



Service Bulletin

Bulletin No.: 21-NA-128

Date: June, 2021

TECHNICAL

Subject: MIL Illuminated- ECM Update for P026C, P20EE, or P11D5

Brand:	Model:	Model Year:		VIN:		Engine:
from	to			Transmission:		from
						to
Chevrolet	Silverado 2500HD/ 3500HD	2021	2021	Before 1GC4YTEY5MF261413		Equipped with 6.6L Engine (RPO L5P)
GMC	Sierra 2500HD/ 3500HD	2021	2021			Equipped with 6.6L Engine (RPO L5P)

Involved Region or Country	North America, Israel, Palestine, Middle East, Australia and New Zealand.
Additional Options (RPOs)	
Condition	Some customers may comment that the MIL is illuminated. Some technicians may find DTC P026C, P20EE, or P11D5
Cause	The cause of the condition may be a software anomaly
Correction	Please check for any open campaigns and perform as necessary: <ul style="list-style-type: none"> If campaign N212336570 or campaign N212331790 applies to this VIN and is open, please close the campaign. Doing this will install the latest ECM update that includes P20EE, P026C, and P11D5 enhancements. If the campaign is not released for this VIN or if the campaign is already closed, please check for an ECM update. Reprogram the Engine Control Module (ECM).

Service Procedure

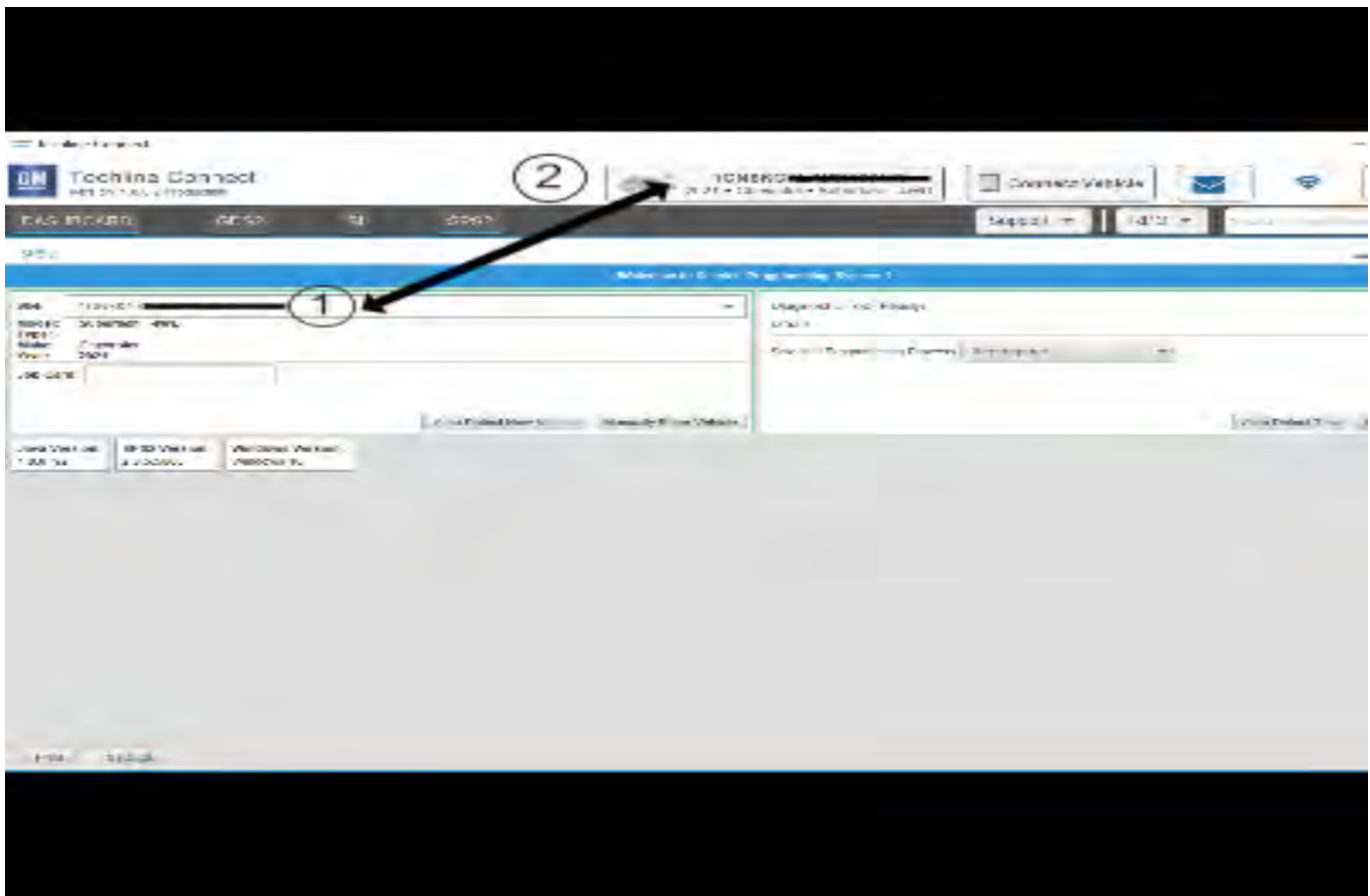
Caution: Before downloading the update files, be sure the computer is connected to the internet through a network cable (hardwired). DO NOT DOWNLOAD or install the files wirelessly. If there is an interruption during programming, programming failure or control module damage may occur.

