



Connection offline

Technical Service Bulletin

Transaction No.: 2081829

/2

93-26-05 - Service Information, High-Voltage Battery DTCs P0AA6, P0D0F, and P0D08

Condition

Applicable Vehicles					
Model(s)	Year	Eng. Code	Trans. Code	VIN Range From	VIN Range To
ID.4	2021 – 2026	All	All	All	All
ID.Buzz	2025 – 2027	All	All	All	All

Revision Table			
Instance Number	Published Date	Version Number	Reason For Update
2081829/2	8/17/2026	93-26-05	Content change and model year update.
2081829/1	7/20/2026	93-26-05	Original publication

Customer concern:

- Electrical system error message (yellow).

and/or

- Electrical system error message (red) and drive readiness (ready mode) cannot be established.



NOTICE

This technical bulletin 2081829/* should also be followed when technical product information 2072919/* is indicated by a GFF test plan.

Workshop findings:

- The customer statement can be reproduced.

and/or

-

One or more of the following diagnostic trouble codes (DTCs) is stored in the Battery Regulation Control Module -**J840**- (diagnostic address 008C):

- P0AA600: Hybrid/EV Battery Voltage System Isolation Fault
- P0D0800: Battery Charging System Positive Contactor Stuck Closed
- P0D0F00: Battery Charging System Negative Contactor Stuck Closed



NOTICE

Check whether DTC P0E7400: Hybrid/EV Battery Voltage Internal Isolation Fault is also present. This DTC indicates that low insulation resistance was detected after the HV battery main contactors were opened and the rest of the HV system was disconnected from the HV battery. It is possible that DTC P0AA600 may be stored concurrently with P0E7400 if lower insulation resistance is first detected for the total HV system including the HV battery.

- If DTC P0E74 is present, the content of this technical bulletin is not applicable, and further diagnosis must be performed inside the HV battery. Contact VW Group Technical Assistance Center (TAC) and mention DTC P0E74 in the comments.



WARNING

If one or more of the DTCs listed above is not present in the Battery Regulation Control Module -J840- (diagnostic address 008C) at the start of diagnosis, then this technical bulletin does not apply!



WARNING

If DTC P0AA600 is stored only in the Data Bus on Board Diagnostic Interface (ICAS1) -J533- (diagnostic address 0019), then this technical bulletin does not apply!

Technical Background

Diagnosis of low insulation resistance in the High-Voltage (HV) wiring.

Production Solution

Not applicable.

Service

1. Perform readout of measured values and check for validity

2. Perform qualification of measured values (if necessary)

2.a. Qualification of measured values with static DTC P0D0800 or P0D0F00

2.b. Qualification of measured values with DTC P0AA600

3. Evaluation of “valid” measured values of insulation resistance

3.a. Conspicuous insulation resistance of the HV battery

3.b. Conspicuous insulation resistance of the entire HV system

3.c. Inconspicuous insulation resistance of the entire HV system

4. Diagnostic steps for inconspicuous insulation resistance of the entire HV system

4.a. Observe measured values of insulation resistance after wetting the HV wiring

4.b. The measured values of insulation resistance of the entire HV system fall after wetting the HV wiring

4.c. The measured values of insulation resistance of the entire HV system do not fall after wetting the HV wiring



DANGER

There is a risk of fatal injury due to high voltage. Electrocution by direct contact or electric arc can cause severe bodily injury or fatal injury. When working on the high-voltage system and/or high-voltage battery, the safety precautions and qualification levels given in the repair manual must be observed.

- Completion of High-voltage expert (HVE) training is required for the work described in this technical bulletin.



CAUTION

The following procedures 1 through 4 may only be performed if it is ensured that the underbody of the vehicle is completely dry before starting at step 1.

- If the underbody of the vehicle is wet, park the vehicle in a dry location until it is no longer wet prior to starting diagnosis at step 1.

1. Perform readout of measured values and check for validity

- Perform GFF > 008C – Measured values
- Select and observe the four measured values of insulation resistance (see Figure 1)



NOTICE

Observe the insulation resistance values for at least one minute. The status is only an indicator of the measurement process status and is not an evaluation of the displayed value.

