

2015 Chevy Truck Silverado 1500 2WD V6-4.3L

Vehicle &gt; Steering and Suspension &gt; Steering &gt; Technical Service Bulletins

STEERING JERKS OR KICKS BACK / REDUCED POWER STEERING ASSIST /  
ENGINE STALL / NO START / SERVICE STABILITRAK / IPC / RADIO / HVAC GOES  
BLANK VARIOUS DTCS

## #18-NA-161: Steering Jerks Or Kicks Back / Reduced Power Steering Assist / Engine Stall / No Start / Service Stabilitrak / IPC / Radio / HVAC Goes Blank Various DTCs - (Oct 22, 2018)

**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	2019				
Chevrolet	Silverado 1500	2014	2014				
	Silverado	2015	2018				
	Silverado LD	2019	2019				
	Silverado 2500/3500	2019	2019				
	Suburban	2015	2019				
	Tahoe						
GMC	Sierra 1500	2014	2014				
	Sierra	2015	2018				

Brand:	Model:	Model Year:		VIN:		Engine:	Transmission:
		from	to	from	to		
	Sierra Limited	2019	2019				
	sierra 2500/3500	2019	2019				
	Yukon Models	2015	2019				

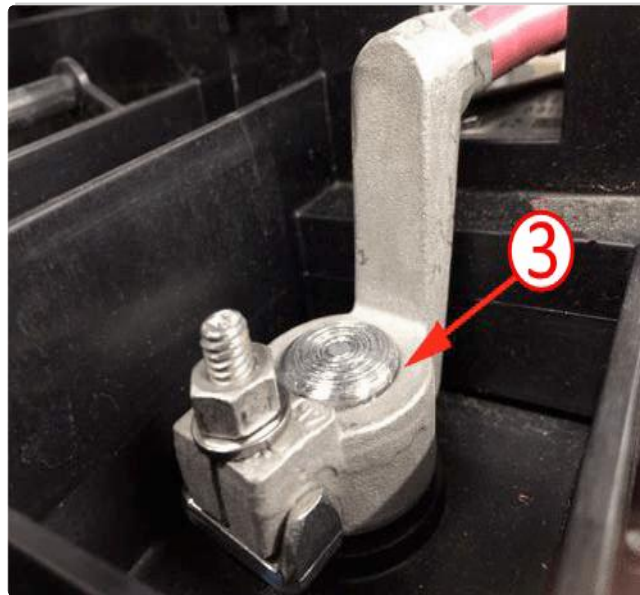
<b>Involved Region or Country</b>	North America and N.A.Export Markets
<b>Condition</b>	<p>Some customers may comment on one or more of the following conditions:</p> <ul style="list-style-type: none"> <li>• Reduced or loss of power steering assist (only LD models equipped with electric power steering)</li> <li>• Steering wheel jerks or kicks back when turning</li> <li>• Service Stabilitrak message with warning chime</li> <li>• Engine stall</li> <li>• IPC going blank or inoperative</li> <li>• Radio/ICS going blank</li> <li>• HVAC going blank</li> <li>• Hood ajar message and/or dome lamps flash when shifting into reverse</li> <li>• Alarm sounds when locking doors or door locks cycling</li> <li>• Wipers continue to run for a short time after turning off and then stop/park in the incorrect location</li> </ul> <p>Some technicians may find one or more of the following DTC's set:</p> <ul style="list-style-type: none"> <li>• 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</li> </ul>
<b>Note:</b> The following causes listed below, may cause the battery to discharge.	
<b>Cause 1</b>	<p>This condition may be caused by battery cables with high resistance and/or loose connections at the:</p> <ul style="list-style-type: none"> <li>• Positive or negative battery cables</li> <li>• Battery fuse block</li> </ul>

<b>Cause 2</b>	This condition may be caused by a poor BCM ground at G218.
<b>Cause 3</b>	<p>This condition may be caused by a shorted B+ Battery cable (3) at the Starter Solenoid caused by:</p> <ul style="list-style-type: none"> <li>• A loose starter shield contacting the starter battery cable terminal ring.</li> <li>• A starter cable ring terminal that has been mis-installed and/or rotated when installed on the starter solenoid.</li> </ul>
<b>Cause 4</b>	This condition may be caused by a discharged or faulty battery.
<b>Correction 1</b>	<p><b>Important:</b> The following steps must be completed in order. Grasping or attempting to rotate cables could affect readings and should be done <b>after</b> performing the voltage drop measurement.</p> <p><b>Note:</b> 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.</p> <div data-bbox="613 968 1252 1556" data-label="Image"> </div> <div data-bbox="623 1562 1068 1608" data-label="Text"> <p><a href="#">Open In New Tab</a> <a href="#">Zoom/Print</a></p> </div> <ol style="list-style-type: none"> <li>1. Perform a loaded voltage drop test on the short positive battery cable (1). <ul style="list-style-type: none"> <li>◦ Refer to “Measuring Voltage Drop” in SI. If the voltage drop is above 100 mV, replace the affected cable(s).</li> <li>◦ For positive cable parts information, refer to the Parts Information section.</li> </ul> </li> </ol>



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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):



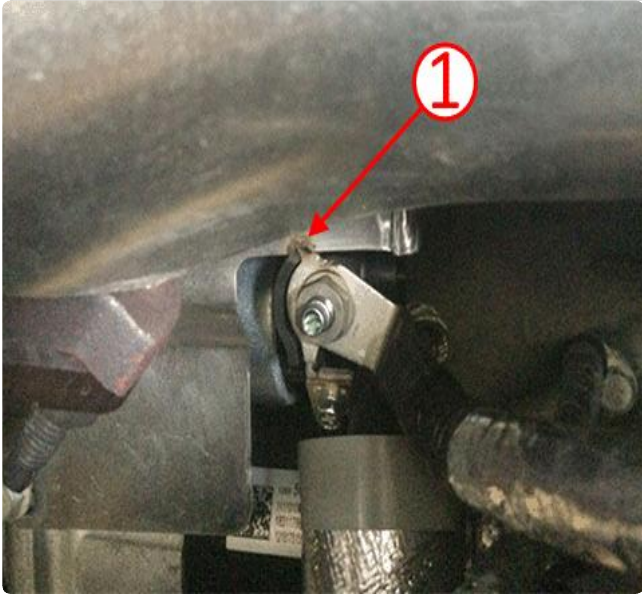
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- Check for the nut being loose or cross threaded (1), repair and tighten as necessary.

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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><b>Correction 3</b></p>	<div style="text-align: right;">  <p><a href="#">Open In New Tab</a></p> </div> <p><a href="#">Zoom/Print</a></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"> <li>◦ If the battery cable is shorting out on the starter heat shield, replace the B+ battery cable and starter heat shield.</li> <li>◦ 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.</li> </ul>
<p><b>Correction 4</b></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"> <li>◦ Technicians must attach the GR8 test print out with a Battery Replace decision, that includes the Warranty Code, to the repair order.</li> </ul>

**Parts Information**

Causal Part	Description	Year	Vehicle	Part Number	Qty
X	CABLE, AUX BAT POS	2015 - 2019	Escalade, Suburban/Tahoe, Yukon	84494554	1
X		2015 - 2016	Silverado HD, Sierra HD,		

Causal Part	Description	Year	Vehicle	Part Number	Qty
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.

<b>Version</b>	2
<b>Modified</b>	Released May 17, 2018 Revised October 19, 2018 - Update to 2019 MY and update Correct 1 section.

Additional Keywords: PIT5405, PIT5405A, PIT5405B, PIT5405C

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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