



# Service Bulletin

## TECHNICAL

**Subject:** Diagnostic Tip for No Start, No Movement, Shift to Park Light On, Malfunction Indicator Lamp (MIL) Illuminated with DTC P0C28, P07A7, P1E39, P3260, P1A50, P1A53, P0B01, P0B04, or P0B07 Set

Brand:	Model:	Model Year:		Vehicle Build Date:		Engine:	Transmission:
		from	to	from	prior to		
Chevrolet	Volt	2016	2017	SOP	HU170205	L3A	MKV

Involved Region or Country	North America, South Korea
Condition	<p>Some customers may comment on any of the following conditions:</p> <ul style="list-style-type: none"><li>• Malfunction Indicator Lamp illuminated.</li><li>• Shift to Park light on.</li><li>• No start.</li><li>• Vehicle wont move.</li></ul> <p>The Technician may find the following DTCs:</p> <ul style="list-style-type: none"><li>• P0C28</li><li>• P07A7</li><li>• P1E39</li><li>• P3260</li><li>• P1A50</li><li>• P1A53</li><li>• P0B01</li><li>• P0B04</li><li>• P0B07</li></ul>
Cause	This condition may be caused by a software anomaly.

### Correction

The vehicle requires a service programming update to the three control modules contained within the T6 Power Inverter Module. Please read the following sections to properly diagnose and repair the condition. Do not assume every customer issue will be corrected by the calibration update without reading the following sections.

## Service Procedure

### P0C28

Review the freeze frame information located in the Hybrid Powertrain Control Module.

Determine if ALL of the following apply in the freeze frame:

- The customer has only experienced one occurrence of the no-start condition.
  - Distance Since First and Last Malfunction will be equal.
- Engine Run Time in the freeze frame is 0 seconds (00:00:00).
- Axle Torque in the freeze frame is 0 Y.

Reprogram the Drive Motor Power Inverter Module to the latest calibrations available. Refer to *Drive Motor Power Inverter Module Programming and Setup* in SI.

If the Power Inverter Module is already updated with the latest calibration, or if all of the conditions are not met, then proceed with normal SI diagnostics for P0C28.

### P07A7

Vehicles with very low mileage or a green engine may have a Malfunction Indicator Lamp with this DTC without other codes being set. This has typically been found during Pre-Delivery Inspection. For vehicles in this category, reprogram the Drive Motor Power Inverter Module to the latest calibrations available. If the engine fails to start or the vehicle has more than 100 miles (161 km) on the odometer, then proceed with normal SI diagnostics for P07A7.

### P1E39

Vehicles may have a failure to start or a loss of propulsion with P1E39 set. Review the freeze frame information located in the Hybrid Powertrain Control Module.

Determine if the following applies in the freeze frame:

- The customer has only experienced one occurrence of the condition.
  - Distance Since First and Last Malfunction will be equal.

Reprogram the Drive Motor Power Inverter Module to the latest calibrations available. Refer to *Drive Motor Power Inverter Module Programming and Setup* in SI.

If the Power Inverter Module is already updated with the latest calibration, or if all of the conditions are not met, then proceed with normal SI diagnostics for P1E39.

If the customer has experienced more than one occurrence, proceed with normal SI diagnostics for P1E39 as a Power Inverter Module replacement may be needed.

### P3260

Vehicles may have the Malfunction Indicator Lamp illuminated with P3260 set. Review the freeze frame information located in the Hybrid Powertrain Control Module.

Determine if ALL the following apply in the freeze frame:

- There are no additional DTCs stored in the HPCM. There will be a P0AC4 stored in the ECM which requests the MIL illumination, but the HPCM contains only a P3260.
- There are no major current driveability concerns with the vehicle and the MIL illumination is the primary concern.

Reprogram the Drive Motor Power Inverter Module to the latest calibrations available. Refer to *Drive Motor Power Inverter Module Programming and Setup* in SI.

If other DTCs are present in the HPCM, or if the Power Inverter Module is already updated with the latest available calibration, please follow SI for a possible concern in the drive unit.

### P1A50 or P1A53

Vehicles may have a failure to start or a loss of propulsion with P1A50 or P1A53 set. Review the freeze frame information located in the Hybrid Powertrain Control Module and the proper Drive Motor Control Module.

Determine if the following applies in the freeze frame:

- The customer has only experienced one occurrence of the condition.
  - Distance Since First and Last Malfunction will be equal within the freeze frame.

Reprogram the Drive Motor Power Inverter Module to the latest calibrations available. Refer to *Drive Motor Power Inverter Module Programming and Setup* in SI.

If the customer has experienced more than one occurrence, or if the Power Inverter Module is already updated with the latest calibration, please proceed with normal SI diagnostics for P1A50 or P1A53 as a Power Inverter Module replacement may be needed.

**P0B01 or P0B04 or P0807**

Vehicles may have a loss of propulsion with one of these DTCs set. Review the freeze frame information located in the Hybrid Powertrain Control Module. Determine if ALL of the following apply in the freeze frame:

- There are no additional DTCs stored in the HPCM. There will be a P0AC4 stored in the ECM which requests the MIL illumination.
- The Engine Run Time parameter is greater than 30 minutes (00:30:00)
- The Transmission Fluid Temperature is greater than 104°F (40°C).
- The Vehicle Speed Sensor is greater than 37 mph (60 km/h).

Reprogram the Drive Motor Power Inverter Module to the latest calibrations available. Refer to *Drive Motor Power Inverter Module Programming and Setup* in SI.

If the Power Inverter Module is already updated with the latest calibration, or if all of the conditions are not met, then proceed with normal SI diagnostics for P0B01, P0B04, or P0B07.

**Warranty Information**

For vehicles repaired under warranty, use:

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

Version	1
Modified	

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.

