



Service Bulletin

PRELIMINARY INFORMATION

Subject: 2-Mode (HYBRID) Procedures For Failed TIS SPS Sequential Programming

Models: 2009-2013 Cadillac Escalade Hybrid
2009-2013 Chevrolet Silverado and GMC Sierra Hybrid
2008-2013 Chevrolet Tahoe and GMC Yukon Hybrid
All equipped with 2-Mode Hybrid Options RPO HP2 and 2ML70 Transmission RPO M99

This PI was superseded to update admin details. Please discard PIT4657E.

The following diagnosis might be helpful if the vehicle exhibits the symptom(s) described in this PI.

Condition/Concern

You may have encountered either of the following events when performing SPS programming:

- The MDI or Techline computer terminal locks up during SPS Sequential Programming.
- Failed SPS Sequential Programming event or no communication with any one Hybrid module.

Recommendation/Instructions

If you experience this concern, record the last module that was programmed successfully, what module locked up during programming or any error messages. Then contact Techline Customer support @ 1-800-828-6860 for additional programming assistance. If Techline refers you back to TAC please notify the Hybrid Escalation Team Associate.

Because of the high visibility of the Hybrid series of vehicles, the calibrations are highly scrutinized. It is very rare that a known calibration issue arises, and the programming failures are usually the fault of a Dealership's process or equipment.

Note: Battery voltage is very important. Verify 12.5-13.5V before programming. There is no need (for most circumstances) to worry about the charge level of the Hybrid's main drive battery.

- If you were not continuously monitoring the TIS2Web application during the programming process and a module locked up, a summary screen will usually be displayed with what modules may or may not have programmed successfully.
- When performing SPS Programming the modules listed under the SEQ Programming selection, we recommend you use one of the following:
 1. Program the vehicle using a direct wire connection from the computer to the MDI (non-wireless approach)
 2. Program the vehicle using a direct wire connection from the computer to the Tech 2. (Pass-through)

Note:

If you must use the MDI wireless, only use an MDI that is connected to a secured hub and maintains acceptable range. Do not use a router, hub, or switch that is used by multiple computers at the dealership or shared with the customer lounge.

ADDITIONAL SI KEYWORDS:

09102 09241 PIT4657 PIT4657D PI4889 PIT4889A

Please follow this diagnostic or repair process thoroughly and complete each step. If the condition exhibited is resolved without completing every step, the remaining steps do not need to be performed.

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