



Service Bulletin

PRELIMINARY INFORMATION

Subject: BAS+ (HYBRID) eAssist Charge Message On After Collision Or Low Voltage Condition

Models: 2012 Buick Lacrosse eAssist
 2012 Buick Regal eAssist
 2013 Chevrolet Malibu ECO eAssis
 tAll with RPO HP6

The following diagnosis might be helpful if the vehicle exhibits the symptom(s) described in this PI.

Condition/Concern:

There is a Service Charging System message, MIL, and/or charging system may be inoperative with no related DTCs. In some cases, this may be the result of a vehicle collision that caused the contactors to open.

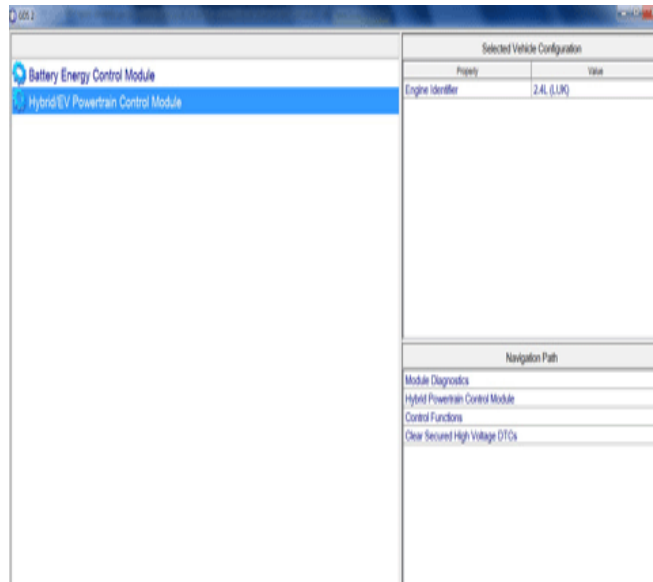
Recommendation/Instructions:

If this concern is encountered, start GDS2 and ensure that engine identifier LUK has been selected as shown in the screen print below so the HPCM (Hybrid Powertrain Control Module) can be accessed to read hybrid DTCs. There may not be any DTCs set and all repairs have been performed to repair the original concern. This may have occurred due to extremely low system voltage.

Important: If the voltage level drops to a predetermined level (below approximately 9V) use GDS2 to command the Battery Pack Cooling Fan on to make sure it operates. If the Battery Pack Blower Fan is inoperative when making the command, and the vehicle build date is on or before December 15, 2011, replace the Battery Pack Cooling Fan. If the vehicle build date is before December 15, 2011 follow published G.S.I. Diagnostics.

1. Start GDS2
 2. Select the Hybrid Powertrain Control Module (HPCM).
 3. Select Control Functions
 4. Clear the HV DTCs in the BECM and HPCM.
 5. Exit from GDS2
 6. Turn the ignition off for a minimum of 2 minutes to allow the High Speed LAN and Powertrain Expansion Bus to power down.
 7. Start the car and monitor the charging system voltage.
- If DTCs are present with engine identifier LUK selected, perform the related G.S.I. diagnosis and repair as necessary.
 - If there are still no DTCs stored with engine identifier LUK selected and the charging system appears to be inoperative, perform the following steps to reset the contactors and re-evaluate the charging system operation.

Note: If the charging system is still inoperative there may be a logic lock condition. Disconnect the 12V battery and perform a Global Capacitive Discharge.



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Please follow this diagnostic or repair process thoroughly and complete each step. If the condition exhibited is resolved without completing every step, the remaining steps do not need to be performed.