

In October 2024 at 6,781 miles the vehicle was addressed under the Serial Data Gateway Module customer satisfaction program (9107384), The repair record states that the Serial Gateway Module reprogramming with SPS initially returned an error and the programming had to be preformed again before codes were cleared. (N242435630-04).

- In October 2025, at 20,915 miles the vehicle underwent an ECM software update (N252510320) and the L87 Engine Loss of Propulsion recall procedure, including Picoscope testing, oil and filter service with 0w40 oil, and installation of the updated oil fill cap. The vehicle was recoded as having passed the recall procedure at the time (N252494000).
- In January 2026 at 23,362 miles the vehicle experienced a highway loss-of-propulsion event. The dealership documented that the vehicle died while driving, restarted, and then died again. The dealership also documented that the vehicle had no DTCs found and the battery and related fuse tested within specification at that time. The diagnosis was a spun bearing, and the engine was replaced (4067490).
- During that January repair process, the dealership also documented multiple loss of communication events involving the serial gateway module, found voltage fluctuation during a wiggle test, identified an open circuit condition when the harness was moved from the dash area, and ultimately found and repaired a chafed wire in the harness on circuit #3340 that required harness repair after interior disassembly to gain access. Vehicle out at 23402 miles
- During the January engine-failure visit, the repair documentation also states that the battery was checked and found to be within specification at that time.
- On January 27, 2026, the vehicle also experienced a remote-start / "No Key Detected" type event, and there were previously documented incidents where startup chimes and turn-signal sounds were not functioning.
- On February 3, 2026 at 23771 miles after the engine replacement, the vehicle stalled during an automatic stop/start event and did not restart normally while stopped in traffic. During that visit, the dealership documented no related DTCs or bulletins were found at that time but the battery failed the load testing and was replaced.
- During that same February repair visit, the dealership documented that no related DTCs or bulletins were found, power and ground tested within specification, and the fuel pump was nevertheless diagnosed as failed and replaced. also diagnosed and replaced the fuel pump control module. Out at 23,777 miles
- On March 14, 2026, the vehicle again exhibited the previously documented symptom of missing startup / turn-signal audible alerts.
- Most importantly, on March 21, 2026, the vehicle experienced another loss-of-propulsion / no-acceleration event while I was entering I-10 at approximately 55 mph with my family in the vehicle. The Escalade accelerated briefly and then would not accelerate again, forcing me to exit immediately on Mason and cross four lanes of feeder road traffic. This created a serious safety hazard and nearly resulted in a collision with a passing ambulance. There were no warning lights or messages displayed. The vehicle was not safe to continue operating and had to be towed to the dealership. My wife had to call her friend to pick her, my son and daughter up. I had to remain with the vehicle until the tow truck arrived and had to use uber to get home.