

DIAGNOSTIC INFORMATION AND PROCEDURES > DTC B1021: SIM CARD > DIAGNOSTIC INSTRUCTIONS

- Perform the Diagnostic System Check - Vehicle prior to using this diagnostic procedure.
- Review Strategy Based Diagnosis for an overview of the diagnostic approach.
- Diagnostic Procedure Instructions provides an overview of each diagnostic category.

DIAGNOSTIC INFORMATION AND PROCEDURES > DTC B1021: SIM CARD > DTC DESCRIPTOR

DTC B1021 F1

SIM Card Malfunction

DTC B1021 F2

SIM Card Malfunction

DTC B1021 F3

SIM Card Not Programmed

DIAGNOSTIC INFORMATION AND PROCEDURES > DTC B1021: SIM CARD > CIRCUIT/SYSTEM DESCRIPTION

Within the telematic vehicle localization and immobilization control module, a SIM card is used to specifically identify the vehicle and communicate via cellular radio.

DIAGNOSTIC INFORMATION AND PROCEDURES > DTC B1021: SIM CARD > CONDITIONS FOR RUNNING THE DTC

This DTC is continuously monitored.

DIAGNOSTIC INFORMATION AND PROCEDURES > DTC B1021: SIM CARD > CONDITIONS FOR SETTING THE DTC

A malfunction has been detected in the SIM card.

DIAGNOSTIC INFORMATION AND PROCEDURES > DTC B1021: SIM CARD > ACTION TAKEN WHEN THE DTC SETS

No action is taken.

DIAGNOSTIC INFORMATION AND PROCEDURES > DTC B1021: SIM CARD > CONDITIONS FOR CLEARING THE DTC

- A current DTC will clear when an operating SIM card is detected.
- A history DTC will clear after 100 malfunction-free ignition cycles.

DIAGNOSTIC INFORMATION AND PROCEDURES > DTC B1021: SIM CARD > REFERENCE INFORMATION

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Control Module References for scan tool information

DIAGNOSTIC INFORMATION AND PROCEDURES > DTC B1021: SIM CARD > CIRCUIT/SYSTEM VERIFICATION

1. Verify that DTC B1021 is not set.

1. If the DTC is set

Replace the K105 Telematic Vehicle Localization and Immobilization Control Module.

1. If the DTC is not set
2. All OK.

DIAGNOSTIC INFORMATION AND PROCEDURES > DTC B1021: SIM CARD > REPAIR INSTRUCTINOS

Perform the Diagnostic Repair Verification after completing the repair

Control Module References for telematic vehicle localization and immobilization control module replacement, programming, and setup

DIAGNOSTIC INFORMATION AND PROCEDURES > DTC B1446 OR B1447: BACKUP POWER SOURCE > DIAGNOSTIC INSTRUCTIONS

- Perform the Diagnostic System Check - Vehicle prior to using this diagnostic procedure.
- Review Strategy Based Diagnosis for an overview of the diagnostic approach.
- Diagnostic Procedure Instructions provides an overview of each diagnostic category.

DIAGNOSTIC INFORMATION AND PROCEDURES > DTC B1446 OR B1447: BACKUP POWER SOURCE > DTC DESCRIPTOR

DTC B1446 00

Replace Backup Power Source

DTC B1447 54

Backup Power Source High Temperature

DIAGNOSTIC INFORMATION AND PROCEDURES > DTC B1446 OR B1447: BACKUP POWER SOURCE > CIRCUIT/SYSTEM DESCRIPTION

Within the telematic vehicle localization and immobilization control module, a backup power supply maintains operational voltage, even if the telematic vehicle localization and immobilization control module is disconnected from the vehicle's 12 volt battery.

DIAGNOSTIC INFORMATION AND PROCEDURES > DTC B1446 OR B1447: BACKUP POWER SOURCE > CONDITIONS FOR RUNNING THE DTC

This DTC is continuously monitored.

DIAGNOSTIC INFORMATION AND PROCEDURES > DTC B1446 OR B1447: BACKUP POWER SOURCE > CONDITIONS FOR SETTING THE DTC

B1446

The backup power source has been discharged.

B1447

The backup power source temperature is too high.

DIAGNOSTIC INFORMATION AND PROCEDURES > DTC B1446 OR B1447: BACKUP POWER SOURCE > ACTION TAKEN WHEN THE DTC SETS

No action is taken.

DIAGNOSTIC INFORMATION AND PROCEDURES > DTC B1446 OR B1447: BACKUP POWER SOURCE > CONDITIONS FOR CLEARING THE DTC

- A current DTC will clear when the malfunction is no longer detected.
- A history DTC will clear after 100 malfunction-free ignition cycles.

DIAGNOSTIC INFORMATION AND PROCEDURES > DTC B1446 OR B1447: BACKUP POWER SOURCE > REFERENCE INFORMATION

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DIAGNOSTIC INFORMATION AND PROCEDURES > DTC B1446 OR B1447: BACKUP POWER SOURCE > CIRCUIT/SYSTEM VERIFICATION

1. Verify that DTC B1446 is not set.

1. **If the DTC is set**

- Replace the K105 Telematic Vehicle Localization and Immobilization Control Module.

1. **If the DTC is not set**

2. Ignition OFF, allow the K105 Telematic Vehicle Localization and Immobilization Control Module to cool until it is at ambient temperature.

3. Verify that DTC B1447 is not set.

1. **If the DTC is set**

- Replace the K105 Telematic Vehicle Localization and Immobilization Control Module.

1. **If the DTC is not set**

4. All OK.

DIAGNOSTIC INFORMATION AND PROCEDURES > DTC B1446 OR B1447: BACKUP POWER SOURCE > REPAIR INSTRUCTIONS

Perform the Diagnostic Repair Verification after completing the repair

Control Module References for telematic vehicle localization and immobilization control module replacement, programming, and setup

DIAGNOSTIC INFORMATION AND PROCEDURES > DTC B2462: GLOBAL POSITIONING SYSTEM SIGNAL > DIAGNOSTIC INSTRUCTIONS

- Perform the Diagnostic System Check - Vehicle prior to using this diagnostic procedure.
- Review Strategy Based Diagnosis for an overview of the diagnostic approach.
- Diagnostic Procedure Instructions provides an overview of each diagnostic category.

DIAGNOSTIC INFORMATION AND PROCEDURES > DTC B2462: GLOBAL POSITIONING SYSTEM SIGNAL > DTC DESCRIPTOR

DTC B2462 00

Global Positioning System Signal Malfunction

DTC B2462 04

Global Positioning System Signal Open

DIAGNOSTIC INFORMATION AND PROCEDURES > DTC B2462: GLOBAL POSITIONING SYSTEM SIGNAL > CIRCUIT/SYSTEM DESCRIPTION

Within the telematic vehicle localization and immobilization control module, a cellular antenna is used to communicate via cellular radio.

DIAGNOSTIC INFORMATION AND PROCEDURES > DTC B2462: GLOBAL POSITIONING SYSTEM SIGNAL > CONDITIONS FOR RUNNING THE DTC

This DTC is continuously monitored.

DIAGNOSTIC INFORMATION AND PROCEDURES > DTC B2462: GLOBAL POSITIONING SYSTEM SIGNAL > CONDITIONS FOR SETTING THE DTC

A malfunction has been detected in the cellular antenna.

DIAGNOSTIC INFORMATION AND PROCEDURES > DTC B2462: GLOBAL POSITIONING SYSTEM SIGNAL > ACTION TAKEN WHEN THE DTC SETS

No action is taken.

DIAGNOSTIC INFORMATION AND PROCEDURES > DTC B2462: GLOBAL POSITIONING SYSTEM SIGNAL > CONDITIONS FOR CLEARING THE DTC

- A current DTC will clear when the malfunction is no longer detected.
- A history DTC will clear after 100 malfunction-free ignition cycles.

DIAGNOSTIC INFORMATION AND PROCEDURES > DTC B2462: GLOBAL POSITIONING SYSTEM SIGNAL > REFERENCE INFORMATION

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Control Module References for scan tool information

DIAGNOSTIC INFORMATION AND PROCEDURES > DTC B2462: GLOBAL POSITIONING SYSTEM SIGNAL > CIRCUIT/SYSTEM VERIFICATION

1. Verify that DTC B2462 is not set.

1. If the DTC is set

Replace the K105 Telematic Vehicle Localization and Immobilization Control Module.

1. If the DTC is not set

2. All OK.

DIAGNOSTIC INFORMATION AND PROCEDURES > DTC B2462: GLOBAL POSITIONING SYSTEM SIGNAL > REPAIR INSTRUCTIONS

Perform the Diagnostic Repair Verification after completing the repair

Control Module References for telematic vehicle localization and immobilization control module replacement, programming, and setup

DIAGNOSTIC INFORMATION AND PROCEDURES > DTC B2470: CELLULAR PHONE ANTENNA CIRCUIT MALFUNCTION > DIAGNOSTIC INSTRUCTIONS

- Perform the Diagnostic System Check - Vehicle prior to using this diagnostic procedure.

- Review Strategy Based Diagnosis for an overview of the diagnostic approach.
- Diagnostic Procedure Instructions provides an overview of each diagnostic category.

DIAGNOSTIC INFORMATION AND PROCEDURES > DTC B2470: CELLULAR PHONE ANTENNA CIRCUIT MALFUNCTION > DTC DESCRIPTOR

DTC B2470 00

Cellular Phone Antenna Circuit Malfunction

DIAGNOSTIC INFORMATION AND PROCEDURES > DTC B2470: CELLULAR PHONE ANTENNA CIRCUIT MALFUNCTION > CIRCUIT/SYSTEM DESCRIPTION

Within the telematic vehicle localization and immobilization control module, a cellular antenna is used to communicate via cellular radio.

DIAGNOSTIC INFORMATION AND PROCEDURES > DTC B2470: CELLULAR PHONE ANTENNA CIRCUIT MALFUNCTION > CONDITIONS FOR RUNNING THE DTC

This DTC is continuously monitored.

DIAGNOSTIC INFORMATION AND PROCEDURES > DTC B2470: CELLULAR PHONE ANTENNA CIRCUIT MALFUNCTION > CONDITIONS FOR SETTING THE DTC

A malfunction has been detected in the cellular antenna.

DIAGNOSTIC INFORMATION AND PROCEDURES > DTC B2470: CELLULAR PHONE ANTENNA CIRCUIT MALFUNCTION > ACTION TAKEN WHEN THE DTC SETS

No action is taken.

DIAGNOSTIC INFORMATION AND PROCEDURES > DTC B2470: CELLULAR PHONE ANTENNA CIRCUIT MALFUNCTION > CONDITIONS FOR CLEARING THE DTC

- A current DTC will clear when the malfunction is no longer detected.
- A history DTC will clear after 100 malfunction-free ignition cycles.

DIAGNOSTIC INFORMATION AND PROCEDURES > DTC B2470: CELLULAR PHONE ANTENNA CIRCUIT MALFUNCTION > REFERENCE INFORMATION

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DIAGNOSTIC INFORMATION AND PROCEDURES > DTC B2470: CELLULAR PHONE ANTENNA CIRCUIT MALFUNCTION > CIRCUIT/SYSTEM VERIFICATION

1. Verify that DTC B2470 is not set.

1. If the DTC is set

Replace the K105 Telematic Vehicle Localization and Immobilization Control Module.

1. If the DTC is not set

2. All OK.

DIAGNOSTIC INFORMATION AND PROCEDURES > DTC B2470: CELLULAR PHONE ANTENNA CIRCUIT MALFUNCTION > REPAIR INSTRUCTIONS

Perform the Diagnostic Repair Verification after completing the repair

Control Module References for telematic vehicle localization and immobilization control module replacement, programming, and setup

DIAGNOSTIC INFORMATION AND PROCEDURES > DTC B2955: SECURITY SENSOR DATA CIRCUIT > DIAGNOSTIC INSTRUCTIONS

- Perform the Diagnostic System Check - Vehicle prior to using this diagnostic procedure.
- Review Strategy Based Diagnosis for an overview of the diagnostic approach.
- Diagnostic Procedure Instructions provides an overview of each diagnostic category.

DIAGNOSTIC INFORMATION AND PROCEDURES > DTC B2955: SECURITY SENSOR DATA CIRCUIT > DTC DESCRIPTOR

DTC B2955

Security Sensor Data Circuit

For symptom byte information, refer to Symptom Byte List .

DIAGNOSTIC INFORMATION AND PROCEDURES > DTC B2955: SECURITY SENSOR DATA CIRCUIT > DIAGNOSTIC FAULT INFORMATION

Circuit	Short to Ground	Open/High Resistance	Short to Voltage	Signal Performance
B+	B2955 00	B2955 00	-	-
Serial Data	B2955 00	B2955 00	B2955 00	B2955 00
Low Reference	-	B2955 00	-	-

DIAGNOSTIC INFORMATION AND PROCEDURES > DTC B2955: SECURITY SENSOR DATA CIRCUIT > CIRCUIT/SYSTEM DESCRIPTION

When an ignition key is inserted into the ignition lock cylinder and the ignition is switched ON, the transponder embedded in the key is energized by the exciter coil surrounding the ignition lock cylinder. The transponder transmits a signal to the immobilizer control module. The immobilizer control module translates this signal to a serial data message which is sent to the body control module (BCM). The BCM then compares this value to a value stored in memory. If the value is correct, the BCM will send the prerelease password via the serial data circuit to the engine control module (ECM). If the learned key code does not match or a transponder value is not received, the BCM will send the start disable password to the ECM.

DIAGNOSTIC INFORMATION AND PROCEDURES > DTC B2955: SECURITY SENSOR DATA CIRCUIT > CONDITIONS FOR RUNNING THE DTC

Ignition is in the Accessory or Run position.

DIAGNOSTIC INFORMATION AND PROCEDURES > DTC B2955: SECURITY SENSOR DATA CIRCUIT > CONDITIONS FOR SETTING THE DTC

The BCM detects a circuit fault on the immobilizer antenna circuits.

DIAGNOSTIC INFORMATION AND PROCEDURES > DTC B2955: SECURITY SENSOR DATA CIRCUIT > ACTION TAKEN WHEN THE DTC SETS

- Vehicle starting will be disabled.
- The security indicator in the instrument cluster will be illuminated. A service message will be displayed in the driver information center.

DIAGNOSTIC INFORMATION AND PROCEDURES > DTC B2955: SECURITY SENSOR DATA CIRCUIT > CONDITIONS FOR CLEARING THE DTC

- A current DTC will be cleared when the condition for setting the DTC are no longer present.
- A history DTC will be cleared after 100 malfunction-free ignition cycles.

DIAGNOSTIC INFORMATION AND PROCEDURES > DTC B2955: SECURITY SENSOR DATA CIRCUIT > DIAGNOSTIC AIDS

Because of how the key information is stored in the BCM and the ECM, it may be necessary to begin immobilizer programming with a new vehicle key if DTC B2955 sets immediately after attempting to program a new BCM. This will allow the key information to be transferred between the BCM and the ECM. DTC P0633 may also be set in the ECM and a "No Communication with driver ID Device" error may be displayed during the BCM programming. After programming has begun with the new vehicle key, the existing vehicle keys may then be programmed.

DIAGNOSTIC INFORMATION AND PROCEDURES > DTC B2955: SECURITY SENSOR DATA CIRCUIT > REFERENCE INFORMATION

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DIAGNOSTIC INFORMATION AND PROCEDURES > DTC B2955: SECURITY SENSOR DATA CIRCUIT > CIRCUIT/SYSTEM TESTING

1. Verify DTC B2955 did not set immediately after the replacement or programming of the K9 Body Control Module or after performing the Immobilizer System Component Programming procedure.

1. If the DTC set immediately after the replace or programming of the K9 Body Control Module or after performing the Immobilizer System Component Programming procedure.

Perform the Immobilizer System Component Programming procedure using a new vehicle key. After the new key has been learned, the existing vehicle keys may be learned to the vehicle.

1. If the DTC did not set immediately after the replace or programming of the K9 Body Control Module or after performing the Immobilizer System Component Programming procedure.

2. Ignition OFF and all vehicle systems OFF, disconnect the harness connector at the K89 Immobilizer Control Module. It may take up to 2 min for all vehicle systems to power down.

3. Verify a test lamp illuminates between the low reference circuit terminal 1 and B+.

1. If the test lamp does not illuminate

1. Ignition OFF, disconnect the harness connector at the K9 Body Control Module.

2. Test for less than 2 Ω in the low reference circuit end to end.

1. If 2 Ω or greater, repair the open/high resistance in the circuit.

2. If less than 2 Ω , replace the K9 Body Control Module.

1. If the test lamp illuminates

4. Ignition ON.

 NOTE:

In some instances, the K9 Body Control Module may only apply voltage for 3 s immediately after the ignition is turned ON. It may be necessary to monitor the DMM while turning the ignition ON to observe the voltage.

5. Test for greater than 9 V between the B+ circuit terminal 3 and ground.

1. If 9 V or less

1. Ignition OFF, disconnect the harness connector at the K9 Body Control Module.

2. Test for infinite resistance between the B+ circuit and ground.

1. If less than infinite resistance, repair the short to ground on the circuit.

1. If infinite resistance

3. Test for less than 2 Ω in the B+ circuit end to end.

1. If 2 Ω or greater, repair the open/high resistance in the circuit.

2. If less than 2 Ω , replace the K9 Body Control Module.

1. If greater than 9 V

6. Test for greater than 4 V between the serial data circuit terminal 2 and ground.

1. If 4 V or less

1. Ignition OFF, disconnect the harness connector at the K9 Body Control Module.

2. Test for infinite resistance between the serial data circuit and ground.

1. If less than infinite resistance, repair the short to ground on the circuit.

1. If infinite resistance

3. Test for less than 2 Ω in the serial data circuit end to end.

1. If 2 Ω or greater, repair the open/high resistance in the circuit.

2. If less than 2 Ω , replace the K9 Body Control Module.

1. If greater than 4 V

7. Ignition OFF, disconnect the X3 harness connector at the K9 Body Control Module, ignition ON.

8. Test for less than 1 V between the K89 Immobilizer Control Module serial data circuit terminal 2 and ground.

1. If 1 V or greater

Repair the short to voltage on the circuit.

1. If less than 1 V

9. Replace the K89 Immobilizer Control Module.
10. Verify DTC B2955 does not set while operating the vehicle under the conditions for running the DTC.

1. If DTC B2955 is set

Replace the K9 Body Control Module.

1. If DTC B2955 is not set

11. All OK.

DIAGNOSTIC INFORMATION AND PROCEDURES > DTC B2955: SECURITY SENSOR DATA CIRCUIT > REPAIR INSTRUCTIONS

Perform the Diagnostic Repair Verification after completing the repair.

Control Module References for body control module or immobilizer control module replacement, programming, and setup.

DIAGNOSTIC INFORMATION AND PROCEDURES > DTC B302A: MOBILE TELEPHONE COMMUNICATIONS INTERFACE REQUESTED IMMOBILIZATION > DIAGNOSTIC INSTRUCTIONS

- Perform the Diagnostic System Check - Vehicle prior to using this diagnostic procedure.
- Review Strategy Based Diagnosis for an overview of the diagnostic approach.
- Diagnostic Procedure Instructions provides an overview of each diagnostic category.

DIAGNOSTIC INFORMATION AND PROCEDURES > DTC B302A: MOBILE TELEPHONE COMMUNICATIONS INTERFACE REQUESTED IMMOBILIZATION > DTC DESCRIPTOR

DTC B302A

Mobile Telephone Communications Interface Requested Immobilization

For symptom byte information, refer to Symptom Byte List .

DIAGNOSTIC INFORMATION AND PROCEDURES > DTC B302A: MOBILE TELEPHONE COMMUNICATIONS INTERFACE REQUESTED IMMOBILIZATION >

CIRCUIT/SYSTEM DESCRIPTION

As part of the vehicle telematics enhanced services, a request may be sent to the body control module (BCM) to disable vehicle starting. If a valid message is received by the BCM requesting that starting be disabled, the start enable message will not be sent to the engine control module (ECM).

DIAGNOSTIC INFORMATION AND PROCEDURES > DTC B302A: MOBILE TELEPHONE COMMUNICATIONS INTERFACE REQUESTED IMMOBILIZATION > CONDITIONS FOR RUNNING THE DTC

The BCM continuously monitors for this DTC.

DIAGNOSTIC INFORMATION AND PROCEDURES > DTC B302A: MOBILE TELEPHONE COMMUNICATIONS INTERFACE REQUESTED IMMOBILIZATION > CONDITIONS FOR SETTING THE DTC

A start disable message has been received from the telematics module.

DIAGNOSTIC INFORMATION AND PROCEDURES > DTC B302A: MOBILE TELEPHONE COMMUNICATIONS INTERFACE REQUESTED IMMOBILIZATION > ACTION TAKEN WHEN THE DTC SETS

Vehicle starting will be suspended and the security indicator will be illuminated.

DIAGNOSTIC INFORMATION AND PROCEDURES > DTC B302A: MOBILE TELEPHONE COMMUNICATIONS INTERFACE REQUESTED IMMOBILIZATION > CONDITIONS FOR CLEARING THE DTC

- A current DTC will clear when the telematics start disable request is no longer received.
- A history DTC will clear after 100 ignition cycles in which the telematic start disable request is not seen.

DIAGNOSTIC INFORMATION AND PROCEDURES > DTC B302A: MOBILE TELEPHONE COMMUNICATIONS INTERFACE REQUESTED IMMOBILIZATION > DIAGNOSTIC AIDS

- DTC B302A is only an indicator that a start disable request has been received from the vehicle telematics system and does not indicate a fault in the immobilizer or telematics system.

- To remove the start disable request, the vehicle account must be updated with the OnStar stolen vehicle team. This will require that a law enforcement agency or the customer contact OnStar to indicate that the vehicle has been successfully and safely recovered.
- If the OnStar system has been disabled or damaged during a theft attempt, the system will not be able to communicate and the start disable request will not be removed. OnStar must be functioning properly for the start disable request to be removed.

DIAGNOSTIC INFORMATION AND PROCEDURES > DTC B302A: MOBILE TELEPHONE COMMUNICATIONS INTERFACE REQUESTED IMMOBILIZATION > REFERENCE INFORMATION

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Control Module References for scan tool information

DIAGNOSTIC INFORMATION AND PROCEDURES > DTC B302A: MOBILE TELEPHONE COMMUNICATIONS INTERFACE REQUESTED IMMOBILIZATION > CIRCUIT/SYSTEM VERIFICATION

1. Verify the OnStar system is not damaged and is operating properly, with no DTCs set.

1. If the OnStar system is damaged, inoperative, or any OnStar DTCs are set

These concerns must be corrected before the start disable can be removed.

1. If the OnStar system is not damaged and is operating properly

2. Press the blue OnStar button and ask the advisor to be transferred to the stolen vehicle team to verify the vehicle account has been updated.

3. Verify that OnStar is aware the vehicle has been recovered and that the vehicle account has been updated.

1. **If OnStar has not been notified that the vehicle has been recovered**

- Contact the customer and advise them that for security purposes, they must contact OnStar and the law enforcement agency to update the vehicle account.

1. **If the account has been properly updated**

4. Once the vehicle account has been updated and the start disable request has been removed, DTC B302A will transition to a history DTC. Clear the history DTC.

DIAGNOSTIC INFORMATION AND PROCEDURES > DTC B3031: SECURITY CONTROLLER IN LEARN MODE MALFUNCTION > DIAGNOSTIC INSTRUCTIONS

- Perform the Diagnostic System Check - Vehicle prior to using this diagnostic procedure.
- Review Strategy Based Diagnosis for an overview of the diagnostic approach.
- Diagnostic Procedure Instructions provides an overview of each diagnostic category.

DIAGNOSTIC INFORMATION AND PROCEDURES > DTC B3031: SECURITY CONTROLLER IN LEARN MODE MALFUNCTION > DTC DESCRIPTOR

DTC B3031 00

Security Controller In Learn Mode Malfunction

DIAGNOSTIC INFORMATION AND PROCEDURES > DTC B3031: SECURITY CONTROLLER IN LEARN MODE MALFUNCTION > CIRCUIT/SYSTEM DESCRIPTION

When learning a keyless entry transmitter, the body control module (BCM) is placed in learn mode. DTC B3031 will set automatically as an indicator that the system is in learn mode and not as a fault indicator. Once the transmitter is learned, learn mode will be exited and the DTC cleared. If the BCM does not exit learn mode, B3031 will remain current and indicate a fault. The instrument cluster security indicator will illuminate and the driver information center will display a message.

DIAGNOSTIC INFORMATION AND PROCEDURES > DTC B3031: SECURITY CONTROLLER IN LEARN MODE MALFUNCTION > CONDITIONS FOR RUNNING THE DTC

The immobilizer system is learn mode.

DIAGNOSTIC INFORMATION AND PROCEDURES > DTC B3031: SECURITY CONTROLLER IN LEARN MODE MALFUNCTION > CONDITIONS FOR SETTING THE DTC

The DTC will set any time the BCM enters the learn mode.

DIAGNOSTIC INFORMATION AND PROCEDURES > DTC B3031: SECURITY CONTROLLER IN LEARN MODE MALFUNCTION > ACTION TAKEN WHEN THE DTC SETS

The security indicator will illuminate. The driver information center will display a message.

DIAGNOSTIC INFORMATION AND PROCEDURES > DTC B3031: SECURITY CONTROLLER IN LEARN MODE MALFUNCTION > CONDITIONS FOR CLEARING THE DTC

- A current DTC B3031 will be cleared upon the successful exit of learn mode.
- A history DTC will be cleared after 100 malfunction-free ignition cycles or when a scan tool is used to clear DTCs.

DIAGNOSTIC INFORMATION AND PROCEDURES > DTC B3031: SECURITY CONTROLLER IN LEARN MODE MALFUNCTION > REFERENCE INFORMATION

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DIAGNOSTIC INFORMATION AND PROCEDURES > DTC B3031: SECURITY CONTROLLER IN LEARN MODE MALFUNCTION > CIRCUIT/SYSTEM VERIFICATION

1. Verify all available keyless entry transmitters are correct for the vehicle. This can be accomplished by comparing the part number that is laser etched on the transmitter to the part number listed in the parts catalog.

- 1. If a transmitter is not correct**

- Replace the transmitter.

- 1. If all transmitters are correct**

2. Verify the scan tool Immobilizer data displays two or more keys learned to the vehicle.

- 1. If not**

- Add one additional key

- 2. If two or more keys are learned to the vehicle**

3. Perform the Replacing Transmitters procedure. Refer to Remote Control Door Lock and Theft Deterrent Transmitter Programming .
4. Verify the K9 Body Control Module learns the transmitter and exits the learn mode. The scan tool Master Keys Learned parameter should increment to 1.

- 1. If the K9 Body Control Module does not exit the learn mode after the programming attempt**

- Replace the K9 Body Control Module.

- 1. If the K9 Body Control Module exits the learn mode after the programming attempt**

5. All OK.

DIAGNOSTIC INFORMATION AND PROCEDURES > DTC B3031: SECURITY CONTROLLER IN LEARN MODE MALFUNCTION > REPAIR INSTRUCTIONS

Perform the Diagnostic Repair Verification after completing the repair.

Control Module References for body control module replacement, programming, and setup

DIAGNOSTIC INFORMATION AND PROCEDURES > DTC B3055: NO TRANSPONDER

MODULATION OR NO TRANSPONDER > DIAGNOSTIC INSTRUCTIONS

- Perform the Diagnostic System Check - Vehicle prior to using this diagnostic procedure.
- Review Strategy Based Diagnosis for an overview of the diagnostic approach.
- Diagnostic Procedure Instructions provides an overview of each diagnostic category.

DIAGNOSTIC INFORMATION AND PROCEDURES > DTC B3055: NO TRANSPONDER MODULATION OR NO TRANSPONDER > DTC DESCRIPTOR

DTC B3055

No Transponder Modulation or No Transponder

For symptom byte information, refer to Symptom Byte List .

DIAGNOSTIC INFORMATION AND PROCEDURES > DTC B3055: NO TRANSPONDER MODULATION OR NO TRANSPONDER > CIRCUIT/SYSTEM DESCRIPTION

Without BTM and/or ATH/ATS

When an ignition key is inserted into the ignition lock cylinder and the ignition is switched ON, the transponder embedded in the key is energized by the exciter coil surrounding the ignition lock cylinder. The transponder transmits a signal to the immobilizer control module. The immobilizer control module translates this signal to a serial data message which is sent to the body control module (BCM). The BCM then compares this value to a value stored in memory. If the value is correct, the BCM will send the prerelease password via the serial data circuit to the engine control module (ECM). If the learned key code does not match or a transponder value is not received, the BCM will send the start disable password to the ECM.

