



U.S. Department of Transportation  
**National Highway Traffic Safety Administration**

# ODI RESUME

**Investigation:** PE23022  
**Prompted By:** VOQ Review and EWR Field Report Review  
**Date Opened:** 11/29/2023      **Date:** 03/03/2025  
**Closed:**  
**Investigator:** Sean A Hays      **Reviewer:** Sharon Yukevich  
**Approver:** Tanya Topka  
**Subject:** Loss of Motive Power due to the Battery Energy Control Module

## MANUFACTURER & PRODUCT INFORMATION

**Manufacturer:** General Motors, LLC  
**Products:** 2016-2019 Chevrolet Volt  
**Population:** 72,926

**Problem Description:** Alleged Battery Energy Control Module (BECM) failure can cause a loss of motive power, including a stall, reduced power state, or a no-start condition. Loss of motive power can occur at various speeds and vehicle may not have the ability to restart afterwards.

## FAILURE REPORT SUMMARY

	ODI	Manufacturer	EWR D&I	Other	Total	EWR Field Reports
<b>All Incidents:</b>	200	15,436	0	0	15,574*	CONF
<b>Crashes/Fires:</b>	1	0	0	0	1	0
<b>Injury Incidents:</b>	0	0	0	0	0	0
<b>Number of Injuries:</b>	0	0	0	0	0	0
<b>Fatality Incidents:</b>	0	0	0	0	0	0
<b>Number of Fatalities:</b>	0	0	0	0	0	0

\*Total eliminates duplicates received by the manufacturer

## ACTION/SUMMARY INFORMATION

**Action:** This Preliminary Evaluation (PE) is closed with a manufacturer action. General Motors issued Special Coverage N232432680 on March 6, 2024.

**Summary:**

On November 29, 2023, the Office of Defects Investigations (ODI) opened PE23022 to investigate allegations of a loss of motive power, including a stall, reduced power state, and/or a no start condition due to the Battery Energy Control Module (BECM) in model year (MY) 2016-2019 Chevrolet Volt passenger car vehicles manufactured by General Motors (GM).

The BECM is located within the high voltage electric vehicle (EV) battery pack and monitors the temperature, current, and voltage of the high voltage battery cell groups. GM stated that the root cause was identified as an internal failure leading to a loss of communication within the BECM and does not pose a risk to motor vehicle safety. GM further stated that the failure cannot result in a complete stall, only a reduced power mode, no start condition, or a no charge condition. GM additionally stated that if these conditions occur, the driver will be warned via a Malfunction Indicator Lamp (MIL) and/or a reduced-propulsion message in the Driver Information Center (DIC). Data received and analyzed by ODI from all sources indicates that nearly all related BECM failures caused conditions aligning with GM's predicted outcomes. Despite the large number of warranty claims, nearly all failures were not safety-related, i.e., not a stall or reduced power mode. ODI is aware of a single minor crash and no injuries or deaths.

In March 2024, GM issued Special Coverage N232432680, which was mailed to consumers, addressing BECM failures in certain MY 2016-2018 Chevrolet Volt vehicles. This special coverage provides an extension of the warranty coverage for the BECM from 8 years / 100,000 miles to 15 years / 150,000 miles for all 2016-2018 Chevrolet Volts. Additionally, GM stated that replacement components are sourced from a different supplier and not susceptible to the failure.

In view of the Special Coverage issued by GM, the existing warranty coverage already in place, and the low number of safety-related occurrences, ODI is closing this Preliminary Evaluation (PE). The closing of this investigation does not constitute a finding by NHTSA that a safety-related defect does not exist. The Agency reserves the right to take additional action if warranted by future circumstances.

To review the ODI reports cited in the Closing Resume ODI Report Identification Number document, go to [NHTSA.gov](https://www.nhtsa.gov).