURE is not included on Service Manual. This simplified check procedure is an effective alternative though DTC cannot be detected during this check.
If the result of Component Function Check is NG, it is the same as the detection of DTC by DTC CONFIRMATION PROCEDURE.

Is DTC detected?

- YES >> GO TO 8.

DIAGNOSIS AND REPAIR WORK FLOW

< BASIC INSPECTION >

NO >> Check according to [GI-53, "Intermittent Incident"](#).

7. DETECT MALFUNCTIONING SYSTEM BY SYMPTOM TABLE

Detect malfunctioning system according to [EVC-409, "Symptom Index"](#) based on the confirmed symptom in step 4, and determine the trouble diagnosis order based on possible causes and symptoms.

Is the symptom described?

YES >> GO TO 8.

NO >> Monitor input data from related sensors or check voltage of related PDM (Power Delivery Module) terminals using CONSULT. Refer to [EVC-84, "Reference Value"](#).

8. DETECT MALFUNCTIONING PART BY DIAGNOSIS PROCEDURE

Inspect according to Diagnosis Procedure of the system.

Is a malfunctioning part detected?

YES >> GO TO 9.

NO >> Check intermittent incident. Refer to [GI-53, "Intermittent Incident"](#).

9. REPAIR OR REPLACE THE MALFUNCTIONING PART

1. Repair or replace the malfunctioning part.
2. Reconnect parts or connectors disconnected during Diagnosis Procedure again after repair and replacement.
3. Check DTC. If DTC is displayed, erase it.

>> GO TO 10.

10. FINAL CHECK

When DTC was detected in step 3, perform DTC CONFIRMATION PROCEDURE or Component Function Check again, and then check that the malfunction have been completely repaired.

When symptom was described from the customer, refer to confirmed symptom in step 4 or 5, and check that the symptom is not detected.

Is DTC detected and does symptom remain?

YES-1 >> DTC is detected: GO TO 8.

YES-2 >> Symptom remains: GO TO 5.

NO >> Before returning the vehicle to the customer, always erase DTC.

Diagnostic Work Sheet

INFOID:000000010121229

DESCRIPTION

There are many operating conditions that lead to the malfunction of "charging system" components. A good grasp of such conditions can make troubleshooting faster and more accurate.

| KEY POINTS | |
|------------|--|
| WHAT | Vehicle and parts |
| WHEN | Date, Frequencies |
| WHERE | Road conditions |
| HOW | Operating conditions, Weather conditions, Symptoms |

In general, each customer feels differently about symptoms. It is important to fully understand the symptoms or conditions for a customer complaint.

Utilize the diagnostic worksheet in order to organize all the information for troubleshooting.

NOTE:

Some conditions may cause a DTC to be detected.

DIAGNOSTIC WORKSHEET

DIAGNOSIS AND REPAIR WORK FLOW

< BASIC INSPECTION >

Diagnostic worksheet

| | | | | | |
|-----------------|--|-------------------|--|----------------------------|-----------|
| Customer name | | License plate No. | | Date of first registration | |
| | | Model | | | |
| Acceptance Date | | VIN | | Mileage | km (mile) |

| Question | Group | Information from the customer | | | | |
|---|-------------------------------|---|---|--|--|--|
| Vehicle condition at malfunction occurrence | R/Q/N/O | <input type="checkbox"/> READY (R) <input type="checkbox"/> Quick charge (Q) <input type="checkbox"/> Normal charge (N) <input type="checkbox"/> Others (O) | | | | |
| Symptom | R | <input type="checkbox"/> "READY" not enabled <input type="checkbox"/> Poor drivability <input type="checkbox"/> Shock <input type="checkbox"/> Vibration <input type="checkbox"/> Driving impossible <input type="checkbox"/> Noise <input type="checkbox"/> Poor shifting <input type="checkbox"/> Poor braking <input type="checkbox"/> Poor acceleration <input type="checkbox"/> Low electricity consumption <input type="checkbox"/> Switch malfunction <input type="checkbox"/> Warning lamp ON <input type="checkbox"/> Others (_____) | | | | |
| | | Details of symptom | | | | |
| | | Information display indication | | | | |
| | | Electricity consumption | km (mile)/kW | | | |
| | | Li-ion battery remaining energy | / | | | |
| | Q, N | <input type="checkbox"/> Charging unable <input type="checkbox"/> Charging discontinued <input type="checkbox"/> Slow charging <input type="checkbox"/> Poor timer charging <input type="checkbox"/> Poor remote charging <input type="checkbox"/> Immediate charging unable <input type="checkbox"/> Others (_____) | | | | |
| | | Details of symptom | | | | |
| | | Quick charger monitor indication | | | | |
| | O | <input type="checkbox"/> A/C inoperative <input type="checkbox"/> Poor A/C <input type="checkbox"/> Dead 12V battery <input type="checkbox"/> Others (_____) | | | | |
| | | Details of symptom | | | | |
| | Location/status of occurrence | R/O | <input type="checkbox"/> Not applicable <input type="checkbox"/> Ordinary road <input type="checkbox"/> Highway <input type="checkbox"/> Mountain pass <input type="checkbox"/> Rough road <input type="checkbox"/> Level road <input type="checkbox"/> Uphill <input type="checkbox"/> Downhill <input type="checkbox"/> Left/right turn <input type="checkbox"/> Others (_____) | | | |
| | | Q/N/O | <input type="checkbox"/> Start of charge <input type="checkbox"/> During charging <input type="checkbox"/> After the end of charging <input type="checkbox"/> During standby of timer charging <input type="checkbox"/> During timer charging <input type="checkbox"/> At the end of timer charging <input type="checkbox"/> During remote charging <input type="checkbox"/> Others (_____) | | | |
| Driving condition | R | <input type="checkbox"/> At the system startup <input type="checkbox"/> During READY (Vehicle stopped) <input type="checkbox"/> At start <input type="checkbox"/> During acceleration <input type="checkbox"/> During driving with a constant speed <input type="checkbox"/> During coasting <input type="checkbox"/> During braking <input type="checkbox"/> Right before stopping <input type="checkbox"/> Right after stopping <input type="checkbox"/> During POWER OFF operation <input type="checkbox"/> A/C ON <input type="checkbox"/> During shift change <input type="checkbox"/> Others (_____) | | | | |
| | | Vehicle speed | km (MPH) | | | |
| | | Accelerator pedal opening angle | / 8 | | | |

CHARGE PORT

< PERIODIC MAINTENANCE >

PERIODIC MAINTENANCE

CHARGE PORT

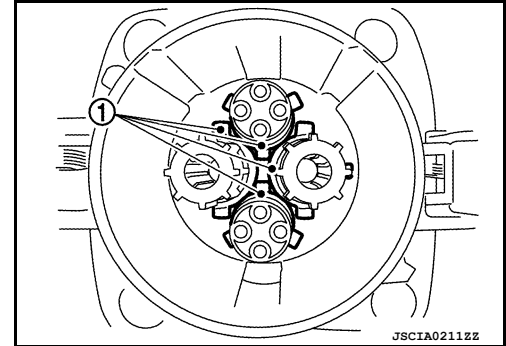
Inspection

INFOID:000000010121230

INSPECTION PROCEDURES

Quick Charge Port

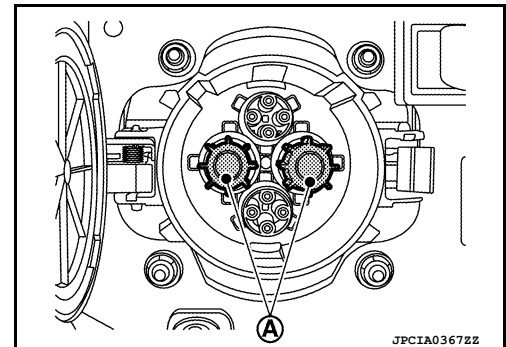
1. Perform the following visual inspections.
 - Dust and foreign matter in the quick charge port and normal charge port
 - Damage in the quick charge port and normal charge port
 - Malfunction in opening/closing the charge port caps and looseness when closed and locked.
 - Cracks in the packing ① of quick charge port



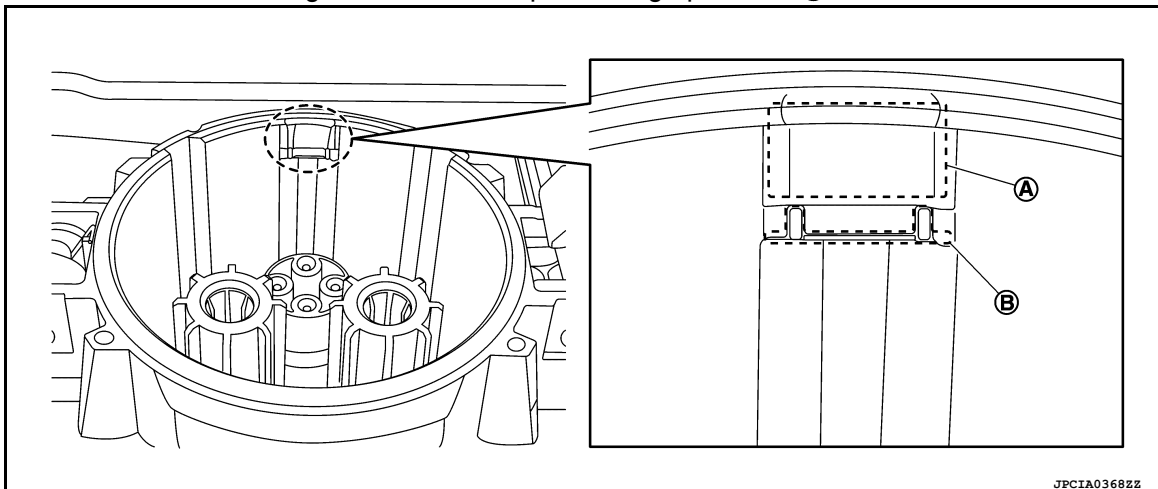
- Check that the quick charge port terminals ① are not welded.

CAUTION:

If they are welded, inspect the quick charge gun used for the last charge, and replace the quick charge port. For replacement of the quick charge port, refer to [VC-128, "Removal and Installation"](#).



- Check that there is no irregular wear of the quick charge port lock ①.



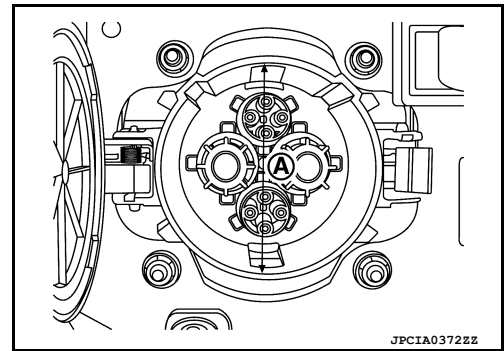
- If the port is damaged, for example if the metal plate ② on the inside is lost, replace the quick charge port. For replacement of the quick charge port, refer to [VC-128, "Removal and Installation"](#).

CHARGE PORT

< PERIODIC MAINTENANCE >

- If irregular wear is found at the visual inspection, check the charge port inner diameter (A) and replace the quick charge port if the limit value is exceeded.

Repair limit : 71 mm (2.80 in)

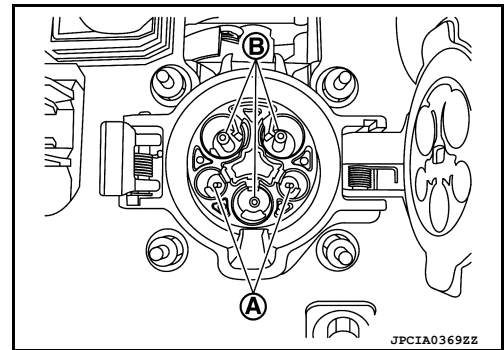


Normal Charge Port

1. Perform the following visual inspections.
 - Dust and foreign matter in the quick charge port and normal charge port
 - Damage in the quick charge port and normal charge port
 - Malfunction in opening/closing the charge port caps and looseness when closed and locked.
 - Check that the normal charge port terminals (A) are not bent.
 - Check that the contact prevention cap (B) is not missing.

NOTE:

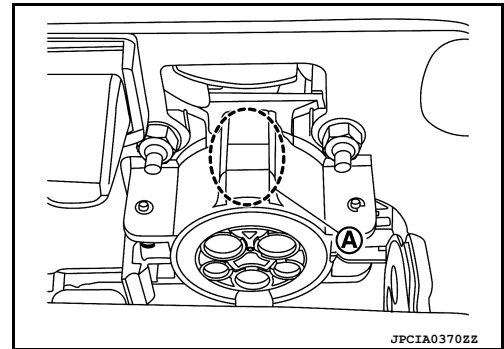
If it is missing, it is extremely difficult to engage the charge connector.



- Check that there is no snow or ice on the normal charge port top side (A).

NOTE:

If snow or ice reaches the charge connector lock, charging does not start.



Handling of charge port

Cleaning of charge port

If the charge port becomes dirty, clean the port with an air blow gun.

Handling of damaged cap

Perform the following procedure if the cap becomes damaged:

- Replace charge port cap if the charge port cap becomes damaged
- Replace charge port if the packing of quick charge port becomes cracked.
- Replace charge port if the terminal of quick charge port or normal charge port becomes damaged.

Cleaning of the inside of rubber cap

If air does not exit through the rubber cap hole, remove the rubber cap from the port and clean the inside so that air exits through the rubber cap hole.

A
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POWER SUPPLY AND GROUND CIRCUIT

< DTC/CIRCUIT DIAGNOSIS >

DTC/CIRCUIT DIAGNOSIS

POWER SUPPLY AND GROUND CIRCUIT

PDM (POWER DELIVERY MODULE)

PDM (POWER DELIVERY MODULE) : Diagnosis Procedure

INFOID:0000000010121231

1. CHECK FUSE

Check that the following fuse is not fusing.

| Power supply | Fuse No. | Capacity |
|-------------------|----------|----------|
| 12V battery power | 76 | 10 A |
| Power switch ON | 57 | 10 A |

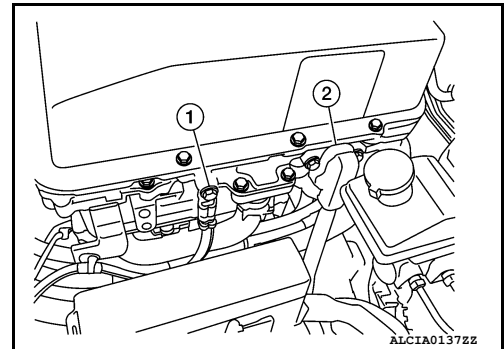
Is the fuse fusing?

YES >> Replace the fuse after repairing the applicable circuit.

NO >> GO TO 2.

2. CHECK 12V BATTERY CABLE ON PDM (POWER DELIVERY MODULE) SIDE

1. Turn power switch OFF.
2. Check the installation of 12V battery negative cable① and 12V battery positive cable②. [PDM (Power Delivery Module) side.]



Is the inspection result normal ?

YES >> GO TO 3.

NO >> Repair or replace 12V battery negative cable or positive cable on PDM (Power Delivery Module) side connection.

3. CHECK 12V BATTERY NEGATIVE CABLE ON PDM (POWER DELIVERY MODULE) SIDE

Check the continuity between 12V battery negative cable on PDM (Power Delivery Module) side and ground.

| + | | - | Continuity |
|--------------------------------|----------|--------|------------|
| PDM (Power Delivery Module) | | | |
| Connector | Terminal | | |
| F32 | 51 | Ground | Existed |

Is the inspection result normal?

YES >> GO TO 4.

NO >> Repair or replace error-detected parts.

4. 12V BATTERY POWER SUPPLY

POWER SUPPLY AND GROUND CIRCUIT

< DTC/CIRCUIT DIAGNOSIS >

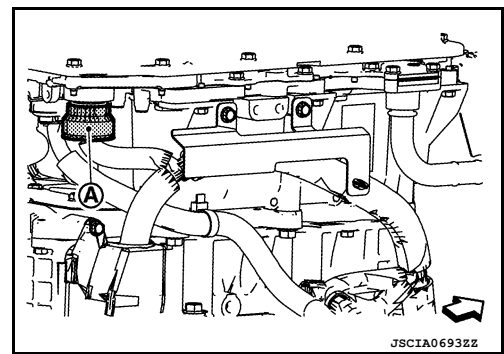
1. Disconnect PDM (Power Delivery Module) harness connector(A).

← : Vehicle front

NOTE:

Loosen the PDM (Power Delivery Module) harness connector by rotating it counterclockwise and remove it.

2. Check the voltage between PDM (Power Delivery Module) harness connector and ground.



| + | | - | Voltage |
|--------------------------------|----------|--------|---------------------|
| PDM (Power Delivery Module) | | | |
| Connector | Terminal | | |
| F23 | 18 | Ground | 12V battery voltage |

Is the inspection result normal?

YES >> GO TO 5.

NO >> Perform the trouble diagnosis for 12V battery power supply circuit.

5.CHECK POWER SWITCH ON POWER SUPPLY

1. Turn power switch ON.
2. Check the voltage between PDM (Power Delivery Module) harness connector and ground.

| + | | - | Voltage (Approx.) |
|--------------------------------|----------|--------|----------------------|
| PDM (Power Delivery Module) | | | |
| Connector | Terminal | | |
| F23 | 16 | Ground | 11 – 14 V |

Is the inspection result normal?

YES >> INSPECTION END

NO >> GO TO 6.

6.CHECK POWER SWITCH ON POWER SUPPLY CIRCUIT

1. Turn power switch OFF.
2. Disconnect IPDM E/R harness connector.
3. Check the continuity between PDM (Power Delivery Module) harness connector and IPDM E/R harness connector.

| PDM (Power Delivery Module) | | IPDM E/R | | Continuity |
|--------------------------------|----------|-----------|----------|------------|
| Connector | Terminal | Connector | Terminal | |
| F23 | 16 | E15 | 59 | Existed |

Is the inspection result normal?

YES >> Replace IPDM E/R. Refer to [PCS-29. "Removal and Installation"](#).

NO >> Repair or replace error-detected parts.

U1000 CAN COMMUNICATION

< DTC/CIRCUIT DIAGNOSIS >

U1000 CAN COMMUNICATION

Description

INFOID:000000010121232

CAN (Controller Area Network) is a serial communication line for real time application. It is an on-vehicle multiplex communication line with high data communication speed and excellent error detection ability. Many electronic control units are equipped onto a vehicle, and each control unit shares information and links with other control units during operation (not independent). In CAN communication, control units are connected with 2 communication lines (CAN H line, CAN L line) allowing a high rate of information transmission with less wiring. Each control unit transmits/receives data but selectively reads required data only.

DTC Logic

INFOID:000000010121233

DTC DETECTION LOGIC

| DTC | CONSULT display (Malfunction type) | DTC detection condition | Possible causes |
|-------|---|---|--|
| U1000 | CAN COMM CIRCUIT (Missing message) | The PDM (Power Delivery Module) is unable to send or receive EV system CAN communication continually for 2 seconds or more. | Harness and connector (EV system CAN communication line circuit is open or shorted.) |
| | CAN COMM CIRCUIT (Erratic) | | |
| | CAN COMM CIRCUIT (Electrical malfunction) | | |

DTC CONFIRMATION PROCEDURE

1. PERFORM DTC CONFIRMATION PROCEDURE

With CONSULT

- Turn power switch ON and wait for 5 seconds or more.
- Check "Self-diagnosis result" of "CHARGER/PD MODULE".

Is DTC detected?

- YES >> Proceed to [VC-56, "Diagnosis Procedure"](#).
NO >> INSPECTION END

Diagnosis Procedure

INFOID:000000010121234

Perform the trouble diagnosis for CAN communication system. Refer to [LAN-17, "Trouble Diagnosis Flow Chart"](#).

U1008, U100B QUICK CHARGER COMMUNICATION

< DTC/CIRCUIT DIAGNOSIS >

U1008, U100B QUICK CHARGER COMMUNICATION

Description

INFOID:0000000010121235

Quick charger communication is a serial communication line for real time application. It is a multiplex communication line with high data communication speed and excellent error detection ability. PDM (Power Delivery Module) and quick charger are connected with two communication lines (quick charger communication H-line and quick charger communication L-line) and transmit/receive data.

DTC Logic

INFOID:0000000010121236

DTC DETECTION LOGIC

CAUTION:

This DTC may be detected when there is a quick charger malfunction. Therefore if this DTC is detected, check that there are no malfunctions in the quick charger.

| DTC | CONSULT display (Malfunction type) | DTC detection condition | Possible causes |
|-------|--------------------------------------|---|--|
| U1008 | QUICK CHARGER COMM (Missing message) | The PDM (Power Delivery Module) is unable to send or receive quick charger communication continually for 2 seconds or more. | <ul style="list-style-type: none">• Harness and connector (Quick charger communication line circuit is open or shorted.)• Quick charger• Quick charge port• PDM (Power Delivery Module) |
| | QUICK CHARGER COMM (Erratic) | | |
| U100B | QUICK CHARGER COMM (Missing message) | | |
| | QUICK CHARGER COMM (Erratic) | | |

DTC CONFIRMATION PROCEDURE

1. PERFORM DTC CONFIRMATION PROCEDURE

With CONSULT

1. Perform quick charging for 5 seconds or more.
2. Turn power switch ON.
3. Check "Self-diagnosis result" of "CHARGER/PD MODULE".

Is DTC detected?

- YES >> Proceed to [VC-57, "Diagnosis Procedure"](#).
NO >> INSPECTION END

Diagnosis Procedure

INFOID:0000000010121237

1. PERFORM DTC CONFIRMATION PROCEDURE AGAIN

With CONSULT

1. Turn power switch ON.
2. Erase DTC.
3. Turn power switch OFF.
4. Perform DTC confirmation procedure again by using a quick charger other than the one is used for the previous DTC confirmation procedure. Refer to [VC-57, "DTC Logic"](#)

Is the DTC detected again?

- YES >> GO TO 2.
NO >> INSPECTION END (Quick charger malfunction)

2. CHECK QUICK CHARGE PORT CONDITION

Check for any adhering foreign substances, cracking or damage on the quick charge port. Refer to [VC-52, "Inspection"](#).

Is the inspection result normal?

- YES >> GO TO 3.
NO >> Clean or replace the quick charge port. Refer to [VC-128, "Removal and Installation"](#).

U1008, U100B QUICK CHARGER COMMUNICATION

< DTC/CIRCUIT DIAGNOSIS >

3. CHECK QUICK CHARGE PORT

Check the quick charge port. Refer to [VC-58. "Component Inspection"](#).

Is the inspection result normal?

YES >> GO TO 4.

NO >> Replace quick charge port. Refer to [VC-128. "Removal and Installation"](#).

4. CHECK QUICK CHARGER COMMUNICATION CIRCUIT

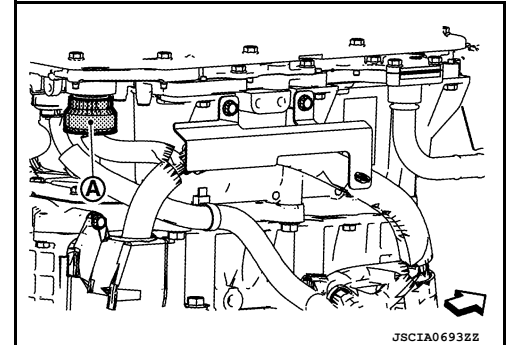
1. Disconnect PDM (Power Delivery Module) harness connector^(A).

↶ : Vehicle front

NOTE:

Loosen the PDM (Power Delivery Module) harness connector by rotating it counterclockwise and remove it.

2. Check the continuity between quick charge port harness connector and PDM (Power Delivery Module) harness connector.



| Quick charge port | | PDM (Power Delivery Module) | | Continuity |
|-------------------|----------|--------------------------------|----------|------------|
| Connector | Terminal | Connector | Terminal | |
| E7 | 1 | F23 | 22 | Existed |
| | 2 | | 21 | |

Is the inspection result normal?

YES >> GO TO 5.

NO >> Repair or replace error-detected parts.

5. CHECK QUICK CHARGER COMMUNICATION GROUND CIRCUIT

Check the continuity between quick charge port harness connector and ground.

| + | | - | Continuity |
|-------------------|----------|--------|------------|
| Quick charge port | | | |
| Connector | Terminal | Ground | Existed |
| E7 | 5 | | |

Is the inspection result normal?

YES >> GO TO 6.

NO >> Repair or replace error-detected parts.

6. CHECK INTERMITTENT INCIDENT

Check the intermittent incident. Refer to [GI-53. "Intermittent Incident"](#).

Is the inspection result normal?

YES >> Replace PDM (Power Delivery Module). Refer to [VC-112. "Removal and Installation"](#).

NO >> Repair or replace error-detected parts.

Component Inspection

INFOID:0000000010121238

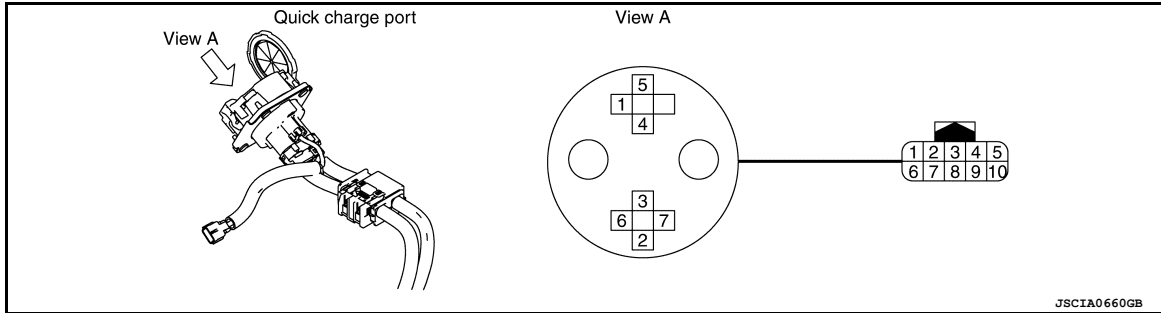
1. CHECK QUICK CHARGE PORT

1. Disconnect quick charge port harness connector.

U1008, U100B QUICK CHARGER COMMUNICATION

< DTC/CIRCUIT DIAGNOSIS >

- Check the continuity between quick charge port terminals and quick charge port side harness connector of same terminals.



Is the inspection result normal?

YES >> GO TO 2.

NO >> Replace quick charge port. Refer to [VC-128, "Removal and Installation"](#).

2. CHECK QUICK CHARGE PORT TEMPERATURE SENSOR

Check the resistance between quick charge port side harness connector terminals.

| Quick charge side harness connector | | Condition | | Resistance (kΩ) |
|-------------------------------------|----|-----------------------|----------------------|-----------------|
| Terminal | | Temperature [°C (°F)] | -40 – 50 (-40 – 122) | |
| 5 | 9 | | | |
| | 10 | | | |

Is the inspection result normal?

YES >> INSPECTION END

NO >> Replace quick charge port. Refer to [VC-128, "Removal and Installation"](#).

U100A CAN COMMUNICATION

< DTC/CIRCUIT DIAGNOSIS >

U100A CAN COMMUNICATION

Description

INFOID:000000010121239

CAN (Controller Area Network) is a serial communication line for real time application. It is an on-vehicle multiplex communication line with high data communication speed and excellent error detection ability. Many electronic control units are equipped onto a vehicle, and each control unit shares information and links with other control units during operation (not independent). In CAN communication, control units are connected with 2 communication lines (CAN H line, CAN L line) allowing a high rate of information transmission with less wiring. Each control unit transmits/receives data but selectively reads required data only.

DTC Logic

INFOID:000000010121240

DTC DETECTION LOGIC

| DTC | CONSULT display (Malfunction type) | DTC detection condition | Possible causes |
|-------|---------------------------------------|---|---|
| U100A | CAN COMM ERROR (Missing message) | The PDM (Power Delivery Module) is unable to send or receive EV system CAN communication continually for 2 seconds or more. | Harness and connector (EV system CAN communication line circuit is open or shorted.) |

DTC CONFIRMATION PROCEDURE

1. PERFORM DTC CONFIRMATION PROCEDURE

With CONSULT

1. Turn power switch ON and wait for 5 seconds or more.
2. Check "Self-diagnosis result" of "CHARGER/PD MODULE".

Is DTC detected?

- YES >> Proceed to [VC-60, "Diagnosis Procedure"](#).
NO >> INSPECTION END

Diagnosis Procedure

INFOID:000000010121241

Perform the trouble diagnosis for CAN communication system. Refer to [LAN-17, "Trouble Diagnosis Flow Chart"](#).

U1010 CONTROL MODULE (CAN)

< DTC/CIRCUIT DIAGNOSIS >

U1010 CONTROL MODULE (CAN)

DTC Logic

INFOID:000000010121242

DTC DETECTION LOGIC

| DTC | CONSULT display (Malfunction type) | DTC detection condition | Possible causes |
|-------|--|---|-----------------------------|
| U1010 | CONTROL UNIT (CAN) (Internal electric malfnctn) | In a self-test of CAN control unit, when PDM (Power Delivery Module) is under conditions that a write value and a read value do not match one time or more out of two attempts, and after that, they never match even after 100 attempts. | PDM (Power Delivery Module) |
| | CONTROL UNIT (CAN) (Electrical malfunction) | | |

DTC CONFIRMATION PROCEDURE

1. PERFORM DTC CONFIRMATION PROCEDURE

With CONSULT

1. Turn power switch ON and wait for 5 seconds or more.
2. Check "Self-diagnosis result" of "CHARGER/PD MODULE".

Is DTC detected?

- YES >> Proceed to [VC-61, "Diagnosis Procedure"](#).
NO >> INSPECTION END

Diagnosis Procedure

INFOID:000000010121243

1. PERFORM DTC CONFIRMATION PROCEDURE AGAIN

With CONSULT

1. Turn power switch ON.
2. Erase DTC.
3. Perform DTC confirmation procedure again. Refer to [VC-61, "DTC Logic"](#).

Is the DTC detected again?

- YES >> Replace PDM (Power Delivery Module). Refer to [VC-60, "Diagnosis Procedure"](#).
NO >> INSPECTION END

B2801 QUICK CHARGE CONNECTOR

< DTC/CIRCUIT DIAGNOSIS >

B2801 QUICK CHARGE CONNECTOR

DTC Logic

INFOID:000000010121244

DTC DETECTION LOGIC

CAUTION:

This DTC may be detected when there is a quick charger malfunction. Therefore if this DTC is detected, check that there are no malfunctions in the quick charger.

| DTC | CONSULT display (Malfunction type) | DTC detection condition | Possible causes |
|-------|---|--|---|
| B2801 | A Q/CHG ACTIVATION SIG ERROR (Signal invalid) | Quick charger connector disconnection is detected while receiving the quick charge start/stop 1 signal that is transmitted from the quick charger. | <ul style="list-style-type: none">• Harness and connector (Quick charge port circuit is open or shorted.)• Quick charger• Quick charge port• PDM (Power Delivery Module) |
| | B Q/CHG ACTIVATION SIG ERROR (Signal stuck high) | The connector connection confirmation signal is detected continuously for 3 seconds or more because the signal line cut-off circuit is stuck ON during quick charging. | PDM (Power Delivery Module) |

DTC CONFIRMATION PROCEDURE

1. PERFORM DTC CONFIRMATION PROCEDURE

With CONSULT

1. Turn power switch OFF.
2. Connect the quick charger connector to the quick charge port.
3. Turn ON the quick charger start switch and wait for 1 minute or more.
4. Turn power switch ON.
5. Check "Self-diagnosis result" of "CHARGER/PD MODULE".

Is DTC detected?

YES (TYPE A) >> Proceed to [VC-62, "TYPE A : Diagnosis Procedure"](#).

YES (TYPE B) >> Proceed to [VC-64, "TYPE B : Diagnosis Procedure"](#).