- 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

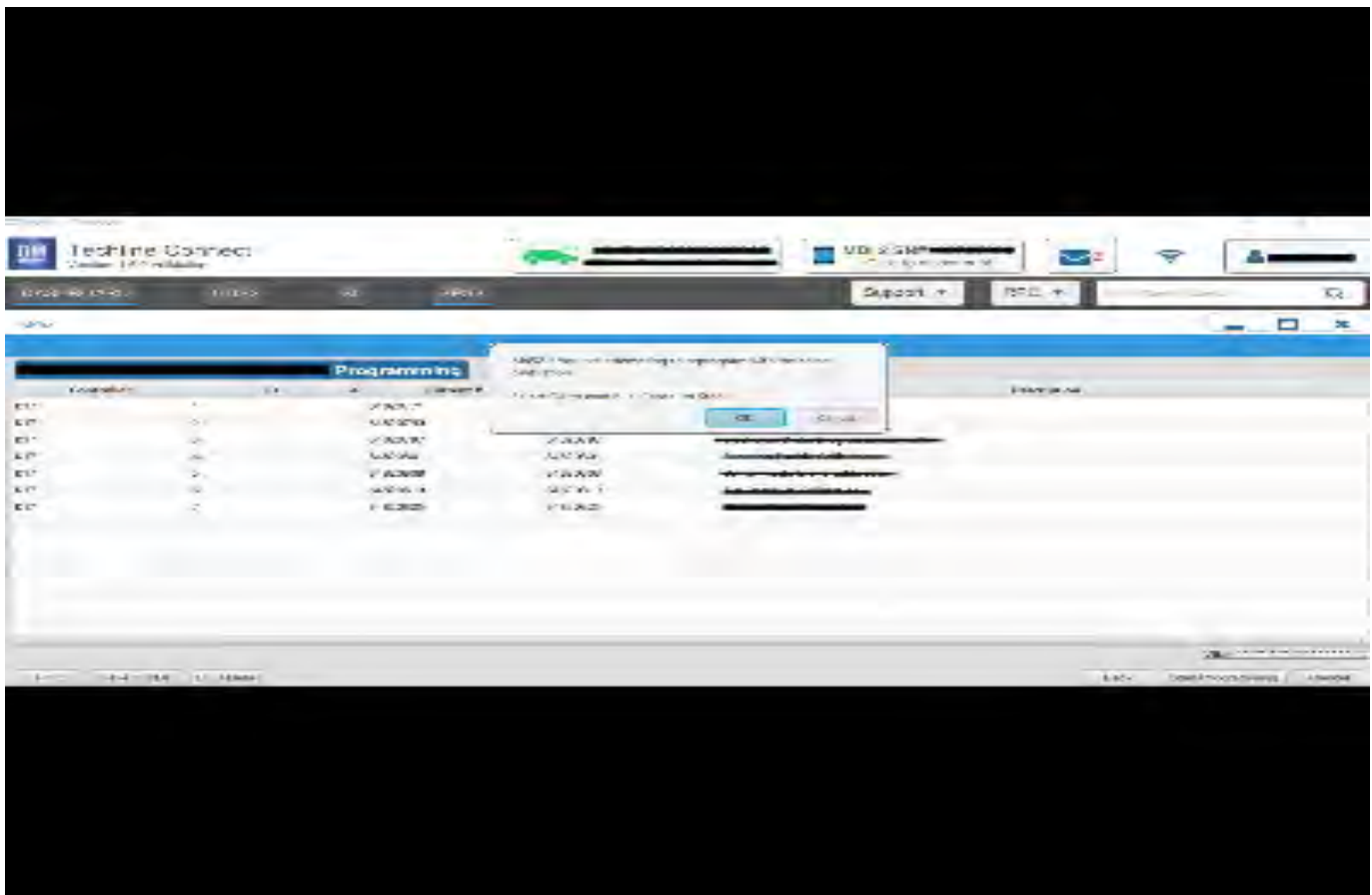
Programming Support Tool to maintain system voltage. Refer to www.gmdesolutions.com for further information. If not available, connect a fully charged 12 V jumper or booster pack disconnected from the AC voltage supply. DO NOT connect a battery charger.

