TECHNICAL

Subject: Malfunction Indicator Lamp (MIL) - DTC P2B95, P2B0A, P2B08, P2B09, and/or P2B0B set

Brand:	Model:	Model Year:		Breakpoint Date:		Engine:	Transmission:
		from	to	from	to		
Chevrolet	Equinox	2021	2021	SOP	12/2/2020	LYX	
	Malibu					LFV	
GMC	Terrain					LYX	

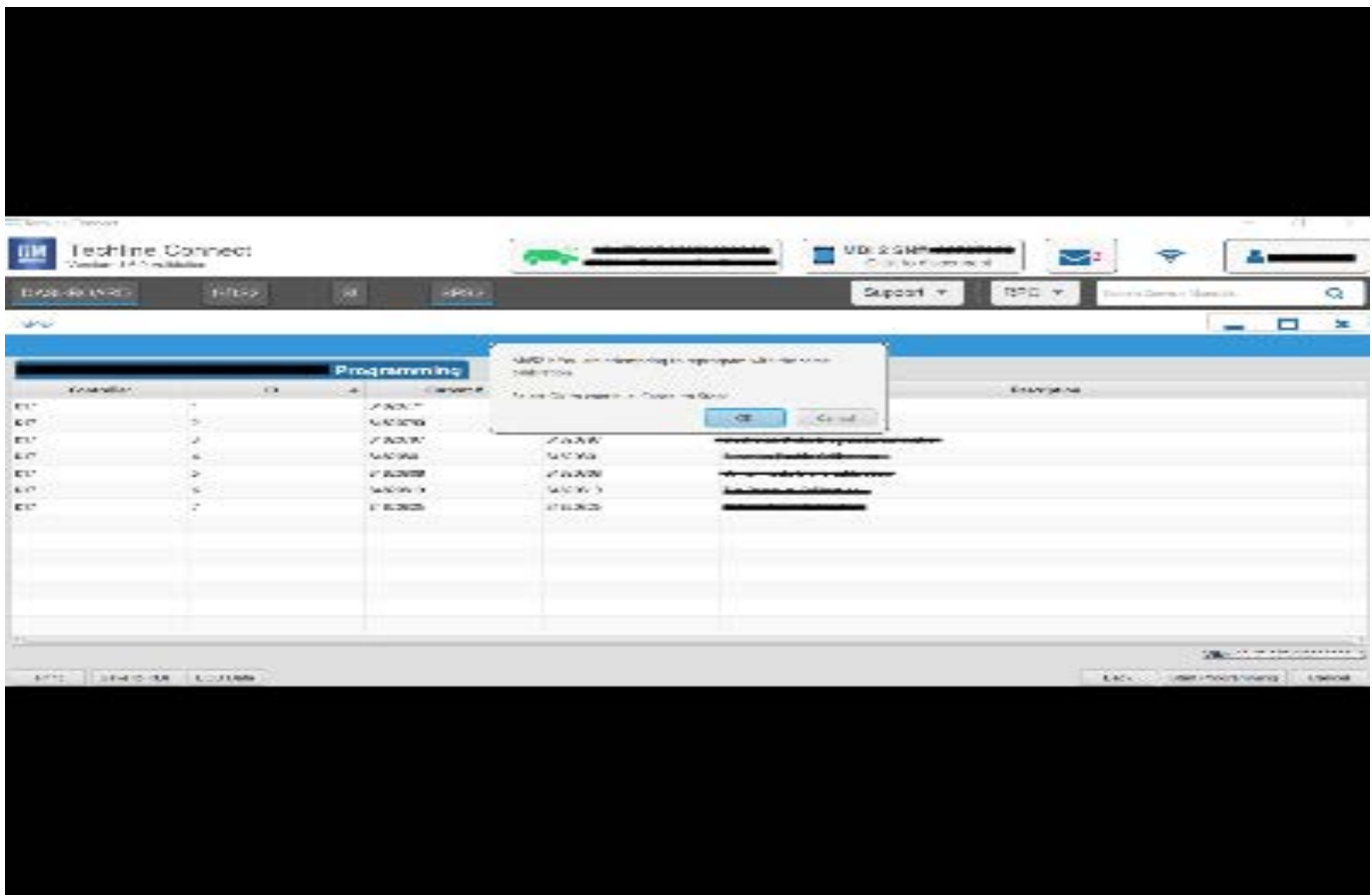| Involved Region or Country	North America, Israel
Condition	Some customers may comment that the MIL is illuminated. Some technicians may find one or more of the following DTCs set in the Engine Control Module (ECM): • P2B08 Cylinder 1 Injection Pulse Performance During Cold Start • P2B09 Cylinder 2 Injection Pulse Performance During Cold Start • P2B0A Cylinder 3 Injection Pulse Performance During Cold Start • P2B0B Cylinder 4 Injection Pulse Performance During Cold Start • P2B95 Injection Pulse Performance During Cold Start
Cause	This condition may be caused by a software anomaly.
Correction	**Note:** If the vehicle was built prior to 12/02/2020, check that it has the latest level calibration. Use SI to diagnose the DTC: ⇒ if the calibration is not current, reprogram the ECM if there is a new calibration available. Clear DTCs and perform a cold start. • If codes do not reset return the vehicle to the customer. • If codes reset use SI to perform further diagnostics on the codes that set.

