



Service Bulletin

Bulletin No.: 23-NA-102

Date: July, 2023

TECHNICAL

Subject: Drivability Concerns, Hesitation, Transmission Shifting Rough/Harsh, Malfunction Indicator Lamp (MIL) Illuminated - Multiple DTCs Set

Brand:	Model:	Model Year:		Breakpoint Date:		Engine:	Transmission:
		from	to	from	to		
Cadillac	Escalade	2023	2023	SOP	JUNE 1, 2023	LM2	
Chevrolet	Silverado 1500 - New (RPO J22, VIN Digit 5 = A/D)	2022	2022			LM2	
	Silverado 1500	2023	2023			LZ0	
	Suburban					LM2	
	Tahoe					LM2	
GMC	Sierra 1500 - New (RPO J22, VIN Digit 5 = H/U)	2022	2022			LM2	
	Sierra 1500	2023	2023			LZ0	
	Yukon Models					LM2	

Involved Region or Country	North America, Europe, Kazakhstan, Uzbekistan, Russia, Middle East, Iraq, Israel, Palestine, Argentina (Mercosur), Brazil (Mercosur), Bolivia (West), Chile (West), Colombia (West), Ecuador (West), Paraguay (West), Peru (West), Uruguay (West), Venezuela (West), Other Central America, Japan, Cadillac Korea (South Korea), GM Korea Company, China - SGM, Taiwan, Thailand (ASEAN), Singapore, Philippines, Australia/New Zealand, Caribbean, Egypt, Other Africa, South Africa
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<p>Condition</p>	<p>Some customers may comment on one or more of the following conditions:</p> <ol style="list-style-type: none"> 1. Drivability concerns (engine performance) 2. Hesitation 3. Transmission shifting rough/harsh 4. MIL illuminated <p>Some technicians may find one or more of the following DTCs set: Note: Additional DTCs may have been set. It was found that these were the most common.</p> <ul style="list-style-type: none"> • P1005 • P31C3 • P0700 • U0073 • U0074 • P25A2 • U1600 • U0633 • U0623 • U02A9 • U0285 • U0284 • P10C6 • P2269 • U0074 • U0131 • U029D • U029E • U059F • U18A2
<p>Cause</p>	<p>This condition may be caused by the engine wiring harness contacting the alternator bracket.</p> <ul style="list-style-type: none"> – On LZ0, there is an air conditioning line that is pressing on the harness. The line and harness should be locally repositioned to prevent contact after the wires are repaired. – On LM2, the wiring harness near the alternator may have not been fully positioned in a retention hole in production. Repair wiring and properly position the harness with the retention pin in the bracket hole.
<p>Correction</p>	<p>Repair damaged wires using SI procedures and locally reposition the harness to prevent contact on the LZ0.</p> <p>On LM2, reposition the harness retention pin back in the correct location.</p> <p>Two similar conditions in a similar location on two different engines:</p> <ul style="list-style-type: none"> • LM2 is only in the 2022 model year J22 pickup trucks • LZ0 is only in the 2023 model year pickup trucks • LM2 is used in 2022 and 2023 T1 SUV. • Specific attachments for LM2 and LZ0 showing both conditions.

Important: Service agents must comply with all International, Federal, State, Provincial, and/or Local laws applicable to the activities it performs under this bulletin, including but not limited to handling, deploying, preparing, classifying, packaging, marking, labeling, and shipping dangerous goods. In the event of a conflict between the procedures set forth in this bulletin and the laws that apply to your dealership, you must follow those applicable laws.

Service Procedure

Refer to *Wire to Wire Repair* in the Service Manual.

