Service Bulletin

Bulletin No.: 19-NA-049
Date: May, 2019

TECHNICAL

Subject: Reduced Propulsion Power without DTCs on Higher Mileage Vehicles (with P1.4 Cell Chemistry)

This Bulletin replaces PIC6309A. Please discard PIC6309A.

Brand:	Model:	Model Year:		VIN:		Engine:	Transmission:
		from	to	from	to		
Chevrolet	Volt	2011	2012			1.4L (LUU)	4ET50 Automatic (MKA)
Opel / Vauxhall	Ampera	2012	2012				

Involved Region or Country	North America, Europe, N.A. Export Regions
Additional Options (RPOs)	Without RPO YK8
Condition	Some customers may state that they occasionally see a Propulsion Power is Reduced message in the Driver Information Center (DIC) that was not present under the same driving conditions previously. They may also state the engine speed was very high at the time of the message or that the engine compartment had a hot smell.
Cause	When the battery pack is over-discharged, the system will enter a reduced power mode until the battery state of charge self-recovers by using aggressive engine charging. This may be caused by a controls issue with normal wear of the high voltage battery. It does not necessarily indicate that the there is a problem with the battery itself.

Correction	• If there are **ANY diagnostic codes set that would affect propulsion,** consider diagnosing them first prior to applying this bulletin. • If there are **NO diagnostic codes present that would affect propulsion,** then this document may apply to the customer's situation. **There are some cases where a Propulsion Power is Reduced message is considered normal.** For example, any Volt or Ampera, climbing a steep grade at interstate speeds without proper use of Mountain Mode will encounter this same message without DTCs. If this is the case, refer the customer to proper use of Mountain Mode in the owner's manual. Also, extreme outside temperatures, especially in winter, may cause the message to appear until the battery temperature has stabilized. **If a Propulsion Power is Reduced message occurs during regular operation, and there are no DTCs present,** then determine the chemistry of the battery currently in the vehicle using the chemistry determination procedure, SI Document ID 4877428. • **If the vehicle has P1.4 cell chemistry on board,** then reprogram the Hybrid Powertrain Control Module 2 (HPCM2) for a new calibration to help alleviate the condition. Refer to *Hybrid Powertrain Control Module 2 Programming and Setup* in SI. **Important: After flashing the update into the HPCM2, the technician should perform a capacity reset in the HPCM2 using GDS2; then fully charge the vehicle prior to delivery to the customer.** • **If the vehicle has newer cell chemistry than P1.4, such as 2012 vehicles built with RPO code YK8 or if the vehicle has been serviced with a newer battery chemistry in the past,** then the bulletin DOES NOT apply and reprogramming will not correct the condition. After reprogramming, some customers may notice a slight reduction in EV range due to the battery no longer being over-discharged. The EV range achieved previously was due to the over-discharged condition. The new calibration properly aligns the expected EV range with the age of the vehicle.

Parts Information

No parts are required for this repair.

Warranty Information

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

Labor Operation	Description	Labor Time
5080258*	HPCM2 reprogramming for Reduced Propulsion Power	0.4 hr
*This is a unique Labor Operation for Bulletin use only.		

Version	2
Modified	Released March 11, 2019 May 01, 2019 – Corrected the Warranty coverage statement.