



Service Bulletin



SERVICE UPDATE

SUBJECT: Service Update for Inventory and Customer Vehicles
"Peek In" Odometer Display Incorrect
Expires with Base Warranty

MODELS: 2014 Chevrolet Silverado 1500
2015 Chevrolet Silverado 2500 and 3500
2014 GMC Sierra 1500
2015 GMC Sierra 2500 and 3500
2015 Chevrolet Suburban, Tahoe
2015 GMC Yukon

The service procedure has been revised to include new information about programming the instrument panel cluster module. If programming fails and resetting attempts are unsuccessful, do not replace the cluster. Refer to Step 6 in the Service Procedure section. Discard all copies of bulletin 14126.

This service update includes vehicles in dealer inventory and customer vehicles that return to the dealership for any reason. This bulletin will expire at the end of the involved vehicle's New Vehicle Limited Warranty period.

PURPOSE

This bulletin provides a service procedure to reprogram the instrument panel cluster on certain 2014 model year (MY) Chevrolet Silverado 1500 series, 2015 MY Chevrolet Silverado 2500 and 3500 series, 2014 MY GMC Sierra 1500 series and 2015 MY GMC Sierra 2500 and 3500 series vehicles. Also involved are certain 2015 MY Chevrolet Suburban, Tahoe and GMC Yukon vehicles. These vehicles may have an odometer reading at "Peek In" (i.e. Driver Information Center (DIC) screen when the vehicle is in the OFF POWER mode but the cluster is awakened by opening the car door or using the key fob) does not match the season odometer reading when the vehicle is in the RUN POWER mode. The Trip A/B and Fuel Economy displays may also be incorrect. This condition occurs, when the vehicle sits for an extended period of time and, normal parasitic current draws deplete the battery state of charge to less than 12 volts and, the vehicle is in the OFF POWER mode when the cluster is awakened as described above.

This service procedure should be completed as soon as possible on involved vehicles currently in dealer inventory and customer vehicles that return to the dealer for any type of service during the New Vehicle Limited Warranty coverage period.

VEHICLES INVOLVED

All involved vehicles are identified by VIN in the Global Warranty Management System – Investigate Vehicle History Application. Dealership technicians should always check this site to confirm vehicle involvement prior to beginning any required inspections and/or repairs. It is important to routinely use this tool to verify eligibility because not all similar vehicles may be involved regardless of description or option content.

Additionally, a list of involved vehicles currently in dealer inventory is available on the “Service Update Bulletin Information” link under the “Service” tab in GM GlobalConnect (U.S.) or attached to the GlobalConnect message (Canada) used to release this bulletin. Customer vehicles that return for service, for any reason, and are still covered under the vehicle’s base warranty should also be checked for vehicle eligibility.

PART INFORMATION

No parts are required.

SERVICE PROCEDURE

Note: Carefully read and follow the instructions below.

- Do NOT attempt to order the calibration number from GM Customer Care and Aftersales. The calibration numbers required for this service procedure are programmed into control modules via a Multiple Diagnostic Interface (MDI) with the calibration update. If you cannot access the calibration, call the Techline Customer Support Center and it will be provided.
- DO NOT program a control module unless directed to by a service procedure or a service bulletin. If the control module is not properly configured with the correct calibration software, the control module will not control all of the vehicle features properly.
- Ensure the programming tool is equipped with the latest software and is securely connected to the data link connector. If there is an interruption during programming, programming failure or control module damage may occur.
- Stable battery voltage is critical during programming. Any fluctuation, spiking, over voltage or loss of voltage will interrupt programming. When required install the *EL-49642* SPS Programming Support Tool to maintain system voltage. If not available, connect a fully charged 12 V jumper or booster pack disconnected from the AC voltage supply. DO NOT connect a battery charger.
- Turn OFF or disable systems that may put a load on the vehicles battery such as; interior lights, exterior lights (including daytime running lights), HVAC, radio, etc.
- During the programming procedure, follow the SPS prompts for the correct ignition switch position.
- Clear DTCs after programming is complete. Clearing powertrain DTCs will set the Inspection/Maintenance (I/M) system status indicators to NO.
- It is highly recommended that a wired MDI connection be used for the IPC updates.
- In the event of an interrupted or unsuccessful programming event, perform the following steps:
 - DO NOT turn the ignition OFF. Ensure that all ECU, DLC and programming tool connections are secure and the TIS terminal operating software is up to date.
 - Attempt to reprogram the ECU.

- If the ECU can still not be programmed, turn the ignition OFF, disconnect battery, and wait for at least two minutes.
 - Connect battery, turn the ignition ON and attempt to reprogram the ECU. The ECU should program.
1. Install *EL-49642* SPS programming support tool. It is highly recommended that a wired MDI connection be used for the IPC update.
 2. Access the Service Programming System (SPS) and follow the on-screen instructions.
 3. On the SPS Supported Controllers screen, select *Instrument Cluster – Programming, Setup and Configuration* and follow the on-screen instructions.
 4. Once step 3 has been completed, perform a USB File Transfer Procedure. This requires the use of a USB memory stick. On the SPS Supported Controllers screen, select *Instrument Cluster – USB File Transfer* and follow the on-screen instructions. Turn on the radio. When prompted, after installing files in vehicle via USB memory stick, select UPDATE on radio display.
 5. At the end of programming, choose the “Clear All DTCs” function on the SPS screen.
 6. If programming fails and resetting attempts are unsuccessful, do **NOT** replace the cluster. In the event of unsuccessful programming event, perform the following steps:
 - 6.1 Turn the ignition OFF, disconnect battery, and wait for at least two minutes.
 - 6.2 Connect battery, turn the ignition ON and attempt to reprogram the IPC. Select Replace and Program ECU in TIS2WEB to program the IPC.
 - 6.3 If the IPC programming still cannot be completed, please contact the Techline Customer Support Center (TCSC) at 1-800- 828-6860.

WARRANTY TRANSACTION INFORMATION

Submit a transaction using the table below. All transactions should be submitted as a ZFAT transaction type, unless noted otherwise.

Labor Code	Description	Labor Time
9100630	Reprogram Instrument Panel Cluster	0.7
	Add: Second Reprogramming Attempt	0.7

Note: Submit module replacements using normal warranty labor operation codes.

DEALER PROGRAM RESPONSIBILITY

Dealers must take the steps necessary to ensure that the service update correction has been made to all involved vehicles in dealer inventory before selling or dealer-trading the vehicle, but no later than June 30, 2015.

