



Preliminary Information

PIP5890A Information - DC Fast Charge Manual Lock Release

Models

Brand:	Model:	Model Years:	VIN:		Engine:	Transmissions:
			from	to		
Cadillac	Lyriq	2023 - 2024	All	All	All	All

Involved Region or Country	North America
Condition	This document is intended to highlight the purpose and function of the DC Fast Charge Manual Lock Release cable on this Ultium based vehicle. This does not apply to AC Level 1 or AC Level 2 charging
Cause	DC Fast Charge Manual Lock Release cable out of position

Correction:

During a DC Fast Charging event, the vehicle locks the station's coupler (handle) to the vehicle's charge port receptacle before charging begins, and it remains locked until the charging event has stopped.

In the unlikely event the receptacle lock does not automatically disengage, a cable is located under hood to allow the lock to be manually released by the customer so that the vehicle can be unplugged from the charge station.

Unlikely events include the following *hypothetical* situations: lock malfunction, major charging system failure, or a depleted 12-volt battery.

Important: Never pull the manual release cable while the vehicle is DC Fast Charging. Ensure the charge station indicates that charging is not currently in process.

The cable is located under hood above the left shock tower and beneath a plastic trim panel, see Figure 1.

Note: This is not a charge door release. The Lyriq's articulating charge door does not have a lock.



Figure 1. Cable location under hood with finger loop.

If the cable has been pulled, the lock actuator must recoil the cable to the correct as-built position.

Plug in for a DC Fast Charging event and allow the system to engage the lock to begin charging.

This lock engagement will pull the cable back into position.

Two or three short DC Fast Charging events may be needed to fully retract the cable.

Note: Do not attempt to push the cable. The cable does not have a spring return, do not attempt to push on the cable after it has been pulled. Doing so will force the cable out of the correct position and cause problems with the mechanism as shown in Figure 3.

If the vehicle sees the cable out of position, DC Fast Charging will be limited to approximately 33 kW compared to a normal peak of 190 kW.

It will also set DTC P3013 and/or P3029 (no MIL, type C) in the vehicle.

No message is displayed to the customer about the cable or the DTC codes.

To determine if the cable has been fully retracted, make a measurement at the top end next to the loop as shown in Figure 2.

A cable with a shorter measurement may be in the improper position, such as from a pushing attempt to retract it (see Figure 3).

A cable with a longer measurement is not yet fully retracted.

Note: Also can see the Battery Charger Coupler Lock status with GDS2 in the data list of the K16 Battery Energy Control Module.



Figure 2 – Proper length for a fully retracted cable (~12 mm).



Figure 3 – View at the receptacle end with a cable in an improper position from being pushed.



Figure 4 – View at the receptacle end with a cable in the proper position.

Version History

Version	2
Modified	10/27/2022 - Created on. 10/04/2023 - Updated to add 2024 Model year.



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