



Service Bulletin

Bulletin No.: PIP6081

Date: August, 2025

PRELIMINARY INFORMATION

Subject: MIL Illuminated and 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	2022-2025		All	All	All	All
GMC	HUMMER SUV EV	2024-2026		All	All	All	All
GMC	Sierra Denali EV	2024-2026		All	All	All	All

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.
Cause	A K16 BECM (Battery Energy Control Module) calibration anomaly causing the setting of specific DTCs related to battery performance and communication. More than one of the following DTCs may be set as HISTORY: P2C8A, P2C8B, U3577, U3578, U3579, U357A, U357B, U357C, U357D, U357E, U357F, U3580, U3581, U3582, U3583, U3584, U2BAA, U2BAB, U2BAC, U2BAD, U2BAE, U2BAF, U2BB0, U2BB1.

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.

1. Verify the vehicle has more than one of the following DTCs set as HISTORY; P2C8A, P2C8B, U3577, U3578, U3579, U357A, U357B, U357C, U357D, U357E, U357F, U3580, U3581, U3582, U3583, U3584, U2BAA, U2BAB, U2BAC, U2BAD, U2BAE, U2BAF, U2BB0, U2BB1.

Note: If only 1 of the subset of DTCs is set as history this bulletin is not applicable. Follow step 2 below, start a TAC case, and reference this P.I

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

3. Program the K16 Battery Energy Control Module (BECM) with the most recent software via SPS.

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

Manual Reset Process:

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.

2. Wait 15 mins, then reconnect the 12v following the Battery Negative Cable Disconnection and Connection procedure outlined in Service Information.

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

4. Repeat Manual Reset Process steps 1-3 a total of 2 times.

5. Charge and test the 12V battery.

6. Place the vehicle in Service mode, clear DTCs with GDS2.

7. 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, start a TAC case, and reference this P.I.

CMU Performance DTC Run Criteria:

1. Place the vehicle in Propulsion "Ready" mode for 10 mins.

2. Shift to Drive and back to park.

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

4. Place the vehicle in Propulsion "Ready" mode for 10 mins.

5. Verify DTCs have not reset with GDS2

6. If any DTCs 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.		

Version	1
Modified	08/21/2025 Created on.

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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