



Service Bulletin

PRELIMINARY INFORMATION

Subject: High Voltage Battery Will Not Charge MIL P0D22

Models: 2013 Chevrolet Volt

Condition/Concern

Some customers may comment their 2013 Chevrolet Volt will not charge, and when started, the MIL was illuminated. This concern may be more prevalent in colder ambient temperatures. Technicians may find DTC P0D22 current or history.

Recommendation/Instructions

The DTC may be occurring during battery heating only mode. To verify the concern happened during battery heating only mode, review the P0D22 Freeze Frame Records. If the Requested Hybrid/EV Battery Pack Thermal Conditioning shows a value of "Active Heating" and the Hybrid/EV Battery Pack Charging Request value shows "Inactive", (see photo below) clear the DTC and evaluate vehicle charging. If charging returns to normal using both a 240 volt charger as well as a 120 volt charger during testing, the vehicle can be released.

Customer Information

Please communicate to the customer that we apologize for this inconvenience and that General Motors is working on a solution for this concern. Once a solution is available, this PI will be updated with additional details - allowing dealership personnel to contact the customer to schedule a service appointment and repair the vehicle.

If the DTC set at any other time other than the conditions listed above, follow published SI diagnostics.

Parameter Name	Control Module	Value	Units
Battery Charger Temperature	Hybrid Powertrain Control Module 2	64.40	°F
Isolation Test Resistance	Hybrid Powertrain Control Module 2	1375.00	MOhm
Heed Position	Hybrid Powertrain Control Module 2	Closed	
Requested Hybrid/EV Battery Thermal Conditioning Status	Hybrid Powertrain Control Module 2	Active Heating	
State of Charge	Hybrid Powertrain Control Module 2	84	%
Battery Charger Input	Hybrid Powertrain Control Module 2	112.00	V
Battery Charger Input	Hybrid Powertrain Control Module 2	11.80	A
Battery Charging System Operating Conditions	Hybrid Powertrain Control Module 2	Yes	
Battery Charger Input 120V AC	Hybrid Powertrain Control Module 2	Yes	
Battery Charger Input 240V AC	Hybrid Powertrain Control Module 2	No	
Battery Charging System	Hybrid Powertrain Control Module 2	OK	
Battery Charging System Sensors	Hybrid Powertrain Control Module 2	OK	
Battery Charging System Recharge Switch	Hybrid Powertrain Control Module 2	Invalid	
Charge Port Door	Hybrid Powertrain Control Module 2	Open	
Battery Charger High Output	Hybrid Powertrain Control Module 2	1.16	kW
Battery Charger Low Output	Hybrid Powertrain Control Module 2	0.08	kW
Battery Charger High Voltage Power Output Available	Hybrid Powertrain Control Module 2	1.12	kW
Battery Charger Suspension Available	Hybrid Powertrain Control Module 2	1.20	kW
Requested Hybrid/EV Battery Pack Charging Request	Hybrid Powertrain Control Module 2	Inactive	
Battery Charger Thermal Conditioning Mode	Hybrid Powertrain Control Module 2	Invalid	

Warranty Information

For vehicles repaired under warranty, use:

Labor Operation	Description	Labor Time
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N9999	Electrical Controls — Labor Only Verify proper vehicle charging and clear the DTC.	Use published labor time
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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.

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.



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