TECHNICAL

Subject: **Various Instrument Cluster Functional Concerns or DTC U0155 Set**

Brand:	Model:	Model Year:		VIN:		Engine:	Transmission:
		from	to	from	to		
Buick	Enclave	2022	2023	—	—	—	—
	LaCrosse (China)	2021					
Cadillac	CT6 (China)		2023				
Chevrolet	Blazer		2023				
	Camaro						
	Malibu						
	Traverse	2022					
GMC	Acadia	2021	2023				
	Terrain	2022					

Involved Region or Country	North America, Argentina, Brazil, Bolivia, Chile, Colombia, Ecuador, Paraguay, Peru, Uruguay, Europe, Middle East, Israel, Japan, GM Korea Company, China, Taiwan, Philippines
Additional Options (RPOs)	Equipped with Instrument Cluster UHS
Condition	Some customers may comment that intermittently the instrument panel cluster (IPC) may exhibit any of the following conditions: • IPC resets. This might include symptoms of the driver information center (DIC) going blank, IPC lighting turning off, and gauges moving to zero followed by the DIC, lighting, and gauges all returning to operation on their own. If this reset were to occur, it would recover on its own during the ignition cycle and is not permanent. • The center display (DIC) may be blank at startup, but gauges still work. This may recover on its own, but at times it may be blank for an entire drive cycle and recover with an ignition cycle. • The gauges are inoperative. This may recover on its own, but at times it may be blank for an entire drive cycle and recover with an ignition cycle. • Odometer shows dashes instead of the vehicle mileage. • Diagnostic trouble codes (DTC) may not set with each condition. Technicians may find that other modules may set loss of comm DTCs U0155 – Lost Comm with Instrument Cluster. • Steering Column Adjustment Unlocked message illuminated in the DIC. • Service AWD message illuminated in the DIC. • Certain IPC drive modes cannot be selected, skipped, or stuck in one mode (**Camaro only**).
Cause	This may be caused by a software anomaly.
Correction	**Note:** The IPC software may have been updated prior to 10/17/22, however, there is a newer software level available that addresses the concerns in this bulletin. Please update with the latest software level. Reprogram the instrument panel cluster via Programming, USB File Transfer, and Setup and Configuration, in that specific order.

Service Procedure

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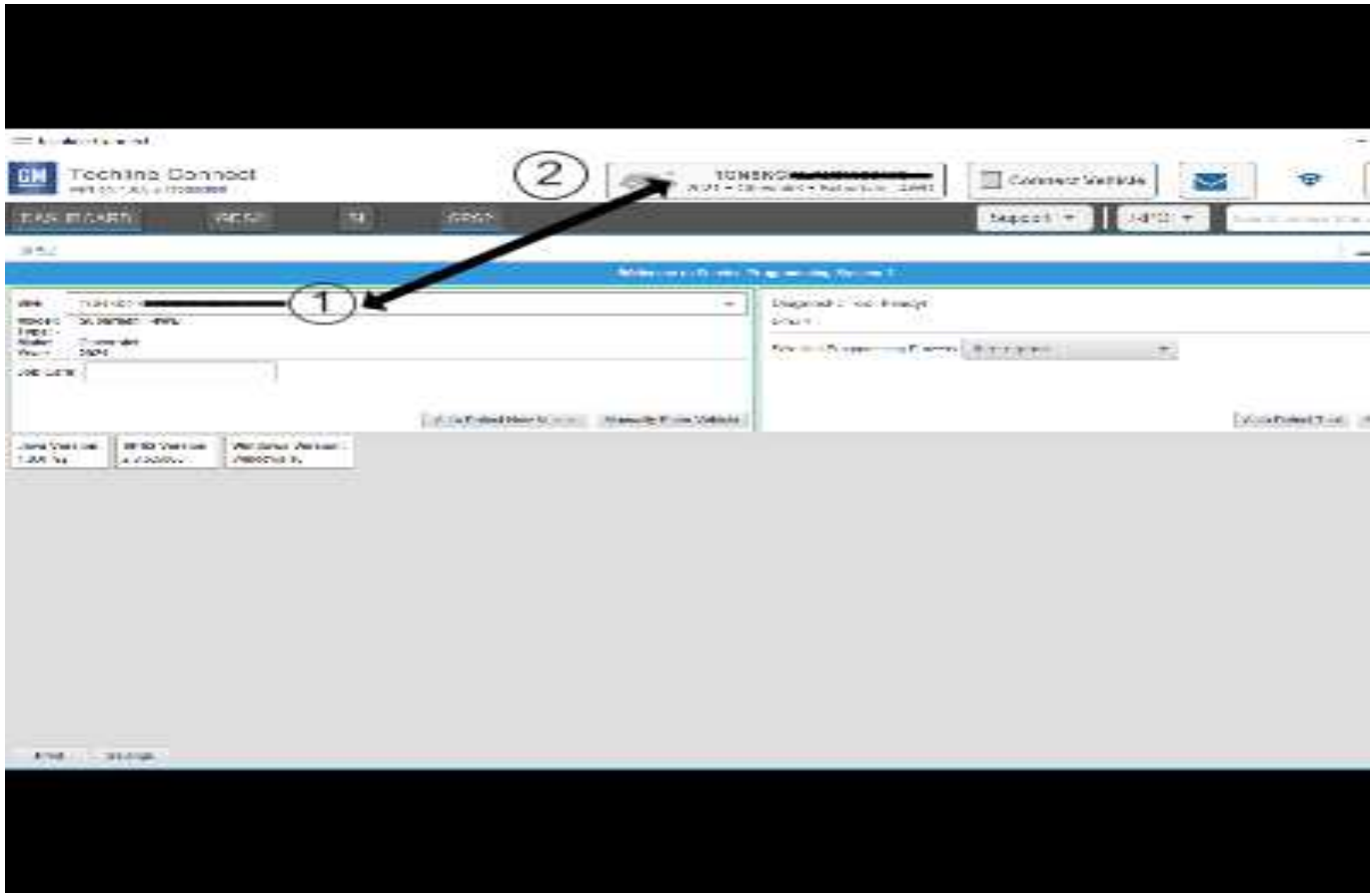
Caution: Before downloading the update files, be sure the computer is connected to the internet through a network cable (hardwired). DO NOT DOWNLOAD or install the files wirelessly. If there is an interruption during programming, programming failure or control module damage may occur.

