



Service Bulletin

Bulletin No.: 20-NA-073

Date: September, 2020

TECHNICAL

Subject: Loss of Brake Assist, Various Messages Displayed in Driver Information Center (DIC), Brake Pedal Travel and Apply May Feel Different, One or More of the Following DTCs May be Set: P0606 with C0021, C05D2, C0595, C2A3B, C0024, C053D, P25A2

Brand:	Model:	Model Year:		VIN:		Engine:	Transmission:
		from	to	from	to		
Cadillac	CT6	2019	2020	—		2.0L (LS Y) or 4.2L (LTA)	All
	XT5	2019	2020	—		2.0L (LS Y)	
	XT6	2020	2020	—			
Chevrolet	Blazer	2020	2020	—			
	Silverado	2019	2020	July 7, 2018	EOP		
	Silverado 1500 (New Model - 12th VIN Digit = 7)	2019	2019	July 7, 2018	EOP		
GMC	Acadia	2019	2020	—		2.0L (LS Y)	
	Sierra		2020	July 7, 2018	EOP	All	

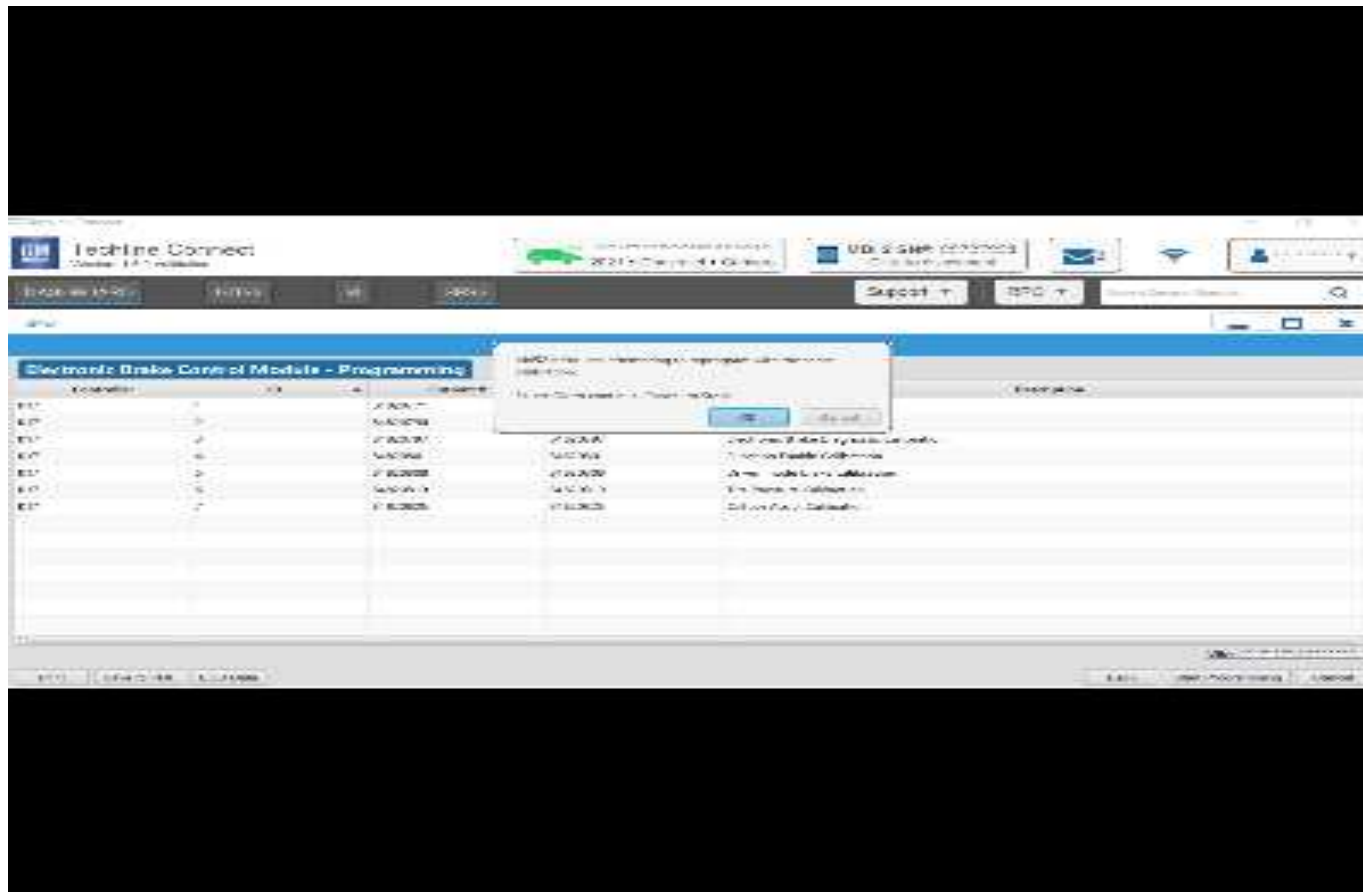
Involved Region or Country	North America, Russia, Middle East, Israel, Palestine, Chile, Colombia, Ecuador, Paraguay, Peru, Uruguay, Japan, Cadillac Korea (South Korea), Thailand
Condition	Some customers may comment on one or more of the following conditions: Note: " Brake pedal travel may be longer/softer along with an increase in pedal force compared to normal. " Various messages in DIC. " Loss of Brake Assist. A technician may find one or more of the following DTCs: " P0606 with C0021 — Control Module Processor Performance " C05D2 — Brake Master Cylinder Piston Excessive Travel Detected " C0595 — Brake System Control Module Internal Driver Performance " C2A3B — Hydraulic Shutdown Test Not Run " C0024 — Brake Pedal Simulator Separating Solenoid Valve " C053D — Brake Pressure Sensor Circuit Performance P25A2 can also be set and still be current while the BSCM code triggering it is in history. By design, this fail safe mode is called "Push-Thru" which means the braking efforts rely on the mechanical nature of the system to push fluid to brakes at all four corners.
Cause	The cause of the condition may be the model-based calculated solenoid temperature deviating from the actual solenoid temperature, as well as a software issue where the motor position sensors do not correlate. High solenoid Pulse Width Modulation (PWM) commands, combined with the inaccurate solenoid temperature, can cause the diagnostic to set.
Correction	Dealers are to reprogram the Brake System Control Module (BSCM).

