



Service Bulletin

Bulletin No.: 24-NA-244
Date: March, 2025

INFORMATION

Subject: Diagnostic Tip on Cold Start Rough Idle - DTC P050D Set

This bulletin replaces PIP5993B. Please discard PIP5993B.

Brand:	Model:	Model Year:		VIN:		Engine:	Transmission :
		from	to	from	to		
Buick	Enclave	2025	2025			2.5 LK0	
Chevrolet	Traverse	2024					
GMC	Acadia	2024					

Involved Region or Country	North America
Condition	Some customers may comment on Cold start rough idle. Some technicians may find DTC P050D set as current or in history in the Powertrain Control Module (PCM).
Cause	Root cause currently under investigation.
Correction	Replace Fuel Injectors and program the PCM to the latest software.

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.

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.

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

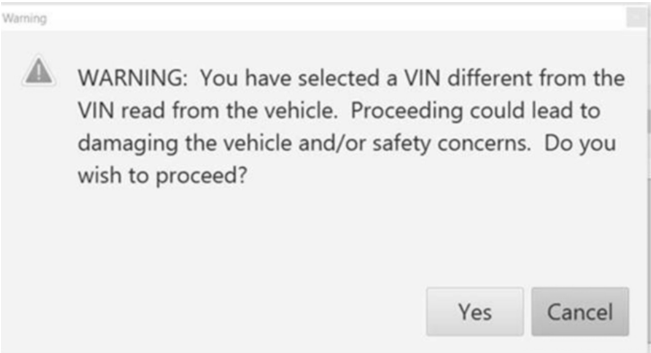
- For the TLC application, service technicians need to always ensure that the power mode (ignition) is “ON” before reading the VIN from the vehicle’s VIN master module and that they do not select a VIN that is already in the TLC application memory from a previous vehicle.
- If the VIN that shows up in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

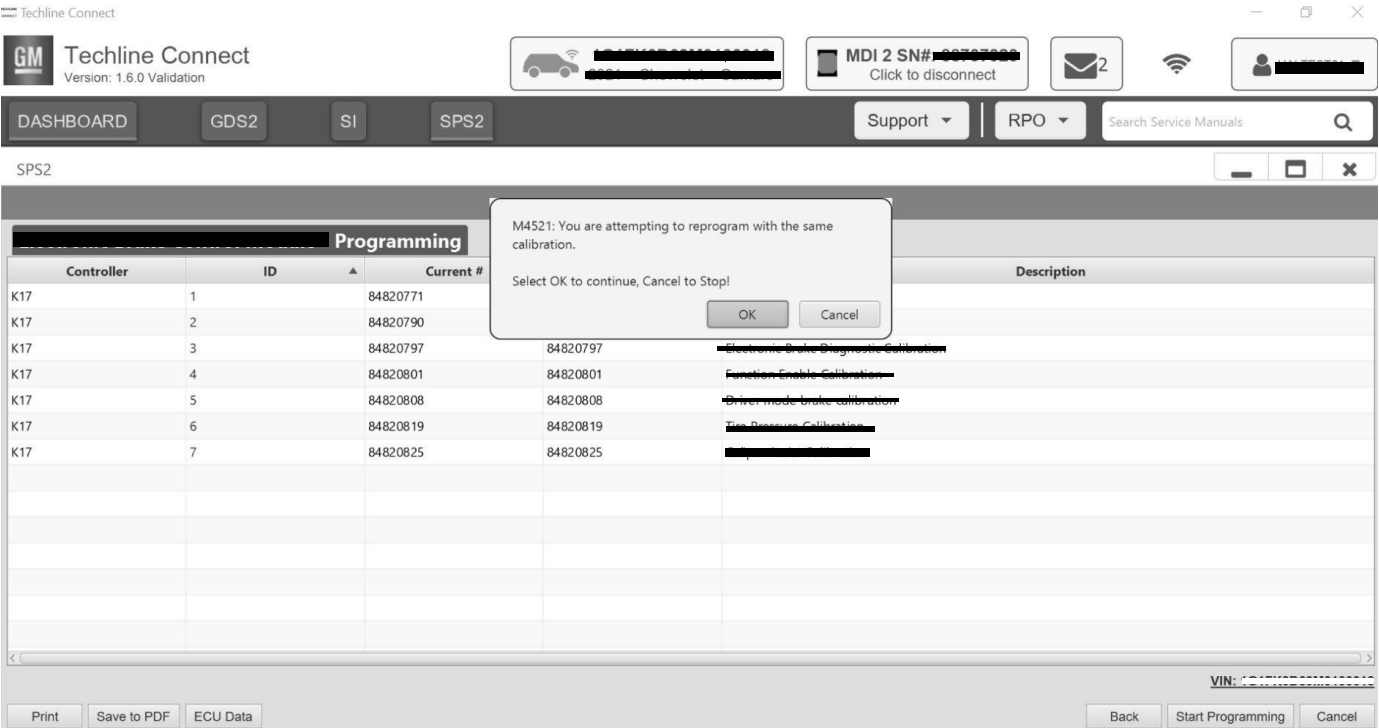
The screenshot displays the Techline Connect SPS2 interface. At the top, the 'Techline Connect' header includes the GM logo and version '1.8.0.2 Production'. Below this is a navigation bar with tabs for 'DASHBOARD', 'GDS2', 'SI', and 'SPS2'. The 'SPS2' tab is active. On the right side of the header, there are buttons for 'Connect Vehicle', 'Support', 'RPO', and a search bar for 'Search Service Manuals'. The main content area is titled 'Welcome to Service Programming System 2'. It features a large VIN dropdown menu on the left, currently showing '1GNSKGM1YMR100175'. A circled '1' points to this dropdown. To the right of the dropdown, a box displays vehicle information: '2021 • Chevrolet • Suburban - 4WD'. A circled '2' points to this information box. Below the VIN dropdown, there are fields for 'Model: Suburban - 4WD', 'Type: -', 'Make: Chevrolet', 'Year: 2021', and a 'Job Card' field. To the right of these fields, there is a 'Diagnostic Tool Ready!' status and a 'J2534' identifier. Below this, a 'Selected Programming Process' dropdown is set to 'Reprogram'. At the bottom of the main content area, there are buttons for 'Auto Detect New Vehicle', 'Manually Enter Vehicle', 'Auto Detect Tool', and 'Manual'. The footer of the interface shows system versions: 'Java Version: 1.8.0_92', 'SPS2 Version: 2.8.5.5060', and 'Windows Version: Windows 10'. There are also 'Print' and 'Settings' buttons at the bottom left.

