



# Service Bulletin

## PRELIMINARY INFORMATION

**Subject:** Diagnostic Tip - Steering Bind After I-Shaft Removed For Service

**Models:** 2015-2016 Chevrolet Colorado  
2015-2016 GMC Canyon  
2015-2016 Chevrolet S-10 w/LCV Engine (Brazil — South America)

*This PI was superseded to update Model Years. Please discard PIT5415.*

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

### Condition/Concern

The technician may note a bind when turning the steering wheel after having removed the I-Shaft for a service procedure.

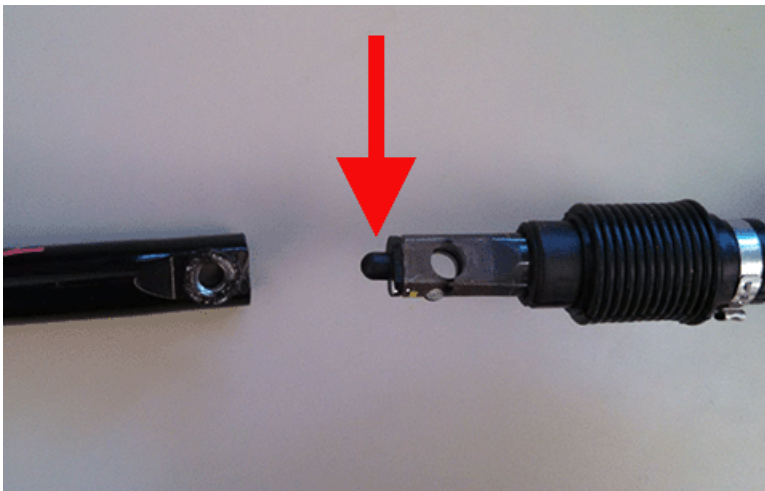
This can be caused by the I-Shaft Nose Plug sliding down the inside of the lower I-Shaft and into the joint when the shafts were separated.

**Note:** The I-Shaft Nose Plug is used as an assembly aide during vehicle production only – to assist in properly aligning and connecting the upper and lower I-Shaft sections.

### Recommendation/Instructions

Refer to the Intermediate Steering Shaft Replacement instructions in Service Information.

1. Remove the lower I-Shaft.
2. Inspect the upper I-Shaft to determine if the plug is still installed. If still installed, remove the plug, discard and reinstall the lower shaft.



3. If not present in the upper I-Shaft, check down the inside of the lower I-Shaft and joint for the plug. Invert the shaft and while manipulating the joint strike the open end downward on a shop towel on a workbench. If found, remove the plug, discard and reinstall the lower shaft.

**Note:** It is normal for some vehicles to have a foam insert in the lower shaft to help prevent the upper shaft nose plug from falling into the lower shaft joint. Remove the nose plug but leave the foam insert in place.

### Warranty Information

There is not a labor time or labor operation associated with this PI because the labor time is considered part of the original repair.

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.

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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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