



Service Bulletin

PRELIMINARY INFORMATION

Subject: EBCM Wheel Speed Sensor Diagnostic Aid for ABS Message - Click Or Ratchet Noise - Service Traction Message - Service Stabilitrak Message

Models: 2008-2013 Buick Enclave
2010-2013 Buick LaCrosse
2011-2013 Buick Regal
2012-2013 Buick Verano
2008-2013 Cadillac CTS/CTS-V
2010-2013 Cadillac CTS Wagon
2011 2013 Cadillac CTS/CTS-V Coupe
2010-2013 Cadillac SRX
2013 Cadillac XTS - FWD Models (rear non-driven wheel bearings only)
2010-2013 Chevrolet Camaro
2011-2013 Chevrolet Camaro Convertible
2009-2012 Chevrolet Colorado
2011-2013 Chevrolet Cruze, Volt
2010-2013 Chevrolet Equinox
2014 Chevrolet Impala (New Body Style)
2013 Chevrolet Malibu
2009-2013 Chevrolet Traverse
2009-2012 GMC Canyon
2007-2013 GMC Acadia
2010-2013 GMC Terrain
2007-2010 Saturn Outlook
with any of the following DTCs or Symptom codes C0035 C0040 C0045 C0050 with symptom bytes 18 5A 0F

This PI was superseded to update model list, model years, and condition/concern. Please discard PIC5428C.

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

Condition/Concern

Some customers may comment on any of the following conditions:

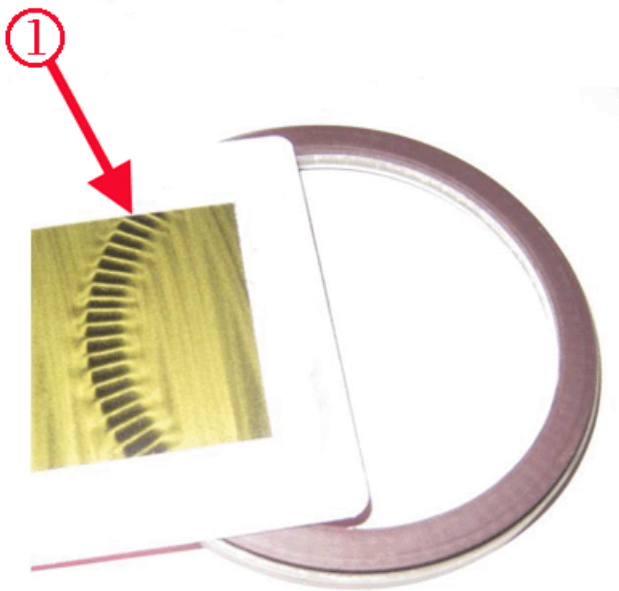
- ABS, Service Traction Control System, and/or Service Stabilitrak telltale lights are on. During initial scan for EBCM module diagnostic codes you may find one or more of the following DTCs C0035-C0050 with specifically symptom bytes 18, 5A, 0F.
- A brief and intermittent noise, click, ratchet, grind, or ABS pump motor noises typically heard from the inside of the vehicle at parking lot speeds.

- A flashing Traction Control or Stabilitrak telltale at low speeds.

The latter two conditions correspond with no reported EBCM / ABS / Stability DTCs set current or history.

These conditions may be caused by single or multiple pieces of ferrous metallic debris stuck to the wheel speed sensor magnetic encoder ring. This magnetic encoder ring is now part of the inboard bearing hub assembly.

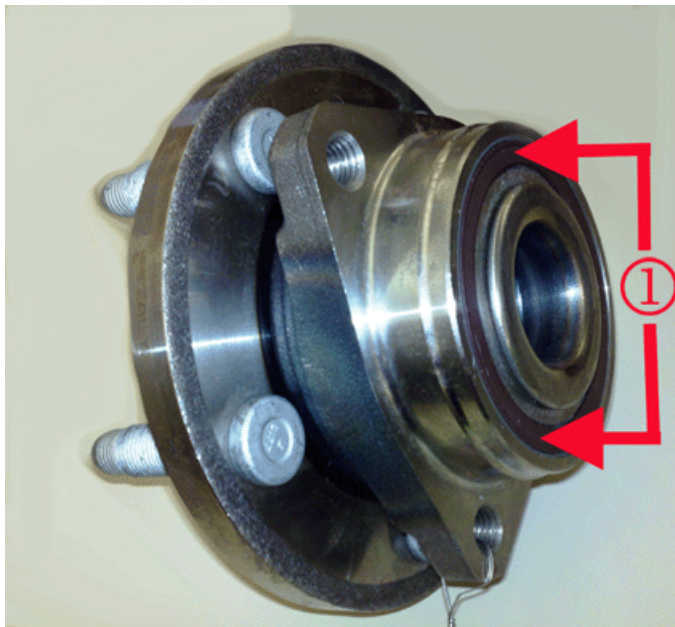
Background Information:



1. Wheel Speed Sensor Magnetic Encoder Ring

North and South Poles are shown

NEW BEARING DESIGN



1. Magnetic Encoder Ring

Some new model vehicles today have begun to use a different type of wheel speed sensor encoder ring or tone wheel. Instead of a traditional mechanical type tooth tone wheel, the wheel speed sensor tone wheel is now made of a magnetized nitrile rubber ring, typically brown in color. This magnetic encoder consists of multiple North and South Pole pairs surrounding the outer circumference. When this magnetic encoder ring rotates and passes by the wheel speed sensor head; it generates a sign wave in the wheel speed sensor. The wheel speed sensor converts an analog signal to a digital square wave, and typical digital signal values switch between 7mA (Low) and 14mA (High) DC current.

