TECHNICAL

Subject: Service Driver Assist and/or Take Steering Messages on Start-up, Advanced Driver Assist Systems (ADAS) Features Not Available with DTCs U1614, U1615, U1616 Set

Brand:	Model:	Model Year:		VIN:		Engine:	Transmission:
		from	to	from	to		
Cadillac	CT4	2020	2021	—	—	All	All
	CT5						
Chevrolet	Suburban	2021	2021				
	Tahoe						
GMC	Yukon	2021	2021				
	Yukon XL						

Involved Region or Country	North America, Colombia, Chile, Ecuador, Peru, Israel, Middle East, Palestine, Russia, Cadillac Korea (South Korea), China, Japan, Thailand
Additional Options (RPOs)	Equipped with RPO UGN
Condition	Some customers may comment on a Service Driver Assist message and Take Steering message on start-up, Advanced Driver Assist Systems (ADAS) features are **not** available during this time. During this condition, the Image Processing Module becomes stuck in a continuous reset state on power up, causing it to be inoperable and stop all communication.
Cause	The cause of the condition may be a software anomaly.
Correction	Action to be performed by dealer to confirm this service bulletin is applicable for the above customer concern: 1. Verify the Image Processing Module is not communicating on all three CAN busses (CAN1, CAN2, CAN8). 2. Verify for presence of 3 loss of Communication DTCs (U1614, U1615, U1616) set by other modules against the Image Processing Unit. 3. If step (1) and (2) are both true, the issue may be resolved by resetting the power. Either by disconnecting vehicle battery or disconnecting the fuse to the controller for 1 minute. The module should start communication once power is connected. 4. Update the K124 Image Processing Module with latest software and calibrations.

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 12V jumper or booster pack disconnected from the AC voltage supply. DO NOT connect a battery charger.
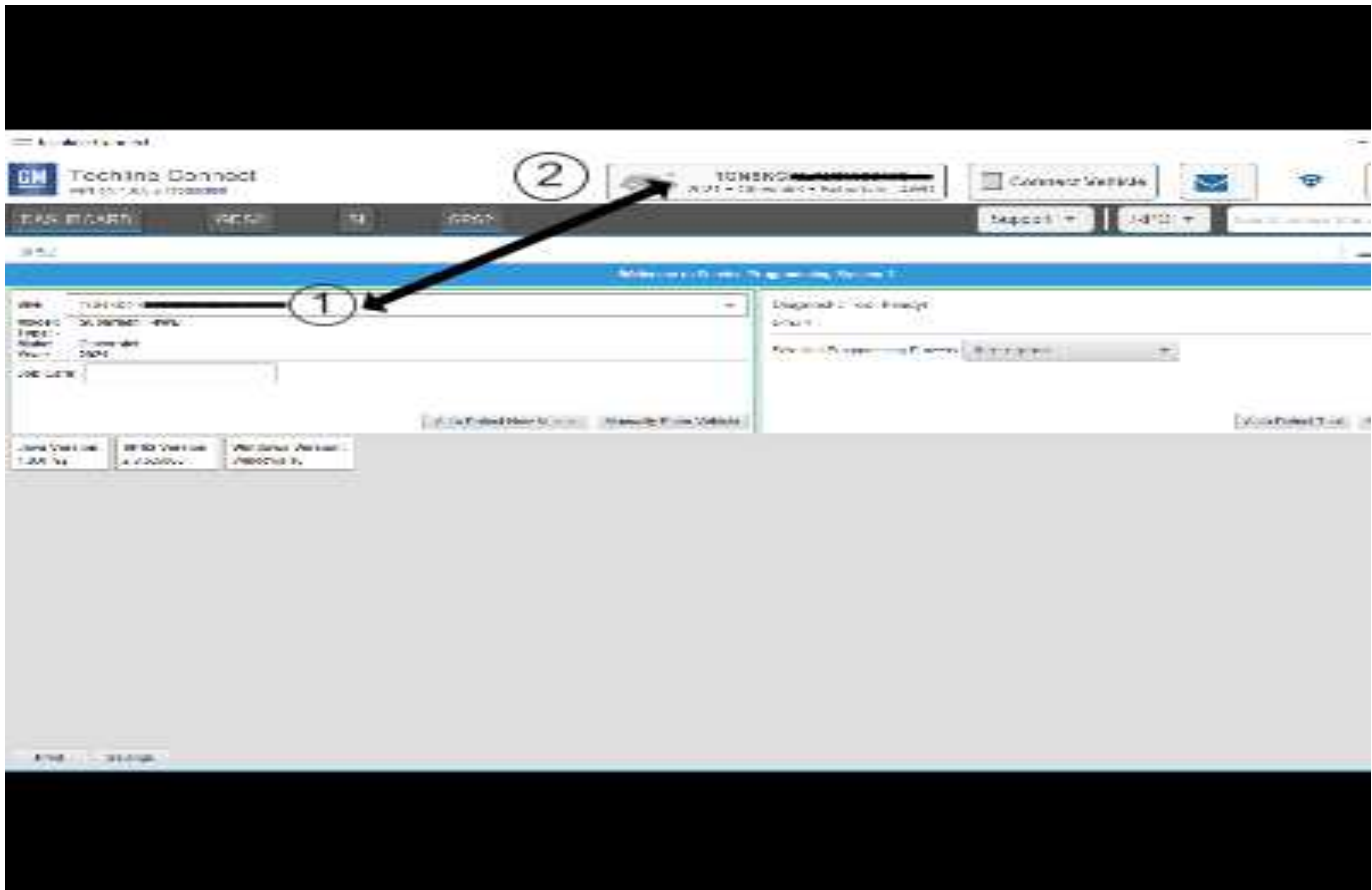
- Follow the on-screen prompts regarding ignition power mode, but ensure that anything that drains excessive power (exterior lights, HVAC blower motor, etc) is off.

