

## Service Bulletin

# TECHNICAL

#### Subject: DTC P0BBD Diagnosis and Repair

This bulletin replaces PIP5850B for all model years except 2020 and 2021.

Brand:	Model:	Model Year:		VIN:		Engino	Transmission:
		from	to	from	to	Engine:	fransmission.
Chevrolet	Bolt EV	2017	2019	_	_	_	_
		2022	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.		
	Follow the Service Procedure below to determine whether or not the customer may have induced P0BBD.		
Correction	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.		
	<b>Important:</b> 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 Dlagnosis —> K114B Hybrid/EV Powertrain Control Module 2 —> Data Display Folder —> Data Display Icon —> Voltage Data

6124692

fight Yelfaqa Invertian Baltaga	1	1.	I Hyperes TV Powerman Contrast Montole 2
Note that the owner were can be the start working a start to a Decondent Constant Carl Barbary, Modelin, Bare 1			ingto at the Parameter Control Module 2
Note Million in Network Service Teach Voltage Versities Decembed Limit - Call Baltimy Modes Rive (			Pyteric/EV Poneman Control Module 2
ny terestrikter (trie 1646) de Kantenny Rassi, mittager Noraclans Essessend (Linis) - Catt Kateery Mittakie Kinn d			myterel for Panarmie. Control Disside 2
hydro in 1996, p. w. Nethau of Santony Pariti Nethergen Konsel and Anna Annae (11), inch 1 Carl Battery Xilo door Room 4			Hydrody Wy Paradonical Electric Educated at
New Arr Date in the New York Party Party Stationary State and State States and States and States and States States and S			myness Ry Rosenser, Connel Munde 2
a hard an early a start of the second start of the			regarder Wy Aussentian (Caster of Multiple 2
ngine six "Dec 2 so, there is Baryway, Rack Voltager Variation - Carl Baryay Miscain Sore 1			Hybrid DV Passergair, Contair Modele 2
Nytorial Place in Watching Radie of Place Contrage Viewar for - Cart Nations (Michael Place 2			Hybrid Tr Powersen Lorenti Module 2
tyde ser Theorem, methods Dampurg, Facel Violage, Varianizer - Calif Battiery Montes Rom-2			Hybrid-DV Powersein Control Module 2
lybrid Decrie Websie Sebery Redo Voltege Vereture - Cell Betrey Module Rev 4			Hybrid/DY Rohentaln Control Module 2
Hybrid Decry, Webch Battery Res, Workge Stration - Last Settery Module Raw 2			mutored/EV Roma reserv Control Mostule 2

- 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, 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 the Service Manual.

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

 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 the Service Manual.

### 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	2
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.

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, <u>DO NOT</u> 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.



WE SUPPORT VOLUNTARY TECHNICIAN CERTIFICATION