NO >> INSPECTION END

TYPE A

TYPE A : Diagnosis Procedure

INFOID:000000010121245

1. PERFORM DTC CONFIRMATION PROCEDURE AGAIN

With CONSULT

1. Turn power switch ON.
2. Erase DTC.
3. Turn power switch OFF.
4. Perform DTC confirmation procedure again by using a quick charger other than the one is used for the previous DTC confirmation procedure. Refer to [VC-62, "DTC Logic"](#)

Is DTC detected?

YES >> GO TO 2.

NO >> INSPECTION END (Quick charger malfunction).

2. CHECK QUICK CHARGE PORT CONDITION

Check for any adhering foreign substances, cracking or damage on the quick charge port. Refer to [VC-52, "Inspection"](#).

Is the inspection result normal?

YES >> GO TO 3.

NO >> Clean or replace the quick charge port. Refer to [VC-128, "Removal and Installation"](#).

B2801 QUICK CHARGE CONNECTOR

< DTC/CIRCUIT DIAGNOSIS >

3. CHECK QUICK CHARGE PORT

Check the quick charge port. Refer to [VC-65. "Component Inspection"](#).

Is the inspection result normal?

YES >> GO TO 4.

NO >> Replace quick charge port. Refer to [VC-128. "Removal and Installation"](#).

4. CHECK QUICK CHARGER CONNECTION SIGNAL POWER SUPPLY (1)

Check the voltage between quick charge port harness connector terminals.

| Quick charge port | | | Voltage |
|-------------------|----------|---|---------------------|
| Connector | + | - | |
| | Terminal | | |
| E7 | 3 | 5 | 12V battery voltage |

Is the inspection result normal?

YES >> GO TO 8.

NO >> GO TO 5.

5. CHECK QUICK CHARGER CONNECTION SIGNAL POWER SUPPLY (2)

Check the voltage between quick charge port harness connector and ground.

| + | | - | Voltage |
|-------------------|----------|--------|---------------------|
| Quick charge port | | | |
| Connector | Terminal | | |
| E7 | 3 | Ground | 12V battery voltage |

Is the inspection result normal?

YES >> GO TO 7.

NO >> GO TO 6.

6. CHECK QUICK CHARGER CONNECTION SIGNAL POWER SUPPLY CIRCUIT

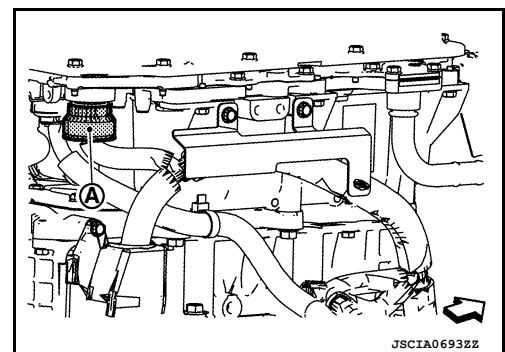
1. Disconnect PDM (Power Delivery Module) harness connector^(A).

← : Vehicle front

NOTE:

Loosen the PDM (Power Delivery Module) harness connector by rotating it counterclockwise and remove it.

2. Check the continuity between quick charge port harness connector and PDM (Power Delivery Module) harness connector.



| Quick charge port | | PDM (Power Delivery Module) | | Continuity |
|-------------------|----------|-----------------------------|----------|------------|
| Connector | Terminal | Connector | Terminal | |
| E7 | 3 | F23 | 20 | Existed |

Is the inspection result normal?

YES >> GO TO 9.

NO >> Repair or replace error-detected parts.

7. CHECK QUICK CHARGER CONNECTION SIGNAL GROUND CIRCUIT

Check the continuity between quick charge port harness connector and ground.

B2801 QUICK CHARGE CONNECTOR

< DTC/CIRCUIT DIAGNOSIS >

| + | | - | Continuity |
|-------------------|----------|--------|------------|
| Quick charge port | | | |
| Connector | Terminal | | |
| E7 | 5 | Ground | Existed |

Is the inspection result normal?

YES >> GO TO 9.

NO >> Repair or replace error-detected parts.

8. CHECK QUICK CHARGE START/STOP 1 SIGNAL CIRCUIT

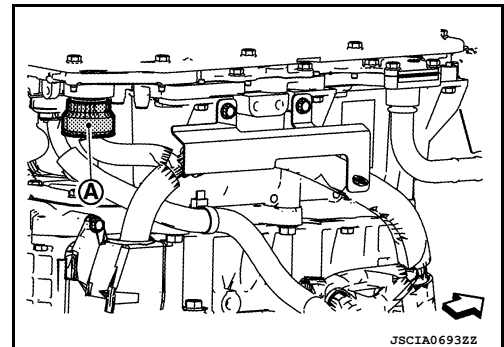
1. Disconnect PDM (Power Delivery Module) harness connector(A).

↶ : Vehicle front

NOTE:

Loosen the PDM (Power Delivery Module) harness connector by rotating it counterclockwise and remove it.

2. Check the continuity between quick charge port harness connector and PDM (Power Delivery Module) harness connector.



| Quick charge port | | PDM (Power Delivery Module) | | Continuity |
|-------------------|----------|--------------------------------|----------|------------|
| Connector | Terminal | Connector | Terminal | |
| E7 | 1 | F23 | 22 | Existed |

Is the inspection result normal?

YES >> GO TO 9.

NO >> Repair or replace error-detected parts.

9. CHECK INTERMITTENT INCIDENT

Check the intermittent incident. Refer to [GI-53. "Intermittent Incident"](#).

Is the inspection result normal?

YES >> Replace PDM (Power Delivery Module). Refer to [VC-112. "Removal and Installation"](#).

NO >> Repair or replace error-detected parts.

TYPE B

TYPE B : Diagnosis Procedure

INFOID:000000010121246

1. PERFORM DTC CONFIRMATION PROCEDURE AGAIN

Ⓟ With CONSULT

1. Turn power switch ON.
2. Erase DTC.
3. Turn power switch OFF.
4. Perform DTC confirmation procedure again by using a quick charger other than the one is used for the previous DTC confirmation procedure. Refer to [VC-62. "DTC Logic"](#)

Is the DTC detected again?

YES >> GO TO 2.

NO >> INSPECTION END (Quick charger malfunction)

2. CHECK INTERMITTENT INCIDENT

Check the intermittent incident. Refer to [GI-53. "Intermittent Incident"](#).

Is the inspection result normal?

YES >> Replace PDM (Power Delivery Module). Refer to [VC-112. "Removal and Installation"](#).

NO >> Repair or replace error-detected parts.

B2801 QUICK CHARGE CONNECTOR

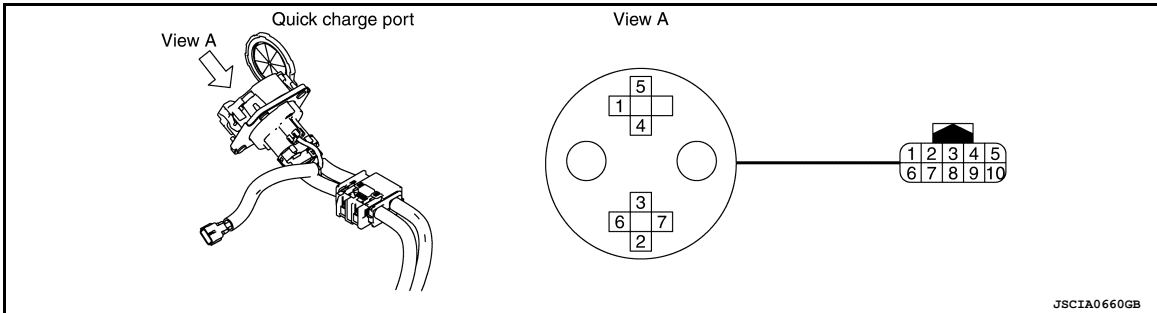
< DTC/CIRCUIT DIAGNOSIS >

Component Inspection

INFOID:000000010121247

1. CHECK QUICK CHARGE PORT

1. Disconnect quick charge port harness connector.
2. Check the continuity between quick charge port terminals and quick charge port side harness connector of same terminals.



Is the inspection result normal?

YES >> GO TO 2.

NO >> Replace quick charge port. Refer to [VC-128, "Removal and Installation"](#).

2. CHECK QUICK CHARGE PORT TEMPERATURE SENSOR

Check the resistance between quick charge port side harness connector terminals.

| Quick charge side harness connector | | Condition | | Resistance (kΩ) |
|-------------------------------------|----|--------------------------|-------------------------|-----------------|
| Terminal | | | | |
| 5 | 9 | Temperature [°C (°F)] | -40 – 50 (-40 – 122) | 4 – 170 |
| | 10 | | | |

Is the inspection result normal?

YES >> INSPECTION END

NO >> Replace quick charge port. Refer to [VC-128, "Removal and Installation"](#).

B2802 QUICK CHARGER

< DTC/CIRCUIT DIAGNOSIS >

B2802 QUICK CHARGER

DTC Logic

INFOID:000000010121248

DTC DETECTION LOGIC

CAUTION:

This DTC may be detected when there is a quick charger malfunction. Therefore if this DTC is detected, check that there are no malfunctions in the quick charger.

| DTC | CONSULT display (Malfunction type) | DTC detection condition | Possible causes |
|-------|---|--|--|
| B2802 | Q/CHG ISOLATION SIGNAL ERROR (Signal stuck high) | The quick charge start/stop 2 signal that is transmitted from the quick charger at the start of quick charging is not received. | <ul style="list-style-type: none">• Harness and connector (Quick charger communication line circuit is open or shorted.)• Quick charger• Quick charge port• PDM (Power Delivery Module) |
| | Q/CHG ISOLATION SIGNAL ERROR (Signal stuck low) | The quick charge start/stop 2 signal that is transmitted from the quick charger at the start of quick charging is received at an incorrect time. | |

DTC CONFIRMATION PROCEDURE

1. PERFORM DTC CONFIRMATION PROCEDURE

Ⓟ With CONSULT

1. Turn power switch OFF.
2. Connect the quick charger connector to the quick charge port.
3. Turn ON the quick charger start switch and wait for 1 minute or more.
4. Turn power switch ON.
5. Check "Self-diagnosis result" of "CHARGER/PD MODULE".

Is DTC detected?

- YES >> Proceed to [VC-66, "Diagnosis Procedure"](#).
NO >> INSPECTION END

Diagnosis Procedure

INFOID:000000010121249

1. PERFORM DTC CONFIRMATION PROCEDURE AGAIN

Ⓟ With CONSULT

1. Turn power switch ON.
2. Erase DTC.
3. Turn power switch OFF.
4. Perform DTC confirmation procedure again by using a quick charger other than the one is used for the previous DTC confirmation procedure. Refer to [VC-66, "DTC Logic"](#)

Is DTC detected?

- YES >> GO TO 2.
NO >> INSPECTION END (Quick charger malfunction).

2. CHECK QUICK CHARGE PORT CONDITION

Check for any adhering foreign substances, cracking or damage on the quick charge port. Refer to [VC-52, "Inspection"](#).

Is the inspection result normal?

- YES >> GO TO 3.
NO >> Clean or replace the quick charge port. Refer to [VC-128, "Removal and Installation"](#).

3. CHECK QUICK CHARGE PORT

Check the quick charge port. Refer to [VC-67, "Component Inspection"](#).

Is the inspection result normal?

- YES >> GO TO 4.
NO >> Replace quick charge port. Refer to [VC-128, "Removal and Installation"](#).

4. CHECK QUICK CHARGER COMMUNICATION CIRCUIT

B2802 QUICK CHARGER

< DTC/CIRCUIT DIAGNOSIS >

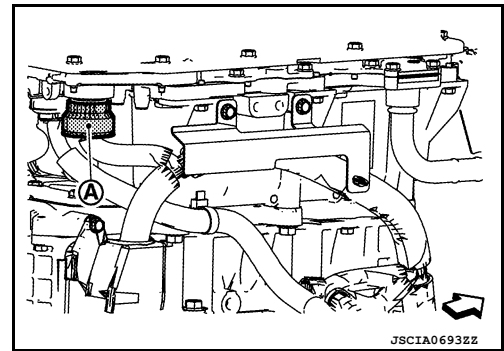
1. Disconnect PDM (Power Delivery Module) harness connector(A).

↶ : Vehicle front

NOTE:

Loosen the PDM (Power Delivery Module) harness connector by rotating it counterclockwise and remove it.

2. Check the continuity between quick charge port harness connector and PDM (Power Delivery Module) harness connector.



| Quick charge port | | PDM (Power Delivery Module) | | Continuity |
|-------------------|----------|--------------------------------|----------|------------|
| Connector | Terminal | Connector | Terminal | |
| E7 | 2 | F23 | 21 | Existed |
| | 4 | | 19 | |

Is the inspection result normal?

YES >> GO TO 5.

NO >> Repair or replace error-detected parts.

5.CHECK INTERMITTENT INCIDENT

Check the intermittent incident. Refer to [GI-53, "Intermittent Incident"](#).

Is the inspection result normal?

YES >> Replace PDM (Power Delivery Module). Refer to [VC-112, "Removal and Installation"](#).

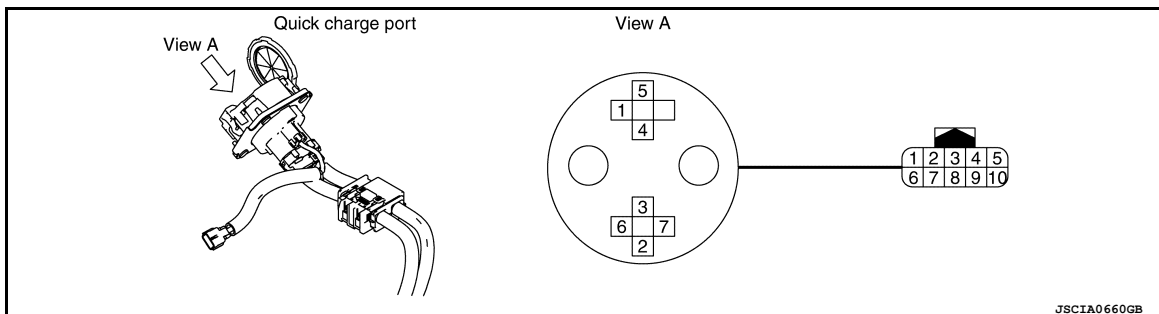
NO >> Repair or replace error-detected parts.

Component Inspection

INFOID:000000010121250

1.CHECK QUICK CHARGE PORT

1. Disconnect quick charge port harness connector.
2. Check the continuity between quick charge port terminals and quick charge port side harness connector of same terminals.



Is the inspection result normal?

YES >> GO TO 2.

NO >> Replace quick charge port. Refer to [VC-128, "Removal and Installation"](#).

2.CHECK QUICK CHARGE PORT TEMPERATURE SENSOR

Check the resistance between quick charge port side harness connector terminals.

| Quick charge side harness connector | | Condition | Resistance (kΩ) |
|-------------------------------------|----|--------------------------|-------------------------|
| Terminal | | | |
| 5 | 9 | Temperature [°C (°F)] | -40 – 50 (-40 – 122) |
| | 10 | | |

Is the inspection result normal?

YES >> INSPECTION END

NO >> Replace quick charge port. Refer to [VC-128, "Removal and Installation"](#).

B2803 QUICK CHARGER

< DTC/CIRCUIT DIAGNOSIS >

B2803 QUICK CHARGER

DTC Logic

INFOID:000000010121251

DTC DETECTION LOGIC

| DTC | CONSULT display (Malfunction type) | DTC detection condition | Possible causes |
|-------|--|---|--|
| B2803 | Q/CHG PERMIT SIGNAL ERROR (Signal stuck low) | After the charge start/stop 1 signal is received from the quick charger, the quick charge connector lock signal is received from the quick charger via quick charger communication even though the charge permit signal is not being output by the PDM (Power Delivery Module). | <ul style="list-style-type: none"> • Harness and connector (Charge permit signal line is shorted.) • PDM (Power Delivery Module) |

DTC CONFIRMATION PROCEDURE

1. PERFORM DTC CONFIRMATION PROCEDURE

④ With CONSULT

1. Perform quick charge for 5 seconds or more.
2. Turn power switch ON.
3. Check "Self-diagnosis result" of "CHARGER/PD MODULE".

Is DTC detected?

- YES >> Proceed to [VC-68, "Diagnosis Procedure"](#).
 NO >> INSPECTION END

Diagnosis Procedure

INFOID:000000010121252

1. PERFORM DTC CONFIRMATION PROCEDURE AGAIN

④ With CONSULT

1. Turn power switch ON.
2. Erase DTC.
3. Turn power switch OFF.
4. Perform DTC confirmation procedure again by using a quick charger other than the one is used for the previous DTC confirmation procedure. Refer to [VC-68, "DTC Logic"](#).

Is DTC detected?

- YES >> GO TO 2.
 NO >> INSPECTION END (Quick Charger malfunction).

2. CHECK QUICK CHARGE PERMIT SIGNAL CIRCUIT (1)

④ With CONSULT

1. Turn power switch ON.
2. Select "QUICK CHARGE PERMIT" in "ACTIVE TEST" mode of "CHARGER/PD MODULE" using CONSULT.
3. Select "QUICK CHARGE PERMIT" of "DATA MONITOR" item.
4. Switch the quick charge permit signal circuit between ON and OFF to check that the "QUICK CHARGE PERMIT" indication changes.
5. Switch the quick charge permit signal circuit between ON and OFF to check that the "QUICK CHARGE PERMIT" indication changes, also change the voltage between quick charge port harness connector and ground.

| Monitor item | Condition (Active test) | Indication | |
|---------------------|----------------------------|------------|------|
| | | ON | LOW |
| QUICK CHARGE PERMIT | QUICK CHARGE PERMIT | ON | LOW |
| | | OFF | HIGH |

B2803 QUICK CHARGER

< DTC/CIRCUIT DIAGNOSIS >

| + | | - | Condition (Active test) | Voltage | |
|-------------------|----------|--------|----------------------------|-----------|-----------------------|
| Quick charge port | | | | | |
| Connector | Terminal | | | | |
| E7 | 4 | Ground | QUICK CHARGE PERMIT | ON OFF | 1.0 V or less OPEN |

Is the inspection result normal?

- YES >> Check the intermittent incident. Refer to [GI-53. "Intermittent Incident"](#).
 NO >> GO TO 3.

3. CHECK QUICK CHARGE PORT CONDITION

Check for any adhering foreign substances, cracking or damage on the quick charge port. Refer to [VC-52. "Inspection"](#).

Is the inspection result normal?

- YES >> GO TO 4.
 NO >> Clean or replace the quick charge port. Refer to [VC-128. "Removal and Installation"](#).

4. CHECK QUICK CHARGE PORT

Check the quick charge port. Refer to [VC-70. "Component Inspection"](#).

Is the inspection result normal?

- YES >> GO TO 5.
 NO >> Replace quick charge port. Refer to [VC-128. "Removal and Installation"](#).

5. CHECK QUICK CHARGE PERMIT SIGNAL CIRCUIT (2)

Ⓜ With CONSULT

- Turn power switch ON.
- Select "QUICK CHARGE PERMIT" in "ACTIVE TEST" mode of "CHARGER/PD MODULE" using CONSULT.
- Turn ON the quick charge permit signal circuit first. After this, turn OFF the circuit.
- Check the continuity between quick charge port harness connector and ground.

CAUTION:

To ensure correct polarity of the tester, always connect the tester to the circuit in the forward direction.

| + | | - | Continuity |
|-------------------|----------|--------|-------------|
| Quick charge port | | | |
| Connector | Terminal | | |
| E7 | 4 | Ground | Not existed |

Is the inspection result normal?

- YES >> Check the intermittent incident. Refer to [GI-53. "Intermittent Incident"](#).
 NO >> GO TO 6.

6. CHECK QUICK CHARGE PERMIT SIGNAL CIRCUIT (3)

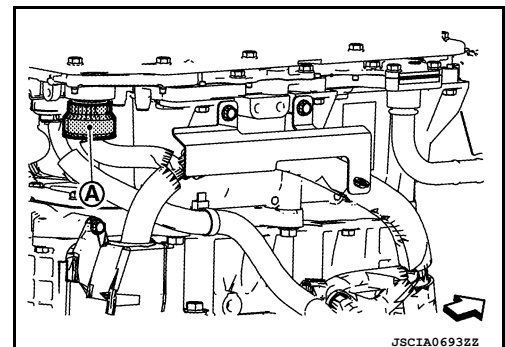
- Turn power switch OFF.
- Disconnect PDM (Power Delivery Module) harness connectorⒶ.

← : Vehicle front

NOTE:

Loosen the PDM (Power Delivery Module) harness connector by rotating it counterclockwise and remove it.

- Check the continuity between quick charge port harness connector and PDM (Power Delivery Module) harness connector.



B2803 QUICK CHARGER

< DTC/CIRCUIT DIAGNOSIS >

| Quick charge port | | PDM (Power Delivery Module) | | Continuity |
|-------------------|----------|--------------------------------|----------|------------|
| Connector | Terminal | Connector | Terminal | |
| E7 | 4 | F23 | 19 | Existed |

Is the inspection result normal?

YES >> GO TO 7.

NO >> Repair or replace error-detected parts.

7. CHECK INTERMITTENT INCIDENT

Check the intermittent incident. Refer to [GI-53, "Intermittent Incident"](#)

Is the inspection result normal?

YES >> Replace PDM (Power Delivery Module). Refer to [VC-112, "Removal and Installation"](#).

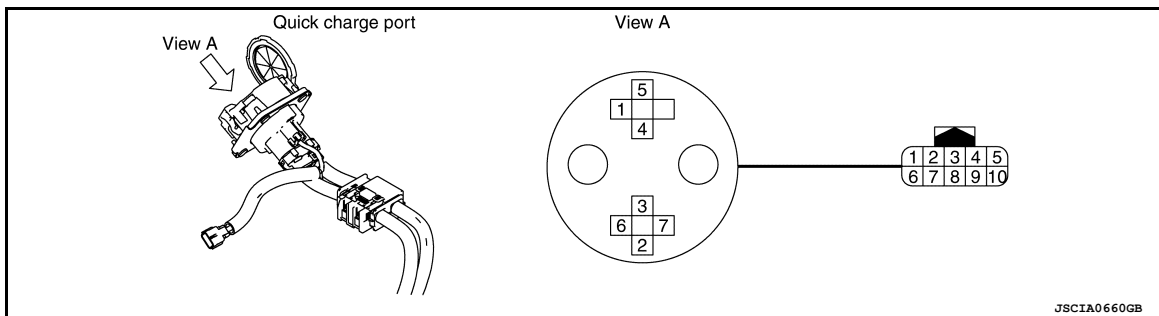
NO >> Repair or replace error-detected parts.

Component Inspection

INFOID:0000000010121253

1. CHECK QUICK CHARGE PORT

1. Disconnect quick charge port harness connector.
2. Check the continuity between quick charge port terminals and quick charge port side harness connector of same terminals.



Is the inspection result normal?

YES >> GO TO 2.

NO >> Replace quick charge port. Refer to [VC-128, "Removal and Installation"](#).

2. CHECK QUICK CHARGE PORT TEMPERATURE SENSOR

Check the resistance between quick charge port side harness connector terminals.

| Quick charge side harness connector | | Condition | | Resistance (kΩ) |
|-------------------------------------|----|--------------------------|-------------|-----------------|
| Terminal | | | | |
| 5 | 9 | Temperature [°C (°F)] | -40 – 50 | 4 – 170 |
| | 10 | | (-40 – 122) | |

Is the inspection result normal?

YES >> INSPECTION END

NO >> Replace quick charge port. Refer to [VC-128, "Removal and Installation"](#).

B2814 QUICK CHARGE RELAY

< DTC/CIRCUIT DIAGNOSIS >

B2814 QUICK CHARGE RELAY

DTC Logic

INFOID:000000010121254

DTC DETECTION LOGIC

| DTC | CONSULT display (Malfunction type) | DTC detection condition | Possible causes |
|-------|--|--|--|
| B2814 | QUICK CHARGE RELAY (Signal stuck high) | <ul style="list-style-type: none"> When the quick charge relay is ON, the terminal voltage in the quick charge relay drive circuit is 4.69 V or more continually for 3 seconds or more. When the quick charge relay is ON, the high voltage circuit voltage that is input from the quick charge sensor is 60 V or more continually for 1 second or more. | <ul style="list-style-type: none"> Harness and connector [PDM (Power Delivery Module) ground circuit is open.] PDM (Power Delivery Module) |

DTC CONFIRMATION PROCEDURE

1. PERFORM DTC CONFIRMATION PROCEDURE

With CONSULT

- Perform quick charging for 10 seconds or more.
- Turn power switch ON.
- Check "Self-diagnosis result" of "CHARGER/PD MODULE".

Is DTC detected?

- YES >> Proceed to [VC-71. "Diagnosis Procedure"](#).
 NO >> INSPECTION END

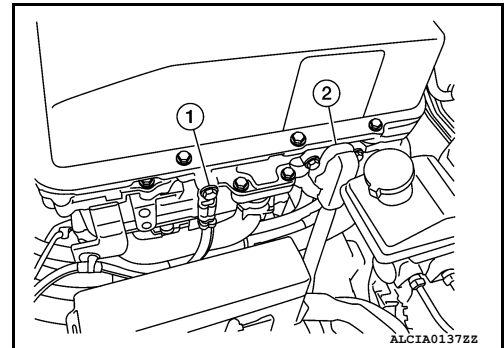
Diagnosis Procedure

INFOID:000000010121255

1. CHECK 12V BATTERY NEGATIVE CABLE ON PDM (POWER DELIVERY MODULE) SIDE (1)

- Turn power switch OFF.
- Check the installation of 12V battery negative cable on PDM (Power Delivery Module) side ①.

② : 12V battery positive cable



Is the inspection result normal?

- YES >> GO TO 2.
 NO >> Repair or replace 12V battery negative cable on PDM (Power Delivery Module) side connection.

2. CHECK 12V BATTERY NEGATIVE CABLE ON PDM (POWER DELIVERY MODULE) SIDE (2)

Check the continuity between 12V battery negative cable on PDM (Power Delivery Module) side and ground.

| + | | - | Continuity |
|-----------------------------|----------|--------|------------|
| PDM (Power Delivery Module) | | | |
| Connector | Terminal | | |
| F32 | 51 | Ground | Existed |

Is the inspection result normal?

B2814 QUICK CHARGE RELAY

< DTC/CIRCUIT DIAGNOSIS >

- YES >> GO TO 3.
- NO >> Repair or replace error-detected parts.

3.CHECK INTERMITTENT INCIDENT

Check the intermittent incident. Refer to [GI-53, "Intermittent Incident"](#).

Is the inspection result normal?

- YES >> Replace PDM (Power Delivery Module). Refer to [VC-112, "Removal and Installation"](#).
- NO >> Repair or replace error-detected parts.

B2820 QUICK CHARGER

< DTC/CIRCUIT DIAGNOSIS >

B2820 QUICK CHARGER

DTC Logic

INFOID:000000010121256

DTC DETECTION LOGIC

| DTC | CONSULT display (Malfunction type) | DTC detection condition | Possible causes |
|-------|---------------------------------------|--|---|
| B2820 | QUICK CHARGER (—) | <ul style="list-style-type: none">The quick charger malfunction signal is received from the quick charger.The voltage detected by the quick charger is excessively higher or lower than the voltage detected by the Li-ion battery controller.The current output from the quick charger is excessively higher or lower than the command current.The current supplied to the PCS is excessively higher or lower than the current upper limit reading indicated by the vehicle. | <ul style="list-style-type: none">Quick chargerLi-ion battery controller (Voltage sensor system) |

DTC CONFIRMATION PROCEDURE

1.PERFORM DTC CONFIRMATION PROCEDURE

With CONSULT

- Perform quick charging for 10 seconds or more.
- Turn power switch ON.
- Check "Self-diagnosis result" of "CHARGER/PD MODULE".

Is DTC detected?

- YES >> Proceed to [VC-73. "Diagnosis Procedure"](#).
NO >> INSPECTION END

Diagnosis Procedure

INFOID:000000010121257

1.PERFORM SELF-DIAGNOSIS OF LI-ION BATTERY CONTROLLER

With CONSULT

Perform self-diagnosis for "HV BAT".

Is any DTC detected?

- YES >> Perform trouble diagnosis for detected DTC. Refer to [EVB-45. "DTC Index"](#).
NO >> When this DTC detected, the cause may not be in the vehicle. Therefore after erasing the self-diagnosis result, charge using a different quick charger than the quick charger which is used when the malfunction is detected.

B2830 QUICK CHARGE VOLTAGE SENSOR

< DTC/CIRCUIT DIAGNOSIS >

B2830 QUICK CHARGE VOLTAGE SENSOR

Description

INFOID:0000000010121258

The quick charge voltage sensor is integrated inside the PDM (Power Delivery Module), and detects the voltage at the + side and – side of the high voltage circuit on the upstream side of the quick charge relay (quick charge port side). The PDM (Power Delivery Module) monitors the status of the quick charge relay based on this signal.

DTC Logic

INFOID:0000000010121259

DTC DETECTION LOGIC

CAUTION:

This DTC may be detected when there is a quick charger malfunction. Therefore if this DTC is detected, check that there are no malfunctions in the quick charger.

| DTC | CONSULT display (Malfunction type) | DTC detection condition | Possible causes |
|-------|---|--|---|
| B2830 | QUICK CHARGE VOLTAGE SENSOR (Component internal malfunction) | <ul style="list-style-type: none">• Before the start of quick charge, the high voltage circuit voltage that is sent from the quick charge voltage sensor during charging is 60 V or more continuously for 0.3 seconds or more.• During quick charging, the high voltage circuit voltage that is sent from the quick charge voltage sensor is less than 60 V continuously for 10 seconds or more.• Before the start of quick charging, the high voltage circuit voltage sent from the quick charge voltage sensor is 60 V or more continuously for 1 second or more when the main relay is OFF.• After the start of quick charging, the high voltage circuit voltage sent from the quick charge voltage sensor is 30 V or more continuously for 1 second or more during the insulation check by the quick charger. | <ul style="list-style-type: none">• PDM (Power Delivery Module)• Quick charger |

DTC CONFIRMATION PROCEDURE

1. PERFORM DTC CONFIRMATION PROCEDURE

④ With CONSULT

1. Perform quick charging for 30 seconds or more.
2. Turn power switch ON.
3. Check "Self-diagnosis result" of "CHARGER/PD MODULE".

Is DTC detected?

- YES >> Proceed to [VC-74, "Diagnosis Procedure"](#).
NO >> INSPECTION END

Diagnosis Procedure

INFOID:0000000010121260

1. PERFORM DTC CONFIRMATION PROCEDURE AGAIN

④ With CONSULT

1. Turn power switch ON.
2. Erase DTC.
3. Turn power switch OFF.
4. Perform DTC confirmation procedure again by using a quick charger other than the one is used for the previous DTC confirmation procedure. Refer to [VC-74, "DTC Logic"](#).

Is the DTC detected again?

- YES >> GO TO 2.
NO >> INSPECTION END (Quick Charger malfunction).

2. CHECK INTERMITTENT INCIDENT

Check the intermittent incident. Refer to [GI-53, "Intermittent Incident"](#).

B2830 QUICK CHARGE VOLTAGE SENSOR

< DTC/CIRCUIT DIAGNOSIS >

Is the inspection result normal?

YES >> Replace PDM (Power Delivery Module). Refer to [VC-112, "Removal and Installation"](#).

NO >> Repair or replace error-detected parts.

A

B

VC

D

E

F

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H

I

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M

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P

B2840 PDM(POWER DELIVERY MODULE)

< DTC/CIRCUIT DIAGNOSIS >

B2840 PDM(POWER DELIVERY MODULE)

DTC Logic

INFOID:000000010121261

DTC DETECTION LOGIC

CAUTION:

- Never use an extension cable or similar item during charging.
- For charging with AC100 V, use an independent socket with 15 A or higher rating. For charging with AC200 V, use an independent 20 A or higher socket.

