



# Model S Spare 12V Power Circuit

All Model S vehicles built after approximately July 11, 2014 are equipped with a spare 12V power circuit. The purpose of this 12V power circuit is to provide a switched power source that reduces the risk of vehicle damage due to improperly installed third-party equipment. The purpose of this document is to help locate the spare 12V power circuit and the related fuse.

**⚠ CAUTION:** Tapping into the 12V system, including the spare 12V power circuit, is done solely at the user's risk and can result in increased draining of, or potential damage to, the 12V battery. Potential effects of modifying Model S with third-party components can include, but are not limited to, reduced driving range and increased electromagnetic interference (EMI).

**⚠ CAUTION:** Always refer to the Service Manual for the most up-to-date instructions on disconnecting and reconnecting 12V power and removing and installing center console trim components. The instructions in this document may not be applicable to the particular vehicle you are working on due to build date, configuration changes, market region, etc.

**📖 NOTE:** Tesla does not endorse the use of third-party equipment and does not accept any responsibility for any damage incurred from installing non-OEM equipment.

**📖 NOTE:** Tesla employees are not permitted to install or assist with the installation of third-party equipment.

## Model S vehicles built before April 11, 2016

To remove the RH closeout extension for access to the spare 12V power circuit:

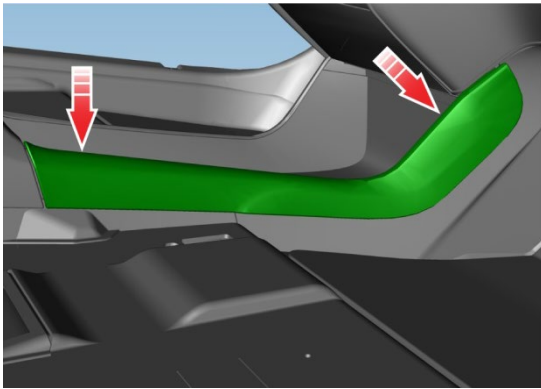
1. 12V power must be disconnected before splicing into the 12V power circuit. Refer to Service Manual procedure [17010200](#) for instructions on disconnecting 12V power.

**⚠ CAUTION:** Failure to properly disconnect 12V power prior to splicing into the 12V power circuit can result in damage to the vehicle or the 12V battery. Tesla is not responsible for any damage to the vehicle or 12V battery.

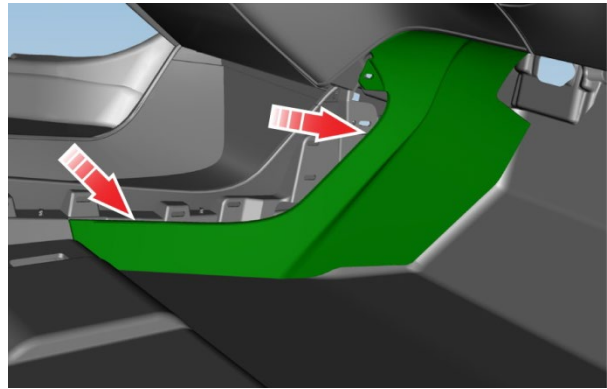
**📖 NOTE:** If you do not have access to [service.teslamotors.com](http://service.teslamotors.com), you can purchase a subscription by clicking **Register** on the home page.

2. Remove the floor mat from the vehicle, if equipped.

3. Release the clips that secure the RH wrapped panel (Figure 1).
4. Release the clips and adhesive pad that secure the RH closeout extension (Figure 2).




