



# Service Bulletin

Bulletin No.: 21-NA-142

Date: February, 2023

## TECHNICAL

**Subject: Front Brake Grind/Groan Noise After Sitting Overnight**

**This bulletin replaces PIT5805B. Please discard PIT5805B.**

Brand:	Model:	Model Year:		VIN and DATE Breakpoints:		Engine:	Transmission:
		from	to	from	to		
Buick	Enclave	2020	2023	5GAERBKW8LJ296460	5GAERBKW3PJ183456	All	All
Cadillac	XT5	2021		SOP	1GYKNAR42PZ158345		
	XT6			SOP	1GYKPCRS1PZ157966		
Chevrolet	Blazer	2020					
	Traverse			1GNERKKW5LJ296020	1GNERGKW1PJ183457		
GMC	Acadia	2021		SOP	1GKKNRL49PZ161180		

<b>Involved Region or Country</b>	North America, Russia, Middle East, Palestine, Japan, South Korea, Bolivia, Ecuador, Chile, Colombia, Peru, GM Korea, Uzbekistan.
<b>Additional Options (RPOs)</b>	
<b>Condition</b>	Some customers may comment on hearing a brake noise on the first few stops. They may describe it as a grind/groan sound, and it may feel like ABS is active, but it is not.
<b>Cause</b>	The cause of the condition may be the front disc brake pad material.
<b>Correction</b>	<p>Verify the condition is present and verify the pad number stamp on the top edge of the pad.</p> <p>If you see <u>GM9130</u> or <u>GM9140</u></p> <p style="background-color: yellow;"><b>For Non-LSY applications ONLY</b></p> <ol style="list-style-type: none"> <li>1. Replace the front disc brake pads with the parts listed below, refer to <i>Front Disc Brake Pads Replacement in SI</i></li> <li>2. Scuff the rotors.</li> <li>3. Perform the Brake Pad and Rotor Burnishing procedure. Refer to <i>Brake Pad and Rotor Burnishing in SI</i>. Complete a minimum of 20 stop events.</li> </ol> <p style="background-color: yellow;"><b>For LSY equipped Acadia, Blazer and XT6 vehicles ONLY</b></p> <ol style="list-style-type: none"> <li>1. Replace the pads with the Pad Kit part number listed below, refer to <i>Front Disc Brake Pads Replacement in SI</i>.</li> <li>2. Scuff the rotors.</li> <li>3. Reprogram the Electronic Brake Control Module (EBCM).</li> <li>4. Perform the Brake Pad and Rotor Burnishing procedure. Refer to <i>Brake Pad and Rotor Burnishing in SI</i>. Complete a minimum of 20 stop events.</li> </ol>

## Service Procedure

**Important:** Service agents must comply with all International, Federal, State, Provincial, and/or Local laws applicable to the activities it performs under this bulletin, including but not limited to handling, deploying, preparing, classifying, packaging, marking, labeling, and shipping dangerous goods. In the event of a conflict between the procedures set forth in this bulletin and the laws that apply to your dealership, you must follow those applicable laws.

