Service Bulletin

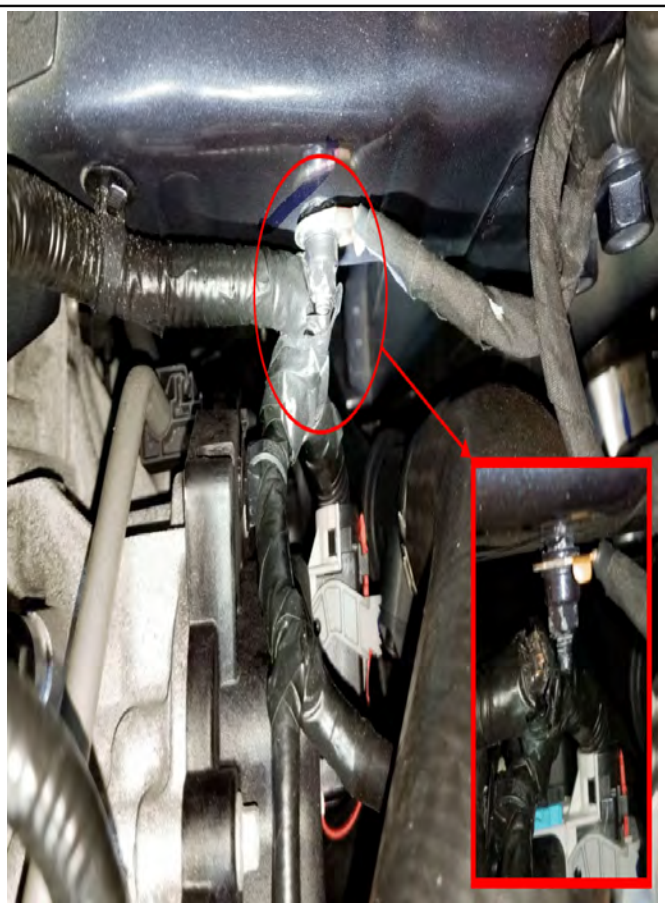
Bulletin No.: 18-NA-114
Date: November, 2020

TECHNICAL

Subject: **Service All Wheel Drive (AWD)/Service Stability Messages and/or Low Oil Pressure Shut Off Engine Message Displayed in Driver Information Center (DIC), Erratic Speedometer Readings, Malfunction Indicator Lamp (MIL) Illuminated - DTC P0641, U0073, U0100, U0101, U0121, U0131, U0136 and/or U1814 Set**

Brand:	Model:	Model Year:		VIN:		Engine:	Transmission:
		from	to	from	to		
Chevrolet	Trax	2018	2020	—	—	1.4L (LUV)	—

Involved Region or Country	North America, Israel, Argentina, Colombia, Ecuador, Paraguay, Uruguay
Condition	**Note:** 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 wiring 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. Some customers may comment on one or more of the following conditions: • MIL is illuminated • Service AWD message displayed on DIC • Service Stability message displayed on DIC • Low Oil Pressure Shut Off Engine message displayed on DIC • Erratic speedometer readings The technician may find one or more of the following DTCs set: • P0641: 5V Reference 1 Circuit set in the Engine Control Module (ECM) • U0073: Control Module Communication Bus A Offset in the ECM or TCM • U0100: Multiple state of health messages, set in the ECM or TCM • U0101: Lost Communication with Transmission Control Module • U0121: Lost Communication with Electronic Brake Control Module • U0131: Lost Communication with Power Steering Control Module • U0136: Lost Communication with Differential Control Module - Rear • U1814: Powertrain Wake-Up Communication Circuit
Cause	**Note:** This is a multi-wire bundled harness and, depending on which wire is damaged, can set a variety of DTCs. This condition may be caused by the engine harness chaffing against the G100 Ground stud.

Correction	 5040432 If the above condition has been validated, inspection of the engine wiring harness must be done. 1. With a suitable light, inspect the wiring harness point of contact at the G100 ground stud. ⇒ For stud location, refer to Document ID: 4708510 in SI. 2. Repair the harness as needed. ⇒ Refer to *Wire to Wire Repair* in SI.

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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.
4. Reposition the engine harness so that it cannot contact the ground stud.

⇒ If required, replace the blown fuse in regards to repair performed on the engine harness.

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 Published Labor Operation Time

Version	7
Modified	Released April 12, 2018 May 4, 2018 – Changed the Engine RPO and added Additional Keywords. June 12, 2018 – Updated the Subject and Condition sections to add additional DTCs and conditions. March 28, 2019 – Added the 2019 Model Year. February 3, 2020 – Added the 2020 Model Year. October 9, 2020 – Added DTC U1814 to Subject and Condition section and updated the Involved Region or Country section. October 23, 2020 – Added Low Oil Pressure Shut Off Engine Message information to Subject and Condition section.

Additional SI Keywords: 5V ref, B111B, Turbo boost sensor