



# Preliminary Information

## PIC6375 DTC P0AA1, P0AA4 High Voltage Contractors Stick

Models

Brand:	Model:	Model Years:	VIN:		Engine:	Transmissions:
			from	to		
Chevrolet	Volt	2019	All	All	L3A	MKV

<b>Involved Region or Country</b>	<b>North America</b>
<b>Condition</b>	Some customers may comment on the following conditions: <ul style="list-style-type: none"> <li>• MIL is illuminated</li> </ul> The technician may find one or more of the following DTCs set: <ul style="list-style-type: none"> <li>• P0AA1</li> <li>• P0AA4</li> </ul>
<b>Cause</b>	Under specific unique conditions when the 12V battery voltage drops below a threshold, these DTCs may set.

**Correction:**

If there are no other faults set beside P0AA1 or P0AA4:

1. Clear the DTCs then vehicle OFF and wait for 10 minutes
2. Perform a Vehicle ON/Vehicle OFF sequence 10 times with a 3 to 5 second delay between contactor state changes.
  - Monitor GDS 2 HPCM2 Contactor Data list for Hybrid/EV Battery Positive Contactor. Command and Hybrid/EV Battery Negative Contactor Command or listen for contactors to open/close to verify state changes.
3. Vehicle ON, check for DTCs.
  - If no current DTCs are found, Reprogram the K114B Hybrid/EV Powertrain Control Module 2.
  - If DTC P0AA1 or P0AA4 return, Remove the Drive Motor Battery from the vehicle and replace the High Voltage Battery Disconnect Relay and verify the K114B Hybrid/EV Powertrain Control Module 2 contains the latest calibration

Parts Information

Description	Part Number	Quantity
RELAY, HIGH VLTG BAT DISCONNECT	24294646	1

Warranty Information

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

Labor Operation	Description	Labor Time
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2810265	Reprogram the K114B Hybrid/EV Powertrain Control Module 2	Use Published Labor Operation Time
*This is a unique Labor Operation for Bulletin use only.		

Version History

Version	1
Modified	11/20/2019 - Created on.



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