Recommendation/Instructions

Inspect and clean debris from the Encoder Ring.

Inspection and Cleaning Procedure:

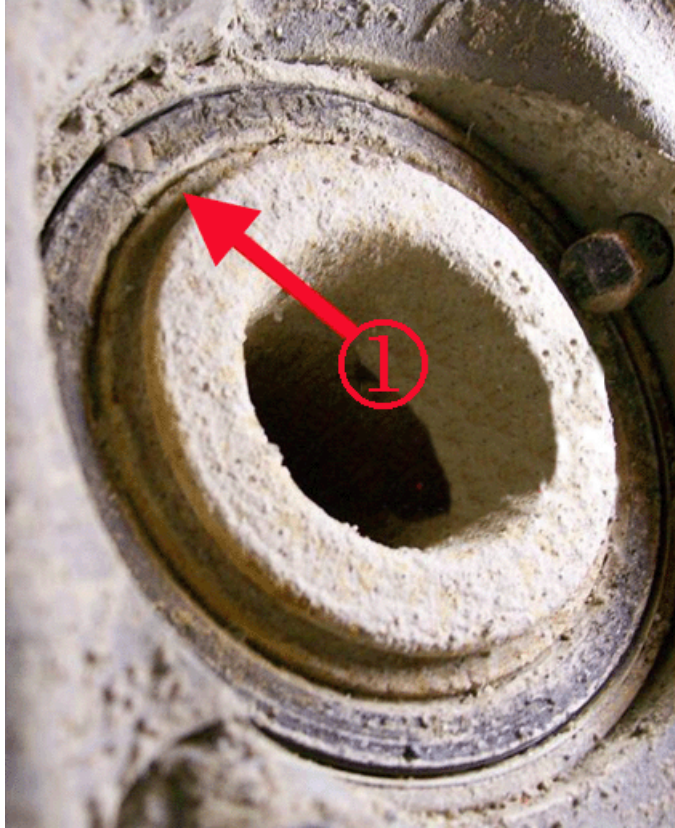
Below inspection and cleaning procedure is supporting information to the SI wheel speed sensor diagnostic mechanical fault table. In most cases the DTCs C0035-C0050 with symptom bytes 18, 5A, 0F can be repaired by removing and/or cleaning any accumulated debris on the magnetic encoder ring; which is located on the inboard side of the bearing hub.

Important: Most repairs can be performed without any replacement of the bearing hub assembly or wheel speed sensor.

Caution: Take care not to damage the bearing outer seal when brushing and/or cleaning the magnetic encoder debris.

Do not use any type of magnetic tool to remove the debris from the bearing magnetic encoder; an external magnet can damage the encoder.

BEFORE CLEANING



1. Sample Debris

1. Based on the specific EBCM module Wheel Speed Sensor DTC code; inspect the appropriate corner magnetic encoder ring for possible debris.
 - C0035 Left Front Corner
 - C0040 Right Front Corner
 - C0045 Left Rear Corner
 - C0050 Right Rear Corner

2. If debris is found, perform the following cleaning recommendations.

Important: To properly clean the magnetic encoder ring, some applications may require removal of the bearing/hub assembly. Refer to the specific Wheel Bearing and Hub Replacement procedure in SI.

- 2.1. Gently using a dry nylon soft bristle brush, remove the foreign debris off the magnetic encoder ring. If debris was removed, proceed to step 3.
- 2.2. If debris still remains, wash the encoder ring using a mild soap detergent and wipe dry.

AFTER CLEANING



3. Connect a scan tool to the vehicle. Turn ON the ignition. Clear the DTCs.
4. Perform vehicle diagnostic repair verification procedure for DTC: C0035-C0050. Refer to SI.

Warranty Information

For vehicles repaired under warranty use:

Labor Operation	Description	Vehicle(s) Involved	Labor Time
* H9757	Inspect and Clean Debris From Front Wheel Speed Sensor Encoder Ring (One Side)	Camaro, CTS (RWD), Colorado (RWD), Canyon (RWD)	0.4 hr
		SRX, Volt	0.7 hr
		CTS (AWD), Acadia, Enclave, Outlook, Traverse, Equinox, Terrain, Cruze, Verano	1.0 hrs
		LaCrosse, Regal	0.9 hr
		Malibu	0.8 hr
		Impala, XTS	1.6 hr
		Colorado (4WD), Canyon (4WD)	1.9 hr
* H9758	Inspect and Clean Debris From Rear Wheel Speed Sensor Encoder Ring (One Side)	Acadia (FWD), Enclave (FWD), Outlook (FWD), Traverse (FWD), SRX (FWD), LaCrosse (FWD), Regal (FWD), Equinox (FWD), Terrain (FWD), Malibu, Impala, XTS (FWD)	0.4 hr
		Camaro, CTS, Equinox (AWD), Terrain (AWD)	0.9 hr
		SRX (AWD)	1.1 hrs
		LaCrosse (AWD), Regal (AWD)	2.1 hrs

	Acadia (AWD), Enclave (AWD), Outlook (AWD), Traverse (AWD)	1.0 hrs
	Volt	0.8 hr
	Cruze, Verano	0.6 hr
	XTS (AWD)	1.4 hr
*This is a unique labor operation number for PI use only. This will not be published in the Labor Time Guide.		

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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