



Preliminary Information

PIP5569A Module Damage From Incorrect AFIT Usage On Vehicles With Direct Fuel Injection

Product Investigation Review Required

Models

Brand:	Model:	Model Years:	VIN:		Engine:	Transmissions:
			from	to		
Buick	Allure (Canada only)	2010	All	All	2.4 LAF, 3.0 LF1 3.6 LLT	All
Buick	Cascada	2016 - 2019	All	All	1.6 LWC	All
Buick	Enclave	2009 - 2019	All	All	3.6 LFX, 3.6 LLT	All
Buick	Encore	2016 - 2019	All	All	1.4 LE2	All
Buick	Envision	2016 - 2019	All	All	2.0 LTG, 2.5 LCV	All
Buick	LaCrosse	2010 - 2019	All	All	2.4 LAF, 2.4 LUK, 2.5 LHN, 3.0 LF1, 3.6 LFX, 3.6 LGX, 3.6 LLT	All
Buick	Regal	2011 - 2019	All	All	2.0 LHU, 2.0 LTG, 2.4 LAF, 2.4 LEA, 2.4 LUK, 3.6 LGX	All
Buick	Verano	2012 - 2017	All	All	2.0 LHU, 2.4 LEA	All
Cadillac	ATS, ATS-V	2013 - 2019	All	All	2.0 LTG, 2.5 LCV, 3.6 LFX, 3.6 LF4 3.6 LGX	All
Cadillac	CT6	2017 - 2019	All	All	2.0 LSY, 3.6 LGW, 3.6 LGX	All
Cadillac	CTS, CTS-V	2008 - 2019	All	All	2.0 LTG, 3.0 LF1, 3.6 LF3, 3.6 LFX, 3.6 LLT 6.2 LT4	All
Cadillac	Escalade	2015 - 2019	All	All	6.2 L86	All
Cadillac	SRX	2008 - 2016	All	All	2.8 LAU, 3.0 LF1, 3.6 LFX	All
Cadillac	STS	2008 - 2011	All	All	3.6 LLT	All
Cadillac	XT4	2019	All	All	2.0 LSY	All
Cadillac	XT5	2017 - 2019	All	All	3.6 LF3, 3.6 LFX, 3.6 LGX	All
Cadillac	XTS	2013 - 2017	All	All	3.6 LF3, 3.6 LFX	All
Chevrolet	Camaro	2010 - 2019	All	All	2.0 LTG, 3.6 LFX, 3.6 LLT, 3.6 LGX, 6.2 LT1, 6.2 LT4	All

Brand:	Model:	Model Years:	VIN:		Engine:	Transmissions:
			from	to		
Chevrolet	Caprice PPV	2012 - 2017	All	All	3.6 LFX	All
Chevrolet	Captiva Sport	2012 - 2014	All	All	2.4 LEA, 3.0 LFW	All
Chevrolet	Cobalt	2008 - 2010	All	All	2.0 LNF	All
Chevrolet	Colorado	2015 - 2019	All	All	2.5 LCV 3.6 LFX 3.6 LGZ	All
Chevrolet	Corvette	2014 - 2019	All	All	6.2 LT1, 6.2 LT4	All
Chevrolet	Cruze	2016 - 2019	All	All	1.4 LE2	All
Chevrolet	Equinox	2010 - 2019	All	All	1.5 LYX, 2.0 LTG, 2.4 LAF, 2.4 LEA, 3.0 LFW, 3.6 LFX	All
Chevrolet	Express	2018 - 2019	All	All	4.3 LV1	All
Chevrolet	HHR	2008 - 2010	All	All	2.0 LNF	All
Chevrolet	Impala	2012 - 2019	All	All	2.5 LCV 2.5 LKW, 3.6 LFX	All
Chevrolet	Malibu	2015 - 2019	All	All	1.5 LFV, 1.8 LKN, 2.0 LTG, 2.4 LUK, 2.5 LCV, 2.5 LKW	All
Chevrolet	Orlando (Canada only)	2009 - 2014	All	All	2.4 LEA	All
Chevrolet	Silverado	2014 - 2019	All	All	2.7 L3B 4.3 LV3, 5.3 L82, 5.3 L83, 5.3 L84 6.2 L86, 6.2 L87	All
Chevrolet	Suburban	2015 - 2019	All	All	5.3 L83, 6.2 L86	All
Chevrolet	Tahoe	2015 - 2019	All	All	5.3 L83, 6.2 L86	All
Chevrolet	Traverse	2009 - 2019	All	All	2.0 LTG 3.6 LFY 3.6 LLT	All
Chevrolet	Trax	2016 - 2019	All	All	1.4 LE2	All
GMC	Acadia	2009 - 2019	All	All	2.5 LCV, 3.6 LGX, 3.6 LLT	All
GMC	Canyon	2015 - 2019	All	All	2.5 LCV 3.6 LFX 3.6 LGZ	All
GMC	Savana	2018 - 2019	All	All	4.3 LV1	All
GMC	Sierra	2014 - 2019	All	All	2.7 L3B 4.3 LV3, 5.3 L82, 5.3 L83, 6.2 L86 6.2 L87	All
GMC	Terrain	2010 - 2019	All	All	1.5 LYX, 2.0 LTG, 2.4 LAF, 2.4 LEA, 3.0 LFW, 3.6 LFX	All
GMC	Yukon	2015 - 2017	All	All	5.3 L83, 6.2 L86	All
Saturn	Outlook	2009 - 2010	All	All	3.6 LLT	All

