



# Service Bulletin

Bulletin No.: 20-NA-109

Date: May, 2020

## TECHNICAL

**Subject: Malfunction Indicator Lamp (MIL) Illuminated - DTC P0128 Set**

Brand:	Model:	Model Year:		VIN:		Engine:	Transmission:
		from	to	from	to		
Cadillac	CT6	2019	2020	-	-	4.2L (LTA)	-

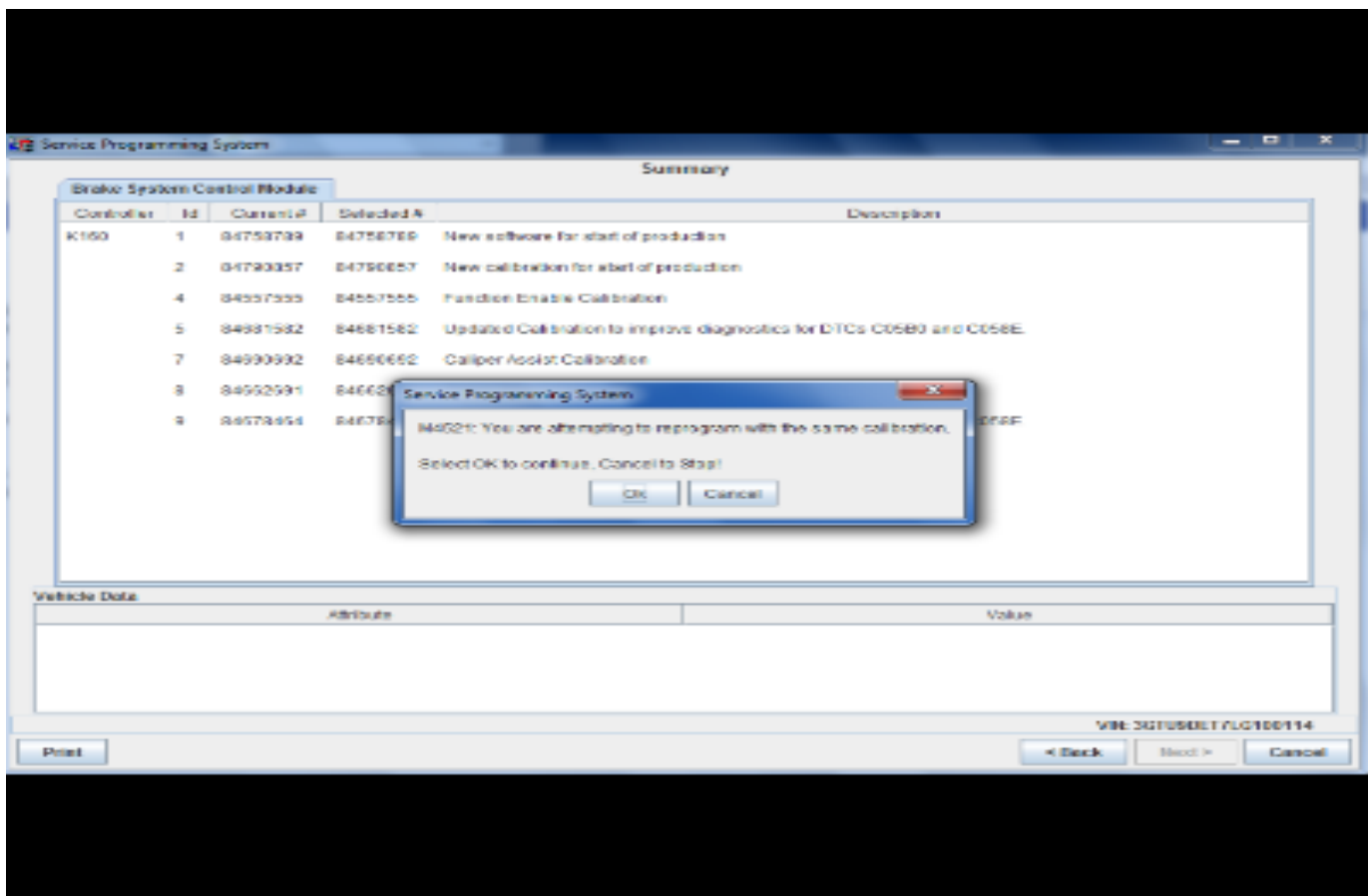
Involved Region or Country	North America, Russia, Middle East, Israel, Japan, Cadillac Korea (South Korea)
Condition	Some customers may comment that the MIL is illuminated. The technician may find DTC P0128 (Engine Coolant Temperature (ECT) Below Thermostat Regulating Temperature) set in the Engine Control Module (ECM).
Cause	This condition may be caused by the P0128 diagnostic running at the incorrect time, which can cause a false failure and the DTC to set.
Correction	If a vehicle comes in with this concern, it will be necessary to reprogram the ECM with the latest calibration. An updated ECM calibration was released to update the ECT "Engine Coolant Temperature" diagnostic. Once the updated calibration is installed, operate the vehicle and verify the DTC does not return. Do not replace the thermostat or any other components for this condition unless SI diagnostics lead to a component or electrical circuit fault.

