Service Bulletin

File in Section: -
Bulletin No.: 17-NA-328
Date: February, 2018

TECHNICAL

Subject: Malfunction Indicator Lamp (MIL) Illuminated - DTCs P0A0C, P0ABB, P0ABC, P0ABD, P1AE6 and/or P1FFF Set

Brand:	Model:	Model Year:		VIN:		Engine:	Transmission:
		from	to	from	to		
Chevrolet	Bolt EV	2017	2017				

Involved Region or Country	North America and N.A. Export Regions
Condition	Some customers may comment that the MIL is illuminated. The technician may find one or more of the following DTCs set: • P0A0C: High Voltage System Interlock Circuit Low Voltage • P0ABB: Hybrid/EV Battery Voltage Sensor Performance • P0ABC: Hybrid/EV Battery Voltage Sensor Circuit Low Voltage • P0ABD: Hybrid/EV Battery Voltage Sensor Circuit High Voltage • P1AE6: Battery Energy Control Module Hybrid/EV Battery Voltage Isolation Sensor Circuit • P1FFF: System Isolation / Coolant Level Sensor Fault - Hybrid/EV Battery Charging System Disabled
Cause	This condition may be caused by a set code in the Hybrid Powertrain Control Module 2 (HPCM2) in conjunction with a hardware fault in the Battery Energy Control Module.
Correction 1	Removing the MSD fuse may cause multiple DTCs to set along with P1AE6, most notably P0A0C. Validate the MSD fuse is fully seated. • If the issue persists and P1AE6 remains CURRENT (i.e. not ONLY in history), proceed to correction 2.
Correction 2	With the vehicle in Ready Mode, with GDS2 under the HPCM2 module, compare the Hybrid/EV Battery Voltage and the Hybrid/EV battery Voltage Sensor Average Voltage and ensure the voltages are within 3V of each other (Note: Multiply the Hybrid/EV battery Voltage Sensor Average Voltage by 96. That value should be within 3V of the Hybrid/EV Battery Voltage). • If High Voltage Battery Average Cell Voltage and Hybrid Battery Processed Voltage ARE NOT within 3V of each other, verify the software in the HPCM2 is to the latest calibrations, then proceed to correction 3. **Note:** This situation should NOT result in a Battery Energy Control Module replacement unless agreed to by TAC and/or GM Engineering. • If High Voltage Battery Average Cell Voltage and Hybrid Battery Processed Voltage ARE within 3V of each other, follow normal service procedures for P1AE6.
Correction 3	After the software in the HPCM2 has been updated to the latest calibrations: 1. Install a new Battery Energy Control Module. 2. After installation and programming of a new Battery energy Control Module, verify P1AE6 and P0ABB do not return. 2.1. Turn the vehicle ON. 2.2. Turn the vehicle Off. • Wait 1 minute to allow the vehicle to give active isolation time to run. 2.3. Turn the vehicle ON. 2.4. Validate if DTC P1AE6 has returned. 2.5. Repeat steps 2.1 - 2.4 a total of 2 more times.

Service Procedure

Important: Stable battery voltage is critical during programming. Any fluctuation, spiking, over voltage or loss of voltage will interrupt programming. Install the EL-49642 SPS Programming Support Tool (GM Dealer Equipment Item #PSC-550) to maintain system voltage. If not available, connect a fully charged 12 V jumper or booster pack disconnected from the AC voltage supply. DO NOT connect a battery charger.

Refer to *Hybrid Powertrain Control Module 2 Programming and Setup* in SI.

Refer to *Battery Energy Control Module Replacement* in SI.

Parts Information

Causal Part	Description	Part Number	Qty
N/A	MODULE, BAT ENGY CONT (W/ O CALN & OPERG SYS)	24284196	1

Warranty Information

For vehicles repaired under warranty, use:

Labor Operation	Description	Labor Time
2810265	Hybrid Powertrain Control Module 2 Reprogramming with SPS	Use Published Labor Operation Time
5031010	Battery Energy Control Module Replacement	

Version	3
Modified	Released October 12, 2017 November 21, 2017 – Removed Ampera-e from Model section and added Battery Energy Control Module information. February 22, 2018 – Added additional DTCs and updated Correction sections information.