Measured value name	ID	Value
▼ Terminal 15 status via CAN	IDE00773	
---	MAS00194	on
▼ Entire HV system positive terminal insulation resistance	MAS04293	
---	MAS00194	2880 kΩ
Status	MAS01632	valid
▼ HV battery positive terminal insulation resistance	MAS04294	
---	MAS00194	10000 kΩ
Status	MAS01632	invalid
▼ Entire HV system minus terminal insulation resistance	MAS04295	
---	MAS00194	2910 kΩ
Status	MAS01632	valid
▼ HV battery minus terminal insulation resistance	MAS04296	
---	MAS00194	10000 kΩ
Status	MAS01632	invalid

Figure 1.

- If at least one status is “invalid”, continue with 2.
- If all statuses are “valid”, continue with 3.

2. Perform qualification of measured values (if necessary)

Additional steps are needed to obtain “valid” measured values of insulation resistance.

- If either DTC P0D0800 or P0D0F00 is stored, continue with 2.a.
- If only DTC P0AA600 is stored, continue with 2.b.

2.a. Qualification of measured values with static DTC P0D0800 or P0D0F00

Additional steps are needed to erase a static stuck-closed charging contactor fault.

- Perform GFF test populated in the test plan list for DTC P0D0800 or P0D0F00.
- After the DTC has been erased or becomes sporadic, continue with 2.b.

2.b. Qualification of measured values with DTC P0AA600

Additional steps are needed to obtain measured values of insulation resistance with a “valid” status.

1. Open hood and leave ignition switched “OFF” for at least 5 minutes.
2. Open and secure the HV maintenance connector (TW) – HV switch-on prevented.
3. Switch ignition “ON”.

4. Navigate to Self-diagnosis (OBD) in ODIS (see Figure 2).
5. Select the “basic setting” for hybrid battery management control unit (diagnosis address 008C).
6. Select the "insulation measurement" routine within basic settings list.
7. Select measured values for HV battery plus/minus terminal insulation resistance.
8. Widen columns of data displayed on screen so that contents are visible.
9. Select “start” to run the function and observe “status” and “result” and values in MVB section (see Figures 3 through 5).
10. Record the values as a screenshot or in a Self-diagnosis OBD log.
11. Switch ignition “OFF”.
12. Close maintenance connector (TW).
13. Cycle ignition “ON-OFF-ON-OFF-ON” to enable HV system activation.
14. Keep ignition “ON”.
15. Ignore or erase any DTCs caused by the preceding steps.
16. Navigate back to Diagnosis (GFF) in ODIS.
17. Repeat procedure 1. *Perform readout of measured values and check for validity.*

 **NOTICE**

If the insulation measurement routine does not run, manually erase the DTC memory within Self-diagnosis (OBD) and repeat the insulation measurement routine.

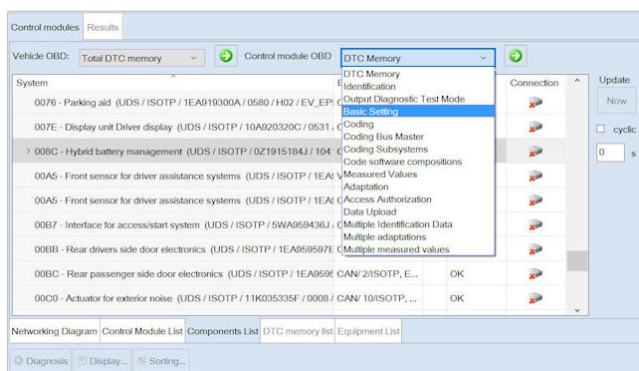


Figure 2.