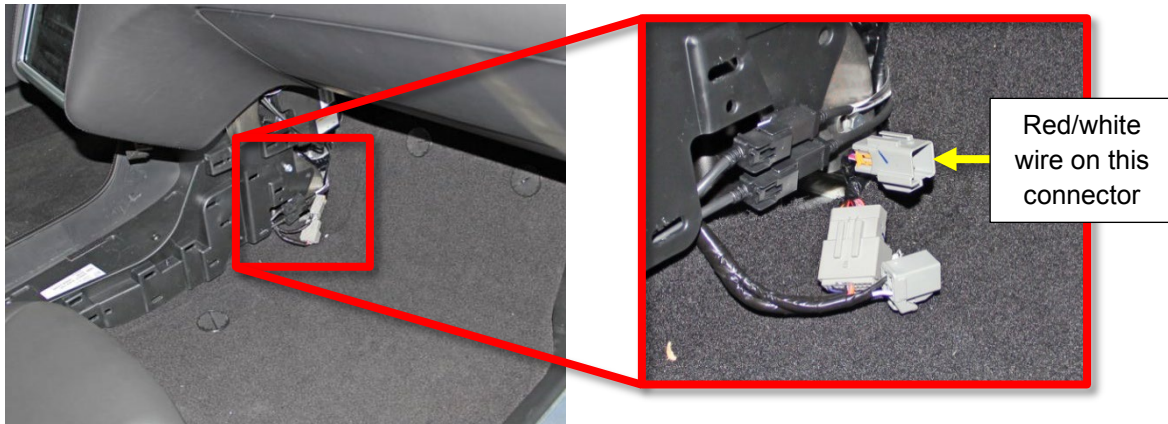
**Figure 1**




**Figure 2**

The spare 12V positive circuit is the red wire with a white stripe on the gray 4-pin connector with 3 wires (Figure 3).

 **NOTE:** Use the black wire on the 4-pin connector for chassis ground.



**Figure 3**

 **NOTE:** The spare 12V power circuit is tied to the accessory (ACC) rail and is capable of up to 11 A (150 W) of continuous load, and 15 A (180 W) peak load.

 **NOTE:** Similar to most modern vehicles, the Model S has a negatively grounded 12V system.

**NOTE:** The spare 12V power circuit is protected by a fuse:

- All left-hand drive (LHD) Model S built between approximately July 11, 2014 and September 16, 2015 are protected by F33 (Figure 4) in fuse box 2, located under the maintenance panel in the front trunk.
- All right-hand drive (RHD) Model S built between approximately July 11, 2014 and May 27, 2015 are protected by F33 (Figure 4) in fuse box 2, located under the maintenance panel in the front trunk.

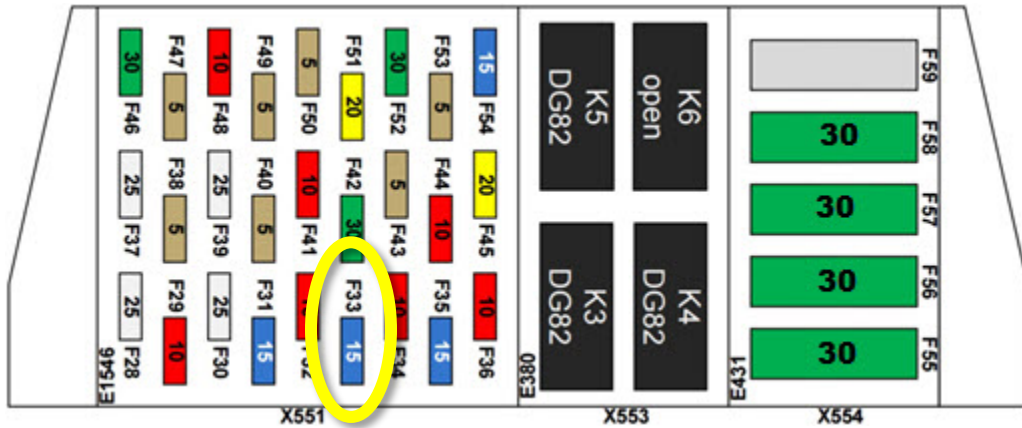


Figure 4

- All LHD Model S built between approximately September 16, 2015 and April 10, 2016 are protected by F202 (Figure 5) in the front cabin fuse box, located on the lower right hand A-pillar.
- All RHD Model S built between approximately May 27, 2015 and April 10, 2016 are protected by F202 (Figure 5) in the front cabin fuse box, located on the lower right hand A-pillar.

