



# Service Bulletin

File in Section: -

Bulletin No.: 17-NA-171

Date: July, 2017

## TECHNICAL

**Subject:** Hesitation, Stalling, Engine Speed Flare, Unintended Acceleration Feel, Reduced Surge in Low Speed Maneuvers, Stumble, Harsh Tip-In/Tip-Out, Park-Reverse-Drive Shift Concerns, Harsh Shifts, Erratic Shifts, Malfunction Indicator Lamp (MIL) Illuminated - DTC P0097, P054F, P24C7, P0128, P2BAA, P2635, P11CC, P10D1, P0483, P2636, P0181, P22FE, P0263, P0266, P0269, P0272, P0275, P0278, P0281, P0284, P040C, P040D, P041C, P041D Set

This Bulletin replaces PIP5480A, PIP5469A and PIP5470A. Please discard PIP5480A, PIP5469A and PIP5470A.

Brand:	Model:	Model Year:		VIN:		Engine:	Transmission:
		from	to	from	to		
Chevrolet	Silverado Models	2017	2017			Diesel (RPO L5P)	Automatic (RPO MW7)
GMC	Sierra Models						

Involved Region or Country	North America and N.A. Export Regions
Condition	<p>Some customers may comment on one or more of the following conditions:</p> <ul style="list-style-type: none"><li>• MIL is illuminated.</li><li>• Hesitation</li><li>• Stalling</li><li>• Engine speed flare</li><li>• Unintended acceleration feeling</li><li>• Reduce surge in low speed maneuvers</li><li>• Stumble</li><li>• Harsh tip-in/tip-out</li><li>• Park-Reverse-Drive shift concerns</li><li>• Harsh shifts</li><li>• Erratic Shifts</li></ul> <p>The technician may find one or more of the following DTCs set:</p> <ul style="list-style-type: none"><li>• P0097</li><li>• P0128</li><li>• P0181</li><li>• P0263</li><li>• P0266</li><li>• P0269</li><li>• P0272</li><li>• P0275</li><li>• P0278</li><li>• P0281</li></ul>

	<ul style="list-style-type: none"> <li>• P0284</li> <li>• P040C</li> <li>• P040D</li> <li>• P041C</li> <li>• P041D</li> <li>• P0483</li> <li>• P054F</li> <li>• P10D1</li> <li>• P11CC</li> <li>• P22FE</li> <li>• P24C7</li> <li>• P2635</li> <li>• P2636</li> <li>• P2BAA</li> </ul>
<b>Cause</b>	This condition may be caused by an anomaly in the Engine Control Module (ECM) and the Transmission Control Module (TCM).
<b>Correction</b>	<p><b>Note:</b> It is important that both the ECM and TCM are updated to the latest software. Not updating both modules may result in additional undesired vehicle performance. If the ECM and TCM have the latest calibrations, refer to SI for the DTC set or existing condition.</p> <p>Validate the ECM and TCM have the latest software calibration.</p> <ul style="list-style-type: none"> <li>• If the ECM and TCM are not at the latest calibration, using TIS2Web, select (K20/K71) Engine and Transmission Control Module.</li> </ul> <p>⇒ Both modules must be reprogrammed <b>sequentially</b> to the latest software calibration available.</p> <ul style="list-style-type: none"> <li>• If the modules have the latest calibrations, refer to SI for the DTC set.</li> </ul>

## Parts Information

No parts are required for this repair.

## Warranty Information

For vehicles repaired under the Emission coverage, use the following labor operation. Reference the Applicable Warranties section of Investigate Vehicle History (IVH) for coverage information.

Labor Operation	Description	Labor Time
2881248*	Engine Control Module and Transmission Control Module Reprogramming with SPS	0.7 hr

\*This is a unique Labor Operation for Bulletin use only.

## Service Procedure

**Important:** Stable battery voltage is critical during programming. Any fluctuation, spiking, over voltage or loss of voltage will interrupt programming. 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.

Refer to *K20/K71 Engine and Transmission Control Module: Programming and Setup* in SI.

<b>Version</b>	3
<b>Modified</b>	<p>June 19, 2017 - Added TCM information.</p> <p>July 12, 2017 - Updated the Correction section and Warranty Information.</p>

