



Service Bulletin

PRELIMINARY INFORMATION

Subject: (EREV) Diagnostic Tips for Intermittent MIL With DTC P0AB9

Models: 2011- 2014 Chevrolet Volt
2014 Cadillac ELR

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

Condition/Concern

Some customers may comment that the check engine light came on (MIL) and possibly an Engine Unavailable message on the DIC. During diagnosis Technicians may find only a P0AB9 (HPCM) and P0AC4 (ECM). Some cases a P16E0 may also be set as current or history.

Recommendation/Instructions

Please review the following when trying to diagnosis a vehicle setting a P0AB9.

1. Do Not Clear any DTC's
2. Verify that the vehicle had not been run very low or out of fuel, as this can cause the P0AB9 to set. A P16E0 stored current or history code may also be set in that case. Confirm low fuel condition occurred and then refuel vehicle and clear DTCs. If DTCs do not return, do not perform any repairs.
3. Verify that the customer did not key off while driving. A P1B10 (HPCM) may also be set in that case.
4. Verify that the ICE (engine) runs properly and no other engine related or communication related DTCs are present. These codes can also cause a P0AB9 to set. Diagnose P0AB9 last after all other powertrain (P) or communication (U) codes.
Note: : A P0AC4 will also be stored in the ECM and is only a request for a MIL by the HPCM.
5. Contact the customer and see if the customer has used remote cabin conditioning (Remote Start) on the last two drive cycles before the DTC set. If they have used remote start, advise the customer that the P0AB9 can set when the vehicle has been remote started and someone enters the vehicle and depresses the gas pedal more than 15% before the vehicles ignition is turned on. If this is the concern, Clear DTCs, If DTCs do not return, do not perform any repairs.
6. Check for Clean and tight ground location G106 (engine block) and G113 (drive unit case). Also make sure the ground eyelets are tight and do not spin, there has been rare occasions where the bolt hole for G113 is not drilled properly and bottoms out before the ground is fully secure. If you find that the mounting bolt is tight but the G113 ground eyelet is still very loose, Remove the mounting bolt and install a short size bolt with the same threads.
7. If there are no additional DTCs and no engine drivability concerns present, DO NOT CLEAR the P0AB9 and drive the vehicle until the ICE starts (mountain mode may be used). Do several stop and starts in an attempt to reproduce the DTC. Continue the stops and starts for 4 additional key cycles and the MIL should extinguish. If the DTC does not reset, the vehicle can be released as the DTC is highly unlikely to reset at that point. If P0AB9 returns after the MIL has extinguished, contact GM Technical Assistance.

Warranty Information

The correction for this concern may be one of several repairs described above. For vehicles repaired under warranty, please use the appropriate warranty labor operation based on the actual cause and repair.

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.

GM bulletins are intended for use by professional technicians, NOT a "do-it-yourselfer". They are written to inform these technicians of conditions that may occur on some vehicles, or to provide information that could assist in the proper service of a vehicle. Properly trained technicians have the equipment, tools, safety instructions, and know-how to do a job properly and safely. If a condition is described, DO NOT assume that the bulletin applies to your vehicle, or that

your vehicle will have that condition. See your GM dealer for information on whether your vehicle may benefit from the information.



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