



# Service Bulletin

File in Section: -

Bulletin No.: PIC5360B

Date: February, 2013

## PRELIMINARY INFORMATION

**Subject:** Intermittent No Crank No Communication To High Speed LAN Modules

**Models:** 2010 - 2013 Chevrolet Camaro

This PI was superseded to update recommended field and warranty information. Please discard PIC5360A.

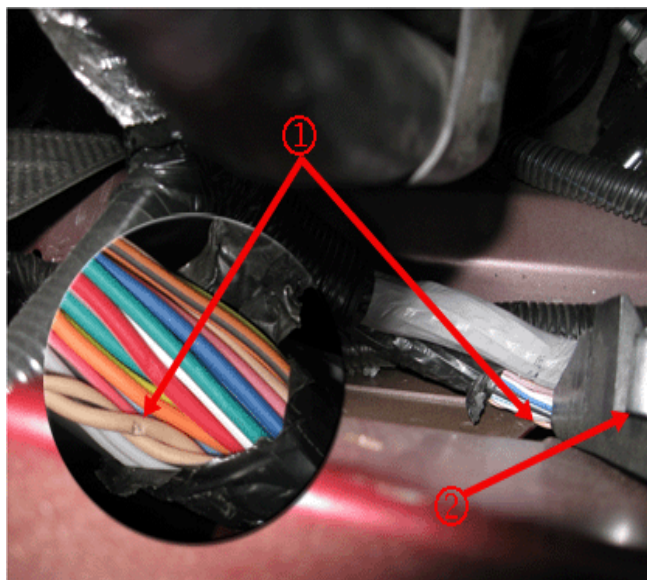
The following diagnosis might be helpful if the vehicle exhibits the symptom(s) described in this PI.

### Condition/Concern

In rare cases a customer may report an intermittent fluctuation of IP gauges, no crank, SES light on, various IP warning indicators and messages, or technicians may find that there is no communication to various High Speed LAN modules. Communication to control modules may be random and could change during inspection of the vehicle. Any of these concerns could be caused by a short to ground or an open on either of the two High Speed LAN circuits 2500 and/or 2501.

### Recommendation/Instructions

There are two (2) locations on the vehicle to inspect for this concern depending on what options it is equipped with. The first area of concern is the engine wiring harness (1) under the ECM (2). Technicians are to check for possible chaffing of this wiring harness on the inner fender panel. An example of this concern can be seen in the photo below.



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Repair the wiring, install conduit on this area of the harness, and relocate the harness away from the panel to protect it from future damage.

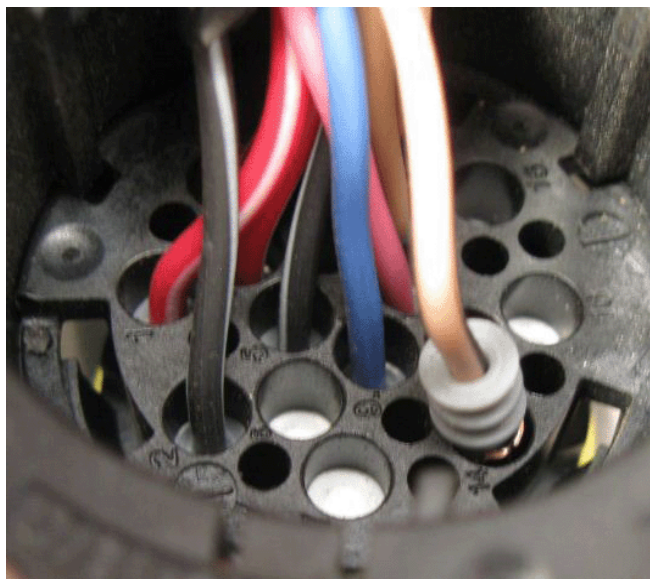
The second area of concern relates to vehicles equipped with an automatic transmission only. Reports from the field have shown that a HSLAN circuit terminal may not be seated properly in the round TCM connector located in the transmission. Technicians are to inspect this TCM connector for any data line circuits that may be not fully seated in the plastic connector. If this concern is found, carefully inspect the condition of both halves of the plastic connector

as well as both the male and female terminals. If the female terminal was simply not seated correctly, push on the wire until the terminal clicks back into position. Lightly tug on the wire to make sure it is fully seated. If it pulls back out, replace the terminal and/or connector as needed. After reinstalling the connector to the TCM, lightly tug on the wire again to make sure it did not become disengaged during reassembly. If the male terminals or the TCM half of the connector is damaged, the entire TCM will require replacement. This module is internal to the automatic transmission assembly.

The two photos below show an example of circuit 2500 backed out of the TCM connector. Be sure to inspect ALL terminals in this connector while it is disconnected.



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## Warranty Information

For wiring repairs covered under warranty, please refer to latest version of bulletin 10-00-89-005 for warranty information on wire/connector repairs.

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.