- 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
- Clear DTCs after programming is complete. Clearing powertrain DTCs will set the Inspection/Maintenance (I/M) system status indicators to NO.

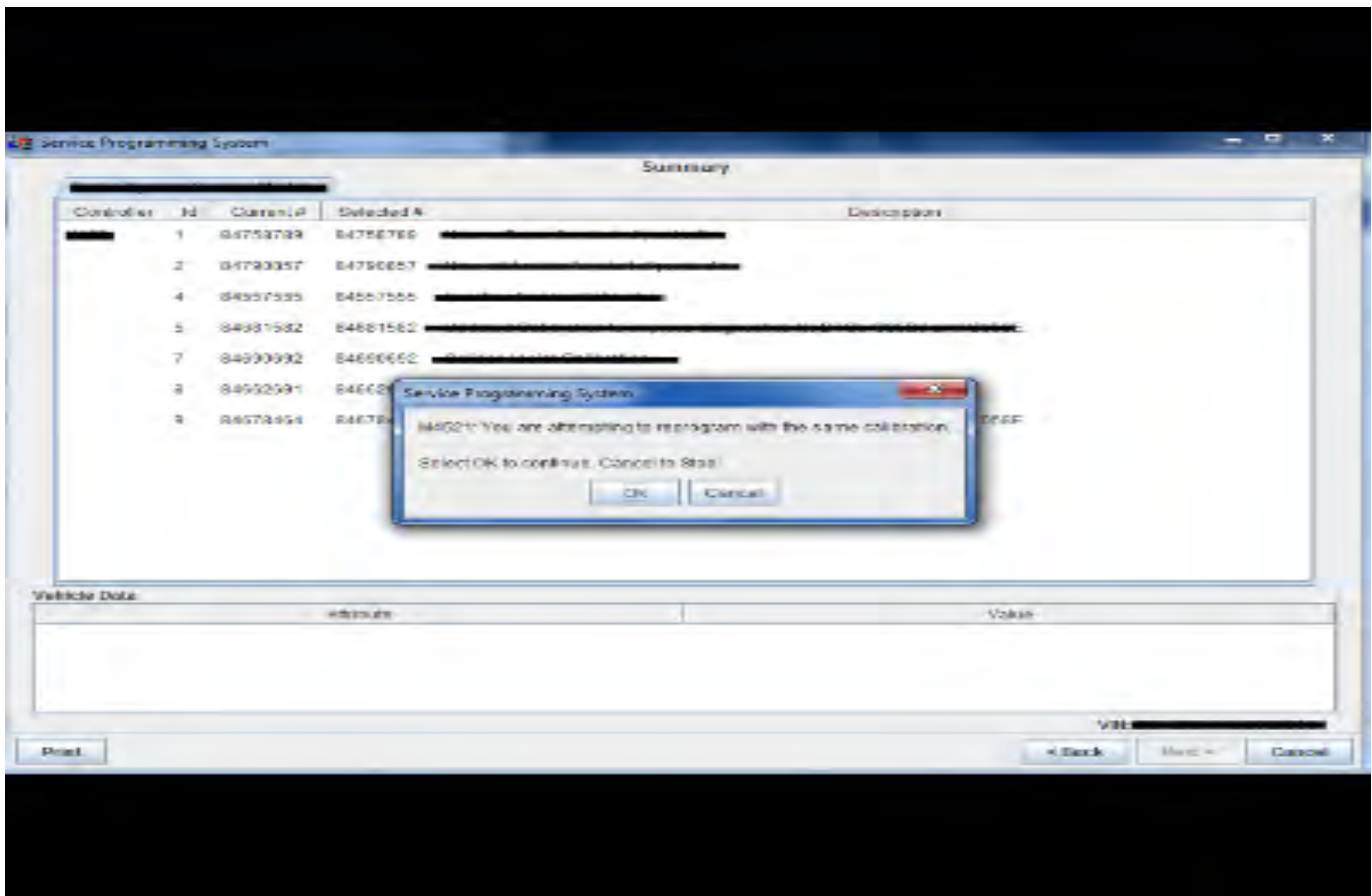
Caution: Be sure the VIN selected in the drop down menu (1) is the same as the vehicle connected (2) before beginning programming.



