



# Service Bulletin

File in Section: -

Bulletin No.: 18-NA-307

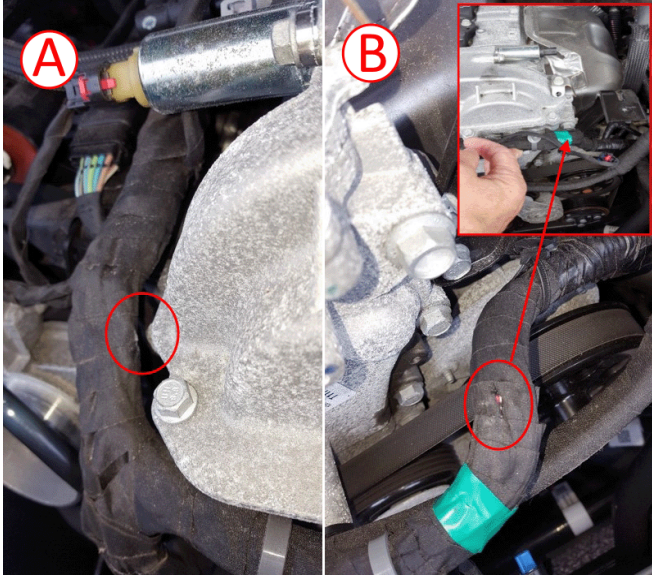
Date: December, 2018

## TECHNICAL

**Subject: Lack of Power, Reduce Power Displayed on Drivers Information Center (DIC), Rough Idle, Stabilitrak Light On, Malfunction Indicator Light (MIL) Illuminated - DTC P0014 , P0365, and P0366 Set**

Brand:	Model:	Model Year:		VIN:		Engine:	Transmission:
		from	to	from	to		
Chevrolet	Colorado	2015	2019			LCV	
GMC	Canyon						

Involved Region or Country	North America
<b>Condition</b>	<p>Some customers may comment on one or more of the following conditions:</p> <p><b>Note:</b> This is a multi-wire bundled harness and depending on which wire is damaged, can set a variety of DTCs. Not all of the effects or driver notifications listed have been experienced. However, the different effects and driver notifications may be caused by one of the wires in the harness being chafed or cut. Components on different lines in the list below are in different circuits. Due to the cause of the condition, and the positions of the wires in the harness, it is unlikely that more than one circuit and/or fuse will be affected by the condition.</p> <ul style="list-style-type: none"> <li>• Lack of power</li> <li>• Reduced Power displayed on DIC</li> <li>• Rough idle</li> <li>• Stabilitrak light on</li> </ul> <p><b>Note:</b> This is a multi-wire bundled harness and, depending on which wire is damaged, can set a variety of DTCs.</p> <p>Some technicians may find one or more of the following DTC's set in History of the Engine Control Module (ECM):</p> <ul style="list-style-type: none"> <li>• P0014: Exhaust Camshaft Position System Performance</li> <li>• P0365: Exhaust Camshaft Position Sensor Circuit</li> <li>• P0366: Exhaust Camshaft Position System Performance</li> <li>• P06A3: 5V Reference 4 Circuit</li> </ul>

<p><b>Cause</b></p>	 <p style="text-align: right;">5153274</p> <p>This may be caused by the engine wiring harness chaffing on the edge of the camshaft cover (A) and/or the cylinder head (B).</p>
<p><b>Correction</b></p>	<p><b>Note:</b> Possible multiple effects or driver notifications may be experienced by one of the wires in the engine harness being chafed or cut in different circuits. Due to the cause of the condition, and the positions of the wires in the engine harness, it is unlikely that more than one circuit and/or fuse will be affected by the condition.</p> <ol style="list-style-type: none"> <li>1. Inspect the engine wiring harness conduit and wires for chaffing.</li> <li>2. Repair the wires per the <i>Wiring Repairs</i> procedure in SI.</li> <li>3. Using Woven Polyester Electrical Tape (PET), tape all the contact points of the engine harness ensuring that the tape is applied in a double layer extending along the engine harness past the camshaft cover or cylinder head.</li> <li>4. Utilizing tie straps, position the engine wiring harness away from the camshaft cover or cylinder head.</li> </ol>

**Parts Information**

No parts are required for this repair.

**Warranty Information**

For vehicles repaired under warranty, use:

Labor Operation	Description	Labor Time
5430902	Wire-to-Wire Repair	Use the Published Labor Operations Time

<b>Version</b>	2
<b>Modified</b>	Released October 12, 2018 Revised December 12, 2018 - Added more DTC's to bulletin.

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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