With BTM and/or ATH/ATS

When a ignition key is inserted into the key pocket/slot and the ignition mode switch is pressed, the transponder embedded in the key is energized by the immobilizer antenna exciter coil. The transponder transmits a signal to the immobilizer control module. The immobilizer control module translates this signal to a serial data message which is sent to the body control module (BCM). The BCM then compares this value to a value stored in memory. If the value is correct, the BCM will send the prerelease password via the serial data circuit to the engine control module (ECM). If the learned key code does not match or a transponder value is not received, the BCM will send the start disable password to the ECM.

DIAGNOSTIC INFORMATION AND PROCEDURES > DTC B3055: NO TRANSPONDER MODULATION OR NO TRANSPONDER > CONDITIONS FOR RUNNING THE DTC

Ignition is in the Accessory or Run position.

DIAGNOSTIC INFORMATION AND PROCEDURES > DTC B3055: NO TRANSPONDER MODULATION OR NO TRANSPONDER > CONDITIONS FOR SETTING THE DTC

The BCM is unable to measure the ignition key transponder value.

DIAGNOSTIC INFORMATION AND PROCEDURES > DTC B3055: NO TRANSPONDER MODULATION OR NO TRANSPONDER > ACTION TAKEN WHEN THE DTC SETS

- Vehicle starting will be disabled.
- The security indicator will illuminate. A service message will be displayed in the driver information center.

DIAGNOSTIC INFORMATION AND PROCEDURES > DTC B3055: NO TRANSPONDER MODULATION OR NO TRANSPONDER > CONDITIONS FOR CLEARING THE DTC

- A current DTC will be cleared when the BCM detects a valid transponder value from the ignition key.
- A history DTC will be cleared after 100 malfunction-free ignition cycles.

DIAGNOSTIC INFORMATION AND PROCEDURES > DTC B3055: NO TRANSPONDER MODULATION OR NO TRANSPONDER > DIAGNOSTIC AIDS

- Because DTC B3055 may be caused by a malfunctioning vehicle key, it is necessary to have all available vehicle keys at the time of diagnosis. A possible scenario would be a customer leaving the vehicle with a spare key during the service visit, but the key which they use everyday, not the spare key, is the cause of the DTC. Not having all available keys in this instance would result in the customer concern not being duplicate or a misdiagnosis.
- Ensure that the immobilizer control module is properly installed and fully seated. An audible and/or tactile click will indicate that the immobilizer control module is fully seated. To ensure proper transponder communication, the key must be in a specific location in relation to the immobilizer control module. If the immobilizer control module is not fully seated, transponder communication may not occur and DTC B3055 will set.
- For vehicle without BTM and/or ATH/ATS, verify the customer is not attempting to turn the ignition with the vehicle key partially folded. To ensure proper transponder communication, the key must be in a specific location in relation to the immobilizer control module. Attempting to start the vehicle with the key in the ignition and partially folded will result in no transponder communication and DTC B3055 will set.

DIAGNOSTIC INFORMATION AND PROCEDURES > DTC B3055: NO TRANSPONDER MODULATION OR NO TRANSPONDER > REFERENCE INFORMATION

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DIAGNOSTIC INFORMATION AND PROCEDURES > DTC B3055: NO TRANSPONDER MODULATION OR NO TRANSPONDER > CIRCUIT/SYSTEM VERIFICATION

Without BTM and/or ATH/ATS

1. Ignition ON.
2. Verify that DTC B1370, B1380, or B1441 is not set.
 1. **If any of the DTCs are set**

Refer to Diagnostic Trouble Code (DTC) List - Vehicle .
 1. **If none of the DTCs are set**
3. Verify the scan tool body control module Accessory parameter changes between Active and Inactive when turning the ignition ON and OFF.
 1. **If the parameter does not change**

Refer to Vehicle Will Not Change Power Mode .
 1. **If the parameter changes**
4. Verify all available keys are correct for the vehicle. This can be accomplished by comparing the part number that is laser etched on the key to the part number listed in the parts catalog.
 1. **If a key is not correct**

Replace the appropriate key.

1. If all keys are correct

5. Verify that DTC B3055 does not set while attempting to start the vehicle with each available key.

1. If DTC B3055 sets when attempting to start the vehicle with only one of the available keys

Replace the appropriate key.

1. If DTC B3055 sets when attempting to start the vehicle with all of the available keys

Replace the K89 Immobilizer Control Module.

1. If DTC B3055 does not set

6. All OK.

With BTM and/or ATH/ATS

1. Ignition ON.

2. Verify that DTC B1370, B1380, or B1441 is not set.

1. If any of the DTCs are set

Refer to Diagnostic Trouble Code (DTC) List - Vehicle .

1. If none of the DTCs are set

3. Verify the scan tool body control module Accessory parameter changes between Active and Inactive when turning the ignition ON and OFF.

1. If the parameter does not change

Refer to Power Mode Mismatch .

1. If the parameter changes

4. Verify all available keys are correct for the vehicle. This can be accomplished by comparing the part number that is laser etched on the key to the part number listed in the parts catalog.

1. If a key is not correct

Replace the appropriate key.

1. If all keys are correct

5. Remove the battery from each of the available vehicle keys.

6. Verify that DTC B3055 does not set while attempting to start the vehicle with each available key. To start the vehicle with the key battery removed, the key must be placed in the key pocket/slot.

1. If DTC B3055 sets when attempting to start the vehicle with only one of the available keys

Replace the appropriate key.

1. **If DTC B3055 sets when attempting to start the vehicle with all of the available keys**

Replace the K89 Immobilizer Control Module.

1. **If DTC B3055 does not set**

7. All OK.

DIAGNOSTIC INFORMATION AND PROCEDURES > DTC B3055: NO TRANSPONDER MODULATION OR NO TRANSPONDER > REPAIR INSTRUCTIONS

Perform the Diagnostic Repair Verification after completing the repair.

Control Module References for immobilizer control module replacement, programming, and setup.

DIAGNOSTIC INFORMATION AND PROCEDURES > DTC B305C: IMMOBILIZER TRANSPONDER OF WRONG TYPE PROGRAMMED > DIAGNOSTIC INSTRUCTIONS

- Perform the Diagnostic System Check - Vehicle prior to using this diagnostic procedure.
- Review Strategy Based Diagnosis for an overview of the diagnostic approach.
- Diagnostic Procedure Instructions provides an overview of each diagnostic category.

DIAGNOSTIC INFORMATION AND PROCEDURES > DTC B305C: IMMOBILIZER TRANSPONDER OF WRONG TYPE PROGRAMMED > DTC DESCRIPTOR

DTC B305C

Immobilizer Transponder of Wrong Type Programmed

For symptom byte information, refer to Symptom Byte List .

DIAGNOSTIC INFORMATION AND PROCEDURES > DTC B305C: IMMOBILIZER TRANSPONDER OF WRONG TYPE PROGRAMMED > CIRCUIT/SYSTEM DESCRIPTION

Without BTM and/or ATH/ATS

When an ignition key is inserted into the ignition lock cylinder and the ignition is switched ON, the transponder embedded in the key is energized by the exciter coil surrounding the ignition lock cylinder. The transponder transmits a signal to the immobilizer control module. The immobilizer control module translates this signal to a serial data message which is sent to the body control module (BCM). The BCM

then compares this value to a value stored in memory. If the value is correct, the BCM will send the prerelease password via the serial data circuit to the engine control module (ECM). If the learned key code does not match or a transponder value is not received, the BCM will send the start disable password to the ECM.

With BTM and/or ATH/ATS

When a ignition key is inserted into the key pocket/slot and the ignition mode switch is pressed, the transponder embedded in the key is energized by the immobilizer antenna exciter coil. The transponder transmits a signal to the immobilizer control module. The immobilizer control module translates this signal to a serial data message which is sent to the body control module (BCM). The BCM then compares this value to a value stored in memory. If the value is correct, the BCM will send the prerelease password via the serial data circuit to the engine control module (ECM). If the learned key code does not match or a transponder value is not received, the BCM will send the start disable password to the ECM.

DIAGNOSTIC INFORMATION AND PROCEDURES > DTC B305C: IMMOBILIZER TRANSPONDER OF WRONG TYPE PROGRAMMED > CONDITIONS FOR RUNNING THE DTC

- Ignition is in the Accessory or Run position
- Battery voltage is greater than 9 volts
- Transponder authentication has occurred

DIAGNOSTIC INFORMATION AND PROCEDURES > DTC B305C: IMMOBILIZER TRANSPONDER OF WRONG TYPE PROGRAMMED > CONDITIONS FOR SETTING THE DTC

- The programed transponder type does not match the equipped system on the vehicle.
- A transponder used for vehicles without BTM and/or ATH/ATS has been programmed to a vehicle with BTM and/or ATH/ATS.
- A transponder used for vehicles with BTM and/or ATH/ATS has been programmed to a vehicle without BTM and/or ATH/ATS.

DIAGNOSTIC INFORMATION AND PROCEDURES > DTC B305C: IMMOBILIZER TRANSPONDER OF WRONG TYPE PROGRAMMED > ACTION TAKEN WHEN THE DTC SETS

No action is taken.

DIAGNOSTIC INFORMATION AND PROCEDURES > DTC B305C: IMMOBILIZER

TRANSPONDER OF WRONG TYPE PROGRAMMED > CONDITIONS FOR CLEARING THE DTC

- A current DTC will be cleared when the BCM detects a programmed transponder type that matches the equipped system on the vehicle.
- A history DTC will be cleared after 100 malfunction-free ignition cycles.

DIAGNOSTIC INFORMATION AND PROCEDURES > DTC B305C: IMMOBILIZER TRANSPONDER OF WRONG TYPE PROGRAMMED > REFERENCE INFORMATION

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Control Module References for scan tool information

DIAGNOSTIC INFORMATION AND PROCEDURES > DTC B305C: IMMOBILIZER TRANSPONDER OF WRONG TYPE PROGRAMMED > CIRCUIT/SYSTEM VERIFICATION

1. Ignition ON.
2. Verify all available keys/transmitters are correct for the vehicle. This can be accomplished by comparing the part number that is laser etched on the key to the part number listed in the parts catalog.

1. If a key is not correct

Replace the appropriate key.

1. If all keys are correct

3. Verify the scan tool Key Part Number parameter displays a Key Part Number when turning the ignition ON with each key.

1. If a Key Part Number is not read

Replace the appropriate key.

1. If a Key Part Number is read for each key

4. All OK.

DIAGNOSTIC INFORMATION AND PROCEDURES > DTC B3060: UNPROGRAMMED TRANSPONDER IDENTIFICATION CODE RECEIVED MALFUNCTION > DIAGNOSTIC INSTRUCTIONS

- Perform the Diagnostic System Check - Vehicle prior to using this diagnostic procedure.
- Review Strategy Based Diagnosis for an overview of the diagnostic approach.
- Diagnostic Procedure Instructions provides an overview of each diagnostic category.

DIAGNOSTIC INFORMATION AND PROCEDURES > DTC B3060: UNPROGRAMMED TRANSPONDER IDENTIFICATION CODE RECEIVED MALFUNCTION > DTC DESCRIPTOR

DTC B3060 00

Unprogrammed Transponder Identification Code Received Malfunction

DIAGNOSTIC INFORMATION AND PROCEDURES > DTC B3060: UNPROGRAMMED TRANSPONDER IDENTIFICATION CODE RECEIVED MALFUNCTION > CIRCUIT/SYSTEM DESCRIPTION

When a keyless entry transmitter is inserted into the transmitter pocket/slot and the ignition mode switch is pressed, the transponder embedded in the transmitter is energized by the immobilizer antenna exciter coil. The transponder transmits a signal to the body control module (BCM). The BCM then compares this value to a value stored in memory. If the value is correct, the BCM will send the prerelease password via the serial data circuit to the engine control module (ECM). If the learned key code does not match or a transponder value is not received, the BCM will send the start disable password to the ECM.

DIAGNOSTIC INFORMATION AND PROCEDURES > DTC B3060: UNPROGRAMMED TRANSPONDER IDENTIFICATION CODE RECEIVED MALFUNCTION > CONDITIONS

FOR RUNNING THE DTC

Ignition is in the Accessory or Run position.

DIAGNOSTIC INFORMATION AND PROCEDURES > DTC B3060: UNPROGRAMMED TRANSPONDER IDENTIFICATION CODE RECEIVED MALFUNCTION > CONDITIONS FOR SETTING THE DTC

The transponder value measured by the BCM is incorrect or not learned to the vehicle.

DIAGNOSTIC INFORMATION AND PROCEDURES > DTC B3060: UNPROGRAMMED TRANSPONDER IDENTIFICATION CODE RECEIVED MALFUNCTION > ACTION TAKEN WHEN THE DTC SETS

- Vehicle starting will be disabled.
- The security indicator in the instrument cluster will be illuminated. The driver information center will display a service message.

DIAGNOSTIC INFORMATION AND PROCEDURES > DTC B3060: UNPROGRAMMED TRANSPONDER IDENTIFICATION CODE RECEIVED MALFUNCTION > CONDITIONS FOR CLEARING THE DTC

- A current DTC will be cleared when the BCM detects a valid transponder value from the transmitter.
- A history DTC will be cleared after 100 malfunction-free ignition cycles or when a scan tool is used to clear DTCs.

DIAGNOSTIC INFORMATION AND PROCEDURES > DTC B3060: UNPROGRAMMED TRANSPONDER IDENTIFICATION CODE RECEIVED MALFUNCTION > REFERENCE INFORMATION

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Control Module References for scan tool information

DIAGNOSTIC INFORMATION AND PROCEDURES > DTC B3060: UNPROGRAMMED TRANSPONDER IDENTIFICATION CODE RECEIVED MALFUNCTION > CIRCUIT/SYSTEM VERIFICATION

1. Perform the Replacing Transmitters procedure. Refer to Remote Control Door Lock and Theft Deterrent Transmitter Programming .
2. Verify the K9 Body Control Module learns the transmitter. The scan tool Master Keys Learned parameter should increment to indicate another key has been learned.
 1. **If the K9 Body Control Module does not learn the transmitter**
Replace the appropriate transmitter.
 1. **If the K9 Body Control Module learns the transmitter**
3. All OK.

DIAGNOSTIC INFORMATION AND PROCEDURES > DTC B3060: UNPROGRAMMED TRANSPONDER IDENTIFICATION CODE RECEIVED MALFUNCTION > REPAIR INSTRUCTIONS

Perform the Diagnostic Repair Verification after completing the repair.

Remote Control Door Lock and Theft Deterrent Transmitter Programming

DIAGNOSTIC INFORMATION AND PROCEDURES > DTC B389A: ENVIRONMENT IDENTIFICATION > DIAGNOSTIC INSTRUCTIONS

- Perform the Diagnostic System Check - Vehicle prior to using this diagnostic procedure.
- Review Strategy Based Diagnosis for an overview of the diagnostic approach.
- Diagnostic Procedure Instructions provides an overview of each diagnostic category.

DIAGNOSTIC INFORMATION AND PROCEDURES > DTC B389A: ENVIRONMENT IDENTIFICATION > DTC DESCRIPTOR

DTC B389A

Environment Identification

For symptom byte information, refer to Symptom Byte List .

DIAGNOSTIC INFORMATION AND PROCEDURES > DTC B389A: ENVIRONMENT IDENTIFICATION > CIRCUIT/SYSTEM DESCRIPTION

When certain modules are programmed and configured during installation, the module learns a specific environment identifier which is unique to the vehicle. The environment identifier is used to prevent the swapping modules between vehicles. The body control module (BCM) is the keeper of the environment identifier. The Instrument Cluster, Electronic Brake Control Module, HVAC Control Module, Inflatable Restraint Sensing and Diagnostic Module, engine control module (ECM), and Steering Column Lock Module (if equipped) each learn the environment identifier during their configuration process. During vehicle operation, the BCM sends the immobilizer identifier as a challenge and each module responds to the challenge by sending the environment identifier back to the BCM. If the BCM sends an incorrect immobilizer identifier or a specific number of incorrect environment identifiers are received, vehicle starting is disabled.

DIAGNOSTIC INFORMATION AND PROCEDURES > DTC B389A: ENVIRONMENT IDENTIFICATION > CONDITIONS FOR RUNNING THE DTC

Ignition is in the ACCESSORY or RUN position.

DIAGNOSTIC INFORMATION AND PROCEDURES > DTC B389A: ENVIRONMENT IDENTIFICATION > CONDITIONS FOR SETTING THE DTC

An incorrect immobilizer identifier was broadcast by the BCM.

DIAGNOSTIC INFORMATION AND PROCEDURES > DTC B389A: ENVIRONMENT IDENTIFICATION > ACTION TAKEN WHEN THE DTC SETS

- The security indicator in the instrument cluster will illuminate.
- Vehicle starting will be disabled.

DIAGNOSTIC INFORMATION AND PROCEDURES > DTC B389A: ENVIRONMENT IDENTIFICATION > CONDITIONS FOR CLEARING THE DTC

A current DTC will be cleared when the BCM broadcasts a correct immobilizer identifier.

DIAGNOSTIC INFORMATION AND PROCEDURES > DTC B389A: ENVIRONMENT IDENTIFICATION > DIAGNOSTIC AIDS

If BCM programming is not completed after BCM replacement, the immobilizer identifier will not be learned. If DTC B389A sets immediately after the replacement and programming of a BCM, perform the programming procedure again.

DIAGNOSTIC INFORMATION AND PROCEDURES > DTC B389A: ENVIRONMENT IDENTIFICATION > REFERENCE INFORMATION

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Control Module References for scan tool information

DIAGNOSTIC INFORMATION AND PROCEDURES > DTC B389A: ENVIRONMENT IDENTIFICATION > CIRCUIT/SYSTEM VERIFICATION

1. Verify DTC B389A did not set immediately following the replacement and programming of the K9 Body Control Module.

- 1. If the DTC set immediately after the replacement and programming of the K9 Body Control Module**

The immobilizer learn procedure was not properly completed. Perform the BCM immobilizer learn using the body control module IMMO Function with Existing Transponder or Remote Key in SPS. Refer to Immobilizer System Component Programming .

1. **If the DTC did not set immediately after the replacement and programming of the K9 Body Control Module**
2. Verify DTC B3902 is not set in any of the control modules listed below:
 1. K20 Engine Control Module
 2. K36 Inflatable Restraint Sensing and Diagnostic Module
 3. K17 Electronic Brake Control Module
 4. K33 HVAC Control Module
 5. P16 Instrument Cluster
 6. K60 Steering Column Lock Module (if equipped)
1. **If DTC B3902 is set in any of the modules**

Refer to DTC B3902 .
1. **If DTC B3902 is not set in any of the modules**
3. Perform the K9 Body Control Module immobilizer learn using body control module IMMO Function with Existing Transponder or Remote Key in SPS. Refer to Immobilizer System Component Programming .
4. Verify DTC B389A does not set after programming.
 1. **If the DTC sets after programming**

Replace the K9 Body Control Module.
 1. **If the DTC does not set after programming**
5. All OK.

DIAGNOSTIC INFORMATION AND PROCEDURES > DTC B389A: ENVIRONMENT IDENTIFICATION > REPAIR INSTRUCTIONS

Perform the Diagnostic Repair Verification after completing the repair.

Control Module References for body control module replacement, programming, and setup.

DIAGNOSTIC INFORMATION AND PROCEDURES > DTC B3902: INCORRECT IMMOBILIZER IDENTIFIER RECEIVED > DIAGNOSTIC INSTRUCTIONS

- Perform the Diagnostic System Check - Vehicle prior to using this diagnostic procedure.
- Review Strategy Based Diagnosis for an overview of the diagnostic approach.
- Diagnostic Procedure Instructions provides an overview of each diagnostic category.

DIAGNOSTIC INFORMATION AND PROCEDURES > DTC B3902: INCORRECT IMMOBILIZER IDENTIFIER RECEIVED > DTC DESCRIPTOR

DTC B3902

Incorrect Immobilizer Identifier Received

For symptom byte information, refer to Symptom Byte List .

DIAGNOSTIC INFORMATION AND PROCEDURES > DTC B3902: INCORRECT IMMOBILIZER IDENTIFIER RECEIVED > CIRCUIT/SYSTEM DESCRIPTION

When certain modules are programmed and configured during installation, the module learns a specific environment identifier which is unique to the vehicle. The environment identifier is used to prevent the swapping modules between vehicles. The body control module (BCM) is the keeper of the environment identifier. The instrument cluster, electronic brake control module, HVAC control module, inflatable restraint sensing and diagnostic module, engine control module (ECM), and steering column lock module (if equipped) each learn the environment identifier during their configuration process. During vehicle operation, the BCM sends the immobilizer identifier as a challenge and each module responds to the challenge by sending the environment identifier back to the BCM. If the BCM sends an incorrect immobilizer identifier or a specific number of incorrect environment identifiers are received, vehicle starting is disabled.

DIAGNOSTIC INFORMATION AND PROCEDURES > DTC B3902: INCORRECT IMMOBILIZER IDENTIFIER RECEIVED > CONDITIONS FOR RUNNING THE DTC

Ignition is in the ACCESSORY or RUN position.

DIAGNOSTIC INFORMATION AND PROCEDURES > DTC B3902: INCORRECT IMMOBILIZER IDENTIFIER RECEIVED > CONDITIONS FOR SETTING THE DTC

The control module's environment identifier does not match the environment identifier stored by the BCM.

DIAGNOSTIC INFORMATION AND PROCEDURES > DTC B3902: INCORRECT IMMOBILIZER IDENTIFIER RECEIVED > ACTION TAKEN WHEN THE DTC SETS

- The security indicator in the instrument cluster will illuminate.
- Vehicle starting will be disabled.

DIAGNOSTIC INFORMATION AND PROCEDURES > DTC B3902: INCORRECT IMMOBILIZER IDENTIFIER RECEIVED > CONDITIONS FOR CLEARING THE DTC

A current DTC will be cleared when the module learns a correct environment identifier.

DIAGNOSTIC INFORMATION AND PROCEDURES > DTC B3902: INCORRECT IMMOBILIZER IDENTIFIER RECEIVED > REFERENCE INFORMATION

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Control Module References for scan tool information

DIAGNOSTIC INFORMATION AND PROCEDURES > DTC B3902: INCORRECT IMMOBILIZER IDENTIFIER RECEIVED > CIRCUIT/SYSTEM VERIFICATION

1. Perform the Programming and Setup procedure for the control module that set DTC B3902.

 NOTE:

When performing the following step, Immobilizer System Component Programming, the module may also need to be reset by using the SPS function Prepare For Removal.

2. Perform the Immobilizer System Component Programming Immobilizer System Component Programming .

3. Verify DTC B3902 does not set after programming.

1. If the DTC sets after programming

Replace the control module that set the DTC.

1. If the DTC does not set after programming

4. All OK.

DIAGNOSTIC INFORMATION AND PROCEDURES > DTC B3902: INCORRECT IMMOBILIZER IDENTIFIER RECEIVED > REPAIR INSTRUCTIONS

Perform the Diagnostic Repair Verification after completing the repair.

Control Module References for instrument cluster, electronic brake control module, HVAC control module, inflatable restraint sensing and diagnostic module, engine control module, or steering column lock module replacement, programming, and setup.

DIAGNOSTIC INFORMATION AND PROCEDURES > DTC B3924-B3928: INCORRECT IMMOBILIZER IDENTIFIER RECEIVED > DIAGNOSTIC INSTRUCTIONS

- Perform the Diagnostic System Check - Vehicle prior to using this diagnostic procedure.
- Review Strategy Based Diagnosis for an overview of the diagnostic approach.
- Diagnostic Procedure Instructions provides an overview of each diagnostic category.

DIAGNOSTIC INFORMATION AND PROCEDURES > DTC B3924-B3928: INCORRECT IMMOBILIZER IDENTIFIER RECEIVED > DTC DESCRIPTOR

DTC B3924

Incorrect Environmental Identifier Received From Inflatable Restraint Sensing and Diagnostic Module

DTC B3925

Incorrect Environmental Identifier Received From HVAC Control Module

DTC B3926

Incorrect Environmental Identifier Received From Instrument Cluster

DTC B3927

Incorrect Environmental Identifier Received From Electronic Brake Control Module

DTC B3928

Incorrect Environmental Identifier Received From Telematics Communication Interface Control Module

For symptom byte information, refer to Symptom Byte List .

DIAGNOSTIC INFORMATION AND PROCEDURES > DTC B3924-B3928: INCORRECT IMMOBILIZER IDENTIFIER RECEIVED > CIRCUIT/SYSTEM DESCRIPTION

When certain modules are programmed and configured during installation, the module learns a specific environment identifier which is unique to the vehicle. The environment identifier is used to prevent the swapping of control modules between vehicles. The body control module (BCM) is the keeper of the environment identifier. The instrument cluster, electronic brake control module, HVAC control module, inflatable restraint sensing and diagnostic module, and telematics communication interface control module each learn the environment identifier during their configuration process. During vehicle operation, the BCM sends the immobilizer identifier as a challenge and each module responds to the challenge by sending the environment identifier back to the BCM. If the BCM sends an incorrect immobilizer identifier or a specific number of incorrect environment identifiers are received, vehicle starting is disabled.

DIAGNOSTIC INFORMATION AND PROCEDURES > DTC B3924-B3928: INCORRECT IMMOBILIZER IDENTIFIER RECEIVED > CONDITIONS FOR RUNNING THE DTC

Ignition is in the ACCESSORY or RUN position.

DIAGNOSTIC INFORMATION AND PROCEDURES > DTC B3924-B3928: INCORRECT IMMOBILIZER IDENTIFIER RECEIVED > CONDITIONS FOR SETTING THE DTC

The control module's environment identifier does not match the environment identifier stored by the BCM.

DIAGNOSTIC INFORMATION AND PROCEDURES > DTC B3924-B3928: INCORRECT IMMOBILIZER IDENTIFIER RECEIVED > ACTION TAKEN WHEN THE DTC SETS

- The security indicator in the instrument cluster will illuminate.

- Vehicle starting will be disabled.

DIAGNOSTIC INFORMATION AND PROCEDURES > DTC B3924-B3928: INCORRECT IMMOBILIZER IDENTIFIER RECEIVED > CONDITIONS FOR CLEARING THE DTC

A current DTC will be cleared when the module learns a correct environment identifier.

DIAGNOSTIC INFORMATION AND PROCEDURES > DTC B3924-B3928: INCORRECT IMMOBILIZER IDENTIFIER RECEIVED > REFERENCE INFORMATION

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DIAGNOSTIC INFORMATION AND PROCEDURES > DTC B3924-B3928: INCORRECT IMMOBILIZER IDENTIFIER RECEIVED > CIRCUIT/SYSTEM VERIFICATION

1. Perform the Programming and Setup procedure for the control module that set the DTC.
2. Verify the DTC does not set after programming.

1. If the DTC sets after programming

Replace the control module that set the DTC.

1. If the DTC does not set after programming

3. All OK.

DIAGNOSTIC INFORMATION AND PROCEDURES > DTC B3924-B3928: INCORRECT IMMOBILIZER IDENTIFIER RECEIVED > REPAIR INSTRUCTIONS

Perform the Diagnostic Repair Verification after completing the repair.

Control Module References for instrument cluster, electronic brake control module, HVAC control module, inflatable restraint sensing and diagnostic module, or telematics communication interface control module replacement, programming, and setup.

DIAGNOSTIC INFORMATION AND PROCEDURES > DTC B3935: TRANSPONDER AUTHENTICATION > DIAGNOSTIC INSTRUCTIONS

- Perform the Diagnostic System Check - Vehicle prior to using this diagnostic procedure.
- Review Strategy Based Diagnosis for an overview of the diagnostic approach.
- Diagnostic Procedure Instructions provides an overview of each diagnostic category.

DIAGNOSTIC INFORMATION AND PROCEDURES > DTC B3935: TRANSPONDER AUTHENTICATION > DTC DESCRIPTOR

DTC B3935

Transponder Authentication

For symptom byte information, refer to Symptom Byte List .