- 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.

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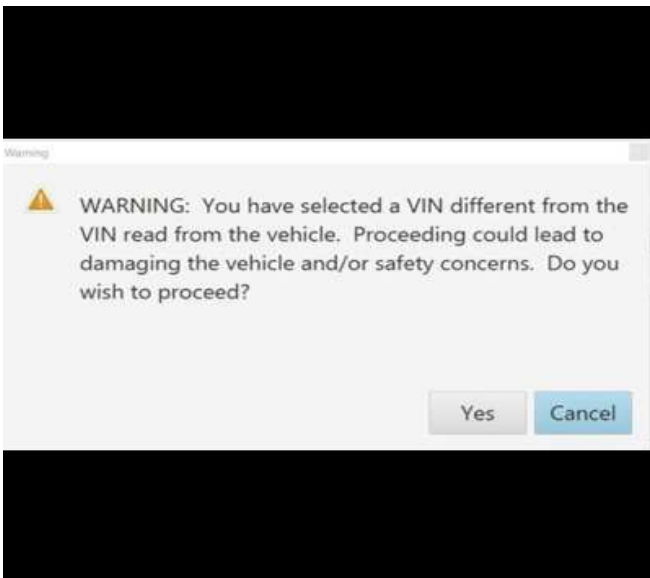
- For the TLC application, service technicians need to always ensure that the power mode (ignition) is "ON" before reading the VIN from the vehicle's VIN master module and that they do not select a VIN that is already in the TLC application memory from a previous vehicle.

