



Service Bulletin

Bulletin No.: 24-NA-128

Date: September, 2024

INFORMATION

Subject: Powertrain Control Module K45 Software Update for SDAC (Serial Data Authentication Configuration) Failures

This Service Bulletin replaces PIT6169C. Please discard all versions of PIT6169.

Brand:	Model:	Model Year:		Build Date:		Engine:	Transmission:
		from	to	from	to		
Chevrolet	Traverse	2024	2024	SOP	June 12, 2024	LK0	—
GMC	Acadia	2024	2024				

Involved Region or Country	North America
Condition	Technicians may comment that during any module programming event that is followed by SDAC (Serial Data Authentication Configuration), the K45 PCM (Powertrain Control Module) has the potential to fail SDAC.
Cause	The cause of the condition may be a software bug in the K45 PCM.
Correction	Ensure the K45 PCM software is up-to-date for vehicles built prior to June 13, 2024.

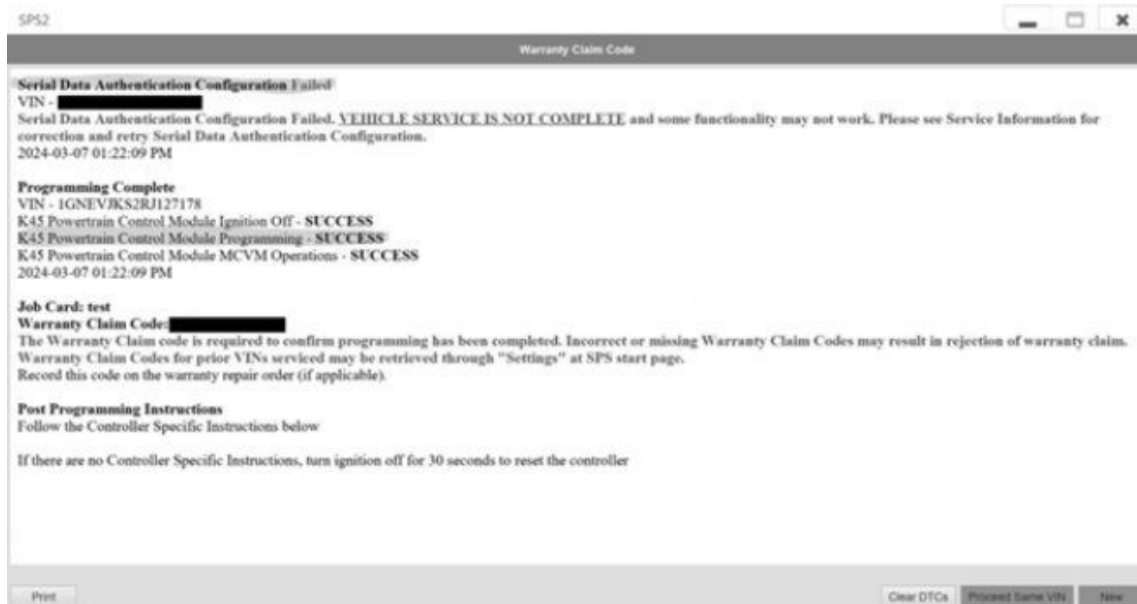
Service Procedure

Important: Disregard this bulletin if the K45 PCM is at the latest software level or has a successful programming event, even if followed by a failed SDAC event.

This failure is only related to K45 PCMs that are still on the old software level. Once the software is up-to-date, SDAC failures related to PCM software are no longer applicable.

Please observe the warranty claim code screen at the end of programming.

The following example shows a successful K45 PCM programming event, which is followed by a failed SDAC event. In this example, the K45 PCM is not the cause of the SDAC failure (as outlined in this bulletin) since it was successfully programmed with the latest software.



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If the K45 PCM programming is unsuccessful -or- SDAC is failing after successful K45 PCM programming, please disregard this bulletin and follow service information and procedures to determine failure.

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.