DIAGNOSTIC INFORMATION AND PROCEDURES > DTC B3935: TRANSPONDER AUTHENTICATION > CIRCUIT/SYSTEM DESCRIPTION

Without BTM and/or ATH/ATS

When an ignition key is inserted into the ignition lock cylinder and the ignition is switched ON, the transponder embedded in the key is energized by the exciter coil surrounding the ignition lock cylinder. The transponder transmits a signal to the immobilizer control module. The immobilizer control module translates this signal to a serial data message which is sent to the body control module (BCM). The BCM then compares this value to a value stored in memory. If the value is correct, the BCM will send the prerelease password via the serial data circuit to the engine control module (ECM). If the learned key code does not match or a transponder value is not received, the BCM will send the start disable password to the ECM.

With BTM and/or ATH/ATS

When a ignition key is inserted into the key pocket/slot and the ignition mode switch is pressed, the transponder embedded in the key is energized by the immobilizer antenna exciter coil. The transponder transmits a signal to the immobilizer control module. The immobilizer control module translates this signal

to a serial data message which is sent to the body control module (BCM). The BCM then compares this value to a value stored in memory. If the value is correct, the BCM will send the prerelease password via the serial data circuit to the engine control module (ECM). If the learned key code does not match or a transponder value is not received, the BCM will send the start disable password to the ECM.

DIAGNOSTIC INFORMATION AND PROCEDURES > DTC B3935: TRANSPONDER AUTHENTICATION > CONDITIONS FOR RUNNING THE DTC

- Ignition is in the Accessory or Run position.
- A valid transponder value has been read.

DIAGNOSTIC INFORMATION AND PROCEDURES > DTC B3935: TRANSPONDER AUTHENTICATION > CONDITIONS FOR SETTING THE DTC

The transponder calculation of the challenge from the BCM does not match the BCM calculation.

DIAGNOSTIC INFORMATION AND PROCEDURES > DTC B3935: TRANSPONDER AUTHENTICATION > ACTION TAKEN WHEN THE DTC SETS

- Vehicle starting will be disabled.
- The security indicator will illuminate. The driver information center will display a service message.

DIAGNOSTIC INFORMATION AND PROCEDURES > DTC B3935: TRANSPONDER AUTHENTICATION > CONDITIONS FOR CLEARING THE DTC

- A current DTC will be cleared when a valid transponder value has been read and authenticated.
- A history DTC will be cleared after 100 malfunction-free ignition cycles.

DIAGNOSTIC INFORMATION AND PROCEDURES > DTC B3935: TRANSPONDER AUTHENTICATION > REFERENCE INFORMATION

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Control Module References for scan tool information

DIAGNOSTIC INFORMATION AND PROCEDURES > DTC B3935: TRANSPONDER AUTHENTICATION > CIRCUIT/SYSTEM VERIFICATION

1. Replace the suspected inoperative or malfunctioning key.
2. Verify DTC B3935 does not set while operating the vehicle under the conditions for running the DTC.

1. If the DTC is set

Replace the K9 Body Control Module.

1. If the DTC is not set

3. All OK.

DIAGNOSTIC INFORMATION AND PROCEDURES > DTC B3935: TRANSPONDER AUTHENTICATION > REPAIR INSTRUCTIONS

Perform the Diagnostic Repair Verification after completing the repair.

Control Module References for body control module replacement, programming, and setup.

DIAGNOSTIC INFORMATION AND PROCEDURES > DTC B3976: UNCONFIGURED TRANSPONDER > DIAGNOSTIC INSTRUCTIONS

- Perform the Diagnostic System Check - Vehicle prior to using this diagnostic procedure.
- Review Strategy Based Diagnosis for an overview of the diagnostic approach.
- Diagnostic Procedure Instructions provides an overview of each diagnostic category.

DIAGNOSTIC INFORMATION AND PROCEDURES > DTC B3976: UNCONFIGURED TRANSPONDER > DTC DESCRIPTOR

DTC B3976

Unconfigured Transponder

For symptom byte information, refer to Symptom Byte List .

DIAGNOSTIC INFORMATION AND PROCEDURES > DTC B3976: UNCONFIGURED TRANSPONDER > CIRCUIT/SYSTEM DESCRIPTION

Without BTM and/or ATH/ATS

When an ignition key is inserted into the ignition lock cylinder and the ignition is switched ON, the transponder embedded in the key is energized by the exciter coil surrounding the ignition lock cylinder. The transponder transmits a signal to the immobilizer control module. The immobilizer control module translates this signal to a serial data message which is sent to the body control module (BCM). The BCM then compares this value to a value stored in memory. If the value is correct, the BCM will send the prerelease password via the serial data circuit to the engine control module (ECM). If the learned key code does not match or a transponder value is not received, the BCM will send the start disable password to the ECM.

With BTM and/or ATH/ATS

When a ignition key is inserted into the key pocket/slot and the ignition mode switch is pressed, the transponder embedded in the key is energized by the immobilizer antenna exciter coil. The transponder transmits a signal to the immobilizer control module. The immobilizer control module translates this signal to a serial data message which is sent to the body control module (BCM). The BCM then compares this value to a value stored in memory. If the value is correct, the BCM will send the prerelease password via the serial data circuit to the engine control module (ECM). If the learned key code does not match or a transponder value is not received, the BCM will send the start disable password to the ECM.

DIAGNOSTIC INFORMATION AND PROCEDURES > DTC B3976: UNCONFIGURED TRANSPONDER > CONDITIONS FOR RUNNING THE DTC

- Ignition is in the Accessory or Run position.
- The BCM is in the learn coded key state.

DIAGNOSTIC INFORMATION AND PROCEDURES > DTC B3976: UNCONFIGURED TRANSPONDER > CONDITIONS FOR SETTING THE DTC

The BCM has determined the current key is not configured as a proper vehicle key.

DIAGNOSTIC INFORMATION AND PROCEDURES > DTC B3976: UNCONFIGURED TRANSPONDER > ACTION TAKEN WHEN THE DTC SETS

- Vehicle starting will be disabled.
- The security indicator in the instrument cluster will be illuminated. A service message will be displayed in the driver information center.

DIAGNOSTIC INFORMATION AND PROCEDURES > DTC B3976: UNCONFIGURED TRANSPONDER > CONDITIONS FOR CLEARING THE DTC

- A current DTC will be cleared when the BCM detects a properly configured vehicle key.
- A history DTC will be cleared after 100 malfunction-free ignition cycles.

DIAGNOSTIC INFORMATION AND PROCEDURES > DTC B3976: UNCONFIGURED TRANSPONDER > REFERENCE INFORMATION

Schematic Reference

Immobilizer Schematics

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Scan Tool Reference

Control Module References for scan tool information

DIAGNOSTIC INFORMATION AND PROCEDURES > DTC B3976: UNCONFIGURED TRANSPONDER > CIRCUIT/SYSTEM VERIFICATION

1. Verify the engine starts with each available key.

1. If the engine does not start with a key

Replace the key.

1. If the engine starts with all keys

2. All OK.

DIAGNOSTIC INFORMATION AND PROCEDURES > DTC B3978-B3982: INCORRECT ENVIRONMENTAL IDENTIFIER RECEIVED > DIAGNOSTIC INSTRUCTIONS

- Perform the Diagnostic System Check - Vehicle prior to using this diagnostic procedure.
- Review Strategy Based Diagnosis for an overview of the diagnostic approach.
- Diagnostic Procedure Instructions provides an overview of each diagnostic category.

DIAGNOSTIC INFORMATION AND PROCEDURES > DTC B3978-B3982: INCORRECT ENVIRONMENTAL IDENTIFIER RECEIVED > DTC DESCRIPTOR

DTC B3978

Incorrect Environmental Identifier Received From Inflatable Restraint Sensing and Diagnostic Module

DTC B3979

Incorrect Environmental Identifier Received From HVAC Control Module

DTC B3980

Incorrect Environmental Identifier Received From Instrument Cluster

DTC B3981

Incorrect Environmental Identifier Received From Electronic Brake Control Module

DTC B3982

Incorrect Environmental Identifier Received From Telematics Communication Interface Control Module

For symptom byte information, refer to Symptom Byte List .

DIAGNOSTIC INFORMATION AND PROCEDURES > DTC B3978-B3982: INCORRECT ENVIRONMENTAL IDENTIFIER RECEIVED > CIRCUIT/SYSTEM DESCRIPTION

When certain modules are programmed and configured during installation, the module learns a specific environment identifier which is unique to the vehicle. The environment identifier is used to prevent the swapping of control modules between vehicles. The body control module (BCM) is the keeper of the

environment identifier. The instrument cluster, electronic brake control module, HVAC control module, inflatable restraint sensing and diagnostic Module, and telematics communication interface control module each learn the environment identifier during their configuration process. During vehicle operation, the BCM sends the immobilizer identifier as a challenge and each module responds to the challenge by sending the environment identifier back to the BCM. If the BCM sends an incorrect immobilizer identifier or a specific number of incorrect environment identifiers are received, vehicle starting is disabled.

DIAGNOSTIC INFORMATION AND PROCEDURES > DTC B3978-B3982: INCORRECT ENVIRONMENTAL IDENTIFIER RECEIVED > CONDITIONS FOR RUNNING THE DTC

Ignition is in the ACCESSORY or RUN position.

DIAGNOSTIC INFORMATION AND PROCEDURES > DTC B3978-B3982: INCORRECT ENVIRONMENTAL IDENTIFIER RECEIVED > CONDITIONS FOR SETTING THE DTC

An incorrect environment identifier was received by the BCM.

DIAGNOSTIC INFORMATION AND PROCEDURES > DTC B3978-B3982: INCORRECT ENVIRONMENTAL IDENTIFIER RECEIVED > ACTION TAKEN WHEN THE DTC SETS

- The security indicator in the instrument cluster will illuminate.
- Vehicle starting will be disabled.

DIAGNOSTIC INFORMATION AND PROCEDURES > DTC B3978-B3982: INCORRECT ENVIRONMENTAL IDENTIFIER RECEIVED > CONDITIONS FOR CLEARING THE DTC

A current DTC will be cleared when the module learns a correct environment identifier and it is received by the BCM.

DIAGNOSTIC INFORMATION AND PROCEDURES > DTC B3978-B3982: INCORRECT ENVIRONMENTAL IDENTIFIER RECEIVED > REFERENCE INFORMATION

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Immobilizer Schematics

Connector End View Reference

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Scan Tool Reference

Control Module References for scan tool information

DIAGNOSTIC INFORMATION AND PROCEDURES > DTC B3978-B3982: INCORRECT ENVIRONMENTAL IDENTIFIER RECEIVED > CIRCUIT/SYSTEM VERIFICATION

1. Perform the Programming and Setup procedure for the control module that set the DTC.
2. Verify the DTC does not set after programming.
 1. **If the DTC sets after programming**

Replace the control module that set the DTC.
 1. **If the DTC does not set after programming**
3. All OK.

DIAGNOSTIC INFORMATION AND PROCEDURES > DTC B3978-B3982: INCORRECT ENVIRONMENTAL IDENTIFIER RECEIVED > REPAIR INSTRUCTIONS

Perform the Diagnostic Repair Verification after completing the repair.

Control Module References for instrument cluster, electronic brake control module, HVAC control module, inflatable restraint sensing and diagnostic Module, or telematics communication interface control module replacement, programming, and setup.

DIAGNOSTIC INFORMATION AND PROCEDURES > DTC B3984: DEVICE 1 ENVIRONMENT IDENTIFIER NOT PROGRAMMABLE > DIAGNOSTIC INSTRUCTIONS

- Perform the Diagnostic System Check - Vehicle prior to using this diagnostic procedure.
- Review Strategy Based Diagnosis for an overview of the diagnostic approach.
- Diagnostic Procedure Instructions provides an overview of each diagnostic category.

DIAGNOSTIC INFORMATION AND PROCEDURES > DTC B3984: DEVICE 1 ENVIRONMENT IDENTIFIER NOT PROGRAMMABLE > DTC DESCRIPTOR

DTC B3984

Device 1 Environment Identifier Not Programmable

For symptom byte information, refer to Symptom Byte List .

DIAGNOSTIC INFORMATION AND PROCEDURES > DTC B3984: DEVICE 1 ENVIRONMENT IDENTIFIER NOT PROGRAMMABLE > CIRCUIT/SYSTEM DESCRIPTION

When certain modules are programmed and configured during installation, the module learns a specific environment identifier which is unique to the vehicle. The environment identifier is used to prevent the swapping modules between vehicles. The body control module (BCM) is the keeper of the environment identifier. The instrument cluster, electronic brake control module, HVAC control module, inflatable restraint sensing and diagnostic module, engine control module (ECM), and steering column lock module (if equipped) each learn the environment identifier during their configuration process. During vehicle operation, the BCM sends the immobilizer identifier as a challenge and each module responds to the challenge by sending the environment identifier back to the BCM. If the BCM sends an incorrect immobilizer identifier or a specific number of incorrect environment identifiers are received, vehicle starting is disabled.

DIAGNOSTIC INFORMATION AND PROCEDURES > DTC B3984: DEVICE 1 ENVIRONMENT IDENTIFIER NOT PROGRAMMABLE > CONDITIONS FOR RUNNING THE DTC

Ignition is in the ACCESSORY or RUN position.

DIAGNOSTIC INFORMATION AND PROCEDURES > DTC B3984: DEVICE 1 ENVIRONMENT IDENTIFIER NOT PROGRAMMABLE > CONDITIONS FOR SETTING THE DTC

An incorrect environment identifier is programmed or no environment identifier is programmed.

DIAGNOSTIC INFORMATION AND PROCEDURES > DTC B3984: DEVICE 1 ENVIRONMENT IDENTIFIER NOT PROGRAMMABLE > ACTION TAKEN WHEN THE DTC SETS

- The security indicator in the instrument cluster will illuminate.

- Vehicle starting will be disabled.

DIAGNOSTIC INFORMATION AND PROCEDURES > DTC B3984: DEVICE 1 ENVIRONMENT IDENTIFIER NOT PROGRAMMABLE > CONDITIONS FOR CLEARING THE DTC

A current DTC will be cleared when the module learns a correct environment identifier.

DIAGNOSTIC INFORMATION AND PROCEDURES > DTC B3984: DEVICE 1 ENVIRONMENT IDENTIFIER NOT PROGRAMMABLE > REFERENCE INFORMATION

Schematic Reference

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Scan Tool Reference

Control Module References for scan tool information

DIAGNOSTIC INFORMATION AND PROCEDURES > DTC B3984: DEVICE 1 ENVIRONMENT IDENTIFIER NOT PROGRAMMABLE > CIRCUIT/SYSTEM VERIFICATION

1. Perform the Programming and Setup procedure for the control module that set DTC B3984.
2. Verify DTC B3984 does not set after programming.

1. If the DTC sets after programming

Replace the control module that set the DTC.

1. If the DTC does not set after programming

3. All OK.

**DIAGNOSTIC INFORMATION AND PROCEDURES > DTC B3984: DEVICE 1
ENVIRONMENT IDENTIFIER NOT PROGRAMMABLE > REPAIR INSTRUCTIONS**

Perform the Diagnostic Repair Verification after completing the repair.

Control Module References for instrument cluster, electronic brake control module, HVAC control module, inflatable restraint sensing and diagnostic module, engine control module, and steering column lock module replacement, programming, and setup.

**DIAGNOSTIC INFORMATION AND PROCEDURES > DTC P0513: IMMOBILIZER KEY
INCORRECT > DIAGNOSTIC INSTRUCTIONS**

- Perform the Diagnostic System Check - Vehicle prior to using this diagnostic procedure.
- Review Strategy Based Diagnosis for an overview of the diagnostic approach.
- Diagnostic Procedure Instructions provides an overview of each diagnostic category.

**DIAGNOSTIC INFORMATION AND PROCEDURES > DTC P0513: IMMOBILIZER KEY
INCORRECT > DTC DESCRIPTOR**

DTC P0513

Immobilizer Key Incorrect

**DIAGNOSTIC INFORMATION AND PROCEDURES > DTC P0513: IMMOBILIZER KEY
INCORRECT > CIRCUIT/SYSTEM DESCRIPTION**

The body control module (BCM) sends the pre-release information to the engine control module (ECM) via the serial data circuit. The ECM then sends a challenge to the BCM. Both the ECM and BCM perform a calculation on this challenge. If the calculated response from the BCM equals the calculation performed by the ECM, the ECM will allow vehicle starting.

**DIAGNOSTIC INFORMATION AND PROCEDURES > DTC P0513: IMMOBILIZER KEY
INCORRECT > CONDITIONS FOR RUNNING THE DTC**

Ignition is in the ACCESSORY or RUN position.

DIAGNOSTIC INFORMATION AND PROCEDURES > DTC P0513: IMMOBILIZER KEY INCORRECT > CONDITIONS FOR SETTING THE DTC

The calculated response from the BCM does not equal the calculation performed by the ECM.

DIAGNOSTIC INFORMATION AND PROCEDURES > DTC P0513: IMMOBILIZER KEY INCORRECT > ACTION TAKEN WHEN THE DTC SETS

- The security indicator in the instrument cluster will illuminate.
- Vehicle starting will be disabled.

DIAGNOSTIC INFORMATION AND PROCEDURES > DTC P0513: IMMOBILIZER KEY INCORRECT > CONDITIONS FOR CLEARING THE DTC

- A current DTC will be cleared when a valid calculation is received.
- A history DTC will be cleared after 40 malfunction-free ignition cycles.

DIAGNOSTIC INFORMATION AND PROCEDURES > DTC P0513: IMMOBILIZER KEY INCORRECT > DIAGNOSTIC AIDS

DTC P0513 may be caused by a loose connection or intermittent poor continuity on the ECM ground or at the negative battery cable. Be sure to check the ECM ground(s) and negative battery cable if normal system diagnosis does not correct the concern.

DIAGNOSTIC INFORMATION AND PROCEDURES > DTC P0513: IMMOBILIZER KEY INCORRECT > REFERENCE INFORMATION

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Immobilizer Schematics

Connector End View Reference

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- Wiring Repairs

Scan Tool Reference

Control Module References for scan tool information

DIAGNOSTIC INFORMATION AND PROCEDURES > DTC P0513: IMMOBILIZER KEY INCORRECT > CIRCUIT/SYSTEM VERIFICATION

1. Verify there are no immobilizer DTCs set in the K9 Body Control Module.

1. If any immobilizer DTCs are set in the K9 Body Control Module

Refer to Diagnostic Trouble Code (DTC) List - Vehicle .

1. If no immobilizer DTCs are set in the K9 Body Control Module

2. Perform the K9 Body Control Module immobilizer learn using the body control module IMMO Function with Existing Transponder or Remote Key in SPS. Refer to Immobilizer System Component Programming .

3. Verify the engine starts after the K9 Body Control Module completes the learn procedure.

1. If the engine does not start

Perform the K20 Engine Control Module immobilizer learn using the engine control module IMMO Learn in SPS. Refer to Immobilizer System Component Programming .

1. If the engine starts

4. All OK.

DIAGNOSTIC INFORMATION AND PROCEDURES > DTC P0633: IMMOBILIZER KEY NOT PROGRAMMED > DIAGNOSTIC INSTRUCTIONS

- Perform the Diagnostic System Check - Vehicle prior to using this diagnostic procedure.
- Review Strategy Based Diagnosis for an overview of the diagnostic approach.
- Diagnostic Procedure Instructions provides an overview of each diagnostic category.

DIAGNOSTIC INFORMATION AND PROCEDURES > DTC P0633: IMMOBILIZER KEY NOT PROGRAMMED > DTC DESCRIPTOR

DTC P0633

DIAGNOSTIC INFORMATION AND PROCEDURES > DTC P0633: IMMOBILIZER KEY NOT PROGRAMMED > CIRCUIT/SYSTEM DESCRIPTION

When learning the immobilizer data, as well as the challenge and response sequence, the engine control module (ECM) is placed in learn mode. DTC P0633 will set automatically as an indicator that the system is in learn mode and not as a fault indicator. Once the immobilizer data and challenge/response are learned, learn mode will be exited when the engine is successfully started. If the ECM does not exit learn mode, DTC P0633 will remain current and indicate a fault.

DIAGNOSTIC INFORMATION AND PROCEDURES > DTC P0633: IMMOBILIZER KEY NOT PROGRAMMED > CONDITIONS FOR RUNNING THE DTC

The ECM is in learn mode.

DIAGNOSTIC INFORMATION AND PROCEDURES > DTC P0633: IMMOBILIZER KEY NOT PROGRAMMED > CONDITIONS FOR SETTING THE DTC

DTC P0633 will set any time the ECM enters learn mode.

DIAGNOSTIC INFORMATION AND PROCEDURES > DTC P0633: IMMOBILIZER KEY NOT PROGRAMMED > ACTION TAKEN WHEN THE DTC SETS

The security indicator in the instrument cluster will illuminate.

DIAGNOSTIC INFORMATION AND PROCEDURES > DTC P0633: IMMOBILIZER KEY NOT PROGRAMMED > CONDITIONS FOR CLEARING THE DTC

- A current DTC will be cleared upon a successful engine start after exit of learn mode.
- A history DTC will be cleared after 100 malfunction-free ignition cycles.

DIAGNOSTIC INFORMATION AND PROCEDURES > DTC P0633: IMMOBILIZER KEY NOT PROGRAMMED > REFERENCE INFORMATION

Schematic Reference

Immobilizer Schematics

Connector End View Reference

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- Wiring Repairs

Scan Tool Reference

Control Module References for scan tool information

DIAGNOSTIC INFORMATION AND PROCEDURES > DTC P0633: IMMOBILIZER KEY NOT PROGRAMMED > CIRCUIT/SYSTEM VERIFICATION



NOTE:

DTC P0633 will clear upon a successful engine start. Any malfunction that will cause a no-start condition will prevent DTC P0633 from clearing. Prior to diagnosing DTC P0633, ensure that all power moding and engine control systems are operating properly and all conditions that may cause a no-start have been corrected. Do not replace the K20 Engine Control Module. Replacing the K20 Engine Control Module will not correct the no-start condition.

1. Verify there are no immobilizer DTCs set in the K9 Body Control Module.

1. If any immobilizer DTCs are set in the K9 Body Control Module

Refer to Diagnostic Trouble Code (DTC) List - Vehicle .

1. If no immobilizer DTCs are set in the K9 Body Control Module

2. Perform the K20 Engine Control Module immobilizer learn using the engine control module IMMO Learn in SPS. Refer to Immobilizer System Component Programming .

3. Verify the engine starts after the K20 Engine Control Module completes the learn procedure.

1. If the engine does not start

An undiagnosed no-start condition exists. Refer to the appropriate subsection and diagnostic to correct the no-start condition.

1. If the engine starts

4. All OK.

DIAGNOSTIC INFORMATION AND PROCEDURES > DTC P162B: REMOTE VEHICLE SPEED LIMITING SIGNAL MESSAGE COUNTER INCORRECT > DIAGNOSTIC INSTRUCTIONS

- Perform the Diagnostic System Check - Vehicle prior to using this diagnostic procedure.
- Review Strategy Based Diagnosis for an overview of the diagnostic approach.
- Diagnostic Procedure Instructions provides an overview of each diagnostic category.

DIAGNOSTIC INFORMATION AND PROCEDURES > DTC P162B: REMOTE VEHICLE SPEED LIMITING SIGNAL MESSAGE COUNTER INCORRECT > DTC DESCRIPTOR

DTC P162B

Remote Vehicle Speed Limiting Signal Message Counter Incorrect

DIAGNOSTIC INFORMATION AND PROCEDURES > DTC P162B: REMOTE VEHICLE SPEED LIMITING SIGNAL MESSAGE COUNTER INCORRECT > CIRCUIT/SYSTEM DESCRIPTION

When a remote slow-down request is sent from OnStar, the vehicle communication interface control module sends a serial data message to the engine control module (ECM) indicating that reduced vehicle speed has been requested. Once the request is active, the ECM begins reducing engine torque to match the requested vehicle speed and the REDUCED ENGINE POWER message is displayed.

DIAGNOSTIC INFORMATION AND PROCEDURES > DTC P162B: REMOTE VEHICLE SPEED LIMITING SIGNAL MESSAGE COUNTER INCORRECT > CONDITIONS FOR RUNNING THE DTC

- The engine run time is greater than 5 s
- A remote slow-down request is sent from OnStar

DIAGNOSTIC INFORMATION AND PROCEDURES > DTC P162B: REMOTE VEHICLE SPEED LIMITING SIGNAL MESSAGE COUNTER INCORRECT > CONDITIONS FOR SETTING THE DTC

- The VIN embedded in the slow-down request does not match the VIN stored in the ECM.
- The rolling code counter embedded in the slow-down request does not increment for ten consecutive messages.

DIAGNOSTIC INFORMATION AND PROCEDURES > DTC P162B: REMOTE VEHICLE SPEED LIMITING SIGNAL MESSAGE COUNTER INCORRECT > ACTION TAKEN WHEN THE DTC SETS

- ECM ignores all reduced vehicle speed request messages from the vehicle communication interface module.
- The ECM stores DTC P162B in history.

DIAGNOSTIC INFORMATION AND PROCEDURES > DTC P162B: REMOTE VEHICLE SPEED LIMITING SIGNAL MESSAGE COUNTER INCORRECT > CONDITIONS FOR CLEARING THE DTC

- The condition responsible for setting the DTC no longer exists.
- A history DTC will clear after 40 malfunction-free ignition cycles have occurred.

DIAGNOSTIC INFORMATION AND PROCEDURES > DTC P162B: REMOTE VEHICLE SPEED LIMITING SIGNAL MESSAGE COUNTER INCORRECT > REFERENCE INFORMATION

Schematic Reference

OnStar/Telematics Schematics

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Remote Vehicle Speed Limiting Description and Operation

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- Testing for Intermittent Conditions and Poor Connections
- Wiring Repairs

DIAGNOSTIC INFORMATION AND PROCEDURES > DTC P162B: REMOTE VEHICLE SPEED LIMITING SIGNAL MESSAGE COUNTER INCORRECT > CIRCUIT/SYSTEM VERIFICATION

1. Verify the vehicle is equipped with OnStar (RPO UE1) and DTC P162B is set
 1. **If the vehicle is not equipped with OnStar (RPO UE1) and DTC P162B is set**

Replace the ECM.

 1. **If the vehicle is equipped with OnStar (RPO UE1) and DTC P162B is set**
 2. Perform the Stolen Vehicle Slow-Down Reset procedure with the scan tool.
 3. Verify DTC P162B is not set.
 1. **If DTC P162B is set**
 1. Reprogram the ECM. Refer to Control Module References .
 2. Verify the DTC does not set while operating the vehicle within the Conditions for Running the DTC.
 1. If the DTC sets, replace the ECM. If the DTC continues to set after ECM replacement, replace the vehicle communication interface module.
 1. If the DTC does not set
 3. All OK.
 1. **If DTC P162B is not set**
4. All OK.

DIAGNOSTIC INFORMATION AND PROCEDURES > DTC P162B: REMOTE VEHICLE SPEED LIMITING SIGNAL MESSAGE COUNTER INCORRECT > REPAIR INSTRUCTIONS

Perform the Diagnostic Repair Verification after completing the repair.

Control Module References for telematics communication interface control module or engine control module replacement, programming, and setup

DIAGNOSTIC INFORMATION AND PROCEDURES > DTC P1630: IMMOBILIZER LEARN MODE ACTIVE > DIAGNOSTIC INSTRUCTIONS

- Perform the Diagnostic System Check - Vehicle prior to using this diagnostic procedure.
- Review Strategy Based Diagnosis for an overview of the diagnostic approach.
- Diagnostic Procedure Instructions provides an overview of each diagnostic category.

DIAGNOSTIC INFORMATION AND PROCEDURES > DTC P1630: IMMOBILIZER LEARN MODE ACTIVE > DTC DESCRIPTOR

DTC P1630

Immobilizer Learn Mode Active

DIAGNOSTIC INFORMATION AND PROCEDURES > DTC P1630: IMMOBILIZER LEARN MODE ACTIVE > CIRCUIT/SYSTEM DESCRIPTION

When learning the security code, as well as the challenge and response sequence, the engine control module is placed in learn mode. Once the security code and challenge/response are learned, learn mode will be exited when the engine is successfully started.

DIAGNOSTIC INFORMATION AND PROCEDURES > DTC P1630: IMMOBILIZER LEARN MODE ACTIVE > CONDITIONS FOR RUNNING THE DTC

The engine control module is in learn mode.