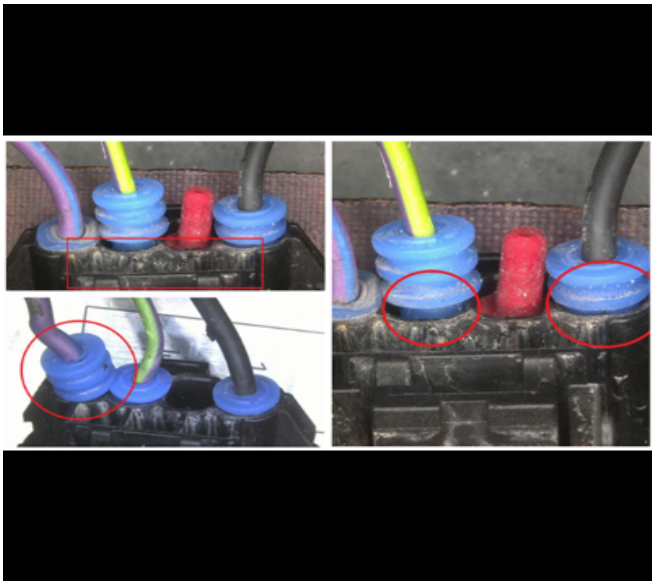
Note: Using Woven Polyester Electrical Tape (PET), tape all the contact points of the wiring harness ensuring that the tape is applied in a double layer extending along the harness past the splice sleeves. Verify all straps are secured and retainers are installed.

Information

LM2 Areas of Concern

DTC U02A9 and U1345:

U02A9 might be set with or without U1345 (LIN BUS1 Failure).



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An unsealed pump connector allowing water leakage into the (M10) charge air cooler pump electrical connector might be the root cause of the communication failure.

- Check the CAC Pump connector sealing and look for any corrosion at the pump due to water leakage.

DTC U1345, U0284 and U0285:

DTC U1345, U0284 and U0285 may be caused by the engine wiring harness to active grille air shutter actuator inline connector (X618 on the pickup and X604A On the SUV). Please check circuit 4621 which may be:

- Not properly connected
- Not properly hold by the rear clip
- Grounded on the radiator



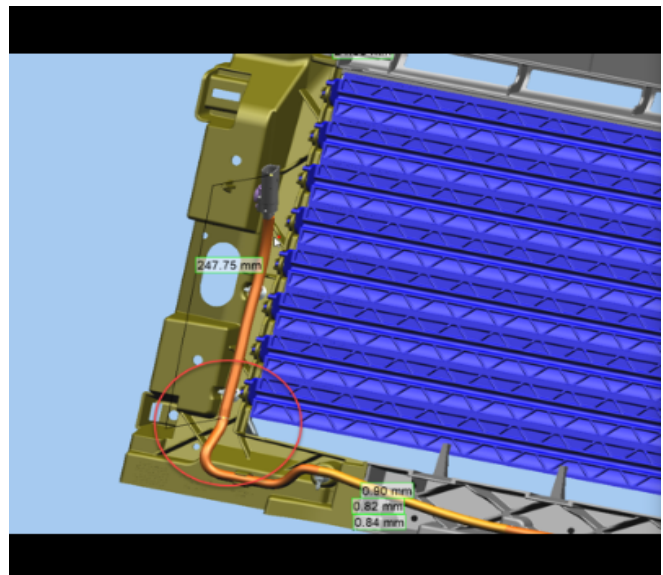
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The graphic above shows how the proper connection must be.

- Check the active grille air shutter actuator in-line connector for not being properly connected or grounded to the radiator.

DTC U1345 and U0284:

