



# Service Bulletin

## PRELIMINARY INFORMATION

**Subject:** Reduced Power Steering Assist Engine Stall IPC / Radio / HVAC Goes Blank Various DTCs

**Models:** 2015-2016 Cadillac Escalade Models  
2014 Chevrolet Silverado 1500  
2015-2016 Chevrolet Silverado, Suburban, Tahoe  
2014 GMC Sierra 1500  
2015-2016 GMC Sierra, Yukon Models

*This PI was superseded to add additional causes. Please discard PIT5405A.*

The following diagnosis might be helpful if the vehicle exhibits the symptom(s) described in this PI.

### Condition/Concern

Some owners may comment of any of the following issues:

- Reduced or loss of power steering assist (only LD models equipped with electric power steering)
- Engine stall
- IPC going blank or inoperative
- Radio/ICS going blank
- HVAC going blank
- Hood ajar message and/or dome lamps flash when shifting into reverse
- Alarm sounds when locking doors
- Wipers continue to run for a short time after turning off and then stop/park in the incorrect location
- Any of the following DTCs: U0073, U0078, U0029, U0028, U0415, U0140, U0126, U0121, U0101, U0100, C0544, C0710, U1510, B127B, B2605, B3600, C0800, U0428, U0452, U0131, and P0513

These concerns could be caused by any of the following issues:

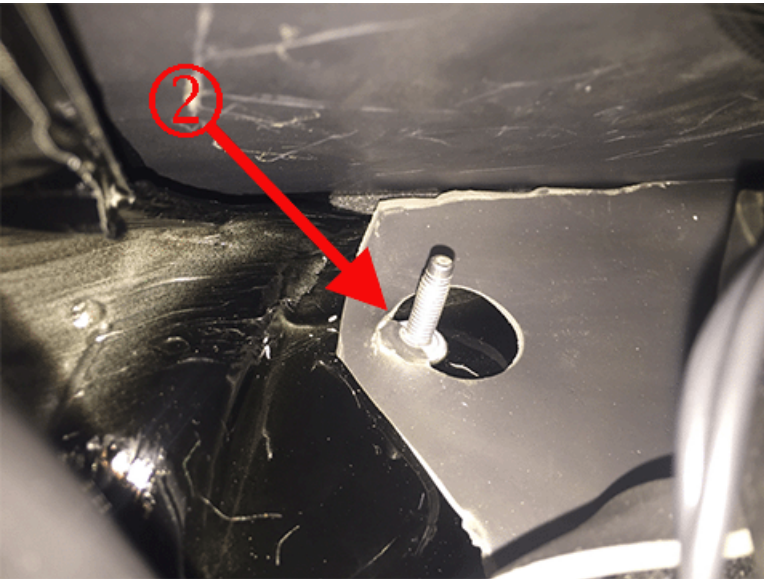
1. A poor BCM ground at G218.
2. A shorted B+ Battery cable (3) at the Starter Solenoid caused by:
  - A loose starter shield contacting the starter battery cable terminal ring
  - A starter cable ring terminal that has been mis-installed and/or rotated when installed on the starter solenoid.
3. Battery cables with high resistance and/or loose connections at the:
  - Battery fuse block
  - Positive or negative battery cables
4. A discharged or faulty battery.
5. A loose connection at the main power and ground 2-way connector (X183 or X133 depending on model) for the power steering rack.

**Note:** The above items could cause the discharged battery.

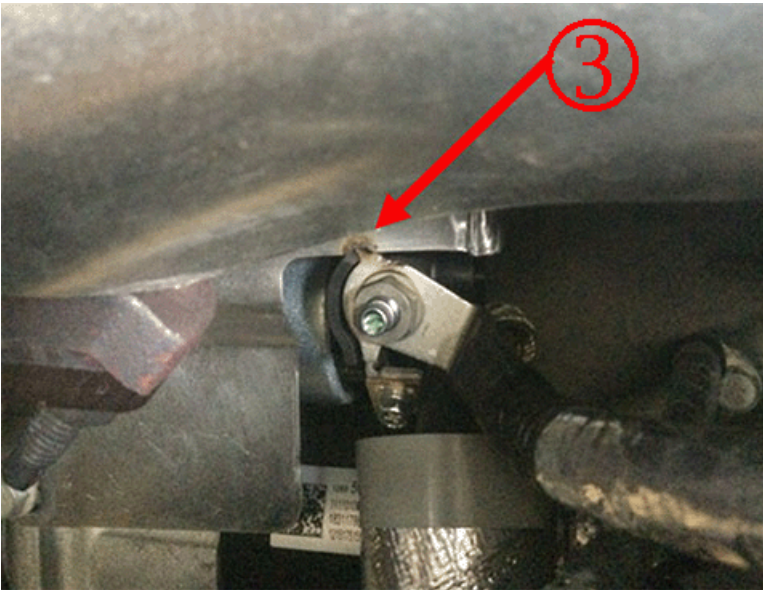
### Recommendation/Instructions

To correct these concerns:

1. Inspect G218 for a loose connection or the front of dash insulator mat (2) for being trapped between the ground eyelet and the body/stud as shown below (1). If the dash insulator mat is trapped, cut the mat away from the ground stud so it will no longer interfere. Reinstall the ground eyelet, the nut, and retighten

