

You can now download updates directly from the web for your VDR, TPM and AFIT test equipment. See page 2 for details.

A Monthly Publication for GM Dealership Service Professionals

General Motors DEXRON®-VI

Global Service-Fill Specification

In early 2005, General Motors released a newly developed automatic transmission fluid (ATF) for the factory fill of all GM Powertrain stepped-gear automatic transmissions. The new fluid provides significantly improved performance in terms of friction durability, viscosity stability, aeration and foam control and oxidation resistance. In addition, the fluid has the potential to enable improved fuel economy and extended drain intervals. Because the performance of the new fluid far exceeded that of the DEXRON-III service-fill fluids available at the time, it became necessary to upgrade the DEXRON service-fill specification in order to ensure that similar fluids were available in the market for service situations. This latest upgrade to the service-fill specification is designated DEXRON-VI.

Since General Motors introduced the first ATF service-fill specification in 1949, it has been necessary to upgrade the specification periodically.

The upgrading process ensures that available service-fill fluids are of an



appropriate quality for use in transmissions that have been designed around the factory-fill fluid performance.

TIP: As with previous upgrades, DEXRON-VI fluids are designed to be **backward compatible** with earlier transmission hardware.

More importantly, earlier type fluids are not **forward compatible** with transmission hardware that was designed to use DEXRON-VI fluid.

DEXRON-III is not compatible with the most recently designed transmissions, and the use of these earlier type fluids could result in transmission damage. All current calibrations and certification tests are now conducted with DEXRON-VI ATF. DEXRON-III fluids should not be used for those applications where the owner manual recommends the use of DEXRON-VI.

TIP: GM does not license or support obsolete ATF specifications or the use of fluids that are being marketed against cancelled specifications.

All DEXRON-III licenses expired at the end of 2006 and will not be renewed. Beyond that date, GM will support only

continued on page 2

Precaution: DEXRON-VI in Manual Transmissions

When DEXRON-III is indicated as the fluid fill for manual transmissions and transfer cases, DO NOT use DEXRON-VI. Instead, use GM Manual Transmission Fluid p/n 88861800 in these components.

TIP: Refer to PIP3836B (Feb. 2007).

If the manual transmission or transfer case indicates use of DEXRON-VI, then, of course, it should be used.

Purging Equipment

Before filling your bulk fluid equipment with DEXRON-VI, be sure to purge the old oil from it.

Also, be sure to purge your J-45096 Transflow machine before using it with DEXRON-VI.

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DEXRON-VI fluids for use in Hydra-Matic transmissions. Avoid fluids sold in the market after that date bearing claims such as "suitable for use in DEXRON-III applications" or similar wording. DEXRON-VI licensed fluids are fully backward compatible and can be used in

all applications covered by earlier GM ATF specifications.

The use of unlicensed fluids and/or non-GM approved aftermarket additives may prove detrimental to transmission performance and void warranty coverage.

– Thanks to Angela Willis

Tool Software Updates on the Web

In the past, you have received software updates for your essential tools on CD/DVD from SPX/Kent-Moore. The procedure has changed, and is very convenient. You can now download updates directly from the web for these essential tools:

- Vehicle Data Recorder (VDR)
- Tire Pressure Monitor (TPM)
- Active Fuel Injector Tester (AFIT)

TIP: You will receive notification of new software releases in Essential Tool flyers.

Available downloads can be found on the <http://www.gmde.net> website. Click the Support tab at the top of the home page. Then click on Downloads for the list of available software updates and installation instructions.