### Service Procedure

**Caution:** Before downloading the update files, be sure the computer is connected to the internet through a network cable (hardwired). DO NOT DOWNLOAD or install the files wirelessly. If there is an interruption during programming, programming failure or control module damage may occur.

**Note:** Carefully read and follow the instructions below.

- 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. Install a GM Authorized Programming Support Tool to maintain system voltage. Refer to [www.gmdesolutions.com](http://www.gmdesolutions.com) for further information. If not available, connect a fully charged 12V 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.
- Clear DTCs after programming is complete. Clearing powertrain DTCs will set the Inspection/ Maintenance (I/M) system status indicators to NO.



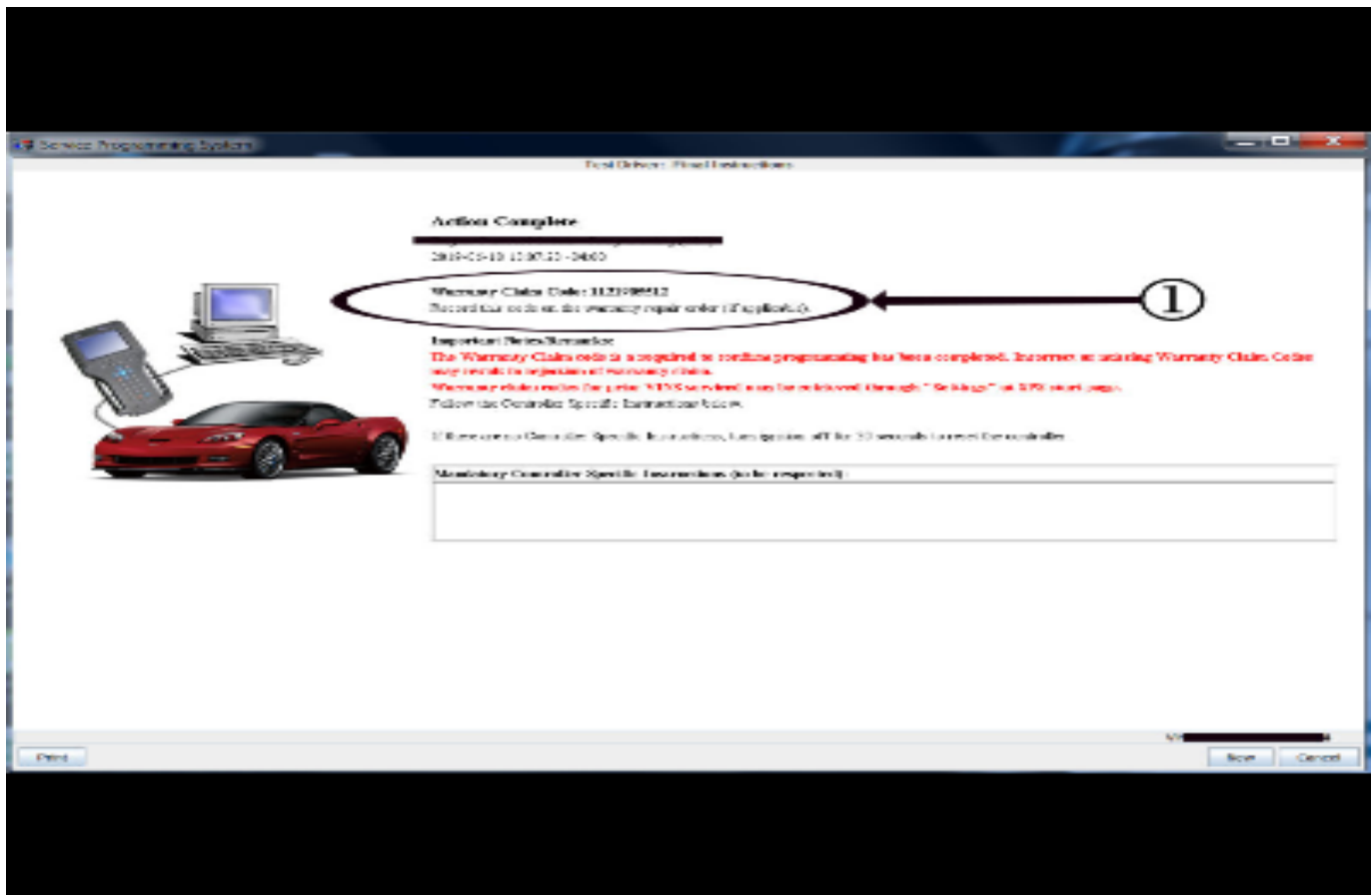
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**Important:** TIS2WEB screen shown. Techline Connect screen is similar and will be included soon.