NOTE:

- DTC B2840 may be detected when an extension cable is used when charging using the EVSE.
- DTC B2840 may be detected when an independent socket of 15 A or higher (AC100 V charging), or 20 A or higher (AC200 V charging), is not used.

B2840 PDM(POWER DELIVERY MODULE)

< DTC/CIRCUIT DIAGNOSIS >

| DTC | CONSULT display (Malfunction type) | DTC detection condition | Possible causes | | |
|-------|---------------------------------------|---|---|--|--|
| B2840 | A | PDM (POWER DELIVERY MODULE) (Electrical malfunction) | <ul style="list-style-type: none"> During normal charging, PFC output voltage inside the PDM (Power Delivery Module) is 436.8 V or more, or less than 329 V, continually for 0.2 seconds or more, five or more times. During normal charging, output voltage inside the PDM (Power Delivery Module) is 450 V or more continuously for 1 second or more, five or more times, or recovery from charge interrupt does not occur for 60 seconds or more after output voltage of 450 V or more occurs. During normal charging, output voltage inside the PDM (Power Delivery Module) is less than 170 V continuously for 1 second or more, five or more times, or recovery from charge interrupt does not occur for 60 seconds or more after output voltage of less than 170 V occurs. | | A B VC D E |
| | B | PDM (POWER DELIVERY MODULE) (Component internal malfunction) | <ul style="list-style-type: none"> Before the start of normal or quick charging, during quick charging, or during driving, AC input voltage for the PDM (Power Delivery Module) is 60 V or more continuously for 10 seconds or more. During normal charging, AC input current to the PDM (Power Delivery Module) is 32 A or more continuously for 0.2 seconds or more, 20 or more times, or recovery from charge interrupt does not occur for 60 seconds or more after input current of 32 A or higher occurs. Before the start of normal or quick charging, during quick charging, or during driving, output current from the master power converter inside the PDM (Power Delivery Module) is 5 A or higher continuously for 10 seconds or more. An I2C communications malfunction occurs in the PDM (Power Delivery Module). During normal charging, DC voltage output by the PDM (Power Delivery Module) is 440 V or more, or 240 V or less, continuously for 5 seconds or more. During normal charging, output current from the master power converter inside the PDM (Power Delivery Module) is $\pm 20\%$ or more than the command current value continuously for 60 seconds or more. (Models for 6.0 kw) During normal charging, output current from the master power converter inside the PDM (Power Delivery Module) is $\pm 50\%$ or more than the command current value continuously for 30 seconds or more. (Models for 6.0 kw) Before the start of normal or quick charging, during quick charging, or during driving, output current from the slave power converter inside the PDM (Power Delivery Module) is 5 A or higher continuously for 10 seconds or more. (Models for 6.0 kw) During normal charging, output current from the slave power converter inside the PDM (Power Delivery Module) is $\pm 20\%$ or more than the master current value continuously for 60 seconds or more. (Models for 6.0 kw) During normal charging, output current from the slave power converter inside the PDM (Power Delivery Module) is $\pm 50\%$ or more than the master current value continuously for 30 seconds or more. (Models for 6.0 kw) | <ul style="list-style-type: none"> Harness and connector PDM (Power Delivery Module) | F G H I J K L M N O |
| | C | PDM (POWER DELIVERY MODULE) (Component or system over temperature) | During normal charging, the temperature of the circuits inside the PDM (Power Delivery Module) are excessively high continuously for 30 seconds or more. | <ul style="list-style-type: none"> High voltage cooling system Engine coolant level PDM (Power Delivery Module) | P |

DTC CONFIRMATION PROCEDURE

1. PERFORM DTC CONFIRMATION PROCEDURE

B2840 PDM(POWER DELIVERY MODULE)

< DTC/CIRCUIT DIAGNOSIS >

ⓑ With CONSULT

1. Perform normal charging for 120 seconds or more.
2. Turn power switch ON.
3. Check "Self-diagnosis result" of "CHARGER/PD MODULE".

Is DTC detected?

YES (TYPE A or B)>>Proceed to [VC-78, "TYPE A AND B : Diagnosis Procedure"](#).

YES (TYPE C)>>Proceed to [VC-79, "TYPE C : Diagnosis Procedure"](#).

NO >> INSPECTION END

TYPE A AND B

TYPE A AND B : Diagnosis Procedure

INFOID:000000010121262

DANGER:



Since hybrid vehicles and electric vehicles contain a high voltage battery, there is the risk of electric shock, electric leakage, or similar accidents if the high voltage component and vehicle are handled incorrectly. Be sure to follow the correct work procedures when performing inspection and maintenance.

WARNING:

- Be sure to remove the service plug in order to disconnect the high voltage circuits before performing inspection or maintenance of high voltage system harnesses and parts.
- The removed service plug must always be carried in a pocket of the responsible worker or placed in the tool box during the procedure to prevent the plug from being connected by mistake.
- Be sure to wear insulating protective equipment consisting of glove, shoes, face shield and glasses before beginning work on the high voltage system.
- Never allow workers other than the responsible person to touch the vehicle containing high voltage parts. To keep others from touching the high voltage parts, these parts must be covered with an insulating sheet except when using them.
- Refer to [VC-6, "High Voltage Precautions"](#).

CAUTION:

Never bring the vehicle into the READY status with the service plug removed unless otherwise instructed in the Service Manual. A malfunction may occur if this is not observed.

1. CHECK PDM (POWER DELIVERY MODULE) HIGH-VOLTAGE HARNESS CONNECTION

1. Turn power switch OFF.
2. Remove PDM (Power Delivery Module) from the vehicle. Refer to [VC-112, "Removal and Installation"](#).
3. Check the connection of each high-voltage harness on the PDM (Power Delivery Module) side for looseness and damage.

Is the inspection result normal?

YES >> GO TO 2.

NO >> Repair or replace error-detected parts.

2. CHECK PDM (POWER DELIVERY MODULE) HIGH-VOLTAGE HARNESS

1. Remove each high-voltage harness from PDM (Power Delivery Module). Refer to [VC-119, "Disassembly and Assembly"](#).
2. Check the continuity of the following high-voltage harness.

Li-ion battery high-voltage harness

| PDM (Power Delivery Module) | | Li-ion battery | | Continuity |
|--------------------------------|----------|----------------|----------|------------|
| Connector | Terminal | Connector | Terminal | |
| H5 | 38 | H3 | 37 | Existed |
| | 39 | | 38 | |
| | 40 | | 39 | |

B2840 PDM(POWER DELIVERY MODULE)

< DTC/CIRCUIT DIAGNOSIS >

Electric compressor harness (with heat pump)

| PDM (Power Delivery Module) | | Electric compressor | | Continuity |
|--------------------------------|----------|---------------------|----------|------------|
| Connector | Terminal | Connector | Terminal | |
| H6 | 41 | H25 | 2 | Existed |
| | 42 | | 1 | |
| | 43 | | 3 | |

Electric compressor harness (without heat pump)

| PDM (Power Delivery Module) | | Electric compressor | | Continuity |
|--------------------------------|----------|---------------------|----------|------------|
| Connector | Terminal | Connector | Terminal | |
| H7 | 41 | H1 | 1 | Existed |
| | 42 | | 2 | |
| | 43 | | 3 | |
| | 44 | | 4 | |

Quick charge port

| PDM (Power Delivery Module) | | Quick charge port | | Continuity |
|--------------------------------|----------|-------------------|----------|------------|
| Connector | Terminal | Connector | Terminal | |
| H8 | 45 | H10 | 11 | Existed |
| | 46 | | 12 | |

Normal charge port

| PDM (Power Delivery Module) | | Normal charge port | | Continuity |
|--------------------------------|----------|--------------------|----------|------------|
| Connector | Terminal | Connector | Terminal | |
| H9 | 47 | H11 | 3 | Existed |
| | 48 | | 4 | |

Is the inspection result normal?

YES >> Replace PDM (Power Delivery Module). Refer to [VC-112, "Removal and Installation"](#).

NO >> Repair or replace error-detected parts.

TYPE C

TYPE C : Diagnosis Procedure

INFOID:0000000010121263

1. CHECK HIGH VOLTAGE COOLING SYSTEM

Inspect coolant level and leakage of high voltage cooling system. Refer to [HCO-11, "Inspection"](#).

Is the inspection result normal?

YES >> GO TO 2.

NO >> Repair or replace error-detected parts.

2. PERFORM DTC CONFIRMATION PROCEDURE AGAIN

With CONSULT

1. Turn power switch ON.
2. Erase DTC.
3. Turn power switch OFF.
4. Perform DTC confirmation procedure again. Refer to [VC-76, "DTC Logic"](#).

Is the DTC detected again?

YES >> Replace PDM (Power Delivery Module). Refer to [VC-112, "Removal and Installation"](#).

NO >> INSPECTION END

B2850 PDM(POWER DELIVERY MODULE)

< DTC/CIRCUIT DIAGNOSIS >

B2850 PDM(POWER DELIVERY MODULE)

Description

INFOID:0000000010121264

Two temperature sensors are integrated in the PDM (Power Delivery Module), and monitor the charging circuit temperature and control circuit board temperature.
The PDM (Power Delivery Module) also detects sensor accuracy malfunctions by comparing the signals from each sensor.

DTC Logic

INFOID:0000000010121265

DTC DETECTION LOGIC

| DTC | CONSULT display (Malfunction type) | DTC detection condition | Possible causes |
|-------|---------------------------------------|---|-----------------------------|
| B2850 | PD MODULE TEMP SEN (Signal stuck low) | During normal charging, the signal voltage of the temperature sensor inside the PDM (Power Delivery Module) is excessively low continuously for 30 seconds or more. | PDM (Power Delivery Module) |

DTC CONFIRMATION PROCEDURE

1. PERFORM DTC CONFIRMATION PROCEDURE

Ⓟ With CONSULT

1. Perform normal charging for 30 seconds or more.
2. Turn power switch ON.
3. Check "Self-diagnosis result" of "CHARGER/PD MODULE".

Is DTC detected?

- YES >> Proceed to [VC-80, "Diagnosis Procedure"](#).
NO >> INSPECTION END

Diagnosis Procedure

INFOID:0000000010121266

1. PERFORM DTC CONFIRMATION PROCEDURE AGAIN

Ⓟ With CONSULT

1. Turn power switch ON.
2. Erase DTC.
3. Turn power switch OFF.
4. Perform DTC confirmation procedure again. Refer to [VC-80, "DTC Logic"](#).

Is the DTC detected again?

- YES >> Replace PDM (Power Delivery Module). Refer to [VC-112, "Removal and Installation"](#).
NO >> INSPECTION END

B2880 F/S CHG RELAY

< DTC/CIRCUIT DIAGNOSIS >

B2880 F/S CHG RELAY

DTC Logic

INFOID:000000010121267

DTC DETECTION LOGIC

| DTC | CONSULT display (Malfunction type) | | DTC detection condition | Possible causes |
|-------|---------------------------------------|---|--|--|
| B2880 | A | F/S CHARGE RELAY (Signal stuck low) | During quick charging, the voltage of the quick charge relay control circuit is less than approximately 4.21 V continuously for 3 seconds. | <ul style="list-style-type: none">• Harness and connector• Quick charge relay• PDM (Power Delivery Module)• F/S CHG relay• F/S relay |
| | B | F/S CHARGE RELAY (Signal stuck high) | During quick charging, the voltage of the quick charge relay control circuit is 4.69 V or more continuously for 3 seconds. | <ul style="list-style-type: none">• Harness and connector• PDM (Power Delivery Module)• F/S CHG relay• F/S relay |

DTC CONFIRMATION PROCEDURE

1. PERFORM DTC CONFIRMATION PROCEDURE

With CONSULT

1. Perform quick charging for 15 seconds or more.
2. Turn power switch ON.
3. Check self-diagnosis results.

Is DTC detected?

YES (TYPE A) >> Proceed to [VC-81, "TYPE A : Diagnosis Procedure"](#).

YES (TYPE B) >> Proceed to [VC-83, "TYPE B : Diagnosis Procedure"](#).

NO >> INSPECTION END

TYPE A

TYPE A : Diagnosis Procedure

INFOID:000000010121268

1. CHECK QUICK CHARGE RELAY OPERATION

With CONSULT

1. Turn power switch ON.
2. Select "Q/CHG RELAY +" in "ACTIVE TEST" mode of "CHARGER/PD MODULE" using CONSULT.
3. Switch the quick charge relay between ON and OFF to check operating noise.

NOTE:

If operating noise is hard to hear, use a sound scope to check noise.

4. Check "Q/CHG RELAY -" in same manner.

Can operating sound be heard?

YES >> GO TO 2.

NO >> GO TO 3.

2. PERFORM DTC CONFIRMATION PROCEDURE AGAIN

With CONSULT

1. Erase DTC.
2. Turn power switch OFF.
3. Perform DTC confirmation procedure again. Refer to [VC-81, "DTC Logic"](#).

Is the DTC detected again?

YES >> Replace PDM (Power delivery module). Refer to [VC-112, "Removal and Installation"](#).

NO >> INSPECTION END

3. CHECK F/S CHG RELAY OPERATION

With CONSULT

1. Select "F/S CHG RLY" in "ACTIVE TEST" mode of "EV/HEV" using CONSULT.
2. Switch the F/S CHG relay between ON and OFF to check operating noise of the F/S CHG relay.

B2880 F/S CHG RELAY

< DTC/CIRCUIT DIAGNOSIS >

Can operating sound be heard?

YES >> GO TO 4.

NO >> Perform the trouble diagnosis for F/S CHG relay system. Refer to [EVC-373. "Diagnosis Procedure"](#).

4. CHECK F/S CHG RELAY SIGNAL

ⓑ With CONSULT

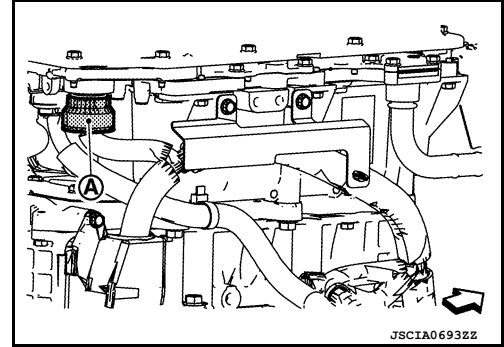
1. Turn power switch OFF.
2. Disconnect PDM (Power Delivery Module) harness connectorⒶ.

↶ : Vehicle front

NOTE:

Loosen the PDM (Power Delivery Module) harness connector by rotating it counterclockwise and remove it.

3. Turn power switch ON.
4. Select "F/S CHG RLY" in "ACTIVE TEST" mode of "EV/HEV" using CONSULT.
5. Turn ON the F/S CHG relay.
6. Check the voltage between PDM (Power Delivery Module) harness connector and ground.



| | | | |
|--------------------------------|----------|--------|---------------------|
| + | | - | Voltage |
| PDM (Power Delivery Module) | | | |
| Connector | Terminal | Ground | 12V battery voltage |
| F23 | 9 | | |

Is the inspection result normal?

YES >> Replace PDM (Power Delivery Module). Refer to [VC-112. "Removal and Installation"](#).

NO >> GO TO 5

5. CHECK F/S CHG RELAY SIGNAL CIRCUIT

1. Turn power switch OFF.
2. Remove F/S CHG relay.
3. Check the continuity between PDM (Power Delivery Module) harness connector and F/S CHG relay harness connector.

| | | | | |
|--------------------------------|----------|---------------|----------|------------|
| PDM (Power Delivery Module) | | F/S CHG relay | | Continuity |
| Connector | Terminal | Connector | Terminal | |
| F23 | 9 | E64 | 5 | Existed |

Is the inspection result normal?

YES >> GO TO 6.

NO >> Repair or replace error-detected parts.

6. CHECK 12V BATTERY POWER SUPPLY (1)

Check the voltage between F/S CHG relay harness connector and ground.

| | | | |
|---------------|----------|--------|---------------------|
| + | | - | Voltage |
| F/S CHG relay | | | |
| Connector | Terminal | Ground | 12V battery voltage |
| E64 | 3 | | |

Is the inspection result normal?

B2880 F/S CHG RELAY

< DTC/CIRCUIT DIAGNOSIS >

- YES >> Replace F/S CHG relay.
 NO >> GO TO 7.

7.CHECK FUSE

Check that the following fuse is not fusing.

| Fuse No. | Capacity |
|----------|----------|
| #33 | 10 A |

Is the fuse fusing?

- YES >> Replace the fuse after repairing the applicable circuit.
 NO >> GO TO 8.

8.CHECK 12V BATTERY POWER SUPPLY (2)

- Pull out #33 fuse.
- Check the voltage between fuse terminal and ground.

| + | - | Voltage |
|-------------------|--------|---------------------|
| #33 fuse terminal | Ground | 12V battery voltage |

Is the inspection result normal?

- YES >> GO TO 9.
 NO >> Perform the trouble diagnosis for 12V battery power supply circuit.

9.CHECK 12V BATTERY POWER SUPPLY CIRCUIT

Check the continuity between F/S CHG relay harness connector and fuse terminal.

| + | | - | Continuity |
|---------------|----------|-------------------|------------|
| F/S CHG relay | | | |
| Connector | Terminal | | |
| E64 | 3 | #33 fuse terminal | Existed |

Is the inspection result normal?

- YES >> Check the intermittent incident. Refer to [GI-53, "Intermittent Incident"](#).
 NO >> Repair or replace error-detected parts

TYPE B

TYPE B : Diagnosis Procedure

INFOID:000000010121269

1.CHECK F/S CHG RELAY SIGNAL CIRCUIT

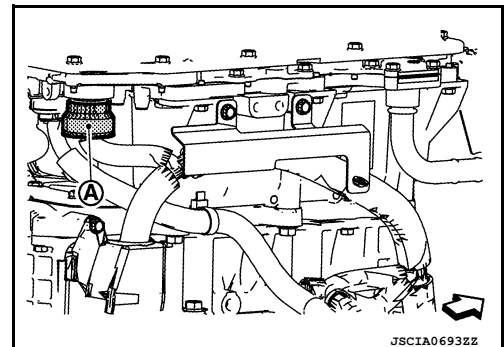
- Turn power switch OFF.
- Disconnect PDM (Power Delivery Module) harness connector[Ⓐ].

← : Vehicle front

NOTE:

Loosen the PDM (Power Delivery Module) harness connector by rotating it counterclockwise and remove it.

- Turn power switch ON.
- Check the voltage between PDM (Power Delivery Module) harness connector and ground.



JSCIA0693ZZ

B2880 F/S CHG RELAY

< DTC/CIRCUIT DIAGNOSIS >

| + | | - | Voltage (Approx.) |
|--------------------------------|----------|--------|----------------------|
| PDM (Power Delivery Module) | | | |
| Connector | Terminal | | |
| F23 | 9 | Ground | 0 V |

Is the inspection result normal?

YES >> GO TO 3.

NO >> GO TO 2.

2. CHECK F/S CHG RELAY POWER SUPPLY

1. Turn power switch OFF.
2. Remove F/S CHG relay.
3. Turn power switch ON.
4. Check the voltage between PDM (Power Delivery Module) harness connector and ground.

| + | | - | Voltage (Approx.) |
|--------------------------------|----------|--------|----------------------|
| PDM (Power Delivery Module) | | | |
| Connector | Terminal | | |
| F23 | 9 | Ground | 0 V |

Is the inspection result normal?

YES >> Perform the trouble diagnosis for F/S CHG relay system. Refer to [EVC-373. "Diagnosis Procedure"](#).

NO >> There may be a short circuit in the location between power and an area between F/S CHG relay harness connector and PDM (Power Delivery Module) harness connector. Check the harness for short circuit.

3. CHECK INTERMITTENT INCIDENT

Check the intermittent incident. Refer to [GI-53. "Intermittent Incident"](#).

Is the inspection result normal?

YES >> Replace PDM (Power Delivery Module). Refer to [VC-112. "Removal and Installation"](#).

NO >> Repair or replace error-detected parts.

B2890 DC/DC CONVERTER

< DTC/CIRCUIT DIAGNOSIS >

B2890 DC/DC CONVERTER

DTC Logic

INFOID:000000010121270

DTC DETECTION LOGIC

| DTC | CONSULT display (Malfunction type) | DTC detection condition | Possible causes |
|-------|---------------------------------------|---|---|
| B2890 | A | DC/DC CONVERTER (Circuit voltage below threshold) | During quick or normal charging, or during driving, the 12 V DC/DC converter inside the PDM (Power Delivery Module) outputs an excessively low voltage continuously for 3 seconds or more, or output, an excessively low voltage for less than 3 seconds, 20 times. |
| | B | DC/DC CONVERTER (Electrical malfunction) | During quick or normal charging, or during driving, an irregular voltage is input into the 12 V DC/DC converter inside the PDM (Power Delivery Module) continuously for 3 seconds or more, or is input continuously for less than 3 seconds, 20 times. |
| | C | DC/DC CONVERTER (Component internal malfunction) | An I2C communication malfunction (12 V DC/DC control section) occurs. |
| | D | DC/DC CONVERTER (Component or system over temperature) | During quick or normal charging, or during driving, the temperature of the 12 V DC/DC converter inside the PDM (Power Delivery Module) is excessively high continuously for 3 seconds or more, or is excessively high continuously for less than 3 seconds, 20 times. |
| | E | DC/DC CONVERTER (Circuit volt above threshold) | When the output voltage of the 12 V DC/DC converter mounted inside PDM (Power Delivery Module) is extremely high during quick/normal charge or driving. |

DTC CONFIRMATION PROCEDURE

1. PERFORM DTC CONFIRMATION PROCEDURE

With CONSULT

- Set the vehicle to READY and wait 120 seconds or more.
- Check "Self-diagnosis result" of "CHARGER/PD MODULE".

Is DTC detected?

- YES (TYPE A)>>Proceed to [VC-85, "TYPE A AND E : Diagnosis Procedure"](#).
- YES (TYPE B)>>Proceed to [VC-86, "TYPE B : Diagnosis Procedure"](#).
- YES (TYPE C)>>Proceed to [VC-87, "TYPE C : Diagnosis Procedure"](#).
- YES (TYPE D)>>Proceed to [VC-87, "TYPE D : Diagnosis Procedure"](#).
- YES (TYPE E)>>Proceed to [VC-85, "TYPE A AND E : Diagnosis Procedure"](#).

NO >> INSPECTION END

TYPE A AND E

TYPE A AND E : Diagnosis Procedure

INFOID:000000010121271

1. CHECK 12V BATTERY

Check the 12V battery. Refer to [PG-83, "How to Handle 12V Battery"](#).

Is the inspection result normal?

- YES >> GO TO 2.
- NO >> Replace 12V battery. Refer to [PG-89, "Removal and Installation"](#).

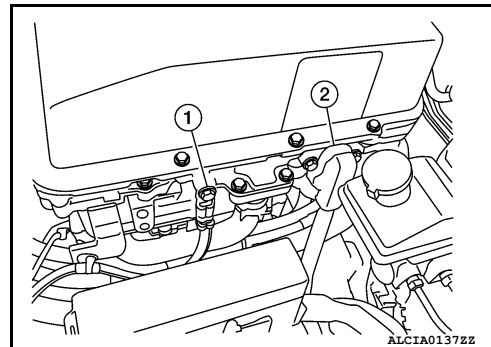
2. CHECK 12V BATTERY CABLE ON PDM (POWER DELIVERY MODULE) SIDE (1)

- Turn power switch OFF.

B2890 DC/DC CONVERTER

< DTC/CIRCUIT DIAGNOSIS >

2. Check the installation of 12V battery negative cable① and 12V battery positive cable②. [PDM (Power Delivery Module) side.]



Is the inspection result normal?

YES >> GO TO 3.

NO >> Repair or replace 12V battery negative cable or positive cable on PDM (Power Delivery Module) side connection.

3. CHECK 12V BATTERY CABLE ON PDM (POWER DELIVERY MODULE) SIDE (2)

1. Disconnect 12V battery negative and positive terminal. Refer to [VC-5, "Precautions for Removing Battery Terminal"](#).
2. Remove 12V battery negative and positive cable on PDM (Power Delivery Module) side.
3. Check the continuity between 12V battery negative cable terminal on PDM (Power Delivery Module) side and 12V battery negative terminal, between 12V battery positive cable terminal on PDM (Power Delivery Module) side and 12V battery positive terminal.

| + | | - | Continuity |
|----------------------------------|----------|-------------------------------|------------|
| PDM (Power Delivery Module) side | | 12V battery side | |
| Connector | Terminal | | |
| F32 | 51 | 12V battery negative terminal | Existed |
| E201 | 37 | 12V battery positive terminal | |

Is the inspection result normal?

YES >> Replace PDM (Power Delivery Module). Refer to [VC-112, "Removal and Installation"](#).

NO >> Repair or replace error-detected parts.

TYPE B

TYPE B : Diagnosis Procedure

INFOID:000000010121272

DANGER:



Since hybrid vehicles and electric vehicles contain a high voltage battery, there is the risk of electric shock, electric leakage, or similar accidents if the high voltage component and vehicle are handled incorrectly. Be sure to follow the correct work procedures when performing inspection and maintenance.

WARNING:

- Be sure to remove the service plug in order to disconnect the high voltage circuits before performing inspection or maintenance of high voltage system harnesses and parts.
- The removed service plug must always be carried in a pocket of the responsible worker or placed in the tool box during the procedure to prevent the plug from being connected by mistake.
- Be sure to wear insulating protective equipment consisting of glove, shoes, face shield and glasses before beginning work on the high voltage system.
- Never allow workers other than the responsible person to touch the vehicle containing high voltage parts. To keep others from touching the high voltage parts, these parts must be covered with an insulating sheet except when using them.
- Refer to [VC-6, "High Voltage Precautions"](#).

B2890 DC/DC CONVERTER

< DTC/CIRCUIT DIAGNOSIS >

CAUTION:

Never bring the vehicle into the READY status with the service plug removed unless otherwise instructed in the Service Manual. A malfunction may occur if this is not observed.

1. CHECK LI-ION BATTERY HIGH-VOLTAGE HARNESS

1. Remove PDM (Power Delivery Module) from the vehicle. Refer to [VC-112, "Removal and Installation"](#).
2. Remove Li-ion battery high-voltage harness from PDM (Power Delivery Module). Refer to [VC-119, "Disassembly and Assembly"](#).
3. Check the continuity of Li-ion battery high-voltage harness.

| PDM (Power Delivery Module) | | Li-ion battery | | Continuity |
|--------------------------------|----------|----------------|----------|------------|
| Connector | Terminal | Connector | Terminal | |
| H5 | 38 | H3 | 37 | Existed |
| | 39 | | 38 | |

Is the inspection result normal?

YES >> Replace PDM (Power Delivery Module). Refer to [VC-112, "Removal and Installation"](#).

NO >> Repair or replace error-detected parts.

TYPE C

TYPE C : Diagnosis Procedure

INFOID:0000000010121273

1. PERFORM DTC CONFIRMATION PROCEDURE AGAIN

With CONSULT

1. Erase DTC.
2. Turn power switch OFF.
3. Perform DTC confirmation procedure again. Refer to [VC-85, "DTC Logic"](#).

Is the DTC detected again?

YES >> Replace PDM (Power Delivery Module). Refer to [VC-112, "Removal and Installation"](#).

NO >> INSPECTION END

TYPE D

TYPE D : Diagnosis Procedure

INFOID:0000000010121274

1. CHECK COOLING FAN

Check the cooling fan. Refer to [EVC-367, "Component Function Check"](#).

Is the inspection result normal?

YES >> GO TO 2.

NO >> Repair or replace error-detected parts.

2. CHECK HIGH VOLTAGE COOLING SYSTEM

Inspect coolant level and leakage of high voltage cooling system. Refer to [HCO-11, "Inspection"](#).

Is the inspection result normal?

YES >> Replace PDM (Power Delivery Module). Refer to [VC-112, "Removal and Installation"](#).

NO >> Repair or replace error-detected parts.

B2900, B2902 PDM(POWER DELIVERY MODULE)

< DTC/CIRCUIT DIAGNOSIS >

B2900, B2902 PDM(POWER DELIVERY MODULE)

DTC Logic

INFOID:000000010121275

DTC DETECTION LOGIC

| DTC | CONSULT display (Malfunction type) | DTC detection condition | Possible causes |
|-------|---|--|-----------------------------|
| B2900 | PDM (POWER DELIVERY MODULE) (Program memory error) | PDM (Power Delivery Module) internal ROM malfunction | PDM (Power Delivery Module) |
| | PDM (POWER DELIVERY MODULE) (Data memory error) | PDM (Power Delivery Module) internal RAM malfunction | |
| B2902 | PDM (POWER DELIVERY MODULE) (Memory error) | <ul style="list-style-type: none">• PDM (Power Delivery Module) internal EEPROM malfunction• I2C communication malfunction (EEPROM control section) | |
| | PDM (POWER DELIVERY MODULE) (Component internal malfunction) | I2C communication malfunction (EEPROM control section) | |

DTC CONFIRMATION PROCEDURE

1. PERFORM DTC CONFIRMATION PROCEDURE

Ⓟ With CONSULT

1. Turn power switch ON and wait for 5 seconds or more.
2. Check "Self-diagnosis result" of "CHARGER/PD MODULE".

Is DTC detected?

- YES >> Proceed to [VC-88. "Diagnosis Procedure"](#).
NO >> INSPECTION END

Diagnosis Procedure

INFOID:000000010121276

1. PERFORM DTC CONFIRMATION PROCEDURE AGAIN

Ⓟ With CONSULT

1. Erase DTC.
2. Turn power switch OFF.
3. Perform DTC confirmation procedure again. Refer to [VC-88. "DTC Logic"](#).

Is the DTC detected again?

- YES >> Replace PDM (Power Delivery Module). Refer to [VC-112. "Removal and Installation"](#).
NO >> INSPECTION END

B2980 QUICK CHARGE PORT

< DTC/CIRCUIT DIAGNOSIS >

B2980 QUICK CHARGE PORT

Description

INFOID:000000010121277

The quick charge port contains a temperature sensor, and the quick charge port temperature signals is sent as two lines of voltage to the PDM (Power Delivery Module).

DTC Logic

INFOID:000000010121278

DTC DETECTION LOGIC

| DTC | CONSULT display (Malfunction type) | DTC detection condition | Possible causes |
|-------|---|---|---|
| B2980 | QUICK CHARGE PORT TEMP (Signal stuck high) | <ul style="list-style-type: none">During quick charging, the signal voltage of the quick charge port temperature sensor is 4.85 V or more continuously for 3 seconds or more.During quick charging, the signal voltage of the quick charge port temperature sensor is less than 0.15 V continuously for 3 seconds or more. | <ul style="list-style-type: none">Harness and connector (Quick charge port circuit is open or shorted.)Quick charge portQuick charger (connector) |
| | QUICK CHARGE PORT TEMP (Component or system over temperature) | During quick charging, the quick charge port temperature is 90°C or more continuously for 3 seconds or more. | |

DTC CONFIRMATION PROCEDURE

1. PERFORM DTC CONFIRMATION PROCEDURE

④ With CONSULT

- Perform quick charging for 10 seconds or more.
- Turn power switch ON.
- Check "Self-diagnosis result" of "CHARGER/PD MODULE".

Is DTC detected?

- YES >> Proceed to [VC-89, "Diagnosis Procedure"](#).
NO >> INSPECTION END

Diagnosis Procedure

INFOID:000000010121279

1. PERFORM DTC CONFIRMATION PROCEDURE AGAIN

④ With CONSULT

- Turn power switch ON.
- Erase DTC.
- Turn power switch OFF.
- Perform DTC confirmation procedure again by using a quick charger other than the one is used for the previous DTC confirmation procedure. Refer to [VC-89, "DTC Logic"](#).

Is the DTC detected again?

- YES >> GO TO 2.
NO >> INSPECTION END (Quick Charger malfunction)

2. CHECK QUICK CHARGE PORT CONDITION

Check for any adhering foreign substances, cracking or damage on the quick charge port. Refer to [VC-52, "Inspection"](#).