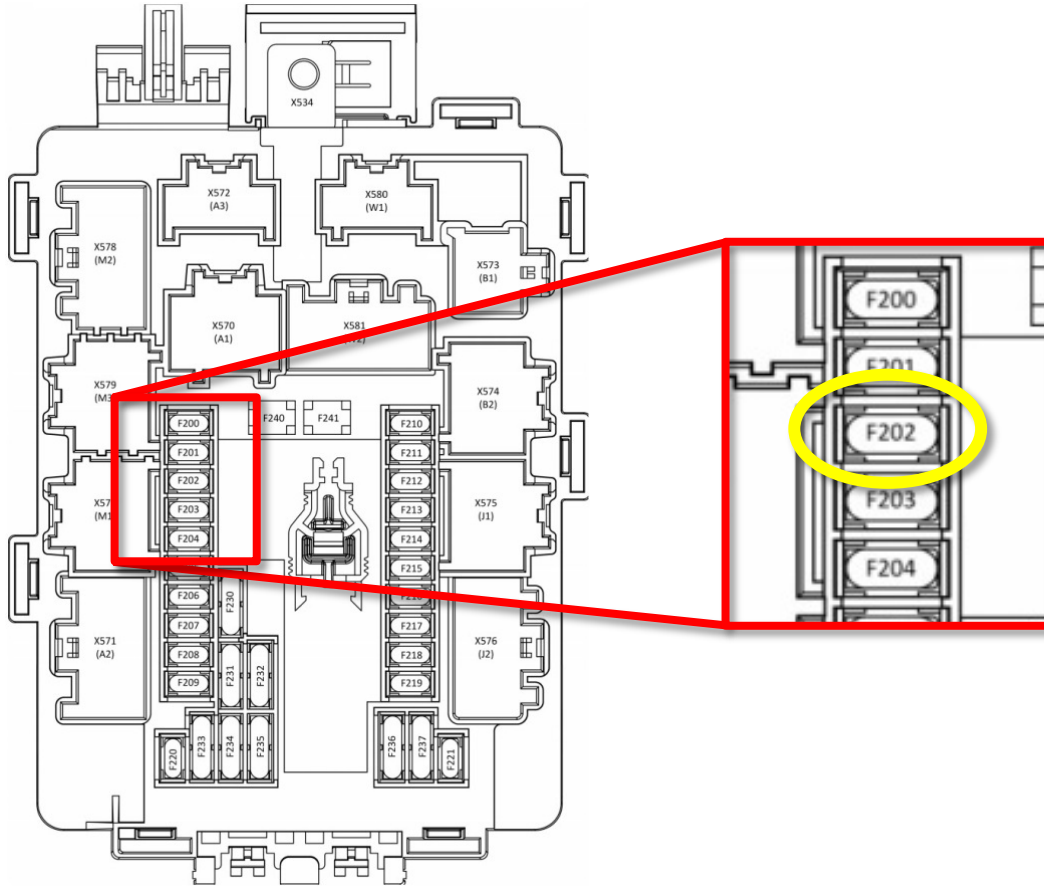


Figure 5

5. Refer to Service Manual procedure [17010200](#) for instructions on reconnecting 12V power.

**⚠ CAUTION:** Failure to properly reconnect 12V power can result in damage to the vehicle or the 12V battery. Tesla is not responsible for any damage to the vehicle or 12V battery.

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## Model S vehicles built after April 11, 2016

To remove the RH closeout extension for access to the spare 12V power circuit:

1. 12V power must be disconnected before splicing into the 12V power circuit. Refer to Service Manual procedure [17010200](#) for instructions on disconnecting 12V power.

**⚠ CAUTION:** Failure to properly disconnect 12V power prior to splicing into the 12V power circuit can result in damage to the vehicle or the 12V battery. Tesla is not responsible for any damage to the vehicle or 12V battery.

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2. Remove the floor mat from the vehicle, if equipped.
3. Gently pull outward on the front of the center console trim panel to release the clips (Figure 6).

