



# Service Bulletin

File in Section: -

Bulletin No.: P11097A

Date: August, 2014

## PRELIMINARY INFORMATION

**Subject:** Intermittent Service Power Steering Message on DIC, DTC C0544 Set

**Models:** 2013-2014 Cadillac ATS

This PI has been revised to update the Condition/Concern, Recommendation/Instructions sections and update the Warranty Information. Please discard P11097.

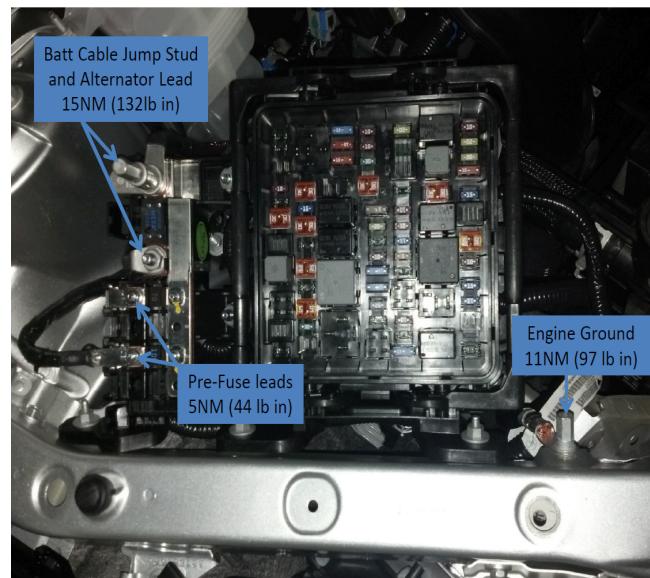
### Condition/Concern

Some customers may comment on a Service Power Steering message being displayed on the DIC. This PI specifically applies to conditions where the message is intermittent, difficult to duplicate and does not result in a loss of power steering assist.

When checking the vehicle for DTCs, the power steering control module may report C0544 set as current or in history.

### Recommendation/Instructions (If No DTCs are Set)

If no DTCs are present, the issue may be caused by a momentary loss of power or ground in the power steering gear circuits. Use the following steps to correct the condition.

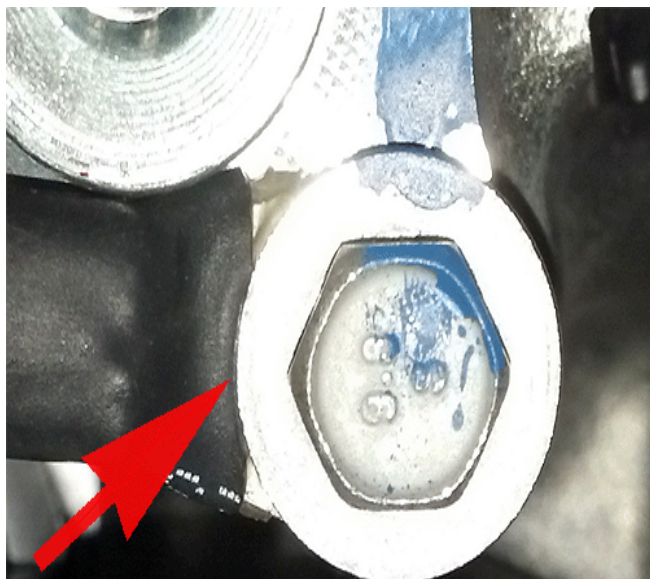


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1. Inspect the underhood fuse block power and ground connections for proper torque as identified in the above photo.
2. Inspect the X1, X2 and X3 connectors at the Power Steering Control Module (steering gear) for damaged or spread terminals on the vehicle harness or on the Power Steering Control Module. Ensure the connectors are completely seated.

**Note:** On the 4 cylinder (LCV, LTG) automatic transmission-equipped vehicles, the engine ground was located at the front of the engine from start of production thru mid-December 2012. After this date it is located at the rear of the engine. Manual transmission-equipped vehicles have the ground location at the front of the engine. This location did not change. The 3.6L V6 (LFX) ground is at the front of the engine.

- For 2013 Model Year vehicles only, inspect engine ground #G104, verify the torque and ensure the connection is clean and sound.



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Look for either excess shrink wrap or glue under the eyelet. Inspect for adhesive that has seeped out onto the eyelet during the heating of the shrink tube, or the shrink tube itself extending into the eyelet area.

**Important:** It is not an adequate check to simply try to wiggle the ground wire to check for looseness. The ground must be removed and checked for these items, cleaned and reinstalled.

- Carefully trim the heat shrink tube if needed, clean adhesive from the eyelet (sand off), reinstall and torque.

### Recommendation/Instructions (If DTC C0544 is Set)

If DTC C0544 is present, the issue may be caused by a software anomaly within the power steering control module. An updated software calibration has been released to address this concern. Technicians should reprogram the power steering control module using the Service Programming System (SPS) with the latest calibrations available on TIS2WEB. Refer to the Power Steering Control Module Programming and Setup procedure in SI.

### Warranty Information

For vehicles repaired under warranty, use the appropriate labor operation for the repair performed:

Labor Operation	Description	Labor Time
5430962	Ground Connection Repair	Use Published Labor Operation Time
5430922	Connector Reconnection	
2810625	Power Steering Control Module Reprogramming with SPS	