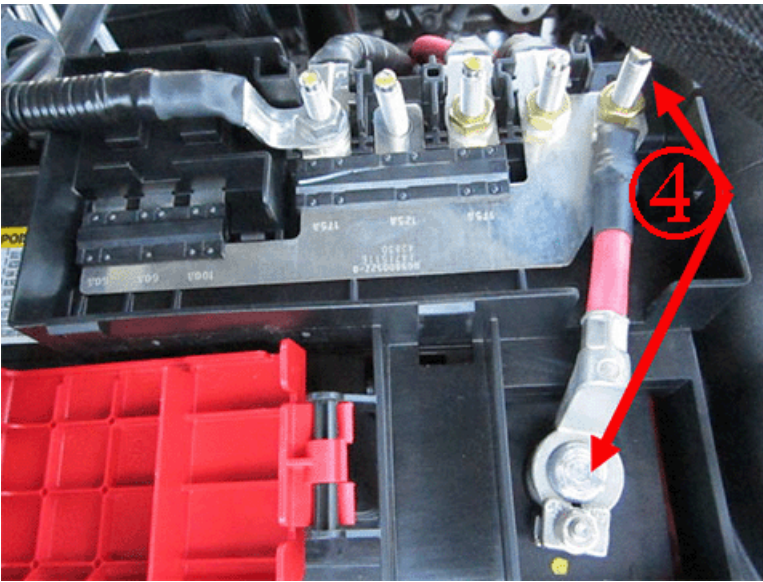


2. Inspect the B+ battery cable at the starter solenoid for shorting out on the starter heat shield either due to terminal contacting the shield, as shown below (3), or from the shield being loose and resting on the terminal. If the battery cable is shorting out on the starter heat shield, replace the B+ battery cable and starter heat shield. After installing the new starter heat shield and B+ battery cable, ensure there is adequate clearance and each fastener is torqued properly so it will no longer short out.

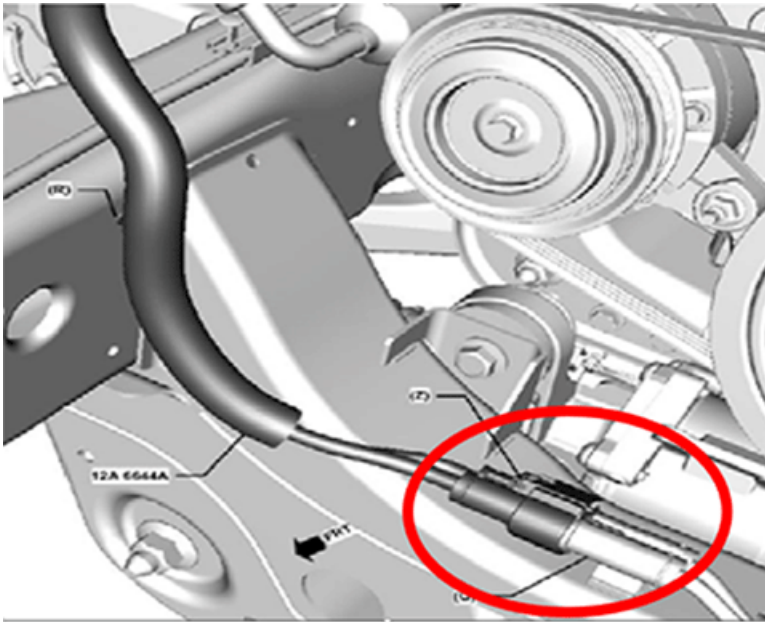


3. Inspect for any high resistance and/or loose connections at both the battery fuse block and the positive or negative battery cables. If no loose connections are found, perform a loaded voltage drop test on the positive and negative battery cables, as well as the positive battery cable between the battery "+" post and the Battery Fuse Block (4), as shown below.

**Note:** When checking voltage drop, the voltage drop should be performed with the fuel injectors disabled and while cranking the engine. MIN/MAX on the Digital Multi Meter (DMM) should NOT be used. The voltage drop should be monitored at a STEADY crank. The voltage drop should not exceed 200 mV. If the voltage drop is above 200 mV, replace the affected cable(s). This test should be performed during a cold engine crank and also after a hot engine soak.



4. Perform the "Battery Inspection/Test" procedure in SI and replace the battery if it fails the test
5. Inspect connector X183 or X133, location shown below, for any broken/loose/backed out terminals and repair as necessary.



## Warranty Information

The correction for this concern may be one of several repairs described above. For vehicles repaired under warranty, please use the appropriate warranty labor operation based on the actual cause and repair

Please follow this diagnostic or repair process thoroughly and complete each step. If the condition exhibited is resolved without completing every step, the remaining steps do not need to be performed.

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GM bulletins are intended for use by professional technicians, NOT a "do-it-yourselfer". They are written to inform these technicians of conditions that may occur on some vehicles, or to provide information that could assist in the proper service of a vehicle. Properly trained technicians have the equipment, tools, safety instructions, and know-how to do a job properly and safely. If a condition is described, DO NOT assume that the bulletin applies to your vehicle, or that your vehicle will have that condition. See your GM dealer for information on whether your vehicle may benefit from the information.



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