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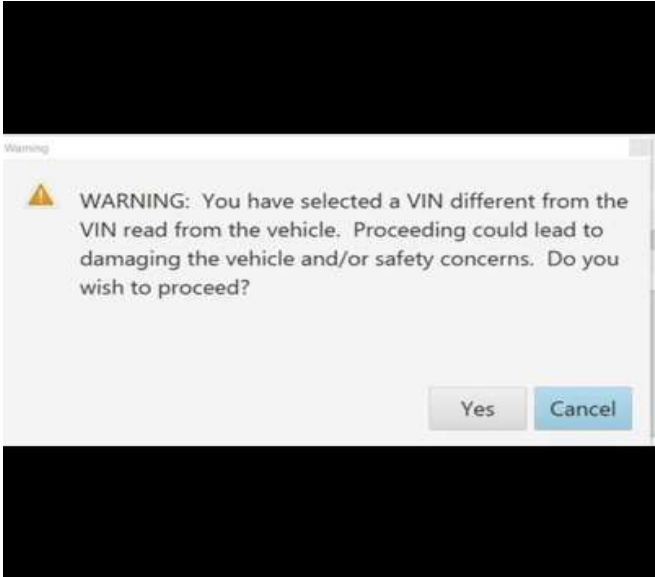
- For the TLC application, service technicians need to always ensure that the power mode (ignition) is "ON" before reading the VIN from the vehicle's VIN master module and that they do not select a VIN that is already in the TLC application memory from a previous vehicle.

- 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.