DIAGNOSTIC INFORMATION AND PROCEDURES > DTC P1630: IMMOBILIZER LEARN MODE ACTIVE > CONDITIONS FOR SETTING THE DTC

The engine control module has not learned a security code.

DIAGNOSTIC INFORMATION AND PROCEDURES > DTC P1630: IMMOBILIZER LEARN MODE ACTIVE > ACTION TAKEN WHEN THE DTC SETS

The security indicator in the Instrument Cluster will illuminate.

DIAGNOSTIC INFORMATION AND PROCEDURES > DTC P1630: IMMOBILIZER LEARN MODE ACTIVE > CONDITIONS FOR CLEARING THE DTC

- A current DTC P1649 will be cleared upon a successful engine start after exit of learn mode.

- A history DTC will be cleared after 100 malfunction-free ignition cycles.

DIAGNOSTIC INFORMATION AND PROCEDURES > DTC P1630: IMMOBILIZER LEARN MODE ACTIVE > REFERENCE INFORMATION

Schematic Reference

Immobilizer Schematics

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- Wiring Repairs

Scan Tool Reference

Control Module References

DIAGNOSTIC INFORMATION AND PROCEDURES > DTC P1630: IMMOBILIZER LEARN MODE ACTIVE > CIRCUIT/SYSTEM VERIFICATION

1. Verify there are no immobilizer DTCs set in the K9 Body Control Module.

1. If any immobilizer DTCs are set in the K9 Body Control Module

Refer to Diagnostic Trouble Code (DTC) List - Vehicle .

1. If no immobilizer DTCs are set in the K9 Body Control Module

2. Perform the K20 Engine Control Module immobilizer learn using the engine control module IMMO Learn in SPS. Refer to Immobilizer System Component Programming .

3. Verify the engine starts after the K20 Engine Control Module completes the learn procedure.

1. If the engine does not start

Replace the K20 Engine Control Module.

1. If the engine starts

DIAGNOSTIC INFORMATION AND PROCEDURES > DTC P1630: IMMOBILIZER LEARN MODE ACTIVE > REPAIR INSTRUCTIONS

Perform the Diagnostic Repair Verification after completing the repair.

Control Module References for engine control module replacement, programming, and setup

DIAGNOSTIC INFORMATION AND PROCEDURES > DTC P1631: IMMOBILIZER FUEL ENABLE SIGNAL NOT CORRECT > DIAGNOSTIC INSTRUCTIONS

- Perform the Diagnostic System Check - Vehicle prior to using this diagnostic procedure.
- Review Strategy Based Diagnosis for an overview of the diagnostic approach.
- Diagnostic Procedure Instructions provides an overview of each diagnostic category.

DIAGNOSTIC INFORMATION AND PROCEDURES > DTC P1631: IMMOBILIZER FUEL ENABLE SIGNAL NOT CORRECT > DTC DESCRIPTOR

DTC P1631

Immobilizer Fuel Enable Signal Not Correct

DIAGNOSTIC INFORMATION AND PROCEDURES > DTC P1631: IMMOBILIZER FUEL ENABLE SIGNAL NOT CORRECT > CIRCUIT/SYSTEM DESCRIPTION

The body control module (BCM) sends the pre-release information to the engine control module (ECM) via the serial data circuit. The ECM then sends a challenge to the BCM. Both the ECM and BCM perform a calculation on this challenge. If the calculated response from the BCM equals the calculation performed by the ECM, the ECM will allow vehicle starting. The BCM follows this action by sending the remaining immobilizer data to the ECM. If the immobilizer data sent by the BCM matches that stored by the ECM, the ECM will allow the engine to remain running.

DIAGNOSTIC INFORMATION AND PROCEDURES > DTC P1631: IMMOBILIZER FUEL ENABLE SIGNAL NOT CORRECT > CONDITIONS FOR RUNNING THE DTC

Ignition is in the ACCESSORY or RUN position.

DIAGNOSTIC INFORMATION AND PROCEDURES > DTC P1631: IMMOBILIZER FUEL

ENABLE SIGNAL NOT CORRECT > CONDITIONS FOR SETTING THE DTC

The ECM receives incorrect immobilizer data from the BCM.

DIAGNOSTIC INFORMATION AND PROCEDURES > DTC P1631: IMMOBILIZER FUEL ENABLE SIGNAL NOT CORRECT > ACTION TAKEN WHEN THE DTC SETS

- The security indicator in the instrument cluster will illuminate.
- Vehicle starting will be disabled.

DIAGNOSTIC INFORMATION AND PROCEDURES > DTC P1631: IMMOBILIZER FUEL ENABLE SIGNAL NOT CORRECT > CONDITIONS FOR CLEARING THE DTC

- A current DTC will be cleared when correct immobilizer data is received.
- A history DTC will be cleared after 40 malfunction-free ignition cycles.

DIAGNOSTIC INFORMATION AND PROCEDURES > DTC P1631: IMMOBILIZER FUEL ENABLE SIGNAL NOT CORRECT > REFERENCE INFORMATION

Schematic Reference

Immobilizer Schematics

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Scan Tool Reference

Control Module References for scan tool information

DIAGNOSTIC INFORMATION AND PROCEDURES > DTC P1631: IMMOBILIZER FUEL ENABLE SIGNAL NOT CORRECT > CIRCUIT/SYSTEM VERIFICATION

1. Verify there are no immobilizer DTCs set in the K9 Body Control Module.
 1. **If any immobilizer DTCs are set in the K9 Body Control Module**

Refer to Diagnostic Trouble Code (DTC) List - Vehicle .
 1. **If no immobilizer DTCs are set in the K9 Body Control Module**
2. Perform the K9 Body Control Module immobilizer learn using the body control module IMMO Function with Existing Transponder or Remote Key in SPS. Refer to Immobilizer System Component Programming .
3. Verify the engine starts after the K9 Body Control Module completes the learn procedure.
 1. **If the engine does not start**

Perform the K20 Engine Control Module immobilizer learn using the engine control module IMMO Learn in SPS. Refer to Immobilizer System Component Programming .
 1. **If the engine starts**
4. All OK.

DIAGNOSTIC INFORMATION AND PROCEDURES > DTC P1649: IMMOBILIZER SECURITY CODE NOT PROGRAMMED > DIAGNOSTIC INSTRUCTIONS

- Perform the Diagnostic System Check - Vehicle prior to using this diagnostic procedure.
- Review Strategy Based Diagnosis for an overview of the diagnostic approach.
- Diagnostic Procedure Instructions provides an overview of each diagnostic category.

DIAGNOSTIC INFORMATION AND PROCEDURES > DTC P1649: IMMOBILIZER SECURITY CODE NOT PROGRAMMED > DTC DESCRIPTOR

DTC P1649

Immobilizer Security Code Not Programmed

DIAGNOSTIC INFORMATION AND PROCEDURES > DTC P1649: IMMOBILIZER SECURITY CODE NOT PROGRAMMED > CIRCUIT/SYSTEM DESCRIPTION

When learning the security code, as well as the challenge and response sequence, the engine control module (ECM) is placed in learn mode. Once the security code and challenge/response are learned, learn mode will be exited when the engine is successfully started.

DIAGNOSTIC INFORMATION AND PROCEDURES > DTC P1649: IMMOBILIZER SECURITY CODE NOT PROGRAMMED > CONDITIONS FOR RUNNING THE DTC

The ECM is in learn mode.

DIAGNOSTIC INFORMATION AND PROCEDURES > DTC P1649: IMMOBILIZER SECURITY CODE NOT PROGRAMMED > CONDITIONS FOR SETTING THE DTC

The ECM has not learned a security code.

DIAGNOSTIC INFORMATION AND PROCEDURES > DTC P1649: IMMOBILIZER SECURITY CODE NOT PROGRAMMED > ACTION TAKEN WHEN THE DTC SETS

The security indicator in the instrument cluster will illuminate.

DIAGNOSTIC INFORMATION AND PROCEDURES > DTC P1649: IMMOBILIZER SECURITY CODE NOT PROGRAMMED > CONDITIONS FOR CLEARING THE DTC

- A current DTC will be cleared upon a successful engine start after exit of learn mode.
- A history DTC will be cleared after 100 malfunction-free ignition cycles.

DIAGNOSTIC INFORMATION AND PROCEDURES > DTC P1649: IMMOBILIZER SECURITY CODE NOT PROGRAMMED > REFERENCE INFORMATION

Schematic Reference

Immobilizer Schematics

Connector End View Reference

COMPONENT CONNECTOR END VIEWS - INDEX

Description and Operation

Immobilizer Description and Operation

Electrical Information Reference

- Circuit Testing
- Connector Repairs
- Testing for Intermittent Conditions and Poor Connections

- Wiring Repairs

Scan Tool Reference

Control Module References

DIAGNOSTIC INFORMATION AND PROCEDURES > DTC P1649: IMMOBILIZER SECURITY CODE NOT PROGRAMMED > CIRCUIT/SYSTEM VERIFICATION

1. Verify there are no immobilizer DTCs set in the K9 Body Control Module.

1. If any immobilizer DTCs are set in the K9 Body Control Module

Refer to Diagnostic Trouble Code (DTC) List - Vehicle .

1. If no immobilizer DTCs are set in the K9 Body Control Module

2. Perform the K20 Engine Control Module immobilizer learn using the engine control module IMMO Learn in SPS. Refer to Immobilizer System Component Programming .

3. Verify the engine starts after the K20 Engine Control Module completes the learn procedure.

1. If the engine does not start

Replace the K20 Engine Control Module.

1. If the engine starts

4. All OK.

DIAGNOSTIC INFORMATION AND PROCEDURES > DTC P1649: IMMOBILIZER SECURITY CODE NOT PROGRAMMED > REPAIR INSTRUCTIONS

Perform the Diagnostic Repair Verification after completing the repair.

Control Module References for engine control module replacement, programming, and setup.

DIAGNOSTIC INFORMATION AND PROCEDURES > SYMPTOMS - IMMOBILIZER

 IMPORTANT:

The following steps must be completed before using the symptom tables.

1. Perform the Diagnostic System Check - Vehicle before using the symptom tables in order to verify that all of the following are true:

1. There are no DTCs set.

2. The control modules can communicate via the serial data links.

2. Review the system operation in order to familiarize yourself with the system functions. Refer to Immobilizer Description and Operation .

DIAGNOSTIC INFORMATION AND PROCEDURES > SYMPTOMS - IMMOBILIZER > VISUAL/PHYSICAL INSPECTION

- Inspect for aftermarket devices which could affect the operation of the systems. Refer to Checking Aftermarket Accessories .
- Inspect the easily accessible or visible system components for obvious damage or conditions which could cause the symptom.

DIAGNOSTIC INFORMATION AND PROCEDURES > SYMPTOMS - IMMOBILIZER > INTERMITTENT

Faulty electrical connections or wiring may be the cause of intermittent conditions. Refer to Testing for Intermittent Conditions and Poor Connections .

DIAGNOSTIC INFORMATION AND PROCEDURES > SYMPTOMS - IMMOBILIZER > SYMPTOM LIST

Refer to OnStar Stolen Vehicle Slowdown Active to diagnose the symptom.

DIAGNOSTIC INFORMATION AND PROCEDURES > ONSTAR STOLEN VEHICLE SLOWDOWN ACTIVE > DIAGNOSTIC INSTRUCTIONS



NOTE:

This procedure is not used in Brazil.

- Perform the Diagnostic System Check - Vehicle prior to using this diagnostic procedure.
- Review Strategy Based Diagnosis for an overview of the diagnostic approach.
- Diagnostic Procedure Instructions provides an overview of each diagnostic category.

DIAGNOSTIC INFORMATION AND PROCEDURES > ONSTAR STOLEN VEHICLE SLOWDOWN ACTIVE > CIRCUIT/SYSTEM DESCRIPTION

When a remote slow-down request is sent from OnStar, the Telematics Communication Interface Control Module sends a serial data message to the engine control module (ECM) indicating that reduced vehicle speed has been requested. Once the request is active, the ECM begins reducing engine torque to match requested vehicle speed and the REDUCED ENGINE POWER message is displayed.

DIAGNOSTIC INFORMATION AND PROCEDURES > ONSTAR STOLEN VEHICLE SLOWDOWN ACTIVE > REFERENCE INFORMATION

Schematic Reference

OnStar/Telematics Schematics

Connector End View Reference

COMPONENT CONNECTOR END VIEWS - INDEX

Description and Operation

Remote Vehicle Speed Limiting Description and Operation

Electrical Information Reference

- Circuit Testing
- Connector Repairs
- Testing for Intermittent Conditions and Poor Connections
- Wiring Repairs

Scan Tool Reference

Control Module References for scan tool information

DIAGNOSTIC INFORMATION AND PROCEDURES > ONSTAR STOLEN VEHICLE SLOWDOWN ACTIVE > CIRCUIT/SYSTEM VERIFICATION

1. Verify the vehicle is not in the OnStar initiated Stolen Vehicle Slowdown mode. This can be accomplished by verifying the scan tool Telematics Enhanced Service Immobilization parameter is No.

1. If the scan tool Telematics Enhanced Service Immobilization parameter is Yes

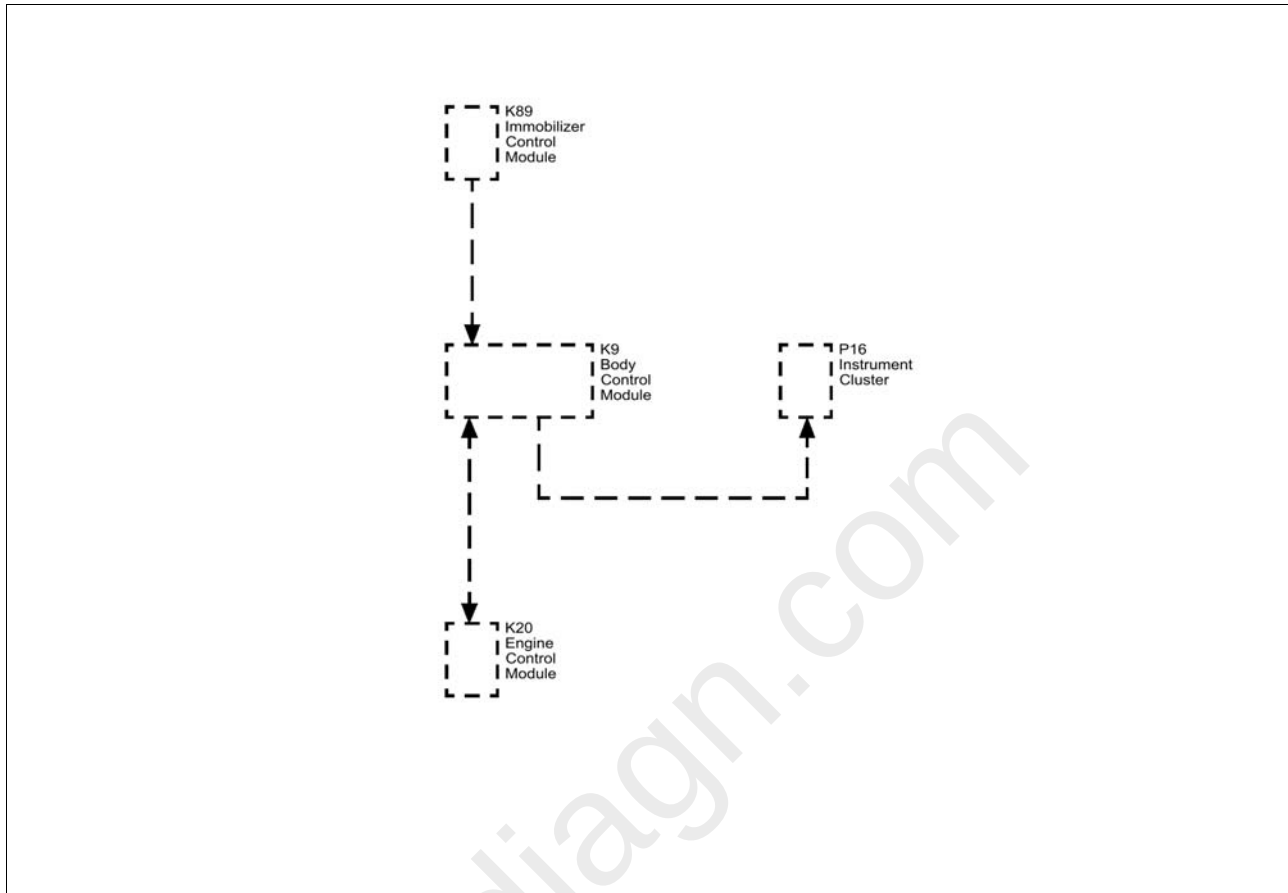
1. Perform the Remote Vehicle Speed Limiting Reset procedure with the scan tool.
2. Press the blue OnStar button and inform the advisor that you need to be transferred to the stolen vehicle team to update the vehicle account.

1. If the scan tool BCM Telematics Enhanced Service Immobilization parameter is No

2. All OK.

DESCRIPTION AND OPERATION > IMMOBILIZER DESCRIPTION AND OPERATION

Fig 1: Immobilizer Diagram Without BTM



Courtesy of GENERAL MOTORS COMPANY

The immobilizer system functions are provided by the body control module (BCM) and the engine control module (ECM), as well as any control modules which store and report the environment identifier.

When an ignition key is inserted into the ignition lock cylinder and the ignition is switched ON, the transponder in the key is energized by the immobilizer coil surrounding the ignition lock cylinder. This immobilizer coil is part of the immobilizer control module. The transponder transmits a signal that contains its unique value, which is received by the BCM through the immobilizer coil. The BCM then compares this value to a value stored in memory. The BCM also monitors various control modules to determine if the stored environment identifiers match.

If both the environment identifier and the value received from the transponder match, the BCM will send the prerelease password via serial data to the ECM. If the encrypted code's unique value is incorrect or the environment identifier does not match, the BCM will send the start disable message to the ECM which will prevent the vehicle starter and fuel pump from operating.

When the ECM receives the BCM prerelease password, the ECM will challenge the password. The ECM sends this challenge to the BCM via serial data. Both the ECM and BCM perform a calculation on this challenge. If the BCM calculated response to the challenge equals the calculation performed by the ECM, the ECM will allow vehicle starting.

The components of the theft system are as follows:

- BCM
- ECM
- Immobilizer control module
- Ignition key
- Security indicator
- Various control modules which store and report the environment identifier

DESCRIPTION AND OPERATION > IMMOBILIZER DESCRIPTION AND OPERATION > BODY CONTROL MODULE (BCM)

The immobilizer system is an integral part of the BCM and is controlled internally within the BCM. The BCM can learn up to 8 keys (transponder values).

The BCM uses the following inputs:

- Environment identifier exchange with various modules
- Encrypted code from the vehicle key, received by the immobilizer control module

The BCM uses the following outputs:

- Prerelease password communication with ECM
- Challenge/response with ECM

When an ignition key is inserted into the ignition lock cylinder and the ignition is switched ON, the encrypted code in the key is energized by the immobilizer control module surrounding the ignition lock cylinder. The energized transponder transmits a signal that contains its unique value, which is received by the BCM. The BCM then compares this value to the learned key code stored in memory. The BCM then performs one of the following functions:

- If the encrypted code value matches the values stored in the BCM memory, the BCM will send the prerelease password to the ECM via serial data.
- If the encrypted code unique value does not match the value stored in the BCM, the BCM will send the start disable message to the ECM via serial data.
- If the BCM is unable to measure the ignition key encrypted code value, the BCM will not send any messages to the ECM.

DESCRIPTION AND OPERATION > IMMOBILIZER DESCRIPTION AND OPERATION > ENGINE CONTROL MODULE (ECM)

When the ECM receives the BCM prerelease password, the ECM will challenge the password. The ECM sends this challenge to the BCM via the serial data circuit. Both the ECM and BCM perform a calculation

on this challenge. If the calculated response from the BCM equals the calculation performed by the ECM, the ECM will allow vehicle starting.

The ECM will disable vehicle starting if any of the following immobilization conditions occur:

- The prerelease password is invalid.
- The start disable password is sent by the BCM.
- No passwords are received. There is no communication with the BCM.
- The BCM calculated response to the challenge does not equal the calculation performed by the ECM.

DESCRIPTION AND OPERATION > IMMOBILIZER DESCRIPTION AND OPERATION > IMMOBILIZER CONTROL MODULE

The immobilizer control module contains an immobilizer coil which surrounds the ignition cylinder. The coil passively powers the transponder located in the ignition key when the key is in the ignition. When powered, the key transmits its unique value to the immobilizer control module, which is then relayed to the BCM via a discrete serial data circuit. The immobilizer control module also receives B+ and ground from the BCM.

The immobilizer control module is used to:

1. Learn keys
2. To start the vehicle

DESCRIPTION AND OPERATION > IMMOBILIZER DESCRIPTION AND OPERATION > IGNITION KEY

Each ignition key contains a transponder with a unique encrypted value. The transponder's encrypted value is fixed and unable to be changed. The immobilizer system uses the ignition key transponder value to determine if a valid ignition key is being used to start the vehicle.

DESCRIPTION AND OPERATION > IMMOBILIZER DESCRIPTION AND OPERATION > ENVIRONMENT IDENTIFIER

Various modules throughout the vehicle learn a specific environment identifier during the module programming process. The environment identifier is learned by each individual module and matches the environment identifier stored in the BCM. Prior to starting after a battery disconnect, each of the modules which store a environment identifier will compare their identifier to that of the identifier stored in the BCM. If all the identifiers match, the engine starting process will continue. If the environment identifiers do not match, engine starting will be disabled.

DESCRIPTION AND OPERATION > IMMOBILIZER DESCRIPTION AND OPERATION > SECURITY INDICATOR

The BCM will command the instrument cluster to illuminate the security indicator when the ignition is in the ON position to indicate a fault has occurred within the immobilizer system and when the engine starting is disabled.

DESCRIPTION AND OPERATION > REMOTE VEHICLE SPEED LIMITING DESCRIPTION AND OPERATION

Certain vehicles equipped with OnStar® now have an additional feature that allows for remote limiting of the vehicle's speed. This OnStar® feature is called Stolen Vehicle Slow-Down and is now part of the OnStar® Stolen Vehicle Assistance service. This feature, when used in conjunction with local law enforcement and strict guidelines at the OnStar® Call Center, will slow the vehicle by interacting with the engine control system.

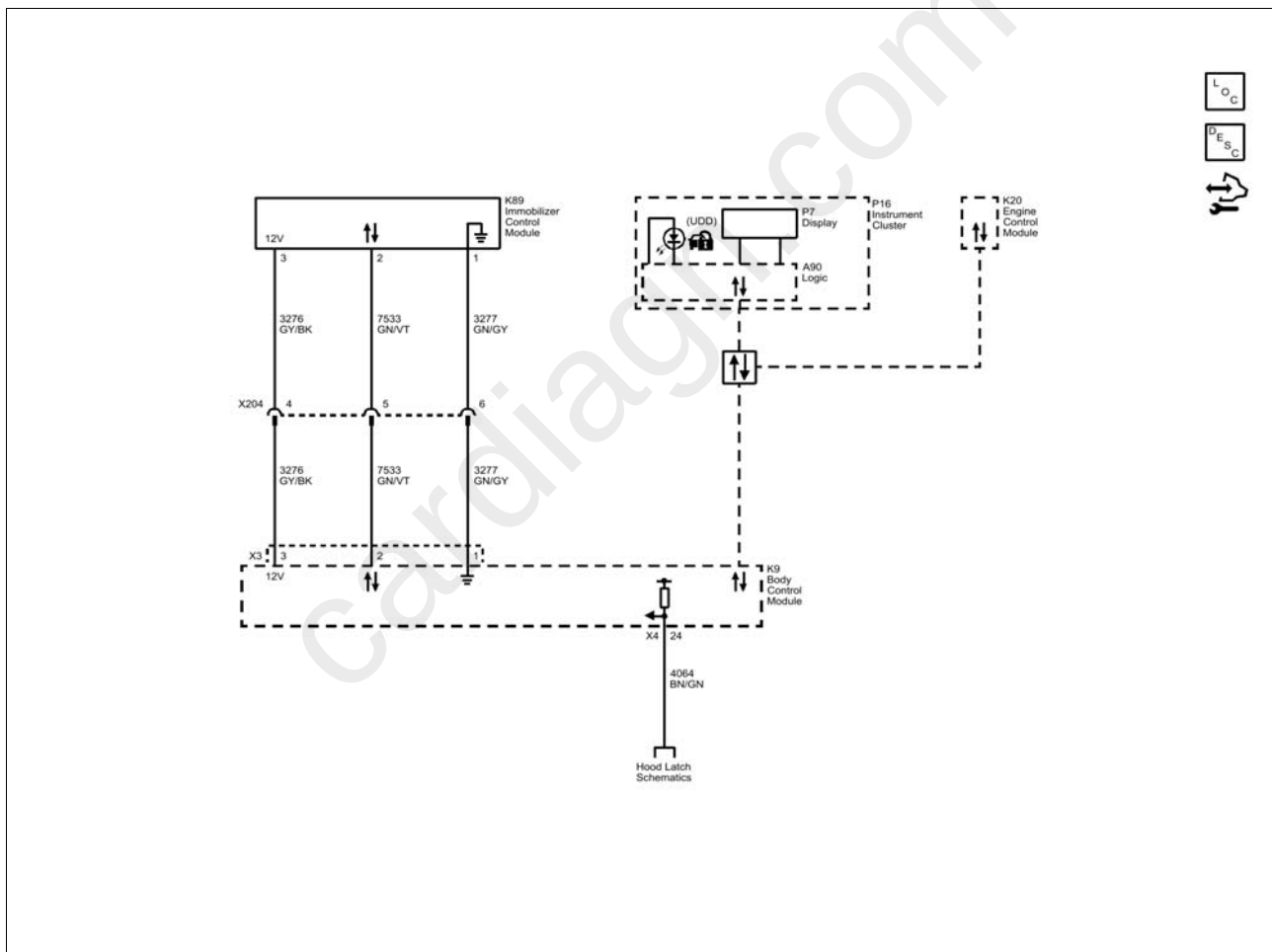
When the engine control system receives a valid request from the OnStar® telematics communications interface module, it will enter into a reduced engine power/vehicle speed limiting mode, which will decelerate the vehicle. Once the request is active the engine control module begins reducing engine torque to match requested vehicle speed and a REDUCED ENGINE POWER indication is displayed. No DTCs will be set during this process.

SPECIFICATIONS > FASTENER SPECIFICATIONS

Application	Specification	
	Metric	English
Front Floor Rear Trim Plate Bolt	2.5 N.m	22 lb in

SCHEMATIC WIRING DIAGRAMS > IMMOBILIZER WIRING SCHEMATICS > IMMOBILIZER

Fig 1: Immobilizer Schematic



Courtesy of GENERAL MOTORS COMPANY

DIAGNOSTIC INFORMATION AND PROCEDURES > DTC B1021: SIM CARD > DIAGNOSTIC INSTRUCTIONS

- Perform the Diagnostic System Check - Vehicle prior to using this diagnostic procedure.
- Review Strategy Based Diagnosis for an overview of the diagnostic approach.
- Diagnostic Procedure Instructions provides an overview of each diagnostic category.

DIAGNOSTIC INFORMATION AND PROCEDURES > DTC B1021: SIM CARD > DTC DESCRIPTOR

DTC B1021 F1

SIM Card Malfunction

DTC B1021 F2

SIM Card Malfunction

DTC B1021 F3

SIM Card Not Programmed

DIAGNOSTIC INFORMATION AND PROCEDURES > DTC B1021: SIM CARD > CIRCUIT/SYSTEM DESCRIPTION

Within the telematic vehicle localization and immobilization control module, a SIM card is used to specifically identify the vehicle and communicate via cellular radio.

DIAGNOSTIC INFORMATION AND PROCEDURES > DTC B1021: SIM CARD > CONDITIONS FOR RUNNING THE DTC

This DTC is continuously monitored.

DIAGNOSTIC INFORMATION AND PROCEDURES > DTC B1021: SIM CARD > CONDITIONS FOR SETTING THE DTC

A malfunction has been detected in the SIM card.

DIAGNOSTIC INFORMATION AND PROCEDURES > DTC B1021: SIM CARD > ACTION TAKEN WHEN THE DTC SETS

No action is taken.