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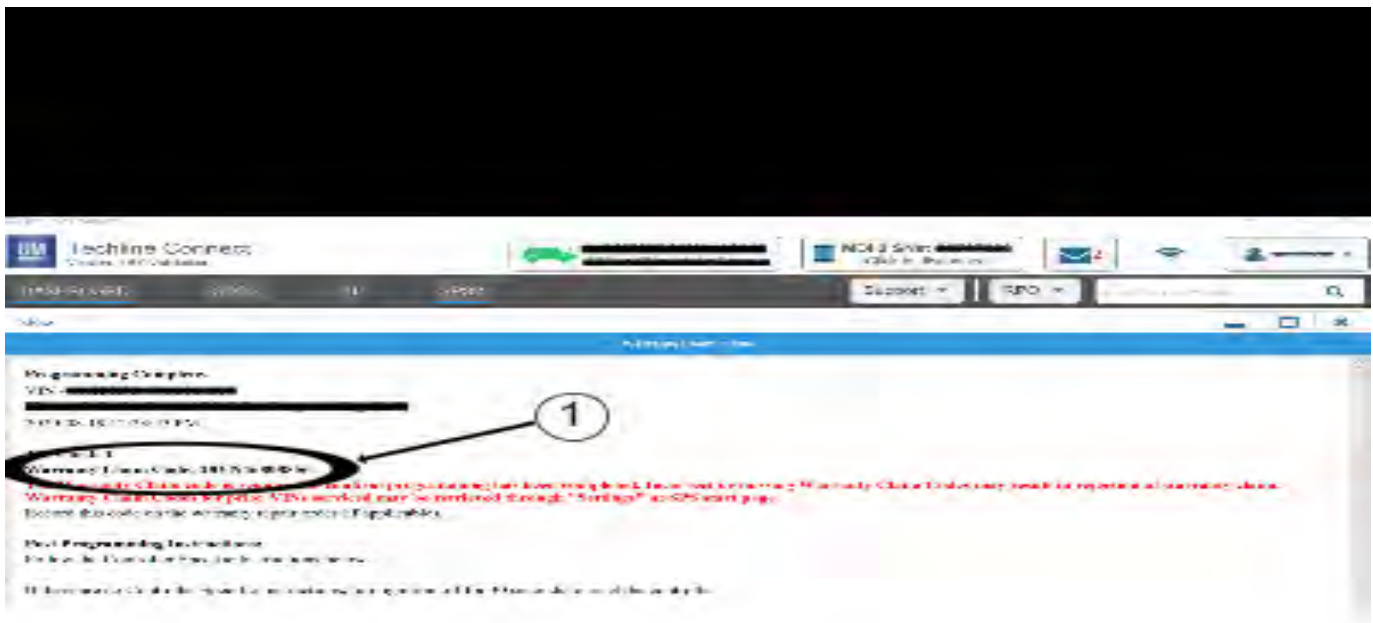
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Important: Techline Connect and TIS2WEB screens shown above.

