



Service Bulletin

PRELIMINARY INFORMATION

Subject: SPARK EV (BEV) 1ET35 Drive Unit and Component Restriction

Models: 2014 -2016 Chevrolet Spark EV (BEV)
Equipped with 1ET35 Electric Drive Unit (RPO MME)

This PI was superseded to update Model years. Please discard PIP5131C.

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

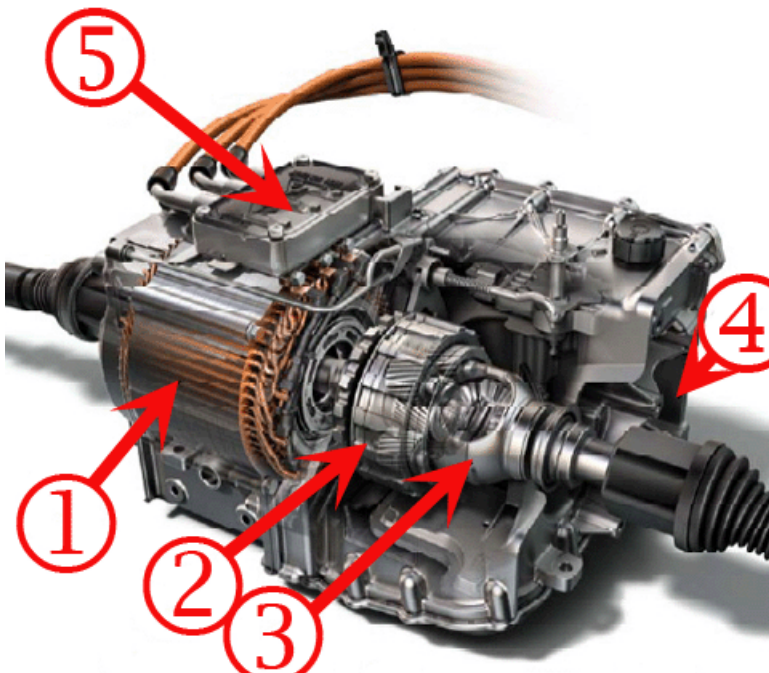
Condition/Concern

As part of our ongoing quality improvement process, the 2014 - 2015 Chevrolet Spark EV 1ET35 Drive Unit and components will remain on restriction through the GM Technical Assistance Center (TAC).

Recommendation/Instructions

The 2014 - 2015 Model Year Spark EV 1ET35 Drive Unit and component restriction program will be administered by the GM Technical Assistance Center (TAC). The servicing technician must provide detailed customer comments, conditions, diagnostic trouble codes (DTCs) and other useful information.

TAC Telephone Number US (877) 446-8227 – EV or Hybrid prompt Canada English - (800) 263-7740 or French - (800) 263-7960



The Drive Unit Tag Number must be supplied to TAC when calling for a Drive Unit Assembly



Caution: Always perform the High Voltage Disabling procedure prior to servicing any High Voltage component or connection. Personal Protection Equipment (PPE) and proper procedures must be followed.

The High Voltage Disabling procedure will perform the following tasks:

1. Identify how to disable high voltage.
2. Identify how to test for the presence of high voltage.
3. Identify conditions under which high voltage is always present and Personal Protection

Equipment (PPE) and proper procedures must be followed.

Important: If vehicle damage does not allow access to the high voltage manual disconnect, first disconnect the 12V battery and remove the damaged portion of the vehicle until such time as the HV manual disconnect can be removed and the High Voltage Disabling procedure can be completed.

1. Perform the high voltage disable procedure at the drive motor generator control module assembly or cable connections. Refer to High Voltage Disabling in SI.
2. Perform the high voltage enable procedure when the Drive Unit is installed and ready to be test driven.

SHIPPING PREPARATION

1. Remove the drain plug and drain the Drive Unit fluid. Reinstall the drain plug.
2. Remove the Drive Unit from the vehicle as outlined in Drive Unit Replacement in SI.
3. Tighten any fasteners that were loosened or removed during Drive Unit removal to the original torque specification.
4. Remove any plastic shipping plugs or covers from the new unit and install them on the Drive Unit to be returned.
5. If the Drive Unit leaks, mark the leak area directly on the Drive Unit with a permanent marker.
6. Write the TAC case reference number on the repair order.
7. Write the TAC case reference number on the Drive Unit in a visible location.
8. Place the Drive Unit core into the shipping container and attach the completed return shipping tag to the Drive Unit.

Parts Information

MODEL YEAR	PART NAME	PART NUMBER	QTY
2014	Automatic Transaxle	24257888	1
2015 - 2016	Automatic Transaxle	24270705	1
2014 - 2016	Drive Motor Assembly	24274641	1
2014 - 2016	Connector Assembly, Drive Motor Power Inverter Module	24267344	1
2014 - 2016	Main Shaft Detent Assembly	24261337	1
2014 - 2016	Main Shaft Shift Position Switch	24261338	1

2014 - 2016	Output Shaft Assembly (RHS)	24265630	1
2014 - 2016	Output Shaft Assembly (LHS)	24265632	1
2014 - 2016	Main Shaft	24266082	1
2014 - 2016	Park Gear Hub Assembly	24259488	1
2014 - 2016	Transmission Fluid Pump Assembly	24266020	1
2014 - 2016	Park Pawl Actuator Guide	24259526	1

Warranty Information

For vehicles repaired under warranty use:

Labor Operation	Description	Labor Time
8464670	Drive Unit Replacement	Use Published Labor Operation Time
Add	Administrative Allowance	0.2 hr
Add	Road Test - GDS2 Session Log	0.3 hr
	and Freeze Frame Data	

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.

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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