



Service Bulletin

File in Section: -

Bulletin No.: PIT4816E

Date: October, 2013

PRELIMINARY INFORMATION

Subject: Diagnosing / Troubleshooting Multiple Electrical Concerns / Intermittent No Crank / Or DTC C0900

Models: 2007-2014 Cadillac Escalade Models
 2007-2013 Chevrolet Avalanche, Silverado 1500
 2007-2014 Chevrolet Silverado 2500/3500, Suburban, Tahoe
 2007-2013 GMC Sierra 1500
 2007-2014 GMC Sierra 2500/3500, Yukon Models
 (Equipped with Gasoline Engines)

This PI was superseded to update model years and add warranty statement. Please discard PIT4816D.

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

Condition/Concern

In rare cases, some customers may experience one or all of the following concerns:

1. Intermittent No Crank or No Vehicle Power. (The customer may get the impression that the vehicle actually has a dead battery.)
2. Volt gauge fluctuates, and seems to decrease when a high load accessory is turned on (i.e. headlamps, wipers).
3. IPC backlighting flickers or IPC goes blank.
4. Diagnostic Code: B1325 set in several modules followed with a DTC C0900 set in the EBCM.
5. Radio clock resets.
6. Intermittent Stall - the customer would have noted a DIC indication of "Battery Low" or the battery lamp illuminated.
7. HVAC temperature actuator defaults to hot.
8. Door locks cycle.

Recommendation/Instructions

When diagnosing any of the above concerns and a cause for the concern can't be identified, please check the following items:

1. Remove the 175 amp Mega Fuse and inspect for arcing. If any type of arcing is found replace the affected components.
2. When re-installing the 175 amp Mega Fuse, torque fasteners that attach the mega fuse to the positive cables to specification in SI.
3. Check the voltage drop reading on the positive battery cable that runs from the battery to the Underhood Buss Electrical Center (UBEC).
4. Check the voltage drop reading on the negative battery cable that runs from the battery to the engine block.

Note: When checking voltage drop on steps 3 & 4 above, 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.

5. Check the cable that runs from the battery to the starter for proper torque, terminals connections, and for an open circuit. Starter Cable Open Circuit would be checked only when both ends of the starter cables are disconnected (at Battery and at Starter) with a DVOM.

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 original cause in addition to well documented straight time.

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.