Bulletin No.: PI1474
Date: May-2015

Service Bulletin

PRELIMINARY INFORMATION

Subject: **Air Bag Indicator Illuminated with DTC B0012 or B0013**

Models: **2015 Cadillac ATS, CTS Sedan (VIN A)**
Built Between August 1 through October 1, 2014

Attention: **This PI also applies to any of the above models that may be Export vehicles.**

Condition/Concern

Some customers may comment that the AIR BAG indicator is illuminated.

Technicians may find code B0012 or B0013 with symptom bytes 04 or 0D set as current or in history.

This condition may be caused by poor terminal tension in X85 Steering Wheel Air Bag Coil X3 connector.

Recommendation/Instructions

Important: Before replacement of the steering wheel air bag coil or steering wheel air bag, testing for proper terminal tension at the steering wheel air bag coil X3 connector should be performed.

If the condition above exists, test for proper terminal tension at the steering wheel air bag coil X3 connector.

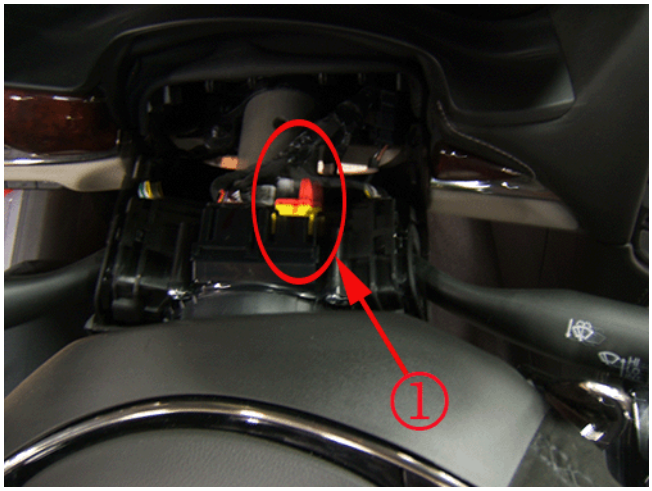
Follow the instructions below:

Warning: This vehicle is equipped with a Supplemental Inflatable Restraint (SIR) System. Failure to follow the correct procedure could cause the following conditions:

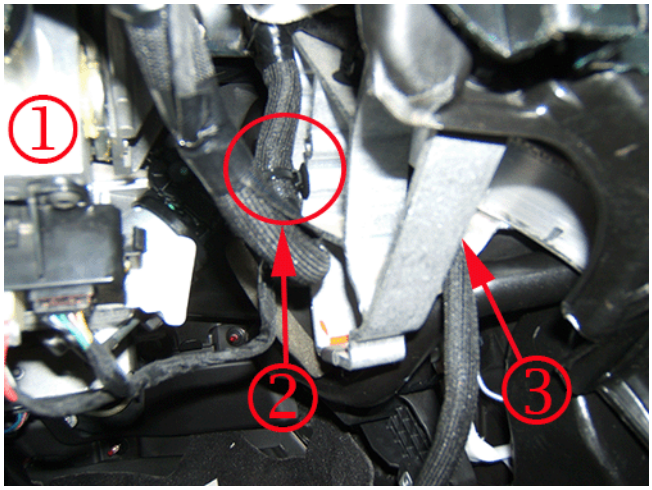
- **Air bag deployment.**
- **Personal injury.**
- **Unnecessary SIR system repairs.**

X3 Connector Terminal Tension Testing

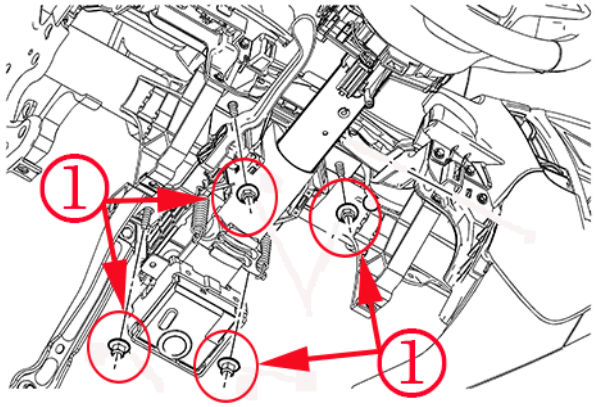
1. Disable the SIR system. Refer to the SIR Disabling and Enabling in SI.
2. Remove the steering column upper trim cover. Refer to the Steering Column Upper Trim Cover Replacement in SI.



