



# Service Bulletin

Bulletin No.: PIP5927E

Date: May, 2026

## PRELIMINARY INFORMATION

**Subject: Diagnostic Tips: Possible DTC P0237 P0101 P1101 P0234 or P0299 Reduced Engine Power**

Brand:	Model:	Model Year:		VIN:		Engine:	Transmission:
		from	to	from	to		
Chevrolet	Equinox	2023 - 2026		All	All	1.5 LSD	All
GMC	Terrain	2023 - 2026		All	All	1.5 LSD	All

<b>Involved Region or Country</b>	North America
<b>Condition</b>	DTC P0237 P0101 P1101 P0234 or P0299 reduced power
<b>Cause</b>	Please review the diagnostic tips

### Correction

If you encounter one of the above vehicles that has reduced power with DTC P0237, P0101, P1101, P0234 or P0299:

\* If P0234 is found alone, please consider the following tips:

Was the turbocharger recently replaced for any other reason? Perform an "intake learned value reset" and re-evaluate the concern.

If P0234 resets, check the wastegate actuator hose for any tears, leaks, or poor connections from the turbocharger to the wastegate actuator itself as any leak on the hose network can create P0234.

If nothing found, swap the wastegate control solenoid and re-evaluate the concern.

If P0234 continues to reset check the wastegate actuator and/or wastegate lever for any travel binding and repair as necessary

\* If P0237 is found potentially combined with a P0101 and P1101, reviewing GDS on or after a hard acceleration test may reveal the boost pressure sensor being pulled low below atmospheric pressure. This is indicative of a potentially collapsing CAC inlet hose. The large volume of air moving through the hose at high RPM and high boost may "pull" the hose down into a collapsed state starving the engine of air. A hesitation or large lack of physical power should be present at this time as well.

\* If P0299 potentially combined with a P1101 presents, check the CAC inlet hose for a "ballooning" or "swelling" condition as called out below.

Inspect the Charge Air Inlet Pipe at the Turbocharger to see if the anti-abrasion sleeve shows signs of being shredded or split.

If this type of damage has been identified remove the Charge Air Inlet Hose assembly and inspect the Charge Air hose beneath the abrasion sleeve for signs of being split.

This type of damage would allow the hose to swell under pressure damaging the abrasion sleeve and altering the readings within the boost control system or create a potential air leak.

\* In either condition the hose may physically feel excessively "soft" and when squeezed may not return well to its normal shape.

\* Additionally, for P0299 inspect the hoses on both sides of the CAC for any hose pulled out of the crimp of the connector or not fully seated.

\* If P1101 is found ALONE, it may NOT set a P0299 unless the throttle is held for the amount of time the ECM needs to see the boost difference to set P0299. Verify that we still may have a hose leak.

\*If P0299 is set by itself, review 25-NA-227 for fuel level concern or standard diagnostic using SI. Fuel level percentage can be viewed in Freeze frame Failure records when the DTC sets.

Pictures below show damage to abrasion sleeve on Charge Air Inlet Hose.

#1



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#2



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#3 Picture below inside the circled area shows damage to inner hose beneath abrasion sleeve



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Replace Charge Air Inlet Pipe assembly using latest parts listed in EPC.

<b>Version</b>	5
<b>Modified</b>	06/13/2023 - Created on. 05/21/2024- Updated to include 2024 model year. 09/03/2024- Updated to include 2025 model year. 09/29/2025- Updated to include 2026 model year 02/26/2026- Updated diagnostic verbiage 05/18/2026 - updated P1101 verbiage