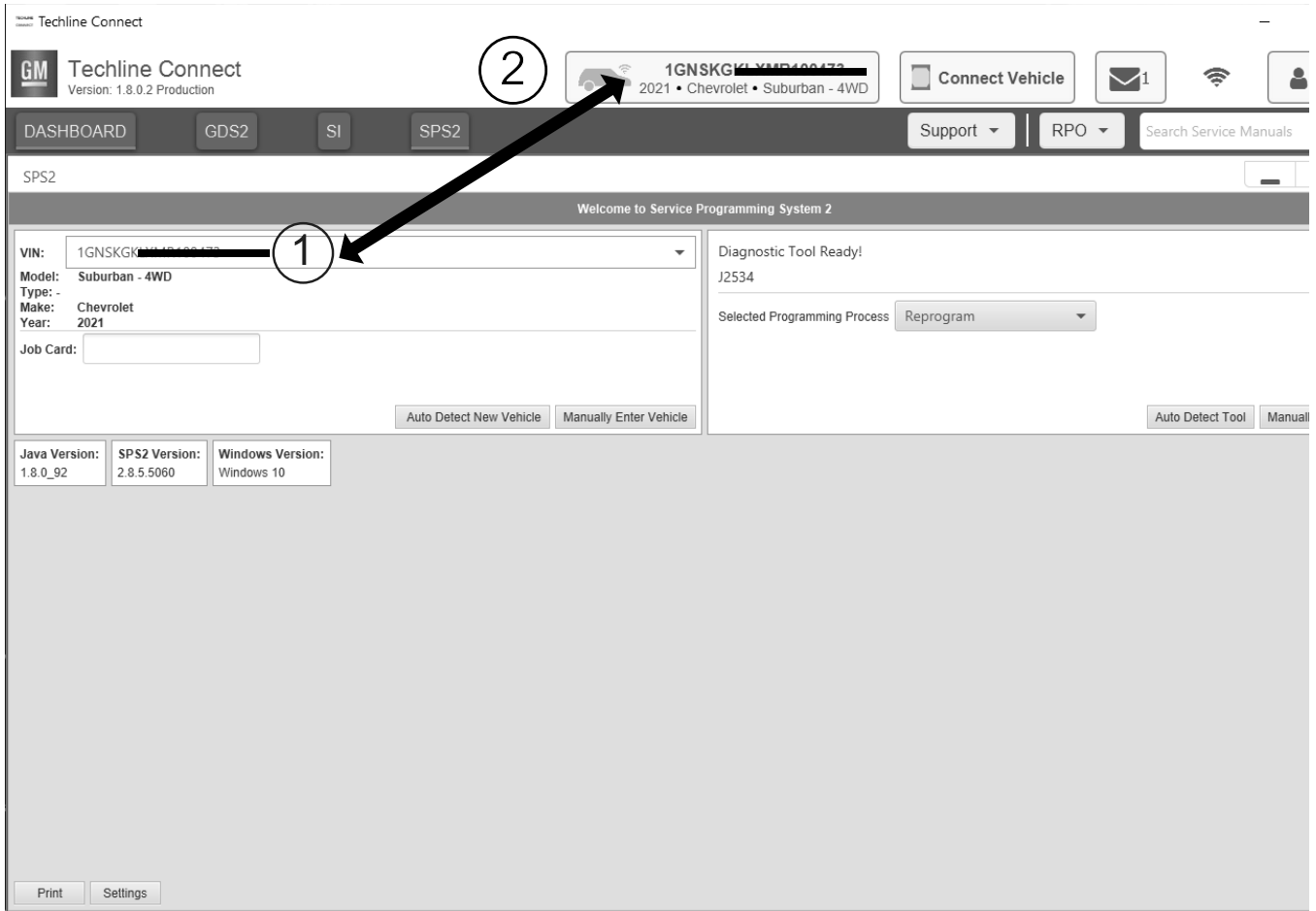
Caution: Before downloading the update files, be sure the computer is connected to the internet through a network cable (hardwired). DO NOT DOWNLOAD or install the files wirelessly. If there is an interruption during programming, programming failure or control module damage may occur.

- 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 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.
- 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.

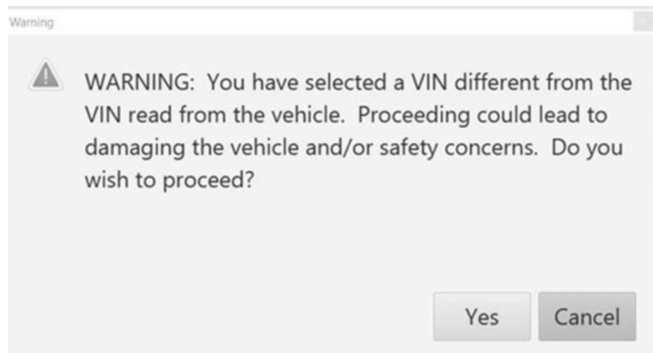
- For the TLC application, service technicians need to always ensure that the power mode (ignition) is "ON" before reading the VIN from the vehicle's VIN master module and that they do not select a VIN that is already in the TLC application memory from a previous vehicle.
- If the VIN that shows up in 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.

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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The screenshot shows the Techline Connect software interface. At the top, there is a navigation bar with 'DASHBOARD', 'GDS2', 'SI', and 'SPS2' buttons. A search bar for 'Search Service Manuals' is also present. The main area is titled 'SPS2' and contains a 'Programming' table. A modal dialog box is overlaid on the table, displaying a warning message: 'M4521: You are attempting to reprogram with the same calibration. Select OK to continue, Cancel to Stop!'. The table has columns for 'Controller', 'ID', 'Current #', and 'Description'. The 'Description' column contains several entries, some of which are partially obscured by the dialog box.