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.

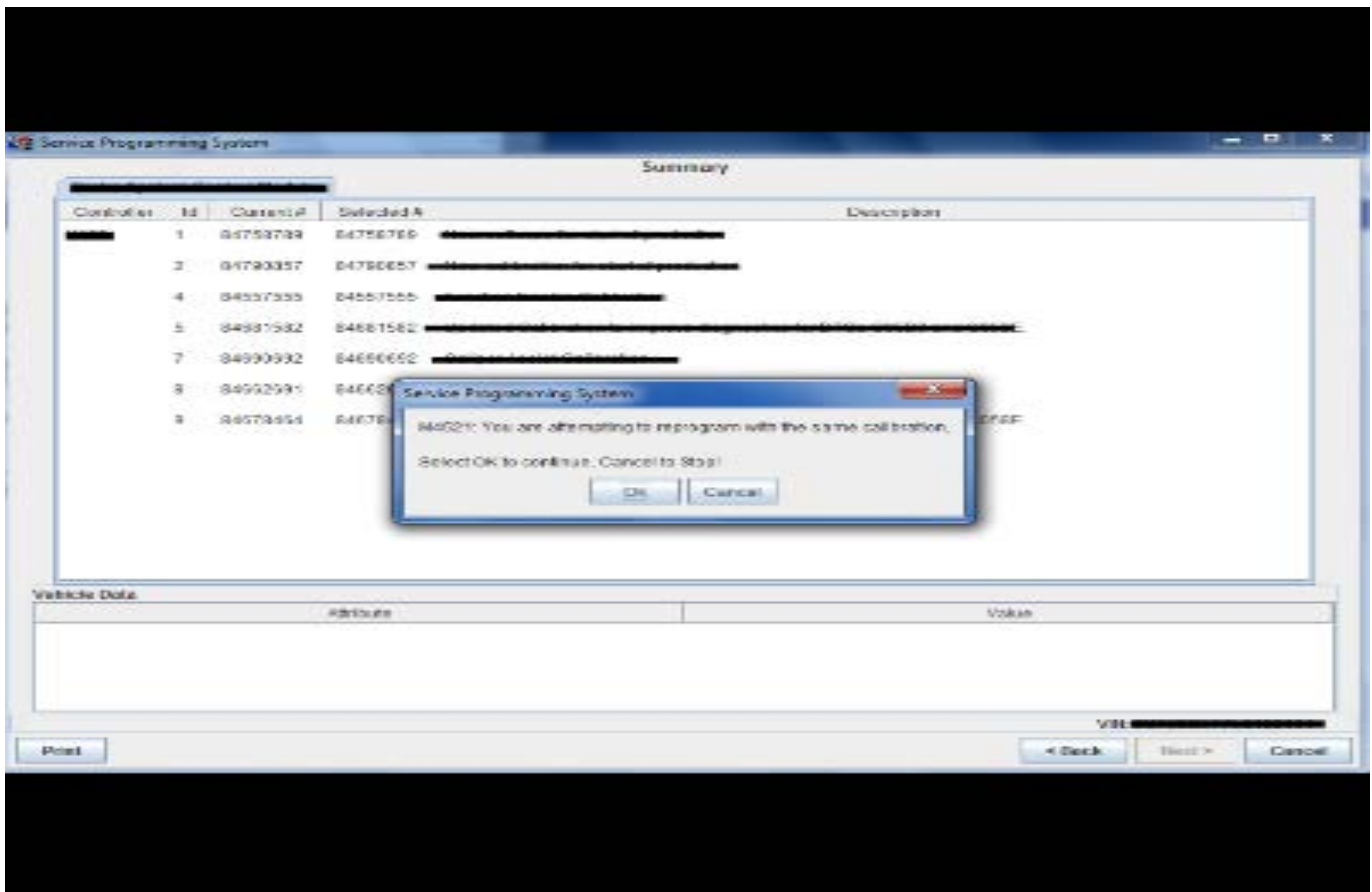**Note:** Carefully read and follow the instructions below.