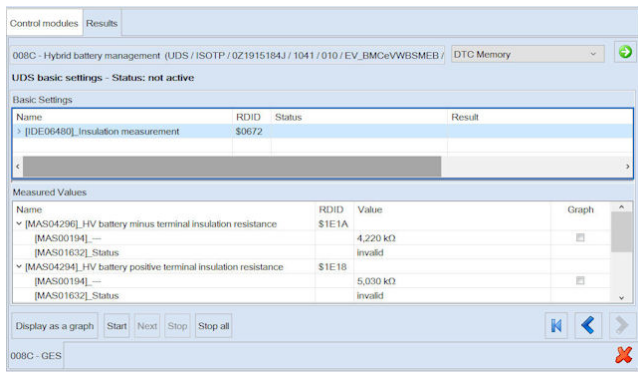


Figure 3.

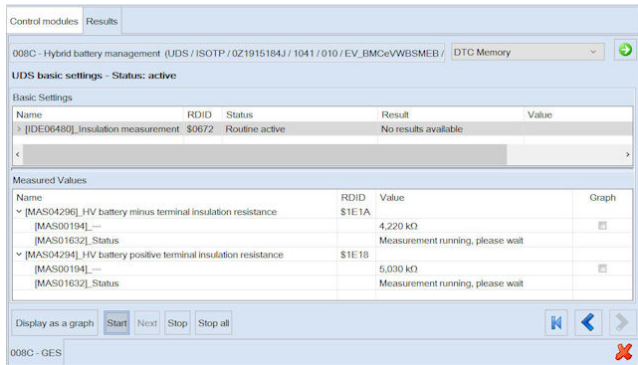


Figure 4.

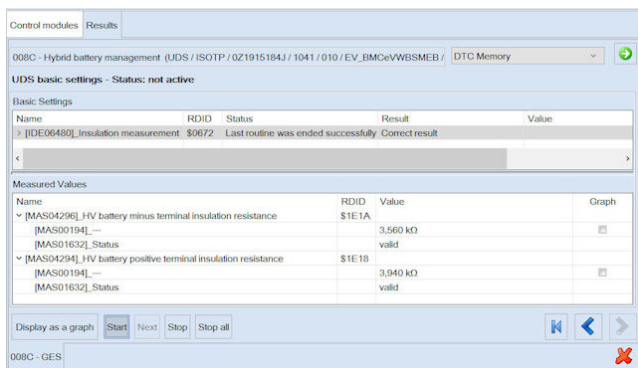


Figure 5.

3. Evaluation of "valid" measured values of insulation resistance

After "valid" insulation resistance values are obtained and it has been ensured that the underbody is totally dry, it is then checked whether the insulation resistance values are conspicuous.

NOTICE

For the purpose of fault diagnosis a measured value of insulation resistance below 2000 kOhms is considered to be conspicuous (remarkable).

3.a. Conspicuous insulation resistance values of the HV battery

If the “valid” insulation resistance is conspicuous inside the HV battery (below 2000 kOhms), then additional electrical measurements which are outside the scope of this technical bulletin must be performed inside the HV battery by a person who has completed high-voltage expert (HVE) training.



NOTICE

If the insulation resistance is conspicuously low within the HV battery, then contact VW Group Technical Assistance Center (TAC) and mention TB 2081829 in the comments.

3.b. Conspicuous insulation resistance of the entire HV system

If the “valid” measured values of the insulation resistance are conspicuous (below 2000 kOhms) and it has been ensured that the underbody is dry, then HV component measurements must be performed. See technical bulletin 2073520/*.

3.c. Inconspicuous insulation resistance of the entire HV system

If the “valid” measured values of the insulation resistance are inconspicuous (not below 2000 kOhms) continue with 4.

4. Diagnostic steps for inconspicuous insulation resistance of the entire HV system

If the “valid” measured values of the total HV system are inconspicuous to indicate a fault condition (between 2000 and 4000 kOhms) when the underbody is dry, then further diagnosis is necessary.



NOTICE

For the purpose of fault diagnosis a measured value of insulation resistance between 2000 and 4000 kOhms is considered to be inconspicuous (unremarkable).