- 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.
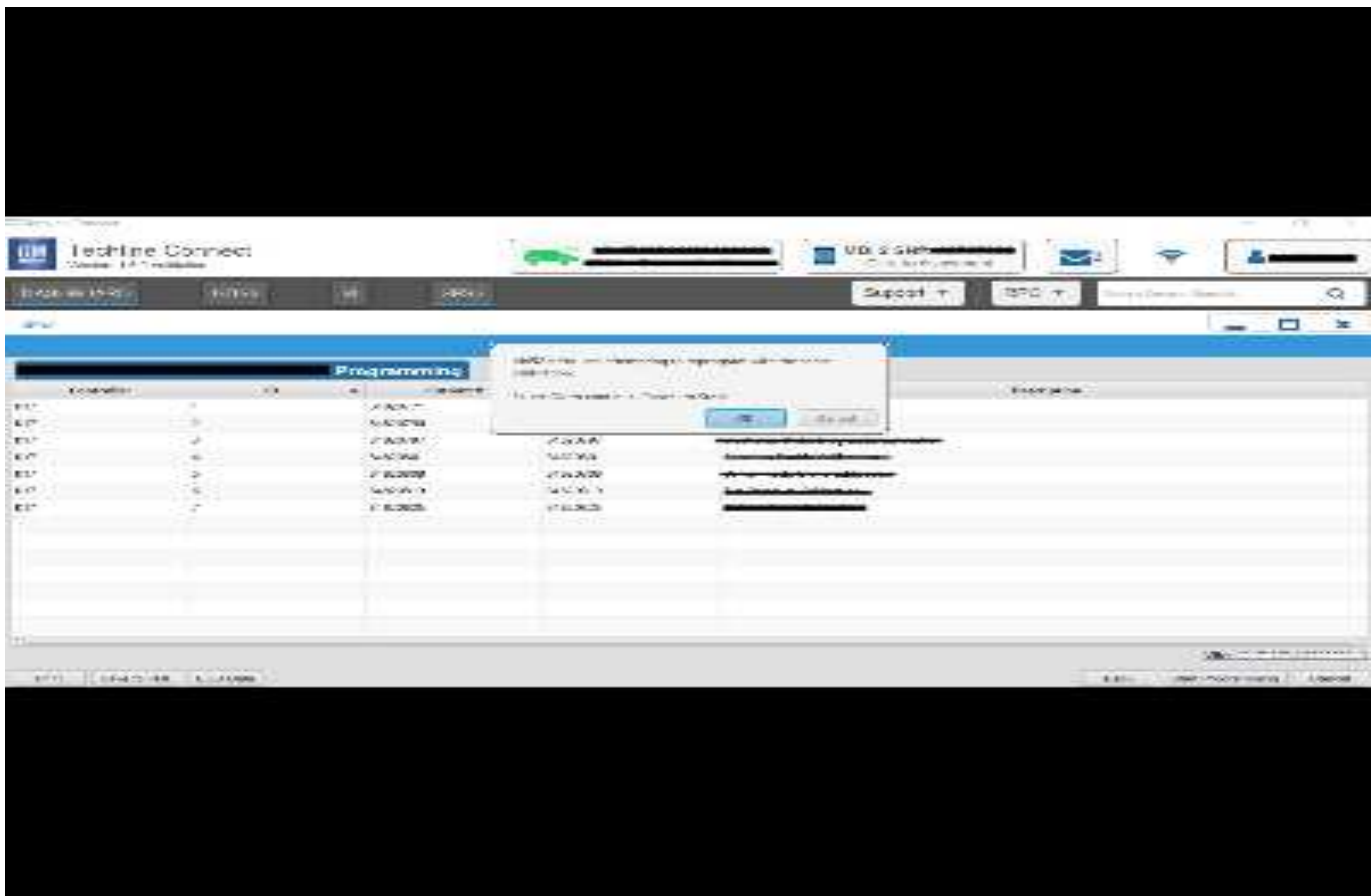

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Important: If the vehicle VIN DOES NOT match, the message below will be shown.

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 screen 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. Record the WCC on the job card. No further action is required. Refer to the Warranty Information section of this bulletin.