**📄 NOTE:** It is not necessary to fully remove the panel.



Figure 6

4. Remove the carpeted closeout panel (Figure 7).



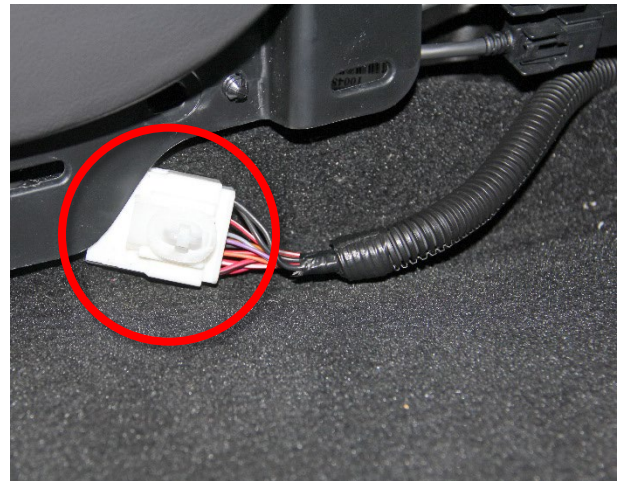
**Figure 7**

**⚠ CAUTION:** Do not pull forcefully on any harnesses.

5. Use pliers or a similar tool to push in on the clip that secures the harness connector to the plastic bracket (Figure 8). Once the clip is released, gently pull the harness connector out from the inside of the bracket (Figure 9).



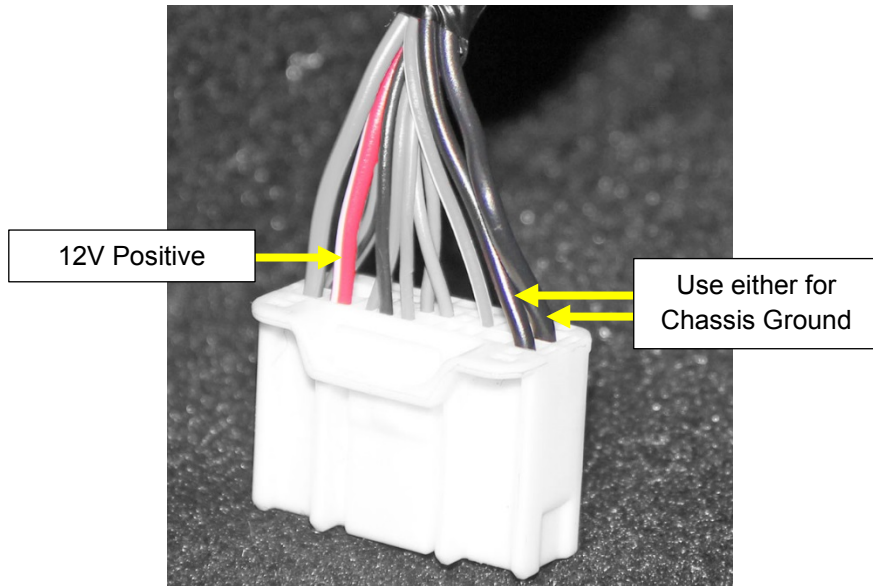
**Figure 8**



**Figure 9**

**⚠ CAUTION:** The connector contains other wires with similar colors. Use only the wires shown (Figure 10).

6. Use the red wire with a white stripe for 12V positive power. Use either of the black wires for chassis ground (Figure 10).

