Bulletin No.: PIP5850B
Published date: N/A

Preliminary Information

PIP5850B DTC P0BBD Diagnosis and Repair

Proactive

Product Investigation Review Required

Models

Brand:	Model:	Model Years:	VIN:		Engine:	Transmissions:
			from	to		
Chevrolet	Bolt EV	2017 - 2018	All	All	All	All
Chevrolet	Bolt EV	2020 - 2022	All	All	All	All
Chevrolet	Bolt EUV	2022	All	All	All	All

Involved Region or Country	US, Canada, Mexico, Korea, Middle East, Brazil
Condition	Some customers may state the MIL is illuminated, the Driver Information Center displays “Propulsion Power is Reduced”, and the battery will not charge above 30% SOC. These are the remedial actions taken by the vehicle after diagnostic P0BBD fails. Scan for DTCs and determine if P0BBD is present. If not, this bulletin does not apply.
Cause	There are some customer driving scenarios which may induce P0BBD without a true battery cell problem. Known cases occur at very low vehicles speeds and perhaps by applying the brake and accelerator at the same time.

Correction:

Important: For model year 2019, please refer to bulletin #22-NA-151 .

Product Engineering is developing a permanent programming solution, but it is not yet available.

Follow the procedure below to determine whether or not the customer may have induced P0BBD.

Important: Not all instances of P0BBD will be induced by the customer and may require replacement of the battery pack.

Service Procedure:

Use GDS2 to observe the following data parameter:

Hybrid/Electric Vehicle Battery Pack Voltage Variation Exceeded Limit – Battery Cell

This parameter is available by navigating to:

Module Diagnosis: K114B Hybrid/EV Powertrain Control Module 2: Data Display Folder: Data Display Icon: Voltage Data

High Voltage Inverter Voltage		V	Hybrid/EV Powertrain Control Module 2
Hybrid/Electric Vehicle Battery Pack Voltage Variation Exceeded Limit - Cell Battery Module Row 1			Hybrid/EV Powertrain Control Module 2
Hybrid/Electric Vehicle Battery Pack Voltage Variation Exceeded Limit - Cell Battery Module Row 2			Hybrid/EV Powertrain Control Module 2
Hybrid/Electric Vehicle Battery Pack Voltage Variation Exceeded Limit - Cell Battery Module Row 3			Hybrid/EV Powertrain Control Module 2
Hybrid/Electric Vehicle Battery Pack Voltage Variation Exceeded Limit - Cell Battery Module Row 4			Hybrid/EV Powertrain Control Module 2
Hybrid/Electric Vehicle Battery Pack Voltage Variation Exceeded Limit - Cell Battery Module Row 5			Hybrid/EV Powertrain Control Module 2
Hybrid/Electric Vehicle Battery Pack Voltage Variation Exceeded Limit - Battery Cell			Hybrid/EV Powertrain Control Module 2
Hybrid/Electric Vehicle Battery Pack Voltage Variation - Cell Battery Module Row 1			Hybrid/EV Powertrain Control Module 2
Hybrid/Electric Vehicle Battery Pack Voltage Variation - Cell Battery Module Row 2			Hybrid/EV Powertrain Control Module 2
Hybrid/Electric Vehicle Battery Pack Voltage Variation - Cell Battery Module Row 3			Hybrid/EV Powertrain Control Module 2
Hybrid/Electric Vehicle Battery Pack Voltage Variation - Cell Battery Module Row 4			Hybrid/EV Powertrain Control Module 2
Hybrid/Electric Vehicle Battery Pack Voltage Variation - Cell Battery Module Row 5			Hybrid/EV Powertrain Control Module 2

If the parameter Hybrid/Electric Vehicle Battery Pack Voltage Variation Exceeded Limit – Battery Cell - reads one of the cell numbers “40, 67, or 87" then it is suspected that the customer drives in a way that may set P0BBD without an actual cell problem.

Given the necessary remedial actions of the diagnostic, it is advised to separate the car from the customer until a final solution is available.

For North America, Contact GM Technical Assistance to start a case and advise of this bulletin number.

You will be contacted via DCM once a programming solution becomes available.

Offer the customer a rental vehicle until a solution is available.

The cost for a rental vehicle is included for the duration of the EV Component Limited Warranty.

Store the vehicle between 30% - 50% state of charge until the solution is available.

If the value is any other cell number, then proceed with a pack replacement following the battery exchange bulletin # 19-NA-194 and the service procedure found in *Drive Motor Battery Replacement and Shipping Preparation* in SI.

A vehicle which has not had a pack replacement since October 2021 will be eligible to be opened for its appropriate hardware replacement field action by following the steps outlined in bulletin PIC6449.

In those cases, follow the field action service procedure.

Warranty Information

For vehicles repaired under the Bumper-to-Bumper coverage (Canada Base Warranty coverage), use the following labor operation. Reference the Applicable Warranties section of Investigate Vehicle History (IVH) for coverage information.

Labor Operation	Description	Labor Time
5080328	Diagnosis, Rental car, and Storage for DTC P0BBD	0.3 Hr.
5031030	Drive Motor Battery Replacement and Shipping Preparation	4.5 Hr.
	Diagnosis Time (Excluding US/Canada) - You may claim up to the allowable labor hours depending on actual time to perform diagnosis.	Add Time: 0.0-0.3 Hr.
	Diagnosis Time (US/Canada only) - You may claim up to the allowable labor hours depending on actual time to perform diagnosis	Add Time 0.0-1.0 Hr.
	Discharge High Voltage Battery (Reduce %SOC)	Add Time 0.2 Hr.
	With Engine Hoist without Forklift for Crating	Add Time 0.5 Hr.

Version History

Version	3
Modified	05/03/2022 - Created on. 05/13/2022 - Added cells 67 and 87 to the false fail list. 07/25/2022- To remove MY19 from this procedure, add Note to refer to 22-NA-151 repair for MY19. Update labor times and crating without forklift.

GENERAL MOTORS