DIAGNOSTIC INFORMATION AND PROCEDURES > DTC B1021: SIM CARD > CONDITIONS FOR CLEARING THE DTC

- A current DTC will clear when an operating SIM card is detected.
- A history DTC will clear after 100 malfunction-free ignition cycles.

DIAGNOSTIC INFORMATION AND PROCEDURES > DTC B1021: SIM CARD > REFERENCE INFORMATION

Schematic Reference

Immobilizer Schematics

Connector End View Reference

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Immobilizer Description and Operation

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- Wiring Repairs

Scan Tool Reference

Control Module References for scan tool information

DIAGNOSTIC INFORMATION AND PROCEDURES > DTC B1021: SIM CARD > CIRCUIT/SYSTEM VERIFICATION

1. Verify that DTC B1021 is not set.

1. If the DTC is set

Replace the K105 Telematic Vehicle Localization and Immobilization Control Module.

1. If the DTC is not set

2. All OK.

DIAGNOSTIC INFORMATION AND PROCEDURES > DTC B1021: SIM CARD > REPAIR

INSTRUCTIVOS

Perform the Diagnostic Repair Verification after completing the repair

Control Module References for telematic vehicle localization and immobilization control module replacement, programming, and setup

DIAGNOSTIC INFORMATION AND PROCEDURES > DTC B1446 OR B1447: BACKUP POWER SOURCE > DIAGNOSTIC INSTRUCTIONS

- Perform the Diagnostic System Check - Vehicle prior to using this diagnostic procedure.
- Review Strategy Based Diagnosis for an overview of the diagnostic approach.
- Diagnostic Procedure Instructions provides an overview of each diagnostic category.

DIAGNOSTIC INFORMATION AND PROCEDURES > DTC B1446 OR B1447: BACKUP POWER SOURCE > DTC DESCRIPTOR

DTC B1446 00

Replace Backup Power Source

DTC B1447 54

Backup Power Source High Temperature

DIAGNOSTIC INFORMATION AND PROCEDURES > DTC B1446 OR B1447: BACKUP POWER SOURCE > CIRCUIT/SYSTEM DESCRIPTION

Within the telematic vehicle localization and immobilization control module, a backup power supply maintains operational voltage, even if the telematic vehicle localization and immobilization control module is disconnected from the vehicle's 12 volt battery.

DIAGNOSTIC INFORMATION AND PROCEDURES > DTC B1446 OR B1447: BACKUP POWER SOURCE > CONDITIONS FOR RUNNING THE DTC

This DTC is continuously monitored.

DIAGNOSTIC INFORMATION AND PROCEDURES > DTC B1446 OR B1447: BACKUP POWER SOURCE > CONDITIONS FOR SETTING THE DTC

B1446

The backup power source has been discharged.

B1447

The backup power source temperature is too high.

DIAGNOSTIC INFORMATION AND PROCEDURES > DTC B1446 OR B1447: BACKUP POWER SOURCE > ACTION TAKEN WHEN THE DTC SETS

No action is taken.

DIAGNOSTIC INFORMATION AND PROCEDURES > DTC B1446 OR B1447: BACKUP POWER SOURCE > CONDITIONS FOR CLEARING THE DTC

- A current DTC will clear when the malfunction is no longer detected.
- A history DTC will clear after 100 malfunction-free ignition cycles.

DIAGNOSTIC INFORMATION AND PROCEDURES > DTC B1446 OR B1447: BACKUP POWER SOURCE > REFERENCE INFORMATION

Schematic Reference

Immobilizer Schematics

Connector End View Reference

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Scan Tool Reference

Control Module References for scan tool information

DIAGNOSTIC INFORMATION AND PROCEDURES > DTC B1446 OR B1447: BACKUP POWER SOURCE > CIRCUIT/SYSTEM VERIFICATION

1. Verify that DTC B1446 is not set.

1. If the DTC is set

Replace the K105 Telematic Vehicle Localization and Immobilization Control Module.

1. If the DTC is not set

2. Ignition OFF, allow the K105 Telematic Vehicle Localization and Immobilization Control Module to cool until it is at ambient temperature.

3. Verify that DTC B1447 is not set.

1. If the DTC is set

Replace the K105 Telematic Vehicle Localization and Immobilization Control Module.

1. If the DTC is not set

4. All OK.

DIAGNOSTIC INFORMATION AND PROCEDURES > DTC B1446 OR B1447: BACKUP POWER SOURCE > REPAIR INSTRUCTIONS

Perform the Diagnostic Repair Verification after completing the repair

Control Module References for telematic vehicle localization and immobilization control module replacement, programming, and setup

DIAGNOSTIC INFORMATION AND PROCEDURES > DTC B2462: GLOBAL POSITIONING SYSTEM SIGNAL > DIAGNOSTIC INSTRUCTIONS

- Perform the Diagnostic System Check - Vehicle prior to using this diagnostic procedure.
- Review Strategy Based Diagnosis for an overview of the diagnostic approach.
- Diagnostic Procedure Instructions provides an overview of each diagnostic category.

DIAGNOSTIC INFORMATION AND PROCEDURES > DTC B2462: GLOBAL POSITIONING SYSTEM SIGNAL > DTC DESCRIPTOR

DTC B2462 00

Global Positioning System Signal Malfunction

DTC B2462 04

DIAGNOSTIC INFORMATION AND PROCEDURES > DTC B2462: GLOBAL POSITIONING SYSTEM SIGNAL > CIRCUIT/SYSTEM DESCRIPTION

Within the telematic vehicle localization and immobilization control module, a cellular antenna is used to communicate via cellular radio.

DIAGNOSTIC INFORMATION AND PROCEDURES > DTC B2462: GLOBAL POSITIONING SYSTEM SIGNAL > CONDITIONS FOR RUNNING THE DTC

This DTC is continuously monitored.

DIAGNOSTIC INFORMATION AND PROCEDURES > DTC B2462: GLOBAL POSITIONING SYSTEM SIGNAL > CONDITIONS FOR SETTING THE DTC

A malfunction has been detected in the cellular antenna.

DIAGNOSTIC INFORMATION AND PROCEDURES > DTC B2462: GLOBAL POSITIONING SYSTEM SIGNAL > ACTION TAKEN WHEN THE DTC SETS

No action is taken.

DIAGNOSTIC INFORMATION AND PROCEDURES > DTC B2462: GLOBAL POSITIONING SYSTEM SIGNAL > CONDITIONS FOR CLEARING THE DTC

- A current DTC will clear when the malfunction is no longer detected.
- A history DTC will clear after 100 malfunction-free ignition cycles.

DIAGNOSTIC INFORMATION AND PROCEDURES > DTC B2462: GLOBAL POSITIONING SYSTEM SIGNAL > REFERENCE INFORMATION

Schematic Reference

Immobilizer Schematics

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- Wiring Repairs

Scan Tool Reference

Control Module References for scan tool information

DIAGNOSTIC INFORMATION AND PROCEDURES > DTC B2462: GLOBAL POSITIONING SYSTEM SIGNAL > CIRCUIT/SYSTEM VERIFICATION

1. Verify that DTC B2462 is not set.

1. If the DTC is set

Replace the K105 Telematic Vehicle Localization and Immobilization Control Module.

1. If the DTC is not set

2. All OK.

DIAGNOSTIC INFORMATION AND PROCEDURES > DTC B2462: GLOBAL POSITIONING SYSTEM SIGNAL > REPAIR INSTRUCTIONS

Perform the Diagnostic Repair Verification after completing the repair

Control Module References for telematic vehicle localization and immobilization control module replacement, programming, and setup

DIAGNOSTIC INFORMATION AND PROCEDURES > DTC B2470: CELLULAR PHONE ANTENNA CIRCUIT MALFUNCTION > DIAGNOSTIC INSTRUCTIONS

- Perform the Diagnostic System Check - Vehicle prior to using this diagnostic procedure.
- Review Strategy Based Diagnosis for an overview of the diagnostic approach.
- Diagnostic Procedure Instructions provides an overview of each diagnostic category.

DIAGNOSTIC INFORMATION AND PROCEDURES > DTC B2470: CELLULAR PHONE ANTENNA CIRCUIT MALFUNCTION > DTC DESCRIPTOR

DTC B2470 00

Cellular Phone Antenna Circuit Malfunction

DIAGNOSTIC INFORMATION AND PROCEDURES > DTC B2470: CELLULAR PHONE ANTENNA CIRCUIT MALFUNCTION > CIRCUIT/SYSTEM DESCRIPTION

Within the telematic vehicle localization and immobilization control module, a cellular antenna is used to communicate via cellular radio.

DIAGNOSTIC INFORMATION AND PROCEDURES > DTC B2470: CELLULAR PHONE ANTENNA CIRCUIT MALFUNCTION > CONDITIONS FOR RUNNING THE DTC

This DTC is continuously monitored.

DIAGNOSTIC INFORMATION AND PROCEDURES > DTC B2470: CELLULAR PHONE ANTENNA CIRCUIT MALFUNCTION > CONDITIONS FOR SETTING THE DTC

A malfunction has been detected in the cellular antenna.

DIAGNOSTIC INFORMATION AND PROCEDURES > DTC B2470: CELLULAR PHONE ANTENNA CIRCUIT MALFUNCTION > ACTION TAKEN WHEN THE DTC SETS

No action is taken.

DIAGNOSTIC INFORMATION AND PROCEDURES > DTC B2470: CELLULAR PHONE ANTENNA CIRCUIT MALFUNCTION > CONDITIONS FOR CLEARING THE DTC

- A current DTC will clear when the malfunction is no longer detected.
- A history DTC will clear after 100 malfunction-free ignition cycles.

DIAGNOSTIC INFORMATION AND PROCEDURES > DTC B2470: CELLULAR PHONE ANTENNA CIRCUIT MALFUNCTION > REFERENCE INFORMATION

Schematic Reference

Immobilizer Schematics

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Scan Tool Reference

Control Module References for scan tool information

DIAGNOSTIC INFORMATION AND PROCEDURES > DTC B2470: CELLULAR PHONE ANTENNA CIRCUIT MALFUNCTION > CIRCUIT/SYSTEM VERIFICATION

1. Verify that DTC B2470 is not set.

1. If the DTC is set

Replace the K105 Telematic Vehicle Localization and Immobilization Control Module.

1. If the DTC is not set

2. All OK.

DIAGNOSTIC INFORMATION AND PROCEDURES > DTC B2470: CELLULAR PHONE ANTENNA CIRCUIT MALFUNCTION > REPAIR INSTRUCTIONS

Perform the Diagnostic Repair Verification after completing the repair

Control Module References for telematic vehicle localization and immobilization control module replacement, programming, and setup

DIAGNOSTIC INFORMATION AND PROCEDURES > DTC B2955: SECURITY SENSOR DATA CIRCUIT > DIAGNOSTIC INSTRUCTIONS

- Perform the Diagnostic System Check - Vehicle prior to using this diagnostic procedure.

- Review Strategy Based Diagnosis for an overview of the diagnostic approach.
- Diagnostic Procedure Instructions provides an overview of each diagnostic category.

DIAGNOSTIC INFORMATION AND PROCEDURES > DTC B2955: SECURITY SENSOR DATA CIRCUIT > DTC DESCRIPTOR

DTC B2955

Security Sensor Data Circuit

For symptom byte information, refer to Symptom Byte List .

DIAGNOSTIC INFORMATION AND PROCEDURES > DTC B2955: SECURITY SENSOR DATA CIRCUIT > DIAGNOSTIC FAULT INFORMATION

Circuit	Short to Ground	Open/High Resistance	Short to Voltage	Signal Performance
B+	B2955 00	B2955 00	-	-
Serial Data	B2955 00	B2955 00	B2955 00	B2955 00
Low Reference	-	B2955 00	-	-

DIAGNOSTIC INFORMATION AND PROCEDURES > DTC B2955: SECURITY SENSOR DATA CIRCUIT > CIRCUIT/SYSTEM DESCRIPTION

When an ignition key is inserted into the ignition lock cylinder and the ignition is switched ON, the transponder embedded in the key is energized by the exciter coil surrounding the ignition lock cylinder. The transponder transmits a signal to the immobilizer control module. The immobilizer control module translates this signal to a serial data message which is sent to the body control module (BCM). The BCM then compares this value to a value stored in memory. If the value is correct, the BCM will send the prerelease password via the serial data circuit to the engine control module (ECM). If the learned key code does not match or a transponder value is not received, the BCM will send the start disable password to the ECM.

DIAGNOSTIC INFORMATION AND PROCEDURES > DTC B2955: SECURITY SENSOR DATA CIRCUIT > CONDITIONS FOR RUNNING THE DTC

Ignition is in the Accessory or Run position.

DIAGNOSTIC INFORMATION AND PROCEDURES > DTC B2955: SECURITY SENSOR

DATA CIRCUIT > CONDITIONS FOR SETTING THE DTC

The BCM detects a circuit fault on the immobilizer antenna circuits.

DIAGNOSTIC INFORMATION AND PROCEDURES > DTC B2955: SECURITY SENSOR DATA CIRCUIT > ACTION TAKEN WHEN THE DTC SETS

- Vehicle starting will be disabled.
- The security indicator in the instrument cluster will be illuminated. A service message will be displayed in the driver information center.

DIAGNOSTIC INFORMATION AND PROCEDURES > DTC B2955: SECURITY SENSOR DATA CIRCUIT > CONDITIONS FOR CLEARING THE DTC

- A current DTC will be cleared when the condition for setting the DTC are no longer present.
- A history DTC will be cleared after 100 malfunction-free ignition cycles.

DIAGNOSTIC INFORMATION AND PROCEDURES > DTC B2955: SECURITY SENSOR DATA CIRCUIT > DIAGNOSTIC AIDS

Because of how the key information is stored in the BCM and the ECM, it may be necessary to begin immobilizer programming with a new vehicle key if DTC B2955 sets immediately after attempting to program a new BCM. This will allow the key information to be transferred between the BCM and the ECM. DTC P0633 may also be set in the ECM and a "No Communication with driver ID Device" error may be displayed during the BCM programming. After programming has begun with the new vehicle key, the existing vehicle keys may then be programmed.

DIAGNOSTIC INFORMATION AND PROCEDURES > DTC B2955: SECURITY SENSOR DATA CIRCUIT > REFERENCE INFORMATION

Schematic Reference

Immobilizer Schematics

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- Wiring Repairs

Scan Tool Reference

Control Module References for scan tool information

DIAGNOSTIC INFORMATION AND PROCEDURES > DTC B2955: SECURITY SENSOR DATA CIRCUIT > CIRCUIT/SYSTEM TESTING

1. Verify DTC B2955 did not set immediately after the replacement or programming of the K9 Body Control Module or after performing the Immobilizer System Component Programming procedure.

1. **If the DTC set immediately after the replace or programming of the K9 Body Control Module or after performing the Immobilizer System Component Programming procedure.**

Perform the Immobilizer System Component Programming procedure using a new vehicle key. After the new key has been learned, the existing vehicle keys may be learned to the vehicle.

1. **If the DTC did not set immediately after the replace or programming of the K9 Body Control Module or after performing the Immobilizer System Component Programming procedure.**
2. Ignition OFF and all vehicle systems OFF, disconnect the harness connector at the K89 Immobilizer Control Module. It may take up to 2 min for all vehicle systems to power down.
3. Verify a test lamp illuminates between the low reference circuit terminal 1 and B+.

1. **If the test lamp does not illuminate**

1. Ignition OFF, disconnect the harness connector at the K9 Body Control Module.
2. Test for less than 2 Ω in the low reference circuit end to end.
 1. If 2 Ω or greater, repair the open/high resistance in the circuit.
 2. If less than 2 Ω , replace the K9 Body Control Module.

1. **If the test lamp illuminates**

4. Ignition ON.



NOTE:

In some instances, the K9 Body Control Module may only apply voltage for 3 s immediately after the ignition is turned ON. It may be necessary to monitor the DMM

while turning the ignition ON to observe the voltage.

5. Test for greater than 9 V between the B+ circuit terminal 3 and ground.

1. If 9 V or less

1. Ignition OFF, disconnect the harness connector at the K9 Body Control Module.

2. Test for infinite resistance between the B+ circuit and ground.

1. If less than infinite resistance, repair the short to ground on the circuit.

1. If infinite resistance

3. Test for less than 2 Ω in the B+ circuit end to end.

1. If 2 Ω or greater, repair the open/high resistance in the circuit.

2. If less than 2 Ω , replace the K9 Body Control Module.

1. If greater than 9 V

6. Test for greater than 4 V between the serial data circuit terminal 2 and ground.

1. If 4 V or less

1. Ignition OFF, disconnect the harness connector at the K9 Body Control Module.

2. Test for infinite resistance between the serial data circuit and ground.

1. If less than infinite resistance, repair the short to ground on the circuit.

1. If infinite resistance

3. Test for less than 2 Ω in the serial data circuit end to end.

1. If 2 Ω or greater, repair the open/high resistance in the circuit.

2. If less than 2 Ω , replace the K9 Body Control Module.

1. If greater than 4 V

7. Ignition OFF, disconnect the X3 harness connector at the K9 Body Control Module, ignition ON.

8. Test for less than 1 V between the K89 Immobilizer Control Module serial data circuit terminal 2 and ground.

1. If 1 V or greater

Repair the short to voltage on the circuit.

1. If less than 1 V

9. Replace the K89 Immobilizer Control Module.

10. Verify DTC B2955 does not set while operating the vehicle under the conditions for running the

DTC.

1. If DTC B2955 is set

Replace the K9 Body Control Module.

1. If DTC B2955 is not set

11. All OK.

DIAGNOSTIC INFORMATION AND PROCEDURES > DTC B2955: SECURITY SENSOR DATA CIRCUIT > REPAIR INSTRUCTIONS

Perform the Diagnostic Repair Verification after completing the repair.

Control Module References for body control module or immobilizer control module replacement, programming, and setup.

DIAGNOSTIC INFORMATION AND PROCEDURES > DTC B302A: MOBILE TELEPHONE COMMUNICATIONS INTERFACE REQUESTED IMMOBILIZATION > DIAGNOSTIC INSTRUCTIONS

- Perform the Diagnostic System Check - Vehicle prior to using this diagnostic procedure.
- Review Strategy Based Diagnosis for an overview of the diagnostic approach.
- Diagnostic Procedure Instructions provides an overview of each diagnostic category.

DIAGNOSTIC INFORMATION AND PROCEDURES > DTC B302A: MOBILE TELEPHONE COMMUNICATIONS INTERFACE REQUESTED IMMOBILIZATION > DTC DESCRIPTOR

DTC B302A

Mobile Telephone Communications Interface Requested Immobilization

For symptom byte information, refer to Symptom Byte List .

DIAGNOSTIC INFORMATION AND PROCEDURES > DTC B302A: MOBILE TELEPHONE COMMUNICATIONS INTERFACE REQUESTED IMMOBILIZATION > CIRCUIT/SYSTEM DESCRIPTION

As part of the vehicle telematics enhanced services, a request may be sent to the body control module (BCM) to disable vehicle starting. If a valid message is received by the BCM requesting that starting be disabled, the start enable message will not be sent to the engine control module (ECM).

DIAGNOSTIC INFORMATION AND PROCEDURES > DTC B302A: MOBILE TELEPHONE COMMUNICATIONS INTERFACE REQUESTED IMMOBILIZATION > CONDITIONS FOR RUNNING THE DTC

The BCM continuously monitors for this DTC.

DIAGNOSTIC INFORMATION AND PROCEDURES > DTC B302A: MOBILE TELEPHONE COMMUNICATIONS INTERFACE REQUESTED IMMOBILIZATION > CONDITIONS FOR SETTING THE DTC

A start disable message has been received from the telematics module.

DIAGNOSTIC INFORMATION AND PROCEDURES > DTC B302A: MOBILE TELEPHONE COMMUNICATIONS INTERFACE REQUESTED IMMOBILIZATION > ACTION TAKEN WHEN THE DTC SETS

Vehicle starting will be suspended and the security indicator will be illuminated.

DIAGNOSTIC INFORMATION AND PROCEDURES > DTC B302A: MOBILE TELEPHONE COMMUNICATIONS INTERFACE REQUESTED IMMOBILIZATION > CONDITIONS FOR CLEARING THE DTC

- A current DTC will clear when the telematics start disable request is no longer received.
- A history DTC will clear after 100 ignition cycles in which the telematic start disable request is not seen.

DIAGNOSTIC INFORMATION AND PROCEDURES > DTC B302A: MOBILE TELEPHONE COMMUNICATIONS INTERFACE REQUESTED IMMOBILIZATION > DIAGNOSTIC AIDS

- DTC B302A is only an indicator that a start disable request has been received from the vehicle telematics system and does not indicate a fault in the immobilizer or telematics system.
- To remove the start disable request, the vehicle account must be updated with the OnStar stolen vehicle team. This will require that a law enforcement agency or the customer contact OnStar to indicate that the vehicle has been successfully and safely recovered.
- If the OnStar system has been disabled or damaged during a theft attempt, the system will not be able to communicate and the start disable request will not be removed. OnStar must be functioning properly for the start disable request to be removed.

DIAGNOSTIC INFORMATION AND PROCEDURES > DTC B302A: MOBILE TELEPHONE COMMUNICATIONS INTERFACE REQUESTED IMMOBILIZATION > REFERENCE INFORMATION

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Control Module References for scan tool information

DIAGNOSTIC INFORMATION AND PROCEDURES > DTC B302A: MOBILE TELEPHONE COMMUNICATIONS INTERFACE REQUESTED IMMOBILIZATION > CIRCUIT/SYSTEM VERIFICATION

1. Verify the OnStar system is not damaged and is operating properly, with no DTCs set.

1. If the OnStar system is damaged, inoperative, or any OnStar DTCs are set

These concerns must be corrected before the start disable can be removed.

1. If the OnStar system is not damaged and is operating properly

2. Press the blue OnStar button and ask the advisor to be transferred to the stolen vehicle team to verify the vehicle account has been updated.

3. Verify that OnStar is aware the vehicle has been recovered and that the vehicle account has been updated.

1. If OnStar has not been notified that the vehicle has been recovered

Contact the customer and advise them that for security purposes, they must contact OnStar and the law enforcement agency to update the vehicle account.

1. If the account has been properly updated

4. Once the vehicle account has been updated and the start disable request has been removed, DTC B302A will transition to a history DTC. Clear the history DTC.

DIAGNOSTIC INFORMATION AND PROCEDURES > DTC B3031: SECURITY CONTROLLER IN LEARN MODE MALFUNCTION > DIAGNOSTIC INSTRUCTIONS

- Perform the Diagnostic System Check - Vehicle prior to using this diagnostic procedure.
- Review Strategy Based Diagnosis for an overview of the diagnostic approach.
- Diagnostic Procedure Instructions provides an overview of each diagnostic category.

DIAGNOSTIC INFORMATION AND PROCEDURES > DTC B3031: SECURITY CONTROLLER IN LEARN MODE MALFUNCTION > DTC DESCRIPTOR

DTC B3031 00

Security Controller In Learn Mode Malfunction

DIAGNOSTIC INFORMATION AND PROCEDURES > DTC B3031: SECURITY CONTROLLER IN LEARN MODE MALFUNCTION > CIRCUIT/SYSTEM DESCRIPTION

When learning a keyless entry transmitter, the body control module (BCM) is placed in learn mode. DTC B3031 will set automatically as an indicator that the system is in learn mode and not as a fault indicator. Once the transmitter is learned, learn mode will be exited and the DTC cleared. If the BCM does not exit learn mode, B3031 will remain current and indicate a fault. The instrument cluster security indicator will illuminate and the driver information center will display a message.

DIAGNOSTIC INFORMATION AND PROCEDURES > DTC B3031: SECURITY CONTROLLER IN LEARN MODE MALFUNCTION > CONDITIONS FOR RUNNING THE DTC

The immobilizer system is learn mode.

DIAGNOSTIC INFORMATION AND PROCEDURES > DTC B3031: SECURITY CONTROLLER IN LEARN MODE MALFUNCTION > CONDITIONS FOR SETTING THE DTC

The DTC will set any time the BCM enters the learn mode.

DIAGNOSTIC INFORMATION AND PROCEDURES > DTC B3031: SECURITY CONTROLLER IN LEARN MODE MALFUNCTION > ACTION TAKEN WHEN THE DTC SETS

The security indicator will illuminate. The driver information center will display a message.

DIAGNOSTIC INFORMATION AND PROCEDURES > DTC B3031: SECURITY CONTROLLER IN LEARN MODE MALFUNCTION > CONDITIONS FOR CLEARING THE DTC

- A current DTC B3031 will be cleared upon the successful exit of learn mode.
- A history DTC will be cleared after 100 malfunction-free ignition cycles or when a scan tool is used to clear DTCs.

DIAGNOSTIC INFORMATION AND PROCEDURES > DTC B3031: SECURITY CONTROLLER IN LEARN MODE MALFUNCTION > REFERENCE INFORMATION

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DIAGNOSTIC INFORMATION AND PROCEDURES > DTC B3031: SECURITY CONTROLLER IN LEARN MODE MALFUNCTION > CIRCUIT/SYSTEM VERIFICATION

1. Verify all available keyless entry transmitters are correct for the vehicle. This can be accomplished by comparing the part number that is laser etched on the transmitter to the part number listed in the parts catalog.

1. **If a transmitter is not correct**

- Replace the transmitter.

1. **If all transmitters are correct**

2. Verify the scan tool Immobilizer data displays two or more keys learned to the vehicle.

1. **If not**

- Add one additional key

2. **If two or more keys are learned to the vehicle**

3. Perform the Replacing Transmitters procedure. Refer to Remote Control Door Lock and Theft Deterrent Transmitter Programming .

4. Verify the K9 Body Control Module learns the transmitter and exits the learn mode. The scan tool Master Keys Learned parameter should increment to 1.

1. **If the K9 Body Control Module does not exit the learn mode after the programming attempt**

- Replace the K9 Body Control Module.

1. **If the K9 Body Control Module exits the learn mode after the programming attempt**

5. All OK.

DIAGNOSTIC INFORMATION AND PROCEDURES > DTC B3031: SECURITY CONTROLLER IN LEARN MODE MALFUNCTION > REPAIR INSTRUCTIONS

Perform the Diagnostic Repair Verification after completing the repair.

Control Module References for body control module replacement, programming, and setup

DIAGNOSTIC INFORMATION AND PROCEDURES > DTC B3055: NO TRANSPONDER MODULATION OR NO TRANSPONDER > DIAGNOSTIC INSTRUCTIONS

- Perform the Diagnostic System Check - Vehicle prior to using this diagnostic procedure.
- Review Strategy Based Diagnosis for an overview of the diagnostic approach.
- Diagnostic Procedure Instructions provides an overview of each diagnostic category.

DIAGNOSTIC INFORMATION AND PROCEDURES > DTC B3055: NO TRANSPONDER MODULATION OR NO TRANSPONDER > DTC DESCRIPTOR

DTC B3055

No Transponder Modulation or No Transponder

For symptom byte information, refer to Symptom Byte List .

DIAGNOSTIC INFORMATION AND PROCEDURES > DTC B3055: NO TRANSPONDER MODULATION OR NO TRANSPONDER > CIRCUIT/SYSTEM DESCRIPTION

Without BTM and/or ATH/ATS

When an ignition key is inserted into the ignition lock cylinder and the ignition is switched ON, the transponder embedded in the key is energized by the exciter coil surrounding the ignition lock cylinder. The transponder transmits a signal to the immobilizer control module. The immobilizer control module translates this signal to a serial data message which is sent to the body control module (BCM). The BCM then compares this value to a value stored in memory. If the value is correct, the BCM will send the prerelease password via the serial data circuit to the engine control module (ECM). If the learned key code does not match or a transponder value is not received, the BCM will send the start disable password to the ECM.

With BTM and/or ATH/ATS

When a ignition key is inserted into the key pocket/slot and the ignition mode switch is pressed, the transponder embedded in the key is energized by the immobilizer antenna exciter coil. The transponder transmits a signal to the immobilizer control module. The immobilizer control module translates this signal to a serial data message which is sent to the body control module (BCM). The BCM then compares this value to a value stored in memory. If the value is correct, the BCM will send the prerelease password via the serial data circuit to the engine control module (ECM). If the learned key code does not match or a transponder value is not received, the BCM will send the start disable password to the ECM.

DIAGNOSTIC INFORMATION AND PROCEDURES > DTC B3055: NO TRANSPONDER MODULATION OR NO TRANSPONDER > CONDITIONS FOR RUNNING THE DTC

Ignition is in the Accessory or Run position.

