PRELIMINARY INFORMATION

Subject: **Malfunction Indicator lamp (MIL) Illuminated and/or Possible No Start Condition With DTCs P0A1B, P0B0D**

Models: **2014-2015 Chevrolet Spark EV**

Attention: **This PI also applies to any of the above models that may be Korea Export vehicles.**

Condition/Concern

Some customers may comment the malfunction indicator lamp (MIL) is illuminated. This may be accompanied with a no start condition.

Technicians may find diagnostic trouble codes (DTC) P0A1B and P0B0D.

This may be due to a software anomaly within the system.

Recommendation/Instructions

An updated software calibration has been released to address these concerns. Reprogram the Drive Generator Power Inverter Module using the Service Programming System (SPS) with the latest calibrations available on TIS2WEB. Follow the steps below:

1. Install EL-49642 SPS programming support tool.
2. Access the Service Programming System (SPS) and follow the on-screen instructions.
3. On the SPS Supported Controllers screen, select Power Inverter Module – Programming and follow the on-screen instructions.
4. On the SPS Supported Controllers screen, select Immobilizer Learn – Setup and follow the on-screen instructions.
5. At the end of programming, choose the "Clear ALL DTCs" function on the SPS screen.

Important: 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.

Important: 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.

Warranty Information

For vehicles repaired under warranty, use:

Labor Operation	Description	Labor Time
2810295	Drive Motor Generator Power Inverter Module Reprogramming with SPS	Use Published Labor Operation Time