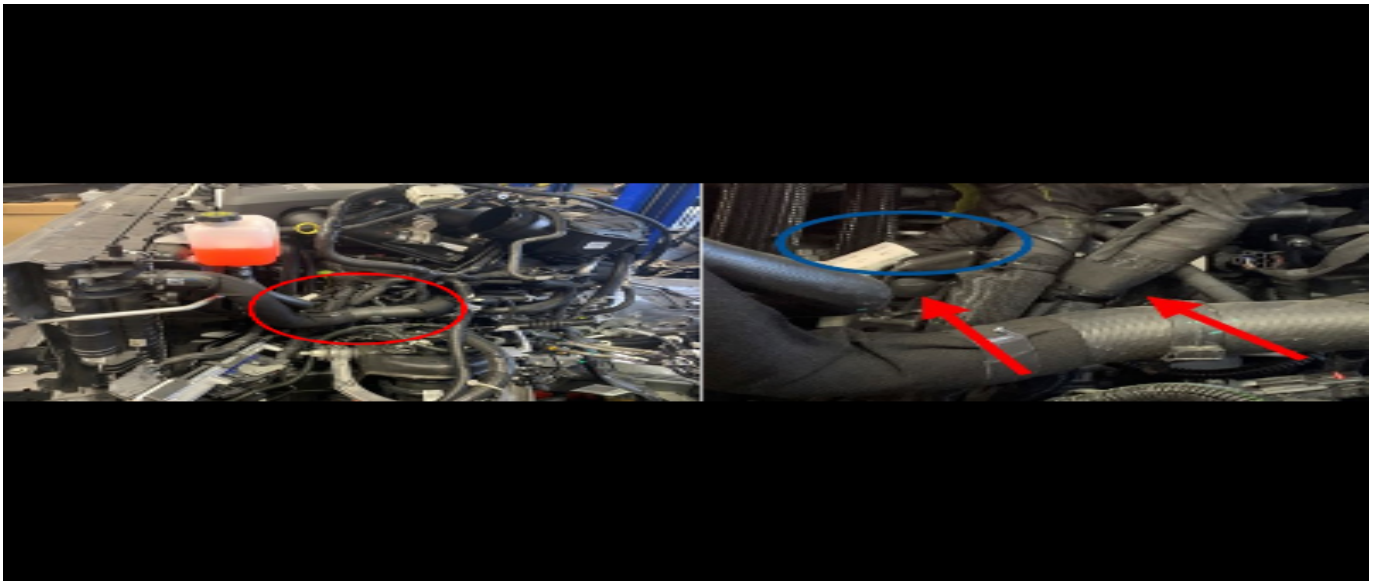
DTCs may be caused by the active grill air shutter wiring pinched at the radiator support.



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The graphic above depicts where a pinching condition may be located.

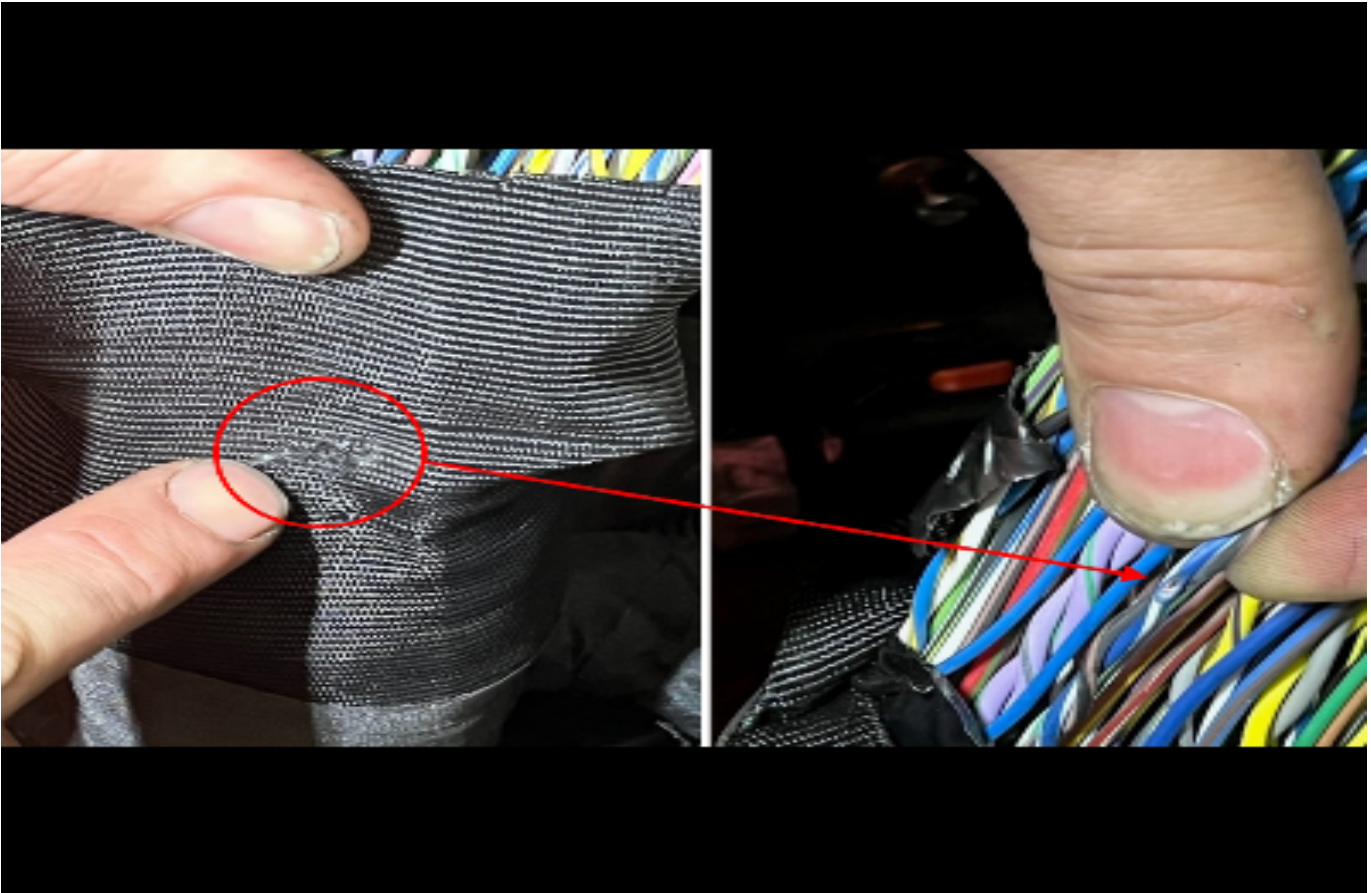
- Check the active grill air shutter wiring route to identify possible damaged points in the wiring.



