

HV battery pyro fuse alert on MS and MX binnacle

Each month, a new batch of owners receive an alert on the driver's binnacle: 'Battery fuse requires replacement soon'. This relates to the special fuse on the High Voltage traction battery, not the 12V. There are four iterations of this special fuse and it only relates to the third version, fitted to cars built very approximately during 2016 and 2018. For more detail, check this:

<https://teslamotorsclub.com/tmc/threads/pyro-fuse-fuss.307277/>

It is OK to continue to drive the car but I do recommend that you book it in with Tesla for replacement as I have heard reports of lengthy delays on the new part. Rumour has it that it will work fine for about six months but then allegedly the power output will gradually drop. The fuse change cannot be done by a Ranger as the car has to go on a lift.

Tesla has been replacing the pyro fuse under the 8-year HV battery warranty in the UK. If your HV battery (V2.0) has the fuse located on the underside the cost will be just under £300.



On V1.0 and V1.5 the cost will be much more expensive as the HV battery has to be dropped to access the fuse cover on the topside. [This video shows why](#).

If your HV battery warranty has expired and you don't want to argue with Tesla, [Cedar Electric](#) or [Tesla Specialist Birmingham](#) can do the work.

If I owned a Tesla with the pyro fuse mounted on top of the HV battery (Gen. 1 and Gen 1.5 batteries) then I would preemptively pay a company (such as [Cedar Electric](#) or [Tesla Specialist Birmingham](#)) to drop the HV battery, replace the fuse cover, clear the ski rail drains plus replace the umbrella valves and Rapid Mate seals. This could be a very cost effective piece of preventative maintenance because if you wait for the HV battery to fail, the cost of repairs might be ten times as high.

I try to do as much of the basic maintenance myself, here are my [notes and thoughts](#).

David Harvey