



# Service Bulletin

## PRELIMINARY INFORMATION

**Subject:** 2015 Chevrolet Spark EV (BEV) No Start With DTC P1EAB

**Models:** 2015 Chevrolet Spark EV (BEV)  
With RPO EN0

*This PI was superseded to update Recommendation/Instructions. Please discard PIP5265.*

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

### Condition/Concern

A Customer may comment that there was Service Vehicle Soon (SVS) on, a Reduced Power Mode Message, or the vehicle did not start.

### Recommendation/Instructions

The technician may find that there is DTC P1EAB stored. On Repeat issue DO NOT CLEAR DTCs! and call TAC

1. Using the GDS2 Scan Tool, review the Hybrid Powertrain Control Module 2 (HPCM2) Freeze Frame / Failure Records for DTC P1EAB.
2. If the maximum cell voltage is not greater than 4.58 V, check to see if the Battery Engine control Module (BECM) has the latest SPS calibration. If there is a new calibration available and it has not been installed as per Global Warranty, update the BECM software through TIS2Web. Then Clear codes, Low voltage and High voltage clear as needed.
3. If the BECM cell voltage displayed in the Freeze Frame / Failure Records or the live cell voltage is over 4.58V, then follow currently published Service Information.
4. If the latest calibration is already installed or the BECM has been reprogrammed previously and the concern is intermittent, call the General Motors Technical Assistance Center (TAC) at 1-877-446-8227 for the US (Hybrid prompt) or Canada 1-800-263- 7740 for English or 1-800-263-7960 for French to document a TAC case. TAC will determine if a Field Service Engineer will need to be dispatched to your dealership

### Warranty Information

For vehicles repaired under warranty use:

Labor Operation	Description	Labor Time
2810945	Battery Energy Control Module Reprogramming with SPS	0.3

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.

### Additional SI Keywords

SUFS

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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