



Electronic Power Steering

Refer to the authorized original equipment service manual for detailed installation instructions. If you do not have the experience, proper tools or manuals, please seek the services of a qualified technician.



**Replacement
TIME:**

3 hrs

COMMON SYMPTOMS

- Knocking while turning steering wheel
- Vibrations
- Power Steering Assist System failure warning on Driver Information Center.
- Binding when going into or coming out of a turn.
- Vehicle wanders in either direction.
- Steering wheel fails to re-center after a turn.

BEFORE YOU INSTALL

- Steering wheel must be held in a straight-ahead position using a suitable tool to prevent rotation while the intermediate shaft is disconnected from the rack and pinion. Failure to do so can result in damage to the clock spring within the steering column. If rotation of the intermediate shaft is suspected, the clock spring must be removed and re-centered.
- Retrieve all Diagnostic Trouble Codes
- Search for related Technical Service Bulletins released by O.E. manufacturer and follow steps on bulletin if related to symptoms.

TIPS

- The rack and pinion must be centered, relative to the steering wheel before installation. This will ensure that the steering wheel angle to each side of center is equal. Failure to do so will lead to improper operation of the unit and DTCs.
- On units that require flashing, ignition power supply voltage must be 12 volts or greater when performing the flash programming of the rack and pinion. If voltage is less than 12 volts, charge or replace the battery, then perform calibration.
- All Diagnostic Trouble Codes related to the rack and pinion must be cleared before starting programming.
- After the flash programming is completed, confirm that no Diagnostic Trouble Codes have been stored. If a related DTC is present, go through the diagnostic steps to clear the DTC.

MYTH BUSTER

Myth: A bad electronic rack is the most likely cause of a steering wheel that trembles, shakes and rattles on its own with minimal driver input in either direction.

Myth Buster: False : a bad torque sensor on the intermediate shaft between the steering column and the steering gear is the most likely cause of these symptoms. The controlling module and motor actuate the steering wheel solely based on the signals received from the torque sensor.



**SKILL
LEVEL:**

Service Technician

B
or higher

**GOT QUESTIONS ABOUT THIS PART?
CALL 888-280-8324**

Monday-Friday