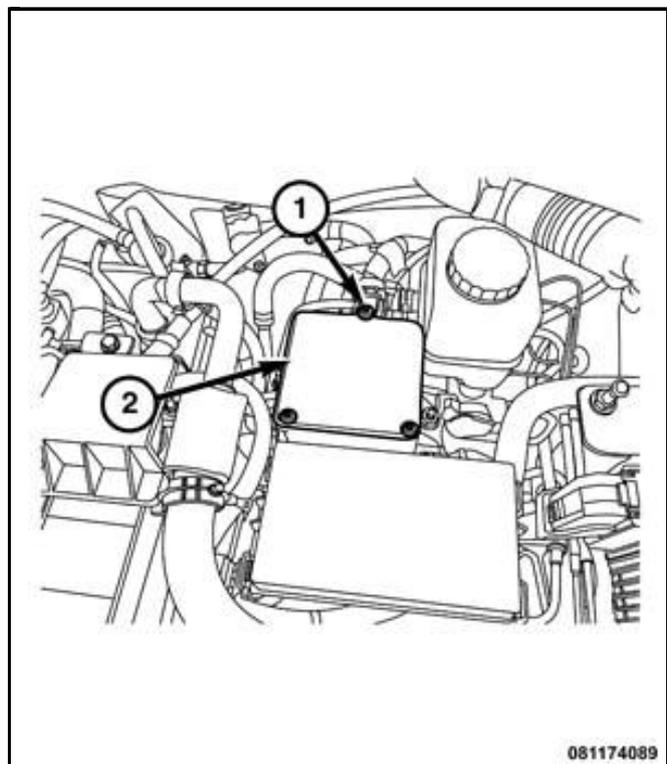


HIGH-VOLTAGE POWER DOWN PROCEDURE

WARNING: When performing any repairs that involve contact with high voltage components or systems, the technician performing repairs on the vehicle must verify that the system remains powered down during high voltage repairs.

- This must be done by removing the service disconnect.
 - The high voltage check out procedure must also be performed to ensure that the vehicle is properly powered down.
 - The technician must know the whereabouts of the service disconnect throughout the repair.
 - The technician must ensure that no one reconnects the service disconnect while service is being performed.
 - The technician must recheck that the service disconnect has not been reinstalled in cases where the vehicle was unattended.
1. Inspect all orange high-voltage cables, and high-voltage components labeled with the high-voltage symbol for physical damage. If damage is present, extra caution must be taken to avoid contact with unprotected high-voltage. Do not insert probes, tools, objects or fluids into damaged high-voltage cables or components.
 2. Verify that the multi-meter is operating correctly by measuring voltage from a known good power source, such as the vehicle's 12-volt battery. If at any point during the procedure, the multi-meter settings are changed, or the probes are repositioned in the meter, verification with a known good power source must be repeated.
 3. Verify the vehicle's ignition switch is in the OFF position.
 4. Remove the three high-voltage power distribution center (PDC) box cover screws (1) and remove the PDC box cover (2).