The HV wiring first must be checked visually for damage:

- Visually inspect the HV wiring for frayed or damaged insulation. If visible damage is found, then continue with 4.b.
- If the high-voltage component wire insulation is not visibly damaged, the high-voltage component wire and surrounding surfaces must be sprayed/drizzled in short sections with soapy water (e.g., liquid hand soap mixed with water in a spray bottle). For example, at bends in the wiring near the steering gear, high-voltage onboard charger, and the high-voltage battery (see Figures 6 and 7, yellow/red rectangles) or at the coupling point near the left side of the rear drive motor (see Figures 8 and 9).



Figure 6.

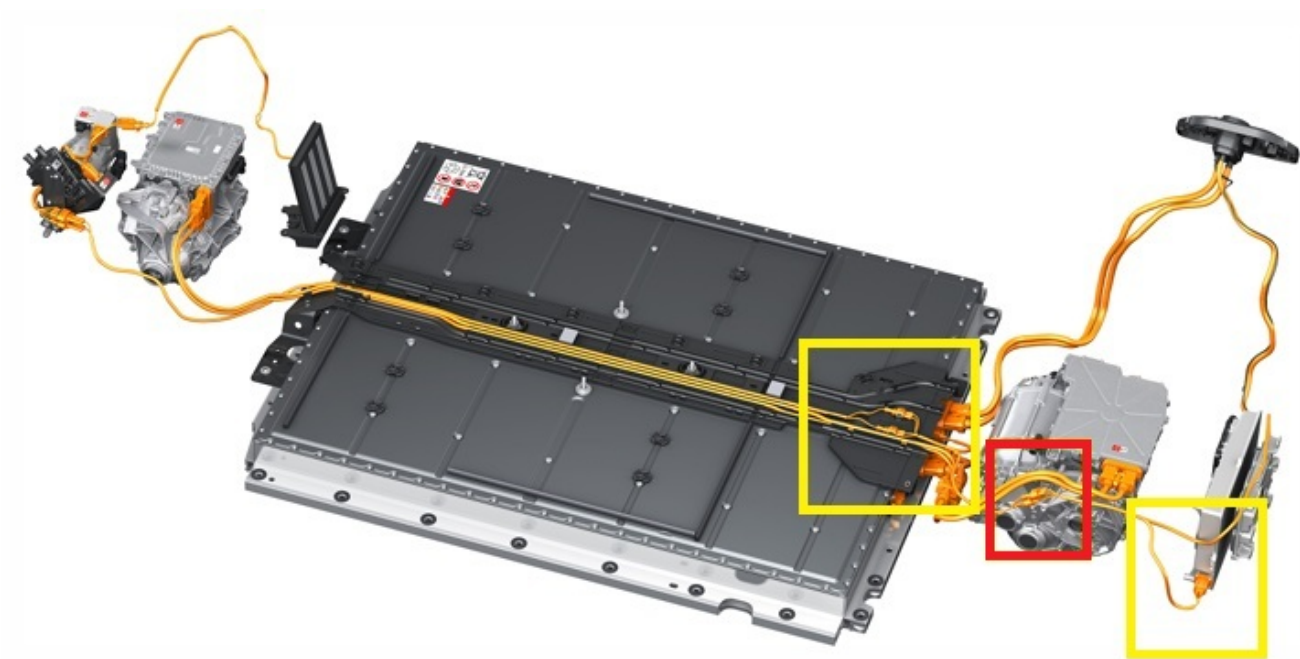


Figure 7.



Figure 8 and 9.

4.a. Observe measured values of insulation resistance after wetting the HV wiring

After spraying/drizzling the high-voltage component auxiliary harness wire the measured values of the insulation resistances with active high-voltage system (ignition "ON") must be observed for at least 5 minutes:

- If the measured values of the insulation resistances fall, continue with 4.b.
- If the measured values of the insulation resistances do not fall, continue with 4.c.

4.b. The measured values of insulation resistance of the entire HV system fall after wetting the HV wiring

- Repair or replace the high-voltage component auxiliary harness wire according to the repair manual and parts catalog.



