



Service Bulletin

Bulletin No.: 18-NA-161

Date: October, 2019

TECHNICAL

Subject: Steering Jerks Or Kicks Back / Reduced Power Steering Assist / Engine Stall / No Start / Service Stabilitrak / IPC / Radio / HVAC Goes Blank Various DTCs

This bulletin replaces PIT5405C. Please discard PIT5405C.

Brand:	Model:	Model Year:		VIN:		Engine:	Transmission:
		from	to	from	to		
Cadillac	Escalade Models	2015	2020				
Chevrolet	Silverado 1500	2014	2014				
	Silverado	2015	2018				
	Silverado LD	2019	2019				
	Silverado 2500/3500	2019	2019				
	Suburban	2015	2020				
	Tahoe						
GMC	Sierra 1500	2014	2014				
	Sierra	2015	2018				
	Sierra Limited	2019	2019				
	Sierra 2500/3500	2019	2019				
	Yukon Models	2015	2020				

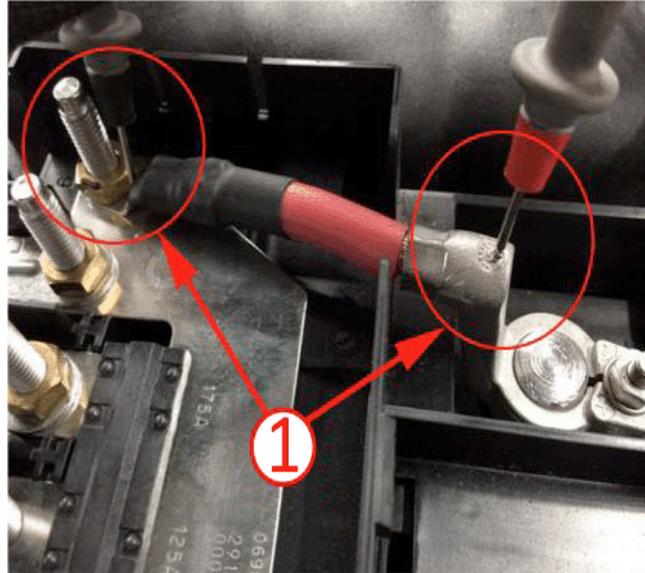
Involved Region or Country	North America, Europe, Russia, Middle East, Chile, Colombia, Ecuador, Paraguay, Peru, Japan, South Korea, China and Thailand.
Condition	<p>Some customers may comment on one or more of the following conditions:</p> <ul style="list-style-type: none"> • Reduced or loss of power steering assist (only LD models equipped with electric power steering) • Steering wheel jerks or kicks back when turning • Service Stabilitrak message with warning chime • Engine stall • IPC going blank or inoperative • Radio/ICS going blank • HVAC going blank • Hood ajar message and/or dome lamps flash when shifting into reverse • Alarm sounds when locking doors or door locks cycling • Wipers continue to run for a short time after turning off and then stop/park in the incorrect location

	Some technicians may find one or more of the following DTC's set: <ul style="list-style-type: none">• B1325, B124B, B124C, B127B, B127E, C0544, C0710, C0800, P0513, U0020, U0073, U0077, U0078, U0100, U0101, U0102, U0121, U0126, U0131, U0140, U0155, U0164, U0415, U0422, U0428, U0452, U1509, U150F and/or U15E1
Note: The following causes listed below, may cause the battery to discharge.	
Cause 1	This condition may be caused by battery cables with high resistance and/or loose connections at the: <ul style="list-style-type: none">• Positive or negative battery cables• Battery fuse block
Cause 2	This condition may be caused by a poor BCM ground at G218.
Cause 3	This condition may be caused by a shorted B+ Battery cable (3) at the Starter Solenoid caused by: <ul style="list-style-type: none">• A loose starter shield contacting the starter battery cable terminal ring.• A starter cable ring terminal that has been mis-installed and/or rotated when installed on the starter solenoid.
Cause 4	This condition may be caused by a discharged or faulty battery.

Important: The following steps must be completed in order. Grasping or attempting to rotate cables could affect readings and should be done **after** performing the voltage drop measurement.