3. Disconnect the X85 Steering Wheel Air Bag Coil X3 connector (1), illustrated above.
   - Disengage the connector position assurance (CPA).
   - Disconnect the X3 connector.
4. Test probe each terminal for poor tension with J-35616–65B (LT BU).
5. If the terminal tension is within specification, continue diagnoses. Refer to the diagnostic trouble code (DTC) B0012 or B0013 in SI.
6. If one or more terminal tension is found to be poor, replace the connector with service connector P/N 13580115 with the next steps of this procedure.
7. Remove the steering column lower trim panel. Refer to the Steering Column Lower Trim Cover Replacement in SI.
8. Remove the instrument panel knee bolster deflector. Refer to the Driver Knee Bolster Reinforcement Replacement in SI.



9. Release the steering column wiring retainer (2) between the steering column (1) and the instrument panel tie bar (3) as illustrated above.



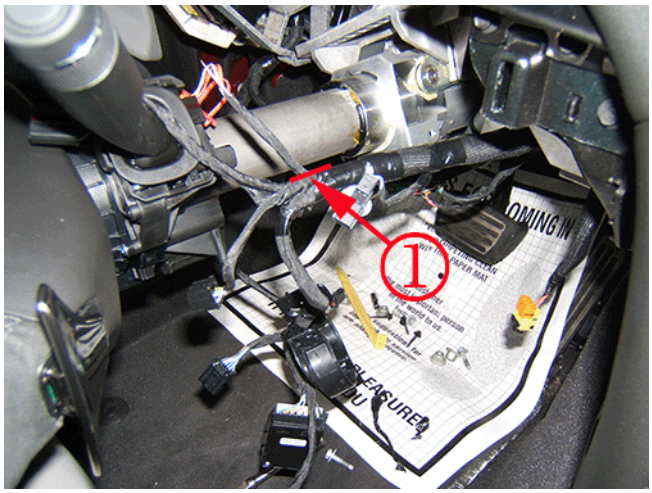
10. Remove the four nuts (1) from the steering column that secure the column in place.

Note: This procedure is only lowering the steering column to allow access to steering column wiring harness to replace X3 connector for the SIR coil.

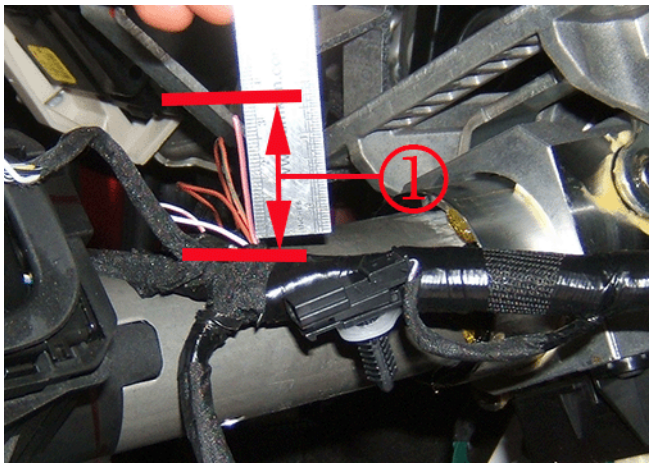
Removal of the upper intermediate steering shaft bolt is **NOT** necessary.

Caution: After the removal of the steering column nuts, the column will not be secured in place. Take caution in lowering the steering column.

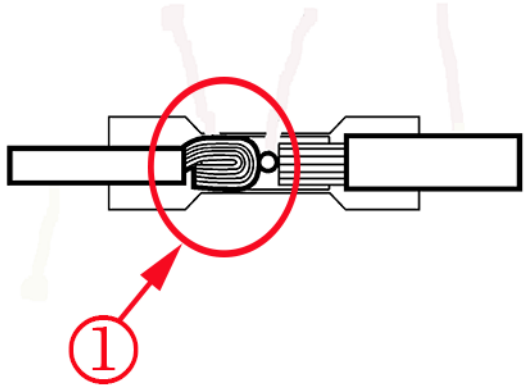
11. Disengage the steering column wiring harness bracket (1) and any electrical connectors (2) to allow the wiring harness to be free from the column for repair.