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



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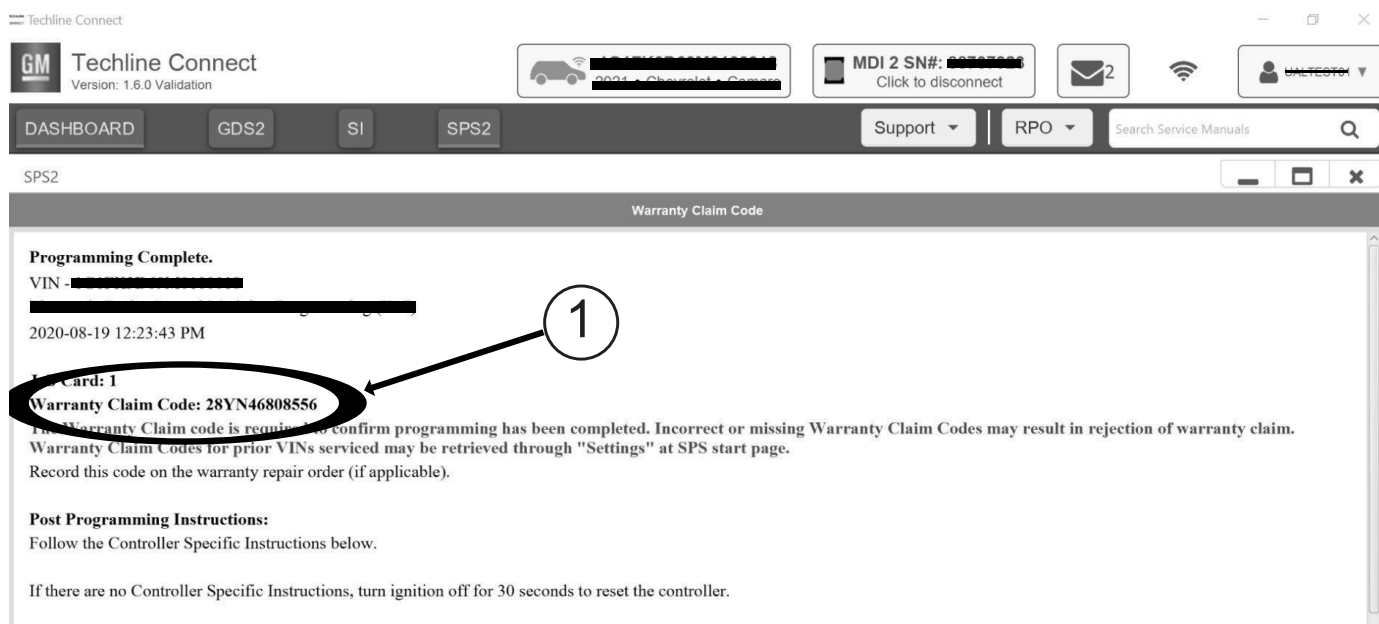
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Important: Techline Connect screens shown above.