Is the inspection result normal?

- YES >> GO TO 3.
NO >> Clean or replace the quick charge port. Refer to [VC-128, "Removal and Installation"](#).

3. CHECK QUICK CHARGE PORT HARNESS CONNECTOR

- Turn power switch OFF.

B2980 QUICK CHARGE PORT

< DTC/CIRCUIT DIAGNOSIS >

2. Disconnect quick charge port harness connector.
3. Check quick charge port harness connector. (E7). Refer to [GI-50, "How to Check Terminal"](#).
4. Check contact pressure of quick charge port harness connector (E7). Refer to [GI-50, "How to Check Terminal"](#).
5. Check the waterproof condition of quick charge port harness connector (E7). Refer to [GI-50, "How to Check Terminal"](#).

Is the inspection result normal?

- YES >> GO TO 4.
 NO >> Repair or replace error-detected parts.

4. CHECK QUICK CHARGE PORT

Check the quick charge port. Refer to [VC-91, "Component Inspection"](#).

Is the inspection result normal?

- YES >> GO TO 5.
 NO >> Replace quick charge port. Refer to [VC-128, "Removal and Installation"](#).

5. CHECK QUICK CHARGE PORT TEMPERATURE SENSOR POWER SUPPLY CIRCUIT

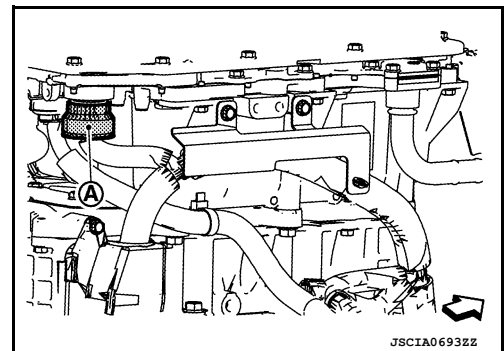
1. Disconnect PDM (Power Delivery Module) harness connector (A).

← : Vehicle front

NOTE:

Loosen the PDM (Power Delivery Module) harness connector by rotating it counterclockwise and remove it.

2. Check the continuity between PDM (Power Delivery Module) harness connector and quick charge port harness connector.



| PDM (Power Delivery Module) | | Quick charge port | | Continuity |
|--------------------------------|----------|-------------------|----------|------------|
| Connector | Terminal | Connector | Terminal | |
| F23 | 26 | E7 | 9 | Existed |
| | 25 | | 10 | |

Is the inspection result normal?

- YES >> GO TO 6.
 NO >> Repair or replace error-detected parts.

6. CHECK QUICK CHARGE PORT TEMPERATURE SENSOR GROUND CIRCUIT

Check the continuity between quick charge port harness connector and ground.

| + | | - | Continuity |
|-------------------|----------|--------|------------|
| Quick charge port | | | |
| Connector | Terminal | Ground | Existed |
| E7 | 5 | | |

Is the inspection result normal?

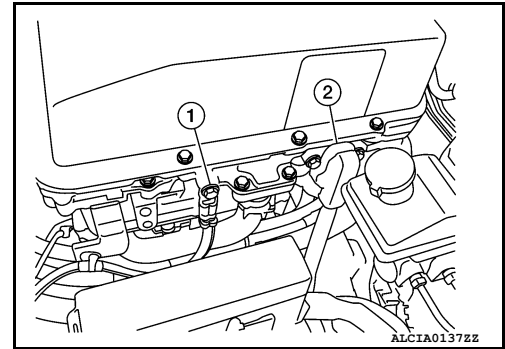
- YES >> GO TO 7.
 NO >> Repair or replace error-detected parts.

7. CHECK 12V BATTERY NEGATIVE CABLE ON PDM (POWER DELIVERY MODULE) SIDE (1)

B2980 QUICK CHARGE PORT

< DTC/CIRCUIT DIAGNOSIS >

Check the installation of 12V battery negative cable① on PDM (Power Delivery Module) side.



② : 12V battery positive cable

Is the inspection result normal?

YES >> GO TO 8.

NO >> Repair or replace 12V battery negative cable on PDM (Power Delivery Module) side connection.

8.CHECK 12V BATTERY NEGATIVE CABLE ON PDM (POWER DELIVERY MODULE) SIDE (2)

Check the continuity between 12V battery negative cable① on PDM (Power Delivery Module) side and ground.

| | | | |
|--------------------------------|----------|--------|------------|
| + | | - | Continuity |
| PDM (Power Delivery Module) | | | |
| Connector | Terminal | | |
| F32 | 51 | Ground | Existed |

Is the inspection result normal?

YES >> GO TO 9.

NO >> Repair or replace error-detected parts.

9.CHECK INTERMITTENT INCIDENT

Check the intermittent incident. Refer to [GI-53. "Intermittent Incident"](#).

Is the inspection result normal?

YES >> Replace PDM (Power Delivery Module). Refer to [VC-112. "Removal and Installation"](#).

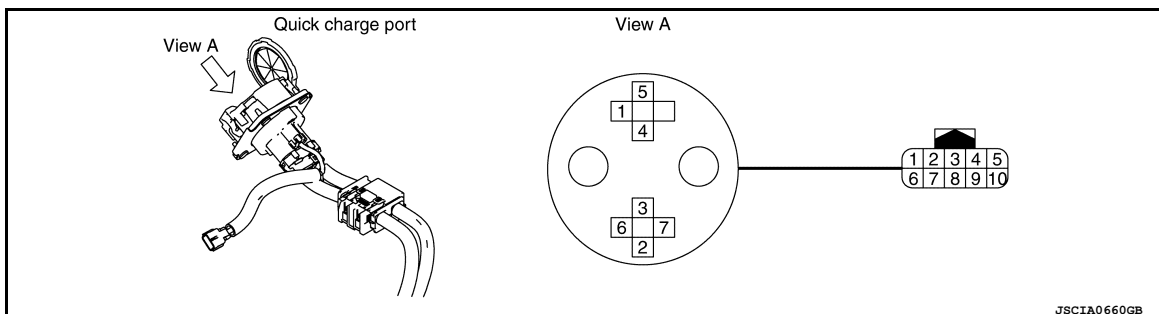
NO >> Repair or replace error-detected parts.

Component Inspection

INFOID:000000010121280

1.CHECK QUICK CHARGE PORT

1. Disconnect quick charge port harness connector.
2. Check the continuity between quick charge port terminals and quick charge port side harness connector of same terminals.



Is the inspection result normal?

YES >> GO TO 2.

NO >> Replace quick charge port. Refer to [VC-128. "Removal and Installation"](#).

2.CHECK QUICK CHARGE PORT TEMPERATURE SENSOR

Check the resistance between quick charge port side harness connector terminals.

B2980 QUICK CHARGE PORT

< DTC/CIRCUIT DIAGNOSIS >

| Quick charge side harness connector | | Condition | | Resistance (k Ω) |
|-------------------------------------|----|--------------------------|-------------------------|--------------------------|
| Terminal | | | | |
| 5 | 9 | Temperature [°C (°F)] | -40 – 50 (-40 – 122) | 4 – 170 |
| | 10 | | | |

Is the inspection result normal?

YES >> INSPECTION END

NO >> Replace quick charge port. Refer to [VC-128. "Removal and Installation"](#).

B29A0 NORMAL CHARGE PORT

< DTC/CIRCUIT DIAGNOSIS >

B29A0 NORMAL CHARGE PORT

DTC Logic

INFOID:000000010121281

DTC DETECTION LOGIC

| DTC | CONSULT display (Malfunction type) | DTC detection condition | Possible causes |
|-------|--|---|--|
| B29A0 | A N/CHG PORT ENGAGEMENT ERROR (Signal stuck high) | <ul style="list-style-type: none">At the start of charging or during charging, the EVSE connection detection signal voltage is approximately 4.8 V or more, or 1.0 V or less, continuously for 3 seconds or more.During normal charging, the EVSE connection detection signal voltage is approximately 3.3 V or more continuously for 3 seconds or more. | <ul style="list-style-type: none">Harness and connector (Normal charge port circuit is open or shorted.)Normal charge portEVSEPDM (Power Delivery Module) |
| | B N/CHG PORT ENGAGEMENT ERROR (Signal invalid) | During normal charging, the EVSE connection detection signal voltage is approximately 3.7 – 4.8 V continuously for 100 seconds or more. | <ul style="list-style-type: none">Harness and connector (Normal charge port circuit is open or shorted.)Normal charge port |

DTC CONFIRMATION PROCEDURE

TYPE A

1. PERFORM DTC CONFIRMATION PROCEDURE

With CONSULT

- Perform normal charging for 10 seconds or more.
- Turn power switch ON.
- Check “Self-diagnosis result” of “CHARGER/PD MODULE”.

Is DTC detected?

- YES >> Proceed to [VC-93, "TYPE A : Diagnosis Procedure"](#).
NO >> INSPECTION END

TYPE B

1. PERFORM DTC CONFIRMATION PROCEDURE

With CONSULT

- Perform normal charging for 2 minutes or more.
- Turn power switch ON.
- Check “Self-diagnosis result” of “CHARGER/PD MODULE”.

Is DTC detected?

- YES >> Proceed to [VC-95, "TYPE B : Diagnosis Procedure"](#).
NO >> INSPECTION END

TYPE A

TYPE A : Diagnosis Procedure

INFOID:000000010121282

1. PERFORM DTC CONFIRMATION PROCEDURE AGAIN

With CONSULT

- Turn power switch ON.
- Erase DTC.
- Turn power switch OFF.
- Perform DTC confirmation procedure again by using a EVSE other than the one is used for the previous DTC confirmation procedure. Refer to [VC-93, "DTC Logic"](#).

Is the DTC detected again?

- YES >> GO TO 2.
NO >> Replace EVSE.

B29A0 NORMAL CHARGE PORT

< DTC/CIRCUIT DIAGNOSIS >

2. CHECK NORMAL CHARGE PORT CONDITION

Check for any adhering foreign substances, cracking or damage on the normal charge port. Refer to [VC-52. "Inspection"](#).

Is the inspection result normal?

YES >> GO TO 3.

NO >> Clean or replace the normal charge port. Refer to [VC-135. "Removal and Installation"](#).

3. CHECK NORMAL CHARGE PORT

Check the normal charge port. Refer to [VC-95. "Component Inspection"](#).

Is the inspection result normal?

YES >> GO TO 4.

NO >> Replace normal charge port. Refer to [VC-135. "Removal and Installation"](#).

4. CHECK EVSE CONNECTION DETECTING CIRCUIT POWER SUPPLY

1. Turn power switch ON.
2. Check the voltage between normal charge port harness connector and ground.

| | | | |
|--------------------|----------|--------|---------|
| + | | - | Voltage |
| Normal charge port | | | |
| Connector | Terminal | | |
| E25 | 2 | Ground | 5.0 V |

Is the inspection result normal?

YES >> GO TO 6.

NO >> GO TO 5.

5. CHECK EVSE CONNECTION DETECTING CIRCUIT

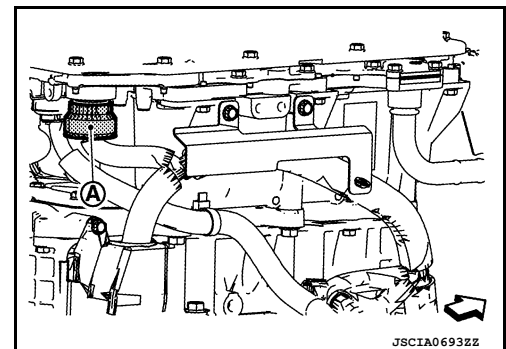
1. Turn power switch OFF.
2. Disconnect PDM (Power Delivery Module) harness connector A.

← : Vehicle front

NOTE:

Loosen the PDM (Power Delivery Module) harness connector by rotating it counterclockwise and remove it.

3. Check the continuity between normal charge port harness connector and PDM (Power Delivery Module) harness connector.



| | | | | |
|--------------------|----------|--------------------------------|----------|------------|
| Normal charge port | | PDM (Power Delivery Module) | | Continuity |
| Connector | Terminal | Connector | Terminal | |
| E25 | 2 | F23 | 29 | Existed |

Is the inspection result normal?

YES >> GO TO 6.

NO >> Repair or replace error-detected parts.

6. CHECK INTERMITTENT INCIDENT

Check the intermittent incident. Refer to [GI-53. "Intermittent Incident"](#).

Is the inspection result normal?

YES >> Replace PDM (Power Delivery Module). Refer to [VC-112. "Removal and Installation"](#).

NO >> Repair or replace error-detected parts.

TYPE B

B29A0 NORMAL CHARGE PORT

< DTC/CIRCUIT DIAGNOSIS >

TYPE B : Diagnosis Procedure

INFOID:000000010121283

1.CHECK EVSE RELEASE SWITCH STATUS

Check that there are no operation malfunctions caused by dust or a foreign substance on the EVSE release switch.

Is the inspection result normal?

- YES >> GO TO 2.
- NO >> Repair or clean.

2.PERFORM DTC CONFIRMATION PROCEDURE AGAIN

With CONSULT

1. Turn power switch ON.
2. Erase DTC.
3. Turn power switch OFF.
4. Perform DTC confirmation procedure again by using a EVSE other than the one is used for the previous DTC confirmation procedure. Refer to [VC-96, "DTC Logic"](#).

Is the DTC detected again?

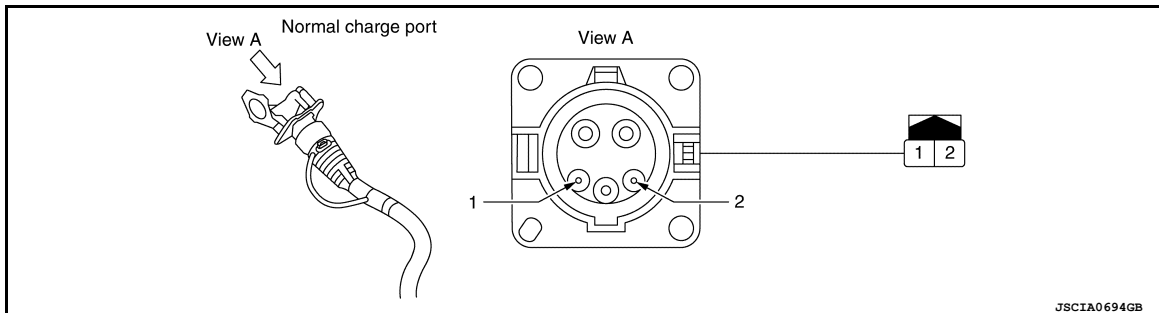
- YES >> Check the intermittent incident. Refer to [GI-53, "Intermittent Incident"](#).
- NO >> Replace EVSE.

Component Inspection

INFOID:000000010121284

1.CHECK NORMAL CHARGE PORT (1)

1. Disconnect normal charge port harness connector.
2. Check the continuity between normal charge port terminals and normal charge port side harness connector of same terminals.



Is the inspection result normal?

- YES >> GO TO 2.
- NO >> Replace normal charge port. Refer to [VC-135, "Removal and Installation"](#).

2.CHECK NORMAL CHARGE PORT (2)

Check the resistance between normal charge port side harness connector and PDM (Power Delivery Module) body [excluding PDM (Power Delivery Module) cover].

| + | - | Resistance (kΩ) |
|---|--|-----------------|
| Normal charge port side harness connector | PDM (Power Delivery Module) body [excluding PDM (Power Delivery Module) cover] | |
| Terminal | | |
| 2 | | 2.43 – 2.97 |

Is the inspection result normal?

- YES >> INSPECTION END
- NO >> Replace normal charge port. Refer to [VC-135, "Removal and Installation"](#).

B29C1 EVSE

< DTC/CIRCUIT DIAGNOSIS >

B29C1 EVSE

DTC Logic

INFOID:000000010121285

DTC DETECTION LOGIC

| DTC | CONSULT display (Malfunction type) | | DTC detection condition | Possible causes |
|-------|---------------------------------------|--------------------------------|--|---|
| B29C1 | A | EVSE (No signal) | <ul style="list-style-type: none"> During normal charging, although the AC power source is being input, there is a break of the PWM communication signal from EVSE. Before normal charging or during normal charging, there is a peak value malfunction in the PWM communication signal from EVSE. | <ul style="list-style-type: none"> Harness and connector (Normal charge port circuit is open or shorted.) Normal charge port EVSE PDM (Power Delivery Module) |
| | B | EVSE (Signal stuck low) | Before the start of normal charging or during normal charging, there is no AC power source input even though the PDM (Power Delivery Module) permits the start of charging. | |
| | C | EVSE (Unexpected operation) | Before the start of normal charging, there is AC power source input despite the fact that PWM communication is not received from EVSE. | <ul style="list-style-type: none"> Harness and connector (Normal charge port circuit is open or shorted.) EVSE PDM (Power Delivery Module) |
| | D | EVSE (Signal stuck high) | After charging is completed, AC power source continues to be input even though the PDM (Power Delivery Module) charging is stopped. | |
| | E | EVSE (Signal invalid) | When an error is detected in a PWM communication signal from EVSE during normal charge. | |

DTC CONFIRMATION PROCEDURE

1. CONFIRMATION FOR MALFUNCTION TYPE

Check the malfunction type.

Which is the malfunction type?

Types A, B, C or E >> GO TO 2.

Type D >> GO TO 3.

2. PERFORM DTC CONFIRMATION PROCEDURE OF TYPE A, B, C OR E

With CONSULT

1. Perform normal charging for the time listed below.

| Malfunction type | | Time |
|------------------|----------------------|--------------------|
| A | No signal | 1 minute or more |
| B | Signal stuck low | 10 seconds or more |
| C | Unexpected operation | |
| E | Signal invalid | 30 seconds or more |

2. Turn power switch ON.

3. Check "Self-diagnosis result" of "CHARGER/PD MODULE".

Is DTC detected?

YES (TYPE A, B and E) >> Proceed to [VC-97, "TYPE A, B AND E : Diagnosis Procedure"](#).

YES (TYPE C) >> Proceed to [VC-98, "TYPE C AND D : Diagnosis Procedure"](#).

NO >> INSPECTION END

B29C1 EVSE

< DTC/CIRCUIT DIAGNOSIS >

3. PERFORM DTC CONFIRMATION PROCEDURE OF TYPE D

With CONSULT

1. Perform normal charging until charging is completed.
2. Turn power switch ON.
3. Check "Self-diagnosis result" of "CHARGER/PD MODULE".

Is DTC detected?

YES >> Proceed to [VC-98, "TYPE C AND D : Diagnosis Procedure"](#).

NO >> INSPECTION END

TYPE A, B AND E

TYPE A, B AND E : Diagnosis Procedure

INFOID:000000010121286

DANGER:



Since hybrid vehicles and electric vehicles contain a high voltage battery, there is the risk of electric shock, electric leakage, or similar accidents if the high voltage component and vehicle are handled incorrectly. Be sure to follow the correct work procedures when performing inspection and maintenance.

WARNING:

- Be sure to remove the service plug in order to disconnect the high voltage circuits before performing inspection or maintenance of high voltage system harnesses and parts.
- The removed service plug must always be carried in a pocket of the responsible worker or placed in the tool box during the procedure to prevent the plug from being connected by mistake.
- Be sure to wear insulating protective equipment consisting of glove, shoes, face shield and glasses before beginning work on the high voltage system.
- Never allow workers other than the responsible person to touch the vehicle containing high voltage parts. To keep others from touching the high voltage parts, these parts must be covered with an insulating sheet except when using them.
- Refer to [VC-6, "High Voltage Precautions"](#).

CAUTION:

Never bring the vehicle into the READY status with the service plug removed unless otherwise instructed in the Service Manual. A malfunction may occur if this is not observed.

1. CHECK SELF-DIAGNOSTIC RESULT IN VCM

With CONSULT

1. Turn power switch ON.
2. Check "Self-diagnosis result" of "EV/HEV".

Is DTC detected?

YES >> Perform diagnosis procedure corresponding to DTC indicated. Refer to [EVC-102, "DTC Index"](#).

NO >> GO TO 2.

2. PERFORM DTC CONFIRMATION PROCEDURE AGAIN

With CONSULT

1. Erase DTC.
2. Turn power switch OFF.
3. Perform DTC confirmation procedure again by using EVSE different from the one used for the previous DTC confirmation procedure. Refer to [VC-96, "DTC Logic"](#).

Is the DTC detected again?

YES >> GO TO 3.

NO >> Replace EVSE.

3. CHECK NORMAL CHARGE PORT CONDITION

Check for any adhering foreign substances, cracking or damage on the normal charge port. Refer to [VC-52, "Inspection"](#).

Is the inspection result normal?

YES >> GO TO 4.

NO >> Clean or replace the normal charge port. Refer to [VC-135, "Removal and Installation"](#).

B29C1 EVSE

< DTC/CIRCUIT DIAGNOSIS >

4. CHECK NORMAL CHARGE PORT

Check the normal charge port. Refer to [VC-95, "Component Inspection"](#).

Is the inspection result normal?

YES >> GO TO 5.

NO >> Replace normal charge port. Refer to [VC-135, "Removal and Installation"](#).

5. CHECK EVSE COMMUNICATION

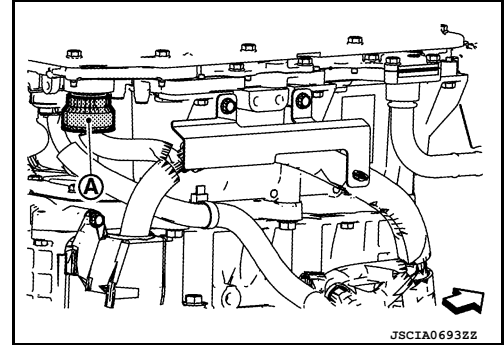
1. Disconnect PDM (Power Delivery Module) harness connector (A).

↶ : Vehicle front

NOTE:

Loosen the PDM (Power Delivery Module) harness connector by rotating it counterclockwise and remove it.

2. Check the continuity between PDM (Power Delivery Module) harness connector and normal charge port harness connector.



| PDM (Power Delivery Module) | | Normal charge port | | Continuity |
|--------------------------------|----------|--------------------|----------|------------|
| Connector | Terminal | Connector | Terminal | |
| F23 | 30 | E25 | 1 | Existed |

Is the inspection result normal?

YES >> GO TO 6.

NO >> Repair or replace error-detected parts.

6. CHECK HIGH-VOLTAGE HARNESS

1. Remove normal charge port from PDM (Power Delivery Module). Refer to [VC-112, "Removal and Installation"](#).
2. Check the high-voltage harness continuity between the normal port and PDM (Power Delivery Module).

| Normal charge port | | PDM (Power Delivery Module) | | Continuity |
|--------------------|----------|--------------------------------|----------|------------|
| Connector | Terminal | Connector | Terminal | |
| H11 | 3 | H9 | 47 | Existed |
| | 4 | | 48 | |

Is the inspection result normal?

YES >> Replace PDM (Power Delivery Module) (Fuse is fusing). Refer to [VC-112, "Removal and Installation"](#).

NO >> Repair or replace error-detected parts.

TYPE C AND D

TYPE C AND D : Diagnosis Procedure

INFOID:000000010121287

1. CHECK EVSE SPECIFICATIONS

Check whether or not the EVSE conforms to the SAE-J1772 standard.

Is the correct EVSE being used?

YES >> GO TO 2

NO >> Explain to the customer that the correct EVSE must be used.

2. PERFORM DTC CONFIRMATION PROCEDURE AGAIN-2

Ⓟ With CONSULT

1. Turn power switch ON.
2. Erase DTC.
3. Turn power switch OFF.

B29C1 EVSE

< DTC/CIRCUIT DIAGNOSIS >

- Perform DTC confirmation procedure again by using EVSE different from the one used for the previous DTC confirmation procedure. Refer to [VC-96, "DTC Logic"](#).

Is the DTC detected again?

- YES >> GO TO 3.
- NO >> Replace EVSE.

3.CHECK INTERMITTENT INCIDENT

Check the intermittent incident. Refer to [GI-53, "Intermittent Incident"](#).

Is the inspection result normal?

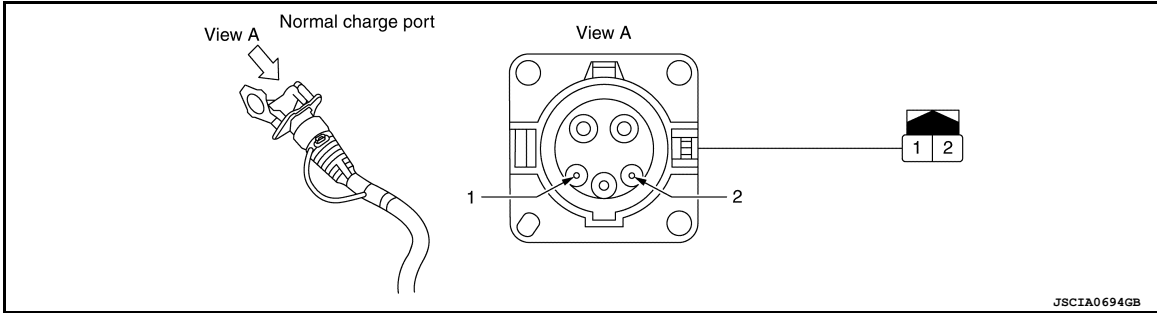
- YES >> Replace PDM (Power Delivery Module). Refer to [VC-112, "Removal and Installation"](#).
- NO >> Repair or replace error-detected parts.

Component Inspection

INFOID:000000010121288

1.CHECK NORMAL CHARGE PORT (1)

- Disconnect normal charge port harness connector.
- Check the continuity between normal charge port terminals and normal charge port side harness connector of same terminals.



Is the inspection result normal?

- YES >> GO TO 2.
- NO >> Replace normal charge port. Refer to [VC-135, "Removal and Installation"](#).

2.CHECK NORMAL CHARGE PORT (2)

Check the resistance between normal charge port side harness connector and PDM (Power Delivery Module) body [excluding PDM (Power Delivery Module) cover].

| + | - | Resistance (kΩ) |
|---|--|-----------------|
| Normal charge port side harness connector | PDM (Power Delivery Module) body [excluding PDM (Power Delivery Module) cover] | |
| Terminal | | |
| 2 | | 2.43 – 2.97 |

Is the inspection result normal?

- YES >> INSPECTION END
- NO >> Replace normal charge port. Refer to [VC-135, "Removal and Installation"](#).

PDM(POWER DELIVERY MODULE)

< DTC/CIRCUIT DIAGNOSIS >

PDM(POWER DELIVERY MODULE)

Diagnosis Procedure

INFOID:000000010121289

DANGER:



Since hybrid vehicles and electric vehicles contain a high voltage battery, there is the risk of electric shock, electric leakage, or similar accidents if the high voltage component and vehicle are handled incorrectly. Be sure to follow the correct work procedures when performing inspection and maintenance.

WARNING:

- Be sure to remove the service plug in order to disconnect the high voltage circuits before performing inspection or maintenance of high voltage system harnesses and parts.
- The removed service plug must always be carried in a pocket of the responsible worker or placed in the tool box during the procedure to prevent the plug from being connected by mistake.
- Be sure to wear insulating protective equipment consisting of glove, shoes, face shield and glasses before beginning work on the high voltage system.
- Never allow workers other than the responsible person to touch the vehicle containing high voltage parts. To keep others from touching the high voltage parts, these parts must be covered with an insulating sheet except when using them.
- Refer to [VC-6, "High Voltage Precautions"](#).

CAUTION:

Never bring the vehicle into the READY status with the service plug removed unless otherwise instructed in the Service Manual. A malfunction may occur if this is not observed.

1. CHECK INSULATION RESISTANCE OF PDM (POWER DELIVERY MODULE)

1. Remove PDM (Power Delivery Module) from the vehicle. Refer to [VC-112, "Removal and Installation"](#).
2. Use an insulation resistor to check the resistance between Li-ion battery high-voltage harness connector terminal (H3) and PDM (Power Delivery Module) body.

WARNING:



Unlike normal resistance testers, insulation resistance testers (multi tester) are used by applying a voltage of 500 V. For this reason, improper handling of an insulation resistance tester may cause an electric shock. In addition to this, if an insulation resistance tester is used to the 12 V circuit, its electric devices may be damaged. To avoid these hazards, carefully read the handling manual of insulation resistance tester and perform safe operation.

CAUTION:

- Set the insulation resistance tester (multi tester) at 500 V.
- To ensure correct polarity of the tester, always connect to the circuit in the forward direction.
- Wait for 30 seconds until the resistance becomes steady.
- If the inspection result shows that there is no continuity, check that the parts are mounted correctly.

| + | | - | Resistance |
|-----------|----------|----------------------------------|---------------|
| Connector | Terminal | | |
| H3 | 37 | PDM (Power Delivery Module) body | 40 MΩ or more |
| | 38 | | |

Is the inspection result normal?

YES >> INSPECTION END

NO >> Replace PDM (Power Delivery Module) and high-voltage harness. Refer to [VC-112, "Removal and Installation"](#).