NOTICE

Wiring insulation damage may result from outside influence (e.g. a rodent bite, Figure 10). If damage was caused by outside influence, neither diagnosis nor any subsequent repairs are covered under warranty.

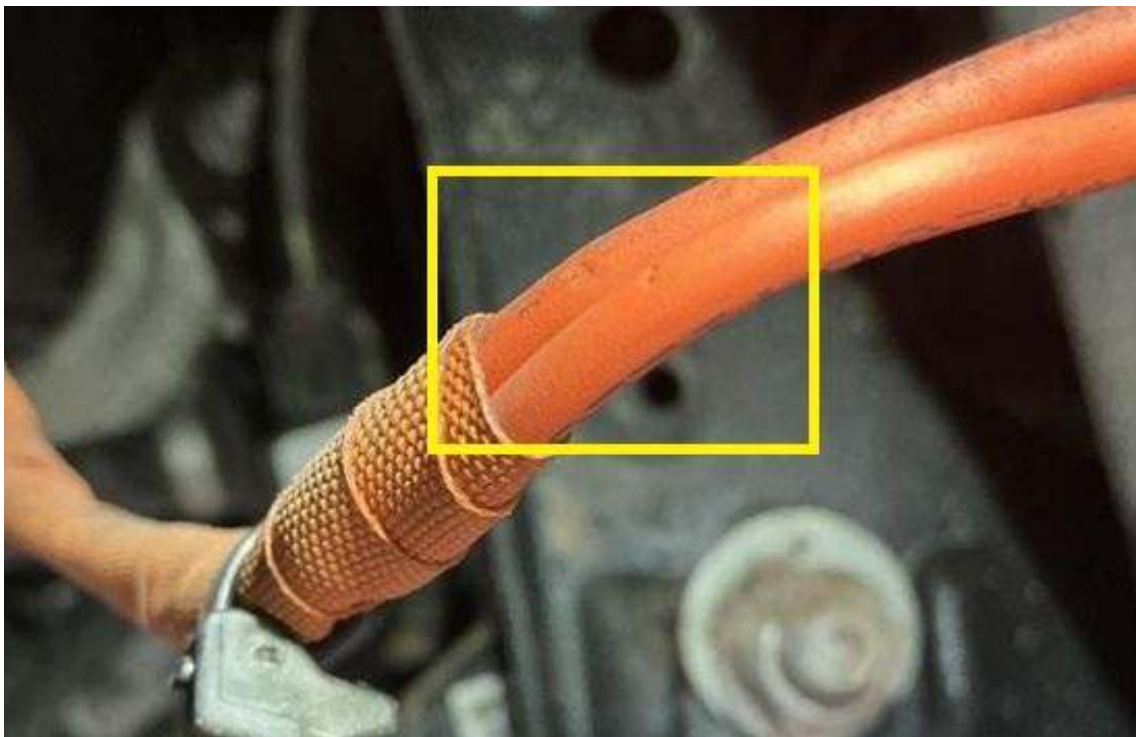


Figure 10.

4.c. The measured values of insulation resistance of the entire HV system do not fall after wetting the HV wiring

The high-voltage component wires must be sprayed/drizzled over short sections at all other points (see Figure 2 or Figure 3, orange high-voltage component wires).

After spraying/drizzling, the measured values of the insulation resistances must be observed for at least 5 minutes and assessed again:

- If the measured values of the insulation resistances fall, continue with 4.b.



NOTICE

If the above steps do not resolve the complaint, then contact VW Group Technical Assistance Center (TAC) and mention TB 2081829 and DTC P0AA6 in the comments.

Warranty



NOTICE

The warranty information in this bulletin only pertains to the diagnostic steps to be used when DTCs P0AA600, P0D0800, or P0D0F00 are stored in the Battery Regulation Control Module -J840- (diagnostic address 008C) at the start of diagnosis. Any subsequently necessary repairs must be completed according to the repair manual, but are outside the scope of this technical bulletin.