**Important:** If the Same Calibration/Software Warning is noted on the SPS screen, select OK and follow screen instructions. After a successful programming event, the WCC is located in the Service Programming

System dialogue box of the SPS Summary screen. No further action is required. Refer to the Warranty Information section of this bulletin.

1. Reprogram the Engine Control Module. Refer to *K20 Engine Control Module: Programming and Setup* in SI. Modify as required (e.g., select x module from the controller screen). Then provide step-by-step instructions or refer to SI procedure.



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**Important:** TIS2WEB screen shown. Techline Connect screen is similar and will be included soon.

**Important:** To avoid warranty transaction rejections, you **MUST** record the warranty claim code provided on the SPS Warranty Claim Code (WCC) screen on the job card. Refer to callout 1 above for the location of the WCC on the SPS screen.

2. Record the SPS Warranty Claim Code on the job card for warranty transaction submission.

## Parts Information

No parts are required for this repair.

## Warranty Information

For vehicles repaired under warranty, use:

Labor Operation	Description	Labor Time
2810075	Engine Control Module Reprogramming with SPS	Use Published Labor Operation Time

**Important:** To avoid warranty transaction rejections, carefully read and follow the instructions below:

- The SPS Warranty Claim Code must be accurately entered in the "SPS Warranty Claim Code" field of the transaction.
- When more than one Warranty Claim Code is generated for a programming event, it is required to document all Warranty Claim Codes in the "Correction" field on the job card. Dealers must also enter one of the codes in the "SPS Warranty Claim Code" field of the transaction, otherwise the transaction will reject. It is best practice to enter the FINAL code provided by SPS.

**Warranty Claim Code Information Retrieval**

If the SPS Warranty Claim Code was not recorded on the Job Card, the code can be retrieved in the SPS system as follows:

1. Open TIS on the computer used to program the vehicle.
2. Select and start SPS.
3. Select Settings.
4. Select the Warranty Claim Code tab.

The VIN, Warranty Claim Code and Date/Time will be listed on a roster of recent programming events. If the code is retrievable, dealers should resubmit the transaction making sure to include the code in the SPS Warranty Claim Code field.

<b>Version</b>	1
<b>Modified</b>	Released May 19, 2020