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LM2/LZ0 – Area of Contact at Alternator Bracket.

- Arrows indicate location of retainer pins that were not properly installed.
- •Blue circle indicates where a chafe in the wiring has occurred. The mis installed bracket allowed the harness to lay on the alternator.

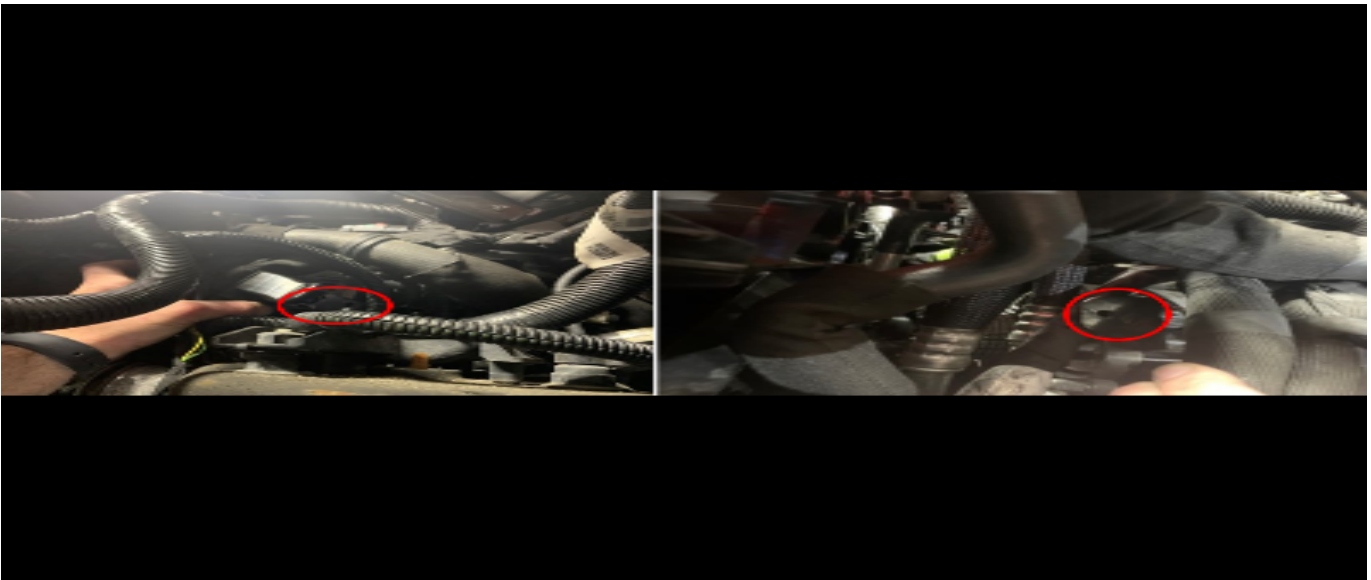


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LM2 – Wiring Harness Contact at Alternator Bracket.

