



# Service Bulletin

## PRELIMINARY INFORMATION

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

**Models:** 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 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 possible defect of an internal component of the Generator Battery Disconnect Relay has been identified as causing the diagnostic trouble codes. The potential defect should have no effect on vehicle operation.

### Recommendation/Instructions

Engineering is aware of this concern and is working on a solution. In the meantime, to minimize the potential of this occurring after plugging the charge cord into the charge port, refrain from unplugging until the Charge Status Indicator (CSI) on the dash turns green (solid or blinking) for a minimum of 10 seconds.

If this condition persists, gather the following information surrounding the time when the MIL illuminates and contact TAC:

- Any charging or vehicle performance issues noticed?
- What Charge Mode (delayed or immediate) was used?
- What charge cord (110v or 240v) was used?
- If 110v charge cord was used what charge level (8A or 12A) was selected?
- What were the ambient conditions? (i.e. rain, humid, hot, etc.)

### Customer Information

Please communicate to the customer that we apologize for this inconvenience and that General Motors is working on a solution for this concern. This PI will be updated with additional details – allowing dealership personnel to contact the customer to schedule a service appointment and repair the vehicle.

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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