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#PIP4549B: Various Intermittent DTCs Or Electrical / Communication Concerns - keywords bare battery camshaft chaff circuit class2 connection controls crank data DTC exhaust high intake light low message no open - (Feb 8, 2010)

Subject: Various Intermittent DTC's or Electrical/Communication Concerns

Models: 2005-2010 Chevrolet Cobalt SS

2005-2010 Chevrolet Cobalt

2006-2010 Chevrolet HHR

2008-2010 Chevrolet HHR SS

2008-2010 Chevrolet Malibu

2007-2009 Pontiac G5

2008-2009 Pontiac G6

2005-2009 Pontiac Pursuit (Canada Only)

2007-2009 Saturn Aura

2005-2007 Saturn Ion

2004-2007 Saturn Ion Redline

2002-2009 Saturn Vue

With any of the following ECOTEC engines

2.0L Engine (RPO LSJ/LNF)

2.2L Engine (RPO L61/LAP)

2.4L Engine (RPO LE5/LE9/LAT)

with one or more of the following DTCs

P0326 P0335 P0341 P060E P0561 P0651 P2120 P2122 P2123 P2125 P2127 P2128 P2135 P2138

U1863 U1886 U1899 U2105 U2106 U2107 U2143



This PI was superseded to update model years. Please discard PIP4549A.

The following diagnosis might be helpful if the vehicle exhibits the symptom(s) described in this PI.

Condition/Concern:

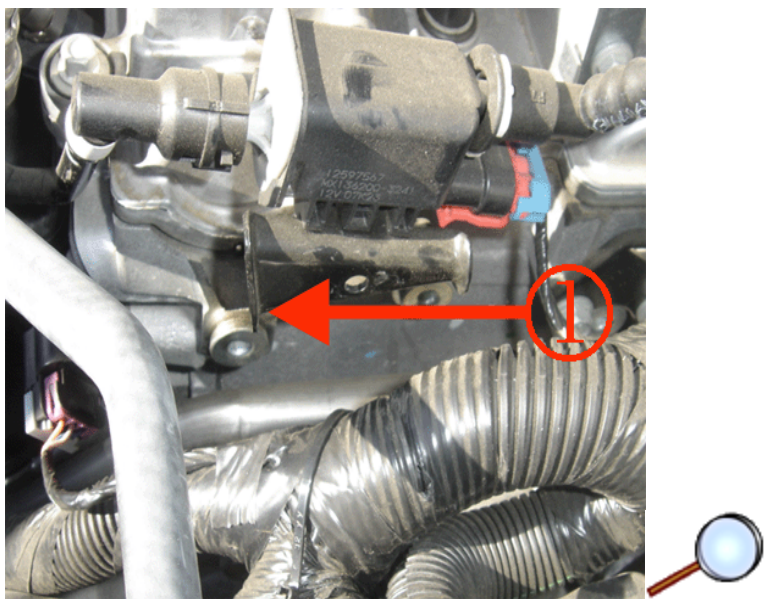
A technician may comment of intermittent CEL, DTC's or No communication with various modules. This may be caused by a short to ground of the vehicle wiring in the engine harness.

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Recommendation/Instructions:

The harness may chaff in the area of the Canister Purge Solenoid attachment bracket, causing an intermittent shorting to ground. The harness routing forces the harness into the edge of the bracket. This bracket is present with any Ecotec engine. The Purge Solenoid bracket may have a sharp edge from the manufacturing/shearing operation. If any DTCs are setting consistently, perform the eSI diagnostics and repair as necessary. If the eSI diagnostics do not isolate the concern, inspect the engine harness for potential shorts to ground at the EVAP purge valve bracket on the side of the cylinder head. Then repair and reposition the circuits/harness as necessary.

Note: To prevent future chaffing remove the sharp edge from the purge solenoid bracket and add conduit to the engine harness at the ECM and Purge Solenoid harness breakout.



Please follow this diagnostic or repair process thoroughly and complete each step. If the condition exhibited is resolved without completing every step, the remaining steps do not need to be performed.

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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