Service Bulletin

Bulletin No.: 19-NA-119
Date: June, 2019

TECHNICAL

Subject: **Intermittent No Crank, Malfunction Indicator Lamp (MIL) Illuminated - DTCs P135A, P135B, P16A7 and/or P16AF Set**

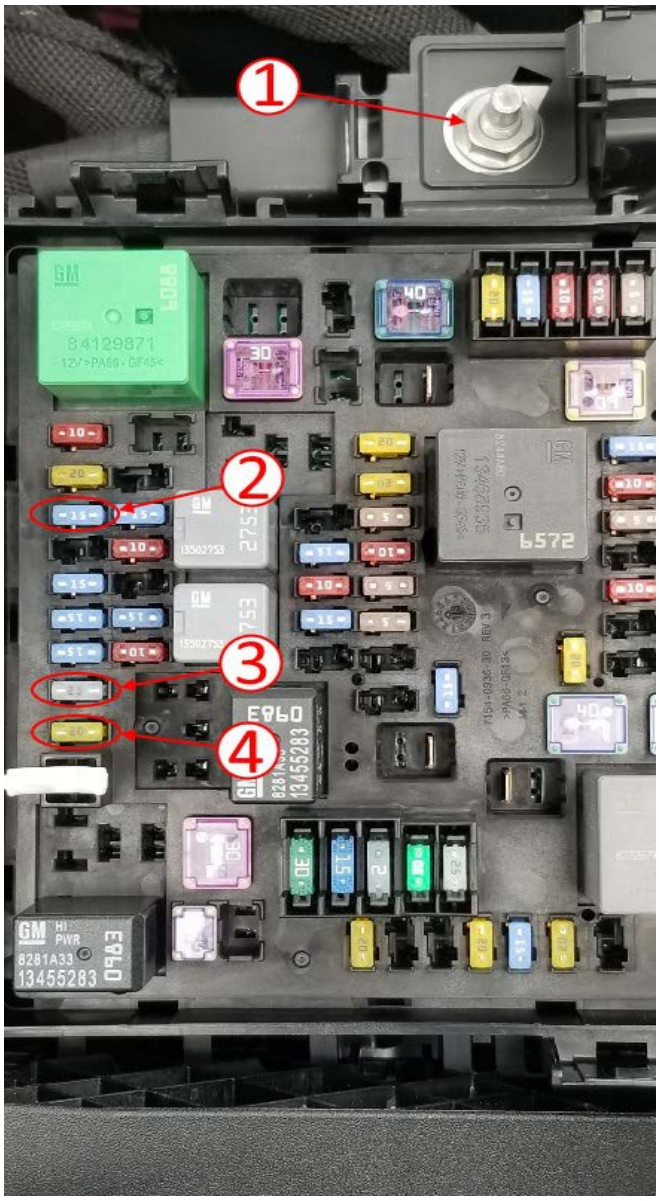
This bulletin replaces PIE0513. Please discard PIE0513.

Brand:	Model:	Model Year:		Vehicle Build Date:		Engine:	Transmission:
		from	to	from	prior to		
Buick	Enclave	2019	2019	SOP	Feb. 22, 2019	Equipped with 3.6L Engine (RPO LFY)	Equipped with Automatic Transmission (RPO M3V)
Chevrolet	Traverse						

Involved Region or Country	North America, Middle East, Israel, Russia and South America
Condition	Some customers may comment on one or more of the following conditions: • MIL illuminated • Intermittent no crank A technician may find one or more of the following DTCs set: • P135A: Ignition Coil Supply Voltage Circuit Bank 1 • P135B: Ignition Coil Supply Voltage Circuit Bank 2 • P16A7: Engine Controls Ignition Relay Feedback Circuit 2 • P16AF: Engine Controls Ignition Relay Feedback Circuit 2 Low Voltage
Cause	This condition may be caused by loose terminal tension located in the underhood fuse block.
Correction	If any of the above conditions are present, the underhood fuse block must be inspected for loose or damaged terminals.

Service Procedure

1. Remove the underhood fuse block access cover.
2. Using a Digital Volt Ohm Meter (DVOM), select millivolt (mV).



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3. Utilizing an alligator clip or equivalent, apply the positive DVOM lead to the positive cable (B+) stud (1).
4. With the vehicle in PARK and the parking brake set, start the vehicle.

   ⇒ Allow the engine to idle.

Note: The fuses in the X50A Fuse Block may appear not fully seated as they will be able to be pressed down further into fuse block. This is normal and does not indicate a fuse block failure.

5. Apply the negative DVOM lead to the appropriate outboard terminal fuse test port for the following diagnostic trouble codes. Refer to Document ID: 5129085:
   – For P135B probe F60 (2)
   – For P16A7 or P16AF; probe F66 (3)
   – For P135A; probe F67 (4)
6. Record the voltage readings:
   - If the voltage is LESS than 200mV, proceed to step 7.
   - If the voltage is MORE than 200mV, replace the X50A Fuse Block – Underhood and proceed to step 9. Refer to *Fuse Block Replacement, Underhood Electrical Center or Junction Block Replacement* in SI.
7. Check the terminal for sufficient tension of the corresponding terminal in X50A Fuse Block - Underhood X4 using diagnostic test probe J-35616-35 (VT) or equivalent. Refer to Document ID: 4919719:
   – F60 - X50A Fuse Block - Underhood X4 terminal 37
   – F66 - X50A Fuse Block - Underhood X4 terminal 25
   – F67 - X50A Fuse Block - Underhood X4 terminal 23
   – Starter Pinion Solenoid Actuator Relay - X50A Fuse Block - Underhood X4 terminal 2
8. Repair and/or replace the terminal as necessary. Refer to *Repairing Connector Terminals (Terminal Repair)* in SI.
9. Install the fuse block access cover.

Warranty Information

Note: Only use the Add Time that coincides with the repair performed.

For vehicles repaired under the Bumper-to-Bumper coverage (Canada Base Warranty coverage), use the following labor operation. Reference the Applicable Warranties section of Investigate Vehicle History (IVH) for coverage information.

Labor Operation	Description	Labor Time
5480688*	Test Terminals and Clear DTCs	0.3 hr
Add	Fuse Block Removal and Install	0.4 hr
Add	Terminal Replacement	0.5 hr
Add	Each Additional Terminal Replacement	0.1 hr
5430440	Fuse Block Replacement	Use the Published Labor Operations Time
*This is a unique Labor Operation for Bulletin use only.		

Version	1
Modified	Released June 03, 2019