



# Service Bulletin

Bulletin No.: 22-NA-141

Date: July, 2022

## INFORMATION

**Subject:** Information on Battery Service Guide for Electric Vehicles (EV)

Brand:	Model:	Model Year:		VIN:		Engine:	Transmission:
		from	to	from	to		
BrightDrop	EV600	2022	2022	—	—	—	—
	Zevo 600	2023	2023				
Cadillac	Lyriq	2023	2023				
GMC	HUMMER EV	2022	2023				

<b>Involved Region or Country</b>	United States, Canada, Middle East, China
-----------------------------------	---

**Note:** This bulletin **ONLY** applies to the above vehicles.

**Important:** This technical service bulletin (TSB) can only be completed by certified repair facilities who have met all specific training, tool and equipment requirements pertaining to the vehicle Brand and Model serviced. Repairs must be performed by a technician who has successfully completed the required training.

### High Voltage System

**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.**

- GM Electric Vehicles (EV) are equipped with a High Voltage Battery monitoring system that monitors continuously when the high voltage and 12V systems are enabled.
- An Ultium EV, when not in use, will run automatically at times and create noise of water circulating and fans running. These sounds are normal and occur when the internal cooling systems turn on to support various vehicle functions, such as charging the 12V battery and maintaining the temperature of the High Voltage Battery.
- When certain vehicle systems get interrupted, such as the 12V battery, High Voltage safety monitoring will not work properly, therefore, although unlikely, any potential High Voltage Battery risk should be assumed when any service procedure leads to interruption to the following systems.

### Associated Hardware

Hardware	Component Code	Components
Hazard Lights	E13LA/RAE42L/R	Front Headlamps
	K56	Rear Stop Lamps
	K9	Serial Data Gateway Module
	K68	Body Control Module Lighting Control Module
Horn	K9	Body Control Module
Driver Information Center & Radio	K9	Body Control Module
	P16	Instrument Panel Cluster Control Module
	A11	Radio

Hardware	Component Code	Components
System Controller	K16A K16B	Battery Energy Control Module 1 Battery Energy Control Module 2
Warning and Communication	K36 K56 K73 T4P P16 K9	Restraints Control Module Serial Data Gateway Module Telematic Module Cellular & GPS Antennas P16 - Instrument Panel Cluster Control Module Body Control Module
BevHEAT Cooling System	Q116 G65 Q115A/B G1HV E54V B388A/B/C/D	Hybrid/Electric Vehicle Electronics Coolant Pump Hybrid/Electric Vehicle Battery Coolant Pump Hybrid/Electric Vehicle Propulsion System Coolant Control Valve Air Conditioning with Motor Compressor Hybrid/Electric Vehicle Coolant Heater Hybrid/Propulsion System Coolant Temperature Sensors Chiller  Reference "Hybrid/EV Cooling System Description and Operation" in SI for additional information
Power Source		12V Battery and cable connections HV Battery and cable connections

### General Best Practices During Service

- Keep the High Voltage battery safety monitoring system active when possible.
- Only disconnect 12V system when required per service procedure.

**Important:** Reference *Battery Negative Cable Disconnection and Connection* in SI for more information.

- Minimize the period of leaving vehicles disassembled.
- For High Voltage battery state of charge (SOC) at 30% or below, standard procedure can be followed without above restrictions. (Do not use Range from the Instrument cluster, Data parameter "Hybrid/Electric Vehicle Battery Pack Energy Storage Remaining" from the Battery Energy Control Module shall be used)



Parameter Name	Value	Unit	Min	Max	Control Module
Charge Cycle Energy Usage - Vehicle Usd	0.0	kWh	0.0	0.0	Battery Energy Central Module
Charge Cycle Energy Usage - Total	0.0	kWh	0.0	0.0	Battery Energy Central Module
Hybrid/Electric Vehicle Battery Energy Storage Remaining	48.76	%	0	100	Battery Energy Central Module
Charge Cycle Energy Usage - Driving And Accessories	97.6	kWh	0	100	Battery Energy Central Module
Charge Cycle Energy Usage - Thermal Management	0.0	kWh	0	100	Battery Energy Central Module
Charge Cycle Energy Usage - Climate Usd	0.0	kWh	0	100	Battery Energy Central Module



6107733

Version	1
Modified	Released July 11, 2022

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