- The engine wire harness was chafed by a bracket next to the back of the alternator.

U0073 CAN BUS 2 off or U0074 CAN BUS 3 off

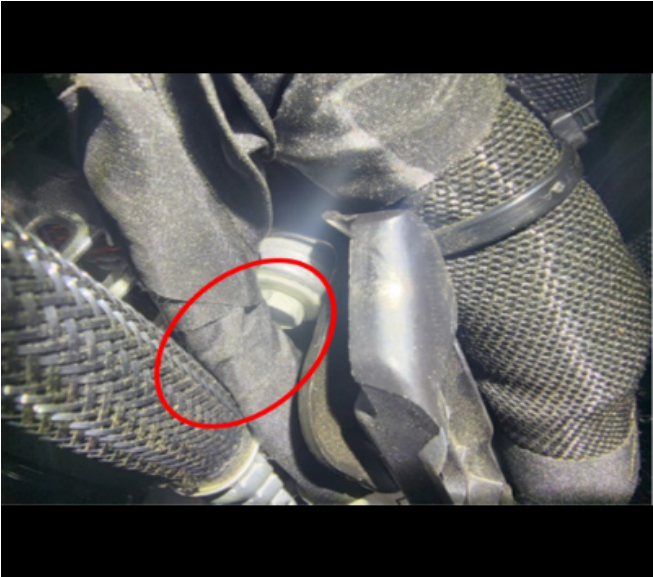


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LM2 – TCCM Wiring Harness Contact at A/C Line and Bracket near Alternator.

LZ0 Areas of Concern

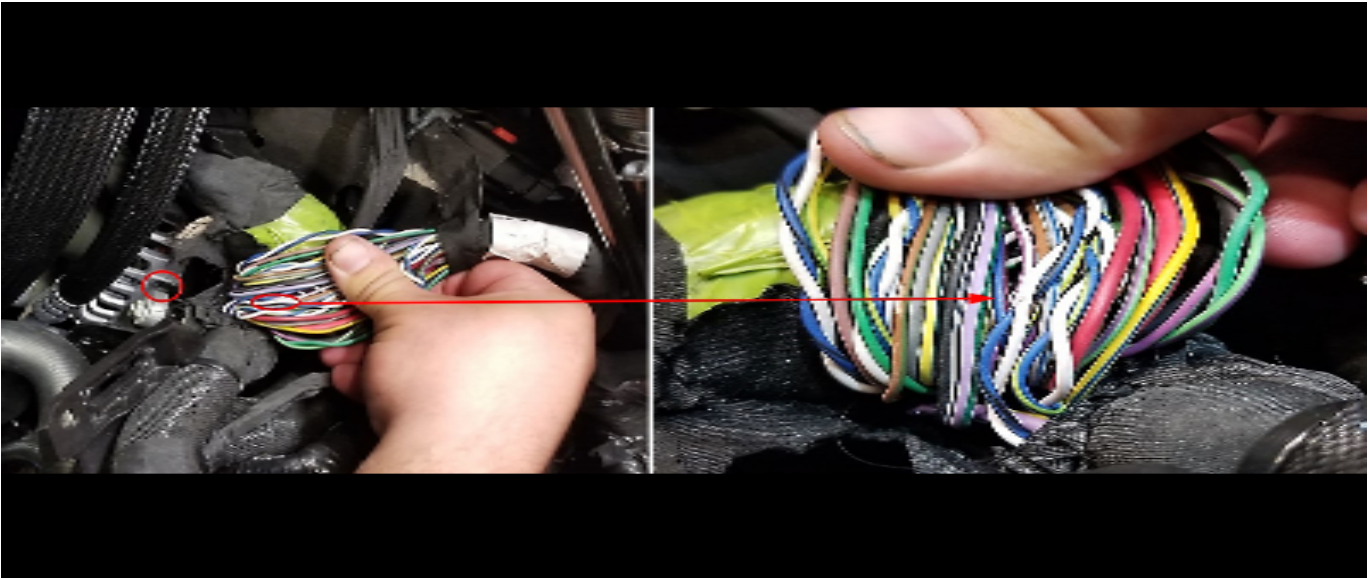
U0073 CAN BUS 2 off or U0074 CAN BUS 3 off.