12. Remove the anti-abrasion tape until the main harness (1) as illustrated.



13. Cut the first I/P wire to be repaired approximately 32 mm (1.25 in) as illustrated.



14. Strip approximately 10 mm (0.40 in) of insulation from the I/P wire to perform folded-over wire repair (1).

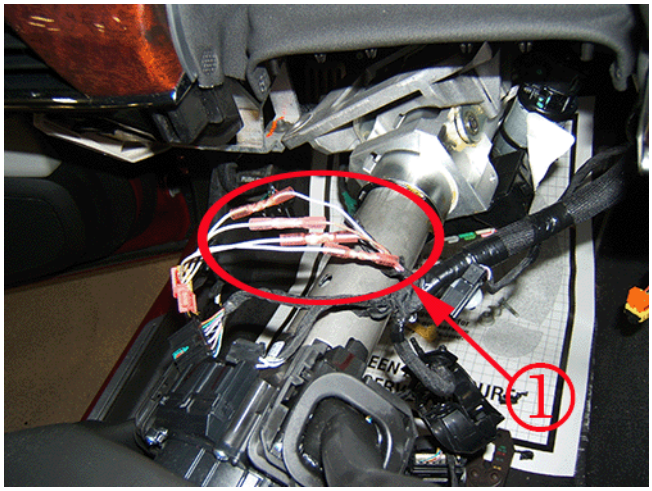
- Twist and then fold over the wires.

Note: Twisting the wires before folding prevents the wire strands from opening up.

15. Strip approximately 5.0 mm (0.20 in) of insulation to the circuit being repaired from the service connector.

Note: The length of the service connector wiring is too long. Cutting the wires shorter is necessary before installing the splice sleeve.

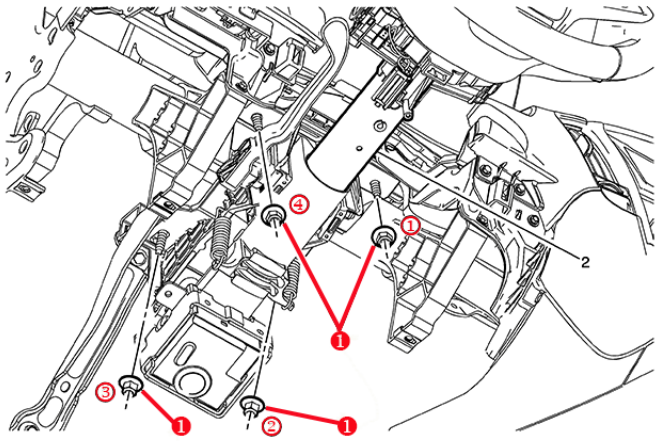
16. Install the salmon (yellow-pink) DuraSeal splice sleeve to the wires using the J-38125–8, crimp nest 1.



17. Stagger the next three splice sleeves (1) toward the X3 connector as illustrated above.
    - Ensure to perform the fold-over wire repair to the I/P wires before installing the splice sleeve.
18. Using a J-38125–5A Ultra Torch or equivalent, apply heat to each sleeve at the crimped area of the barrel.

    Note: DO NOT use soldering equipment that is battery or electric powered. These types of soldering irons can induce voltage into the circuit, which may cause inflator module deployment and/or damage to electrical components. Use only the J-38125–5A Ultra Torch or another butane fueled soldering iron when working on SIR circuits.

    - The tubing will shrink completely as the heat is moved along the insulation.
    - A small amount of sealant will come out of the end of the tubing when sufficient shrinkage is achieved.
19. Rewrap the wires with anti-abrasion tape or equivalent.
20. Reinstall the steering column wiring harness bracket and all electrical connectors.
    - Ensure the X3 connector harness will not interfere with the steering column upper trim cover or any other components.



21. Reinstall the steering column.

    Tighten: Tighten the nuts (1) in sequence as illustrated to 22 Y (16 lb ft).
22. Reinstall the steering column wiring retainer between the steering column and the instrument panel tie bar.
23. Reinstall the instrument panel knee bolster deflector. Refer to the Driver Knee Bolster Reinforcement Replacement in SI.
24. Reinstall the steering column upper and lower trim cover. Refer to the Steering Column Upper Trim Cover Replacement and Steering Column Lower Trim cover in SI.
25. Enable the SIR system. Refer to the SIR Disabling and Enabling in SI.
26. Verify the AIR BAG indicator turns OFF.

Parts Information

Part Number	Description
13580115	Service Connector

Warranty Information

For vehicles repaired under the Bumper-to-Bumper coverage (Canada Base Warranty coverage), use the following labor operation. Reference the Applicable Warranties section of Investigate Vehicle History (IVH) for coverage information.

Labor Operation	Description	Labor Time
6480178*	Steering Wheel Airbag Coil Connector Replacement	0.6 hr
*This is a unique Labor Operation for Bulletin use only. It will not be published in the Labor Time Guide.		