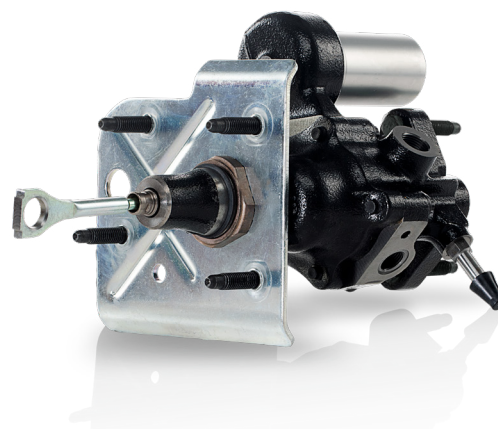


Application: Many GM Vehicles Equipped with a Hydro-Boost Brake System

- ▶ **Symptom:**
Brake pedal moves or self-applies during steering full-lock turns or nearly full-lock turns
- ▶ **Cause:**
The Hydro-Boost internal dump valve is not seated correctly due to contamination in the steering system
- ▶ **Solution:**
Replace the Hydro-Boost unit



Be Sure to Flush the Entire Hydraulic Power Steering System

GM vehicles with a Hydro-Boost System may experience the brake pedal moving downward or self-applying during steering full-lock turns or near full lock turns. This can be caused by the Hydro-Boost internal dump valve not seating correctly due to contamination in the steering system. The Hydro-Boost unit is not tolerant to certain types of contaminants that may be present in the steering system. Therefore, when this condition occurs, the Hydro-Boost unit is recommended to be replaced following the manufacturer's service procedures.

IMPORTANT:

Before replacing the Hydro-Boost unit, the entire hydraulic power steering system (including power steering pump, lines, cooler, and gearbox) must be flushed to prevent the condition from reoccurring. Follow the manufacturer's service procedures.

If the vehicle comes back exhibiting the same condition within 20k miles of the previous repair, it is recommended that the entire hydraulic power steering system (including power steering pump, lines, cooler, and gearbox) be replaced.

Notes:

- Replacing the Hydro-Boost unit alone may not be enough to cure this braking condition.
- When flushing the power steering system, use only the correct power steering fluid for the vehicle. Do not use aftermarket power steering "Flushes." Failure to follow this guideline could result in erratic operation/damage to the power steering system.

For more information, please reference the GM Bulletin.

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