



# Service Bulletin

## PRELIMINARY INFORMATION

**Subject:** Diagnostic Tip for Malfunction Indicator Lamp (MIL) On, DTC P0454 Set

**Models:** 2013-2015 Cadillac ATS  
2014-2015 Cadillac CTS Sedan (VIN A)

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

*This PI replaces PIE0314A. Please discard PIE0314A.*

### Condition/Concern

Some customers may comment on a malfunction indicator lamp (MIL) on. Technicians may find DTC P0454 set (Fuel Tank Pressure Sensor Circuit Intermittent).

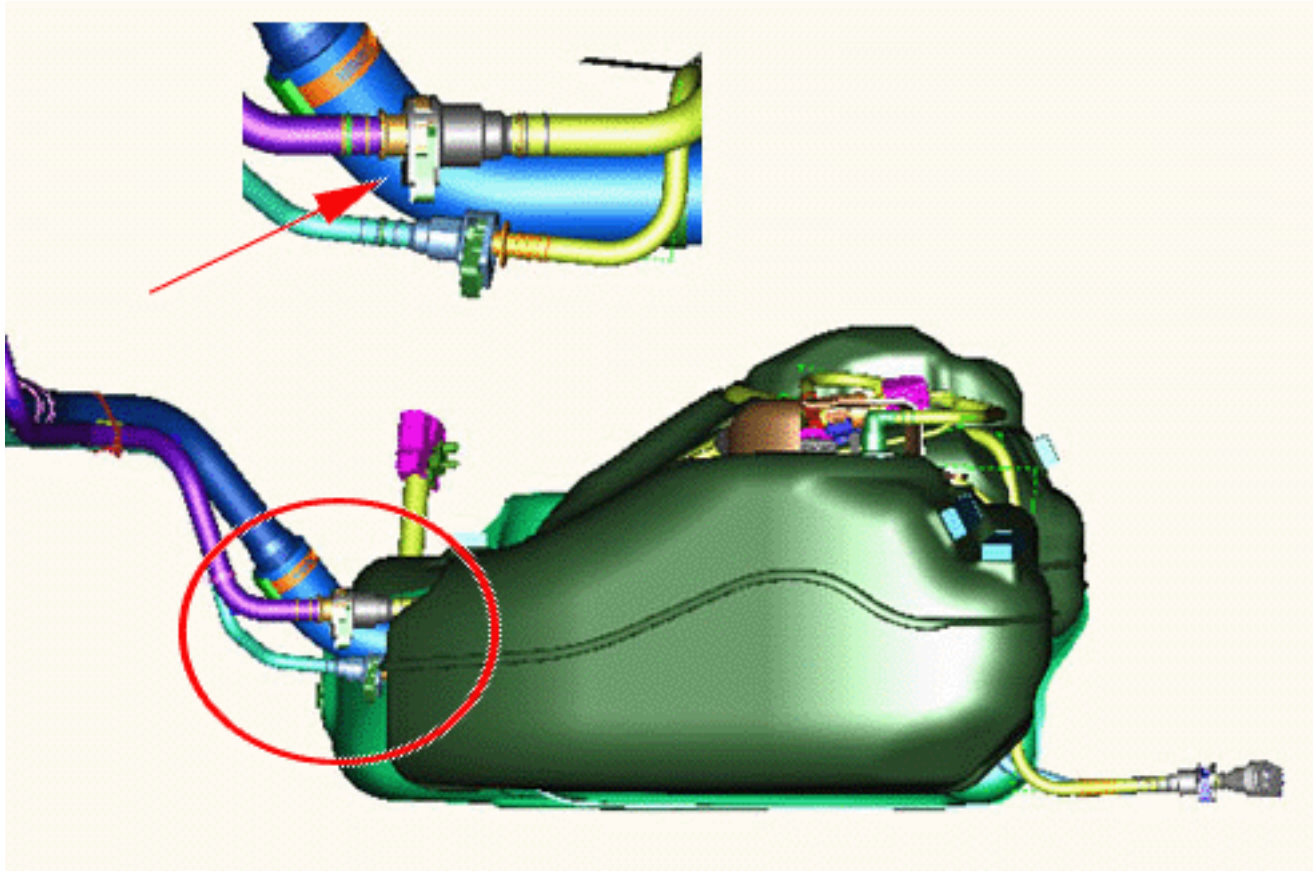
This condition may be caused by liquid fuel in the fuel tank vent line. A limited amount of fuel can enter the vapor lines in a rare combination of refueling events and vehicle maneuvers.

Normal canister purge will vaporize this fuel over time. If the small evaporative emission leak test runs when there is enough fuel in the fuel tank vent line, fuel trapped in a low area of the fuel tank vent line can block the vapor communication between the fuel tank and the fuel tank vapor pressure sensor (located on the fuel tank vent line).

With enough pressure or vacuum difference across the fuel-blocked section, vapor can bubble through the trapped fuel and cause the sensor signal to change abruptly, which the sensor diagnostic interprets as malfunction of the sensor.

### Recommendation/Instructions

Technicians should perform the following steps when DTC P0454 is set:



1. Check for excessive fuel collecting in the 5/8" vapor line by disconnecting the line at the location shown above.
  - If there is a normal amount of fuel in the vapor line (2 tablespoons or less), then follow the published diagnostic procedures in SI for DTC P0454.
  - If there is more than the normal amount of fuel in the vapor line (more than 2 tablespoons), then proceed to step 2.
2. Check the canister and replace it if it is saturated with liquid fuel. Blow out all EVAP system lines with compressed air to ensure they are dry prior to reassembling the system.
3. Another potential cause of liquid fuel in the evap system is overfilling the fuel tank. Make sure the customer is aware that overfilling the fuel tank may lead to a repeat concern. The filling nozzle must be fully inserted into the fill pipe and latched on the fill nozzle "spring" prior to starting fuel flow. After initial shutoff, perform no more than one or two additional clicks of the fill nozzle with the nozzle still fully inserted into the fill pipe. DO NOT exceed three clicks of the filling nozzle or partially remove the nozzle to add more fuel.

GM bulletins are intended for use by professional technicians, NOT a "do-it-yourselfer". They are written to inform these technicians of conditions that may occur on some vehicles, or to provide information that could assist in the proper service of a vehicle. Properly trained technicians have the equipment, tools, safety instructions, and know-how to do a job properly and safely. If a condition is described, DO NOT assume that the bulletin applies to your vehicle, or that your vehicle will have that condition. See your GM dealer for information on whether your vehicle may benefit from the information.



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