



Service Bulletin

File in Section: -

Bulletin No.: PIP4880E

Date: November, 2014

PRELIMINARY INFORMATION

Subject: (EREV) DTC P0335 And Or P0336 Stored In The T6 Power Inverter Module (HPCM)

Models: 2011-2015 Chevrolet Volt
2012-2015 Opel Ampera
2014 Cadillac ELR

**This PI was superseded to update Recommendation/Instructions and Model Years.
Please discard PIP4880D.**

The following diagnosis might be helpful if the vehicle exhibits the symptom(s) described in this PI.

Condition/Concern

Customer may comment of a MIL on, the dealer technician may find history DTC P0335 and or P0336 stored in the T6 Power Inverter Module (HPCM).

Recommendation/Instructions

If the DTCs P0335 and or P0336 are stored in history in the T6 Power Inverter Module (HPCM) only, check ground locations G106 (engine block) and G113 (drive unit case) for being clean and tight.

On rare occasions, the bolt hole for G113 may not be drilled to the proper depth.

This will cause the ground bolt to bottom out in the hole, resulting in low clamp load on the ground eyelet.

If the ground bolt is tight, but the G113 eyelet is still loose, remove the ground bolt and source a shorter bolt of the correct thread.

Install to proper torque and retest for any concerns.

If both grounds are clean and tight, with sufficient clamp load on the ground eyelets, attempt to reproduce the DTCs.

If the DTCs do not reset, please clear the DTCs and do not attempt any repairs at this time.

If the vehicle is a model year 2014, update the T6 Power Inverter Module (HPCM) with the current software in TIS-2-Web.

If either of the DTCs P0335 or P0336 are stored in the ECM as well as the HPCM or are current, please follow published SI diagnostics.

Please follow this diagnostic or repair process thoroughly and complete each step. If the condition exhibited is resolved without completing every step, the remaining steps do not need to be performed.