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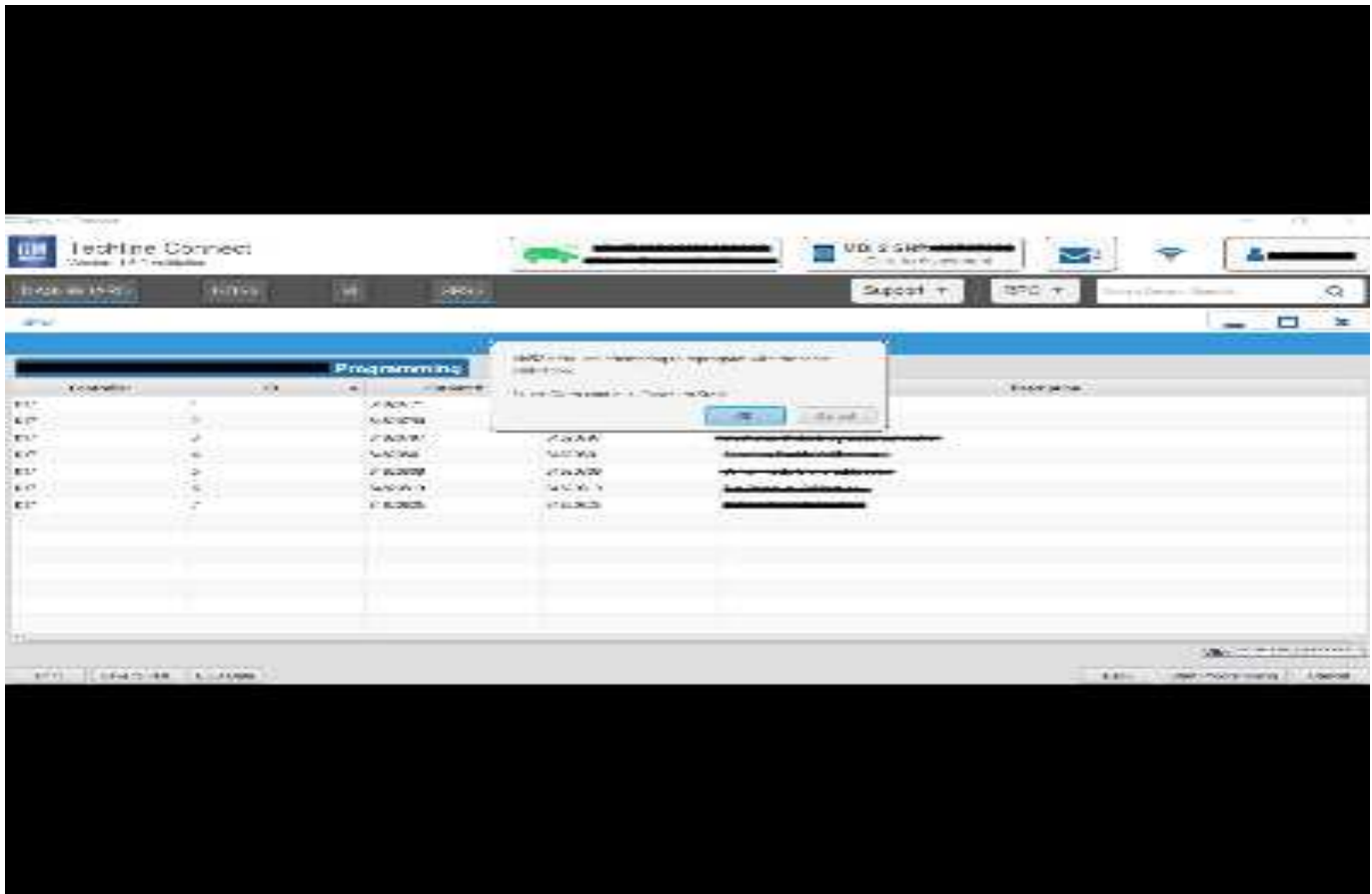
Caution: Be sure the VIN selected in the