VEHICLE CHARGING SYSTEM

< SYMPTOM DIAGNOSIS >

SYMPTOM DIAGNOSIS

VEHICLE CHARGING SYSTEM

Description

INFOID:0000000010121290

VEHICLE CHARGING SYSTEM

A
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| Symptom | Probable malfunction location | Inspection item/reference |
|--|--|--|
| Charge port lid does not open. | <ul style="list-style-type: none"> Charge port lid opener actuator operation circuit Charge port lid opener actuator Charge port lid opener switch VCM | Charge port lid opener actuator circuit EVC-395, "Diagnosis Procedure" |
| | Intelligent Key system | Intelligent Key system DLK-131, "Diagnosis Procedure" |
| Charge port light does not illuminate. | <ul style="list-style-type: none"> Charge port light Charge port light circuit VCM | Charge port light circuit EVC-406, "Diagnosis Procedure" |
| Charge connector does not lock. | <ul style="list-style-type: none"> Charge connector lock actuator operating circuit Charge connector lock actuator VCM | Charge connector lock actuator circuit EVC-393, "Diagnosis Procedure" |
| | Charge connector lock switch | Charge connector lock switch EVC-397, "Diagnosis Procedure" |
| | <ul style="list-style-type: none"> Malfunction of charge connector lock actuator unit Malfunction of charge connector lock actuator installation | Charge connector lock actuator EVC-393, "Component Inspection (Charge Connector Lock Actuator)" |
| Charge connector does not unlock. | <ul style="list-style-type: none"> Charge connector lock actuator operating circuit Charge connector lock actuator VCM | Charge port lid opener actuator circuit EVC-393, "Diagnosis Procedure" |
| | <ul style="list-style-type: none"> Malfunction of charge connector lock actuator unit Malfunction of charge connector lock actuator installation | Charge connector lock actuator EVC-393, "Component Inspection (Charge Connector Lock Actuator)" |
| | Intelligent Key system | Intelligent Key system DLK-131, "Diagnosis Procedure" |
| | Charge connector lock switch | Charge connector lock switch EVC-397, "Diagnosis Procedure" |
| Charge connector cannot be inserted. | <ul style="list-style-type: none"> Malfunction of charge connector lock actuator unit Malfunction of charge connector lock actuator installation | Charge connector lock actuator EVC-393, "Component Inspection (Charge Connector Lock Actuator)" |
| | Charge port malfunction (bent pins, entry of foreign material, etc.) | Inspection of charge port VC-52, "Inspection" |

VEHICLE CHARGING SYSTEM

< SYMPTOM DIAGNOSIS >

| Symptom | Probable malfunction location | Inspection item/reference |
|--|---|---|
| Charging status indicator does not illuminate. | <ul style="list-style-type: none">• Charging status indicator circuit• VCM | Charging status indicator circuit EVC-388, "Diagnosis Procedure" |
| | Charging status indicator LED is blown. | VC-147, "Removal and Installation" |
| Normal charge connector unlock sound does not operate. (Lock/unlock operation is normal.) | Vehicle Sound for Pedestrians (VSP) | VSP-59, "Symptom Table" |
| Related to EV/power train (charge control) | | EVC-409, "Symptom Index" |

NORMAL OPERATING CONDITION

< SYMPTOM DIAGNOSIS >

NORMAL OPERATING CONDITION

Symptom Table

INFOID:000000010121291

| Symptoms | Check items | Solution |
|--|---|---|
| Immediate charge cannot be performed. | There is no power coming from the outlet. | Confirm that there has not been a power failure. Make sure the breaker is on. If an outlet with a timer device installed is used, power will only be available at the time set by the timer. |
| | The outlet plug is not connected correctly. | Confirm the outlet plug is connected correctly. |
| | The charge connector is not connected correctly. | Confirm the charge connector is connected correctly. |
| | Power switch is in the ON position. | Before charging, place power switch in the OFF position. |
| | Both the normal charge connector and the quick charge connector are connected. | Disconnect a connector of normal charge connector or quick charge connector. NOTE: Normal charge and quick charge cannot perform at the same time. |
| | Timer charge has been set. | Push immediate charging switch. |
| | The Li-ion battery is already fully charged. | No action. NOTE: Charging can not be performed if the Li-ion battery is already fully charged. Charging automatically stops if the Li-ion battery is fully charged. |
| | The temperature of the Li-ion battery is too hot or too cold to charge. | Confirm the Li-ion battery temperature in combination meter. NOTE: If the meter indicates the Li-ion battery is too hot (red zone) or too cold (blue zone), charging is not performed. |
| | The 12V battery is discharged. | Charge the 12V battery. |
| | Vehicle, EVSE, or quick charger malfunction. | <ul style="list-style-type: none"> • Check the PDM (Power Delivery Module) self-diagnosis results. • Check by changing the combination of vehicle and EVSE. |
| When a NISSAN genuine EVSE is used, the grounding work on the socket side does not conform to NISSAN recommended work. | When connected to the socket where the phenomenon occurs, check the conditions of indicator lamp illumination on the control box. If the "READY" lamp is blinking, have a specialist check the conditions of grounding work on the socket side. | |

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VC

NORMAL OPERATING CONDITION

< SYMPTOM DIAGNOSIS >

| Symptoms | Check items | Solution |
|--|---|--|
| Timer charge cannot be performed. | There is no power coming from the outlet. | Confirm that there has not been a power failure. Make sure the breaker is on. If an outlet with a timer device installed is used, power will only be available at the time set by the timer. |
| | The outlet plug is not connected correctly. | Confirm the outlet plug is connected correctly. |
| | The charge connector is not connected correctly. | Confirm the charge connector is connected correctly. |
| | Power switch is in the ON position. | Before charging, place power switch in the OFF position. |
| | Both the normal charge connector and the quick charge connector are connected. | Disconnect a connector of normal charge connector or quick charge connector. NOTE: Normal charge and quick charge cannot perform at the same time. |
| | The Li-ion battery is already fully charged. | No action NOTE: Charging cannot be performed if the Li-ion battery is already fully charged. Charging automatically stops if the Li-ion battery is fully charged. |
| | The temperature of the Li-ion battery is too hot or too cold to charge. | Confirm the Li-ion battery temperature in combination meter. NOTE: If the meter indicates the Li-ion battery is too hot (red zone) or too cold (blue zone), charging is not performed. |
| | The 12V battery is discharged. | Charge the 12V battery. |
| | Vehicle, EVSE, or quick charger malfunction. | <ul style="list-style-type: none"> • Check the PDM (Power Delivery Module) self-diagnosis results. • Check by changing the combination of vehicle and EVSE. |
| | The EVSE is not connected. | Connect the EVSE. |
| | Charging does not start because the timer charge start time and end time are set and the current time is before the set start time. | Confirm when the timer charge time is set to start charging. Change the timer charge setting to the desired charge time. |
| | Charging does not start because only the timer charge start time is set and the current time is after the set start time. | Confirm when the timer charge time is set to start charging. Change the timer charge setting to the desired charge time. |
| | Charging does not start because only the timer charge end time is set and the current time is after the set end time. | Confirm when the timer charge time is set to start charging. Change the timer charge setting to the desired charge time. |
| | The time on the clock is wrong. | Confirm that the date and time shown on the timer charge screen are the same as the clock on the navigation display. NOTE: If the 12V battery terminal is disconnected, the time setting must be updated. There must be a GPS signal to adjust the timer setting clock. |
| The immediate charging switch has been pressed. | Check immediate charging switch. | |
| Timer charge has not been set. | Set the timer charge schedule. | |
| When a NISSAN genuine EVSE is used, the grounding work on the socket side does not conform to NISSAN recommended work. | When connected to the socket where the phenomenon occurs, check the conditions of indicator lamp illumination on the control box. If the "READY" lamp is blinking, have a specialist check the conditions of grounding work on the socket side. | |

NORMAL OPERATING CONDITION

< SYMPTOM DIAGNOSIS >

| Symptoms | Check items | Solution | |
|------------------------------------|--|---|----|
| Remote charge cannot be performed. | There is no power coming from the outlet. | Confirm that there has not been a power failure. Make sure the breaker is on. If an outlet with a timer device installed is used, power will only be available at the time set by the timer. | A |
| | The outlet plug is not connected correctly. | Confirm the outlet plug is connected correctly. | B |
| | The charge connector is not connected correctly. | Confirm the charge connector is connected correctly. | VC |
| | Power switch is in the ON position. | Before charging, place power switch in the OFF position. | VC |
| | Both the normal charge connector and the quick charge connector are connected. | Disconnect a connector of normal charge connector or quick charge connector. NOTE: Normal charge and quick charge cannot perform at the same time. | D |
| | The Li-ion battery is already fully charged. | No action NOTE: Charging can not be performed if the Li-ion battery is already fully charged. Charging automatically stops if the Li-ion battery is fully charged. | E |
| | The temperature of the Li-ion battery is too hot or too cold to charge. | Confirm the Li-ion battery temperature in combination meter. NOTE: If the meter indicates the Li-ion battery is too hot (red zone) or too cold (blue zone), charging is not performed. | F |
| | The 12V battery is discharged. | Charge the 12V battery. | G |
| | Vehicle, EVSE, or quick charger malfunction. | <ul style="list-style-type: none"> • Check the PDM (Power Delivery Module) self-diagnosis results. • Check by changing the combination of vehicle and EVSE. | H |
| | The EVSE is not connected. | Connect the EVSE. | I |
| | Communication with the vehicle cannot be established. | Confirm that there is a cellular signal in your location. Remote charge can not be started unless the web enabled smart phone can connect to the intent. Confirm that there is a cellular signal at the vehicle location. | J |
| | The vehicle is left standing for long time. | NOTE: If the power switch is in the OFF position for more than 2 weeks, the remote charge is not performed. | K |
| | When a NISSAN genuine EVSE is used, the grounding work on the socket side does not conform to NISSAN recommended work. | When connected to the socket where the phenomenon occurs, check the conditions of indicator lamp illumination on the control box. If the "READY" lamp is blinking, have a specialist check the conditions of grounding work on the socket side. | L |

NORMAL OPERATING CONDITION

< SYMPTOM DIAGNOSIS >

| Symptoms | Check items | Solution |
|--|---|---|
| Normal charge stops in the middle of charging. | There is no power coming from the outlet. | Confirm that there has not been a power failure. Make sure the breaker is on. If an outlet with a timer device installed is used, power will only be available at the time set by the timer. |
| | The EVSE has been disconnected. | Check that the EVSE has not been disconnected. |
| | The release switch has been pressed. | Release the release switch. NOTE: If the charge connector button is pressed for a long period of time, charging will be stopped. |
| | Timer charge end time has been reached. | perform normal charge (immediate charge). NOTE: When timer charge is set and the charge end time is reached, charging will be stopped, even if the Li-ion battery is not fully charged. |
| | The temperature of the Li-ion battery is too hot or too cold to charge. | Confirm the Li-ion battery temperature in combination meter. NOTE: If the meter indicates the Li-ion battery is too hot (red zone) or too cold (blue zone), charging is not performed. |
| | Vehicle, EVSE, or quick charger malfunction. | <ul style="list-style-type: none"> • Check the PDM (Power Delivery Module) self-diagnosis results. • Check by changing the combination of vehicle and EVSE. |
| The normal charging time is too long. | There is insufficient contact with the EVSE plug due to socket wear or another issue. (EVSE charging current is limited.) | <ul style="list-style-type: none"> • Inspect the socket which is used and the EVSE plug. • Check by changing the combination of socket and EVSE. NOTE: Insufficient contact limits the EVSE charging current or causes charging to stop. The charging current history can be checked from the "CHARGE CURRENT LIMITATION HISTORY" in the work support items for "CHARGER/PD MODULE" on CONSULT. Refer to VC-28, "CONSULT Function" . |

NORMAL OPERATING CONDITION

< SYMPTOM DIAGNOSIS >

| Symptoms | Check items | Solution | | |
|--|---|---|--|---|
| Quick charge cannot be performed. | The charge connector is not connected correctly. | Check that the charge connector is connected correctly and that it is locked. | A | |
| | The self-diagnostic function of the quick charger detects a isolation error. | VC-73 | B | |
| | Power switch is in the ON position. | Before charging, place power switch in the OFF position. | VC | |
| | Both the normal charge connector and the quick charge connector are connected. | Disconnect a connector of normal charge connector or quick charge connector. NOTE: Normal charge and quick charge cannot perform at the same time. | D | |
| | The Li-ion battery is already fully charged. | No action NOTE: Charging can not be performed if the Li-ion battery is already fully charged. Charging automatically stops if the Li-ion battery is fully charged. | E | |
| | The temperature of the Li-ion battery is too hot or too cold to charge. | Confirm the Li-ion battery temperature in combination meter. NOTE: If the meter indicates the Li-ion battery is too hot (red zone) or too cold (blue zone), charging is not performed. | F | |
| | The 12V battery is discharged. | Charge the 12V battery. | G | |
| | Vehicle, EVSE, or quick charger malfunction. | <ul style="list-style-type: none"> • Check the PDM (Power Delivery Module) self-diagnosis results. • Check by changing the combination of vehicle and EVSE. | H | |
| The power switch of the quick charger is off. | Check the power switch of the quick charger. | I | | |
| Quick charge stops in the middle of charging | Both the normal charge connector and the quick charge connector are connected. | Disconnect a connector of normal charge connector or quick charge connector. NOTE: Normal charge and quick charge cannot perform at the same time. | J | |
| | The temperature of the Li-ion battery is too hot or too cold to charge. | Confirm the Li-ion battery temperature in combination meter. NOTE: If the meter indicates the Li-ion battery is too hot (red zone) or too cold (blue zone), charging is not performed. | K | |
| | Vehicle, EVSE, or quick charger malfunction. | <ul style="list-style-type: none"> • Check the PDM (Power Delivery Module) self-diagnosis results. • Check by changing the combination of vehicle and EVSE. | L | |
| | Charging is stopped by the quick charge timer. | Perform quick charge again (as needed). NOTE: Charging will stop depending on the timer function setting of the quick charger. | M | |
| | | | Perform quick charge again (as needed). NOTE: Charging will stop depending on the timer of the vehicle. | N |
| | | | Perform quick charge again (as needed). NOTE: Charging will stop depending on the timer of the vehicle. | O |
| Charging stops at 90% capacity. | Perform quick charge again (as needed). NOTE: When charging has been started when the Li-ion battery remaining energy is less than half, charging will stop when the energy reaches 90%. | P | | |
| The power supply for the quick charger is OFF. | Check whether the power supply for the quick charger is off. | | | |

NORMAL OPERATING CONDITION


< SYMPTOM DIAGNOSIS >


| Symptoms | Check items | Solution |
|---------------------------------|---|---|
| Charge connector does not lock. | VCM does not start. | Turn power switch ON. |
| | Foreign material is trapped in the swing arm portion of the charge connector lock actuator. | Remove foreign material. |
| | Incorrect operation of release switch when charge connector is connected | Disconnect and reconnect the charge connector. NOTE: When the charge connector is connected, slowly releasing the release switch or repeatedly pressing and releasing the switch causes the lock mechanism to interfere with the release switch. |


PDM(POWER DELIVERY MODULE)

< REMOVAL AND INSTALLATION >

- | | | |
|--|---|---------------------------------------|
| ① PDM (Power Delivery Module) | ② Quick charge port | ③ Normal charge port |
| ④ Cable bracket | ⑤ 12 V negative battery cable | ⑥ Water hose |
| ⑦ Clamp | ⑧ Gasket | ⑨ Charge port harness bracket |
| ⑩ Li-ion battery high-voltage harness bracket (center) | ⑪ 12V positive battery cable | ⑫ Li-ion battery high-voltage harness |
| ⑬ Li-ion battery high-voltage harness bracket (rear) | ⑭ High-voltage warning label | ⑮ Breather |
| ⑯ Normal charge port harness bracket | ⑰ Li-ion battery high-voltage harness bracket (front) | ⑱ Bus bar cover |
| A Arrow view | B Arrow view | C To electric water pump |

 : N·m (kg-m, ft-lb)

 : N·m (kg-m, in-lb)

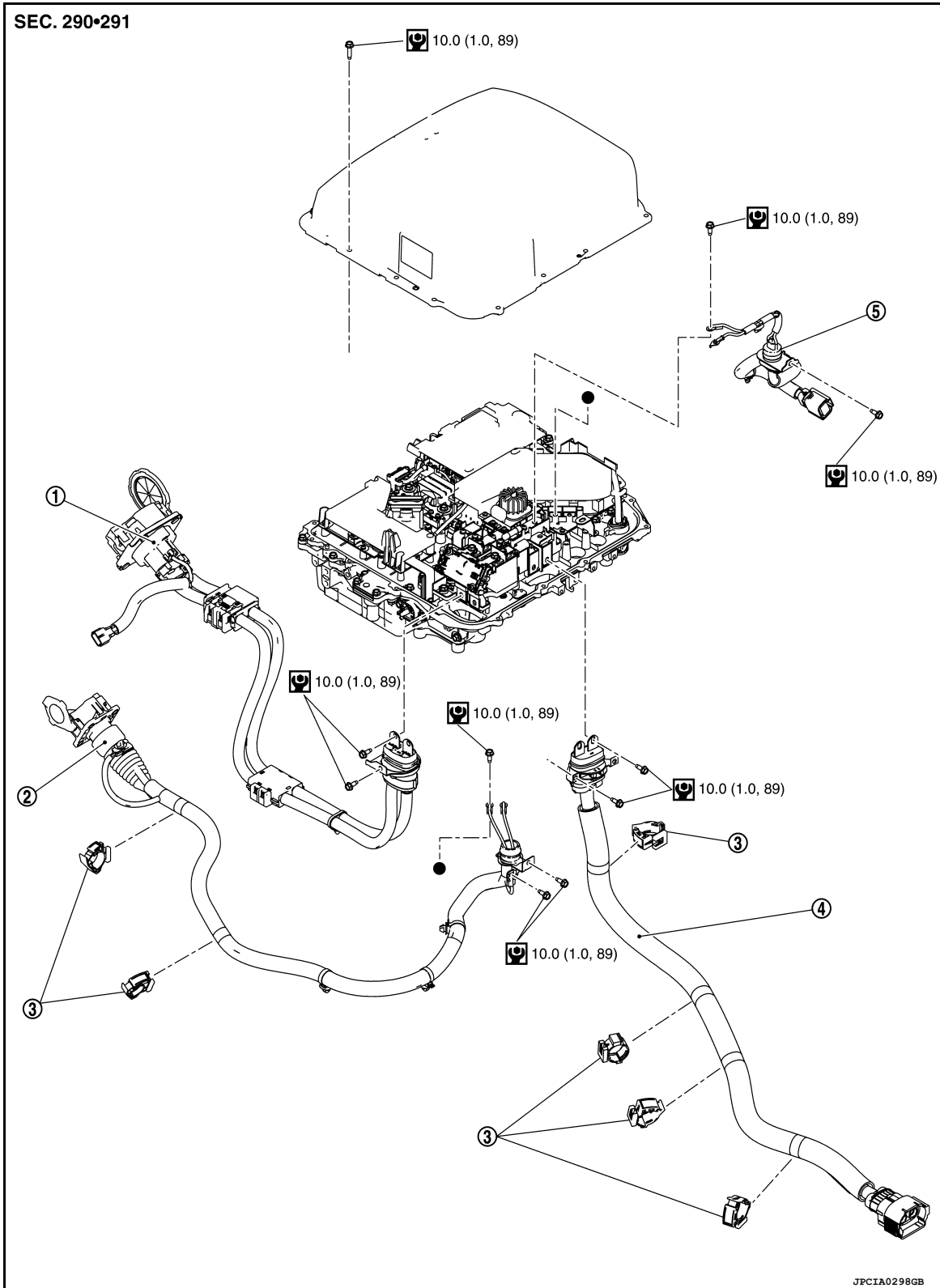
 : Always replace after disassembly

●, ■, ▲, ▼ Indicate connections which bear the same mark.

PDM(POWER DELIVERY MODULE)

< REMOVAL AND INSTALLATION >

DISASSEMBLY



① Quick charge port

② Normal charge port

③ Clamp

④ Li-ion battery high-voltage harness

⑤ Electric compressor harness

🔩 : N·m (kg-m, in-lb)

● : Indicate connections which bear the same mark.

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PDM(POWER DELIVERY MODULE)

< REMOVAL AND INSTALLATION >

Removal and Installation

INFOID:000000010121293

DANGER:

 Since hybrid vehicles and electric vehicles contain a high voltage battery, there is the risk of electric shock, electric leakage, or similar accidents if the high voltage component and vehicle are handled incorrectly. Be sure to follow the correct work procedures when performing inspection and maintenance.

WARNING:

- Be sure to remove the service plug in order to disconnect the high voltage circuits before performing inspection or maintenance of high voltage system harnesses and parts.
- The removed service plug must always be carried in a pocket of the responsible worker or placed in the tool box during the procedure to prevent the plug from being connected by mistake.
- Be sure to wear insulating protective equipment consisting of glove, shoes, face shield and glasses before beginning work on the high voltage system.
- Never allow workers other than the responsible person to touch the vehicle containing high voltage parts. To keep others from touching the high voltage parts, these parts must be covered with an insulating sheet except when using them.
- Refer to [VC-6, "High Voltage Precautions"](#).

CAUTION:

Never bring the vehicle into the READY status with the service plug removed unless otherwise instructed in the Service Manual. A malfunction may occur if this is not observed.

REMOVAL

WARNING:

Disconnect high voltage. Refer to [GI-33, "How to Disconnect High Voltage"](#).

1. Check voltage in high voltage circuit. (Check that condenser are discharged.)

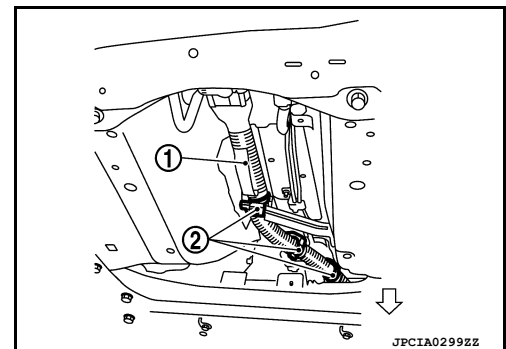
WARNING:

 Be sure to put on insulating protective gear before beginning work on the high voltage system.



- a. Lift up the vehicle and remove the Li-ion battery under covers. Refer to [EVB-181, "Exploded View"](#).
- b. Remove high voltage harness ① from clamp ②.

 : Vehicle front



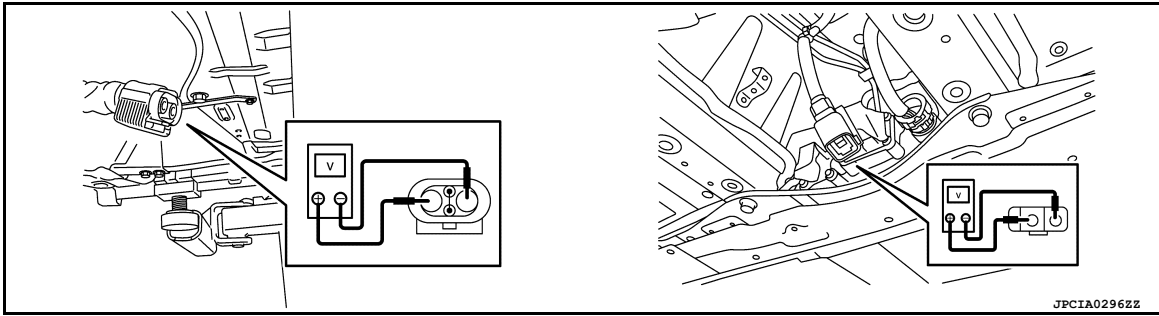
- c. Disconnect high voltage harness connector and high voltage harness for PTC heater from front side of Li-ion battery. Refer to [EVB-181, "Removal and Installation"](#).
- d. Measure voltage between high voltage harness connector terminals and high voltage harness connector terminals for PTC heater.

DANGER:

 Touching high voltage components without using the appropriate protective equipment will cause electrocution.

PDM(POWER DELIVERY MODULE)

< REMOVAL AND INSTALLATION >



Standard : 5 V or less

CAUTION:

For voltage measurements, use a tester which can measure to 500 V or higher.

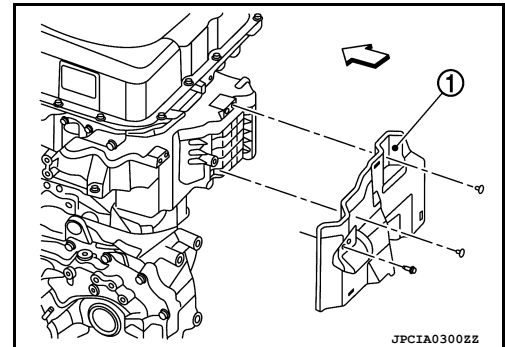
2. Drain coolant. Refer to [HCO-11, "Draining"](#).
3. Remove the cowl top extension. Refer to [EXT-19, "Removal and Installation"](#).
4. Remove the acoustic insulating plate ① located on the rear of the PDM (Power Delivery Module).

↔ : Vehicle front

WARNING:



Be sure to put on insulating protective gear before beginning work on the high voltage system.



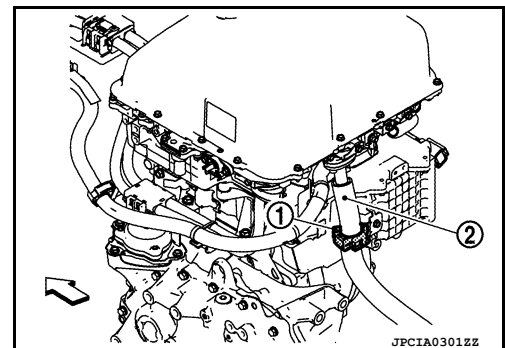
5. Remove the Li-ion battery high-voltage harness ② from the clamp ①.

↔ : Vehicle front

WARNING:



Be sure to put on insulating protective gear before beginning work on the high voltage system.



6. Remove the normal charge port harness clamp ③ from the harness bracket.

WARNING:

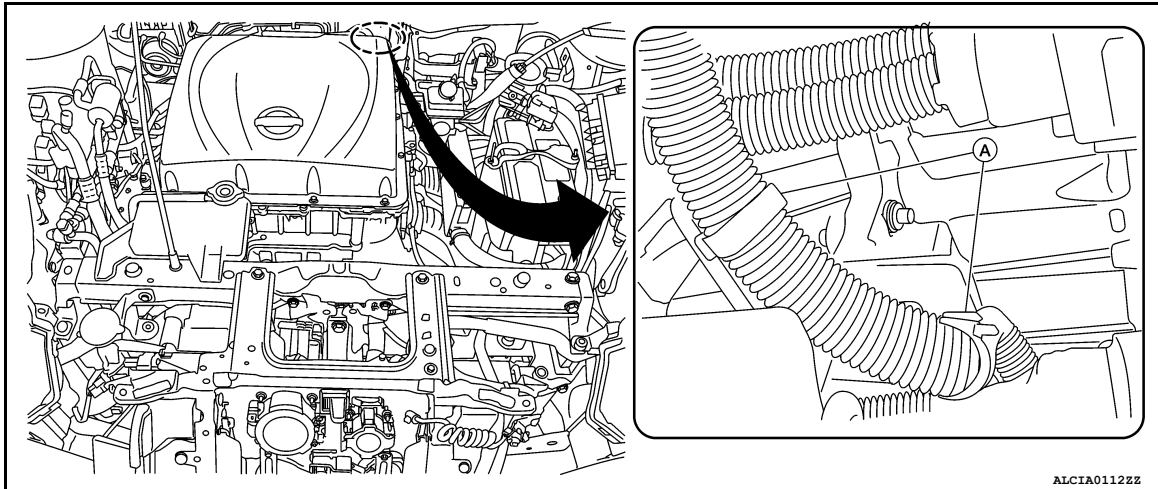


Be sure to put on insulating protective gear before beginning work on the high voltage system.

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PDM(POWER DELIVERY MODULE)

< REMOVAL AND INSTALLATION >



7. Remove the radiator upper grille. Refer to [DLK-165, "RADIATOR UPPER GRILLE : Removal and Installation"](#).
8. Remove the reservoir tank. Refer to [HCO-14, "Exploded View"](#).
9. Disconnect the electric compressor high-voltage harness connector and low-voltage harness connector. Refer to [HA-37, "Removal and Installation"](#) (WITH HEAT PUMP SYSTEM), or [HA-95, "Removal and Installation"](#) (WITHOUT HEAT PUMP SYSTEM).

WARNING:



Be sure to put on insulating protective gear before beginning work on the high voltage system.

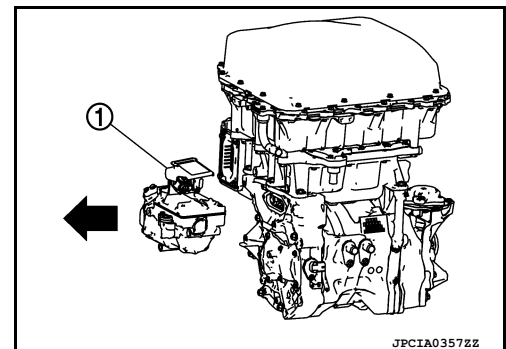


10. Remove the right front wheel.
11. Remove the front side of the right fender protector in order to secure work space for removal of the electric compressor mounting bolts.
12. Remove the electric compressor mounting bolts and move the electric compressor ① in the direction of the arrow (←). Refer to [HA-37, "Exploded View"](#) (WITH HEAT PUMP SYSTEM) or [HA-95, "Exploded View"](#) (WITHOUT HEAT PUMP SYSTEM).

WARNING:



Be sure to put on insulating protective gear before beginning work on the high voltage system.



NOTE:

Use rope or other means to fasten the electric compressor in a location where it does not interfere with work.

PDM(POWER DELIVERY MODULE)

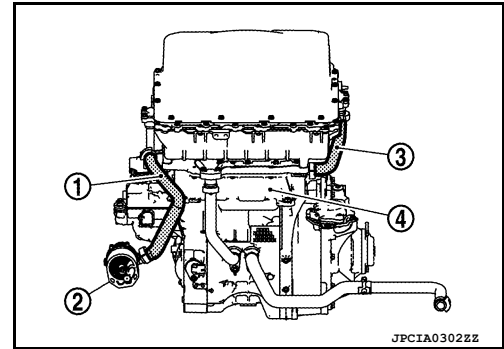
< REMOVAL AND INSTALLATION >

13. Disconnect water hose ① and water hose ③.

- ② : Electric water pump
④ : Inverter

WARNING:

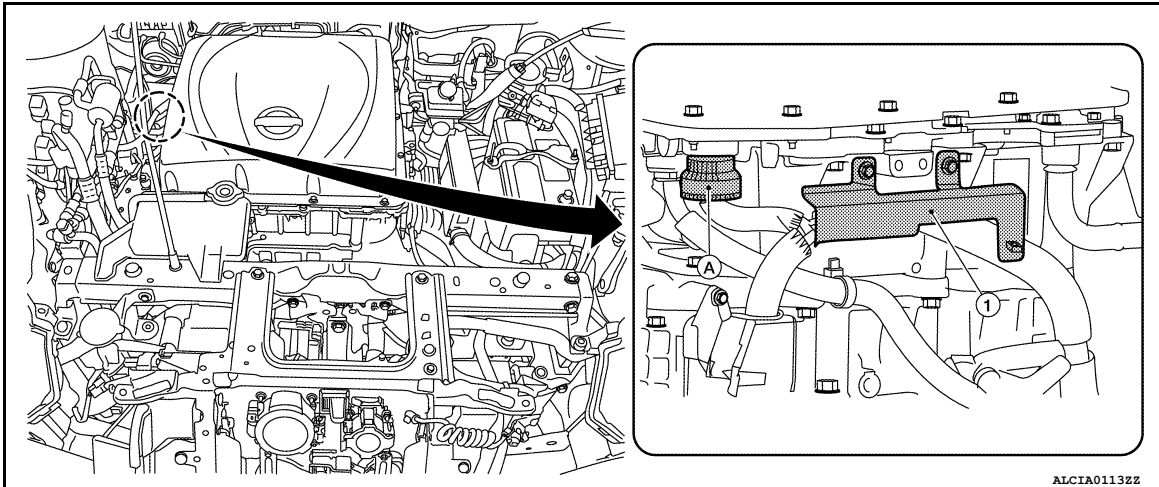
 Be sure to put on insulating protective gear before beginning work on the high voltage system.



14. Remove the PDM (Power Delivery Module) harness connector ①, then remove the harness bracket ①.

WARNING:

 Be sure to put on insulating protective gear before beginning work on the high voltage system.



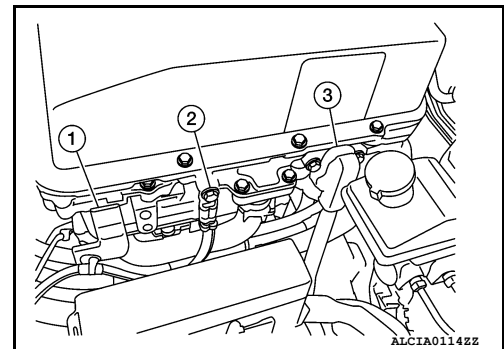
NOTE:

Loosen the PDM (Power Delivery Module) harness connector by rotating it counterclockwise and remove it.

15. Remove the bracket ①, and disconnect the 12 V battery negative cable ② and 12 V battery positive cable ③ on the PDM (Power Delivery Module) side.

WARNING:

 Be sure to put on insulating protective gear before beginning work on the high voltage system.



16. Remove the normal charge port and quick charge port. Refer to [VC-135. "Removal and Installation"](#) (normal charge port) and [VC-128. "Removal and Installation"](#) (quick charge port).

WARNING:

 Be sure to put on insulating protective gear before beginning work on the high voltage system.

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PDM(POWER DELIVERY MODULE)

< REMOVAL AND INSTALLATION >



17. Remove the bus bar cover ① and remove the bus bar fastening bolt ② between the PDM (Power Delivery Module) and inverter.

← : Vehicle front

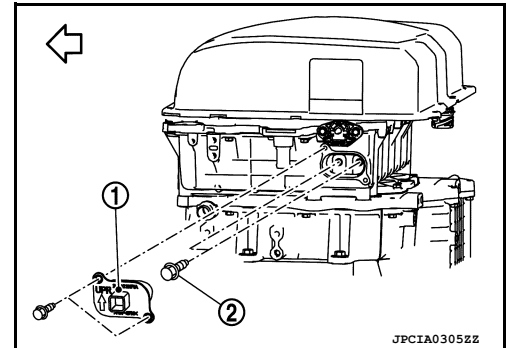
WARNING:

 Be sure to put on insulating protective gear before beginning work on the high voltage system.