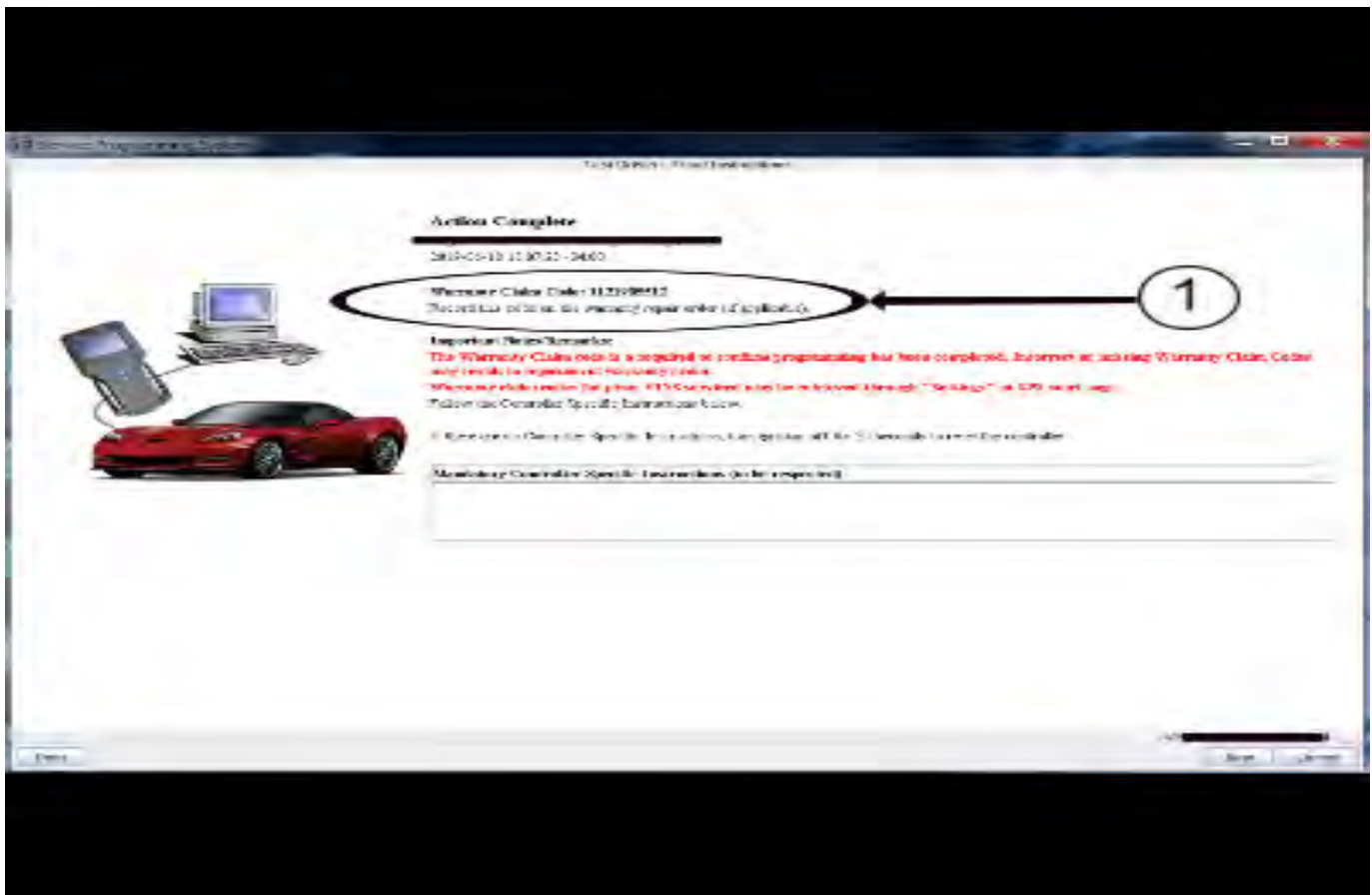
Important: If the same calibration/software warning is noted on the TLC or SPS Summary screen, select OK and follow screen instructions. After a successful programming event, the WCC is located in the Service

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 Engine Control Module. Refer to *K20 Engine Control Module: Programming and Setup* in SI.



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Note: The screenshots above are 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 SPS Warranty Claim Code (WCC) screen shown above on the job card. Refer to callout 1 above for the location of the WCC on the SPS screen

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

Warranty Information

For vehicles repaired under the Emission coverage, use the following labor operation. Reference the Applicable Warranties section of Investigate Vehicle History (IVH) for coverage information. 2 years/24,000 miles Federally and 3 years/50,000 miles in California.

Labor Operation	Description	Labor Time
*2887368	P026C/P20EE ECM Reprogramming Update	0.3 hr
<p>*This is a unique Labor Operation for Bulletin use only.</p> <p>Important: **To avoid warranty transaction rejections, carefully read and follow the instructions below:</p> <ul style="list-style-type: none"> • The Warranty Claim Code must be accurately entered in the “SPS 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 “SPS Warranty Claim Code” field of the transaction, otherwise the transaction will reject. It is best practice to enter the FINAL code provided by SPS/SPS2. 		

Warranty Claim Code Information Retrieval

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

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

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 May 28, 2021
<p>GM bulletins are intended for use by professional technicians, NOT a "do-it-yourselfer". They are written to inform these technicians of conditions that may occur on some vehicles, or to provide information that could assist in the proper service of a vehicle. Properly trained technicians have the equipment, tools, safety instructions, and know-how to do a job properly and safely. If a condition is described, DO NOT assume that the bulletin applies to your vehicle, or that your vehicle will have that condition. See your GM dealer for information on whether your vehicle may benefit from the information.</p> <p style="text-align: center;">WE SUPPORT VOLUNTARY TECHNICIAN CERTIFICATION</p>	