drop down menu (1) is the same as the vehicle connected (2) before beginning programming.
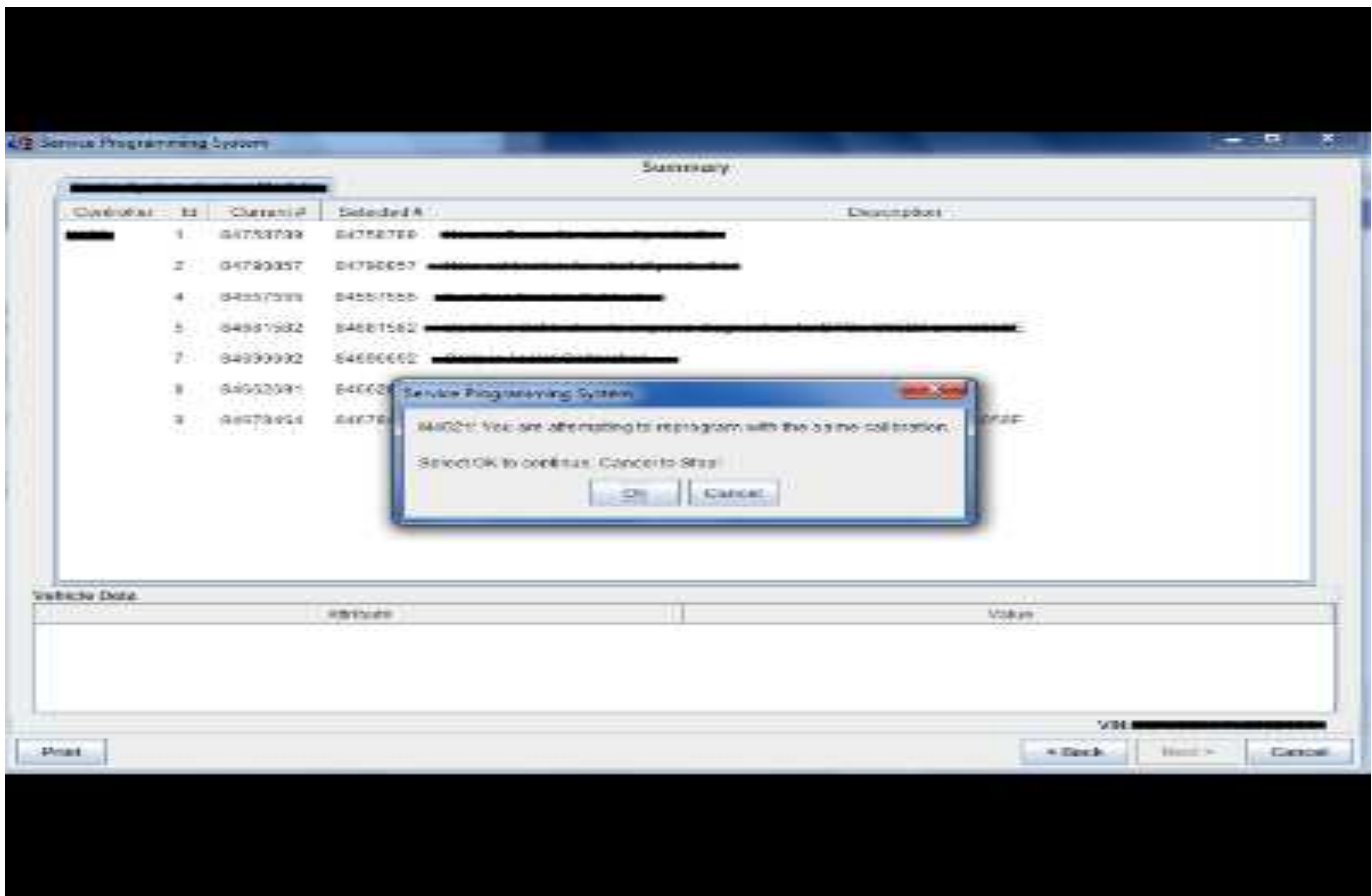

