



Service Bulletin

Bulletin No.: 15-NA-010

Date: May, 2025

INFORMATION

Subject: Information for New Vehicles with Less than 1,000 Miles that May Not Pass California Smog Inspection or Smog Inspection in Other States

Attention: Depending on the State, this testing is identified as Emissions Inspection, Smog Check, Smog Inspection or Smog Testing.

Brand:	Model:	Model Year:		VIN:		Engine:	Transmission:
		from	to	from	to		
Buick	GM Passenger Cars and Trucks	2015	2026	—	—	Gasoline	—
Cadillac							
Chevrolet							
GMC							

Involved Region or Country	United States
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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.

Catalyst Break-In Period Information

Notice:

- The catalyst break-in period has been approved by the California Air Resources Board (CARB) but vehicles operating within the break-in period may still be subject to an inspection within California's Smog Inspection Program.
- The catalyst break-in period concern has been most prevalent in California because they have a Smog Inspection I/M Readiness Policy that allows only the Evaporative Monitor to not be ready on newer model year vehicles. This concern has occurred in other states and is expected to occur more frequently as other States adopt a similar Smog Inspection policy.
- When presenting a new vehicle for the California Smog Inspection or for a Smog Inspection in another State, some vehicles with less than 1,000 miles (1,609 km), may not report an Inspection/Maintenance System Check Monitor Complete Yes status as required to Pass the Smog Inspection. This may be caused by the engine control module (ECM) disabling some of the post catalyst oxygen sensor diagnostics until a preset catalyst break-in period (which varies by model and vehicle) has been completed. The post catalyst oxygen sensor diagnostics must report an Inspection/Maintenance System Yes (O2S/HO2S Monitor Complete — Yes) to the Smog Inspection test equipment, but cannot do so until after the preset calibrated catalyst break-in period has been completed.

In order to complete this catalyst break-in period, advise the Customer to operate their vehicle using the New Vehicle Break-In procedure as outlined in their Owner Manual.

- In some cases passing the Smog Inspection may be required for vehicle registration of brand new 50 State vehicles. This can happen in the following ways:
 - Any time a vehicle is sold, delivered or registered outside of the GM dealer network (i.e., a vehicle sold through a broker, drop shipped, or upfit and delivered through an upfitter) are among some of the possible

examples meeting the California Registration definition for new vehicles delivered outside of the California Dealer network.

- A new vehicle is purchased in another state and is temporarily registered in that state before being brought into California.
- ⇒ If this occurs, a Smog Inspection is required in California. However, the vehicle will not be ready for the Smog Inspection until after the catalyst break-in period has been completed.

Customer Options to Resolve the Case of a New Vehicle Not Being Ready for the California Smog Inspection

When the vehicle is not ready for the Smog Inspection, the customer has a few options to resolve the situation as follows:

1. Obtain a Temporary Operating Permit from the California Department of Motor Vehicles, which will allow the customer to drive the vehicle allowing in many cases for the problem to resolve itself.
2. The customer can work with a GM Dealer to make sure the catalyst break-in period has completed and the O2S/HO2S Monitor Complete has been set to Yes, which could take 700–1000 miles of vehicle operation.
3. In California, the customer can call 1-800-622-7733 to make an appointment with the California Bureau of Automotive Repair (BAR) Referee Scheduling Center in order to get a waiver from the Oxygen Sensor Monitor Complete requirement.

In other states, for Smog Inspection/Emissions Testing requirements, refer to the various websites contained within this Bulletin in the section titled: Smog Inspection, Emissions Inspection Website Information.

Service Procedure

Notice: This is not a warranty repair.

Verify that the vehicle owner has operated their vehicle for a minimum of 400 miles (644 km) using the New Vehicle Break-In procedure as outlined in the appropriate Owner Manual. New vehicles may not be able to complete the Inspection/Maintenance System Check for certain HO2S 2 diagnostics prior to 700 miles (1,127 km) and could require 1,000 miles (1,609 km) or more of catalyst break-in depending on driving conditions.

Observe the following O2S/HO2S Monitors on the scan tool. They must set to Yes in order to Pass the Smog Inspection:

- O2S/HO2S Monitor Complete
- O2S/HO2S Monitor Complete This Ignition Cycle
- O2S/HO2S Monitor Enabled
- O2S/HO2S Monitor Enabled This Ignition Cycle

Once the vehicle has reached 400 miles (644 km), perform the following:

1. When it is safe to do so, perform several deceleration maneuvers from a minimum speed of 45 mph (72 km/h) for at least 10 seconds. Repeat this maneuver 3 to 4 times. Stop the vehicle and turn the ignition **OFF**. Perform this complete Step three additional times.