CAUTION:

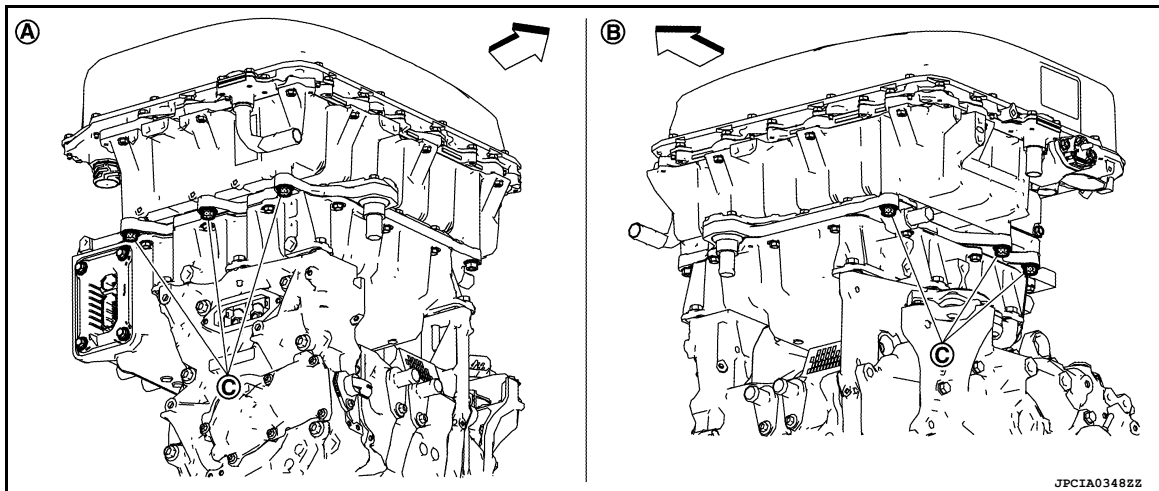
Must be opening of PDM (Power Delivery Module) with a tape or equivalent to seal out foreign materials.



18. Remove the PDM (Power Delivery Module) mounting bolts ③.

WARNING:

 Be sure to put on insulating protective gear before beginning work on the high voltage system.



Ⓐ PDM (Power Delivery Module) right side

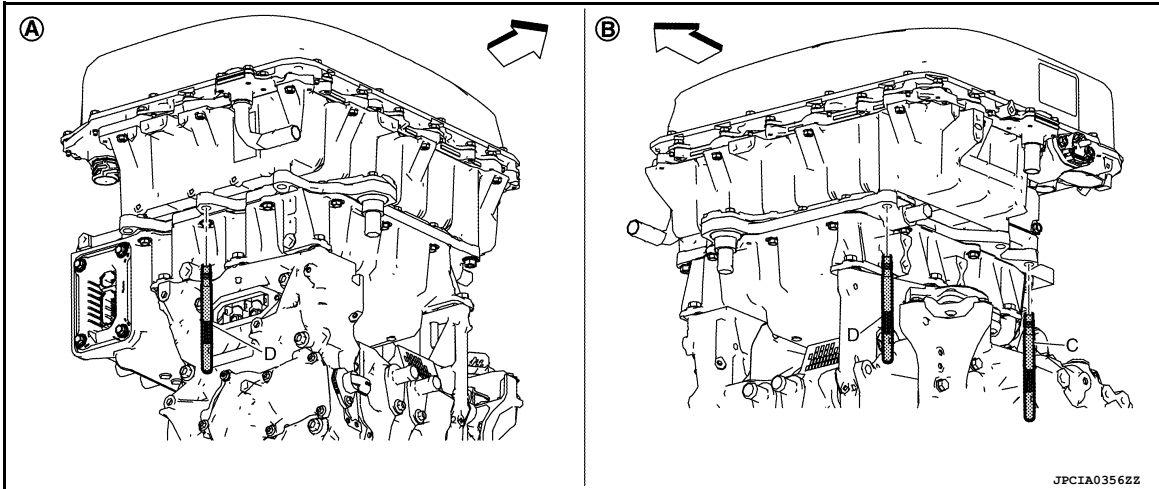
Ⓑ PDM (Power Delivery Module) left side

← Vehicle front

PDM(POWER DELIVERY MODULE)

< REMOVAL AND INSTALLATION >

19. Insert guide pins [SST: KV99112300 (J-50150)] (C) and (D) into the PDM (Power Delivery Module) mounting bolt holes shown in the figure.



- (A) PDM (Power Delivery Module) right side (B) PDM (Power Delivery Module) left side
C Guide pin (106 mm) D Guide pin (96 mm)
↶ Vehicle front

NOTE:

Install and remove the guide pins by hand.

20. Install the engine slinger (service part) onto the PDM (Power Delivery Module).

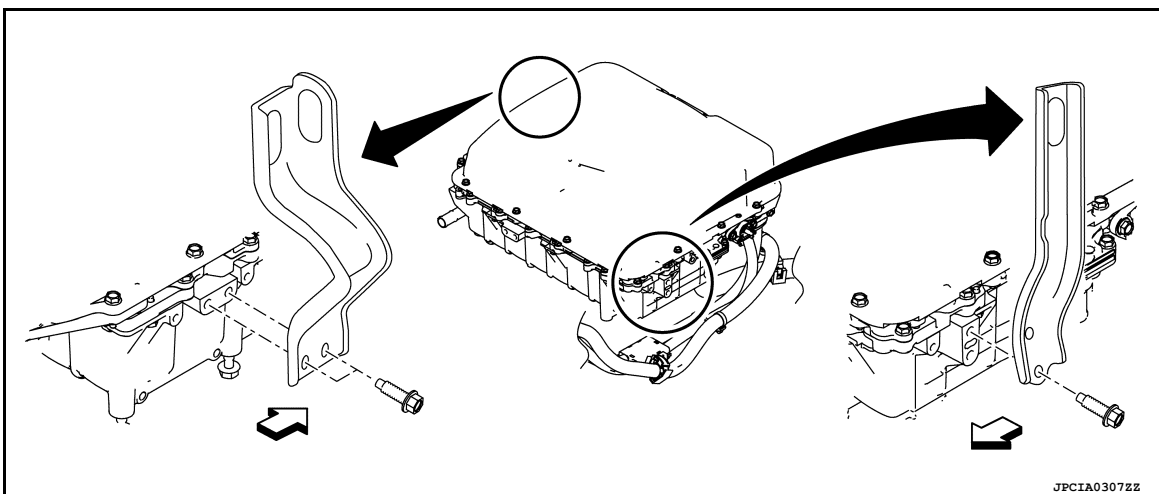
NOTE:

- Parts number
- Engine slinger (LH) : 10006 MA00B
- Engine slinger (RH) : 10006 AG01A
- Engine slinger mounting bolt (RH) : 01125 N8031
- Engine slinger mounting bolt (LH) : 01125 N8061

WARNING:



Be sure to put on insulating protective gear before beginning work on the high voltage system.



NOTE:

- Fasten the left engine slinger with a bolt at 1 location.

↶ Vehicle front

PDM(POWER DELIVERY MODULE)

< REMOVAL AND INSTALLATION >

- Tighten the engine slinger mounting bolts to the following torque.

Tightening torque value : 25 N·m (2.6 kg-m)

21. Install the slinger and shackle [SST: KV99112200 (J-50149)] onto the left and right engine slingers, then install the engine crane.

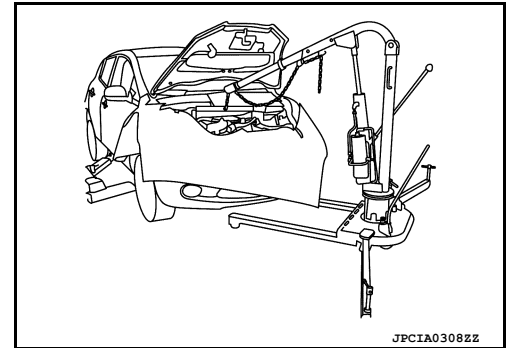
WARNING:

 **Be sure to put on insulating protective gear before beginning work on the high voltage system.**



NOTE:

Because of the engine hood rod, install the engine slinger from the vehicle left side.



22. Separate the PDM (Power Delivery Module) from the inverter.

WARNING:

 **Be sure to put on insulating protective gear before beginning work on the high voltage system.**



- Because the bus bar gasket is difficult to remove, gently rock the PDM (Power Delivery Module) while raising the engine crane.
- When lifting with the engine crane, the PDM (Power Delivery Module) tilts. Therefore hold the bus bar side (vehicle left side) while raising the engine crane.
- When the PDM (Power Delivery Module) has been raised to at or above the height of the bus bar, move the engine crane, avoiding the bus bar, and pull to remove the locating pin.

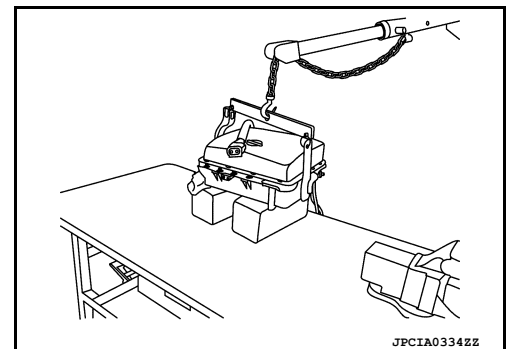
CAUTION:

- **Be careful that the engine crane does not contact the hood.**
- **When removing, be careful that the PDM (Power Delivery Module) does not contact the windshield glass.**
- **When moving, be careful that the PDM (Power Delivery Module) does not contact the high-voltage bus bar.**

23. Prepare the work bench, and lower the PDM (Power Delivery Module) onto blocks of wood or similar material.

WARNING:



 **Be sure to put on insulating protective gear before beginning work on the high voltage system.**




CAUTION:

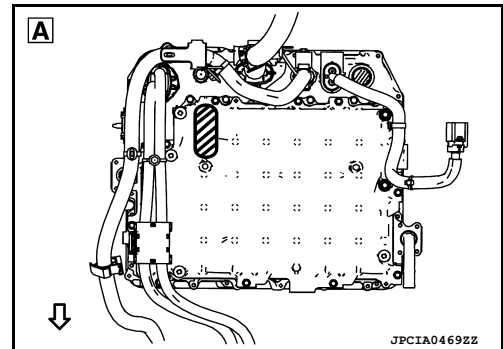
PDM(POWER DELIVERY MODULE)

< REMOVAL AND INSTALLATION >

- Never place it in the opening area (shaded area ) located at the back of PDM (Power Delivery Module). Place it on other area such as a place of wood.
- To prevent the intrusion of foreign matter such as dust and dirt into PDM (Power Delivery Module), cover the opening area (shaded area ) located at the back of PDM (Power Delivery Module) with a tape.

 : Back of PDM (Power Delivery Module)

 : Front of PDM (Power Delivery Module)



24. Cover the high-voltage bus bar with shop paper ①.

WARNING:

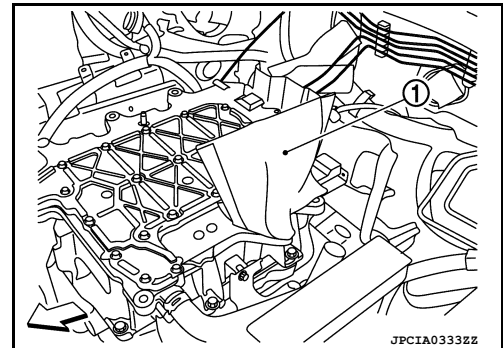


Be sure to put on insulating protective gear before beginning work on the high voltage system.



CAUTION:

Be sure to protect the high-voltage bus bar with clean shop paper so that dust, dirt, and other substances do not enter the driver motor. If the high-voltage bus bar is touched or if the high-voltage bus bar is dirty, clean it using ethanol.



INSTALLATION

Note the following items and install in the reverse order of removal.

WARNING:



Be sure to put on insulating protective gear before beginning work on the high voltage system.



CAUTION:

- Be sure to reinstall high voltage harness clips in their original positions. If a clip is damaged, replace it with a new clip before installing.
- Be sure to perform correct air bleeding after adding coolant. Refer to [HCO-12, "Refilling"](#).
- After all parts are installed, be sure to check equipotential. Refer to [VC-125, "Inspection"](#).

Disassembly and Assembly

INFOID:000000010121294

DISASSEMBLY

CAUTION:

- Always prepare a protective cover [service parts number: 291X2 3NF0A] before checking/replacing the following parts that the cover of PDM (Power Delivery Module) is required to be opened.
 - PDM (Power Delivery Module)
 - Quick charge port
 - Normal charge port
 - Electric compressor harness
 - Li-ion battery high-voltage harness

1. In order to prevent dust or other substances on the PDM (Power Delivery Module) cover from entering into the PDM (Power Delivery Module), wipe away any dirt from the PDM (Power Delivery Module) cover using dry shop cloth or similar material.

WARNING:



Be sure to put on insulating protective gear before beginning work on the high voltage system.

PDM(POWER DELIVERY MODULE)

< REMOVAL AND INSTALLATION >

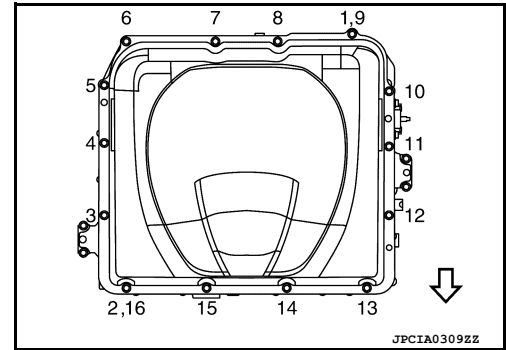


2. Remove the PDM (Power Delivery Module) cover mounting bolts in the order from 16 to 3 as shown in the figure.

← : Vehicle front

WARNING:

 Be sure to put on insulating protective gear before beginning work on the high voltage system.



3. Use a flathead screwdriver, pawl, or similar tool to pry open a part of the PDM (Power Delivery Module) cover and cut away the liquid gasket.

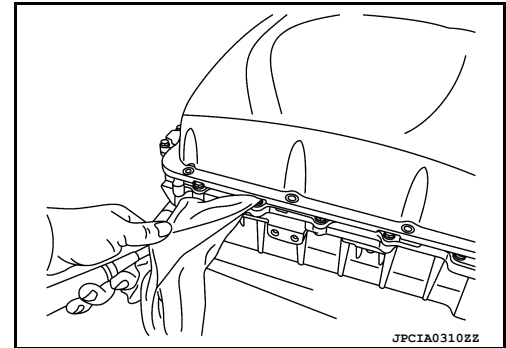
WARNING:

 Be sure to put on insulating protective gear before beginning work on the high voltage system.



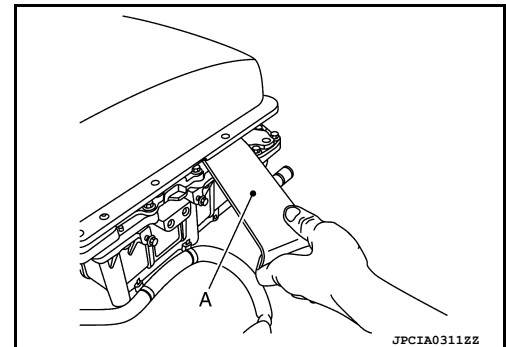
CAUTION:

Wrap the flathead screwdriver with tape or shop cloth when working to avoid scratching the mounting surface.



NOTE:

If the gasket is difficult to separate, use a remover (A) to create clearance while cutting away the liquid gasket.



4. Wear anti-static gloves and remove the PDM (Power Delivery Module) cover by lifting first the rear then the front as shown in the figure.

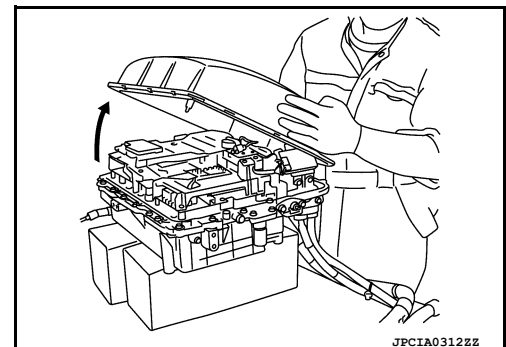
WARNING:

 Be sure to put on insulating protective gear before beginning work on the high voltage system.



CAUTION:

Anti-static gloves must be worn for all subsequent steps.

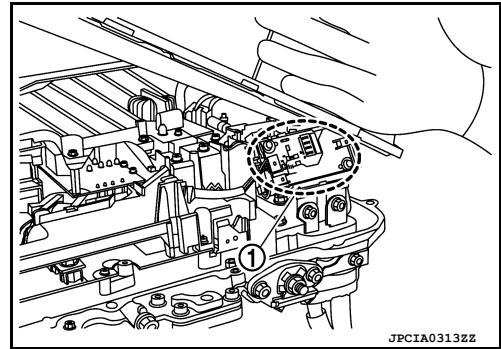


CAUTION:

PDM(POWER DELIVERY MODULE)

< REMOVAL AND INSTALLATION >

When lifting up the PDM (Power Delivery Module) cover, be careful not to contact the circuit board ①.



5. Install a protective cover ① [service parts number: 291X2 3NF0A].

WARNING:

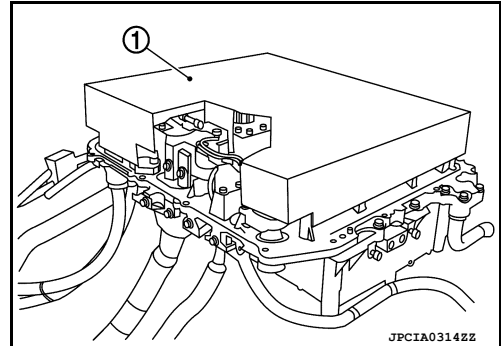


Be sure to put on insulating protective gear before beginning work on the high voltage system.



CAUTION:

- In order to prevent entry of dust or dirt into the circuit board section, install the protective cover immediately after removing the PDM (Power Delivery Module) cover.

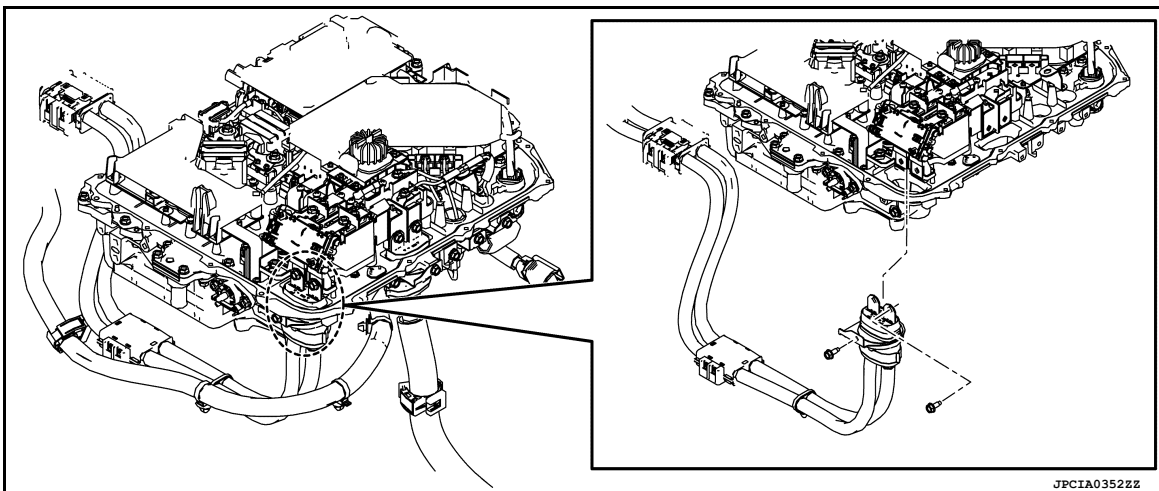


6. Remove the mounting bolt and screw from each high-voltage terminal, then remove the high-voltage terminals from the PDM (Power Delivery Module).
- Removing the quick charge port

WARNING:



Be sure to put on insulating protective gear before beginning work on the high voltage system.

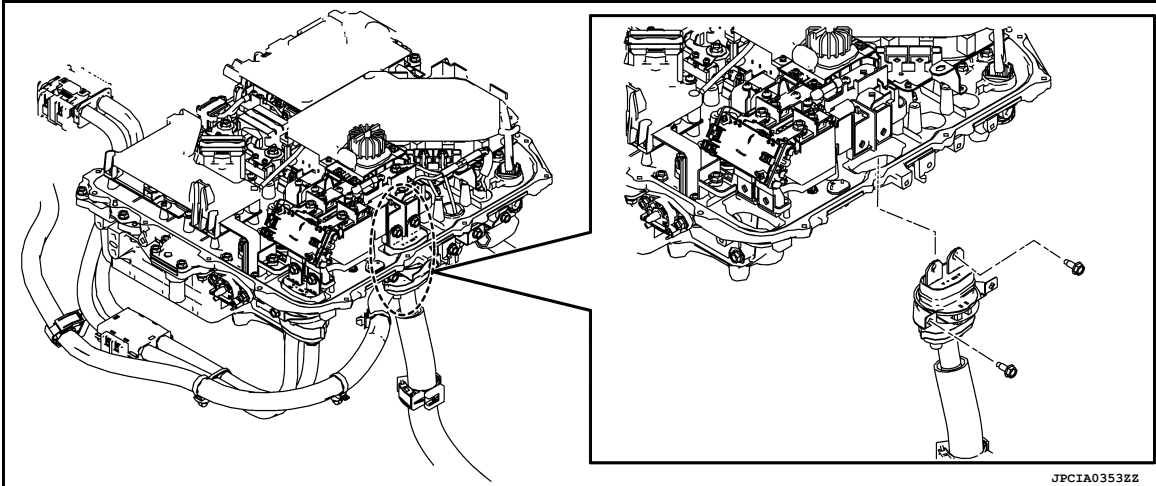


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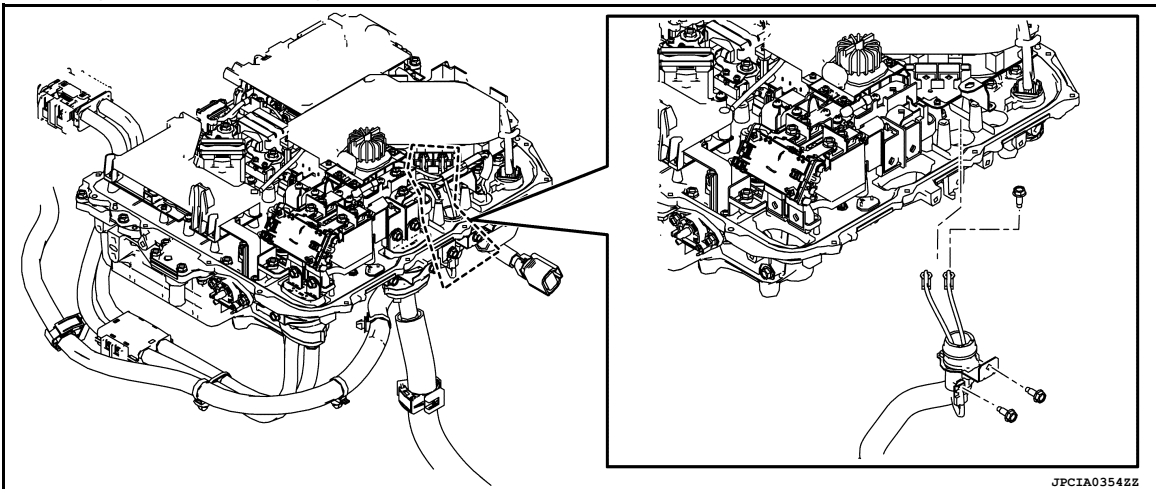
PDM(POWER DELIVERY MODULE)

< REMOVAL AND INSTALLATION >

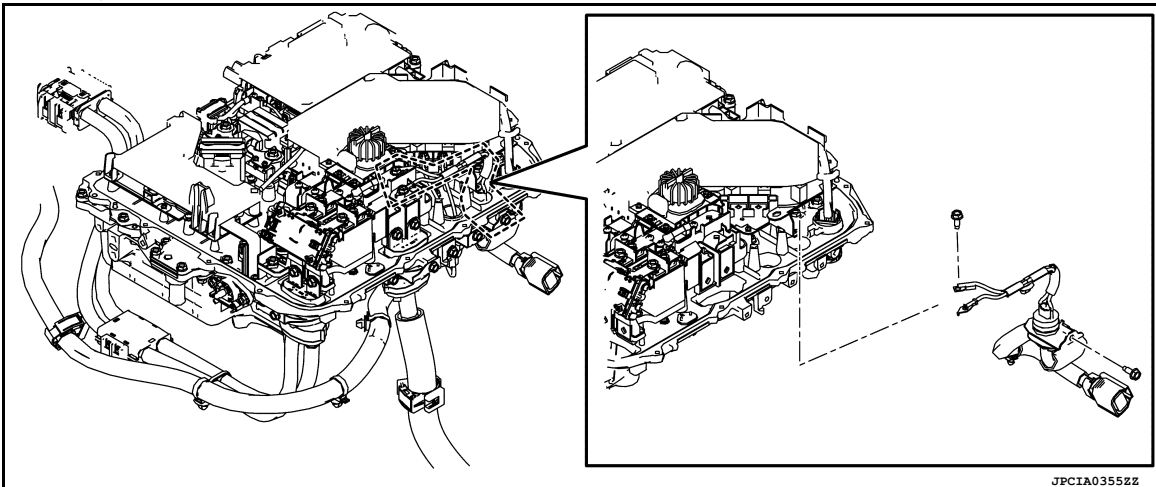
- Removing the Li-ion battery high-voltage harness



- Removing the normal charge port




- Removing the electric compressor harness



ASSEMBLY

1. Install each of the high-voltage harnesses.
2. Use an acrylic scraper [SST: KV10120900 (J-51053)] and remove the old liquid gasket from the mounting surface.

WARNING:

-  Be sure to put on insulating protective gear before beginning work on the high voltage system.

PDM(POWER DELIVERY MODULE)

< REMOVAL AND INSTALLATION >



- Do not use a metal scraper as it may produce metal particles.

CAUTION:

- Work with the protective cover installed.
- Do not use an air blow.
- Do not use part cleaner.
- Do not use gasket remover.
- Be careful that the removed liquid gasket does not enter into the circuit board.

3. Moisten shop paper with ethanol, and degrease the liquid gasket application surface.

WARNING:



Be sure to put on insulating protective gear before beginning work on the high voltage system.



CAUTION:

- Do not use part cleaner.
- Do not use gasket remover.

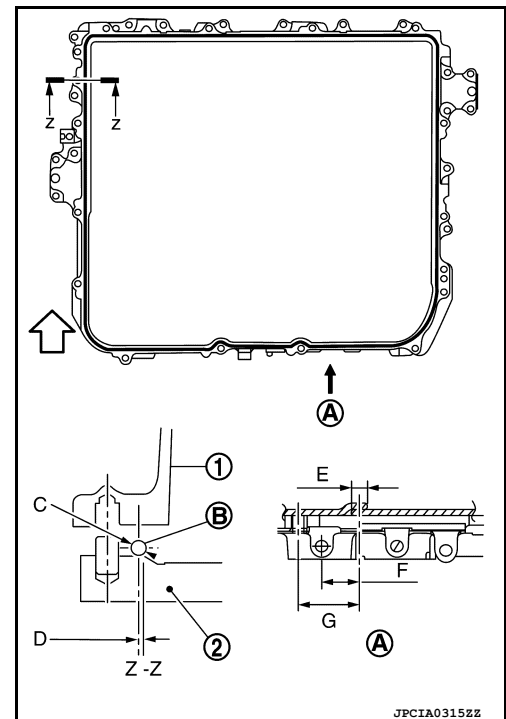
4. Apply liquid gasket (B) (Three Bond 1217H or an equivalent) to the position shown in the figure, checking that there are no gaps.

- ① : PDM (Power Delivery Module) cover side
- ② : PDM (Power Delivery Module) side
- ← : Vehicle front
- (A) : Start and end point of liquid gasket application
- C : $\phi 3.4 - 5.1$ mm (0.314 - 0.201 in)
- D : 1.3 mm (0.051 in)
- E : 10 - 15 mm (0.39 - 0.59 in)
- F : 23.5 mm (0.925 in)
- G : 38 - 43 mm (1.50 - 1.69 in)

WARNING:



Be sure to put on insulating protective gear before beginning work on the high voltage system.



5. Remove the protective cover.

WARNING:



Be sure to put on insulating protective gear before beginning work on the high voltage system.



CAUTION:

Remove the protective cover slowly in order to prevent any dust or other substances on the protective cover from entering the inside.

6. Lower the PDM (Power Delivery Module) cover vertically to install it.

WARNING:

PDM(POWER DELIVERY MODULE)

< REMOVAL AND INSTALLATION >



Be sure to put on insulating protective gear before beginning work on the high voltage system.



CAUTION:

When lowering the PDM (Power Delivery Module) cover, be careful not to contact the circuit board section.

7. Tighten the mounting bolts in the order from 1 to 16 as shown in the figure.

← : Vehicle front

WARNING:



Be sure to put on insulating protective gear before beginning work on the high voltage system.



NOTE:

In the figure, 9 and 16 indicate the second tightening of 1 and 2.

8. Follow the procedure below and install the air leak tester attachment [SST: KV99112400].

WARNING:



Be sure to put on insulating protective gear before beginning work on the high voltage system.



NOTE:

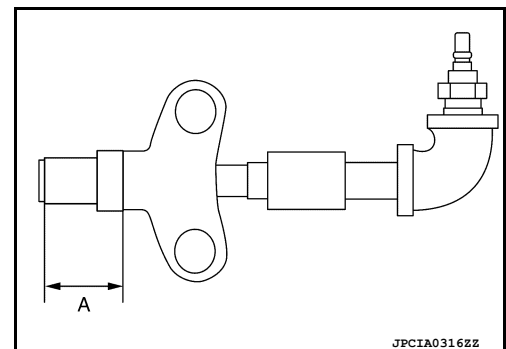
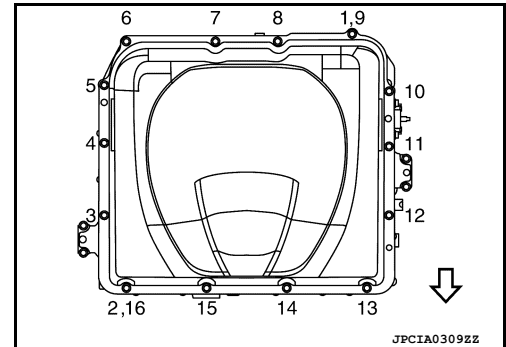
The air leak test is a check performed after PDM (Power Delivery Module) installation. However because it is difficult to install the attachment when the PDM is installed in the vehicle, install only the attachment before installing the PDM (Power Delivery Module) into the vehicle.

- Disconnect the breather.
- Adjust the length (A) of the attachment part to match the prescribed value.

Standard : 20 mm (0.79 in)

CAUTION:

Be sure to check because this is the reference for screwing in the attachment.



- Insert the attachment (A) at the location where the breather is disconnected.

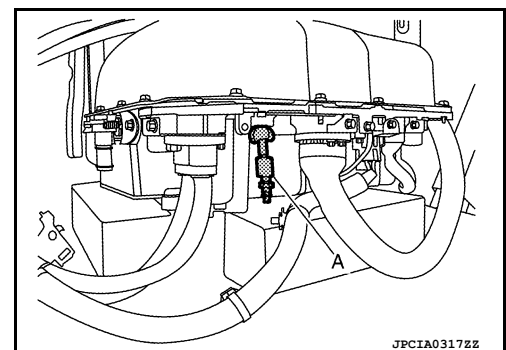
NOTE:

Check that it is inserted securely all the way.

- Rotate the wing screw 5 times in the tightening direction (clockwise).

NOTE:

Although the screw can be rotated more than 5 in the tightening direction, it is not necessary to further tighten it when the air leak test is performed.