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Important: If the vehicle VIN DOES NOT match, the message below will be shown.

WARNING: You have selected a VIN different from the VIN read from the vehicle. Proceeding could lead to damaging the vehicle and/or safety concerns. Do you wish to proceed?

Yes   Cancel

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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 Information section of this bulletin.

1. Reprogram the Image Processing Module. Refer to *K124 Image Processing Module: Programming and Setup* in SI.
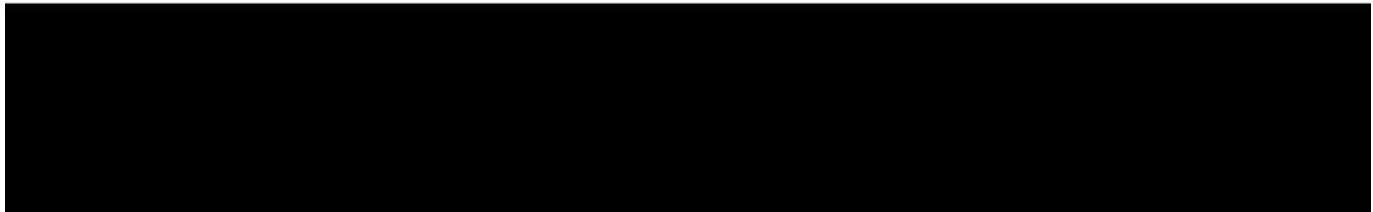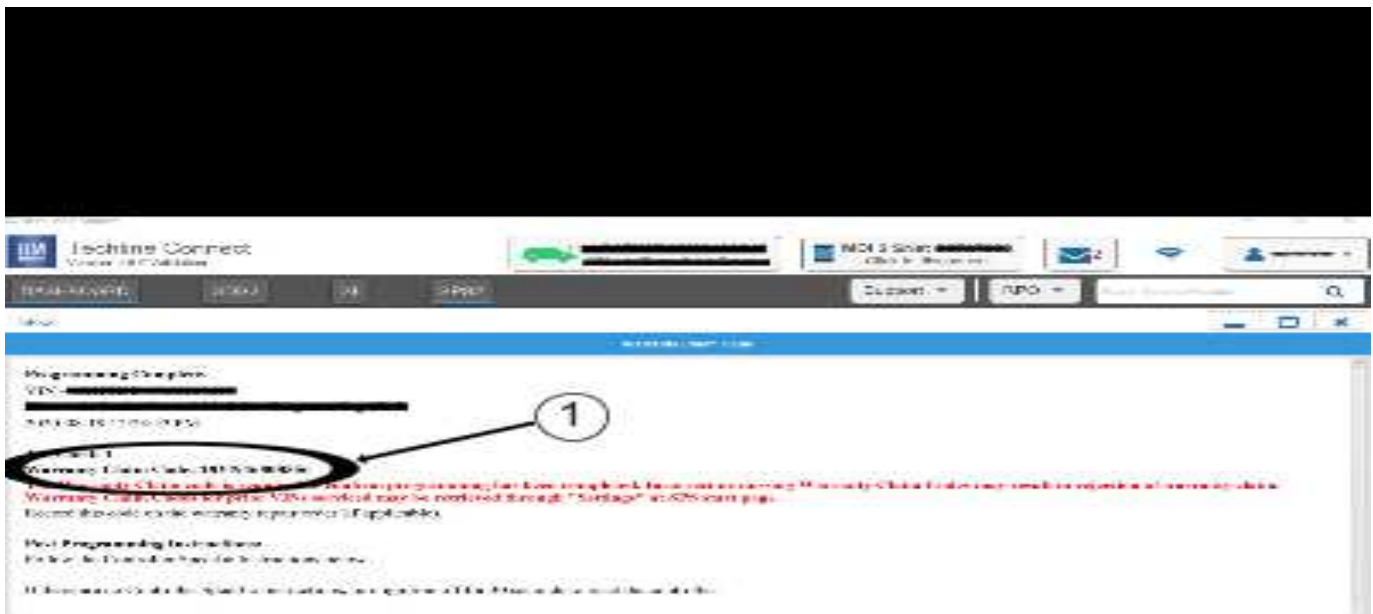
5644478
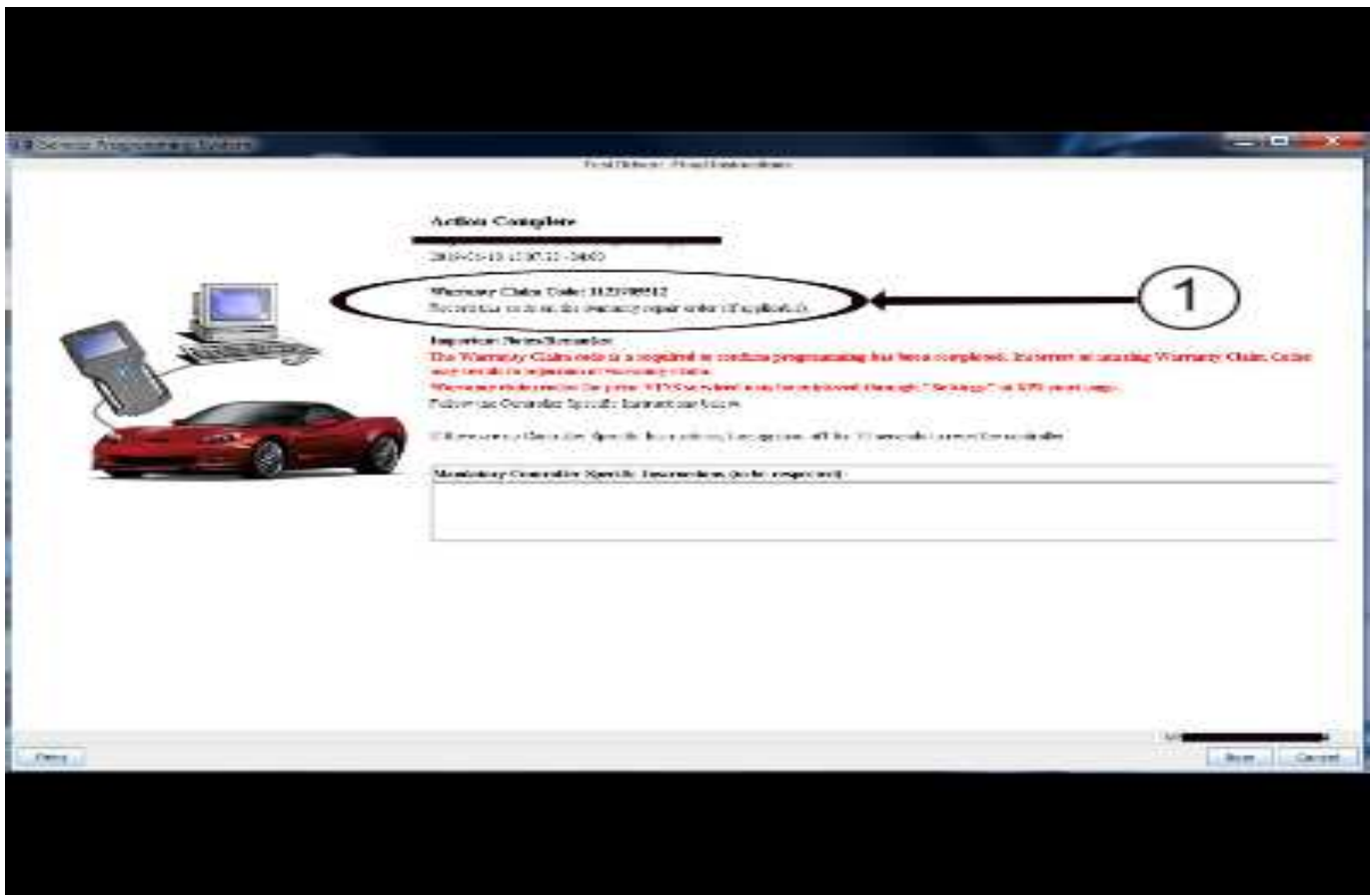
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Note: The screenshots above are an example of module programming and may not be indicative of the specific module that is being programmed. Module selection and VIN information have been blacked out.

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 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
2886998*	Reprogram Image processing Unit for continuous reset with SPS	0.3 hr
*This is a unique Labor Operation for bulletin use only.		
Important: To avoid warranty transaction rejections, carefully read and follow the instructions below: • The SPS 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	3
Modified	Released September 09, 2020
	May 14, 2021 – Added Additional Option RPO UGN, removed Europe from Involved Region or Country section and updated programming procedure.
	November 16, 2021 – Added DTCs to Subject line, updated the Involved Region or Country section and updated programming Service Procedure.