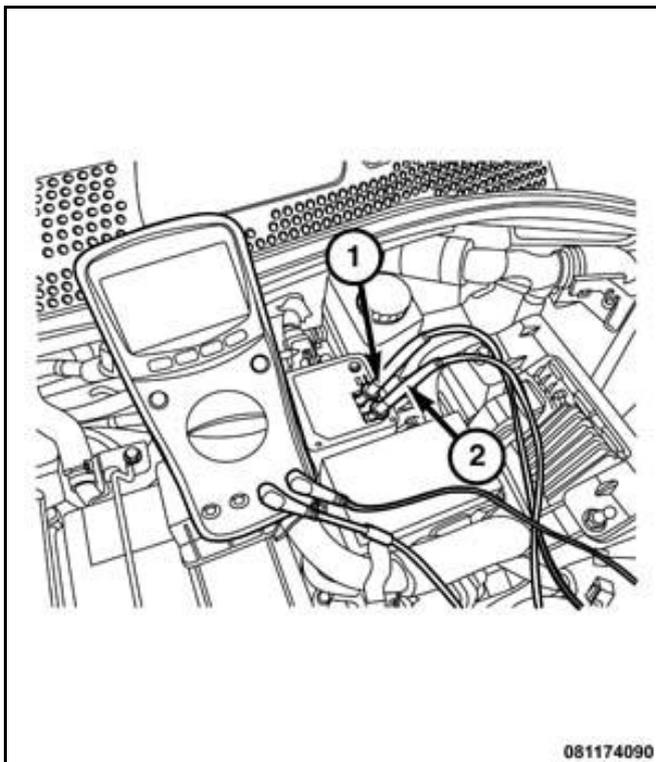
5. Insert the appropriate multi-meter test leads into the positive (red) test point (2), and the negative (black) test point (1) in the high-voltage PDC.

6. Turn the ignition to the ON position, and measure the voltage available at the high-voltage PDC test points.

- If the reading is between 200-volts to 400-volts, proceed to step 7.
- If the reading is less than 200-volts, check for DTCs in the BPCM, PIM, OBCM and EVCU. Perform the diagnostic test procedure related to the DTC.

7. Turn the ignition to the OFF position.

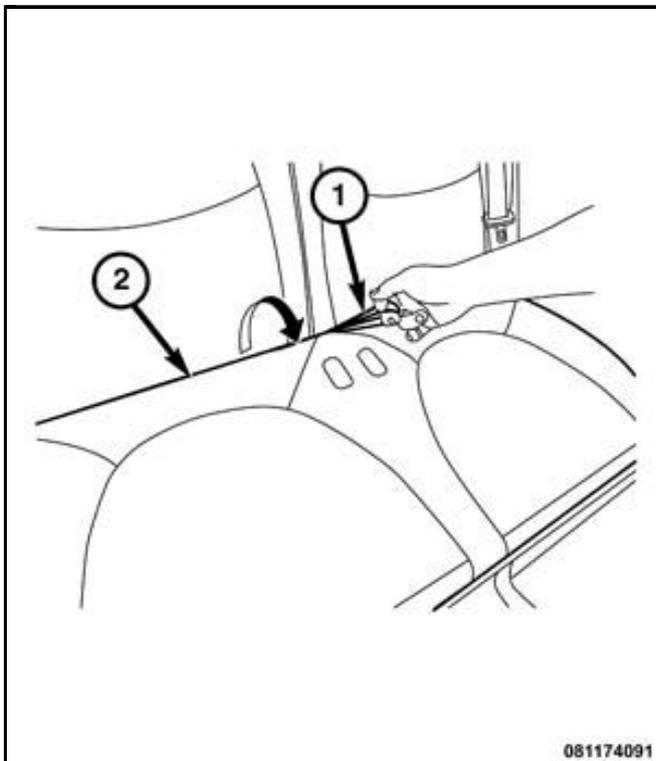
NOTE: Wait a minimum of two minutes from the time the ignition key was turned OFF before removing the manual service disconnect.



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NOTE: Before turning Ignition off, open all doors and leave them open. After the ignition is off for 2 minutes, the HV battery enters Sleep mode and opening or closing the doors or plugging in or unplugging the EVSE will wake the HV battery.

