



Service Bulletin

Bulletin No.: PIP6081B

Date: February, 2026

PRELIMINARY INFORMATION

Subject: MIL Illuminated & Service High Voltage Message Displayed on IPC; CMU Performance Brownout

| Brand: | Model: | Model Year: | | VIN: | | Engine: | Transmission: |
|------------|------------------|-------------|----|------|-----|---------|---------------|
| | | from | to | from | to | | |
| BrightDrop | ZEVO 400 | 2023-2024 | | All | All | All | All |
| BrightDrop | ZEVO 600 | 2023-2024 | | All | All | All | All |
| Chevrolet | BrightDrop 400 | 2025-2026 | | All | All | All | All |
| Chevrolet | BrightDrop 600 | 2025-2026 | | All | All | All | All |
| Cadillac | ESCALADE IQ | 2025-2026 | | All | All | All | All |
| Cadillac | ESCALADE IQL | 2026 | | All | All | All | All |
| Chevrolet | Silverado EV WT | 2024-2026 | | All | All | All | All |
| Chevrolet | Silverado EV RST | 2024-2026 | | All | All | All | All |
| GMC | HUMMER EV | 2022-2026 | | All | All | All | All |
| GMC | HUMMER SUV EV | 2024-2026 | | All | All | All | All |
| GMC | Sierra Denali EV | 2024-2026 | | All | All | All | All |

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| Involved Region or Country | North America |
| Condition | A MIL (Malfunction Indicator Lamp) may illuminate, or a "Service High Voltage" message may appear on the IPC (Instrument Panel Cluster). Additionally, the 12V battery may discharge. A technician may find ANY the following DTCs; P2C8A, P2C8B, U3577, U3578, U3579, U357A, U357B, U357C, U357D, U357E, U357F, U3580, U3581, U3582, U3583, U3584, U2BAA, U2BAB, U2BAC, U2BAD, U2BAE, U2BAF, U2BB0, U2BB1 set as <u>HISTORY</u> . Only for MY26 it can be history or current |
| Cause | A potential software anomaly attributed to perceived CMU (cell monitoring unit) performance issues, may be present that will be fixed in a future OTA update. |

Correction

Note: Updated Software and Calibrations will be available in the form of an OTA update or Service Programming in the future. Please inform the customer to accept any future OTA updates for their vehicle.

Note: If additional Propulsion or High Voltage Battery DTCs are set, this P.I is not applicable.

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1. Perform SPS2 Hybrid/EV Battery Data Retrieval outlined in bulletin 25-NA-044.

2. Program the K16 Battery Energy Control Module (BECM) with the most recent software via SPS. It is recommended to utilize Vehicle Wide Programming.

Note: If the vehicle already has the latest K16 Battery Energy Control Module software and calibrations, SPS will display "SKIP." Record this on the repair order and continue with this procedure.

3. After programming the BECM, perform the Manual Reset process twice.

Manual Reset Process:

3.1 Perform the Battery Negative Cable Disconnection and Connection procedure outlined in Service Information.

Warning: Always ensure the Battery Maintenance Mode is inactive before disconnecting the 12-volt battery.

This mode can be active with the ignition off, regardless of whether the vehicle charging cord is plugged in or not. When this mode is active, the on-board high voltage battery charger will energize the 12-volt battery cables and charge the 12-volt battery. Disconnecting the battery cables while this mode is active may result in an electrical shock or a burn from hot battery cable leads.

3.2 Wait 15 minutes, then reconnect the 12 V battery following the Battery Negative Cable Disconnection and Connection procedure outlined in Service Information.

3.3 Place the vehicle in Propulsion "Ready" mode for 10 seconds, then turn the vehicle "OFF" and remove the keyless transmitter from the vehicle. Place the transmitter in a safe location approximately 10 ft or more away from the vehicle. Wait 15 minutes.

3.4 Repeat Manual Reset Process steps 3.1–3.3 one additional time (for a total of 2 Manual Reset cycles).

3.5 Charge and test the 12 V battery.

3.6 Place the vehicle in Service Mode and clear DTCs with GDS2.

4. Perform the following steps to ensure CMU Performance DTCs have met the Diagnostic Run Criteria and that the VICM has gone to sleep before rechecking DTCs.

4.1 Place the vehicle in Propulsion "Ready" mode for 10 minutes.

4.2 Shift to Drive and then back to Park.

4.3 Turn the vehicle "OFF" and remove the keyless transmitter from the vehicle. Place the transmitter in a safe location approximately 10 ft or more away from the vehicle.

4.4 Allow sufficient time for the VICM and related modules to enter sleep mode before re-enabling propulsion and rechecking for DTCs. Under some conditions this may take up to 30 minutes; ensure a minimum of 20 minutes has elapsed before proceeding.

4.5 After the wait time has elapsed, place the vehicle in Propulsion "Ready" mode for 10 minutes.

4.6 Verify DTCs have not reset with GDS2.

5. If any of the following DTCs: P2C8A, P2C8B, U3577, U3578, U3579, U357A, U357B, U357C, U357D, U357E, U357F, U3580, U3581, U3582, U3583, U3584, U2BAA, U2BAB, U2BAC, U2BAD, U2BAE, U2BAF, U2BB0, U2BB1 return, perform SPS2 Hybrid/EV Battery Data Retrieval outlined in bulletin 25-NA-044, start a TAC case, and reference this P.I.

Warranty Information

For vehicles repaired under the Powertrain coverage, use the following labor operation. Reference the Applicable Warranties section of Investigate Vehicle History (IVH) for coverage information.

| Labor Operation | Description | Labor Time |
|--|---|------------|
| 5080088* | Hybrid/Electric Battery CMU Performance Brownout Manual Reset | 3.0 Hrs. |
| *This is a unique Labor Operation for Bulletin use only. | | |

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| Version | 3 |
| Modified | 08/21/2025 - Created on. 10/30/2025 - Updated Model years and instructions for reset 02/23/2026 - Updated to the correction section |