Brand:	Model:	Model Years:	VIN:		Engine:	Transmissions:
			from	to		
Saturn	Sky	2007 - 2010	All	All	2.0 LNF	All
Pontiac	Solstice	2007 - 2010	All	All	2.0 LNF	All

Involved Region or Country	North America
Condition	<p>After hooking up the Active Fuel Injector Tester (AFIT) to the vehicle's ECM connectors, the engine may begin to turn over, then exhibit a no crank condition afterwards.</p> <p>It may also be found on vehicles equipped with automatic transmission that there is no communication with the transmission control module.</p>
Cause	<p>This issue can occur when the AFIT SIDI testing cables (cables for testing direct injected fuel injectors) are plugged directly into the AFIT MCU (Main Control Unit) with the MCU powered up.</p> <p>On vehicles equipped with an automatic transmission this can cause internal damage to the Transmission Control Module preventing the engine from cranking and the TCM/TEHCM from communicating.</p>

Correction:

The Transmission Control Module will require replacement to remedy the no crank no start condition (automatic transmission).

The AFIT SIDI (Spark Ignition Direct Injection) testing cables were intended to plug into the DMU (Drive & Measurement Unit) not the MCU (Main Control Unit).

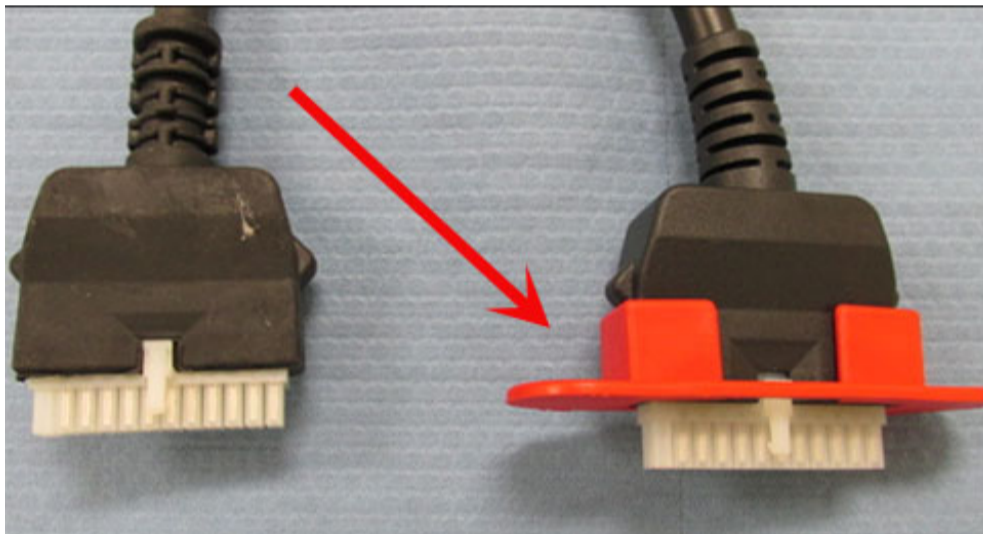
GM dealers were sent an update kit to prevent the MCU's power supply from being connected if SIDI testing cables were connected directly to the MCU.

This kit contains guards/adapters that are permanently attached to the end of the SIDI testing cables with adhesive (see below).

The Kit provided to dealers to install on SIDI cables:



The adapter/guard properly installed on the end of the SIDI cable:



With adapter/guard properly installed it will cover the power plug port on the MCU if the SIDI cable is mistakenly plugged into the MCU:



Verify the guards/adapters are installed properly on the cables and have not been modified in anyway, if the

guards are not present, install to prevent future damage.

Note: The AFIT tool does provide on screen instructions on cable usage that need to be followed.

Follow the AFIT user guide for proper usage of the tool.

Version History

Version	2
Modified	05/17/2018 - Created on 04/24/2019 - Update models, model years and engine RPOs



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