



Service Bulletin

Bulletin No.: 19-NA-238

Date: October, 2019

TECHNICAL

Subject: Propulsion System Disabled — MIL Illuminated, DTC P1B0D Set

Brand:	Model:	Model Year:		VIN:		Engine:	Transmission:
		from	to	from	to		
Chevrolet	Bolt EV	2017		—		—	
Opel	Ampera-e						

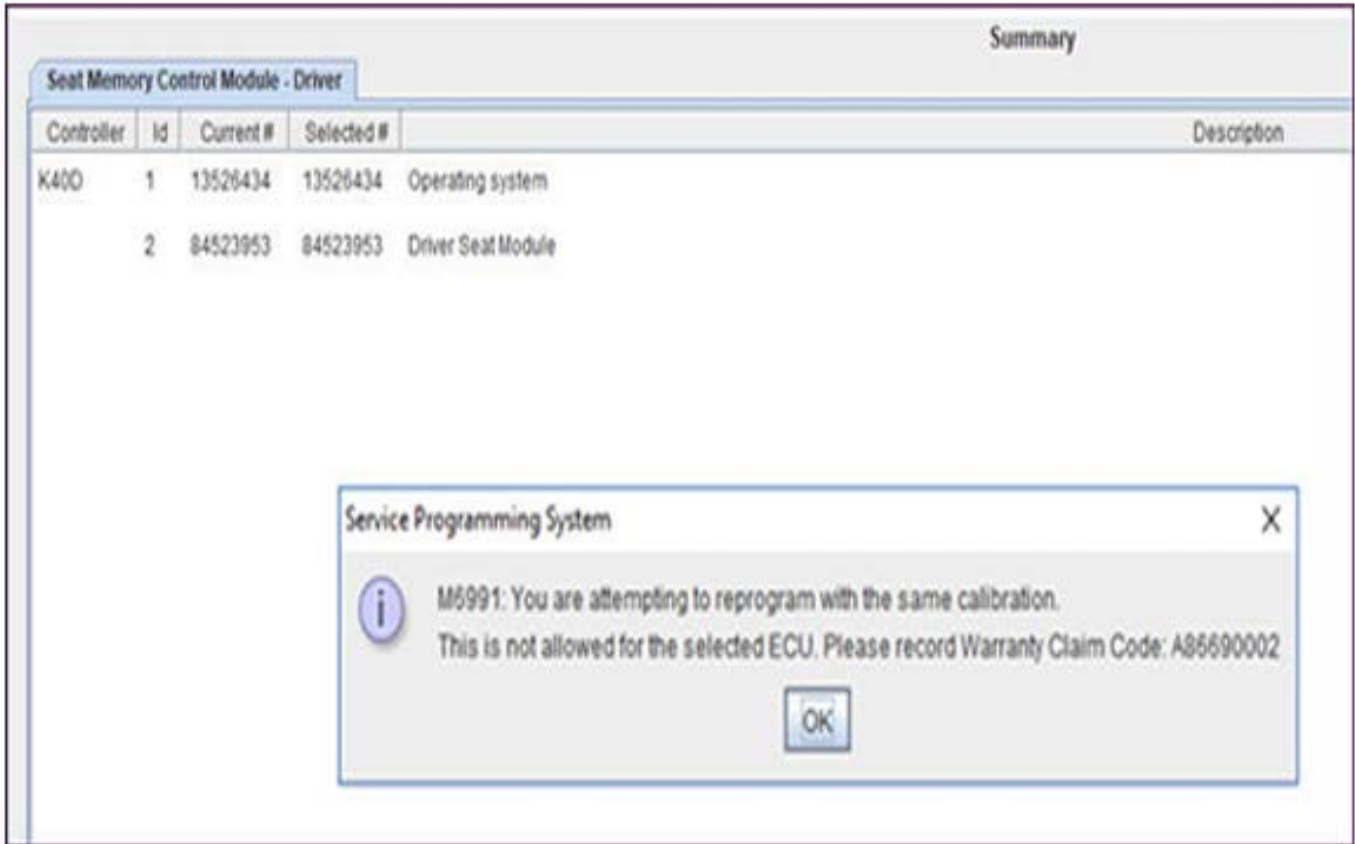
Involved Region or Country	United States, Canada, Mexico, Belgium, Germany, Netherlands, South Korea, Saudi Arabia
Condition	Some customers may comment on a loss of propulsion with the MIL illuminated. A technician may observe on a scan tool DTC P1B0D Drive Motor 1 Control Module Drive Motor 1 Overspeed Set.
Cause	This may be caused by a software anomaly in the Power Inverter Module also identified as the Hybrid Powertrain Control Module.
Correction	Perform the Service Procedure.