Note: When checking voltage drop, the voltage drop should be performed with the fuel system disabled (or hold the accelerator WOT) and while cranking the engine. MIN/MAX on the Digital Multi Meter (DMM) should NOT be used. The voltage drop should be monitored at a STEADY crank.

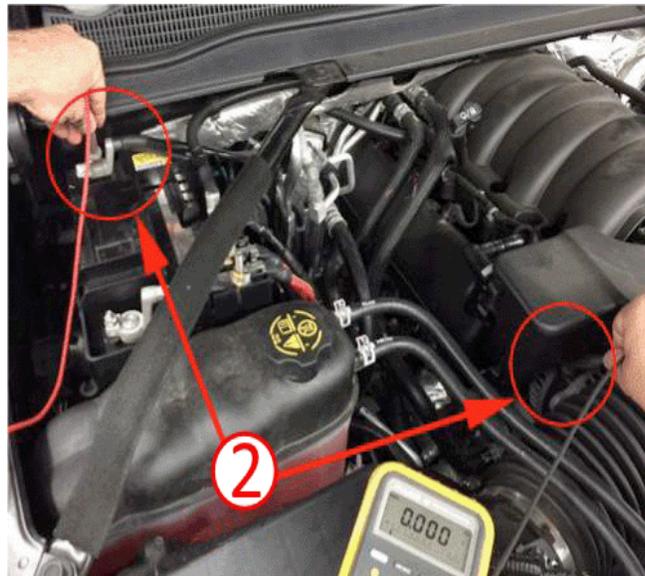
Inspect for any high resistance and/or loose connections at both the battery fuse block and the positive or negative battery cables.



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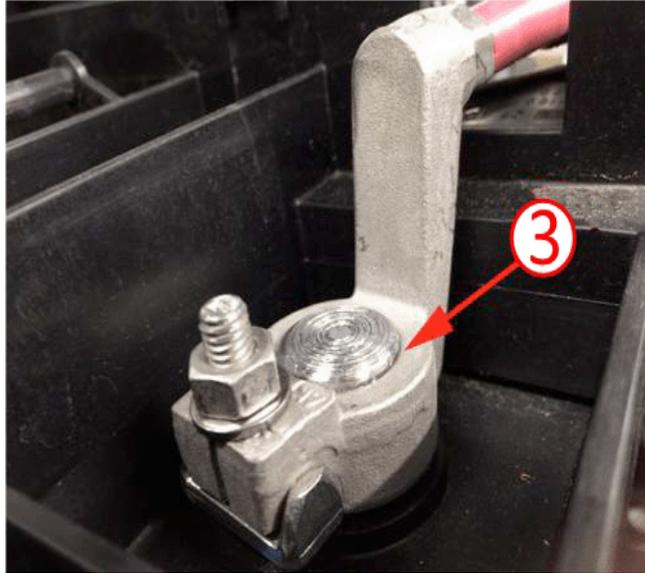
Correction 1

1. Perform a loaded voltage drop test on the short positive battery cable (1).
- ⇒ Refer to “Measuring Voltage Drop” in SI. If the voltage drop is above 100 mV, replace the affected cable(s).
- For positive cable parts information, refer to the Parts Information section.



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2. Perform a loaded voltage drop test on the negative battery cable (2).
- ⇒ Refer to “Measuring Voltage Drop” in SI. If the voltage drop is above 200 mV, replace the affected cable.
- For negative cable parts information, refer to the Electronic Parts Catalog (EPC).



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- ⇒ It is imperative that both the positive and negative battery top posts protrude above the battery cable clamps 1-2 mm (0.040 - 0.080 in) to be properly installed, as shown (3).
3. Check both the positive and negative battery cable clamp nuts and make sure they are properly tightened to 7 Nm (62 lb in).
 4. After the positive and negative battery cables are fully installed and tightened to 7 Nm (62 lb in), grasp each battery cable near the battery post and make sure they are secure and that they do not spin on the post. If they spin, replace the battery cable.
 - For positive cable parts information, refer to the Parts Information section.
 - For negative cable parts information, refer to the Electronic Parts Catalog (EPC).
 5. Inspect the battery fuse block cable connections for being loose by grasping each cable near the eyelet and verify they do not rotate on their respective stud. Verify each nut is torqued properly to 15 Nm (11 ft lb).
 6. Inspect the negative battery cable where it connects to the engine block and make sure it is not loose by grasping the cable near the eyelet and verify it does not rotate. Verify the cable nut is torqued properly to 45 Nm (33 ft lb).