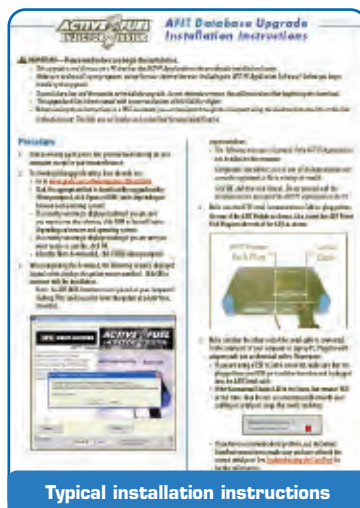
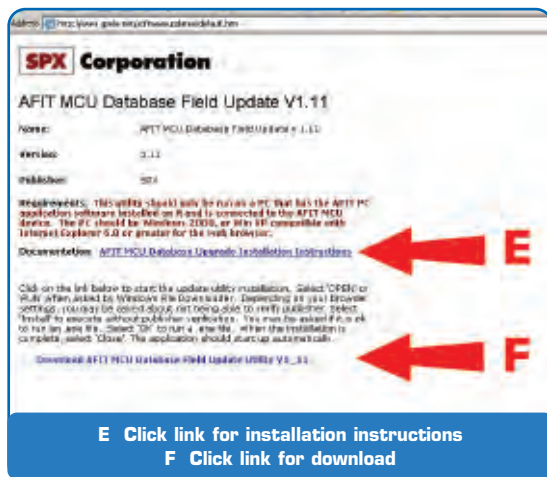
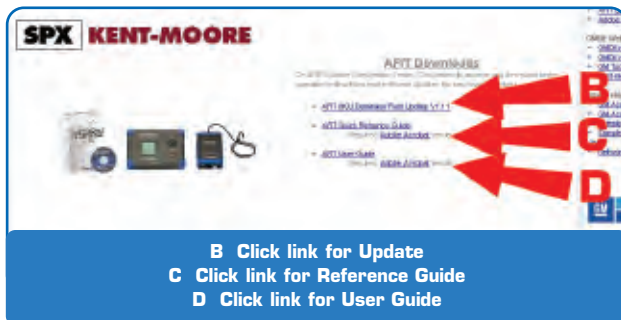
TIP: At present, the AFIT download is the only one available. Others will be added when required.

Follow the on-screen links to obtain reference materials, instructions and the download.

TIP: The download can be run only on a PC that has the application software installed on it.

For additional information, contact Kent-Moore customer service at 1.800.GMTOOLS (1.800.468.6657).

– Thanks to Russ Dobson



GM TechLink is a monthly magazine for all GM retail technicians and service consultants providing timely information to help increase knowledge about GM products and improve the performance of the service department.

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General Motors service tips are intended for use by professional technicians, not a "do-it-yourselfer." They are written to inform those 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 a General Motors dealer servicing your brand of General Motors vehicle for information on whether your vehicle may benefit from the information.

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Flushing Equipment and Procedures

Bulletin 04-06-01-029A has been issued to address engine and subsystem flushing equipment and procedures. Here are some highlights.

General Motors is aware that some companies are marketing tools and equipment to support engine crankcase and subsystem flushing procedures. These dedicated machines are in addition to many additives available to the consumer for engine oil, cooling system, fuel system, A/C and steering system.

Do not confuse these flushing machines with machines designed to aid and accelerate the process of fluid changing that are available from Kent-Moore/SPX.

Under normal usage, GM vehicles do not require additional procedures or additives beyond what is advised under the former Vehicle Maintenance Schedules or the current Simplified Maintenance Schedules.

Engine Crankcase Flushing

General Motors Corporation does not endorse or recommend engine crankcase flushing for any of its gasoline engines. Analysis of some of the aftermarket materials used for crankcase flushing indicates incompatibility with GM engine components and the potential for damage to some engine seals and bearings. Damage to engine components resulting from crankcase flushing IS NOT COVERED under the terms of the New Vehicle Warranty.

Subsystem Flushing

Flushing of A/C lines, radiators, transmission coolers, and power steering systems are recognized practices to be

performed after catastrophic failures or extreme corrosion when encountered in radiators.

Flushing will remove metal fragments and safeguard new components. This practice is NOT required or recommended for normal service operations.

For acceptable A/C flushing concerns, refer to Bulletin 01-01-38-006D.

GM Authorized Service Information: Detailed, Descriptive, and Complete

If a specific model vehicle or powertrain need is identified, GM will issue an Authorized Service Document containing a procedure and, if necessary, will provide, make available, or require the specific use of a machine, tool or chemical to accomplish proper vehicle servicing.

An example of this is fuel injector cleaning. Due to variation in fuel quality in different areas of the country, GM has recognized the need for fuel injector cleaning methods on some engines, though under normal circumstances this service is not part of the maintenance requirements.

GM has published several gasoline fuel injector cleaning bulletins that fully outline the methods to be used in conjunction with GM part numbered solutions to accomplish proper and safe cleaning of the fuel injectors with preventive maintenance suggestions to maintain optimum performance. Refer to Bulletin 03-06-04-030B and 04-06-04-051B for additional information on this subject.