DIAGNOSTIC INFORMATION AND PROCEDURES > DTC B3055: NO TRANSPONDER MODULATION OR NO TRANSPONDER > CONDITIONS FOR SETTING THE DTC

The BCM is unable to measure the ignition key transponder value.

DIAGNOSTIC INFORMATION AND PROCEDURES > DTC B3055: NO TRANSPONDER

MODULATION OR NO TRANSPONDER > ACTION TAKEN WHEN THE DTC SETS

- Vehicle starting will be disabled.
- The security indicator will illuminate. A service message will be displayed in the driver information center.

DIAGNOSTIC INFORMATION AND PROCEDURES > DTC B3055: NO TRANSPONDER MODULATION OR NO TRANSPONDER > CONDITIONS FOR CLEARING THE DTC

- A current DTC will be cleared when the BCM detects a valid transponder value from the ignition key.
- A history DTC will be cleared after 100 malfunction-free ignition cycles.

DIAGNOSTIC INFORMATION AND PROCEDURES > DTC B3055: NO TRANSPONDER MODULATION OR NO TRANSPONDER > DIAGNOSTIC AIDS

- Because DTC B3055 may be caused by a malfunctioning vehicle key, it is necessary to have all available vehicle keys at the time of diagnosis. A possible scenario would be a customer leaving the vehicle with a spare key during the service visit, but the key which they use everyday, not the spare key, is the cause of the DTC. Not having all available keys in this instance would result in the customer concern not being duplicate or a misdiagnosis.
- Ensure that the immobilizer control module is properly installed and fully seated. An audible and/or tactile click will indicate that the immobilizer control module is fully seated. To ensure proper transponder communication, the key must be in a specific location in relation to the immobilizer control module. If the immobilizer control module is not fully seated, transponder communication may not occur and DTC B3055 will set.
- For vehicle without BTM and/or ATH/ATS, verify the customer is not attempting to turn the ignition with the vehicle key partially folded. To ensure proper transponder communication, the key must be in a specific location in relation to the immobilizer control module. Attempting to start the vehicle with the key in the ignition and partially folded will result in no transponder communication and DTC B3055 will set.

DIAGNOSTIC INFORMATION AND PROCEDURES > DTC B3055: NO TRANSPONDER MODULATION OR NO TRANSPONDER > REFERENCE INFORMATION

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DIAGNOSTIC INFORMATION AND PROCEDURES > DTC B3055: NO TRANSPONDER MODULATION OR NO TRANSPONDER > CIRCUIT/SYSTEM VERIFICATION

Without BTM and/or ATH/ATS

1. Ignition ON.
2. Verify that DTC B1370, B1380, or B1441 is not set.
 1. **If any of the DTCs are set**

Refer to Diagnostic Trouble Code (DTC) List - Vehicle .
 1. **If none of the DTCs are set**
3. Verify the scan tool body control module Accessory parameter changes between Active and Inactive when turning the ignition ON and OFF.
 1. **If the parameter does not change**

Refer to Vehicle Will Not Change Power Mode .
 1. **If the parameter changes**
4. Verify all available keys are correct for the vehicle. This can be accomplished by comparing the part number that is laser etched on the key to the part number listed in the parts catalog.
 1. **If a key is not correct**

Replace the appropriate key.
 1. **If all keys are correct**
5. Verify that DTC B3055 does not set while attempting to start the vehicle with each available key.
 1. **If DTC B3055 sets when attempting to start the vehicle with only one of the available keys**

Replace the appropriate key.

1. If DTC B3055 sets when attempting to start the vehicle with all of the available keys

Replace the K89 Immobilizer Control Module.

1. If DTC B3055 does not set

6. All OK.

With BTM and/or ATH/ATS

1. Ignition ON.

2. Verify that DTC B1370, B1380, or B1441 is not set.

1. If any of the DTCs are set

Refer to Diagnostic Trouble Code (DTC) List - Vehicle .

1. If none of the DTCs are set

3. Verify the scan tool body control module Accessory parameter changes between Active and Inactive when turning the ignition ON and OFF.

1. If the parameter does not change

Refer to Power Mode Mismatch .

1. If the parameter changes

4. Verify all available keys are correct for the vehicle. This can be accomplished by comparing the part number that is laser etched on the key to the part number listed in the parts catalog.

1. If a key is not correct

Replace the appropriate key.

1. If all keys are correct

5. Remove the battery from each of the available vehicle keys.

6. Verify that DTC B3055 does not set while attempting to start the vehicle with each available key. To start the vehicle with the key battery removed, the key must be placed in the key pocket/slot.

1. If DTC B3055 sets when attempting to start the vehicle with only one of the available keys

Replace the appropriate key.

1. If DTC B3055 sets when attempting to start the vehicle with all of the available keys

Replace the K89 Immobilizer Control Module.

1. If DTC B3055 does not set

7. All OK.

DIAGNOSTIC INFORMATION AND PROCEDURES > DTC B3055: NO TRANSPONDER MODULATION OR NO TRANSPONDER > REPAIR INSTRUCTIONS

Perform the Diagnostic Repair Verification after completing the repair.

Control Module References for immobilizer control module replacement, programming, and setup.

DIAGNOSTIC INFORMATION AND PROCEDURES > DTC B305C: IMMOBILIZER TRANSPONDER OF WRONG TYPE PROGRAMMED > DIAGNOSTIC INSTRUCTIONS

- Perform the Diagnostic System Check - Vehicle prior to using this diagnostic procedure.
- Review Strategy Based Diagnosis for an overview of the diagnostic approach.
- Diagnostic Procedure Instructions provides an overview of each diagnostic category.

DIAGNOSTIC INFORMATION AND PROCEDURES > DTC B305C: IMMOBILIZER TRANSPONDER OF WRONG TYPE PROGRAMMED > DTC DESCRIPTOR

DTC B305C

Immobilizer Transponder of Wrong Type Programmed

For symptom byte information, refer to Symptom Byte List .

DIAGNOSTIC INFORMATION AND PROCEDURES > DTC B305C: IMMOBILIZER TRANSPONDER OF WRONG TYPE PROGRAMMED > CIRCUIT/SYSTEM DESCRIPTION

Without BTM and/or ATH/ATS

When an ignition key is inserted into the ignition lock cylinder and the ignition is switched ON, the transponder embedded in the key is energized by the exciter coil surrounding the ignition lock cylinder. The transponder transmits a signal to the immobilizer control module. The immobilizer control module translates this signal to a serial data message which is sent to the body control module (BCM). The BCM then compares this value to a value stored in memory. If the value is correct, the BCM will send the prerelease password via the serial data circuit to the engine control module (ECM). If the learned key code does not match or a transponder value is not received, the BCM will send the start disable password to the ECM.

With BTM and/or ATH/ATS

When a ignition key is inserted into the key pocket/slot and the ignition mode switch is pressed, the transponder embedded in the key is energized by the immobilizer antenna exciter coil. The transponder transmits a signal to the immobilizer control module. The immobilizer control module translates this signal

to a serial data message which is sent to the body control module (BCM). The BCM then compares this value to a value stored in memory. If the value is correct, the BCM will send the prerelease password via the serial data circuit to the engine control module (ECM). If the learned key code does not match or a transponder value is not received, the BCM will send the start disable password to the ECM.

DIAGNOSTIC INFORMATION AND PROCEDURES > DTC B305C: IMMOBILIZER TRANSPONDER OF WRONG TYPE PROGRAMMED > CONDITIONS FOR RUNNING THE DTC

- Ignition is in the Accessory or Run position
- Battery voltage is greater than 9 volts
- Transponder authentication has occurred

DIAGNOSTIC INFORMATION AND PROCEDURES > DTC B305C: IMMOBILIZER TRANSPONDER OF WRONG TYPE PROGRAMMED > CONDITIONS FOR SETTING THE DTC

- The programmed transponder type does not match the equipped system on the vehicle.
- A transponder used for vehicles without BTM and/or ATH/ATS has been programmed to a vehicle with BTM and/or ATH/ATS.
- A transponder used for vehicles with BTM and/or ATH/ATS has been programmed to a vehicle without BTM and/or ATH/ATS.

DIAGNOSTIC INFORMATION AND PROCEDURES > DTC B305C: IMMOBILIZER TRANSPONDER OF WRONG TYPE PROGRAMMED > ACTION TAKEN WHEN THE DTC SETS

No action is taken.

DIAGNOSTIC INFORMATION AND PROCEDURES > DTC B305C: IMMOBILIZER TRANSPONDER OF WRONG TYPE PROGRAMMED > CONDITIONS FOR CLEARING THE DTC

- A current DTC will be cleared when the BCM detects a programmed transponder type that matches the equipped system on the vehicle.
- A history DTC will be cleared after 100 malfunction-free ignition cycles.

DIAGNOSTIC INFORMATION AND PROCEDURES > DTC B305C: IMMOBILIZER TRANSPONDER OF WRONG TYPE PROGRAMMED > REFERENCE INFORMATION

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DIAGNOSTIC INFORMATION AND PROCEDURES > DTC B305C: IMMOBILIZER TRANSPONDER OF WRONG TYPE PROGRAMMED > CIRCUIT/SYSTEM VERIFICATION

1. Ignition ON.
2. Verify all available keys/transmitters are correct for the vehicle. This can be accomplished by comparing the part number that is laser etched on the key to the part number listed in the parts catalog.
 1. **If a key is not correct**
Replace the appropriate key.
 1. **If all keys are correct**
3. Verify the scan tool Key Part Number parameter displays a Key Part Number when turning the ignition ON with each key.
 1. **If a Key Part Number is not read**
Replace the appropriate key.
 1. **If a Key Part Number is read for each key**
4. All OK.

DIAGNOSTIC INFORMATION AND PROCEDURES > DTC B3060: UNPROGRAMMED TRANSPONDER IDENTIFICATION CODE RECEIVED MALFUNCTION > DIAGNOSTIC INSTRUCTIONS

- Perform the Diagnostic System Check - Vehicle prior to using this diagnostic procedure.
- Review Strategy Based Diagnosis for an overview of the diagnostic approach.
- Diagnostic Procedure Instructions provides an overview of each diagnostic category.

DIAGNOSTIC INFORMATION AND PROCEDURES > DTC B3060: UNPROGRAMMED TRANSPONDER IDENTIFICATION CODE RECEIVED MALFUNCTION > DTC DESCRIPTOR

DTC B3060 00

Unprogrammed Transponder Identification Code Received Malfunction

DIAGNOSTIC INFORMATION AND PROCEDURES > DTC B3060: UNPROGRAMMED TRANSPONDER IDENTIFICATION CODE RECEIVED MALFUNCTION > CIRCUIT/SYSTEM DESCRIPTION

When a keyless entry transmitter is inserted into the transmitter pocket/slot and the ignition mode switch is pressed, the transponder embedded in the transmitter is energized by the immobilizer antenna exciter coil. The transponder transmits a signal to the body control module (BCM). The BCM then compares this value to a value stored in memory. If the value is correct, the BCM will send the prerelease password via the serial data circuit to the engine control module (ECM). If the learned key code does not match or a transponder value is not received, the BCM will send the start disable password to the ECM.

DIAGNOSTIC INFORMATION AND PROCEDURES > DTC B3060: UNPROGRAMMED TRANSPONDER IDENTIFICATION CODE RECEIVED MALFUNCTION > CONDITIONS FOR RUNNING THE DTC

Ignition is in the Accessory or Run position.

DIAGNOSTIC INFORMATION AND PROCEDURES > DTC B3060: UNPROGRAMMED TRANSPONDER IDENTIFICATION CODE RECEIVED MALFUNCTION > CONDITIONS FOR SETTING THE DTC

The transponder value measured by the BCM is incorrect or not learned to the vehicle.

DIAGNOSTIC INFORMATION AND PROCEDURES > DTC B3060: UNPROGRAMMED TRANSPONDER IDENTIFICATION CODE RECEIVED MALFUNCTION > ACTION TAKEN WHEN THE DTC SETS

- Vehicle starting will be disabled.
- The security indicator in the instrument cluster will be illuminated. The driver information center will display a service message.

DIAGNOSTIC INFORMATION AND PROCEDURES > DTC B3060: UNPROGRAMMED TRANSPONDER IDENTIFICATION CODE RECEIVED MALFUNCTION > CONDITIONS FOR CLEARING THE DTC

- A current DTC will be cleared when the BCM detects a valid transponder value from the transmitter.
- A history DTC will be cleared after 100 malfunction-free ignition cycles or when a scan tool is used to clear DTCs.

DIAGNOSTIC INFORMATION AND PROCEDURES > DTC B3060: UNPROGRAMMED TRANSPONDER IDENTIFICATION CODE RECEIVED MALFUNCTION > REFERENCE INFORMATION

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Scan Tool Reference

Control Module References for scan tool information

DIAGNOSTIC INFORMATION AND PROCEDURES > DTC B3060: UNPROGRAMMED TRANSPONDER IDENTIFICATION CODE RECEIVED MALFUNCTION > CIRCUIT/SYSTEM VERIFICATION

1. Perform the Replacing Transmitters procedure. Refer to Remote Control Door Lock and Theft Deterrent Transmitter Programming .
2. Verify the K9 Body Control Module learns the transmitter. The scan tool Master Keys Learned parameter should increment to indicate another key has been learned.

1. If the K9 Body Control Module does not learn the transmitter

Replace the appropriate transmitter.

1. If the K9 Body Control Module learns the transmitter

3. All OK.

DIAGNOSTIC INFORMATION AND PROCEDURES > DTC B3060: UNPROGRAMMED TRANSPONDER IDENTIFICATION CODE RECEIVED MALFUNCTION > REPAIR INSTRUCTIONS

Perform the Diagnostic Repair Verification after completing the repair.

Remote Control Door Lock and Theft Deterrent Transmitter Programming

DIAGNOSTIC INFORMATION AND PROCEDURES > DTC B389A: ENVIRONMENT IDENTIFICATION > DIAGNOSTIC INSTRUCTIONS

- Perform the Diagnostic System Check - Vehicle prior to using this diagnostic procedure.
- Review Strategy Based Diagnosis for an overview of the diagnostic approach.
- Diagnostic Procedure Instructions provides an overview of each diagnostic category.

DIAGNOSTIC INFORMATION AND PROCEDURES > DTC B389A: ENVIRONMENT IDENTIFICATION > DTC DESCRIPTOR

DTC B389A

Environment Identification

For symptom byte information, refer to Symptom Byte List .

DIAGNOSTIC INFORMATION AND PROCEDURES > DTC B389A: ENVIRONMENT IDENTIFICATION > CIRCUIT/SYSTEM DESCRIPTION

When certain modules are programmed and configured during installation, the module learns a specific environment identifier which is unique to the vehicle. The environment identifier is used to prevent the swapping modules between vehicles. The body control module (BCM) is the keeper of the environment identifier. The Instrument Cluster, Electronic Brake Control Module, HVAC Control Module, Inflatable Restraint Sensing and Diagnostic Module, engine control module (ECM), and Steering Column Lock Module (if equipped) each learn the environment identifier during their configuration process. During vehicle operation, the BCM sends the immobilizer identifier as a challenge and each module responds to the challenge by sending the environment identifier back to the BCM. If the BCM sends an incorrect immobilizer identifier or a specific number of incorrect environment identifiers are received, vehicle starting is disabled.

DIAGNOSTIC INFORMATION AND PROCEDURES > DTC B389A: ENVIRONMENT IDENTIFICATION > CONDITIONS FOR RUNNING THE DTC

Ignition is in the ACCESSORY or RUN position.

DIAGNOSTIC INFORMATION AND PROCEDURES > DTC B389A: ENVIRONMENT IDENTIFICATION > CONDITIONS FOR SETTING THE DTC

An incorrect immobilizer identifier was broadcast by the BCM.

DIAGNOSTIC INFORMATION AND PROCEDURES > DTC B389A: ENVIRONMENT IDENTIFICATION > ACTION TAKEN WHEN THE DTC SETS

- The security indicator in the instrument cluster will illuminate.
- Vehicle starting will be disabled.

DIAGNOSTIC INFORMATION AND PROCEDURES > DTC B389A: ENVIRONMENT IDENTIFICATION > CONDITIONS FOR CLEARING THE DTC

A current DTC will be cleared when the BCM broadcasts a correct immobilizer identifier.

DIAGNOSTIC INFORMATION AND PROCEDURES > DTC B389A: ENVIRONMENT IDENTIFICATION > DIAGNOSTIC AIDS

If BCM programming is not completed after BCM replacement, the immobilizer identifier will not be learned. If DTC B389A sets immediately after the replacement and programming of a BCM, perform the programming procedure again.

DIAGNOSTIC INFORMATION AND PROCEDURES > DTC B389A: ENVIRONMENT IDENTIFICATION > REFERENCE INFORMATION

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Control Module References for scan tool information

DIAGNOSTIC INFORMATION AND PROCEDURES > DTC B389A: ENVIRONMENT IDENTIFICATION > CIRCUIT/SYSTEM VERIFICATION

1. Verify DTC B389A did not set immediately following the replacement and programming of the K9 Body Control Module.

1. If the DTC set immediately after the replacement and programming of the K9 Body Control Module

The immobilizer learn procedure was not properly completed. Perform the BCM immobilizer learn using the body control module IMMO Function with Existing Transponder or Remote Key in SPS. Refer to Immobilizer System Component Programming .

1. If the DTC did not set immediately after the replacement and programming of the K9 Body Control Module

2. Verify DTC B3902 is not set in any of the control modules listed below:

1. K20 Engine Control Module
2. K36 Inflatable Restraint Sensing and Diagnostic Module

3. K17 Electronic Brake Control Module
4. K33 HVAC Control Module
5. P16 Instrument Cluster
6. K60 Steering Column Lock Module (if equipped)

1. If DTC B3902 is set in any of the modules

Refer to DTC B3902 .

1. If DTC B3902 is not set in any of the modules

3. Perform the K9 Body Control Module immobilizer learn using body control module IMMO Function with Existing Transponder or Remote Key in SPS. Refer to Immobilizer System Component Programming .
4. Verify DTC B389A does not set after programming.

1. If the DTC sets after programming

Replace the K9 Body Control Module.

1. If the DTC does not set after programming

5. All OK.

DIAGNOSTIC INFORMATION AND PROCEDURES > DTC B389A: ENVIRONMENT IDENTIFICATION > REPAIR INSTRUCTIONS

Perform the Diagnostic Repair Verification after completing the repair.

Control Module References for body control module replacement, programming, and setup.

DIAGNOSTIC INFORMATION AND PROCEDURES > DTC B3902: INCORRECT IMMOBILIZER IDENTIFIER RECEIVED > DIAGNOSTIC INSTRUCTIONS

- Perform the Diagnostic System Check - Vehicle prior to using this diagnostic procedure.
- Review Strategy Based Diagnosis for an overview of the diagnostic approach.
- Diagnostic Procedure Instructions provides an overview of each diagnostic category.

DIAGNOSTIC INFORMATION AND PROCEDURES > DTC B3902: INCORRECT IMMOBILIZER IDENTIFIER RECEIVED > DTC DESCRIPTOR

DTC B3902

Incorrect Immobilizer Identifier Received

For symptom byte information, refer to Symptom Byte List .

DIAGNOSTIC INFORMATION AND PROCEDURES > DTC B3902: INCORRECT IMMOBILIZER IDENTIFIER RECEIVED > CIRCUIT/SYSTEM DESCRIPTION

When certain modules are programmed and configured during installation, the module learns a specific environment identifier which is unique to the vehicle. The environment identifier is used to prevent the swapping modules between vehicles. The body control module (BCM) is the keeper of the environment identifier. The instrument cluster, electronic brake control module, HVAC control module, inflatable restraint sensing and diagnostic module, engine control module (ECM), and steering column lock module (if equipped) each learn the environment identifier during their configuration process. During vehicle operation, the BCM sends the immobilizer identifier as a challenge and each module responds to the challenge by sending the environment identifier back to the BCM. If the BCM sends an incorrect immobilizer identifier or a specific number of incorrect environment identifiers are received, vehicle starting is disabled.

DIAGNOSTIC INFORMATION AND PROCEDURES > DTC B3902: INCORRECT IMMOBILIZER IDENTIFIER RECEIVED > CONDITIONS FOR RUNNING THE DTC

Ignition is in the ACCESSORY or RUN position.

DIAGNOSTIC INFORMATION AND PROCEDURES > DTC B3902: INCORRECT IMMOBILIZER IDENTIFIER RECEIVED > CONDITIONS FOR SETTING THE DTC

The control module's environment identifier does not match the environment identifier stored by the BCM.

DIAGNOSTIC INFORMATION AND PROCEDURES > DTC B3902: INCORRECT IMMOBILIZER IDENTIFIER RECEIVED > ACTION TAKEN WHEN THE DTC SETS

- The security indicator in the instrument cluster will illuminate.
- Vehicle starting will be disabled.

DIAGNOSTIC INFORMATION AND PROCEDURES > DTC B3902: INCORRECT IMMOBILIZER IDENTIFIER RECEIVED > CONDITIONS FOR CLEARING THE DTC

A current DTC will be cleared when the module learns a correct environment identifier.

DIAGNOSTIC INFORMATION AND PROCEDURES > DTC B3902: INCORRECT

IMMOBILIZER IDENTIFIER RECEIVED > REFERENCE INFORMATION

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Control Module References for scan tool information

DIAGNOSTIC INFORMATION AND PROCEDURES > DTC B3902: INCORRECT IMMOBILIZER IDENTIFIER RECEIVED > CIRCUIT/SYSTEM VERIFICATION

1. Perform the Programming and Setup procedure for the control module that set DTC B3902.

NOTE:

When performing the following step, Immobilizer System Component Programming, the module may also need to be reset by using the SPS function Prepare For Removal.

2. Perform the Immobilizer System Component Programming Immobilizer System Component Programming .
3. Verify DTC B3902 does not set after programming.
 1. **If the DTC sets after programming**

Replace the control module that set the DTC.
 1. **If the DTC does not set after programming**
4. All OK.

DIAGNOSTIC INFORMATION AND PROCEDURES > DTC B3902: INCORRECT IMMOBILIZER IDENTIFIER RECEIVED > REPAIR INSTRUCTIONS

Perform the Diagnostic Repair Verification after completing the repair.

Control Module References for instrument cluster, electronic brake control module, HVAC control module, inflatable restraint sensing and diagnostic module, engine control module, or steering column lock module replacement, programming, and setup.

DIAGNOSTIC INFORMATION AND PROCEDURES > DTC B3924-B3928: INCORRECT IMMOBILIZER IDENTIFIER RECEIVED > DIAGNOSTIC INSTRUCTIONS

- Perform the Diagnostic System Check - Vehicle prior to using this diagnostic procedure.
- Review Strategy Based Diagnosis for an overview of the diagnostic approach.
- Diagnostic Procedure Instructions provides an overview of each diagnostic category.

DIAGNOSTIC INFORMATION AND PROCEDURES > DTC B3924-B3928: INCORRECT IMMOBILIZER IDENTIFIER RECEIVED > DTC DESCRIPTOR

DTC B3924

Incorrect Environmental Identifier Received From Inflatable Restraint Sensing and Diagnostic Module

DTC B3925

Incorrect Environmental Identifier Received From HVAC Control Module

DTC B3926

Incorrect Environmental Identifier Received From Instrument Cluster

DTC B3927

Incorrect Environmental Identifier Received From Electronic Brake Control Module

DTC B3928

Incorrect Environmental Identifier Received From Telematics Communication Interface Control Module

For symptom byte information, refer to Symptom Byte List .

DIAGNOSTIC INFORMATION AND PROCEDURES > DTC B3924-B3928: INCORRECT

IMMOBILIZER IDENTIFIER RECEIVED > CIRCUIT/SYSTEM DESCRIPTION

When certain modules are programmed and configured during installation, the module learns a specific environment identifier which is unique to the vehicle. The environment identifier is used to prevent the swapping of control modules between vehicles. The body control module (BCM) is the keeper of the environment identifier. The instrument cluster, electronic brake control module, HVAC control module, inflatable restraint sensing and diagnostic module, and telematics communication interface control module each learn the environment identifier during their configuration process. During vehicle operation, the BCM sends the immobilizer identifier as a challenge and each module responds to the challenge by sending the environment identifier back to the BCM. If the BCM sends an incorrect immobilizer identifier or a specific number of incorrect environment identifiers are received, vehicle starting is disabled.

DIAGNOSTIC INFORMATION AND PROCEDURES > DTC B3924-B3928: INCORRECT IMMOBILIZER IDENTIFIER RECEIVED > CONDITIONS FOR RUNNING THE DTC

Ignition is in the ACCESSORY or RUN position.

DIAGNOSTIC INFORMATION AND PROCEDURES > DTC B3924-B3928: INCORRECT IMMOBILIZER IDENTIFIER RECEIVED > CONDITIONS FOR SETTING THE DTC

The control module's environment identifier does not match the environment identifier stored by the BCM.

DIAGNOSTIC INFORMATION AND PROCEDURES > DTC B3924-B3928: INCORRECT IMMOBILIZER IDENTIFIER RECEIVED > ACTION TAKEN WHEN THE DTC SETS

- The security indicator in the instrument cluster will illuminate.
- Vehicle starting will be disabled.

DIAGNOSTIC INFORMATION AND PROCEDURES > DTC B3924-B3928: INCORRECT IMMOBILIZER IDENTIFIER RECEIVED > CONDITIONS FOR CLEARING THE DTC

A current DTC will be cleared when the module learns a correct environment identifier.

DIAGNOSTIC INFORMATION AND PROCEDURES > DTC B3924-B3928: INCORRECT IMMOBILIZER IDENTIFIER RECEIVED > REFERENCE INFORMATION

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Control Module References for scan tool information

DIAGNOSTIC INFORMATION AND PROCEDURES > DTC B3924-B3928: INCORRECT IMMOBILIZER IDENTIFIER RECEIVED > CIRCUIT/SYSTEM VERIFICATION

1. Perform the Programming and Setup procedure for the control module that set the DTC.
2. Verify the DTC does not set after programming.
 1. **If the DTC sets after programming**

Replace the control module that set the DTC.
 1. **If the DTC does not set after programming**
3. All OK.

DIAGNOSTIC INFORMATION AND PROCEDURES > DTC B3924-B3928: INCORRECT IMMOBILIZER IDENTIFIER RECEIVED > REPAIR INSTRUCTIONS

Perform the Diagnostic Repair Verification after completing the repair.

Control Module References for instrument cluster, electronic brake control module, HVAC control module, inflatable restraint sensing and diagnostic module, or telematics communication interface control module replacement, programming, and setup.

DIAGNOSTIC INFORMATION AND PROCEDURES > DTC B3935: TRANSPONDER AUTHENTICATION > DIAGNOSTIC INSTRUCTIONS

- Perform the Diagnostic System Check - Vehicle prior to using this diagnostic procedure.

- Review Strategy Based Diagnosis for an overview of the diagnostic approach.
- Diagnostic Procedure Instructions provides an overview of each diagnostic category.

DIAGNOSTIC INFORMATION AND PROCEDURES > DTC B3935: TRANSPONDER AUTHENTICATION > DTC DESCRIPTOR

DTC B3935

Transponder Authentication

For symptom byte information, refer to Symptom Byte List .

DIAGNOSTIC INFORMATION AND PROCEDURES > DTC B3935: TRANSPONDER AUTHENTICATION > CIRCUIT/SYSTEM DESCRIPTION

Without BTM and/or ATH/ATS

When an ignition key is inserted into the ignition lock cylinder and the ignition is switched ON, the transponder embedded in the key is energized by the exciter coil surrounding the ignition lock cylinder. The transponder transmits a signal to the immobilizer control module. The immobilizer control module translates this signal to a serial data message which is sent to the body control module (BCM). The BCM then compares this value to a value stored in memory. If the value is correct, the BCM will send the prerelease password via the serial data circuit to the engine control module (ECM). If the learned key code does not match or a transponder value is not received, the BCM will send the start disable password to the ECM.

With BTM and/or ATH/ATS

When a ignition key is inserted into the key pocket/slot and the ignition mode switch is pressed, the transponder embedded in the key is energized by the immobilizer antenna exciter coil. The transponder transmits a signal to the immobilizer control module. The immobilizer control module translates this signal to a serial data message which is sent to the body control module (BCM). The BCM then compares this value to a value stored in memory. If the value is correct, the BCM will send the prerelease password via the serial data circuit to the engine control module (ECM). If the learned key code does not match or a transponder value is not received, the BCM will send the start disable password to the ECM.