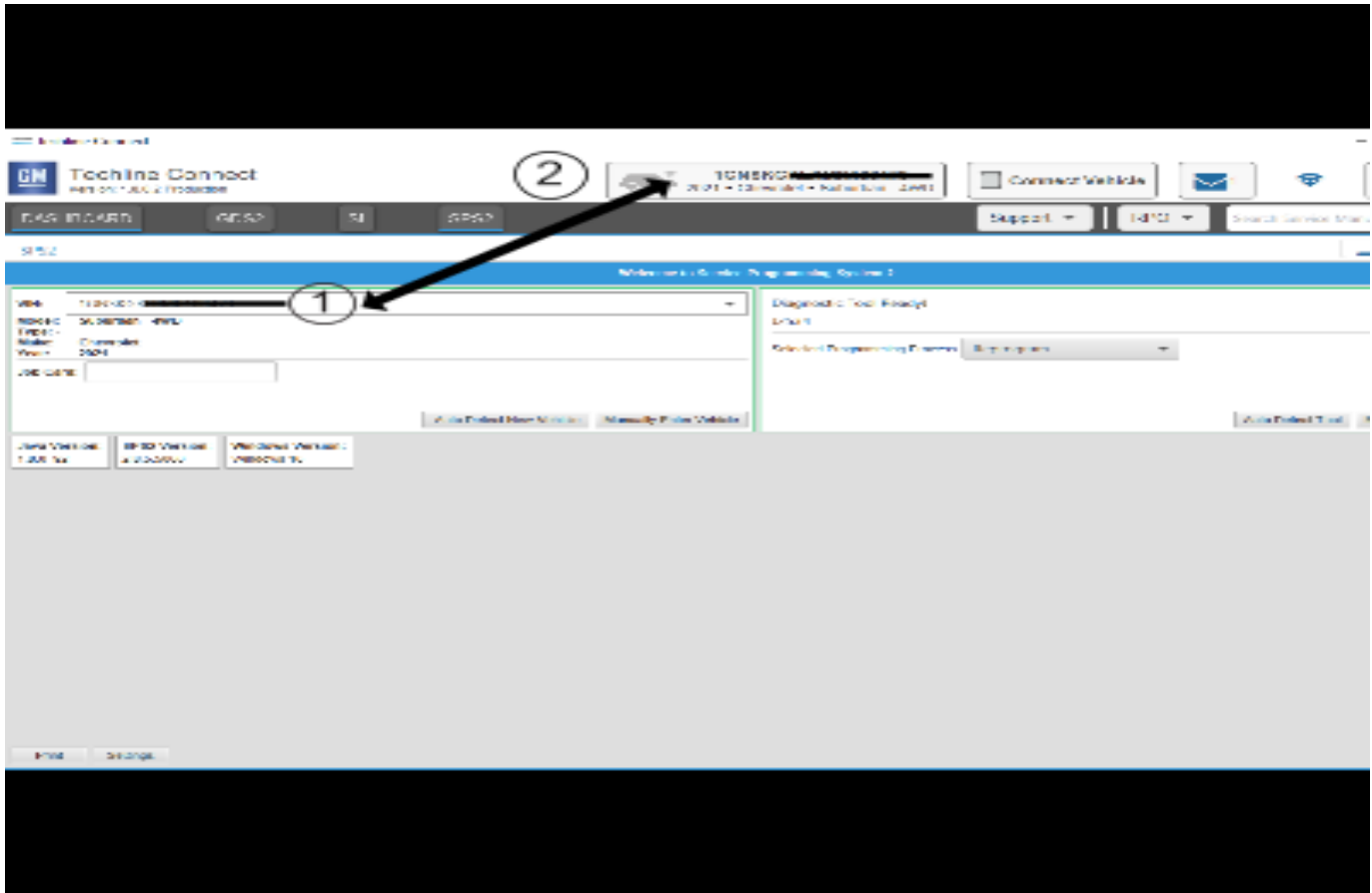
**Caution:** Before downloading the update files, be sure the computer is connected to the internet through a network cable (hardwired). DO NOT DOWNLOAD or install the files wirelessly. If there is an interruption during programming, programming failure or control module damage may occur.

- 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 12 V jumper or booster pack disconnected from the AC voltage supply. DO NOT connect a battery charger.
- Follow the on-screen prompts regarding ignition power mode, but ensure that anything that drains excessive power (exterior lights, HVAC blower motor, etc) is off.
- Clear DTCs after programming is complete. Clearing powertrain DTCs will set the Inspection/Maintenance (I/M) system status indicators to NO.

**Important:** The service technician always needs to verify that the VIN displayed in the TLC left side drop down menu and the top center window match the VIN plate of the vehicle to be programmed prior to using Service Programming System 2 (SPS2) for programming or reprogramming a module.

