

General Service Bulletin (GSB):	Electric Power Assist System (EPAS) Pull Drift Compensation
GSB Overview:	This bulletin will help dealers understand what Pull/Drift Compensation (PDC) is and isn't in vehicles equipped with EPAS.
NOTE: This information is not intended to replace or supersede any warranty, parts and service policy, Work Shop Manual (WSM) procedures or technical training or wiring diagram information.	

Understanding EPAS Pull Drift Compensation (PDC)

NORMAL OPERATION

EPAS equipped vehicles have a Pull Drift Compensation (PDC) feature to assist drivers in compensating for variations in road and driving conditions, such as a crown in the road. PDC is automatically enabled at vehicle speeds above 40 km/h (25 mph) when yaw sensors indicate the vehicle is traveling straight. The system will not compensate if driver input torque, steering wheel angle or vehicle yaw rate is too large. The feature works by adjusting power assist offset which reduces the steering effort (input torque) required to keep the vehicle traveling straight. PDC ramps in steering assist offset gradually over approximately 45 seconds of time, to neutralize or reduce steering efforts. The feature updates automatically and continuously, but not instantly. PDC only works with hands on the steering wheel and does not steer for you. Some situations may feel different than driving a vehicle without PDC. Just after moving to the opposite side of a crowned road, drivers may feel the input torque required to compensate for the crown increase, but this will fade out in approximately 10 seconds. Turning or taking a gradual curve in the road can reset PDC, resulting in steering effort returning to pre-PDC levels until continued straight driving above 40 km/h (25 mph) resumes. These conditions are all normal system operation. When evaluating any customer concerns described as a “pull”, refer to the Workshop Manual (WSM) for diagnosis.

