Bulletin No.: PIP4891H
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Preliminary Information

PIP4891H (EREV) MIL DTC P0497

Models

Brand:	Model:	Model Years:	VIN:		Engine:	Transmissions:
			from	to		
Chevrolet	Volt	2011 - 2015	All	All	All	All
Opel	Ampera	2011 - 2015	All	All	All	All
Cadillac	ELR	2011 - 2016	All	All	All	All

Supersession Statement

This PI was superseded to update model years. Please discard PIP4891G.

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

Condition / Concern

Customer may comment of a service engine soon light coming on.

During diagnosis technicians may find DTC P0497 stored.

This condition may be caused by over filling of the fuel tank and a large temperature change 20 degrees F (11 degrees C) or more over about a two day time period.

Ask the customer how long between the last refuel event compared to when the MIL appeared to help isolate the cause of the concern.

Recommendations / Instructions

Follow published SI diagnostics and repair the vehicle as necessary.

Check all EVAP components i.e. canister, vacuum pump and solenoids, replace any component that is saturated with liquid fuel.

Blow out all EVAP system lines with compressed air to ensure they are dry prior to reassembling the system. Make sure the customer is aware that over filling the fuel tank may lead to a repeat concern.

It is advised that after the filling station fuel pump nozzle has shut off during fueling DO NOT force or top off the fuel tank. (Any more than three more pump "clicks" would be considered excessive.)

Forcing excessive fuel into the tank can cause concerns with the vehicles EVAP system.

IMPORTANT NOTE 1: It is extremely important to blow out ALL EVAP system related lines including the line running between the purge solenoid and EVAP canister. Failure to clean out ALL lines may result in the DTC resetting or returning with a repeat concern.

IMPORTANT NOTE 2: The fuel tank has a 9.3 gallon (35.2 Liter) capacity.

Note: If the DTC is a repeat concern and ALL previous recommendations were followed, remove fuel sender from fuel tank following published SI procedures to inspect for evap line off at sender inside the fuel tank.

The Evap line should be re-installed if found disconnected and not require replacement unless unable to reconnect to the sending unit.

This would typically be for those vehicles with low mileage or previous fuel tank sender service.

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.



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