1. Reprogram the instrument cluster. Perform all three events, Programming, USB File Transfer, and Setup and Configuration in that order. Refer to *P16 Instrument Cluster: Programming and Setup* in SI.
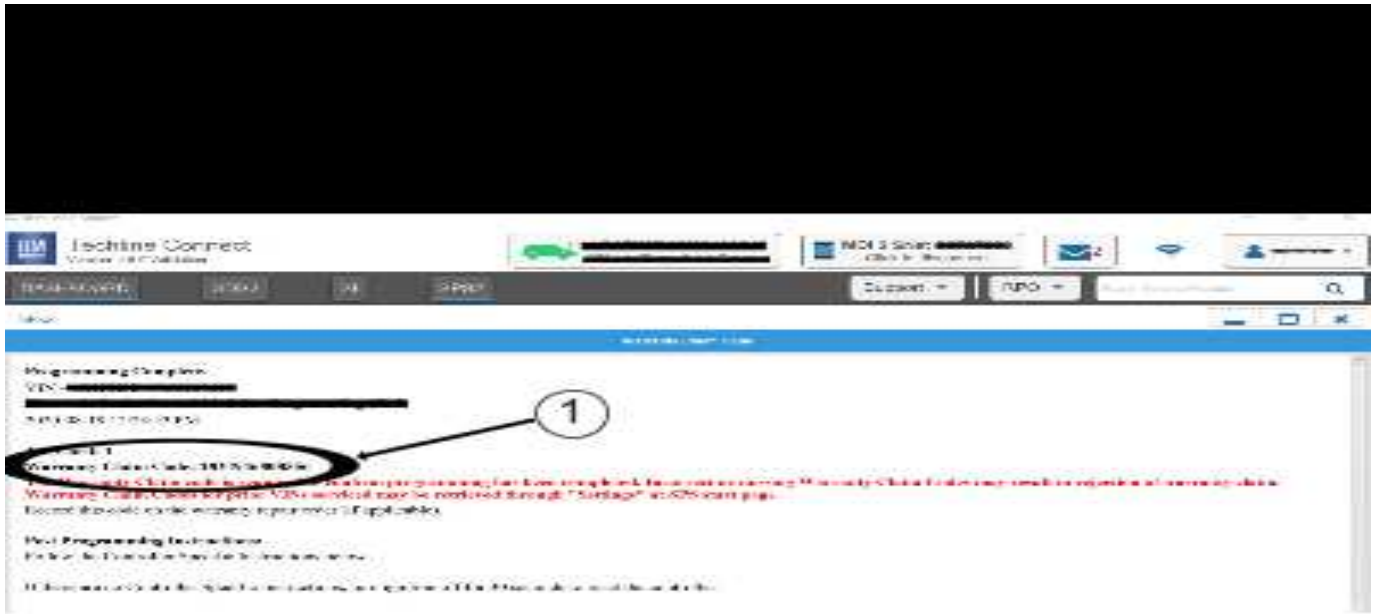
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Note: The screenshot above is an example of module programming and may not be indicative of the specific module that is being programmed. Module selection and VIN information have been blacked out.

Important: To avoid warranty transaction rejections, you **MUST** record the warranty claim code provided on the 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
2889248*	Instrument Cluster Reprogramming for Cluster Errors	0.3 hr
Add	Install Software with USB - UHS, UDV, UDD	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:
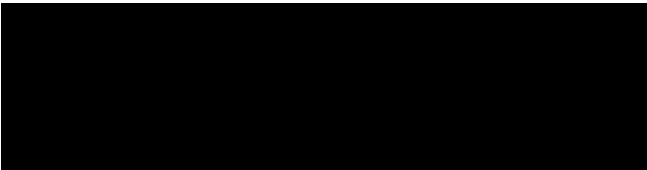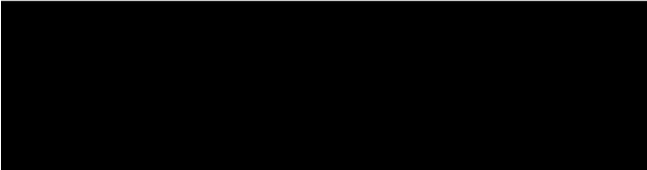
Labour Time [Top]

Labour Operation Code:

Additional labour op code Information:

SPS Warranty Claim Code:

6125814

- The Warranty Claim Code must be accurately entered in the "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 "Warranty Claim Code" field of the transaction, otherwise the transaction will reject. It is best practice to enter the FINAL code provided by 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 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	8
Modified	Released March 09, 2021
	Revised June 01, 2021 – Updated the Involved Region or Country section and a step in the Correction section, added a Tip and changed the programming sequence of events in the Service Procedure.
	Revised October 12, 2021 – Added Europe to Involved Region or Country section, Camaro only information to Condition section and updated programming process in Service Procedure.
	Revised November 08, 2021 – Added DTC U0155 to Subject.
	Revised February 02, 2022 – Updated the Subject, added 2022 GMC Acadia, updated the Involved Region or Country section, added additional condition to Condition section, and updated programming procedure within Service Procedure.
	Revised October 20, 2022 – Added the 2022–2023 Model Years, the Buick Enclave, Chevrolet Traverse, GMC Terrain models, the Important statement at start of Service Procedure and a Note in the Correction section.
	Revised February 06, 2023 – Updated the Involved Region or Country section and changed to a unique Labor Operation with Add condition under Warranty Information.
	Revised March 22, 2024 – Added two conditions to the Condition section and added Additional SI Keywords.

Additional SI Keywords: adjustment, all wheel drive, base, check, ice, level, mark, skip, snow, sport, steering column, tour, track, up, up-level, uplevel