DIAGNOSTIC INFORMATION AND PROCEDURES > DTC B3935: TRANSPONDER AUTHENTICATION > CONDITIONS FOR RUNNING THE DTC

- Ignition is in the Accessory or Run position.
- A valid transponder value has been read.

DIAGNOSTIC INFORMATION AND PROCEDURES > DTC B3935: TRANSPONDER

AUTHENTICATION > CONDITIONS FOR SETTING THE DTC

The transponder calculation of the challenge from the BCM does not match the BCM calculation.

DIAGNOSTIC INFORMATION AND PROCEDURES > DTC B3935: TRANSPONDER AUTHENTICATION > ACTION TAKEN WHEN THE DTC SETS

- Vehicle starting will be disabled.
- The security indicator will illuminate. The driver information center will display a service message.

DIAGNOSTIC INFORMATION AND PROCEDURES > DTC B3935: TRANSPONDER AUTHENTICATION > CONDITIONS FOR CLEARING THE DTC

- A current DTC will be cleared when a valid transponder value has been read and authenticated.
- A history DTC will be cleared after 100 malfunction-free ignition cycles.

DIAGNOSTIC INFORMATION AND PROCEDURES > DTC B3935: TRANSPONDER AUTHENTICATION > REFERENCE INFORMATION

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DIAGNOSTIC INFORMATION AND PROCEDURES > DTC B3935: TRANSPONDER AUTHENTICATION > CIRCUIT/SYSTEM VERIFICATION

1. Replace the suspected inoperative or malfunctioning key.
2. Verify DTC B3935 does not set while operating the vehicle under the conditions for running the DTC.

1. If the DTC is set

Replace the K9 Body Control Module.

1. If the DTC is not set

3. All OK.

DIAGNOSTIC INFORMATION AND PROCEDURES > DTC B3935: TRANSPONDER AUTHENTICATION > REPAIR INSTRUCTIONS

Perform the Diagnostic Repair Verification after completing the repair.

Control Module References for body control module replacement, programming, and setup.

DIAGNOSTIC INFORMATION AND PROCEDURES > DTC B3976: UNCONFIGURED TRANSPONDER > DIAGNOSTIC INSTRUCTIONS

- Perform the Diagnostic System Check - Vehicle prior to using this diagnostic procedure.
- Review Strategy Based Diagnosis for an overview of the diagnostic approach.
- Diagnostic Procedure Instructions provides an overview of each diagnostic category.

DIAGNOSTIC INFORMATION AND PROCEDURES > DTC B3976: UNCONFIGURED TRANSPONDER > DTC DESCRIPTOR

DTC B3976

Unconfigured Transponder

For symptom byte information, refer to Symptom Byte List .

DIAGNOSTIC INFORMATION AND PROCEDURES > DTC B3976: UNCONFIGURED TRANSPONDER > CIRCUIT/SYSTEM DESCRIPTION

Without BTM and/or ATH/ATS

When an ignition key is inserted into the ignition lock cylinder and the ignition is switched ON, the transponder embedded in the key is energized by the exciter coil surrounding the ignition lock cylinder. The transponder transmits a signal to the immobilizer control module. The immobilizer control module translates this signal to a serial data message which is sent to the body control module (BCM). The BCM then compares this value to a value stored in memory. If the value is correct, the BCM will send the prerelease password via the serial data circuit to the engine control module (ECM). If the learned key code does not match or a transponder value is not received, the BCM will send the start disable password to the ECM.

With BTM and/or ATH/ATS

When a ignition key is inserted into the key pocket/slot and the ignition mode switch is pressed, the transponder embedded in the key is energized by the immobilizer antenna exciter coil. The transponder transmits a signal to the immobilizer control module. The immobilizer control module translates this signal to a serial data message which is sent to the body control module (BCM). The BCM then compares this value to a value stored in memory. If the value is correct, the BCM will send the prerelease password via the serial data circuit to the engine control module (ECM). If the learned key code does not match or a transponder value is not received, the BCM will send the start disable password to the ECM.

DIAGNOSTIC INFORMATION AND PROCEDURES > DTC B3976: UNCONFIGURED TRANSPONDER > CONDITIONS FOR RUNNING THE DTC

- Ignition is in the Accessory or Run position.
- The BCM is in the learn coded key state.

DIAGNOSTIC INFORMATION AND PROCEDURES > DTC B3976: UNCONFIGURED TRANSPONDER > CONDITIONS FOR SETTING THE DTC

The BCM has determined the current key is not configured as a proper vehicle key.

DIAGNOSTIC INFORMATION AND PROCEDURES > DTC B3976: UNCONFIGURED TRANSPONDER > ACTION TAKEN WHEN THE DTC SETS

- Vehicle starting will be disabled.
- The security indicator in the instrument cluster will be illuminated. A service message will be displayed in the driver information center.

DIAGNOSTIC INFORMATION AND PROCEDURES > DTC B3976: UNCONFIGURED TRANSPONDER > CONDITIONS FOR CLEARING THE DTC

- A current DTC will be cleared when the BCM detects a properly configured vehicle key.
- A history DTC will be cleared after 100 malfunction-free ignition cycles.

DIAGNOSTIC INFORMATION AND PROCEDURES > DTC B3976: UNCONFIGURED TRANSPONDER > REFERENCE INFORMATION

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Control Module References for scan tool information

DIAGNOSTIC INFORMATION AND PROCEDURES > DTC B3976: UNCONFIGURED TRANSPONDER > CIRCUIT/SYSTEM VERIFICATION

1. Verify the engine starts with each available key.

1. **If the engine does not start with a key**

Replace the key.

1. **If the engine starts with all keys**

2. All OK.

DIAGNOSTIC INFORMATION AND PROCEDURES > DTC B3978-B3982: INCORRECT ENVIRONMENTAL IDENTIFIER RECEIVED > DIAGNOSTIC INSTRUCTIONS

- Perform the Diagnostic System Check - Vehicle prior to using this diagnostic procedure.
- Review Strategy Based Diagnosis for an overview of the diagnostic approach.
- Diagnostic Procedure Instructions provides an overview of each diagnostic category.

DIAGNOSTIC INFORMATION AND PROCEDURES > DTC B3978-B3982: INCORRECT ENVIRONMENTAL IDENTIFIER RECEIVED > DTC DESCRIPTOR

DTC B3978

Incorrect Environmental Identifier Received From Inflatable Restraint Sensing and Diagnostic Module

DTC B3979

Incorrect Environmental Identifier Received From HVAC Control Module

DTC B3980

Incorrect Environmental Identifier Received From Instrument Cluster

DTC B3981

Incorrect Environmental Identifier Received From Electronic Brake Control Module

DTC B3982

Incorrect Environmental Identifier Received From Telematics Communication Interface Control Module

For symptom byte information, refer to Symptom Byte List .

DIAGNOSTIC INFORMATION AND PROCEDURES > DTC B3978-B3982: INCORRECT ENVIRONMENTAL IDENTIFIER RECEIVED > CIRCUIT/SYSTEM DESCRIPTION

When certain modules are programmed and configured during installation, the module learns a specific environment identifier which is unique to the vehicle. The environment identifier is used to prevent the swapping of control modules between vehicles. The body control module (BCM) is the keeper of the environment identifier. The instrument cluster, electronic brake control module, HVAC control module, inflatable restraint sensing and diagnostic Module, and telematics communication interface control module each learn the environment identifier during their configuration process. During vehicle operation, the BCM sends the immobilizer identifier as a challenge and each module responds to the challenge by sending the environment identifier back to the BCM. If the BCM sends an incorrect immobilizer identifier or a specific number of incorrect environment identifiers are received, vehicle starting is disabled.

DIAGNOSTIC INFORMATION AND PROCEDURES > DTC B3978-B3982: INCORRECT ENVIRONMENTAL IDENTIFIER RECEIVED > CONDITIONS FOR RUNNING THE DTC

Ignition is in the ACCESSORY or RUN position.

DIAGNOSTIC INFORMATION AND PROCEDURES > DTC B3978-B3982: INCORRECT

ENVIRONMENTAL IDENTIFIER RECEIVED > CONDITIONS FOR SETTING THE DTC

An incorrect environment identifier was received by the BCM.

DIAGNOSTIC INFORMATION AND PROCEDURES > DTC B3978-B3982: INCORRECT ENVIRONMENTAL IDENTIFIER RECEIVED > ACTION TAKEN WHEN THE DTC SETS

- The security indicator in the instrument cluster will illuminate.
- Vehicle starting will be disabled.

DIAGNOSTIC INFORMATION AND PROCEDURES > DTC B3978-B3982: INCORRECT ENVIRONMENTAL IDENTIFIER RECEIVED > CONDITIONS FOR CLEARING THE DTC

A current DTC will be cleared when the module learns a correct environment identifier and it is received by the BCM.

DIAGNOSTIC INFORMATION AND PROCEDURES > DTC B3978-B3982: INCORRECT ENVIRONMENTAL IDENTIFIER RECEIVED > REFERENCE INFORMATION

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Control Module References for scan tool information

DIAGNOSTIC INFORMATION AND PROCEDURES > DTC B3978-B3982: INCORRECT

ENVIRONMENTAL IDENTIFIER RECEIVED > CIRCUIT/SYSTEM VERIFICATION

1. Perform the Programming and Setup procedure for the control module that set the DTC.
2. Verify the DTC does not set after programming.

1. If the DTC sets after programming

Replace the control module that set the DTC.

1. If the DTC does not set after programming

3. All OK.

DIAGNOSTIC INFORMATION AND PROCEDURES > DTC B3978-B3982: INCORRECT ENVIRONMENTAL IDENTIFIER RECEIVED > REPAIR INSTRUCTIONS

Perform the Diagnostic Repair Verification after completing the repair.

Control Module References for instrument cluster, electronic brake control module, HVAC control module, inflatable restraint sensing and diagnostic Module, or telematics communication interface control module replacement, programming, and setup.

DIAGNOSTIC INFORMATION AND PROCEDURES > DTC B3984: DEVICE 1 ENVIRONMENT IDENTIFIER NOT PROGRAMMABLE > DIAGNOSTIC INSTRUCTIONS

- Perform the Diagnostic System Check - Vehicle prior to using this diagnostic procedure.
- Review Strategy Based Diagnosis for an overview of the diagnostic approach.
- Diagnostic Procedure Instructions provides an overview of each diagnostic category.

DIAGNOSTIC INFORMATION AND PROCEDURES > DTC B3984: DEVICE 1 ENVIRONMENT IDENTIFIER NOT PROGRAMMABLE > DTC DESCRIPTOR

DTC B3984

Device 1 Environment Identifier Not Programmable

For symptom byte information, refer to Symptom Byte List .

DIAGNOSTIC INFORMATION AND PROCEDURES > DTC B3984: DEVICE 1 ENVIRONMENT IDENTIFIER NOT PROGRAMMABLE > CIRCUIT/SYSTEM DESCRIPTION

When certain modules are programmed and configured during installation, the module learns a specific

environment identifier which is unique to the vehicle. The environment identifier is used to prevent the swapping modules between vehicles. The body control module (BCM) is the keeper of the environment identifier. The instrument cluster, electronic brake control module, HVAC control module, inflatable restraint sensing and diagnostic module, engine control module (ECM), and steering column lock module (if equipped) each learn the environment identifier during their configuration process. During vehicle operation, the BCM sends the immobilizer identifier as a challenge and each module responds to the challenge by sending the environment identifier back to the BCM. If the BCM sends an incorrect immobilizer identifier or a specific number of incorrect environment identifiers are received, vehicle starting is disabled.

DIAGNOSTIC INFORMATION AND PROCEDURES > DTC B3984: DEVICE 1 ENVIRONMENT IDENTIFIER NOT PROGRAMMABLE > CONDITIONS FOR RUNNING THE DTC

Ignition is in the ACCESSORY or RUN position.

DIAGNOSTIC INFORMATION AND PROCEDURES > DTC B3984: DEVICE 1 ENVIRONMENT IDENTIFIER NOT PROGRAMMABLE > CONDITIONS FOR SETTING THE DTC

An incorrect environment identifier is programmed or no environment identifier is programmed.

DIAGNOSTIC INFORMATION AND PROCEDURES > DTC B3984: DEVICE 1 ENVIRONMENT IDENTIFIER NOT PROGRAMMABLE > ACTION TAKEN WHEN THE DTC SETS

- The security indicator in the instrument cluster will illuminate.
- Vehicle starting will be disabled.

DIAGNOSTIC INFORMATION AND PROCEDURES > DTC B3984: DEVICE 1 ENVIRONMENT IDENTIFIER NOT PROGRAMMABLE > CONDITIONS FOR CLEARING THE DTC

A current DTC will be cleared when the module learns a correct environment identifier.

DIAGNOSTIC INFORMATION AND PROCEDURES > DTC B3984: DEVICE 1 ENVIRONMENT IDENTIFIER NOT PROGRAMMABLE > REFERENCE INFORMATION

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Control Module References for scan tool information

DIAGNOSTIC INFORMATION AND PROCEDURES > DTC B3984: DEVICE 1 ENVIRONMENT IDENTIFIER NOT PROGRAMMABLE > CIRCUIT/SYSTEM VERIFICATION

1. Perform the Programming and Setup procedure for the control module that set DTC B3984.
2. Verify DTC B3984 does not set after programming.
 1. **If the DTC sets after programming**

Replace the control module that set the DTC.
 1. **If the DTC does not set after programming**
3. All OK.

DIAGNOSTIC INFORMATION AND PROCEDURES > DTC B3984: DEVICE 1 ENVIRONMENT IDENTIFIER NOT PROGRAMMABLE > REPAIR INSTRUCTIONS

Perform the Diagnostic Repair Verification after completing the repair.

Control Module References for instrument cluster, electronic brake control module, HVAC control module, inflatable restraint sensing and diagnostic module, engine control module, and steering column lock module replacement, programming, and setup.

DIAGNOSTIC INFORMATION AND PROCEDURES > DTC P0513: IMMOBILIZER KEY

INCORRECT > DIAGNOSTIC INSTRUCTIONS

- Perform the Diagnostic System Check - Vehicle prior to using this diagnostic procedure.
- Review Strategy Based Diagnosis for an overview of the diagnostic approach.
- Diagnostic Procedure Instructions provides an overview of each diagnostic category.

DIAGNOSTIC INFORMATION AND PROCEDURES > DTC P0513: IMMOBILIZER KEY INCORRECT > DTC DESCRIPTOR

DTC P0513

Immobilizer Key Incorrect

DIAGNOSTIC INFORMATION AND PROCEDURES > DTC P0513: IMMOBILIZER KEY INCORRECT > CIRCUIT/SYSTEM DESCRIPTION

The body control module (BCM) sends the pre-release information to the engine control module (ECM) via the serial data circuit. The ECM then sends a challenge to the BCM. Both the ECM and BCM perform a calculation on this challenge. If the calculated response from the BCM equals the calculation performed by the ECM, the ECM will allow vehicle starting.

DIAGNOSTIC INFORMATION AND PROCEDURES > DTC P0513: IMMOBILIZER KEY INCORRECT > CONDITIONS FOR RUNNING THE DTC

Ignition is in the ACCESSORY or RUN position.

DIAGNOSTIC INFORMATION AND PROCEDURES > DTC P0513: IMMOBILIZER KEY INCORRECT > CONDITIONS FOR SETTING THE DTC

The calculated response from the BCM does not equal the calculation performed by the ECM.

DIAGNOSTIC INFORMATION AND PROCEDURES > DTC P0513: IMMOBILIZER KEY INCORRECT > ACTION TAKEN WHEN THE DTC SETS

- The security indicator in the instrument cluster will illuminate.
- Vehicle starting will be disabled.

DIAGNOSTIC INFORMATION AND PROCEDURES > DTC P0513: IMMOBILIZER KEY INCORRECT > CONDITIONS FOR CLEARING THE DTC

- A current DTC will be cleared when a valid calculation is received.
- A history DTC will be cleared after 40 malfunction-free ignition cycles.

DIAGNOSTIC INFORMATION AND PROCEDURES > DTC P0513: IMMOBILIZER KEY INCORRECT > DIAGNOSTIC AIDS

DTC P0513 may be caused by a loose connection or intermittent poor continuity on the ECM ground or at the negative battery cable. Be sure to check the ECM ground(s) and negative battery cable if normal system diagnosis does not correct the concern.

DIAGNOSTIC INFORMATION AND PROCEDURES > DTC P0513: IMMOBILIZER KEY INCORRECT > REFERENCE INFORMATION

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Control Module References for scan tool information

DIAGNOSTIC INFORMATION AND PROCEDURES > DTC P0513: IMMOBILIZER KEY INCORRECT > CIRCUIT/SYSTEM VERIFICATION

1. Verify there are no immobilizer DTCs set in the K9 Body Control Module.

- 1. If any immobilizer DTCs are set in the K9 Body Control Module**

Refer to Diagnostic Trouble Code (DTC) List - Vehicle .

1. **If no immobilizer DTCs are set in the K9 Body Control Module**
2. Perform the K9 Body Control Module immobilizer learn using the body control module IMMO Function with Existing Transponder or Remote Key in SPS. Refer to Immobilizer System Component Programming .
3. Verify the engine starts after the K9 Body Control Module completes the learn procedure.

1. **If the engine does not start**

Perform the K20 Engine Control Module immobilizer learn using the engine control module IMMO Learn in SPS. Refer to Immobilizer System Component Programming .

1. **If the engine starts**

4. All OK.

DIAGNOSTIC INFORMATION AND PROCEDURES > DTC P0633: IMMOBILIZER KEY NOT PROGRAMMED > DIAGNOSTIC INSTRUCTIONS

- Perform the Diagnostic System Check - Vehicle prior to using this diagnostic procedure.
- Review Strategy Based Diagnosis for an overview of the diagnostic approach.
- Diagnostic Procedure Instructions provides an overview of each diagnostic category.

DIAGNOSTIC INFORMATION AND PROCEDURES > DTC P0633: IMMOBILIZER KEY NOT PROGRAMMED > DTC DESCRIPTOR

DTC P0633

Immobilizer Key Not Programmed

DIAGNOSTIC INFORMATION AND PROCEDURES > DTC P0633: IMMOBILIZER KEY NOT PROGRAMMED > CIRCUIT/SYSTEM DESCRIPTION

When learning the immobilizer data, as well as the challenge and response sequence, the engine control module (ECM) is placed in learn mode. DTC P0633 will set automatically as an indicator that the system is in learn mode and not as a fault indicator. Once the immobilizer data and challenge/response are learned, learn mode will be exited when the engine is successfully started. If the ECM does not exit learn mode, DTC P0633 will remain current and indicate a fault.

DIAGNOSTIC INFORMATION AND PROCEDURES > DTC P0633: IMMOBILIZER KEY NOT PROGRAMMED > CONDITIONS FOR RUNNING THE DTC

The ECM is in learn mode.

DIAGNOSTIC INFORMATION AND PROCEDURES > DTC P0633: IMMOBILIZER KEY NOT PROGRAMMED > CONDITIONS FOR SETTING THE DTC

DTC P0633 will set any time the ECM enters learn mode.

DIAGNOSTIC INFORMATION AND PROCEDURES > DTC P0633: IMMOBILIZER KEY NOT PROGRAMMED > ACTION TAKEN WHEN THE DTC SETS

The security indicator in the instrument cluster will illuminate.

DIAGNOSTIC INFORMATION AND PROCEDURES > DTC P0633: IMMOBILIZER KEY NOT PROGRAMMED > CONDITIONS FOR CLEARING THE DTC

- A current DTC will be cleared upon a successful engine start after exit of learn mode.
- A history DTC will be cleared after 100 malfunction-free ignition cycles.

DIAGNOSTIC INFORMATION AND PROCEDURES > DTC P0633: IMMOBILIZER KEY NOT PROGRAMMED > REFERENCE INFORMATION

Schematic Reference

Immobilizer Schematics

Connector End View Reference

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- Wiring Repairs

Scan Tool Reference

Control Module References for scan tool information

DIAGNOSTIC INFORMATION AND PROCEDURES > DTC P0633: IMMOBILIZER KEY NOT PROGRAMMED > CIRCUIT/SYSTEM VERIFICATION



NOTE:

DTC P0633 will clear upon a successful engine start. Any malfunction that will cause a no-start condition will prevent DTC P0633 from clearing. Prior to diagnosing DTC P0633, ensure that all power moding and engine control systems are operating properly and all conditions that may cause a no-start have been corrected. Do not replace the K20 Engine Control Module. Replacing the K20 Engine Control Module will not correct the no-start condition.

1. Verify there are no immobilizer DTCs set in the K9 Body Control Module.
 1. **If any immobilizer DTCs are set in the K9 Body Control Module**

Refer to Diagnostic Trouble Code (DTC) List - Vehicle .
 1. **If no immobilizer DTCs are set in the K9 Body Control Module**
2. Perform the K20 Engine Control Module immobilizer learn using the engine control module IMMO Learn in SPS. Refer to Immobilizer System Component Programming .
3. Verify the engine starts after the K20 Engine Control Module completes the learn procedure.
 1. **If the engine does not start**

An undiagnosed no-start condition exists. Refer to the appropriate subsection and diagnostic to correct the no-start condition.
 1. **If the engine starts**
4. All OK.

DIAGNOSTIC INFORMATION AND PROCEDURES > DTC P162B: REMOTE VEHICLE SPEED LIMITING SIGNAL MESSAGE COUNTER INCORRECT > DIAGNOSTIC INSTRUCTIONS

- Perform the Diagnostic System Check - Vehicle prior to using this diagnostic procedure.
- Review Strategy Based Diagnosis for an overview of the diagnostic approach.
- Diagnostic Procedure Instructions provides an overview of each diagnostic category.

DIAGNOSTIC INFORMATION AND PROCEDURES > DTC P162B: REMOTE VEHICLE SPEED LIMITING SIGNAL MESSAGE COUNTER INCORRECT > DTC DESCRIPTOR

DTC P162B

Remote Vehicle Speed Limiting Signal Message Counter Incorrect

DIAGNOSTIC INFORMATION AND PROCEDURES > DTC P162B: REMOTE VEHICLE SPEED LIMITING SIGNAL MESSAGE COUNTER INCORRECT > CIRCUIT/SYSTEM DESCRIPTION

When a remote slow-down request is sent from OnStar, the vehicle communication interface control module sends a serial data message to the engine control module (ECM) indicating that reduced vehicle speed has been requested. Once the request is active, the ECM begins reducing engine torque to match the requested vehicle speed and the REDUCED ENGINE POWER message is displayed.

DIAGNOSTIC INFORMATION AND PROCEDURES > DTC P162B: REMOTE VEHICLE SPEED LIMITING SIGNAL MESSAGE COUNTER INCORRECT > CONDITIONS FOR RUNNING THE DTC

- The engine run time is greater than 5 s
- A remote slow-down request is sent from OnStar

DIAGNOSTIC INFORMATION AND PROCEDURES > DTC P162B: REMOTE VEHICLE SPEED LIMITING SIGNAL MESSAGE COUNTER INCORRECT > CONDITIONS FOR SETTING THE DTC

- The VIN embedded in the slow-down request does not match the VIN stored in the ECM.
- The rolling code counter embedded in the slow-down request does not increment for ten consecutive messages.

DIAGNOSTIC INFORMATION AND PROCEDURES > DTC P162B: REMOTE VEHICLE SPEED LIMITING SIGNAL MESSAGE COUNTER INCORRECT > ACTION TAKEN WHEN THE DTC SETS

- ECM ignores all reduced vehicle speed request messages from the vehicle communication interface module.
- The ECM stores DTC P162B in history.

DIAGNOSTIC INFORMATION AND PROCEDURES > DTC P162B: REMOTE VEHICLE SPEED LIMITING SIGNAL MESSAGE COUNTER INCORRECT > CONDITIONS FOR

CLEARING THE DTC

- The condition responsible for setting the DTC no longer exists.
- A history DTC will clear after 40 malfunction-free ignition cycles have occurred.

DIAGNOSTIC INFORMATION AND PROCEDURES > DTC P162B: REMOTE VEHICLE SPEED LIMITING SIGNAL MESSAGE COUNTER INCORRECT > REFERENCE INFORMATION

Schematic Reference

OnStar/Telematics Schematics

Connector End View Reference

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Remote Vehicle Speed Limiting Description and Operation

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- Wiring Repairs

Scan Tool Reference

Control Module References for scan tool information

DIAGNOSTIC INFORMATION AND PROCEDURES > DTC P162B: REMOTE VEHICLE SPEED LIMITING SIGNAL MESSAGE COUNTER INCORRECT > CIRCUIT/SYSTEM VERIFICATION

1. Verify the vehicle is equipped with OnStar (RPO UE1) and DTC P162B is set
 1. If the vehicle is not equipped with OnStar (RPO UE1) and DTC P162B is set
Replace the ECM.
 1. If the vehicle is equipped with OnStar (RPO UE1) and DTC P162B is set
2. Perform the Stolen Vehicle Slow-Down Reset procedure with the scan tool.
3. Verify DTC P162B is not set.

1. If DTC P162B is set

1. Reprogram the ECM. Refer to Control Module References .
2. Verify the DTC does not set while operating the vehicle within the Conditions for Running the DTC.
 1. If the DTC sets, replace the ECM. If the DTC continues to set after ECM replacement, replace the vehicle communication interface module.
 1. If the DTC does not set
3. All OK.

1. If DTC P162B is not set

4. All OK.

DIAGNOSTIC INFORMATION AND PROCEDURES > DTC P162B: REMOTE VEHICLE SPEED LIMITING SIGNAL MESSAGE COUNTER INCORRECT > REPAIR INSTRUCTIONS

Perform the Diagnostic Repair Verification after completing the repair.

Control Module References for telematics communication interface control module or engine control module replacement, programming, and setup

DIAGNOSTIC INFORMATION AND PROCEDURES > DTC P1630: IMMOBILIZER LEARN MODE ACTIVE > DIAGNOSTIC INSTRUCTIONS

- Perform the Diagnostic System Check - Vehicle prior to using this diagnostic procedure.
- Review Strategy Based Diagnosis for an overview of the diagnostic approach.
- Diagnostic Procedure Instructions provides an overview of each diagnostic category.

DIAGNOSTIC INFORMATION AND PROCEDURES > DTC P1630: IMMOBILIZER LEARN MODE ACTIVE > DTC DESCRIPTOR

DTC P1630

Immobilizer Learn Mode Active

DIAGNOSTIC INFORMATION AND PROCEDURES > DTC P1630: IMMOBILIZER LEARN MODE ACTIVE > CIRCUIT/SYSTEM DESCRIPTION

When learning the security code, as well as the challenge and response sequence, the engine control module is placed in learn mode. Once the security code and challenge/response are learned, learn mode will be exited when the engine is successfully started.

DIAGNOSTIC INFORMATION AND PROCEDURES > DTC P1630: IMMOBILIZER LEARN MODE ACTIVE > CONDITIONS FOR RUNNING THE DTC

The engine control module is in learn mode.

DIAGNOSTIC INFORMATION AND PROCEDURES > DTC P1630: IMMOBILIZER LEARN MODE ACTIVE > CONDITIONS FOR SETTING THE DTC

The engine control module has not learned a security code.

DIAGNOSTIC INFORMATION AND PROCEDURES > DTC P1630: IMMOBILIZER LEARN MODE ACTIVE > ACTION TAKEN WHEN THE DTC SETS

The security indicator in the Instrument Cluster will illuminate.

DIAGNOSTIC INFORMATION AND PROCEDURES > DTC P1630: IMMOBILIZER LEARN MODE ACTIVE > CONDITIONS FOR CLEARING THE DTC

- A current DTC P1649 will be cleared upon a successful engine start after exit of learn mode.
- A history DTC will be cleared after 100 malfunction-free ignition cycles.

DIAGNOSTIC INFORMATION AND PROCEDURES > DTC P1630: IMMOBILIZER LEARN MODE ACTIVE > REFERENCE INFORMATION

Schematic Reference

Immobilizer Schematics

Connector End View Reference

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- Wiring Repairs

Scan Tool Reference

Control Module References

DIAGNOSTIC INFORMATION AND PROCEDURES > DTC P1630: IMMOBILIZER LEARN MODE ACTIVE > CIRCUIT/SYSTEM VERIFICATION

1. Verify there are no immobilizer DTCs set in the K9 Body Control Module.

1. If any immobilizer DTCs are set in the K9 Body Control Module

Refer to Diagnostic Trouble Code (DTC) List - Vehicle .