To determine if this procedure is covered under Warranty, always refer to the Warranty Policies and Procedures Manual ¹⁾

Applicable Vehicles

Model(s)	Year	Eng. Code	Trans. Code	VIN Range From	VIN Range To
ID.4	2021 – 2026	All	All	All	All
ID.Buzz	2025	All	All	All	All

SAGA Coding

Claim Type:

Use applicable Claim Type ¹⁾

Service Number:

Service Number	Damage Code	HST	Damage Location (Depends on Service No.)
Select according to service number of causal part		--	--

Parts Manufacturer:

Select vendor code according to causal part replaced.

Labor Operations:

Labor Operation ³⁾ : ODIS setup with 12V battery charger connection	01 50 00 10 = see Elsa for latest time units	
Labor Operation : Procedure setup time as required (reading time)	06 92 00 99 = 10 TU ⁵⁾	
Labor Operation : Qualification of measured values (steps 2, 2.a, 2.b if required)	Only if necessary	93 25 01 99 = 20 TU ⁵⁾
Labor Operation ³⁾ : Front cover plate remove + reinstall (step 4)	51 92 19 xx = see Elsa for latest time units	
Labor Operation ³⁾ : Center cover plate remove + reinstall (step 4)	51 93 19 xx = see Elsa for latest time units	
Labor Operation ³⁾ : Rear cover plate remove + reinstall (step 4)	51 94 19 xx = see Elsa for latest time units	
Labor Operation : Deformation element remove + reinstall (step 4)	Only with 62 kWh battery	51 63 19 99 = 40 TU ⁵⁾
Labor Operation : Visual inspection of high-voltage wiring (step 4)	93 30 01 99 = 10 TU ⁵⁾	
Labor Operation : Spray/drizzle first bend in HV wiring + waiting time (step 4)	Only if necessary	93 30 75 99 = 20 TU ⁵⁾
Labor Operation ⁶⁾ : Spray/drizzle further bends in the HV wiring + waiting time (step 4)	Only if necessary – may be claimed a few times if necessary (max. 5 times)	93 30 76 99 = 10 TU ⁵⁾
Labor Operation : Spray/drizzle splice point + waiting time (step 4.a)	Only if necessary – may be claimed a few times if necessary (max. 5 times)	93 30 49 99 = 10 TU ⁵⁾
Labor Operation : Spray/drizzle further points + waiting time (step 4.c)	Only if necessary	93 30 41 99 = 10 TU ⁵⁾
Labor Operation ³⁾ : High-voltage line remove + reinstall	Only if necessary – Because of the model diversity use the repair operation and its previous and subsequent repair operations separately from the repair operations list.	93 30 19 xx = see Elsa for latest time units
Labor Operation : Setup time as required	Only if necessary with associated operations for replacement part handling.	06 92 00 50 = 10 TU
Causal Part:		

Enter causal part according to diagnostic conclusion.		
Diagnostic Time ⁴⁾		
GFF Time expenditure	01 50 00 60 = Actual GFF printout – 200 TU max.	YES
Road Test	01 21 00 02 = see Elsa for latest time units 01 21 00 04 = see Elsa for latest time units	NO
Technical Diagnosis	01 32 00 00 = 00 TU max.	NO
Claim Comment: Input “per technical bulletin 2081829” in the claim comments and explain any additional diagnosis and repair procedures that were performed (if necessary).		
1) Vehicle may be outside any Warranty in which case this Technical Bulletin is informational only. 2) Code per warranty vendor code policy. 3) Labor Time Units (TUs) are subject to change with ELSA updates. 4) Documentation required per Warranty Policies and Procedures Manual. 5) The specified labor operation time shown is applicable to this technical bulletin only.		

Required Parts and Tools

Tool Description	Tool No:
VAS Diagnostic Tool	VAS 6150/X & VAS 6160/X with ODIS Service with current online updates
VAS Battery Tester / Charger	VAS 5908

Additional Information

All part and service references provided in this Technical Bulletin are subject to change and/or removal. Always check with your Parts Dept. and Repair Manuals for the latest information.

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