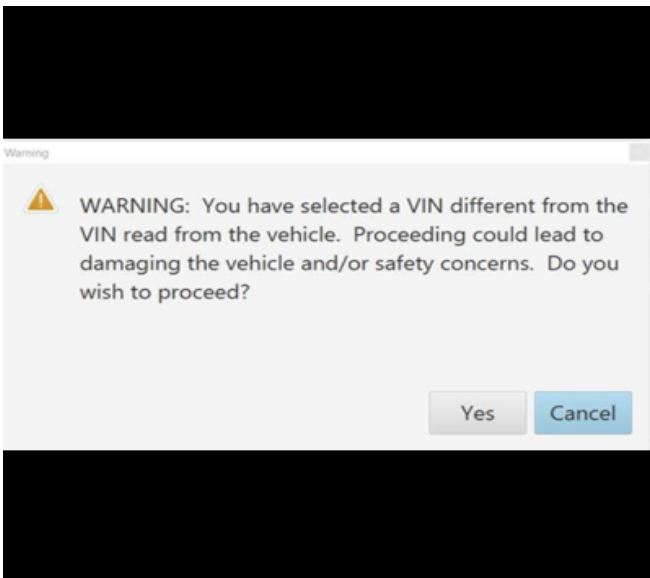
- For the TLC application, service technicians need to always ensure that the power mode (ignition) is "ON" before reading the VIN from the vehicle's VIN master module and that they do not select a VIN that is already in the TLC application memory from a previous vehicle.
- If the VIN that shows up in the TLC top center window after correctly reading the VIN from the vehicle does not match the VIN plate of the vehicle, manually type in the VIN characters from the vehicle VIN plate into the TLC top center window and use these for programming or reprogramming the subject module with the correct vehicle VIN and software and/or calibrations.
- The Engine Control Module (ECM) is the master module (for VIP vehicles) that TLC reads to determine the VIN of the vehicle. If the VIN read from the vehicle by TLC does not match the VIN plate of the vehicle, the ECM also needs to be reprogrammed with the correct VIN, software and calibrations that match the vehicle's VIN plate.
- The Body Control Module (BCM) is the master module (for GEM vehicles) that TLC reads to determine the VIN of the vehicle. If the VIN read from the vehicle by TLC does not match the VIN plate of the vehicle, the BCM also needs to be reprogrammed with the correct VIN, software and calibrations that match the vehicle's VIN plate.

**Caution:** Be sure the VIN selected in the drop down menu (1) is the same as the vehicle connected (2) before beginning programming.