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. Replace the fuel injectors. Refer to *Fuel Injector Replacement in SI*.

- Reprogram the Powertrain Control Module. Refer to *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.

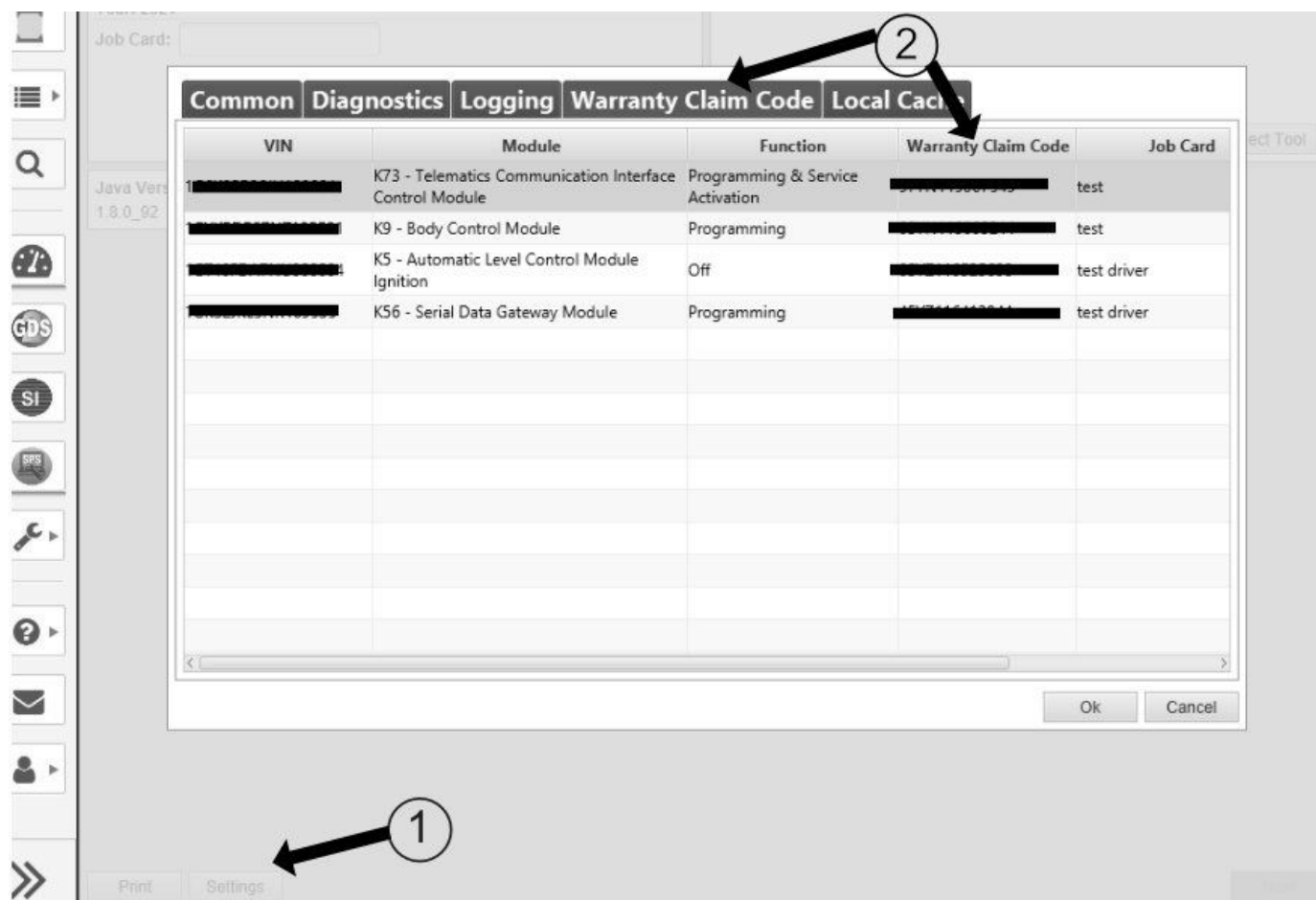
- Record SPS Warranty Claim Code on job card for warranty transaction submission.

Parts Information

* We believe this source and their products to be reliable. There may be additional manufacturers of such products/materials. General Motors does not endorse, indicate any preference for, or assume any responsibility for the products or material from this firm or for any such items that may be available from other sources.

Causal Part	Description	Part Number	Qty
X	INJECTOR ASM-DIR FUEL	12733006	4
N/A	PIPE ASM-FUEL FEED INTER	12728652	1
N/A	SEAL KIT-F/INJR (O RING)	12700915	1
N/A	GASKET-INT MANIF	12697072	1

Warranty Claim Code Information Retrieval



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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	1
Modified	Released March 12, 2025