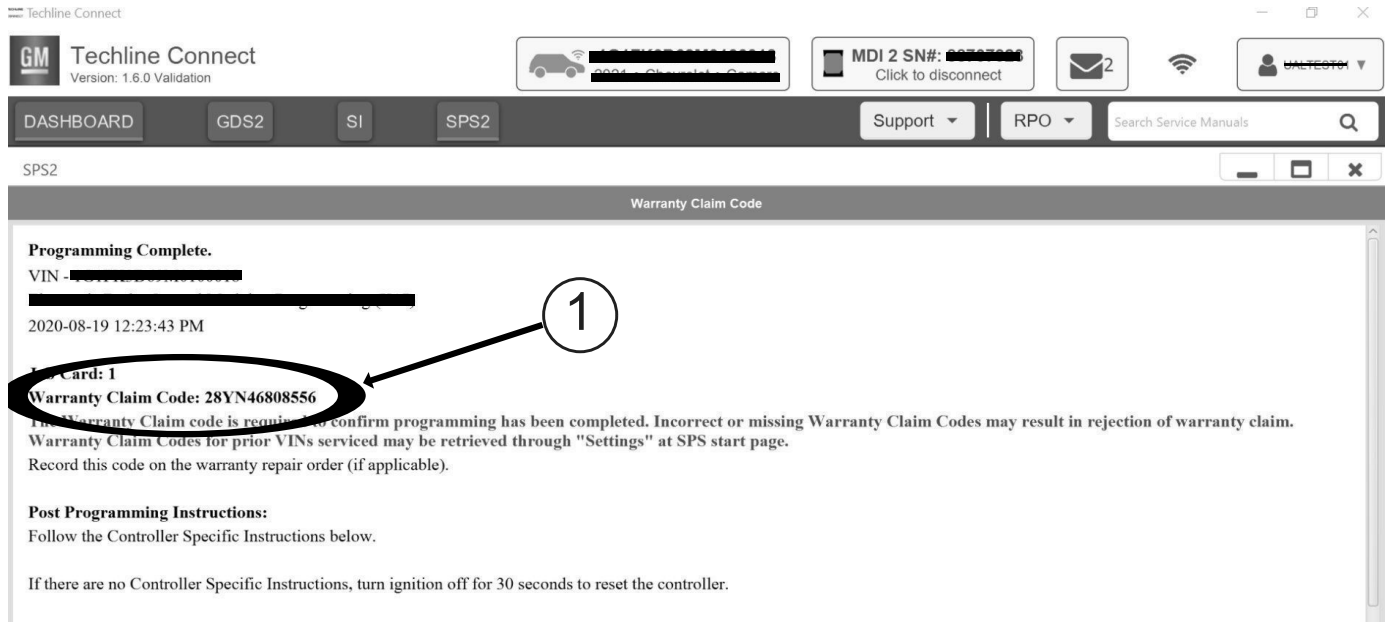
Controller	ID	Current #	Description
K17	1	84820771	
K17	2	84820790	
K17	3	84820797	84820797 Electronic Brake Diagnostic Calibration
K17	4	84820801	84820801 Function Enable Calibration
K17	5	84820808	84820808 Driver mode brake calibration
K17	6	84820819	84820819 Pre-Pressure Calibration
K17	7	84820825	84820825

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Important: Techline Connect screen 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. Record the WCC on the job card. No further action is required. Refer to the Warranty Information section of this bulletin.

1. Reprogram the Powertrain Control module. Refer to *K45 Powertrain 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.

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

Warranty Information

For vehicles repaired under the Bumper-to-Bumper coverage (Canada Base Warranty coverage), use the following labor operation. Reference the Applicable Warranties section of Investigate Vehicle History (IVH) for coverage information.

Labor Operation	Description	Labor Time
2887798*	PCM Reprogramming for SDAC Limit	0.4 hr

*This is a unique Labor Operation for bulletin use only.

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

Labor Operation	Description	Labor Time
<p>Labour Time [Top]</p> <p>Labour Operation Code:</p> <p>Additional labour op code information:</p> <p style="text-align: right;">SPS Warranty Claim Code:</p>		
<p>6125814</p>		
<ul style="list-style-type: none"> 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. 		

Warranty Claim Code Information Retrieval

Job Card:

Java Ver 1.8.0_92

Common Diagnostics Logging **Warranty Claim Code** Local Cache

VIN	Module	Function	Warranty Claim Code	Job Card
[REDACTED]	K73 - Telematics Communication Interface Control Module	Programming & Service Activation	[REDACTED]	test
[REDACTED]	K9 - Body Control Module	Programming	[REDACTED]	test
[REDACTED]	K5 - Automatic Level Control Module Ignition	Off	[REDACTED]	test driver
[REDACTED]	K56 - Serial Data Gateway Module	Programming	[REDACTED]	test driver

Print Settings

Ok Cancel

If the Warranty Claim Code was not recorded on the Job Card, the code can be retrieved in the SPS2 system as follows:

1. Open TLC on the computer used to program the vehicle.
2. Select and start SPS2.
3. Select Settings (1).
4. Select the Warranty Claim Code tab (2).

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	3
Modified	Released July 11, 2024 Revised July 30, 2024 - Added Chevrolet Traverse engine RPO, revised Condition and Correction sections. Revised September 25, 2024 – Revised the Subject, Condition, Correction, and Service Procedure.