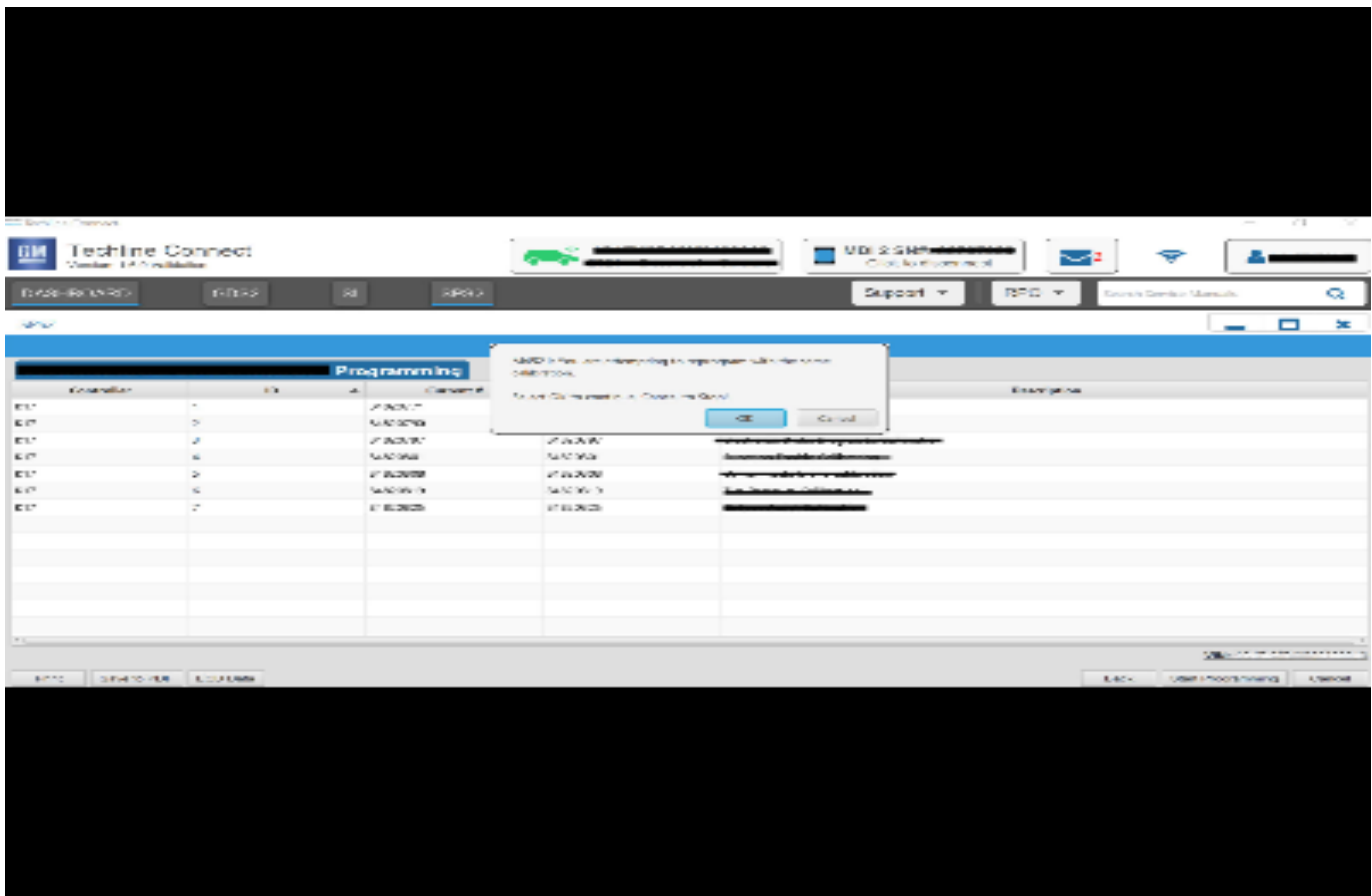


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**Important:** If the vehicle VIN DOES NOT match, the message below will be shown



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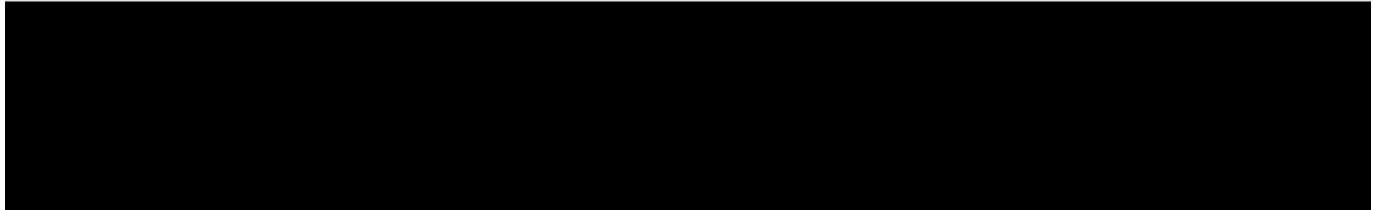
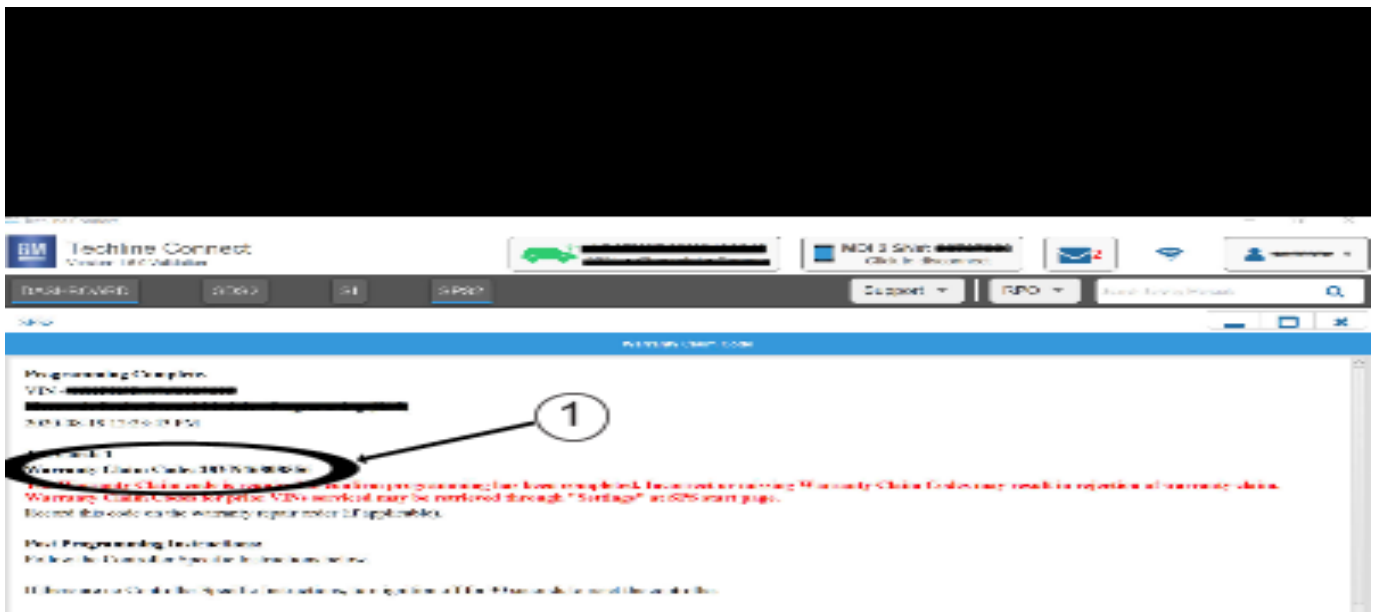
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**Important:** Techline Connect screens shown above.

