



Service Bulletin

INFORMATION

Subject: Stop/Start System Malfunction or DTC P1064, P1065, P1066, P1068, P1069, P1070, P1074, P1077, P1078, P1079, P107A, P107B, P107C, P107D, P107E, P107F, P108A, P108B, P108C, P108D, P108E or P108F Set

Models: 2016 Cadillac ATS, CTS
Equipped with Stop/Start System (RPO KL9)

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

This PI has been revised to update the Warranty Information. Please discard PI1519B.

Condition/Concern

Some customers may comment that the check engine light appears on the cluster or that the Stop/Start feature is no longer functioning.

During diagnosis, the technician may find DTC P1064, P1065, P1066, P1068, P1069, P1070, P1074, P1077, P1078, P1079, P107A, P107B, P107C, P107D, P107E, P107F, P108A, P108B, P108C, P108D, P108E or P108F set as current or history.

Recommendation/Instructions

Command the Discharge Start/Stop Capacitor parameter with the scan tool and discharge the multifunction energy storage capacitor. Wait 3 minutes for the capacitor to discharge. Refer to *Multifunction Energy Storage Capacitor Replacement (KL9)* in SI.

When removing terminal G400 or G402 for inspection, the 12V battery ground terminal must be removed first to prevent any accidental discharge of the UltraCap and/or discharge from the 12V battery when diagnosing the G400 or G402 ground connections.

Disconnect the 12V battery negative cable by removing the IBS sensor from the negative post of the battery.



Check the G400 (3) or G402 (2) ground nut for proper torque and then inspect and remove any paint on the G402 ground stud. If no issues are found, continue with Service Information (SI) diagnostics.

The Ultracapacitor is also known as the Multifunction Energy Storage Capacitor, or Stop-Start Capacitor.

Warranty Information

For vehicles repaired under warranty, use:

Labor Operation	Description	Labor Time
5480268*	Remove, Inspect, Clean and Torque Ground Nut G400 or G402	0.2 hr
*This is an Unique Labor Operation for Bulletin Use Only.		

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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