PDM(POWER DELIVERY MODULE)

< REMOVAL AND INSTALLATION >

Inspection

INFOID:000000010121295

INSPECTION AFTER INSTALLATION

Air Leak Inspection

CAUTION:

- Install the attachment before installing the PDM (Power Delivery Module).
- To prevent leakage of air, check that each harness is securely installed.

1. Install the air leak checker [SST: KV9911400 (J-50378)] onto the attachment.

WARNING:

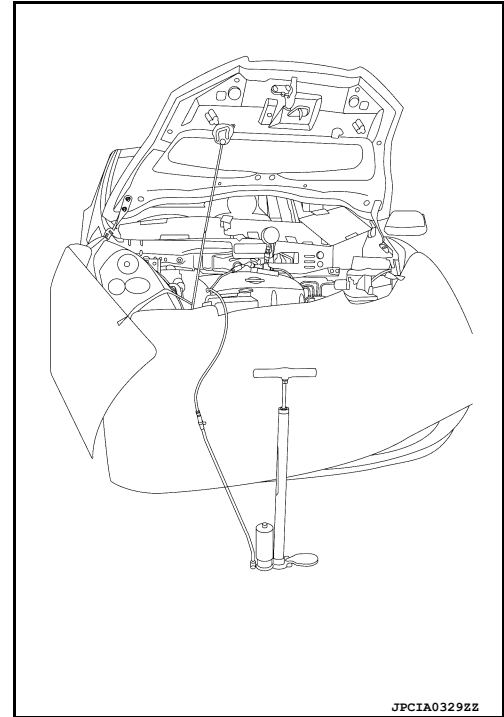


In order to prevent electric shock, be sure to wear insulated protective gear.



CAUTION:

The gauge is a precision instrument. Be careful not to drop it when handling it.



2. Follow the procedure below and perform the pressure inspection.

WARNING:



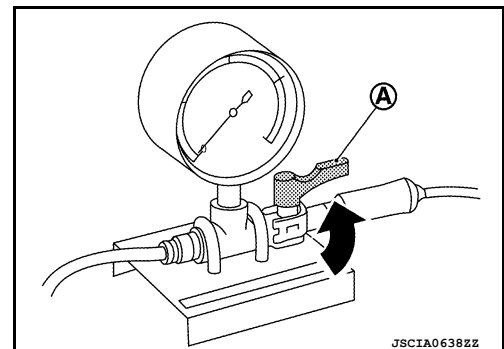
To prevent electric shock, wear insulated protective gear.



- a. Open the cock (A) on the pressure inspection gauge.

CAUTION:

Do not operate the pump before opening the stopcock on the pressure inspection gauge. Doing so may damage the gauge. If the pump is operated before the stopcock is opened, first disconnect the air pump hose to release the pressure.



- b. Operate the air pump slowly and apply the specified inspection pressure inside the PDM (Power Delivery Module). If the gauge pressure does not rise, or if the gauge reading fluctuates, check for the location of air leakage.

Prescribed inspection pressure : 20.0 kPa (0.2039 kg/cm², 2.90 psi)

CAUTION:

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PDM(POWER DELIVERY MODULE)

< REMOVAL AND INSTALLATION >

- Operate the air pump carefully when applying pressure. If pressure is applied suddenly to the gauge, the gauge may be damaged.
- c. Close the cock and wait for 30 minutes.
 - d. Check that the pressure inspection gauge reading remains at or above the limit value.

Repair limit : 19.8 kPa (0.2019 kg/cm², 2.87 psi)

- e. If the pressure is below the limit value, check for the locations of air leakage.

NOTE:

Check for air leakage from the sound of air escaping when pressure is applied.

3. If it is confirmed that airtightness is maintained, remove the pressure inspection gauge and remove the attachment from the PDM (Power Delivery Module).

WARNING:



Be sure to put on insulating protective gear before beginning work on the high voltage system.



4. Install the breather.

Electric Equipotential Test

- Check the resistance between the PDM (Power Delivery Module) (aluminum part) and the body (ground bolt).
- Check the resistance between the PDM (Power Delivery Module) (aluminum part) and other high-voltage part (housing or conducting part).

WARNING:



Be sure to put on insulating protective gear before beginning work on the high voltage system.



Standard : Less than 0.1Ω

If result deviates from standard values, check that no paint, oil, dirt, or other substance is adhering to bolts or conductive mounting parts. If any such substance is adhering, clean the surrounding area and remove the substance.

QUICK CHARGE PORT

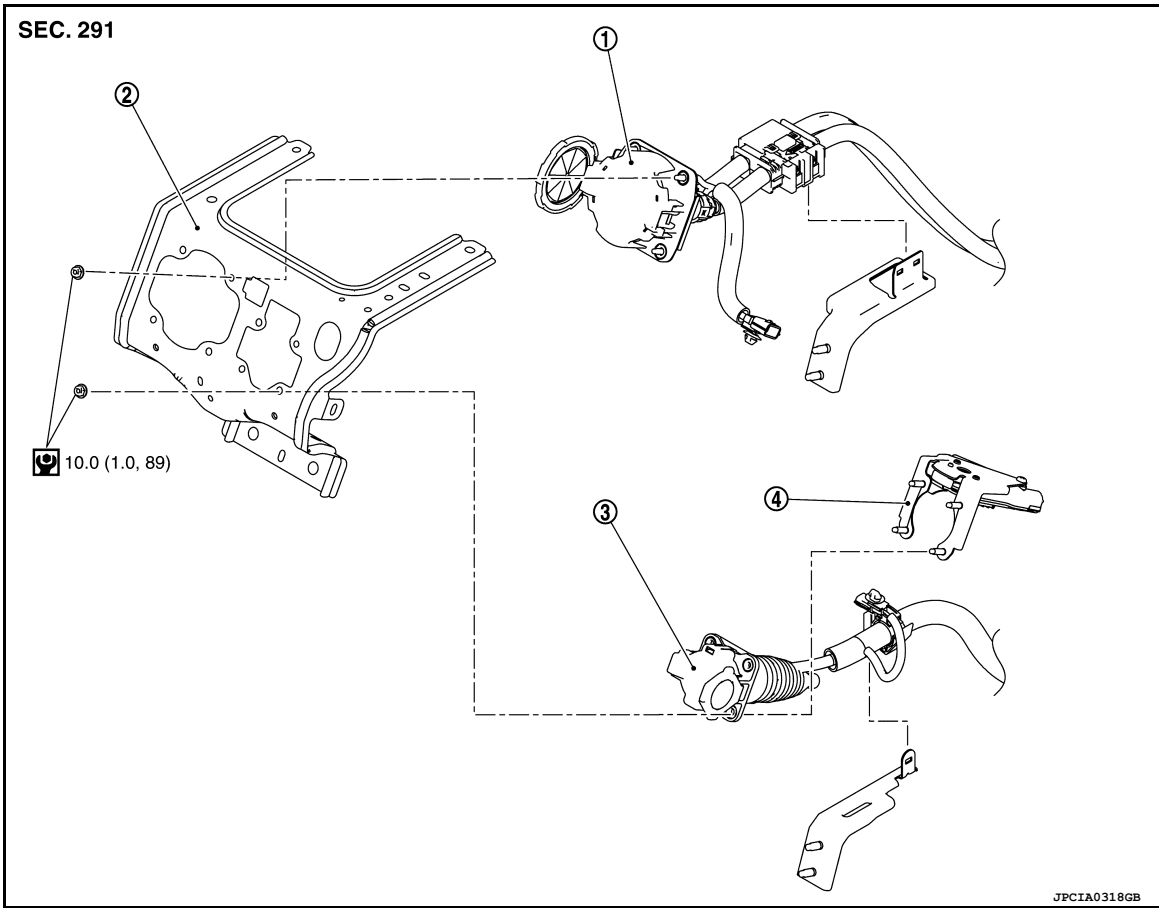
< REMOVAL AND INSTALLATION >

QUICK CHARGE PORT

Exploded View

INFOID:000000010121296

REMOVAL




① Quick charge port

② Charge port bracket

③ Normal charge port

④ Charge connector lock actuator

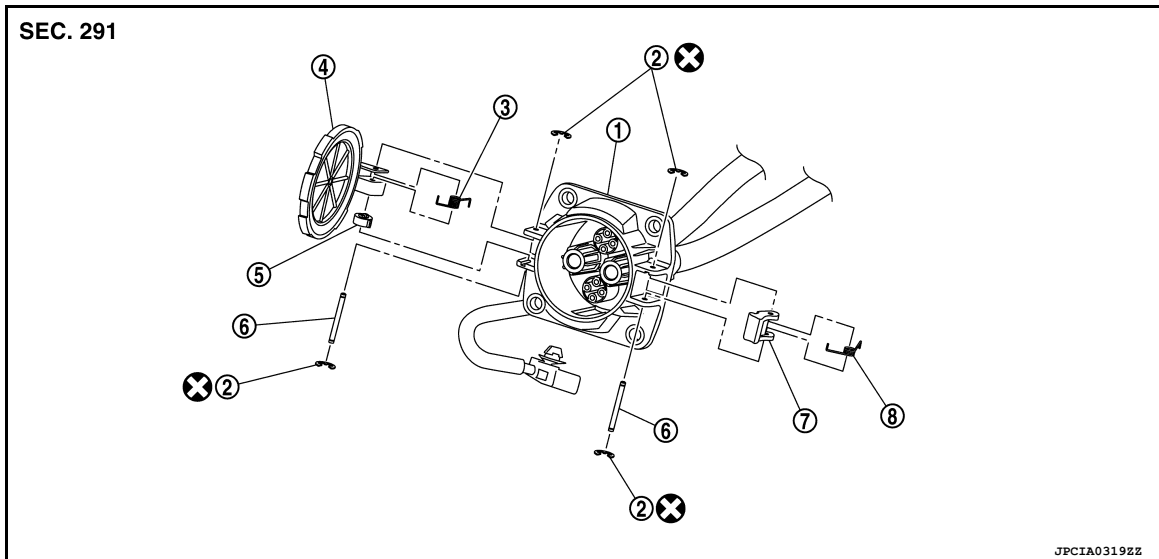
 : N·m (kg-m, in-lb)

DISASSEMBLY

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QUICK CHARGE PORT

< REMOVAL AND INSTALLATION >




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|---------------------|------------------|------------------|
| ① Quick charge port | ② Clip | ③ Spring (large) |
| ④ Port cap | ⑤ Damper | ⑥ Pin |
| ⑦ Lever | ⑧ Spring (small) | |

⊗ : Always replace after every disassembly.

Removal and Installation

INFOID:000000010121297

DANGER:

 Since hybrid vehicles and electric vehicles contain a high voltage battery, there is the risk of electric shock, electric leakage, or similar accidents if the high voltage component and vehicle are handled incorrectly. Be sure to follow the correct work procedures when performing inspection and maintenance.

WARNING:

- Be sure to remove the service plug in order to disconnect the high voltage circuits before performing inspection or maintenance of high voltage system harnesses and parts.
- The removed service plug must always be carried in a pocket of the responsible worker or placed in the tool box during the procedure to prevent the plug from being connected by mistake.
- Be sure to wear insulating protective equipment consisting of glove, shoes, face shield and glasses before beginning work on the high voltage system.
- Never allow workers other than the responsible person to touch the vehicle containing high voltage parts. To keep others from touching the high voltage parts, these parts must be covered with an insulating sheet except when using them.
- Refer to [VC-6, "High Voltage Precautions"](#).

CAUTION:

Never bring the vehicle into the READY status with the service plug removed unless otherwise instructed in the Service Manual. A malfunction may occur if this is not observed.

REMOVAL

WARNING:

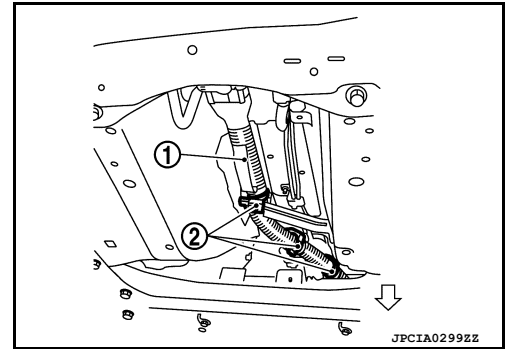
Disconnect high voltage. Refer to [GI-33, "How to Disconnect High Voltage"](#).

1. Check voltage in high voltage circuit. (Check that condenser are discharged.)
 - a. Lift up the vehicle and remove the Li-ion battery under covers. Refer to [EVB-181, "Exploded View"](#).

QUICK CHARGE PORT


< REMOVAL AND INSTALLATION >

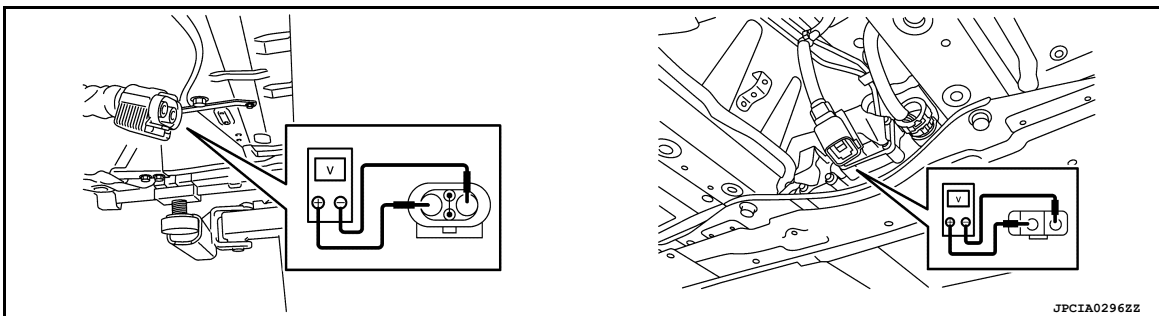
- b. Remove high voltage harness ① from clamp ②.



- c. Disconnect high voltage harness connector and high voltage harness for PTC heater from front side of Li-ion battery. Refer to [EVB-181, "Removal and Installation"](#).
- d. Measure voltage between high voltage harness connector terminals and high voltage harness connector terminals for PTC heater.

DANGER:

 **Touching high voltage components without using the appropriate protective equipment will cause electrocution.**



Standard : 5 V or less

CAUTION:

For voltage measurements, use a tester which can measure to 500 V or higher.

2. Remove the radiator upper grille. Refer to [DLK-165, "RADIATOR UPPER GRILLE : Removal and Installation"](#).
3. Remove the charge port lid inner cover. Refer to [DLK-158, "Exploded View"](#).

WARNING:

 **Be sure to put on insulating protective gear before beginning work on the high voltage system.**



4. Remove the camera harness clamp, and disconnect the connectors on both the camera side and engine harness side.
5. Remove the charge port cover assembly together with the camera harness. Refer to [DLK-158, "Exploded View"](#).
6. Remove quick charge port mounting nuts.

WARNING:

 **Be sure to put on insulating protective gear before beginning work on the high voltage system.**

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QUICK CHARGE PORT

< REMOVAL AND INSTALLATION >

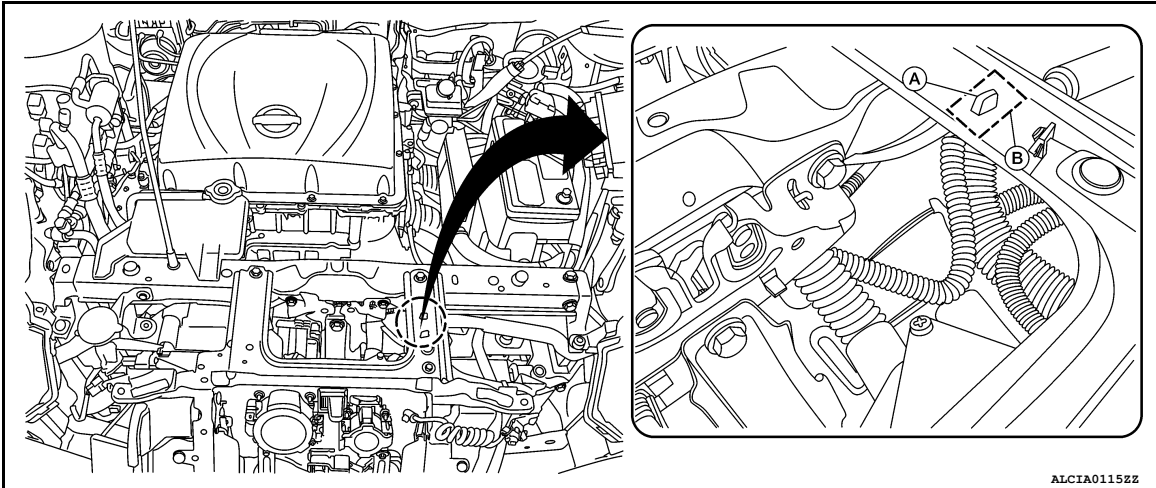


7. Remove the quick charge port harness connector clamp (A) from the bracket, then remove the quick charge port harness connector (B).

WARNING:



Be sure to put on insulating protective gear before beginning work on the high voltage system.

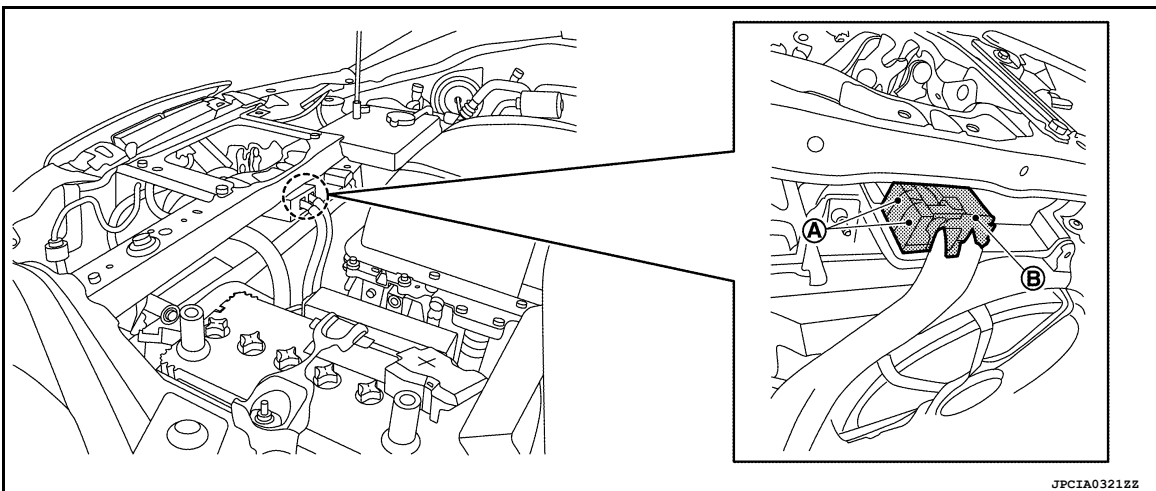


8. Remove the quick charge port harness clamp from the bracket.
- Radiator core support upper side
 - Press the 2 tabs (A) while removing the harness clamp (B).

WARNING:



Be sure to put on insulating protective gear before beginning work on the high voltage system.



- Inverter side
- Press the 2 tabs (A) while removing the harness clamp (B).

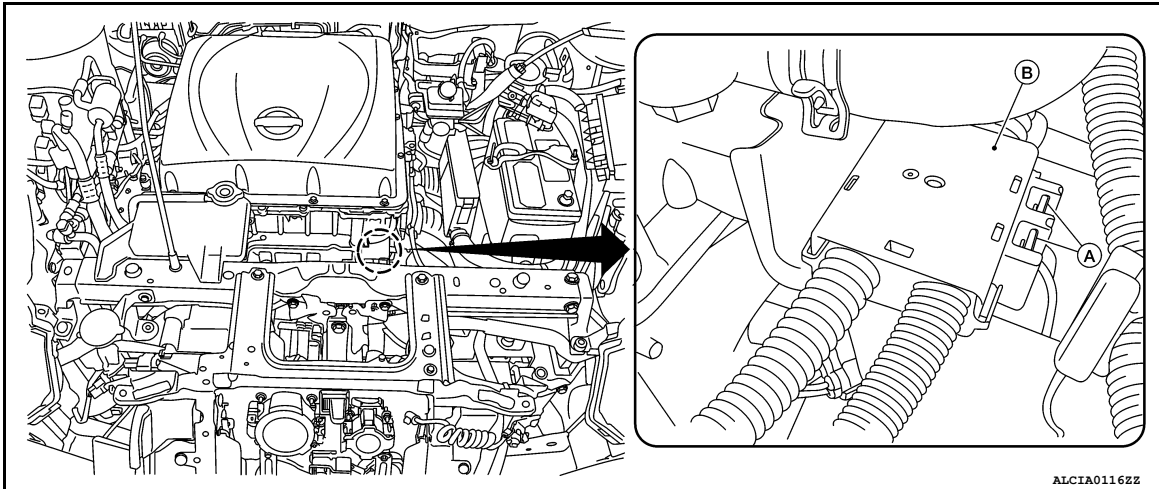
WARNING:

QUICK CHARGE PORT

< REMOVAL AND INSTALLATION >



Be sure to put on insulating protective gear before beginning work on the high voltage system.



9. Pull out the quick charge port toward the rear of the vehicle.

WARNING:



Be sure to put on insulating protective gear before beginning work on the high voltage system.



10. Remove the PDM (Power Delivery Module) before removing the quick charge port. Refer to [VC-112, "Removal and Installation"](#).

WARNING:



Be sure to put on insulating protective gear before beginning work on the high voltage system.



INSTALLATION

To install, be careful to the following items and follow procedure in the reverse order of removal.

WARNING:



Be sure to put on insulating protective gear before beginning work on the high voltage system.



CAUTION:

Be sure to reinstall high-voltage harness clips in their original positions. If a clip is damaged, replace it with a new clip before installing.

Disassembly and Assembly

INFOID:000000010121298

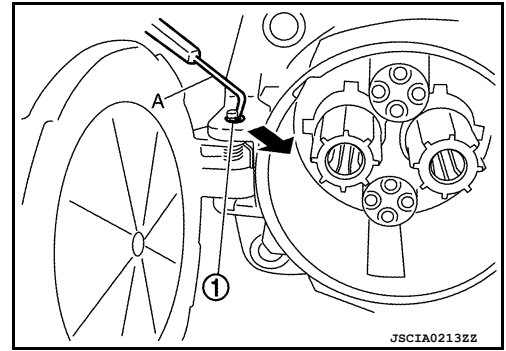
DISASSEMBLY

Cover Side

QUICK CHARGE PORT

< REMOVAL AND INSTALLATION >

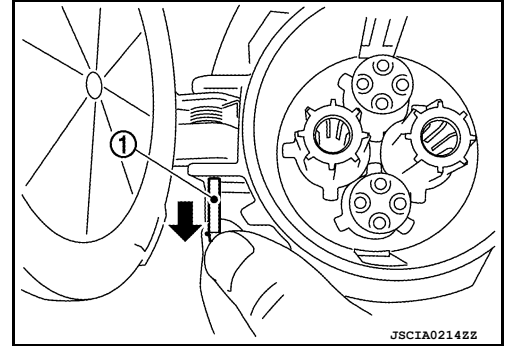
1. Use a suitable tool (A) to remove the clip ① that is attached to the pin.



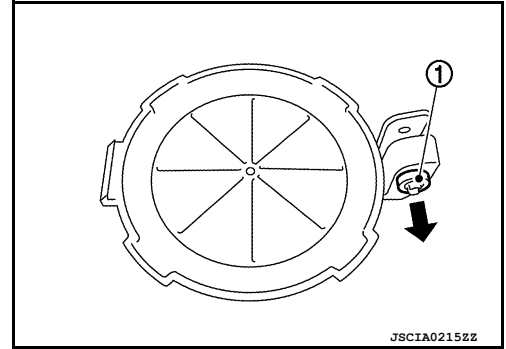
2. Pull out pin ① of charge port cover.

CAUTION:

When pin is pulled out, the spring will also jump out. Take care not to lose it.

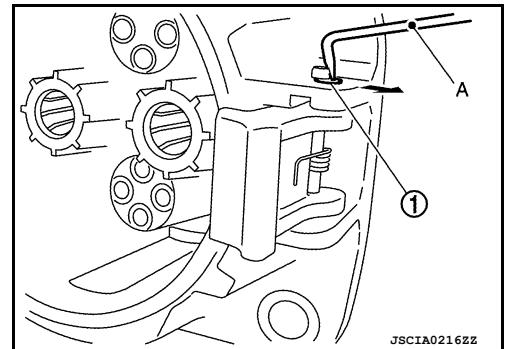


3. Remove damper ① from charge port cover.



Lever Side

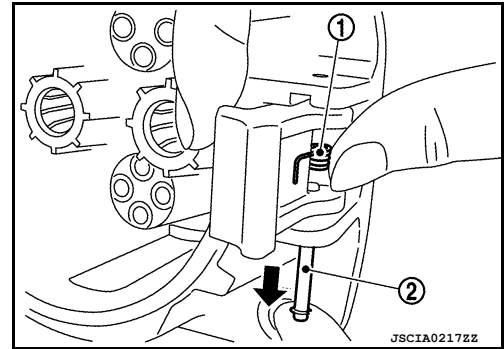
1. Use a suitable tool (A) to remove the clip ① that is attached to the pin.



QUICK CHARGE PORT

< REMOVAL AND INSTALLATION >

2. Press while removing pin ② to ensure that spring ① does not jump out, then remove lever.



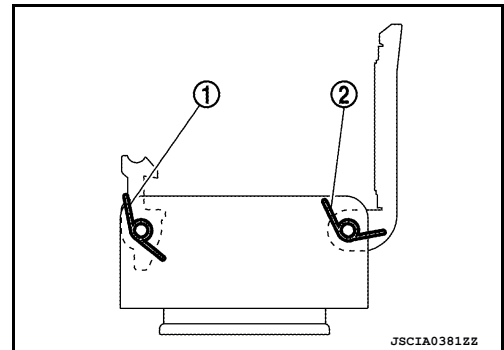
ASSEMBLY

Note the following, and assemble in the reverse order of disassembly.

CAUTION:

- Never reuse the clips.
- Pay attention to direction that cover side damper is facing.
- Pay attention to direction that spring is facing.

- ① : Spring (small)
② : Spring (large)



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NORMAL CHARGE PORT

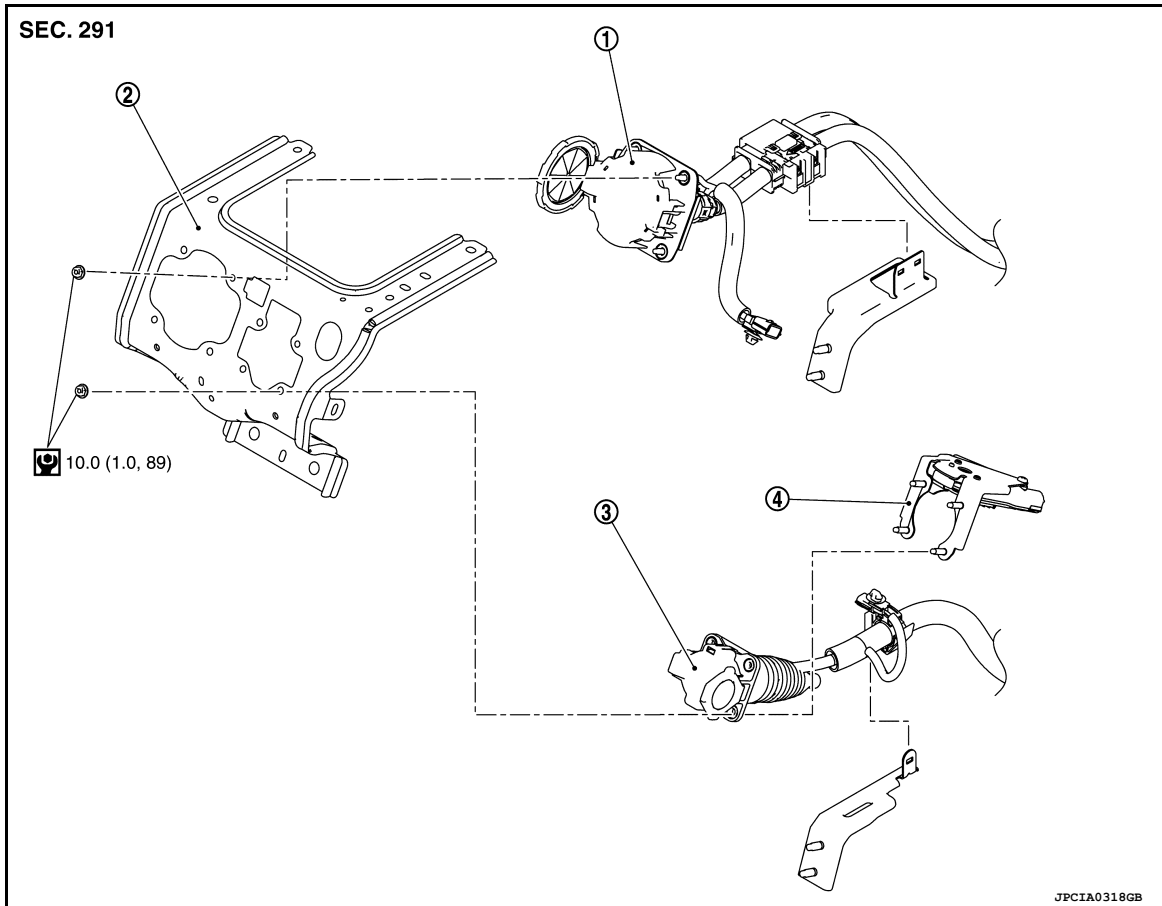
< REMOVAL AND INSTALLATION >

NORMAL CHARGE PORT

Exploded View

INFOID:000000010121299

REMOVAL




① Quick charge port

② Charge port bracket

③ Normal charge port

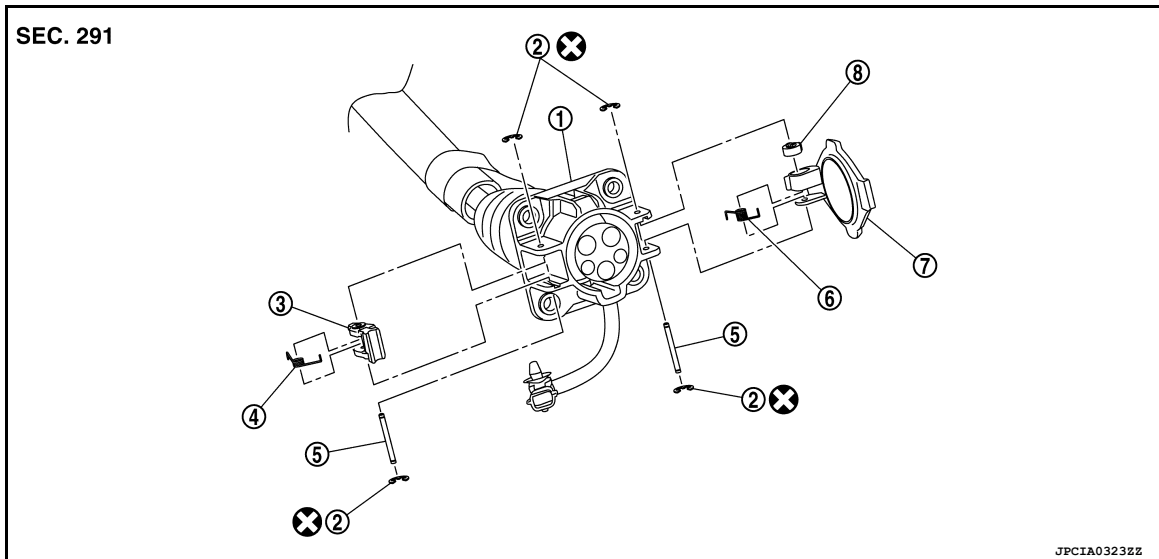
④ Charge connector lock actuator

 : N·m (kg-m, in-lb)

DISASSEMBLY

NORMAL CHARGE PORT

< REMOVAL AND INSTALLATION >



- | | | |
|----------------------|----------|------------------|
| ① Normal charge port | ② Clip | ③ Lever |
| ④ Spring (small) | ⑤ Pin | ⑥ Spring (large) |
| ⑦ Port cap | ⑧ Damper | |

⊗ : Always replace after every disassembly.

