File In Section: Service Bulletin
Bulletin No.: PIT4816D
Date: April, 2011

PRELIMINARY INFORMATION

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

Models: 2007 -2011 Cadillac Escalade, ESV, EXT
2007-2011 Chevrolet Avalanche, Silverado, Suburban, Tahoe
2007-2011 GMC Sierra, Yukon, Yukon Denali, Yukon XL, Yukon Denali XL
(Equipped with Gasoline Engines)

This PI was superseded to add 2010 and 2011. Please discard PIT4816C.

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

Condition/Concern:

Some customer 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:

If you experience one or all of the following 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 When re-installing the 175 amp Mega fuse, torque fasteners that attach the mega fuse to the This PI was superseded to add 2010 and 2011. Please discard PIT4816C. positive cables to specification in SI.
3. Check the voltage drop reading on the positive battery cable that runs from the battery to the under hood 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. The voltage drop should not exceed 200 mV. If the voltage drop is above 200 mV, replace the effected 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 cable are disconnected (at Battery and At Starter) with a DVOM.

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.