



Bulletin No.: PIP6048
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Preliminary Information

PIP6048 P0D22- Possible Software Anomalies on BEV3 Vehicles and Diagnostic Information

Models

Brand:	Model:	Model Years:	VIN: from to		Engine:	Transmissions:
Cadillac	LYRIQ	2023 - 2025	All	All	N/A	X0E
Cadillac	Optiq	2025 - 2025	All	All	N/A	X0C
Chevrolet	Blazer EV	2024 - 2025	All	All	N/A	X0C X0B X0E
Chevrolet	Equinox EV	2024 - 2025	All	All	N/A	X0C X0B

Involved Region or Country	North America and Canada
Additional Options (RPO)	X0C X0B X0E K28 K2O
Condition	Engineering is currently investigating causes for P0D22 that may not be related to hardware failures with the T18 Battery Charger. The PI will be updated or replace with a TSB once a determination has been made. The concerns under investigation at this time happen specifically when charging using level 2 charge equipment. Affected vehicles may experience a MIL with P0D22 set as current or history at the time the vehicle is being diagnosed. The customer may also notice the vehicle fails to charge, the MIL comes on after a charge event has concluded or once the Target Charge Level (TCL) has been reached.
Cause	The cause of these conditions may be related to software anomalies.

Correction:

If an affected vehicle presents with this DTC or these symptoms, reprogram the K16 Battery Energy Control Module (BECM).

If one of these conditions persists after reprogramming, the condition was not corrected by the suspected software concern in the BECM engineering is investigating.

Follow SI Diagnostic procedures for the DTC or symptom that remains after reprogramming and repair the vehicle according to SI.

P0D22 Diagnostic Information

While the possible software concerns under investigation occur with level 2 charging only, here is some other information that may be useful during P0D22 troubleshooting and testing.

General Diagnostic Information

- P0D22 sets when difference between the AC Input Current and the commanded current value from the battery energy control module is greater than 4 A for 10 seconds.
- P0D22 diagnostics can run while level 1 charging (110 V AC) or level 2 charging (240 V AC)
- P0D22 diagnostics do not run when DC fast charging.
- P0D22 diagnostics can also run while the charger is being used in "Wall power" mode.

Level 1 and 2 AC Charging Diagnostic Information

- When the vehicle is connected to any form of EVSE (Electric Vehicle Supply Equipment) that provides level 1 or level 2 charging for the HV battery, diagnostics for P0D22 can run if the conditions for running the DTC in SI are met.
- Usually level 1 chargers are connected to a 110 V AC outlet. (example: an outlet you would use to charge your phone)
- Usually level 2 chargers are connected to a 240 V AC outlet. (example: an outlet you would use to plug in an oven or dryer)
- Both types of AC chargers can be portable or built-in.
- When portable, there is usually a swappable plug that allows the equipment to change between level 1 and level 2 charging.
- Most consumer level charge equipment that is permanently installed is a level 2 charger

"Wall power" Diagnostic Information

- When a vehicle is plugged into a wall charger but does not require HV battery charging, the energy from the wall charger can be used to support certain vehicle systems like the HVAC, battery pack heater, etc.
- This is done to increase occupant comfort and vehicle readiness without depleting EV range.
 - **Note- If a customer experiences this failure, they will usually report that the MIL is on after charging the vehicle for an extended period, but the State of Charge (SOC) matches what they have programmed for their TCL.**

If you wish to make a charger operate in this way for testing or diagnostics, you can perform these steps:

1. Check the HV battery SOC percentage on the vehicle
2. Make note of its current level.
3. Using the infotainment display (see the vehicle owners manual) set the TCL to a level below your current SOC.

4. After selecting a TCL lower than your SOC, leave the vehicle plugged in for an extended period of time on an AC charger based on the customers description and see if the fault resets.

Warranty Information

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

Labor Operation	Description	Labor Time
4089488*	P0D22 K16 BECM Re-programming w/SPS2	0.4Hr.
*This is a unique Labor Operation for Bulletin use only.		

Version History

Version	1
Modified	02/27/2025 - Created on.