Service Update

53170 B+ Battery Cable Chafing



Reference Number: N162053170 Release Date: December 2016

Revision: 00

Attention: This service update includes vehicles in dealer inventory and customer vehicles that return to the dealership for any reason. This bulletin will expire at the end of the involved vehicle's New Vehicle Limited

Warranty period.

		Model Year		Model Year			
Make	Model	From	То	RPO	Description		
GMC	Acadia	2017	2017				

Involved vehicles are marked "open" on the Investigate Vehicle History screen in GM Global Warranty Management system. This site should always be checked to confirm vehicle involvement prior to beginning any required inspections and/or repairs.

Condition	On certain vehicles the battery B+ cable may chafe from contact with the battery negative (engine block				
	ground) cable. This physical contact may degrade the insulation on the B+ cable causing an eventual				
	short, or loss of electrical power.				
Correction	Dealers are to inspect the battery B+ cable for wear, replace if required and install a wire harness				
	retention clip to obtain the required clearance between battery cables.				

Parts

Quantity	Part Name	Part No.	
1	Wiring Harness Clip	84202799	

Warranty Information

Labor		Labor	Trans.	Net
Operation	Description	Time	Type	Item
9102759	Install Wiring Harness Clip	0.2	ZFAT	N/A
	Add: Battery Positive Cable Replacement	0.6		

Service Procedure

1. Open the hood and install fender covers.



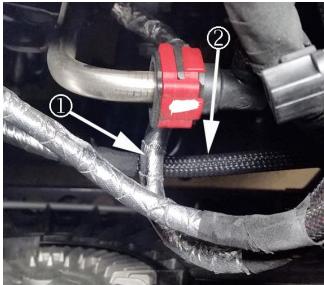


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- 2. Inspect the battery positive cable (1) for damage due to contacting or chafing on the battery negative cable (2).
 - If there are NOT signs of damage to the battery positive cable, proceed to the next step.
 - If there are signs of damage to the battery positive cable, replace the battery positive cable and proceed to the next step. Refer to *Battery Positive Cable Replacement (LGX)* in SI.



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Note: Ensure the zip tie is pulled tight before cutting the excess off.

- 3. Install the zip tie portion of the wiring harness clip (1) to the battery positive cable and the "C" clip to the negative battery cable as shown above.
- 4. Cut the excess off of the zip tie.
- 5. Remove fender covers and close hood.

Dealer Responsibility

Whenever a vehicle subject to this service update enters your vehicle inventory, or is in your facility for service in the future, and the vehicle is still covered under the New Vehicle Limited Warranty, you must take the steps necessary to be sure the service update correction has been made before selling or releasing the vehicle.

All new, used, GM Certified Used, courtesy transportation vehicles, dealer shuttle vehicles, etc. in dealers' possession and subject to this bulletin <u>must</u> be held and inspected/repaired per the service procedure of this bulletin <u>before</u> customers take possession of these vehicles. Involved vehicles must be held and not delivered to customers, dealer-traded, released to auction, used for demonstration, or any other purpose.

All GM Certified Used vehicles currently in the dealers' inventory within the Certified Pre-Owned Inventory System (CPOIS) will be de-certified and must be held and remedied per the service procedure in this bulletin. Upon submitting an accepted/paid warranty transaction in the Global Warranty Management (GWM) system, the vehicle can be re-certified for sale within the CPOIS system, or once again be used in the CTP program.

GLOBAL SAFETY FIELD INVESTIGATIONS DCS4292 URGENT - DISTRIBUTE IMMEDIATELY

Date: December 12, 2016

Subject: 53170 - Service Update

B+ Battery Cable Chafing

Models: 2017 GMC Acadia

To: All General Motors Dealers

General Motors is releasing Service Update 53170 today. The total number of U.S. vehicles involved is approximately 379. Please see the attached bulletin for details.

Global Warranty Management (GWM)

The Investigate Vehicle History (IVH) screen in the GWM system will be updated December 12, 2016. A list of involved vehicles in dealer new inventory is attached to this message. Please hold all warranty transactions until the VIN appears in IVH.

END OF MESSAGE GLOBAL SAFETY FIELD INVESTIGATIONS