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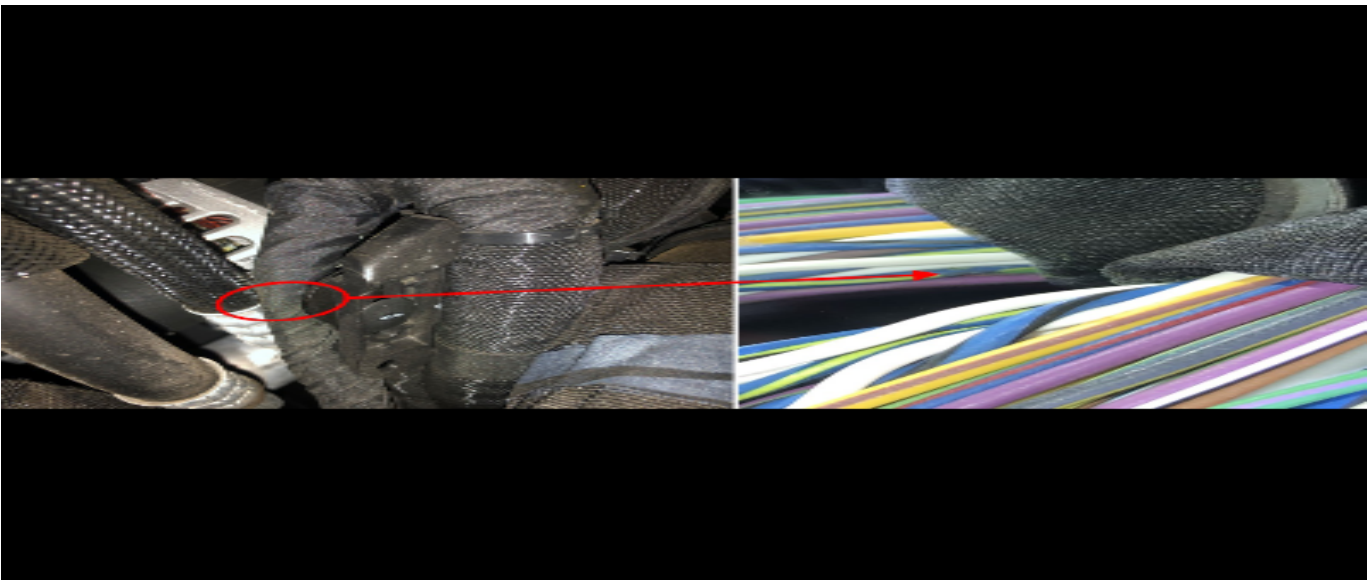
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LZ0 – The Wiring Harness Contacted the Alternator Bracket do to Routing of the Harness.

Note: During the repair. It was noted that a 5/8 ths diameter hose was used to prevent a reoccurring chafe condition.



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This is CAN 3 wire harness. Can 4 is also in this bundle only blue and yellow twisted with white.

LZ0 – Wiring Harness Contacting the A/C Line and Alternator Bracket.

Parts Information

Causal Part	Description	Part Number	Qty
N/A	SPLICE,WIRE (SALMON)	19300089	As Required
N/A	Woven Polyester (PET) Electrical Tape**	1985620 (USA)*	1
		894.1230 (Canada)*	

*There is enough material to service multiple vehicles. Store the remaining material for future use.

**For USA, contact Wurth through website www.wurthusa.com, by e-mail at www.customer.service@wurthusa.com, or by calling 1-800-987-8487.

For Canada, contact Wurth through their website at www.wurth.ca/, by e-mail at info@wurth.ca, by calling 1-800-263-5002 or your local Wurth rep.

Warranty Information

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
5486388*	Repair Wire Chafe on LM2 and LZ0 T1 LD SUV and LDPU	1.0 hr
Add	Additional Wire Repair (As Required)	0.2 hr

*This is a unique Labor Operation for Bulletin use only.

Version	2
Modified	Released June 12, 2023 Revised June 29, 2023 - Add Breakpoint Date of June 1, 2023.

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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