



Service Bulletin

TECHNICAL

Subject: No Heat or Low Heat with DTC B048E Set

Brand:	Model:	Model Year:		VIN:		Engine:	Transmission:
		from	to	from	to		
Chevrolet	Bolt EV	2017	2017			All	All

Involved Region or Country	North America and N.A. Export Regions
Condition	Some customers may comment on a lack of heat or no heat coming from the vents. A service heater message may also be displayed on the instrument panel. During diagnosis a technician may find DTC B048E set or stored in history. Important: Please have the service advisor ask the customer the following questions. Record the customer's answers on the work order in the "correction area" to be submitted with the warranty claim verbatim. • Did the customer notice any changes in the heat system in the past 3-4 key cycles? • Did the customer charge their vehicle in the past 3-4 key cycles? If yes, what type of charger did they use (120v, 240v, 480v)? • Did the customer use Remote Start or Pre-Conditioning in the last 3-4 key cycles?
Cause	Some Cabin Heater Control Modules may have limited operation due to an internal circuitry lockout. This causes only a part of the cabin heater module to operate, which leads to reduced heating.
Correction	Reset the Cabin Heater Control Module following the instructions provided below.

Parts Information

No parts are needed for this repair.

Warranty Information

Labor Operation	Description	Labor Time
2881198*	Cabin Heater Control Module Reset	1.7 hrs

*This is a unique Labor Operation for Bulletin use only.

Service Procedure

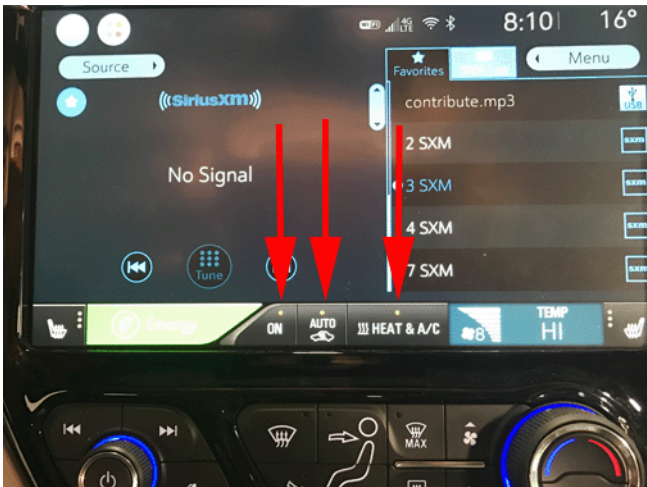
1. Disable the high voltage system. Refer to *High Voltage Disabling* in SI.

2. Disconnect K10 Coolant Heater Control Module connector X1. (Do not disconnect the Low Voltage X2 connector to the module.)



Note: Cover the exposed HV jumper connector X1 with UL Listed, or equivalent, insulation tape rated at a minimum of 600V.

3. With HV X1 Connector disconnected and the Low Voltage Connector to the Cabin Heater Control Module still connected, enable the High Voltage System. Refer to *High Voltage Enabling* in SI.
4. Restart the vehicle, turn the cabin heater controls to MAX heat with full blower speed and monitor the heater performance for 60 seconds.



Note: The heat is on when all three lights are illuminated as illustrated above.

5. Key off the vehicle and wait until all modules go to sleep. (Open & Close Door after Key Off & make sure all lights & cluster go off.)
6. Disable the high voltage system. Refer to *High Voltage Disabling* in SI.
7. Connect K10 Coolant Heater Control Module connector X1. (After removing HV Insulation Tape.)
8. Enable the high voltage system. Refer to *High Voltage Enabling* in SI.
9. Restart the vehicle, turn the cabin heater controls to MAX heat with full blower speed and monitor the heater performance for 60 seconds.
10. Verify if Cabin Heater Control Module has reset correctly by turning the vehicle off, remove the key from the cabin and wait at least 3 minutes after all lights turn off on the inside. (All controllers have gone to sleep.)
11. Restart the vehicle, turn the cabin heater controls to MAX heat with full blower speed and monitor the heater performance for 60 seconds.
12. Repeat steps (10) and (11) two more times and connect GDS2 to vehicle to check for any DTCs as well as monitor Cabin Heater Control Module performance in the HVAC Sensor Data Screen.

Note: At MAX Temp GDS2 should show a temperature above 130°F (55°C).

Note: If reset has not occurred (Open Load Fault has still not been cleared by the Cabin Heater), at the start of fourth Key Cycle you should be able to see the "Service Heater Soon (SHS)" DIC Message.

13. If heater performance is below 130°F (55°C), attempt to purge air from the Cabin Heating Coolant Reservoir loop, then contact TAC.

Version	1
---------	---

Modified	
----------	--

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.



WE SUPPORT VOLUNTARY TECHNICIAN CERTIFICATION