– Thanks to Alan Srodawa

Passenger Airbag Switch Location

This information applies to the new 2007 fullsize HD pickups with RPO AL0.

On these vehicles some customers may comment that they cannot locate the passenger airbag toggle switch, which on earlier models was located on the right side of the instrument panel.

For the 2007 new style HD pickups, the on/off switch is located in the primary glove box.

– Thanks to Steve Love



Dome Lamp Operation

This information applies to the dome lamps on the 2007 GMC Acadia and Saturn Outlook.

Does Not Come On – The dome lamp may not come on when the doors are opened, but will work when manually turned on. These vehicles are shipped with the dome lamp override activated. It is also possible to press the switch when adjusting the dimmer switch, and not know it has been activated.

Before making any repairs, be sure the dome lamp override is not activated by pressing the switch and then rechecking the dome lamp operation.

– Thanks to Ron Erman



Groan Noise from Launch

Owners of some 2007 Chevrolet Silverado and GMC Sierra 4WD models may comment about a groan noise at parking lot speeds on launch or with light to medium braking. This condition is exhibited at low mileage and goes away after approximately 200 miles.

Braking to a complete stop can force the propshaft slip yoke forward into the transfer case while the vehicle rebounds slightly backward after stopping its momentum, which creates the noise.

The slip yoke spline interface is initially dry, so part of the break-in involves a distribution of the ATF fluid.

To determine that the concern is the slip yoke and not a brake noise, attempt to duplicate while coasting with the transmission in neutral and braking to a stop. If the noise is gone while braking in neutral, the noise is NOT brake related noise.

Lube the slip yoke splines with TransGel (J36850) to help reduce the noise.

– Thanks to Chuck Krepp

Crank/No Start Condition – Intermittent

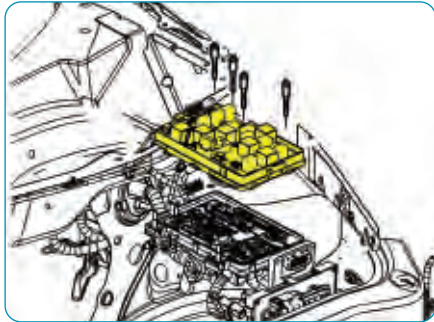
This information applies to 2006-07 Chevrolet HHR and Pontiac Solstice, and 2007 Saturn SKY. A customer may experience an intermittent – or extremely intermittent – crank/no-start condition.

The no-start condition may be caused by a damaged terminal in the fuel pump relay circuit in the Underhood Bused Electrical Center (UBEC).

TIP: Be aware that fuel pressure bleeding down could also cause these symptoms. Follow SI diagnostics to eliminate this condition.

The UBEC consists of several parts. The top portion, where relays plug in is called the upper housing. The various electrical harness connectors plug into the bottom of UBEC into the lower housing.

Electrical center board



The condition occurs if the male terminal on the bottom of the UBEC does not squarely enter the female terminal of the wiring harness connector. In some cases, the female terminal is pushed out of the connector and the locking finger is sheared off. In other cases, the female terminal becomes deformed and damaged. Regardless, the connection is not secure, and can easily become intermittent.

This condition is most likely to affect the fuel pump relay circuit 120, which passes through terminal E2 of Connector 2.

When continuity in this circuit becomes intermittent, the fuel pump does not run.

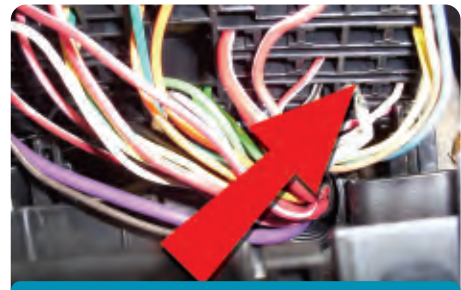
Once the condition is located, replace the damaged components. Terminals for the harness connector are available in your Terminal Repair Kit J-38125-G. The connector with spacer and components for the UBEC are available from Service Parts Operations. If the UBEC terminals are damaged (top or bottom), a new UBEC must be installed.

IMPORTANT: Do not replace the fuel pump relay or fuel pump and sender assembly for this condition. Replacing these components will not resolve the intermittent condition in the UBEC.