Correction 2

Inspect G218 (applies LD Trucks and SUVs built prior to June 2015):



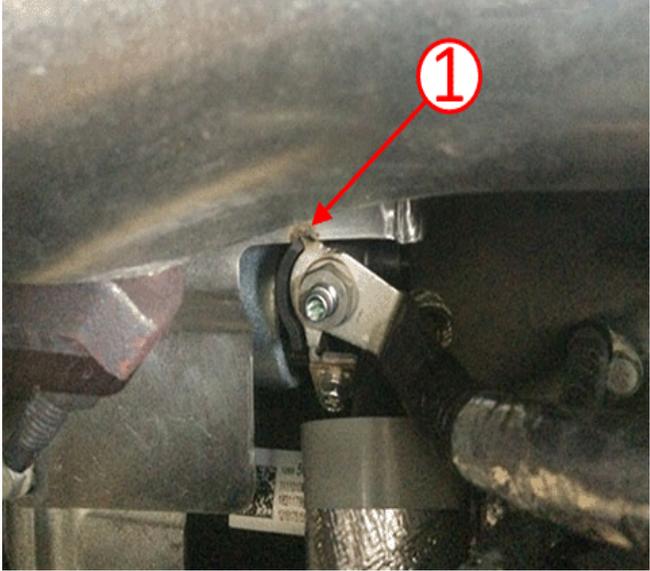
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- Check for the nut being loose or cross threaded (1), repair and tighten as necessary.



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- Check for the front of dash insulator mat (2) being trapped between the ground eyelet and the body/stud as shown.
⇒ If the dash insulator mat is trapped, cut the mat away from the ground stud so it will no longer interfere. Reinstall the ground eyelet, the nut, and retighten.

<p>Correction 3</p>	 <p style="text-align: right;">5073866</p> <p>Inspect the starter solenoid B+ battery cable for possible contact at the starter heat shield (1) or a loose shield resting on terminal.</p> <ul style="list-style-type: none"> ⇒ If the battery cable is shorting out on the starter heat shield, replace the B+ battery cable and starter heat shield. ⇒ After installing the new starter heat shield and B+ battery cable, ensure there is adequate clearance and each fastener is torqued properly so it will no longer short out.
<p>Correction 4</p>	<p>Perform the "Battery Inspection/Test" procedure in SI, using the GR8, and replace the battery if it fails the test.</p> <ul style="list-style-type: none"> ⇒ Technicians must attach the GR8 test print out with a Battery Replace decision, that includes the Warranty Code, to the repair order.

Parts Information

Causal Part	Description	Year	Vehicle	Part Number	Qty
X	CABLE, AUX BAT POS	2015 - 2020	Escalade, Suburban/Tahoe, Yukon	84494554	1
X		2015 - 2016	Silverado HD, Sierra HD,		
X		2014 - 2018	Silverado LD, Sierra LD, (Excluding L8B)		
X		2019	Silverado LD, Sierra Limited		
X		2016 - 2018	Silverado LD, Sierra LD, (Crew Cab L8B)	84494556	
X		2017 - 2019	Silverado HD, Sierra HD	84494555	

Warranty Information

The correction for this concern may be one of several repairs described above. For vehicles repaired under warranty, please use the appropriate warranty labor operation based on the actual cause and repair.

Version	3
Modified	Released May 17, 2018 Revised October 19, 2018 - Update to 2019 MY and update Correct 1 section. Revised October 11, 2019 - Added 2020 SUV Model Years.

Additional Keywords: PIT5405, PIT5405A, PIT5405B, PIT5405C, Stabilitrack