



Service Bulletin

Bulletin No.: 22-NA-151

Date: September, 2022

TECHNICAL

Subject: DTC P0BBD Diagnosis and Repair

This bulletin replaces PIP5850E. Please discard PIE5850E.

Brand:	Model:	Model Year:		VIN:		Engine:	Transmission:
		from	to	from	to		
Chevrolet	Bolt EV	2017	2022	—	—	—	—
	Bolt EUV	2022	2022	—	—	—	—

Involved Region or Country	North America, Brazil, GM Korea Company, Middle East
Condition	Some customers may comment on a Malfunction Indicator Lamp (MIL) illuminated and the Driver Information Center (DIC) displays "Propulsion Power is Reduced" and the battery will not charge above 30% State of Charge (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	Follow the Service Procedure below to determine whether or not the customer may have induced P0BBD. Product Engineering has developed a programming solution for the customer driving scenarios, which is being released by model year. Watch for updates to this bulletin as additional model years are added. Important: Not all instances of P0BBD will be induced by the customer and may require replacement of the battery pack.

Service Procedure

Important: Service agents must comply with all International, Federal, State, Provincial, and/or Local laws applicable to the activities it performs under this bulletin, including but not limited to handling, deploying, preparing, classifying, packaging, marking, labeling, and shipping dangerous goods. In the event of a conflict between the procedures set forth in this bulletin and the laws that apply to your dealership, you must follow those applicable laws.

Use GDS2 to observe the following data parameter:
Hybrid/Electric Vehicle Battery Pack Voltage Variation Exceeded Limit - Battery Cell

This parameter is available in GDS2 by navigating to:
Module Diagnosis —> K114B Hybrid/EV Powertrain Control Module 2 —> Data Display Folder —> Data Display Icon —> Voltage Data

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

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1. If the parameter Hybrid/Electric Vehicle Battery Pack Voltage Variation Exceeded Limit — Battery Cell reads cell number 40, 67, or 87, then it is suspected that the customer drives in a way that may set P0BBD without an actual battery cell problem. The K114B Hybrid/EV Powertrain Control Module 2 will need to be reprogrammed to solve this condition.

- If field action N222369400, N212343881, N212343882, N212343883, N212345750, N222369401, N212345941, or N212345943 are open for the vehicle being repaired, perform the applicable field action, which includes programming of the HPCM2. If none of these field actions are open, refer to *K114B Hybrid/EV Powertrain Control Module 2: Programming and Setup* in SI.

Important: N212343881 or N212343882 must be closed for model year 2017-2019 vehicles, or the programming fix will not take effect. SPS will check to see whether the battery has been replaced.

2. If the value in GDS2 is any other cell number, then proceed with a pack replacement. If N212343881, N212345941, N212345943 or N212343882 is open, perform that field action. If those field actions are closed, follow the battery exchange bulletin

#19-NA-194, bulletin PIC6449A, and the service procedure *Drive Motor Battery Replacement and Shipping Preparation* in SI.

Warranty Information

Important: For vehicles repaired with an open field action, use the labor code information from that field action. All vehicles may use labor code 5080328 once per VIN which has set P0BBD.

For vehicles repaired under the EV Limited Component Warranty, use the following appropriate labor operation. Reference the Applicable Warranties section of Investigate Vehicle History (IVH) for coverage information. You may claim labor code 5080328 once per VIN which set P0BBD:

Labor Operation	Description	Labor Time
5080328	For diagnosing P0BBD using this bulletin (Can claim in conjunction with Field Action for P0BBD diagnosis)	0.3 hr
2810265	HPCM2 Reprogramming with SPS (Do not claim in conjunction w/field action, FA includes programming)	0.4 hr

Version	4
Modified	Released July 25, 2022 Revised August 12, 2022 – Updated the supersede statement, Model Years for Bolt EV, added the Bolt EUV model and updated Steps 1, 2 and Warranty Information. Revised August 30, 2022 – Updated the Important statement after Step 1. Revised September 20, 2022 – Updated the supersede statement, added the 2020–2021 Model Years to Bolt EV and added field action N212343883 under step 1.

GM bulletins are intended for use by professional technicians, NOT a "do-it-yourselfer". They are written to inform these technicians of conditions that may occur on some vehicles, or to provide information that could assist in the proper service of a vehicle. Properly trained technicians have the equipment, tools, safety instructions, and know-how to do a job properly and safely. If a condition is described, DO NOT assume that the bulletin applies to your vehicle, or that your vehicle will have that condition. See your GM dealer for information on whether your vehicle may benefit from the information.



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