



Service Bulletin

File in Section: -

Bulletin No.: PI0732

Date: May, 2012

PRELIMINARY INFORMATION

Subject: SERVICE HIGH VOLTAGE CHARGING SYSTEM Message Displayed in Driver Information Center (DIC), DTC P1FFF Set

Models: 2011 Chevrolet Volt
Condition/Concern

Some customers may comment that the SERVICE HIGH VOLTAGE CHARGING SYSTEM message is displayed in the driver information center (DIC).

The technician may observe DTC P1FFF set on a scan tool.

This condition may occur AFTER the #11342D Customer Satisfaction - Enhancements for Side Impact Pole Performance update has been performed on the vehicle.

Recommendation/Instructions

1. Turn ON the ignition.
2. Observe the DTC Information with a scan tool.
 - ⇒ If DTC P0AA6, P1AE6, or P1F0E **and** P1FFF are set, Go to > Service Manual > Hybrid/EV > Hybrid/EV Energy Storage > Diagnostic Information and Procedures in SI.
 - ⇒ If DTC P1FFB, P1FFC, P1FFD or P1FFE **and** P1FFF are set, Go to > Service Manual > Hybrid/EV > Hybrid/EV Cooling > Diagnostic Information and Procedures in SI.
 - ⇒ If **only** DTC P1FFF is set, proceed with this preliminary Information (PI).

An updated Hybrid Powertrain Control Module 2 (HPCM 2) software calibration has been released to address this condition.

BEFORE beginning the programming/reprogramming event, refer to the Programming/Reprogramming Checklist section in this bulletin.

1. Verify the battery voltage is more than 12 volts but less than 16 volts before proceeding with reprogramming. The battery must be fully charged **BEFORE** reprogramming a control module.
2. During reprogramming, the battery voltage must be maintained within the proper range of 12-15.5 volts. Connect the approved Midtronics[®] PSC 550 Battery Maintainer (SPS Programming Support Tool (EL-49642) to the vehicle or the GR8 (EL50313) in the power supply mode.
 - ⇒ If the above recommended tools are not available, **DO NOT** connect a battery charger to the vehicle. Connect a fully charged 12V jumper or booster pack that is disconnected from the AC voltage supply.

Notice: It is essential that the TIS terminal, MDI, Tech 2[®] and/or Scan Tool are updated with the latest software available.

3. Verify that the devices being used are updated with the latest available software version **BEFORE** beginning the reprogramming event.
4. If a wireless connection will be used for reprogramming, a secure service department connection **MUST** be used. **DO NOT** use any public WiFi connection from the customer lounge.
5. Access the Service Programming System (SPS) and follow the on-screen instructions. Refer to the SPS procedures in SI.
6. On the SPS Supported Controllers screen, select Hybrid Powertrain Control Module 2 - Programming and follow the on-screen instructions.
7. Reprogram the HPCM 2 with the latest calibrations available on TIS2WEB.
8. At the end of the reprogramming event, choose the "Clear All DTCs" selection.
9. Clear Secured High Voltage DTCs.

Programming/Reprogramming Checklist

- Turn OFF or disable any electrical system, accessory or component that may put an additional electrical load on the vehicle battery during reprogramming.
- **DO NOT** run other programs on the computer while reprogramming.

- **DO NOT** disturb the vehicle, programming device(s) or operate any of its features during reprogramming.
- In the event of an interrupted or unsuccessful reprogramming event, document the SPS Error. **DO NOT** cycle the ignition. **DO NOT** replace the HPCM 2. Refer to: PI0592A – Service Programming System (SPS) Errors in SI.
- If further assistance is required, call Techline at 1-800-828-6860 (English) or 1-800-503-3222 (French).

Warranty Information

For vehicles repaired under warranty, use:

Labor Operation	Description	Labor Time
N5896	Hybrid Powertrain Control Module 2 Reprogramming with SPS	0.4 hr

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