MITSUBISHI MOTORS

SERVICE BULLETIN

GLOBAL AFTER SALES OFFICE, MITSUBISHI MOTORS CORPORATION

PURPOSE : CHANGE	ISSUE NO. : MSB-15EXM54-001	DATE : 2015-07-20
SUBJECT : Addition of the check item regarding the charging indicator flashes during the READY status without the connection of the charging connector.		<DESTINATION/MODEL> (MMNA/USTP/MEXICO/EU/ RUSSIA/COLOMBIA) i-MiEV (HA0W/HA0V) <M/Y> 15-16
GROUP : Gr:54(Chassis electrical)		

1. Description :

Please refer to the attached document for the information about the change of mention in the applicable service manual.

2. Affected service manuals :

For overseas market (EU/RUSSIA/Colombia)

Applicable manual	Pub. No.	Applicable title (INFO ID)	Content
2015 i-MiEV Workshop Manual CD-ROM	CHAE15E1-CD (ENG) CHAF15E1-CD (FRA) CHAG15E1-CD (GER) CHAI15E1-CD (ITA) CHAS15E1-CD (SPA) RUSSIA:N/A COLOBIA:DRAFT	・TROUBLE SYPTOM CHART (M549-22-250-17900-01) ・Added below INSPECTION PROCEDURE 6: THE TRACTION BATTERY ENERGY LEVEL GAUGE DOES NOT DISPLAY “FULLY CHARGED” (M549-27-370-06300-01)	Attached Sheet 2

For overseas market (MMNA/MEXICO)

Applicable manual	Pub. No.	Applicable title (INFO ID)	Content
2016 i-MiEV Service Manual CD-ROM	MMNA: MSCD-018B-2016 MEXICO:DRAFT	・TROUBLE SYPTOM CHART (M549-22-250-19100-01) ・Added below INSPECTION PROCEDURE 6: MAIN DRIVE LITHIUM-ION BATTERY ENERGY LEVEL GAUGE DOES NOT DISPLAY “FULLY CHARGED” (M549-27-370-09600-01)	Attached Sheet 3

3. About the details :

Please refer to the attached document (Attached sheet 2-3)

4. Effective time :

1)For MMNA and Mexico : From the vehicle whose vin number is HA4WGU600277
2)For Colombia : From the vehicle whose vin number is JMBLDHA4WGU000204
3)For EU and Russia : The vin number of the related vehicle will be informed by the revised this MSB

DIAGNOSIS PROCEDURE

STEP 1. M.U.T.-III CAN bus diagnosis
Use the M.U.T.-III to diagnose the CAN bus lines.

Q: Is the check result normal?
YES : Go to Step 3.
NO : Repair the CAN bus line (Refer to GROUP 54C – Troubleshooting). Then go to Step 2.

STEP 2. Diagnosis code recheck after resetting CAN bus lines
Check again if diagnosis code No. U1921 is set in the EV-ECU.
(1) Erase the set diagnosis code.
(2) Set the electric motor switch from the LOCK (OFF) position to the ON position.
(3) Check if the diagnosis code is set.

Q: Is the diagnosis code set?
YES : Go to Step 3.
NO : This diagnosis is complete.

STEP 3. Use M.U.T.-III to confirm a diagnosis code of other systems.
Check if diagnosis code No. U1922 is set in the BMU.

Q: Is the diagnosis code set?
YES : Carry out troubleshooting for diagnosis code No. U1922 (Refer to GROUP 54Dc – Troubleshooting). Then go to Step 4.
NO : Go to Step 4.

STEP 4. Diagnosis code recheck
Check again if the diagnosis code is set in the EV-ECU.
(1) Erase the set diagnosis code.
(2) Set the electric motor switch from the LOCK (OFF) position to the ON position.
(3) Check if the diagnosis code is set.

Q: Is the diagnosis code set?
YES : Return to Step 1.
NO : The diagnosis is complete.