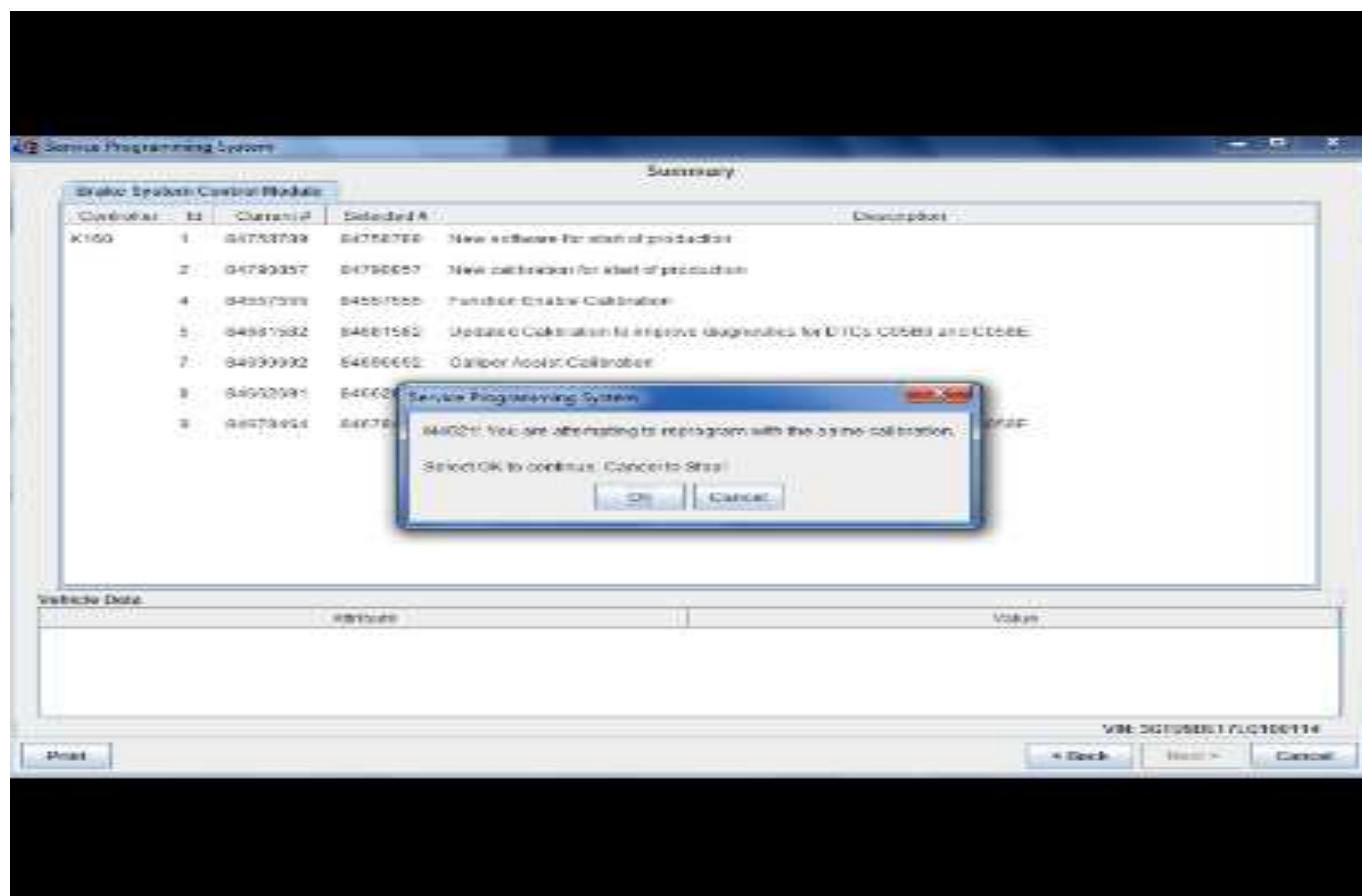
Service Procedure

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.

Note: Carefully read and follow the instructions below.

- " 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.
- " Turn OFF or disable systems that may put a load on the vehicles battery such as; interior lights, exterior lights (including daytime running lights), HVAC, radio, etc.
- " Clear DTCs after programming is complete. Clearing powertrain DTCs will set the Inspection/ Maintenance (I/M) system status indicators to NO.



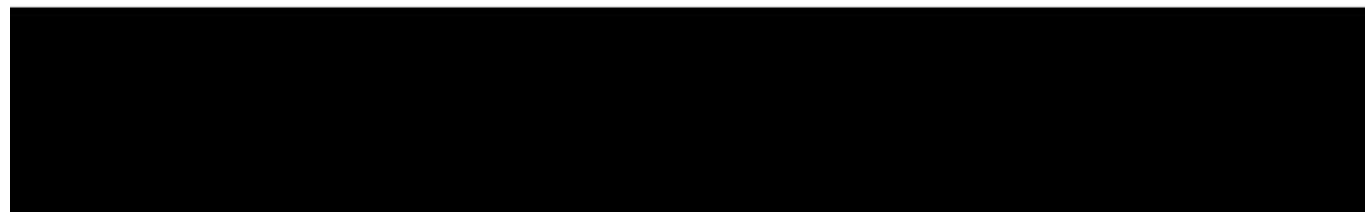


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Important: Techline Connect and TIS2WEB screens shown above.

Important: If the Same Calibration/Software Warning is noted on the TLC or SPS Summary screen, select OK and follow on-screen instructions. The system will generate a warranty claim code (WCC) for documentation purposes only. Perform service information (SI) diagnostics to determine the cause of the condition. Use the applicable labor operation code when submitting a warranty claim. DO NOT use the WCC with the warranty claim submission.

1. Reprogram the Brake System Control Module. Refer to K160 Brake System Control Module Programming and Setup in SI. Then provide step-by-step instructions or refer to SI procedure.



The screenshot shows the 'Ford Connect - FORD Connect' software window. The main title bar reads 'Ford Connect - FORD Connect'. The central area displays 'Action Complete' followed by a timestamp '2019-05-18 11:30:12 - 0400'. Below this, a circled section contains the text 'Warranty Claim Code 112709512' and 'Record this code as the warranty repair order if applicable'. To the left of this text is an illustration of a red sports car connected via a cable to a laptop and a handheld diagnostic device. Further down, there are sections for 'Important Notes/Warnings' and 'Monitoring Controller Specific Troubleshooting Information', both containing links to additional resources. At the bottom right, there are 'OK', 'Cancel', and 'Help' buttons. A large black arrow points from a circled number '1' on the right towards the Warranty Claim Code information.

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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.

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

Warranty Information

Important: Federal Select Component Emission Warranty coverage code E2 applies for this module programming event. This reprogramming is covered for 8 years/80,000 miles (U.S.) or 8 years/130,000 km (Canada).

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.

Labor Operation	Description	Labor Time
2886738*	Recalibration of Brake System Control Module	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:

- Open TLC/TIS on the computer used to program the vehicle.
- Select and start SPS/SPS2.
- Select Settings.
- 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	4
Modified	Released March 23, 2020 April 15, 2020 – Added GMC Sierra and Chevrolet Silverado to Models. May 29, 2020 – Added DTCs P0606 with C0021, C05D2, C0595, C2A3B, C0024, C053D. September 22, 2020 – Added DTC P25A2 to the Subject and Condition, updated the Involved Region or Country section and updated the programming procedure template.