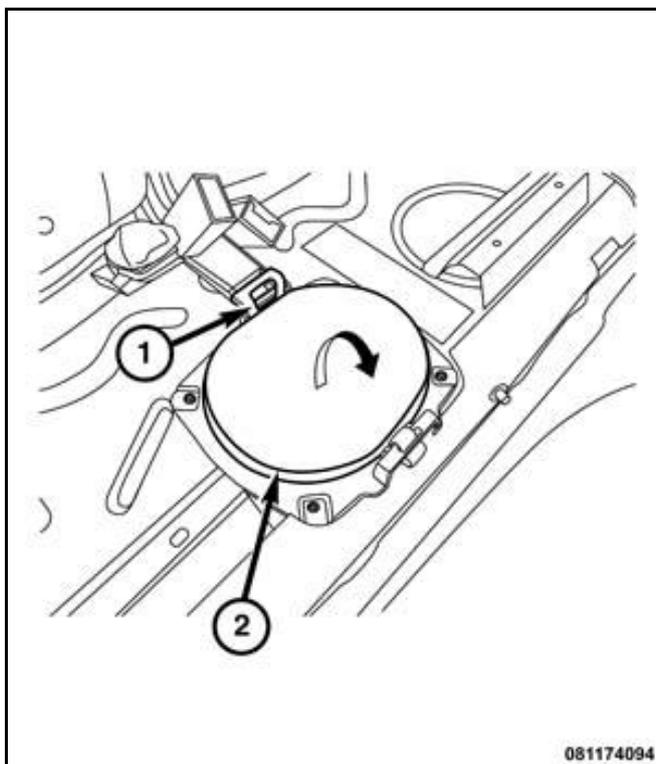
8. Pull the rear seat cushion release strap (1), and position the rear seat cushion (2) away from the high-voltage manual service disconnect cover.



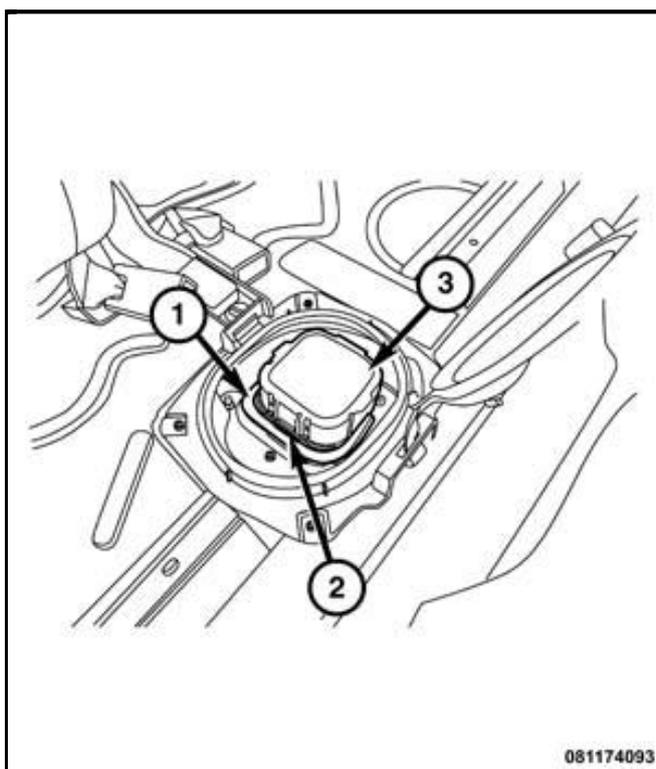
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9. Release the tab (1) and position the high-voltage manual service disconnect cover

(2) aside.