1. If no immobilizer DTCs are set in the K9 Body Control Module

2. Perform the K20 Engine Control Module immobilizer learn using the engine control module IMMO Learn in SPS. Refer to Immobilizer System Component Programming .

3. Verify the engine starts after the K20 Engine Control Module completes the learn procedure.

1. If the engine does not start

Replace the K20 Engine Control Module.

1. If the engine starts

4. All OK

DIAGNOSTIC INFORMATION AND PROCEDURES > DTC P1630: IMMOBILIZER LEARN MODE ACTIVE > REPAIR INSTRUCTIONS

Perform the Diagnostic Repair Verification after completing the repair.

Control Module References for engine control module replacement, programming, and setup

DIAGNOSTIC INFORMATION AND PROCEDURES > DTC P1631: IMMOBILIZER FUEL ENABLE SIGNAL NOT CORRECT > DIAGNOSTIC INSTRUCTIONS

- Perform the Diagnostic System Check - Vehicle prior to using this diagnostic procedure.
- Review Strategy Based Diagnosis for an overview of the diagnostic approach.
- Diagnostic Procedure Instructions provides an overview of each diagnostic category.

DIAGNOSTIC INFORMATION AND PROCEDURES > DTC P1631: IMMOBILIZER FUEL ENABLE SIGNAL NOT CORRECT > DTC DESCRIPTOR

DTC P1631

Immobilizer Fuel Enable Signal Not Correct

DIAGNOSTIC INFORMATION AND PROCEDURES > DTC P1631: IMMOBILIZER FUEL ENABLE SIGNAL NOT CORRECT > CIRCUIT/SYSTEM DESCRIPTION

The body control module (BCM) sends the pre-release information to the engine control module (ECM) via the serial data circuit. The ECM then sends a challenge to the BCM. Both the ECM and BCM perform a calculation on this challenge. If the calculated response from the BCM equals the calculation performed by the ECM, the ECM will allow vehicle starting. The BCM follows this action by sending the remaining immobilizer data to the ECM. If the immobilizer data sent by the BCM matches that stored by the ECM, the ECM will allow the engine to remain running.

DIAGNOSTIC INFORMATION AND PROCEDURES > DTC P1631: IMMOBILIZER FUEL ENABLE SIGNAL NOT CORRECT > CONDITIONS FOR RUNNING THE DTC

Ignition is in the ACCESSORY or RUN position.

DIAGNOSTIC INFORMATION AND PROCEDURES > DTC P1631: IMMOBILIZER FUEL ENABLE SIGNAL NOT CORRECT > CONDITIONS FOR SETTING THE DTC

The ECM receives incorrect immobilizer data from the BCM.

DIAGNOSTIC INFORMATION AND PROCEDURES > DTC P1631: IMMOBILIZER FUEL ENABLE SIGNAL NOT CORRECT > ACTION TAKEN WHEN THE DTC SETS

- The security indicator in the instrument cluster will illuminate.
- Vehicle starting will be disabled.

DIAGNOSTIC INFORMATION AND PROCEDURES > DTC P1631: IMMOBILIZER FUEL ENABLE SIGNAL NOT CORRECT > CONDITIONS FOR CLEARING THE DTC

- A current DTC will be cleared when correct immobilizer data is received.
- A history DTC will be cleared after 40 malfunction-free ignition cycles.

DIAGNOSTIC INFORMATION AND PROCEDURES > DTC P1631: IMMOBILIZER FUEL ENABLE SIGNAL NOT CORRECT > REFERENCE INFORMATION

Schematic Reference

Immobilizer Schematics

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Scan Tool Reference

Control Module References for scan tool information

DIAGNOSTIC INFORMATION AND PROCEDURES > DTC P1631: IMMOBILIZER FUEL ENABLE SIGNAL NOT CORRECT > CIRCUIT/SYSTEM VERIFICATION

1. Verify there are no immobilizer DTCs set in the K9 Body Control Module.

1. If any immobilizer DTCs are set in the K9 Body Control Module

Refer to Diagnostic Trouble Code (DTC) List - Vehicle .

1. If no immobilizer DTCs are set in the K9 Body Control Module

2. Perform the K9 Body Control Module immobilizer learn using the body control module IMMO Function with Existing Transponder or Remote Key in SPS. Refer to Immobilizer System Component Programming .

3. Verify the engine starts after the K9 Body Control Module completes the learn procedure.

1. If the engine does not start

Perform the K20 Engine Control Module immobilizer learn using the engine control module IMMO Learn in SPS. Refer to Immobilizer System Component Programming .

1. If the engine starts

4. All OK.

DIAGNOSTIC INFORMATION AND PROCEDURES > DTC P1649: IMMOBILIZER SECURITY CODE NOT PROGRAMMED > DIAGNOSTIC INSTRUCTIONS

- Perform the Diagnostic System Check - Vehicle prior to using this diagnostic procedure.
- Review Strategy Based Diagnosis for an overview of the diagnostic approach.
- Diagnostic Procedure Instructions provides an overview of each diagnostic category.

DIAGNOSTIC INFORMATION AND PROCEDURES > DTC P1649: IMMOBILIZER SECURITY CODE NOT PROGRAMMED > DTC DESCRIPTOR

DTC P1649

Immobilizer Security Code Not Programmed

DIAGNOSTIC INFORMATION AND PROCEDURES > DTC P1649: IMMOBILIZER SECURITY CODE NOT PROGRAMMED > CIRCUIT/SYSTEM DESCRIPTION

When learning the security code, as well as the challenge and response sequence, the engine control module (ECM) is placed in learn mode. Once the security code and challenge/response are learned, learn mode will be exited when the engine is successfully started.

DIAGNOSTIC INFORMATION AND PROCEDURES > DTC P1649: IMMOBILIZER SECURITY CODE NOT PROGRAMMED > CONDITIONS FOR RUNNING THE DTC

The ECM is in learn mode.

DIAGNOSTIC INFORMATION AND PROCEDURES > DTC P1649: IMMOBILIZER SECURITY CODE NOT PROGRAMMED > CONDITIONS FOR SETTING THE DTC

The ECM has not learned a security code.

DIAGNOSTIC INFORMATION AND PROCEDURES > DTC P1649: IMMOBILIZER SECURITY CODE NOT PROGRAMMED > ACTION TAKEN WHEN THE DTC SETS

The security indicator in the instrument cluster will illuminate.

DIAGNOSTIC INFORMATION AND PROCEDURES > DTC P1649: IMMOBILIZER SECURITY CODE NOT PROGRAMMED > CONDITIONS FOR CLEARING THE DTC

- A current DTC will be cleared upon a successful engine start after exit of learn mode.
- A history DTC will be cleared after 100 malfunction-free ignition cycles.

DIAGNOSTIC INFORMATION AND PROCEDURES > DTC P1649: IMMOBILIZER SECURITY CODE NOT PROGRAMMED > REFERENCE INFORMATION

Schematic Reference

Immobilizer Schematics

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- Wiring Repairs

Scan Tool Reference

Control Module References

DIAGNOSTIC INFORMATION AND PROCEDURES > DTC P1649: IMMOBILIZER SECURITY CODE NOT PROGRAMMED > CIRCUIT/SYSTEM VERIFICATION

1. Verify there are no immobilizer DTCs set in the K9 Body Control Module.

1. If any immobilizer DTCs are set in the K9 Body Control Module

Refer to Diagnostic Trouble Code (DTC) List - Vehicle .

1. If no immobilizer DTCs are set in the K9 Body Control Module

2. Perform the K20 Engine Control Module immobilizer learn using the engine control module IMMO Learn in SPS. Refer to Immobilizer System Component Programming .

3. Verify the engine starts after the K20 Engine Control Module completes the learn procedure.

1. If the engine does not start

Replace the K20 Engine Control Module.

1. If the engine starts

4. All OK.

DIAGNOSTIC INFORMATION AND PROCEDURES > DTC P1649: IMMOBILIZER SECURITY CODE NOT PROGRAMMED > REPAIR INSTRUCTIONS

Perform the Diagnostic Repair Verification after completing the repair.

Control Module References for engine control module replacement, programming, and setup.

DIAGNOSTIC INFORMATION AND PROCEDURES > SYMPTOMS - IMMOBILIZER



IMPORTANT:

The following steps must be completed before using the symptom tables.

1. Perform the Diagnostic System Check - Vehicle before using the symptom tables in order to verify that all of the following are true:

1. There are no DTCs set.
2. The control modules can communicate via the serial data links.

2. Review the system operation in order to familiarize yourself with the system functions. Refer to Immobilizer Description and Operation .

DIAGNOSTIC INFORMATION AND PROCEDURES > SYMPTOMS - IMMOBILIZER > VISUAL/PHYSICAL INSPECTION

- Inspect for aftermarket devices which could affect the operation of the systems. Refer to Checking Aftermarket Accessories .
- Inspect the easily accessible or visible system components for obvious damage or conditions which could cause the symptom.

DIAGNOSTIC INFORMATION AND PROCEDURES > SYMPTOMS - IMMOBILIZER > INTERMITTENT

Faulty electrical connections or wiring may be the cause of intermittent conditions. Refer to Testing for Intermittent Conditions and Poor Connections .

DIAGNOSTIC INFORMATION AND PROCEDURES > SYMPTOMS - IMMOBILIZER > SYMPTOM LIST

Refer to OnStar Stolen Vehicle Slowdown Active to diagnose the symptom.

DIAGNOSTIC INFORMATION AND PROCEDURES > ONSTAR STOLEN VEHICLE SLOWDOWN ACTIVE > DIAGNOSTIC INSTRUCTIONS



NOTE:

This procedure is not used in Brazil.

- Perform the Diagnostic System Check - Vehicle prior to using this diagnostic procedure.
- Review Strategy Based Diagnosis for an overview of the diagnostic approach.
- Diagnostic Procedure Instructions provides an overview of each diagnostic category.

DIAGNOSTIC INFORMATION AND PROCEDURES > ONSTAR STOLEN VEHICLE SLOWDOWN ACTIVE > CIRCUIT/SYSTEM DESCRIPTION

When a remote slow-down request is sent from OnStar, the Telematics Communication Interface Control Module sends a serial data message to the engine control module (ECM) indicating that reduced vehicle speed has been requested. Once the request is active, the ECM begins reducing engine torque to match requested vehicle speed and the REDUCED ENGINE POWER message is displayed.

DIAGNOSTIC INFORMATION AND PROCEDURES > ONSTAR STOLEN VEHICLE SLOWDOWN ACTIVE > REFERENCE INFORMATION

Schematic Reference

OnStar/Telematics Schematics

Connector End View Reference

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Scan Tool Reference

Control Module References for scan tool information

DIAGNOSTIC INFORMATION AND PROCEDURES > ONSTAR STOLEN VEHICLE SLOWDOWN ACTIVE > CIRCUIT/SYSTEM VERIFICATION

1. Verify the vehicle is not in the OnStar initiated Stolen Vehicle Slowdown mode. This can be accomplished by verifying the scan tool Telematics Enhanced Service Immobilization parameter is No.

1. If the scan tool Telematics Enhanced Service Immobilization parameter is Yes

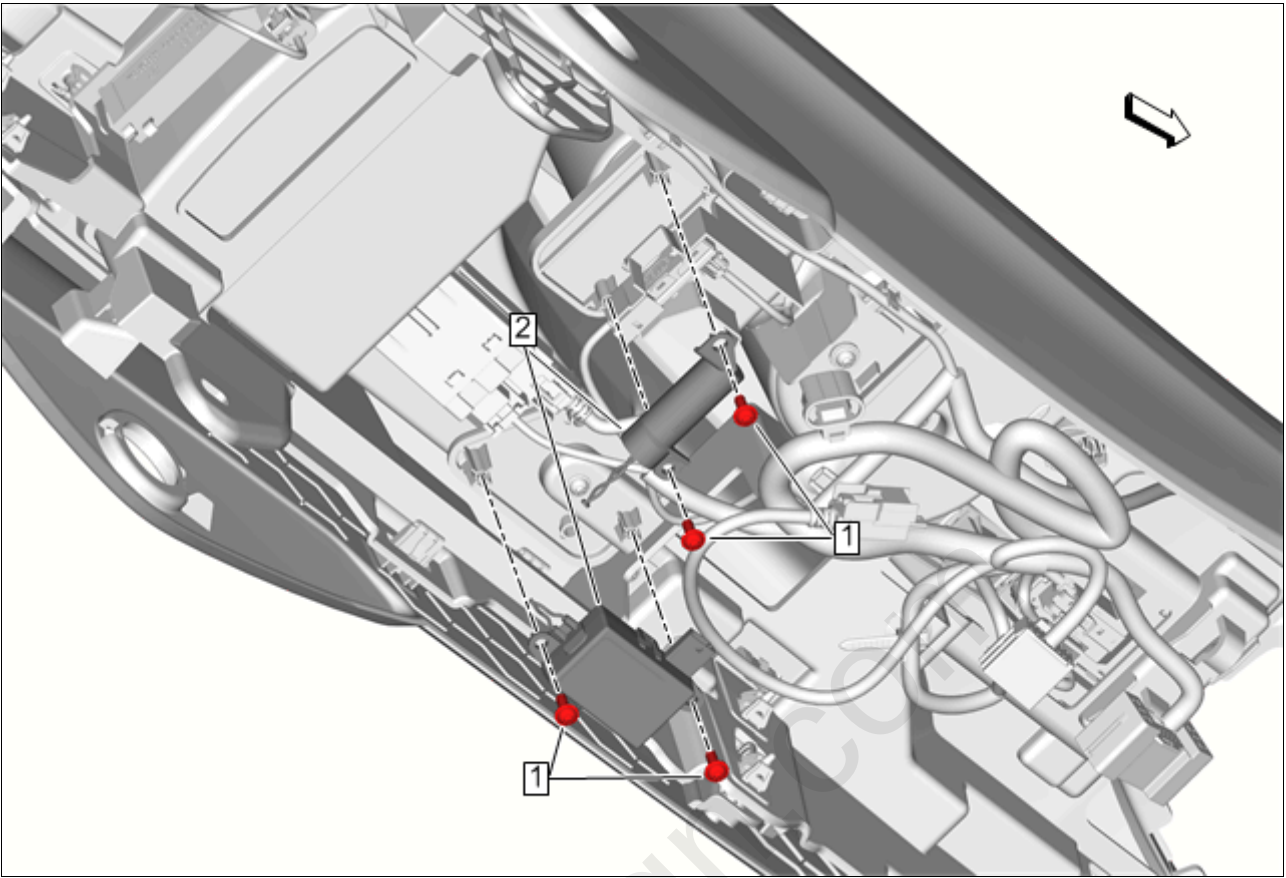
1. Perform the Remote Vehicle Speed Limiting Reset procedure with the scan tool.
2. Press the blue OnStar button and inform the advisor that you need to be transferred to the stolen vehicle team to update the vehicle account.

1. If the scan tool BCM Telematics Enhanced Service Immobilization parameter is No

2. All OK.

REPAIR INSTRUCTIONS > THEFT DETERRENT MODULE REPLACEMENT

Fig 1: Theft Deterrent Module



Courtesy of GENERAL MOTORS COMPANY

Callout	Component Name
Preliminary Procedure Front Floor Console Replacement	
1	Front Floor Rear Trim Plate Bolt (Qty: 4)
	CAUTION: Refer to Fastener Caution .
	Tighten 2.5 N.m (22 lb in)
2	Theft Deterrent Module Procedure Disconnect the electrical connector.

This procedure will learn the immobilizer function. If the battery voltage is low, charge the battery before proceeding with the learn. If the body control module (BCM) or engine control module (ECM) have been replaced, they must be programmed before performing this learn procedure.

Depending on the immobilizer function being learned or the component replaced, different learn functions are required to be performed. These learn functions are as follows:

Function name on SPS tool:	Function description:	When the function should be used:	Notes:
Body Control Module IMMO Function with Existing Transponder or Remote Key	The BCM will relearn the immobilizer passwords and data while reusing the existing vehicle keys	The BCM has been replaced and the existing vehicle keys are being reused or a diagnostic has instructed to perform the learn	-
Body Control Module IMMO Function with New Transponder or Remote Key	The BCM will relearn the immobilizer passwords and data while using new vehicle keys	The BCM has been replaced and new vehicle keys are being reused	-
Engine Control Module IMMO Learn	The ECM will relearn the immobilizer passwords and data	The ECM has been replaced or a diagnostic has instructed to perform the learn	-
Engine Control Module and Body Control Module IMMO Learn	The ECM and BCM will learn new immobilizer passwords and data	Both the ECM and BCM have been replaced (this selection will REQUIRE new vehicle keys be used)	Because both the ECM and BCM have been replaced and are learning new immobilizer passwords and data, all vehicle keys must also be replaced
Program Transponder or Remote Key (Add)	A new vehicle key will learn the immobilizer passwords and data	A new vehicle key is being added (does not affect other vehicle keys)	This function may not be available in all sales regions. Refer to the SPS application to determine if a particular vehicle is able to add keys using this method.
Program Transponder or Remote Key (Delete)	All existing vehicle keys will be invalidated and any desired keys are relearned	All vehicle keys are desired to be invalidated and certain keys relearned or a diagnostic has instructed to perform the learn	This procedure may be used if a customer has had their keys lost or stolen and wishes to invalidate the keys, making them unable to start the vehicle

1. Connect a scan tool to the vehicle and access SPS.
2. Turn ON the ignition, with the engine OFF.

3. Ensure that all power consuming devices are turned OFF on the vehicle.
4. Select SPS application and follow the on-screen instructions.
5. Select Reprogram ECU.
6. Select IMMO Immobilizer Learn - Setup.
7. Select the appropriate programming function based on the component that was replaced or is being programmed. Refer to the table at the top of this document for assistance in choosing the correct programming function.

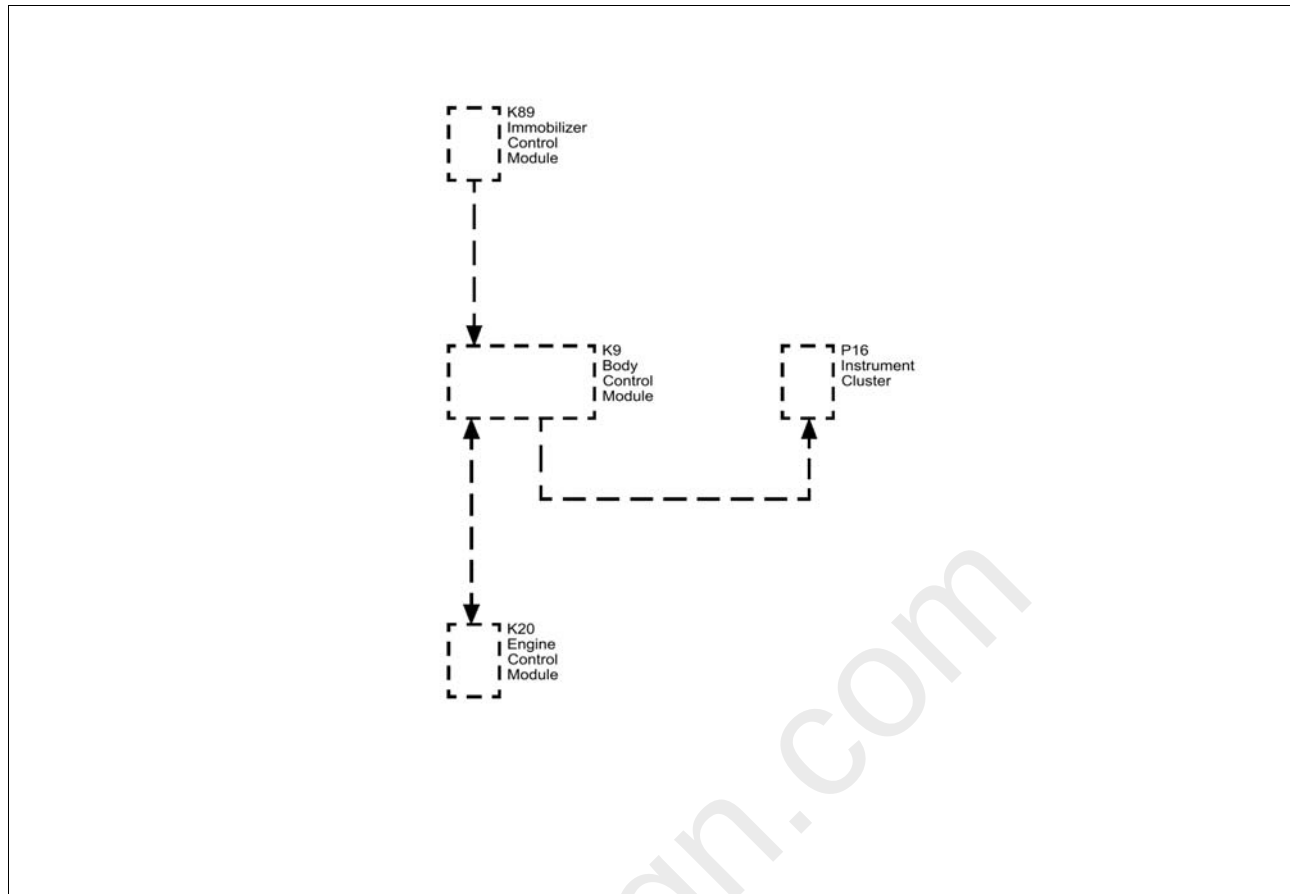
 NOTE:

- 1. At multiple times during the learn procedure, SPS will instruct you to turn the ignition to the run position. Make sure the vehicle is actually in the run mode before continuing on the SPS terminal. If the igniting is not in the run mode, the learn procedure will fail. To verify the vehicle is in Run mode, verify the green LED is illuminated on the ignition mode switch.*
- 2. The transmitter pocket is the rear cup holder in the center console. The transmitter must be placed with the buttons faced down in the cup holder. If a large keyring prevents the transmitter from being properly placed, remove the keyring and place the transmitter in the cup holder. Failure to position the transmitter properly will result in an inability to program.*

- 8.
9. Follow the on-screen instructions.
10. After programming all keys "Programming Complete" is displayed.
11. Press the lock and unlock button on each transmitter that was programmed. This will awaken each transmitter and allow keyless entry functions to be established.
12. With a scan tool, clear any DTCs.
13. Verify each key is operating properly. Operate each of the keyless entry functions using the buttons on the transmitter and then start the vehicle. When verifying operation, make sure that no other keys are near the vehicle.

DESCRIPTION AND OPERATION > IMMOBILIZER DESCRIPTION AND OPERATION

Fig 1: Immobilizer Diagram Without BTM



Courtesy of GENERAL MOTORS COMPANY

The immobilizer system functions are provided by the body control module (BCM) and the engine control module (ECM), as well as any control modules which store and report the environment identifier.

When an ignition key is inserted into the ignition lock cylinder and the ignition is switched ON, the transponder in the key is energized by the immobilizer coil surrounding the ignition lock cylinder. This immobilizer coil is part of the immobilizer control module. The transponder transmits a signal that contains its unique value, which is received by the BCM through the immobilizer coil. The BCM then compares this value to a value stored in memory. The BCM also monitors various control modules to determine if the stored environment identifiers match.

If both the environment identifier and the value received from the transponder match, the BCM will send the prerelease password via serial data to the ECM. If the encrypted code's unique value is incorrect or the environment identifier does not match, the BCM will send the start disable message to the ECM which will prevent the vehicle starter and fuel pump from operating.

When the ECM receives the BCM prerelease password, the ECM will challenge the password. The ECM sends this challenge to the BCM via serial data. Both the ECM and BCM perform a calculation on this challenge. If the BCM calculated response to the challenge equals the calculation performed by the ECM, the ECM will allow vehicle starting.

The components of the theft system are as follows:

- BCM

- ECM
- Immobilizer control module
- Ignition key
- Security indicator
- Various control modules which store and report the environment identifier

DESCRIPTION AND OPERATION > IMMOBILIZER DESCRIPTION AND OPERATION > BODY CONTROL MODULE (BCM)

The immobilizer system is an integral part of the BCM and is controlled internally within the BCM. The BCM can learn up to 8 keys (transponder values).

The BCM uses the following inputs:

- Environment identifier exchange with various modules
- Encrypted code from the vehicle key, received by the immobilizer control module

The BCM uses the following outputs:

- Prerelease password communication with ECM
- Challenge/response with ECM

When an ignition key is inserted into the ignition lock cylinder and the ignition is switched ON, the encrypted code in the key is energized by the immobilizer control module surrounding the ignition lock cylinder. The energized transponder transmits a signal that contains its unique value, which is received by the BCM. The BCM then compares this value to the learned key code stored in memory. The BCM then performs one of the following functions:

- If the encrypted code value matches the values stored in the BCM memory, the BCM will send the prerelease password to the ECM via serial data.
- If the encrypted code unique value does not match the value stored in the BCM, the BCM will send the start disable message to the ECM via serial data.
- If the BCM is unable to measure the ignition key encrypted code value, the BCM will not send any messages to the ECM.

DESCRIPTION AND OPERATION > IMMOBILIZER DESCRIPTION AND OPERATION > ENGINE CONTROL MODULE (ECM)

When the ECM receives the BCM prerelease password, the ECM will challenge the password. The ECM sends this challenge to the BCM via the serial data circuit. Both the ECM and BCM perform a calculation on this challenge. If the calculated response from the BCM equals the calculation performed by the ECM, the ECM will allow vehicle starting.

The ECM will disable vehicle starting if any of the following immobilization conditions occur:

- The prerelease password is invalid.
- The start disable password is sent by the BCM.
- No passwords are received. There is no communication with the BCM.
- The BCM calculated response to the challenge does not equal the calculation performed by the ECM.

DESCRIPTION AND OPERATION > IMMOBILIZER DESCRIPTION AND OPERATION > IMMOBILIZER CONTROL MODULE

The immobilizer control module contains an immobilizer coil which surrounds the ignition cylinder. The coil passively powers the transponder located in the ignition key when the key is in the ignition. When powered, the key transmits its unique value to the immobilizer control module, which is then relayed to the BCM via a discrete serial data circuit. The immobilizer control module also receives B+ and ground from the BCM.

The immobilizer control module is used to:

1. Learn keys
2. To start the vehicle

DESCRIPTION AND OPERATION > IMMOBILIZER DESCRIPTION AND OPERATION > IGNITION KEY

Each ignition key contains a transponder with a unique encrypted value. The transponder's encrypted value is fixed and unable to be changed. The immobilizer system uses the ignition key transponder value to determine if a valid ignition key is being used to start the vehicle.

DESCRIPTION AND OPERATION > IMMOBILIZER DESCRIPTION AND OPERATION > ENVIRONMENT IDENTIFIER

Various modules throughout the vehicle learn a specific environment identifier during the module programming process. The environment identifier is learned by each individual module and matches the environment identifier stored in the BCM. Prior to starting after a battery disconnect, each of the modules which store a environment identifier will compare their identifier to that of the identifier stored in the BCM. If all the identifiers match, the engine starting process will continue. If the environment identifiers do not match, engine starting will be disabled.

DESCRIPTION AND OPERATION > IMMOBILIZER DESCRIPTION AND OPERATION > SECURITY INDICATOR

The BCM will command the instrument cluster to illuminate the security indicator when the ignition is in

the ON position to indicate a fault has occurred within the immobilizer system and when the engine starting is disabled.

DESCRIPTION AND OPERATION > REMOTE VEHICLE SPEED LIMITING

DESCRIPTION AND OPERATION

Certain vehicles equipped with OnStar® now have an additional feature that allows for remote limiting of the vehicle's speed. This OnStar® feature is called Stolen Vehicle Slow-Down and is now part of the OnStar® Stolen Vehicle Assistance service. This feature, when used in conjunction with local law enforcement and strict guidelines at the OnStar® Call Center, will slow the vehicle by interacting with the engine control system.

When the engine control system receives a valid request from the OnStar® telematics communications interface module, it will enter into a reduced engine power/vehicle speed limiting mode, which will decelerate the vehicle. Once the request is active the engine control module begins reducing engine torque to match requested vehicle speed and a REDUCED ENGINE POWER indication is displayed. No DTCs will be set during this process.