SB-10038753-5084

File in Section: -

Bulletin No.: PIP4905C

Date: February, 2014

Service Bulletin

PRELIMINARY INFORMATION

Subject: **Vehicle Will Not Charge DTC P0D26**

Models: **2011-2014 Chevrolet Volt**
2014 Cadillac ELR

This PI was superseded to update model list. Please discard PIP4905B.

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

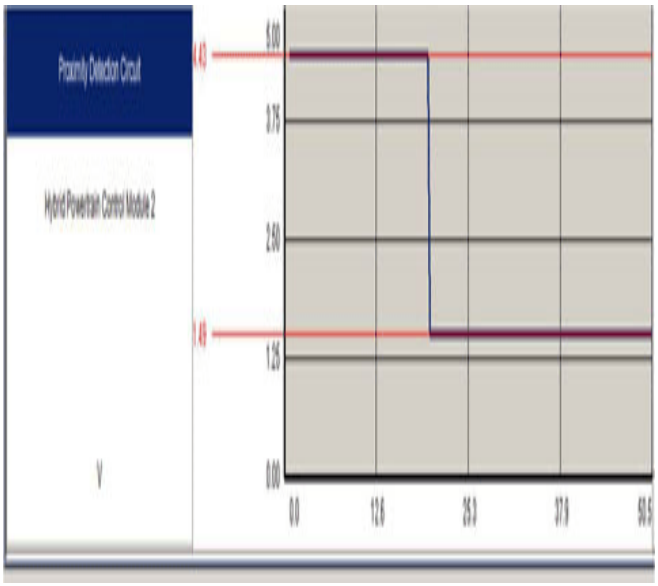
Condition/Concern

Some customers may experience a no charge condition when using either the stationary 240V or the 120V charger. Technicians may also find a DTC: P0D26 set in the HPCM 2.

Recommendation/Instructions

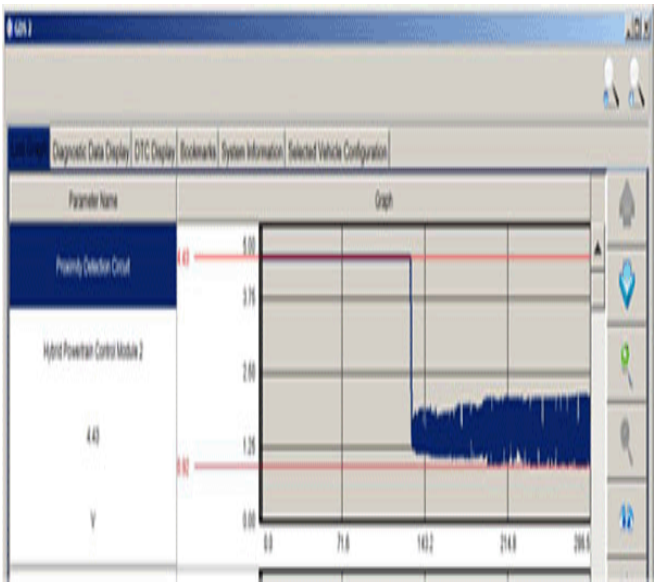
1. Check the last 8 digits of the (VIN) Vehicle Identification Number. If the VIN number is less than VIN BU100954, perform the latest version of PIP4875 to program the HPCM 2, along with the other modules. For vehicles built after VIN BU100954 proceed to step 3.
2. If the concern returns or the vehicle has already had PIP4875 performed, please perform step 3.
3. Plug in the 120V charger and note the behavior of the charge indicator light on the Instrument Panel and the lights on the charge cord set (EVSE). If the light on the Instrument Panel is not steady green during a charging event, and the two upper charge cord set lights are steady green, record a GDS 2 snapshot from the HPCM 2 monitoring the Battery Charger Control Module Data.
4. Review the snapshot and monitor the proximity detection signal for erratic operation during charging. Also manipulating the charge cord coupler (handle) in different directions and monitor for proximity voltage changes.
5. Review the two pictures below. One shows a Proximity signal that is good and the other shows a proximity signal that is erratic.

   Good Signal



2634909

Erratic Signal



2634905

6. If your snapshot shows the erratic signal above, and/or the condition changes with charge cord coupler (handle) manipulation, or the proximity signal does not drop to a steady 1.49 volts it will be necessary to inspect the charge port receptacle and wiring.
7. Inspect the charge port receptacle connector for signs of water intrusion or corrosion in both the vehicle harness side and charge port side. If a concern is found it will be necessary to replace the receptacle and repair the harness as needed.
8. If no water or corrosion is found, test the resistance of all the charge port receptacle circuits to each other while disconnected from the OBCM, the HPCM 2 and the charge port receptacle. All circuits should read open, if they do not inspect the harness or connector for a short. Reference SI document 2488859.
9. Check resistance and load test circuits 3837, 3838 and 3952 between the receptacle and the OBCM to isolate any charge cable wiring related concerns.
10. If all of the above do not lead to a resolution continue with the published P0D26 SI diagnostics.

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.