



Service Bulletin



SERVICE UPDATE

SUBJECT: Service Update for Inventory Vehicles Only
Incorrect Engine Control Module Calibration
Expires July 31, 2015

MODELS: 2014 Chevrolet Camaro Equipped with 3.6L Engine (LFX) and
6 Speed Automatic Transmission (MYB)

This bulletin is being revised to extend the expiration date to July 31, 2015. Please discard all copies of bulletin 14016.

Vehicles involved in this service update were placed on stop delivery January 17, 2014. Once the service procedure contained this bulletin has been performed on the vehicle, the vehicle is released from stop delivery and can be delivered to the customer, dealer traded, or used for demonstration purposes.

This service update involves vehicles in dealer inventory only and expires July 31, 2015.

PURPOSE

This bulletin provides a service procedure to reprogram the Engine Control Module (ECM) on certain 2014 model year Chevrolet Camaro vehicles equipped with a 3.6L engine (LFX) and 6 speed automatic transmission (MYB). These vehicles may have been built with an incorrect engine performance calibration.

This service procedure should be completed on involved vehicles currently in dealership inventory as soon as possible but no later than July 31, 2015, at which time this bulletin will expire.

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 (US) or attached to the GlobalConnect message (Canada) used to release this bulletin.

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. Use **TIS2WEB on or after 01/18/14** to obtain the calibration. 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.
- Note the engine oil life remaining percentage.

To reprogram an existing K20 Engine Control Module, perform the following procedure:

1. Install *EL-49642* SPS programming support tool.
2. Access the Service Programming System (SPS) and follow the on-screen instructions. Refer to Service Programming System (SPS) documentation in SI for programming instructions.
3. On the SPS Supported Controllers screen, select *Engine Control Module - Programming* and follow the on-screen instructions.
4. Clear DTCs after completing the programming procedure.

Note: If vehicle fails to start during Configuration and Setup, perform the SPS Function Immobilizer Learn and follow the on-screen instructions.

5. Perform the SPS function *Engine Control Module - Configuration & Setup* and follow the on-screen instructions, if available.
6. Clear DTCs after completing the Configuration & Setup procedure.

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
9100343	Reprogram Engine Control Module	0.3

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 July 31, 2015.



GM CUSTOMER CARE AND AFTERSALES
DCS3514
URGENT - DISTRIBUTE IMMEDIATELY

Date: January 26, 2015

Subject: 14016A – Service Update – Inventory Vehicles Only
Incorrect Engine Control Module Calibration
Revised Expiration Date

Models: 2014 Chevrolet Camaro Equipped with 3.6L Engine (LFX) and
6-Speed Automatic Transmission (MYB)

To: All Chevrolet Dealers

Attention: General Manager, Service Advisor, Service Manager, Parts and
Service Director, Parts Manager, New Vehicle Sales Manager,
and Warranty Administrator

This bulletin is being revised to extend the expiration date to July 31, 2015.
Please discard all copies of bulletin 14016.

END OF MESSAGE
GM CUSTOMER CARE AND AFTERSALES