- 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 for further information. 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.

- Please verify that the radio time and date are set correctly before inserting USB drive into vehicle for programming, otherwise an error will result. (Use when applicable).

- Clear DTCs after programming is complete. Clearing powertrain DTCs will set the Inspection/ Maintenance (I/M) system status indicators to NO.
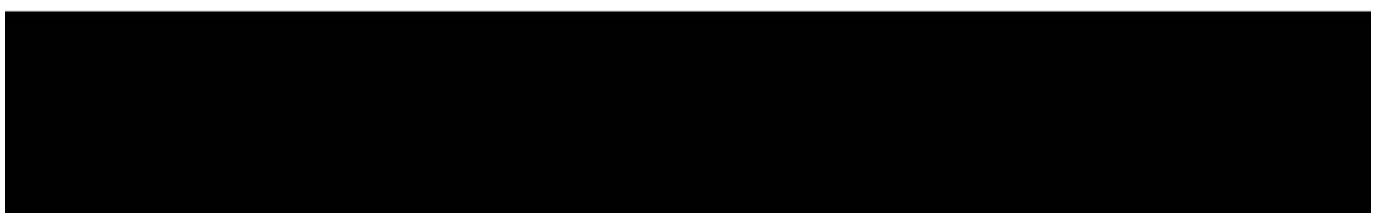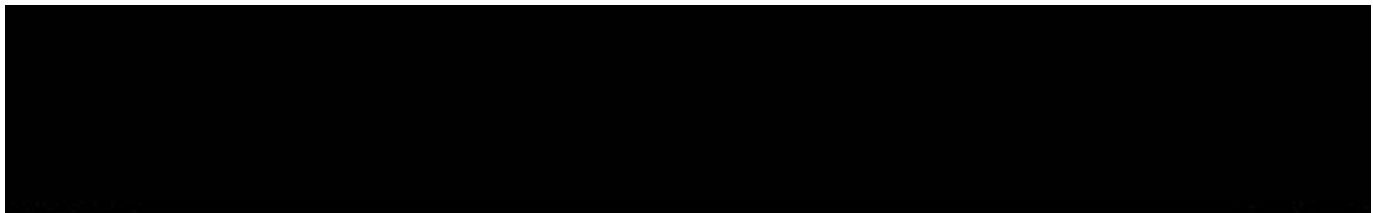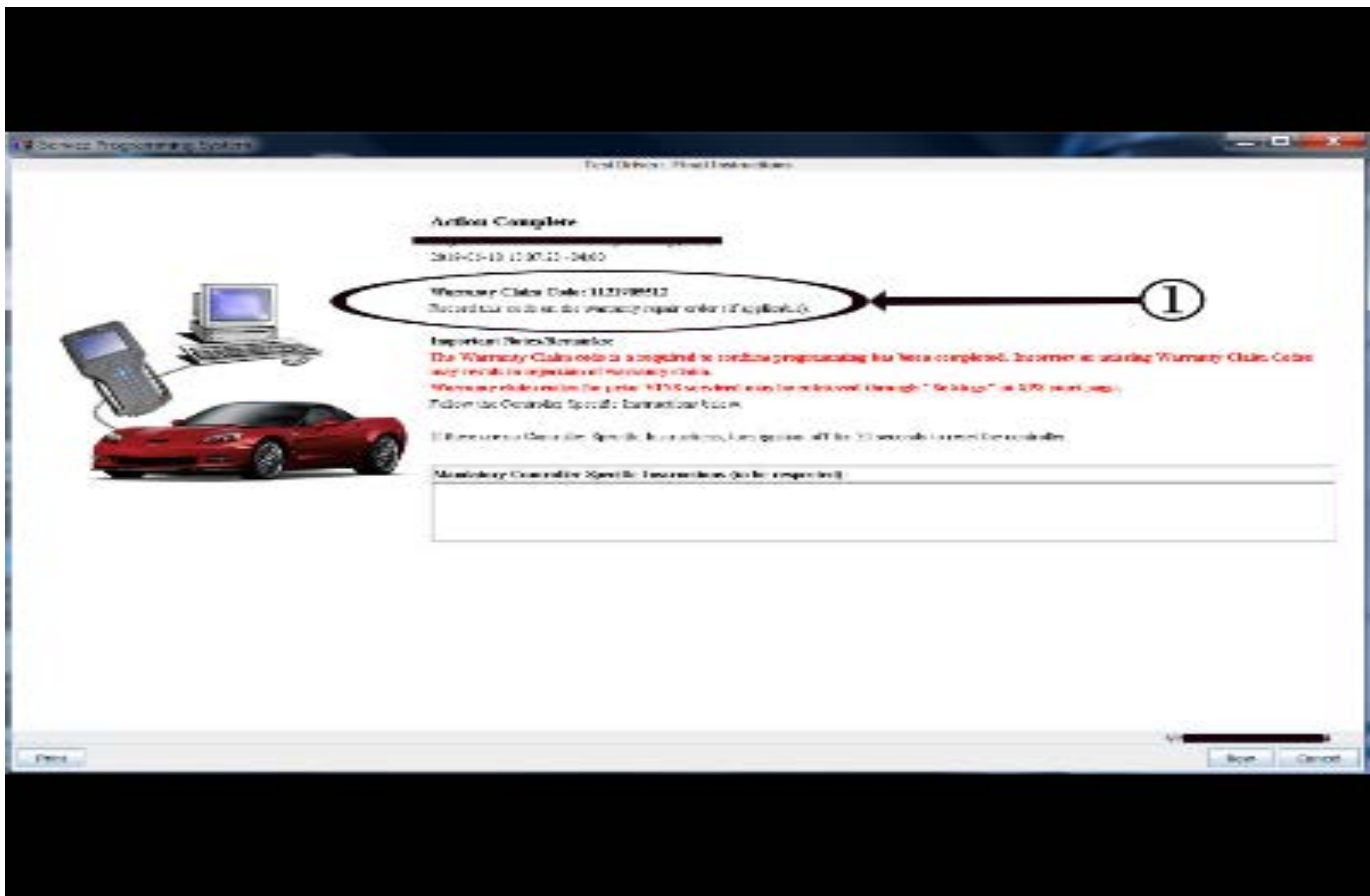
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Important: Techline Connect and TIS2WEB screens shown above.