Removal and Installation

INFOID:000000010121300

DANGER:



Since hybrid vehicles and electric vehicles contain a high voltage battery, there is the risk of electric shock, electric leakage, or similar accidents if the high voltage component and vehicle are handled incorrectly. Be sure to follow the correct work procedures when performing inspection and maintenance.

WARNING:

- Be sure to remove the service plug in order to disconnect the high voltage circuits before performing inspection or maintenance of high voltage system harnesses and parts.
- The removed service plug must always be carried in a pocket of the responsible worker or placed in the tool box during the procedure to prevent the plug from being connected by mistake.
- Be sure to wear insulating protective equipment consisting of glove, shoes, face shield and glasses before beginning work on the high voltage system.
- Never allow workers other than the responsible person to touch the vehicle containing high voltage parts. To keep others from touching the high voltage parts, these parts must be covered with an insulating sheet except when using them.
- Refer to [VC-6, "High Voltage Precautions"](#).

CAUTION:

Never bring the vehicle into the READY status with the service plug removed unless otherwise instructed in the Service Manual. A malfunction may occur if this is not observed.

REMOVAL

WARNING:

Disconnect high voltage. Refer to [GI-33, "How to Disconnect High Voltage"](#).

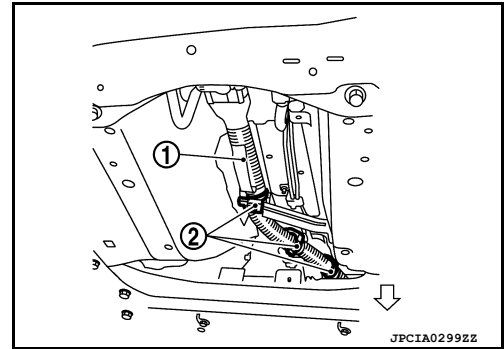
1. Check voltage in high voltage circuit. (Check that condenser are discharged.)
 - a. Lift up the vehicle and remove the Li-ion battery under covers. Refer to [EVB-181, "Exploded View"](#).

NORMAL CHARGE PORT

< REMOVAL AND INSTALLATION >

- b. Remove high voltage harness ① from clamp ②.

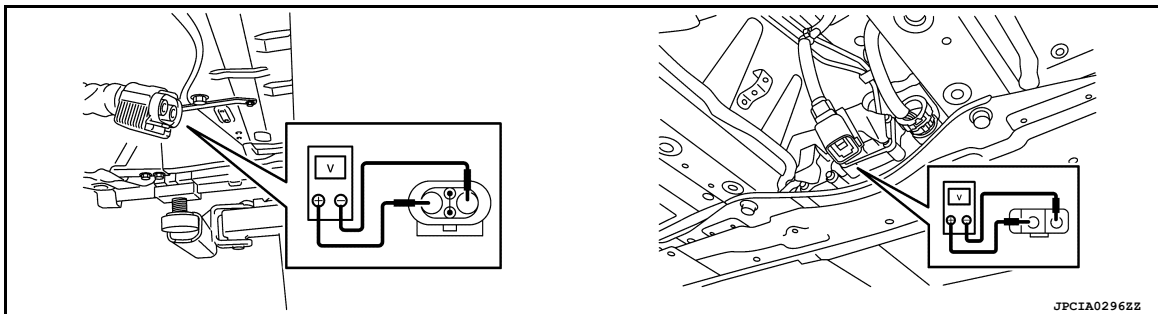
↔ : Vehicle front



- c. Disconnect high voltage harness connector and high voltage harness for PTC heater from front side of Li-ion battery. Refer to [EVB-181, "Removal and Installation"](#).
- d. Measure voltage between high voltage harness connector terminals and high voltage harness connector terminals for PTC heater.

DANGER:

 Touching high voltage components without using the appropriate protective equipment will cause electrocution.



Standard : 5 V or less

CAUTION:

For voltage measurements, use a tester which can measure to 500 V or higher.

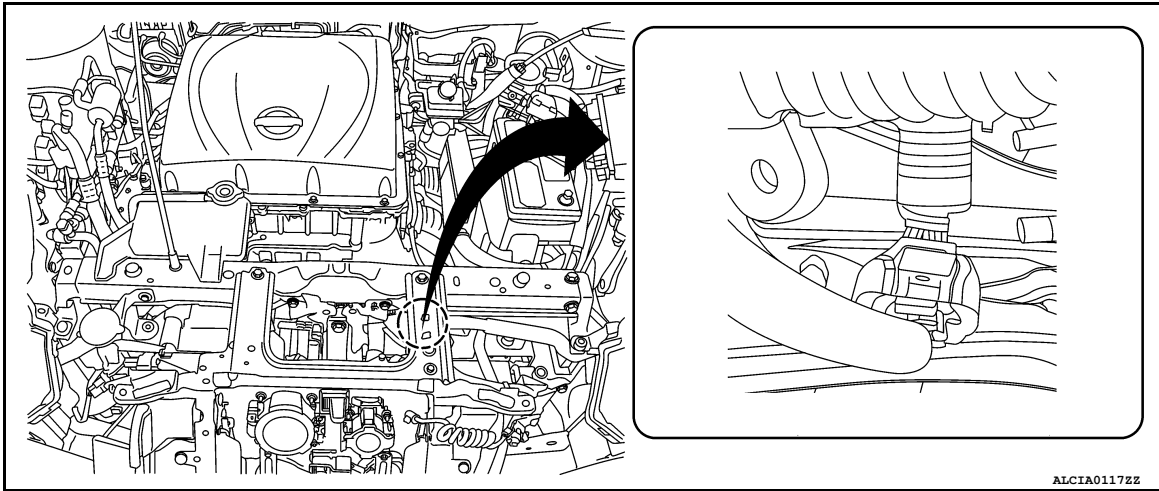
2. Remove radiator upper grille. Refer to [DLK-165, "RADIATOR UPPER GRILLE : Removal and Installation"](#).
3. Disconnect the normal charge port harness connector.

WARNING:

 Be sure to put on insulating protective gear before beginning work on the high voltage system.

NORMAL CHARGE PORT

< REMOVAL AND INSTALLATION >

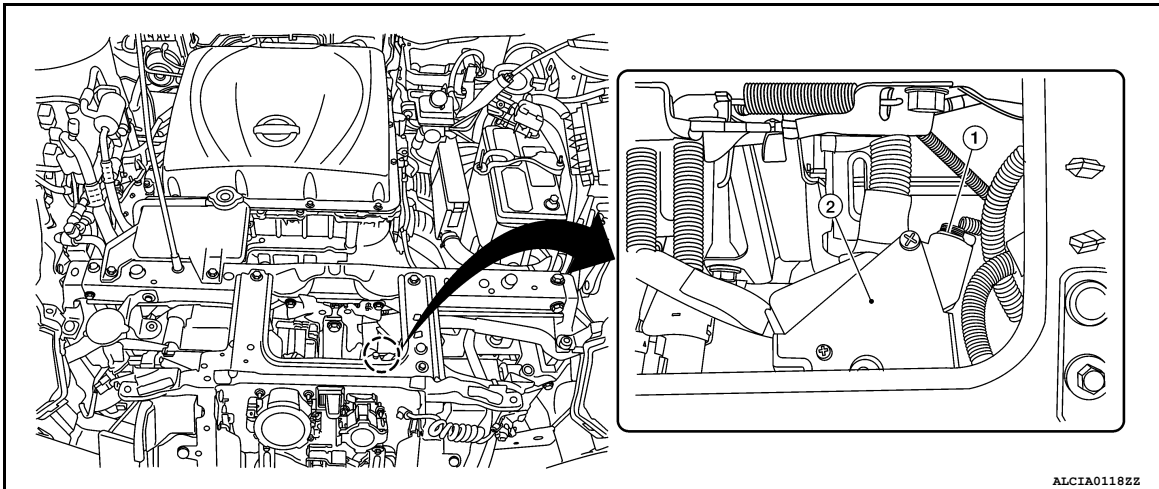


4. Disconnect the charge connector lock actuator ② harness connector ①.

WARNING:



Be sure to put on insulating protective gear before beginning work on the high voltage system.



5. Remove the normal charge port harness clamps from the brackets.
- Radiator core support upper side
 - Press the tab ① while removing the harness clamp.

WARNING:

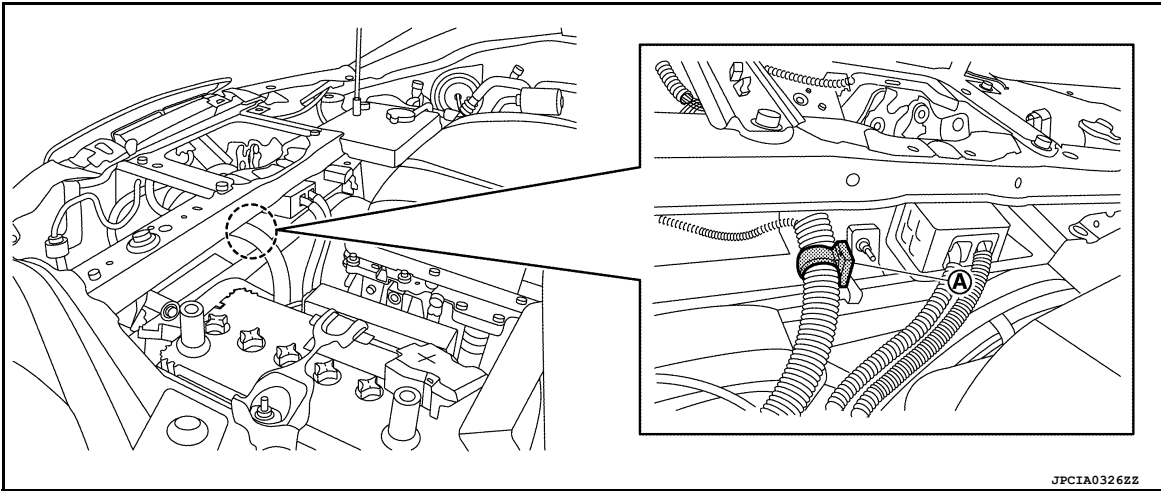


Be sure to put on insulating protective gear before beginning work on the high voltage system.

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NORMAL CHARGE PORT

< REMOVAL AND INSTALLATION >

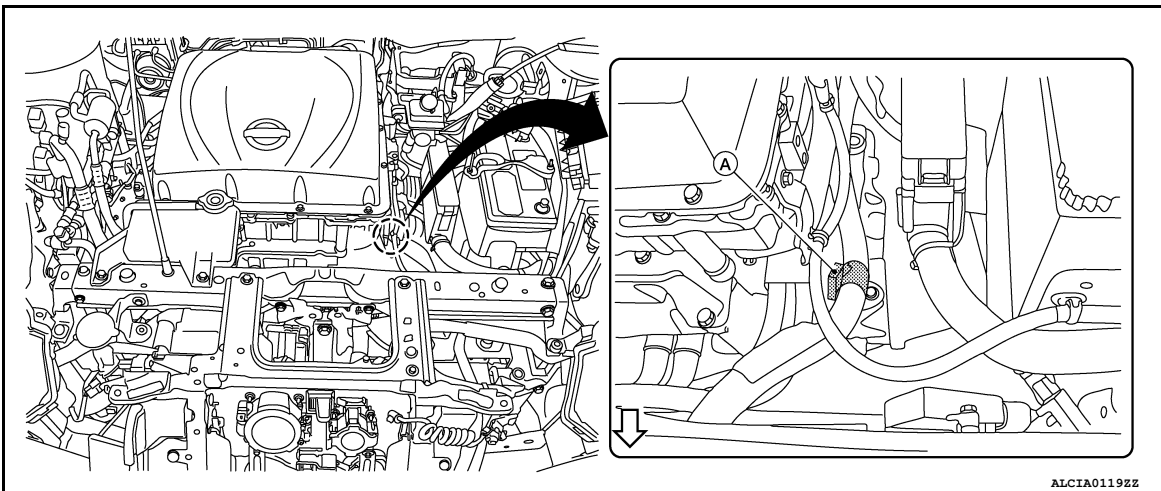


- Inverter side
- Press the tab (A) while removing the harness clamp.

WARNING:



Be sure to put on insulating protective gear before beginning work on the high voltage system.



6. Remove the normal charging port mounting nuts.

WARNING:



Be sure to put on insulating protective gear before beginning work on the high voltage system.



7. Remove the charge connector lock actuator.

WARNING:



Be sure to put on insulating protective gear before beginning work on the high voltage system.

NORMAL CHARGE PORT

< REMOVAL AND INSTALLATION >



8. Pull out the normal charge port toward the rear of the vehicle.

WARNING:

 Be sure to put on insulating protective gear before beginning work on the high voltage system.



9. Remove the PDM (Power Delivery Module) before removing the normal charge port.

WARNING:

 Be sure to put on insulating protective gear before beginning work on the high voltage system.



INSTALLATION

Install in the reverse order of removal.

WARNING:

 Be sure to put on insulating protective gear before beginning work on the high voltage system.



CAUTION:

Be sure to reinstall high-voltage harness clips in their original positions. If a clip is damaged, replace it with a new clip before installing.

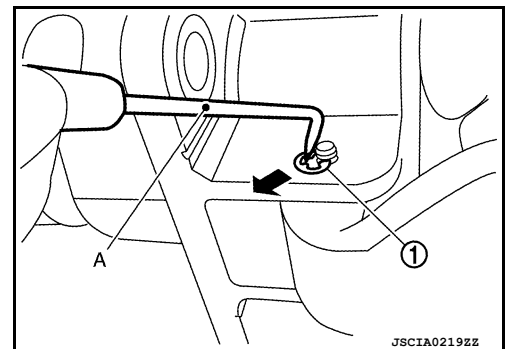
Disassembly and Assembly

INFOID:000000010121301

DISASSEMBLY

Cover Side

1. Use a suitable tool (A) to remove the clip ① that is attached to the pin.



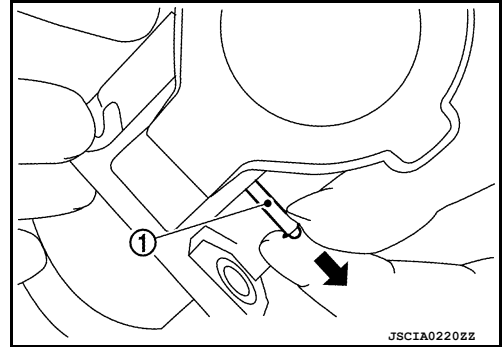
NORMAL CHARGE PORT

< REMOVAL AND INSTALLATION >

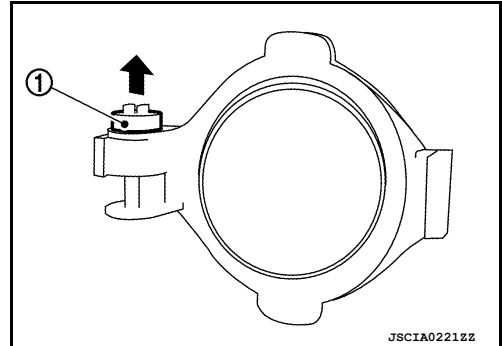
2. Pull out pin ① of charge port cover.

CAUTION:

When pin is pulled out, the spring will also jump out. Take care not to lose it.

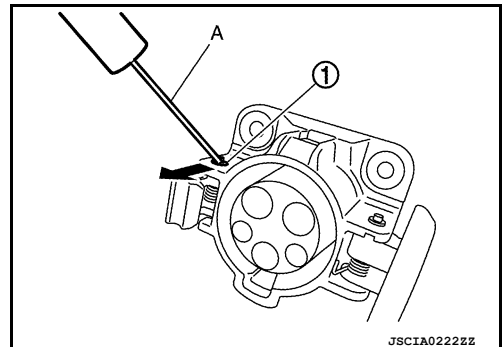


3. Remove damper ① from charge port cover.

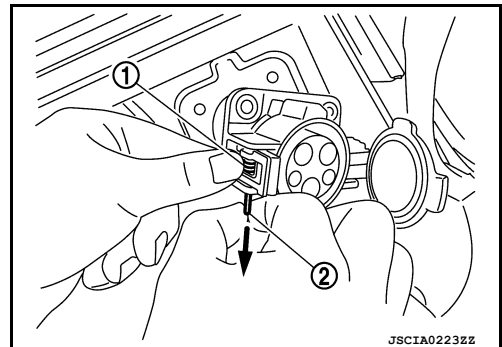


Lever Side

1. Use a suitable tool (A) to remove the clip ① that is attached to the pin.



2. Press while removing pin ② to ensure that spring ① does not jump out, then remove lever.



ASSEMBLY

Note the following, and assemble in the reverse order of disassembly.

CAUTION:

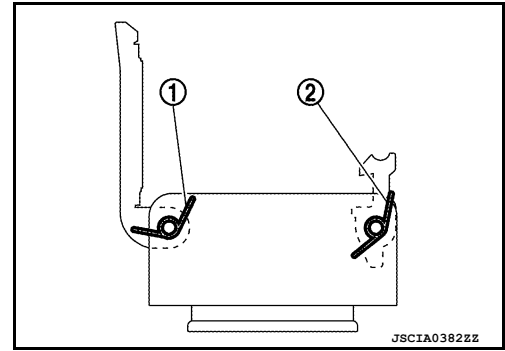
- Never reuse the clips.
- Pay attention to direction that cover side damper is facing.

NORMAL CHARGE PORT

< REMOVAL AND INSTALLATION >

- Pay attention to direction that spring is facing.

- ① : Spring (large)
- ② : Spring (small)



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CHARGE CONNECTOR LOCK ACTUATOR

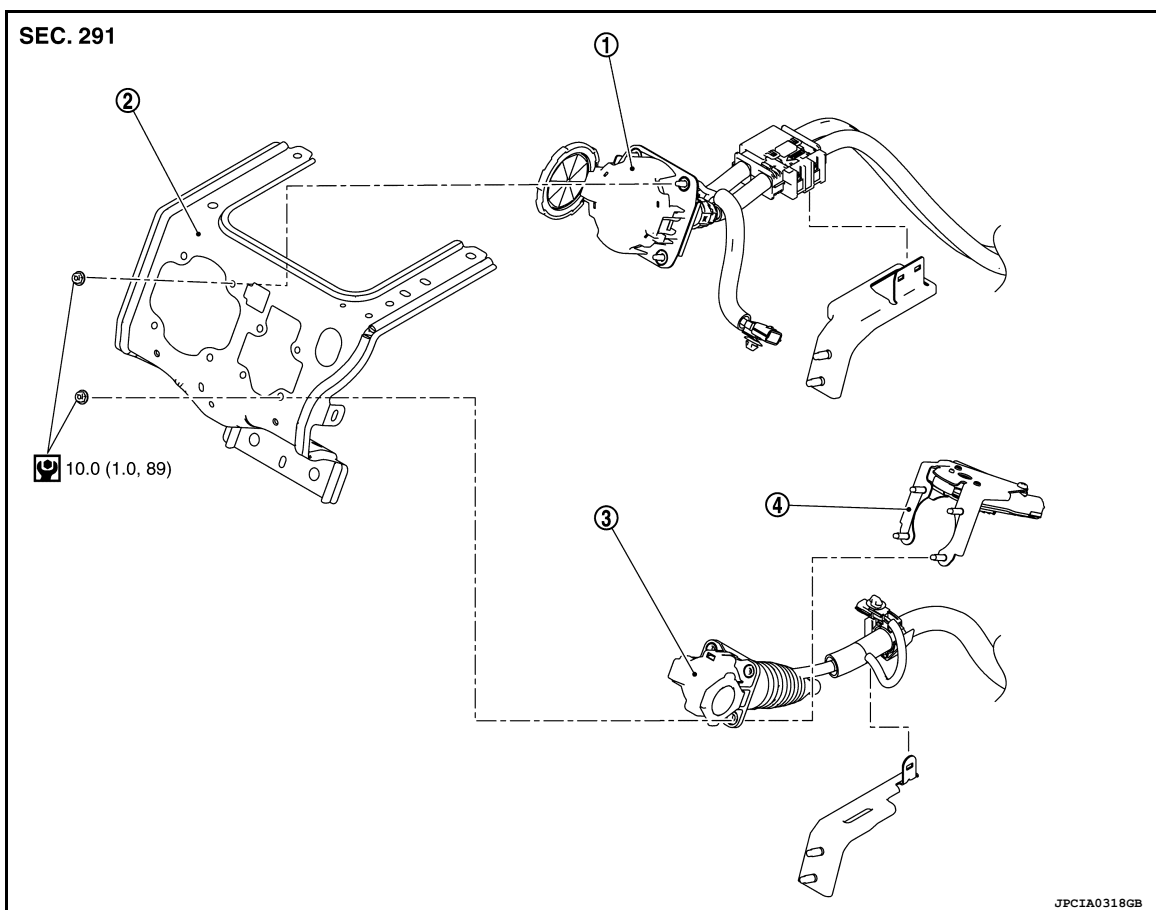
< REMOVAL AND INSTALLATION >


CHARGE CONNECTOR LOCK ACTUATOR

Exploded View

INFOID:000000010121302

REMOVAL




- ① Quick charge port ② Charge port bracket ③ Normal charge port
- ④ Charge connector lock acuator
-  : N·m (kg-m, in-lb)

Removal and Installation

INFOID:000000010121303

DANGER:

 Since hybrid vehicles and electric vehicles contain a high voltage battery, there is the risk of electric shock, electric leakage, or similar accidents if the high voltage component and vehicle are handled incorrectly. Be sure to follow the correct work procedures when performing inspection and maintenance.

WARNING:

- Be sure to remove the service plug in order to disconnect the high voltage circuits before performing inspection or maintenance of high voltage system harnesses and parts.
- The removed service plug must always be carried in a pocket of the responsible worker or placed in the tool box during the procedure to prevent the plug from being connected by mistake.
- Be sure to wear insulating protective equipment consisting of glove, shoes, face shield and glasses before beginning work on the high voltage system.
- Never allow workers other than the responsible person to touch the vehicle containing high voltage parts. To keep others from touching the high voltage parts, these parts must be covered with an insulating sheet except when using them.

CHARGE CONNECTOR LOCK ACTUATOR

< REMOVAL AND INSTALLATION >

- Refer to [VC-6, "High Voltage Precautions"](#).

CAUTION:

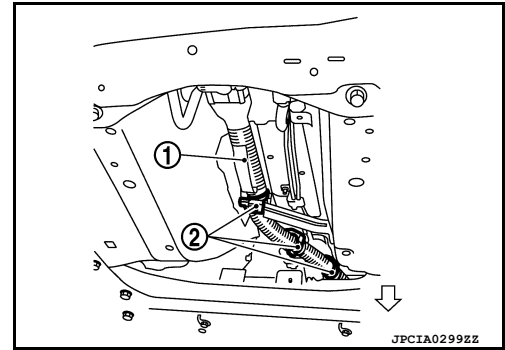
Never bring the vehicle into the READY status with the service plug removed unless otherwise instructed in the Service Manual. A malfunction may occur if this is not observed.

REMOVAL

WARNING:

Disconnect high voltage. Refer to [GI-33, "How to Disconnect High Voltage"](#).

1. Check voltage in high voltage circuit. (Check that condenser are discharged.)
 - a. Lift up the vehicle and remove the Li-ion battery under covers. Refer to [EVB-181, "Exploded View"](#).
 - b. Remove high voltage harness ① from clamp ②.

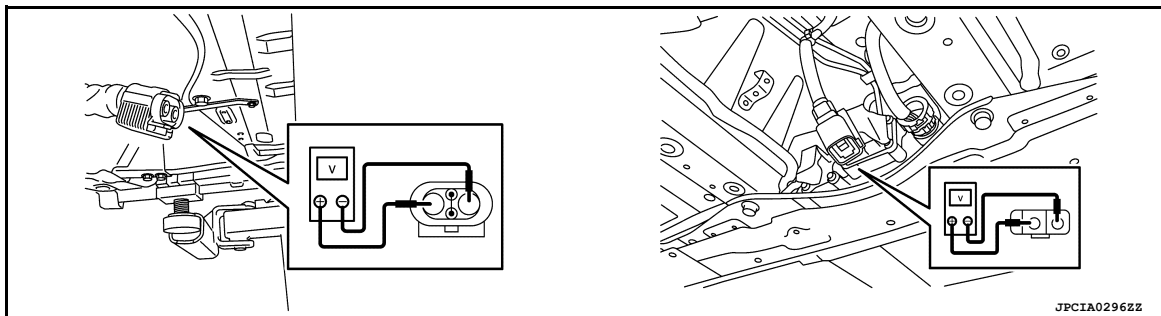


- c. Disconnect high voltage harness connector and high voltage harness for PTC heater from front side of Li-ion battery. Refer to [EVB-181, "Removal and Installation"](#).
- d. Measure voltage between high voltage harness connector terminals and high voltage harness connector terminals for PTC heater.

DANGER:



Touching high voltage components without using the appropriate protective equipment will cause electrocution.



Standard

: 5 V or less

CAUTION:

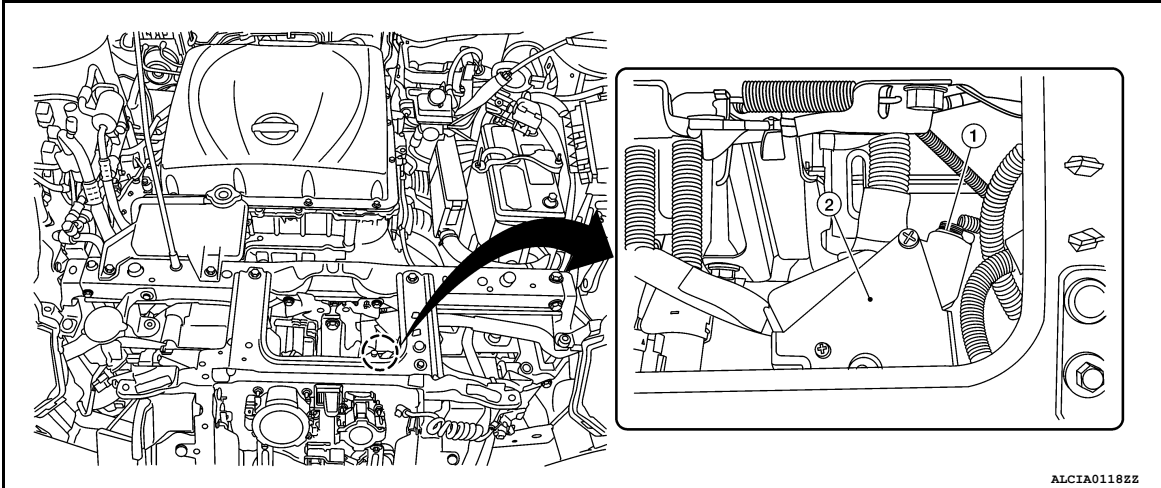
For voltage measurements, use a tester which can measure to 500 V or higher.

2. Remove the radiator upper grille. Refer to [DLK-165, "RADIATOR UPPER GRILLE : Removal and Installation"](#).

CHARGE CONNECTOR LOCK ACTUATOR

< REMOVAL AND INSTALLATION >

3. Disconnect the charge connector lock actuator ② harness connector ①.



4. Remove the normal charging port mounting nuts.
5. Remove the charge connector lock actuator.

INSTALLATION

Install in the reverse order of removal.

WARNING:



Be sure to put on insulating protective gear before beginning work on the high voltage system.



CAUTION:

Be sure to reinstall high-voltage harness clips in their original positions. If a clip is damaged, replace it with a new clip before installing.

IMMEDIATE CHARGING SWITCH

< REMOVAL AND INSTALLATION >

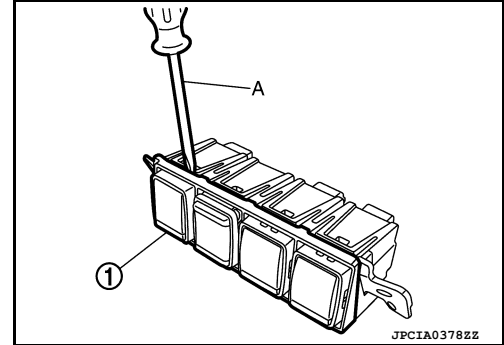
IMMEDIATE CHARGING SWITCH

Removal and Installation

INFOID:000000010121304

REMOVAL

1. Remove instrument lower panel LH. Refer to [IP-16, "Exploded View"](#).
2. Remove switch panel assembly from instrument lower panel LH.
3. Remove immediate charging switch ① from switch panel using a suitable tool (A).



INSTALLATION

Install in the reverse order of removal.

A

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VC

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CHARGE CONNECTOR LOCK SWITCH

< REMOVAL AND INSTALLATION >

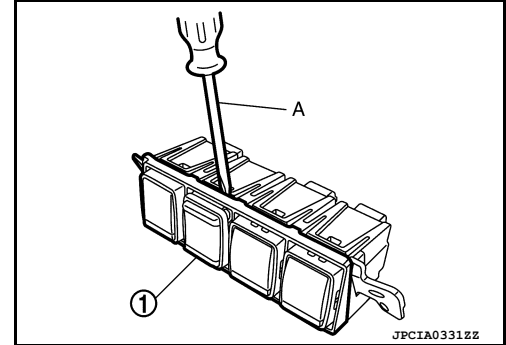
CHARGE CONNECTOR LOCK SWITCH

Removal and Installation

INFOID:000000010121305

REMOVAL

1. Remove instrument lower panel LH. Refer to [IP-16. "Exploded View"](#).
2. Remove switch panel assembly from instrument lower panel LH.
3. Remove charge connector lock switch ① from switch panel using a suitable tool (A).



INSTALLATION

Install in the reverse order of removal.

CHARGING STATUS INDICATOR

< REMOVAL AND INSTALLATION >

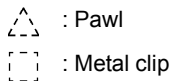
CHARGING STATUS INDICATOR

Removal and Installation

INFOID:000000010121306

REMOVAL

1. Remove charging status indicator.
 1. Apply protective tape (A) on the part to protect it from damage.
 2. Insert remover tool (A) between charging status indicator and instrument panel assembly to disengage the pawl and metal clips as shown in the figure.
 3. Pull toward the arrow direction.
 4. Disconnect harness connector.

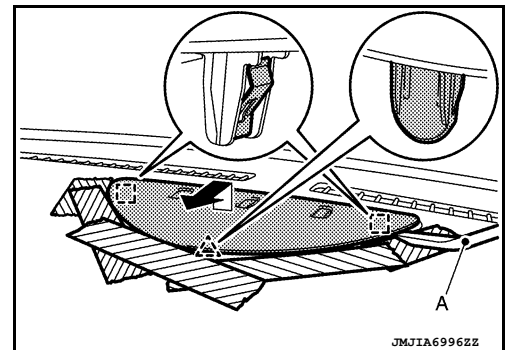
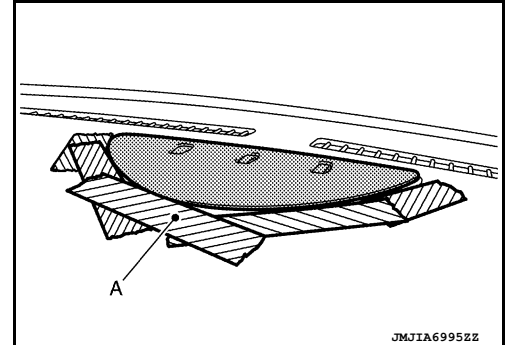


CAUTION:

Apply shop cloth or take similar steps at location of tool fulcrum, and take care that no scratches or dents are made.

INSTALLATION

Position clips, and then press each into the instrument panel to fasten clips in place.



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