

# Service Update

## 15828 Low RPM with High Load Engine Stall



**Reference Number:** N151701510  
**GWM Number:** 1701510

**Release Date:** August 2016  
**Revision:** 00

**Attention:** 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.

Make	Model	Model Year		RPO	Description
		From	To		
Cadillac	ATS	2016	2016	LTG M5N	2.0L Engine 8-Speed Transmission
Cadillac	CTS	2016	2016	LTG M5N	2.0L Engine 8-Speed Transmission

Involved vehicles are marked "open" on the Investigate Vehicle History screen in GM Global Warranty Management system. This site should always be checked to confirm vehicle involvement prior to beginning any required inspections and/or repairs.

<b>Condition</b>	Certain 2016 model year Cadillac ATS and CTS vehicles equipped with a 2.0L engine (RPO LTG) and 8-speed transmission (RPO M5N), may have a condition where an engine stall could occur at a low RPM, particularly with simultaneous depression of the accelerator and brake, or when accelerating on an incline.
<b>Correction</b>	Dealers will update the engine control module and transmission control module calibrations.

### Parts

No parts are required for this procedure.

### Warranty Information

Labor Operation	Description	Labor Time	Trans. Type	Net Item
9102463	Engine Control Module and Transmission Control Module Sequential Reprogramming with SPS Add: To Relearn OAT Sensor	0.6 0.2	ZFAT	N/A

### 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 and 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.

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1. Install *EL-49642* SPS programming support tool.
2. Access the Service Programming System (SPS) and follow the on-screen instructions.
3. Perform the K20 Engine Control Module and K71 Transmission Control Module Sequential Programming and follow the on-screen instructions.
4. Perform the Refresh Characterization Data at the MCVM Characterization procedure, follow the on-screen instructions.

**Note:** Failure to perform the transmission service fast learn procedure correctly may cause undesirable transmission shift characteristics. Follow the procedure exactly as written in SI.

5. Perform the transmission service fast learn procedure. Refer to *Transmission Service Fast Learn Procedure* in SI.
6. With a scan tool, clear DTCs from the K71 Transmission Control Module.
7. Turn the ignition OFF for 2 minutes.

### Dealer Responsibility

- Whenever a vehicle subject to this service update enters your vehicle inventory, or is in your facility for service in the future, and the vehicle is still covered under the New Vehicle Limited Warranty, you must take the steps necessary to be sure the service update correction has been made before selling or releasing the vehicle.

All new, used, GM Certified Used, courtesy transportation vehicles, dealer shuttle vehicles, etc. in dealers' possession and subject to this bulletin must be held and inspected/repared per the service procedure of this bulletin before customers take possession of these vehicles. Involved vehicles must be held and not delivered to customers, dealer-traded, released to auction, used for demonstration, or any other purpose.

All GM Certified Used vehicles currently in the dealers' inventory within the Certified Pre-Owned Inventory System (CPOIS) will be de-certified and must be held and remedied per the service procedure in this bulletin. Upon submitting an accepted/paid warranty transaction in the Global Warranty Management (GWM) system, the vehicle can be re-certified for sale within the CPOIS system, or once again be used in the CTP program.



GLOBAL SAFETY FIELD INVESTIGATIONS  
DCS4134  
URGENT - DISTRIBUTE IMMEDIATELY

Date: August 3, 2016

Subject: 15828 - Service Update  
Low RPM with High Load Engine Stall

Models: 2016 Cadillac ATS  
2016 Cadillac CTS  
Equipped with 2.0L Engine (RPO LTG) and 8-Speed Transmission  
(RPO M5N)

To: All Cadillac Dealers

General Motors is releasing Service Update 15828 today. The total number of U.S. vehicles involved is approximately 11,000. Please see the attached bulletin for details.

**Global Warranty Management (GWM)**

The Investigate Vehicle History (IVH) screen in the GWM system will be updated August 3, 2016. A list of involved vehicles in dealer new inventory is attached to this message. Please hold all warranty transactions until the VIN appears in IVH.

END OF MESSAGE  
GLOBAL SAFETY FIELD INVESTIGATIONS