



# Service Bulletin

## PRELIMINARY INFORMATION

**Subject:** MIL Illuminated with DTCs P1EC4 and P1EBE After Charging Vehicle

**Models:** 2015 Chevrolet Spark EV  
Built Prior to February 3, 2015

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

*This PI has been revised to add a breakpoint date, update the Recommendation/Instructions, update the Warranty Information and remove the Customer Information. Please discard PI1387.*

### Condition/Concern

Some customers may comment on the malfunction indicator light illuminated after charging the vehicle. A technician may find DTCs P1EC4: Hybrid/EV Battery Pack Heater Transistor Stuck On and P1EBE: Hybrid/EV Battery Multifunction Contactor Stuck Open set.

This may be due to the customer attempting to temporarily override a delayed charge event or otherwise unplugging the charge coupler from the charge port and plugging it back in within 5 seconds at the start of a charge event. A software anomaly within the hybrid system may be causing the codes.

### Recommendation/Instructions

**Note:** If P1EC4 and P1EBE are set in conjunction with P1EC6, P0C78 and/or P0D22, follow published Service Information (SI) diagnostics.

An updated software calibration has been released to address these concerns. Reprogram the Hybrid Powertrain Control Module 2 using the Service Programming System (SPS) with the latest calibrations available on TIS2WEB.

**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 the Powertrain coverage, use the following labor operation. Reference the Applicable Warranties section of Investigate Vehicle History (IVH) for coverage information.

Labor Operation	Description	Labor Time
2810265	Hybrid Powertrain Control Module 2 Reprogramming with SPS	Use Published Labor Operation Time

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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