Preliminary Information

PIC6303 One or More Diagnostic Trouble Codes: P0AEE, P0AF3, P0BD2, P0BD7, P0BDC, P0BE1

Models

Brand:	Model:	Model Years:	VIN: from	VIN: to	Engine:	Transmissions:
Chevrolet	Volt	2016 - 2018	All	All	All	5ET50
Chevrolet	Malibu	2016 - 2018	All	All	All	5ET50
Buick	LaCrosse	2017 - 2018	All	All	All	5ET50
Buick	Velite	2018	All	All	All	5ET50
Buick	Regal	2018	All	All	All	5ET50

Involved Region or Country	North America, Korea, China
Additional Options (RPO)	MKV MKE
Condition	A technician may find one or more of these DTCs stored in the Hybrid Powertrain Control Module (HPCM). P0AEE, P0AF3, P0BD2, P0BD7, P0BDC, P0BE1 - Drive Motor Temperature Sensor Performance
Cause	These are type B diagnostic codes, which by definition require two consecutive driving events to request a MIL in the instrument cluster. There is a known calibration weakness with these diagnostics. These diagnostics do not have any remedial action that would be noticed by a customer. Verify the customer complaint or look for other diagnostics which may point to the reason the car was brought in for repair.

Correction:

Only replace the T6 Power Inverter Module if accompanied by the HPCM MIL request, P0AC4 as stored in the Engine Control Module (HPCM MIL Request). Check to see in the freeze frame/failure records for both the ECM and HPCM that the P0AC4 and the thermistor codes set at approximately the same Distance at Last Failure. If so, it is likely the TPIM caused the MIL request. If not, look for other diagnostics which may have requested the MIL. If the vehicle has inverter overheat codes such as P0C11 - P0C15, follow SI diagnostics to determine the reason for the lack of cooling.

Version History

Version	1
Modified	