**Important:** If the same calibration/software warning is noted on the TLC Summary 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 section of the bulletin.

1. Reprogram the Electronic Brake Control Module. Refer to *K17 Electronic Brake Control Module: Programming and Setup in SI*.



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**Note:** The screenshot above is an example of module programming and may not be indicative of the specific module that is being programmed. Module selection and VIN information have been blacked out.

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

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

### Parts Information

Causal Part	Description	Part Number	Qty
X	Pad Kit-Frt Disc Brk	85619135	1

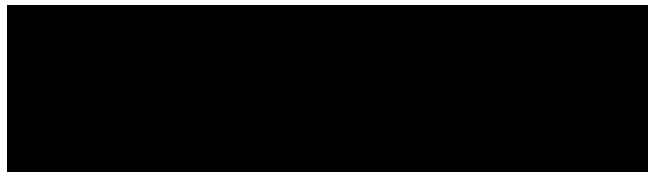
## Warranty Information

Repairs made for the specific concern within this bulletin will be covered for a period of 24 months or 24,000 miles or 40,000 km, whichever occurs first.

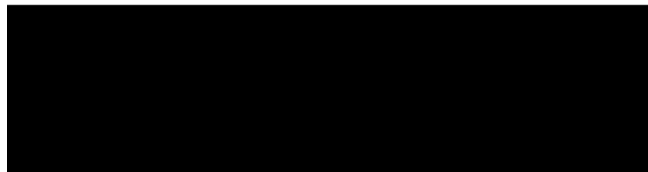
Labor Operation	Description	Base Labor Time
2486308*	Front Disc Brake Pads Replacement and Scuff Both Front Rotors	Enclave – 1.1 hr Traverse – 1.1 hr Blazer – 1.1 hr Acadia – 1.2 hr XT5 – 1.1 hr XT6 – 1.6 hr
Add	Electronic Brake Control Module Reprogramming with SPS for LSY vehicles	0.3 hr

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

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



Labour Time [\[Top\]](#)  
 Labour Operation Code:  
 Additional labour op code information:  SPS Warranty Claim Code:



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- The Warranty Claim Code must be accurately entered in the "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 "Warranty Claim Code" field of the transaction, otherwise the transaction will reject. It is best practice to enter the FINAL code provided by SPS2.



Version	10
Modified	<p>Released June 21, 2021</p> <p>Revised June 30, 2021 – Replaced LTG Labor Operation with Unique Bulletin Labor Operation</p> <p>Revised July 13, 2021 – Updated Parts Information with New Replacement Service Part # 85520396.</p> <p>Revised January 27, 2022 – Updated Breakpoints</p> <p>Revised March 09, 2022 – Changed Blazer End Breakpoint from Date to VIN.</p> <p>Revised April 14, 2022 – Added Note to Cause, Updated Correction, Increased Labor Time and Replaced Labor Operation Number.</p> <p>Revised August 23, 2022 – Added 2023 Model Year to All Models Except Colorado and Canyon.</p> <p>Revised December 14, 2022 – Updated Note in Cause Section.</p> <p>Revised January 30, 2023— Removed Colorado and Canyon Models, Updated Correction, Updated Part Number and Added Ending Breakpoints and changed Labor Op #.</p> <p>Revised February 13, 2023 – Added LSY Brake Pad Replacement Procedure to Correction Section, Reprogramming Procedure under Service Procedure, Updated Warranty Information with Reprogramming Add Time.</p>

