Case Number: S2208000073   REV. A

Release Date: October 2022

Symptom/Vehicle Issue: No Start After a Flash or Powertrain Control Module (PCM), Body Control Module (BCM) Replacement

Technician Observation: Technician observed the vehicle is setting Diagnostic Trouble Code (DTC) P0513 Invalid Skim Key, and/or U0426-62 MiniKrypt Error Signal Compare Error.

Discussion:

PERFORMING THE PCM REPLACED PROCEDURE:

This Procedure is required to ensure the "Seed Request" in the PCM is correct, valid, and matched for the Radio Frequency Hub (RFHUB). The "Seed request" is a handshake involving PCM, BCM and RFHUB security codes.

The PCM requests the security code from the BCM and ensures they match to start the vehicle. When this DTC is set active, that means the PCM, after a reflash or replacement, was defaulted and doesn't have the proper security code installed so the match is always negative, once the "PCM replacement routine" is performed the PCM restores the actual security code and Key Fobs will work and the vehicle will start, and the DTC will go to stored.

Note: Before proceeding with further repairs, validate by the module connecter pinouts that the PCM and the BCM B+ circuits always have good battery voltage (ignition on and off). Test any ignition on circuits to ensure they have battery voltage with ignition on and no voltage with ignition off. Stray voltage on ignition key on circuits when the ignition is off, can inhibit proper module programming to complete.

RE-Flash PROGRAMMING PROCEDURE:
1. Connect a battery charger to the vehicle.
2. Connect the scan tool.
3. Ignition should be in RUN position. (do not start the vehicle)
4. Manually enter the VIN in wiTECH to identify what vehicle you are working on.
5. Flash the PCM software.

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6. Perform the "Proxy Configuration Alignment" located under the Guided Diagnostics menu in the activities section of the left margin.

IF THE PCM HAS BEEN REPLACED:

1. Select and run the "PCM/ECM/ESL or IMMOBILZER ECUs module replace" routine under the BCM "Misc. Functions" menu. Verify that the PCM states programmed after it transfers the immobilizer data.
2. Run the "Proxy Configuration Alignment" once again to verify no misalignments.
3. Perform the Learn Electronic Throttle Control (ETC) routine under PCM Misc. Functions.
4. Erase any DTCs.
5. Road test the vehicle.
6. Check for and correct any DTCs.
7. Programming is complete.

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