TROUBLE SYMPTOM CHART

M1549222500179

Check item	Inspection procedure	Reference page
EV-ECU power supply system	1	P.54Da-354
The combination meter does not illuminate even if the electric motor switch is turned ON.	2	P.54Da-358
The ready indicator does not illuminate even if the electric motor switch is turned to the START position.	3	P.54Da-359
The cruising range shortened.	4	P.54Da-359
Bad mileage	5	P.54Da-361
The traction battery energy level gauge does not display "Fully charged".	6	P.54Da-361
Non-removal quick charging gun	7	Refer to quick charging system .

<Added>

The charging indicator flashes during the READY status although the charging connector is not connected	8	

Inspection Procedure 8: The charging indicator flashes during the READY status although the charging connector is not connected.

COMMENTS ON TROUBLE SYMPTOM

- The system could not determine that the quick-charging contactor has melt stuck as the charger-side power supply has been shut down during the quick charging.
- The system could not determine that the quick-charging contactor has melt stuck as the external charger-side power supply has been shut down during the charging.

PROBABLE CAUSES

- Power supply to the charger shut down during a quick charging.
- The external charger-side power supply has been shut down during the charging.
- Malfunction of the EV-ECU

DIAGNOSIS PROCEDURE

STEP 1. Check the trouble symptom

Check the charging indicator flash when the electric motor switch is turned ON to achieve the READY status.

Q: Does the charging indicator flash?

YES : Go to Step 2.
NO : Intermittent malfunction (Refer to GROUP 00 – How to Use Troubleshooting/ Inspection Service Points – How to Cope with Intermittent Malfunction).

STEP 2. Check the trouble symptom after the quick charging of the traction battery has been terminated or the system energisation by an external source has been terminated.

(1) The electric motor switch is turned to LOCK (OFF).
(2) After the traction battery has been charged quickly, terminate it in a normal way. Alternatively, after the system has been energised by an external source, terminate it in a normal way.
(3) Check the charging indicator flash when the electric motor switch is turned ON to achieve the READY status.

Q: Does the charging indicator flash?

YES : Replace the EV-ECU (Refer to).
NO : Check end.

<Added>

Attached sheet 3 (1/2)

TROUBLE SYMPTOM CHART

M1549222500191

Trouble symptoms	Inspection procedure number	Reference page
EV-ECU power supply system	1	P.54Da-477
The combination meter does not illuminate even if the electric motor switch is turned ON.	2	P.54Da-482
The ready indicator does not illuminate even if the electric motor switch is turned to the START position.	3	P.54Da-482
The cruising range shortened.	4	P.54Da-483
Bad mileage	5	P.54Da-485
The main drive lithium-ion battery energy level gauge does not display "Fully charged".	6	P.54Da-487
Non-removal quick charging connector	7	Refer to 54De – Quick Charging System P.54De-12.

<Added>

The charging indicator flashes during the READY status although the charging connector is not connected	8	

TSB Revision

Inspection Procedure 8: The charging indicator flashes during the READY status although the charging connector is not connected.

COMMENTS ON TROUBLE SYMPTOM

- The system could not determine that the quick-charging contactor has melt stuck as the charger-side power supply has been shut down during the quick charging.
- The system could not determine that the quick-charging contactor has melt stuck as the external charger-side power supply has been shut down during the charging.

PROBABLE CAUSES

- Power supply to the charger shut down during a quick charging.
- The external charger-side power supply has been shut down during the charging.
- Malfunction of the EV-ECU

DIAGNOSIS

STEP 1. Check the trouble symptom

Check the charging indicator flash when the electric motor switch is turned ON to achieve the REDAY status.

Q: Does the charging indicator flash?

YES : Go to Step 2.

NO : Intermittent malfunction (Refer to GROUP 00 – How to Use Troubleshooting/Inspection Service Points – How to Cope with Intermittent Malfunction).

STEP 2. Check the trouble symptom after the quick charging of the main drive lithium-ion battery has been terminated or the system energisation by an external source has been terminated.

(1) The electric motor switch is turned to LOCK (OFF).
(2) After the main drive lithium-ion battery has been charged quickly, terminate it in a normal way. Alternatively, after the system has been energised by an external source, terminate it in a normal way.
(3) Check the charging indicator flash when the electric motor switch is turned ON to achieve the REDAY status.

Q: Does the charging indicator flash?

YES : Replace the EV-ECU (Refer to).

NO : Check end.

<Added>