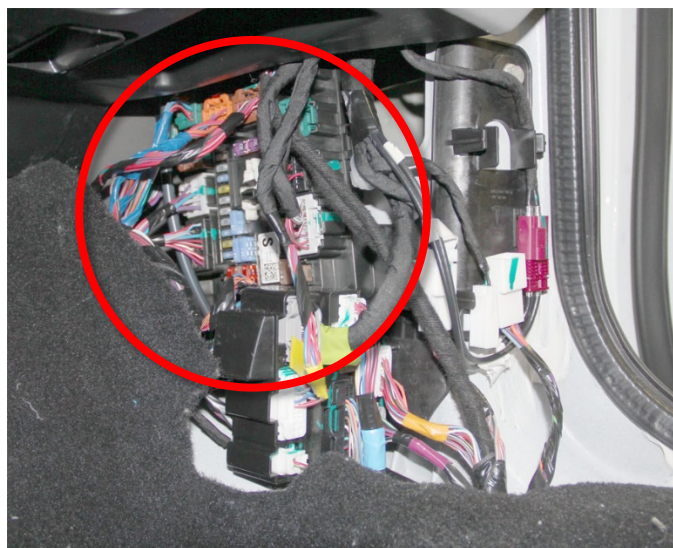


**Figure 10**

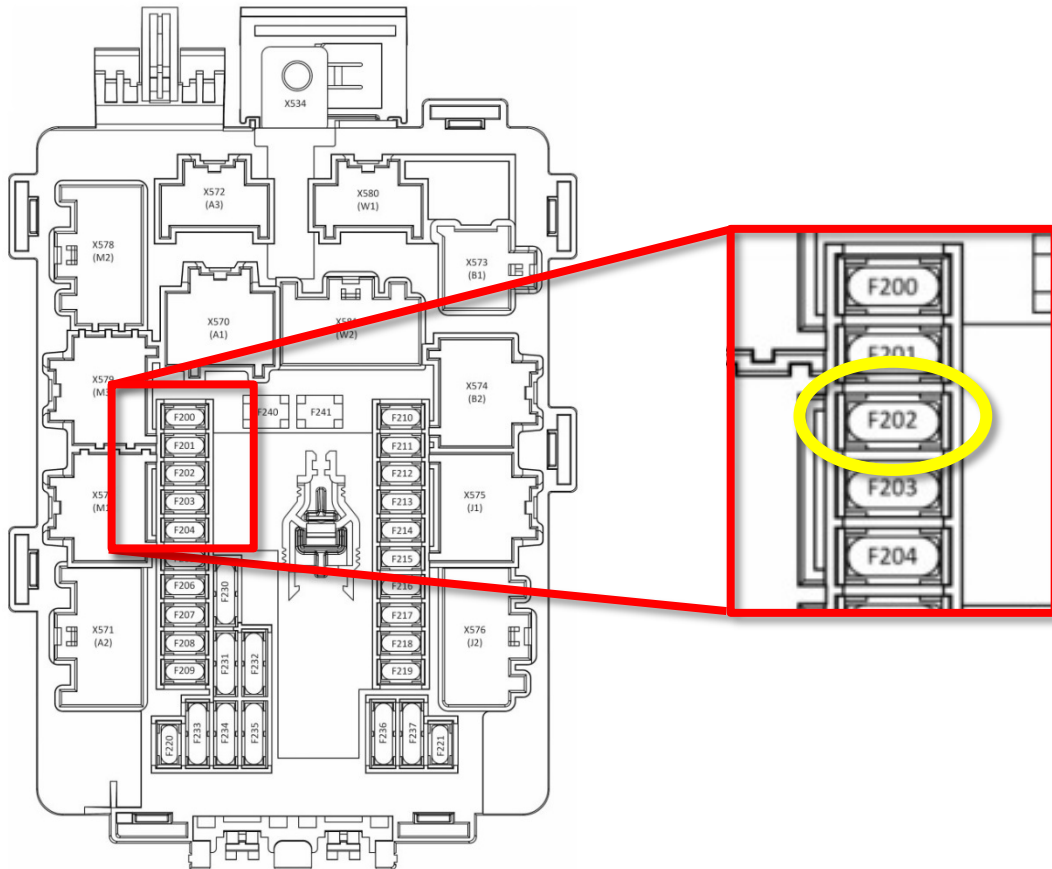
**NOTE:** The spare 12V power circuit is tied to the accessory (ACC) rail and is capable of up to 11 A (150 W) of continuous load, and 15 A (180 W) peak load.

**NOTE:** Similar to most modern vehicles, the Model S has a negatively grounded 12V system.

**NOTE:** The spare 12V power circuit is protected by a 15 A fuse, F202, in the front cabin fuse box located at the base of the RH A-Pillar (Figures 11 and 12).



**Figure 11**



**Figure 12**

7. Refer to Service Manual procedure [17010200](#) for instructions on reconnecting 12V power.

**⚠ CAUTION:** Failure to properly reconnect 12V power can result in damage to the vehicle or the 12V battery. Tesla is not responsible for any damage to the vehicle or 12V battery.

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