Service Procedure

Note:

- Verify the programming tool is equipped with the latest software and is securely connected to the data link connector. If there is an interruption during programming, programming failure or control module damage may occur.
- Stable battery voltage is critical during programming. Any fluctuation, spiking, over voltage or loss of voltage will interrupt the programming event. Install a GM Authorized Programming Support Tool 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. For additional information, Go to: <https://www.gmdesolutions.com>

- Turn Off or disable systems that may put a load on the vehicle's battery. For example, interior lights, daytime running lights, HVAC, and radio.
 - During the programming procedure, follow the Service Programming System (SPS) prompts for the correct ignition switch position.
1. Perform the Diagnostic System Check - Vehicle. Refer to **Diagnostic System Check - Vehicle** in SI.
 - ⇒ If DTC P1B0D is Set, Go to Step 2.
 - ⇒ If any other DTCs are Set, Go to Diagnostic Trouble Code (DTC) List - Vehicle. Refer to **Diagnostic Trouble Code (DTC) List - Vehicle** in SI.



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Note: If the Same Calibration/Software Warning appears on the SPS Summary screen, record the warranty claim code (WCC), select OK and follow the on-screen instructions.

2. Reprogram the T6/K114A Power Inverter Module. Refer to *Hybrid Powertrain Control Module Programming and Setup* in SI.



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Note: To avoid warranty transaction rejections, you **MUST** record the warranty claim code provided on the SPS Warranty Claim Code (WCC) screen on the job card. Refer to callout 1 for the location of the WCC on the SPS screen.

3. Record the SPS Warranty Claim Code on the job card for warranty transaction submission.
4. Clear DTCs after the programming is complete. Clearing Powertrain DTCs will set the Inspection/Maintenance (I/M) system status indicators to No.
5. Perform the Diagnostic Repair Verification after completing the repair. Refer to **Diagnostic Repair Verification** in SI.

Parts Information

No parts are required for this repair.

Warranty Information

For vehicles repaired under the Coverage Code V, use the following bulletin only labor operation. Reference the Applicable Warranties section of Investigate Vehicle History (IVH) for coverage information.

Labor Operation	Description	Labor Time
2886528*	Drive Motor Power Inverter Module Reprogramming with SPS	0.4 hr

*This is a unique Labor Operation for Bulletin use only.
 *To avoid warranty transaction rejections, carefully read and follow the instructions below:

- The SPS Warranty Claim Code must be accurately entered in the “SPS Warranty Claim Code” field of the transaction.
- When more than one Warranty Claim Code is generated for a programming event, it is required to document all Warranty Claim Codes in the “Correction” field on the job card. Dealers must also enter one of the codes in the “SPS Warranty Claim Code” field of the transaction, otherwise the transaction will reject. It is best practice to enter the FINAL code provided by SPS.

Warranty Claim Code Information Retrieval

If the SPS Warranty Claim Code was not recorded on the Job Card, the code can be retrieved in the SPS system as follows:

1. Open TIS on the computer used to program the vehicle.
2. Select and start SPS.
3. Select Settings.
4. Select the Warranty Claim Code tab.

The VIN, Warranty Claim Code and Date/Time will be listed on a roster of recent programming events. If the code is retrievable, dealers should resubmit the transaction making sure to include the code in the SPS Warranty Claim Code field.

Version Information

Version	1
Modified	Released October 21, 2019