Important: If the Same Calibration/Software Warning is noted on the TLC or SPS Summary screen, select OK and follow on-screen instructions. The system will generate a warranty claim code (WCC) for documentation purposes only. Perform service information (SI) diagnostics to determine the cause of the condition. Use the applicable labor operation code when submitting a warranty claim. DO NOT use the WCC with the warranty claim submission.

Important: When programming a module in GM's new Vehicle Intelligence Platform, or VIP, the power mode (ignition) needs to be off or errors may occur. This involves the 2020 Chevrolet Corvette, Cadillac CT5 and CT4, as well as the upcoming full-size Chevrolet, GMC, Cadillac SUVs and Buick Envision. Serial Data Message Authentication also needs to have the ignition off.

1. Reprogram the ECM module. Refer to *K20 Engine Control Module: Programming and Setup* in SI.

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Note: The screen shots above are an example of module reprogramming and may not be indicative of the specific module you're reprogramming.

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

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

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	Model	Labor Time
2887078*	Engine Control Module Reprogramming with SPS for DTC P2B95, P2B0A, P2B08, P2B09, and/or P2B0B set	Equinox	0.3
		Terrain	
		Malibu	
*This is a unique Labor Operation for Bulletin use only.			

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/SPS2.

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 TLC/TIS on the computer used to program the vehicle.
2. Select and start SPS/SPS2.
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.

Version	1
Modified	Released December 21, 2020