



Service Bulletin

File in Section: -

Bulletin No.: PIE0294

Date: April, 2014

PRELIMINARY INFORMATION

Subject: Engineering Information – Service Vehicle Soon Illuminated and/or Possible No Start Condition WITH DTCs P0606, P0A1B, P0B0D

Models: 2014 Chevrolet Spark EV

Attention: Proceed with this PI ONLY if the customer has commented about this concern AND the PIE number is listed in the Global Warranty Management / Investigate History link (GWM/IVH). If the customer has not commented about this condition or the EI does not show in GWM/IVH, disregard the PI and proceed with diagnostics found in published service information. THIS IS NOT A RECALL — refer to the latest version of Service Bulletin 04-00-89-053 for more details on the use of Engineering Information PIs.

Condition

Important: If the customer did not bring their vehicle in for this concern, DO NOT proceed with this EI.

Some customers may comment the Service Vehicle Soon Lamp is illuminated. This may be accompanied with a no start condition.

Cause

GM Engineering is attempting to determine the root cause of the above condition. Engineering has a need to gather information on vehicles PRIOR to repair that may exhibit this condition. As a result, this information will be used to "root cause" the customer's concern and develop/validate a field fix.

Instructions

DO NOT CLEAR CODES OR ATTEMPT SPS PROGRAMMING! Please follow the instructions below prior to performing any work on the vehicle:

1. If DTC P0606 is present in the HPCM1, capture Freeze Frame Data in the Hybrid Powertrain Control Module and perform a Vehicle Wide DTC Check With Module ID Info in a GDS 2 Session Log. See the latest version of PIP4902 for the process on using GDS 2 to save the data. Once saved, e-mail Session Logs to james.bartshe@gm.com and craig.l.clevenger@gm.com. Call one of the engineers listed below once the data has been captured and sent. Based on the information from the Session Log, the engineering contact will be able to instruct you on next steps. These may include clearing codes, reprogramming or replacing the Drive Motor Generator Control Module.
2. If DTC P0A1B or P0B0D is present, call one of the engineers listed below. A Field Service Engineer will need to be dispatched to obtain a data dump. After the data dump has been received and reviewed by an engineer, he will be able to instruct you on next steps. These may include clearing codes, reprogramming or replacing the Drive Motor Generator Control Module.

Note: If reprogramming is required, a VCI will be needed if the current in vehicle software is the latest version.

Contact Information

Engineer Name	Phone Number
James Bartshe	248-563-9863
Craig Clevenger	248-520-4755

Please include the following information if leaving a message:

- Technician name
- Dealer name and phone number
- Complete VIN and repair order (R.O) number

On the repair order, document the date and time the call was placed (even if the engineer was not reached).

If engineering is unable to return the call within one hour, proceed with diagnosis and repair based on information found in SI.

Warranty Information

If engineer was contacted or required information was provided, use:

Labor Operation	Description	Labor Time
5080128*	Engineering Information – Service Vehicle Soon Illuminated And/Or Possible No Start Condition	0.5 hr
*This is a unique Labor Operation for Bulletin use only. It will not be published in the Labor Time Guide.		