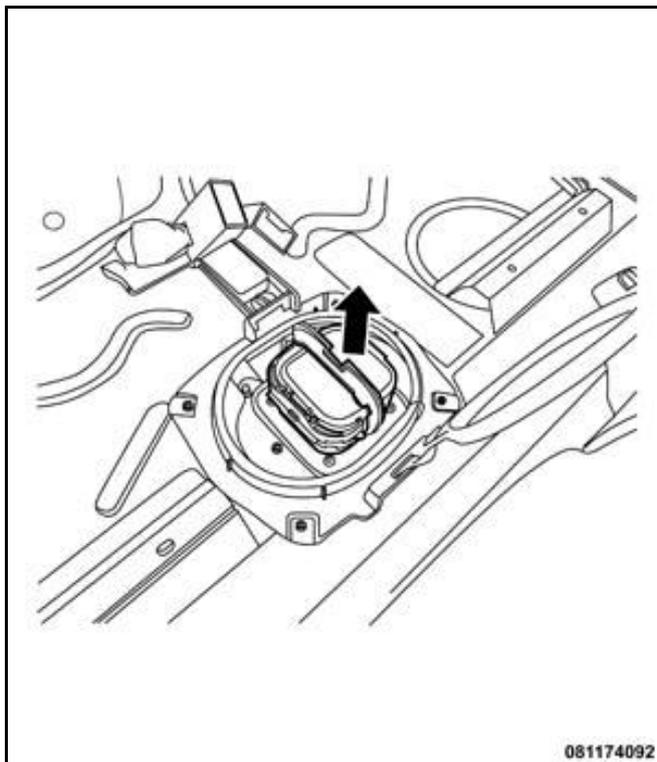
10. Release the locking tab and position the high-voltage manual service disconnect release lever (1) partially upward until it stops. Release the locking tab (2), and position the release lever (1) fully upward until the high-voltage manual service disconnect latch (3) is fully disengaged.



NOTE: To make sure the location of the high-voltage manual service disconnect is always known when it is removed, it is recommended that the high-voltage manual service disconnect be placed in a highly visible location, such as on the vehicle antenna, when removed.

11. Lift upward, and remove the high-voltage manual service disconnect.

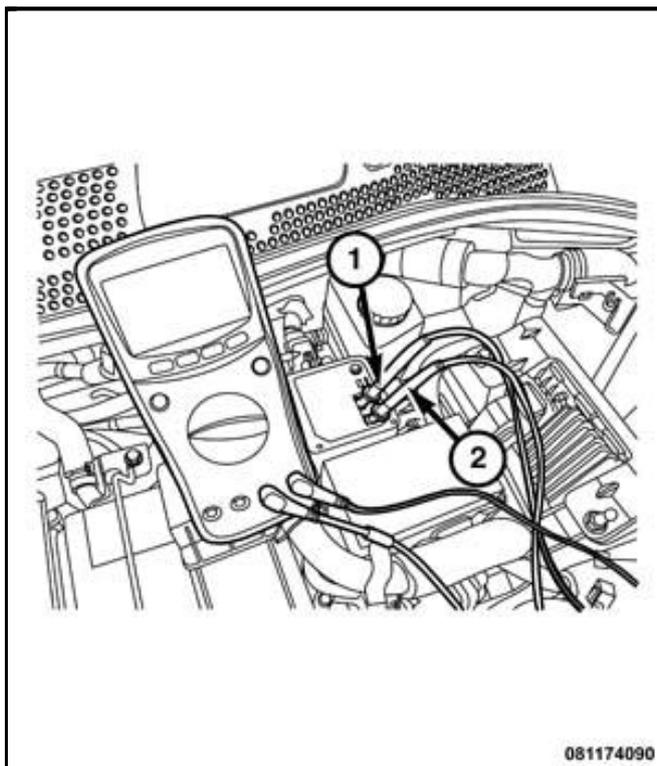
12. Reverify that the multi-meter is operating correctly by measuring voltage from a known-good power source, such as the vehicle's 12-volt battery.



13. Insert the appropriate multi-meter test leads into the positive (red) test point (2), and the negative (black) test point (1) in the high-voltage PDC

14. Re-measure the voltage available at the high-voltage PDC test leads.

- If the voltage measured is below 60-volts, it is safe to work on the high-voltage components with the exception of the high-voltage battery internal components. Specific procedures are used when working with the high-voltage battery internal components.
- If the voltage is greater than 60-volts, an internal condition exists within the high-voltage battery that is preventing it from being powered down. Do not attempt to carry out repairs on any of the vehicle's high-voltage components or wiring.



Contact the STAR Center for service support.