Note: Decelerate/coast with no or limited brake input. Moderate to heavy braking can cause downshifts and the Diagnostic test will abort.

Note: Decelerate/coast for at least 10 seconds at 0% Throttle Pedal.

2. Use a scan tool to verify the O2S/HO2S Monitors have set to Yes.
 - ⇒ If the O2S/HO2S Monitors have not set to Yes, then continue mileage accumulation and if possible repeat the verification every 100 miles (160 km).
3. Once a scan tool indicates that all O2S/HO2S Monitors are set to Yes, the vehicle is prepared for the Smog Inspection.

Note: At the time this was written, the California Smog Inspection only allows the EVAP Readiness Monitor to not be set to Yes and still pass the Smog Inspection.

- ⇒ If Readiness Monitors other than the O2S/HO2S Monitors are not set to Yes, refer to the Inspection/Maintenance Complete System Set Procedure in SI.

GDS 2 HO2S 2 Break-In Period Remaining Parameter

Parameter Name	Value	Unit	Control Module
Catalyst Monitor Complete This Ignition Cycle			Engine Control Module
EGR/Camshaft Position Monitor Complete This Ignition Cycle			Engine Control Module
EVAP Monitor Complete This Ignition Cycle			Engine Control Module
O2S/HO2S Monitor Complete This Ignition Cycle			Engine Control Module
HO2S Heater Monitor Complete This Ignition Cycle			Engine Control Module
Catalyst Monitor Enabled This Ignition Cycle			Engine Control Module
EGR/Camshaft Position Monitor Enabled This Ignition Cycle			Engine Control Module
EVAP Monitor Enabled This Ignition Cycle			Engine Control Module
O2S/HO2S Monitor Enabled This Ignition Cycle			Engine Control Module
HO2S Heater Monitor Enabled This Ignition Cycle			Engine Control Module
HO2S 1 Break-In Period Remaining		%	Engine Control Module
HO2S 2 Break-In Period Remaining		%	Engine Control Module
Cold Start-Up			Engine Control Module
ECT Sensor		°F	Engine Control Module
IAT Sensor		°F	Engine Control Module
Ambient Air Temperature		°F	Engine Control Module
BARO		PSI	Engine Control Module
Calculated BARO		PSI	Engine Control Module
Remaining Fuel in Tank		%	Engine Control Module
Remaining Fuel in Tank		gal	Engine Control Module
Fuel Composition Learn			Engine Control Module
Fuel Alcohol Content		%	Engine Control Module
Ignition 1 Signal		V	Engine Control Module
Start-Up ECT		°F	Engine Control Module
Vehicle Speed Sensor		MPH	Engine Control Module

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Typical view of the GDS 2 HO2S 2 Break-In Period Remaining parameter. The parameter Range is from 100% to 0%, indicating a fully green catalyst to a completely broken-in catalyst, respectively. This parameter is not available on every vehicle/engine.

Smog Inspection and Emissions Inspection Website Information

State laws regarding vehicle testing known as Smog Inspection, Emissions Inspection, Smog Testing and/or Smog Check vary by individual State. The following websites are examples of readily available information, but are not recommendations.

- <http://www.smogcheck.ca.gov/> This website includes all information regarding the California Smog Check Program.
- <http://traffic.findlaw.com/drivers-license-vehicle-info/state-emissions-standards-and-testing.html> Includes links to all 50 State emissions testing regulations websites.
- <http://www.dmv.org/> This is a privately owned website and is not owned or operated by any State Agency.
- <http://www.mytime.com/guide/Smog-Check/Articles/find-out-your-states-smog-check-requirements-with-this-quick-and-easy-reference-guide>
- <https://www.colorado.gov/pacific/cdphe/emissions-testing-changes-2015> General emissions inspection requirements and information.
- <https://dmv.ny.gov/inspection/inspection-requirements> New York State Department of Motor Vehicles Inspection Requirements.

Version Information

Version	6
Modified	<p>Revised August 16, 2016 – Updated the Subject, added the 2017 Model year, added an Attention statement. Added section: Catalyst Break-In Period Information. Added a Notice List. Replaced GDS 2 Parameters “Oxygen Sensor Readiness Monitor” with O2S/HO2S Monitor. Added section: GDS 2 HO2S 2 Break-In Period Remaining Parameter including a graphic. Added Website Information.</p> <p>Revised June 05, 2018 – Added the 2018-2019 Model Years and clarified some of the text.</p> <p>Revised January 23, 2020 – Added the 2020 Model Year and a Involved Region or Country section.</p> <p>Revised September 23, 2021 – Added the 2021-2022 Model Years.</p> <p>Revised May 07, 2025 – Added the 2023-2026 Model Years and Important statement.</p>