– Thanks to Wayne Zigler and Jack Pantaleo



Damaged terminal in Connector 2
(viewed from top, with electrical center board removed)



Terminal pushed out of Connector 2
(viewed from below)

Restraint System Diagnostic Information

Restraint system modules (SDM, PPS) in vehicles are capable of providing a great deal of diagnostic information in the form of diagnostic trouble codes (DTCs). You are requested to pass along as much of this information as possible.

This information is continually analyzed by GM Engineering. This process provides engineers with accurate, detailed information on a more timely basis. The idea is to identify and resolve potential product concerns as early as possible.

If you provide applicable diagnostic codes, your observations, and customer comments on every vehicle you repair, Engineering can begin to better understand the root cause of the condition.

Technicians

Record the following on the repair order:

- Technician observations (for instance, SIR lamp illuminated, Inflatable Restraining Passenger Air Bag ON/OFF, etc.)
- Customer comments
- Diagnostic trouble codes (base code and symptom descriptor; for instance, DTC B0074 03: Passenger Occupant Classification Sensor Circuit Voltage Below Threshold)

This type of information is required per the GM Service Policies and Procedures Manual, article 1.6.2.j (in Canada, 1.6.2.c).

Warranty Claims Administrator (US only)

Enter the same information in the comment section on the warranty claim for submission.

See the GM Claims Processing Manual, Section 4.2.g.

– Thanks to Mark Haning

Clearing Diagnostic Codes from SDM

This information applies to the 2006-07 Impala, Monte Carlo, Lucerne and DTS and the new 2007 fullsize trucks.

In some cases, the Passenger Presence System (PPS) continues to send a failed message to the SDM after a successful repair. And you may not be able to clear the DTC B0081 0F from the SDM.

The PPS must be powered down and enter sleep mode before it will discontinue sending the message.

Here's how to clear DTC B0081 from the SDM .

1. To enter the sleep mode, remove the scan tool, turn the ignition off, open and close the driver door.
2. With the ignition off and all doors closed, wait 30 seconds.
3. With a scan tool, clear DTC B0081. The DTC should now be cleared.

– Thanks to Mark Haning

Battery Cable

Some owners of a full-size 2007 pickup or utility may have one or all of these concerns:

- Intermittent no crank
- Starter clicks
- Vehicle starts to crank, then stops cranking.

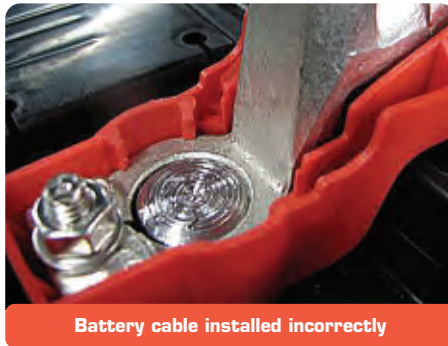
Check the positive and negative battery cables and make sure both cables are installed correctly.

The battery post should extend 3 mm above the cable clamp before the nut is torqued. The cable clamp should not be flush with the battery post.

If the battery clamp is flush, the clamp load will not be high enough to maintain a solid connection and could cause one of the concerns above.

If the cable clamp is not installed correctly, install the cable correctly and charge the battery if needed.

– Thanks to Paul Radzwilowicz



Articulating Running Boards Inoperative

This information applies to the 2007 Cadillac Escalade, Chevrolet Avalanche, Suburban, Tahoe, and GMC Yukon with Articulating Running Boards (RPO BRS).

The Articulating Running Boards may remain inoperative after following bulletin 06-08-61-005 or after the replacement of the Assist Step control module. When viewing the data on the Tech 2, you will notice the ASC SYSTEM STATUS parameter reads Locked.

If this occurs, check the following.

1. Check and record the counts for the manufacturer enable counter.

TIP: The Tech 2 needs to be updated to at least software version 26.010. Use the following path in the Tech 2 to access this information: Data Display/Status Information/Manufacturer enable counter.

2. If the manufacturer enable counter is reading something other than zero, it will have to be reset before you can unlock the articulating running boards from the shipping mode.

TIP: Often, the new replacement module will come with the enable counter reading something other than zero.

3. To reset the manufacturer enable counter to zero, you must cycle the ignition with the driver door open, equal to the number that is reading in the manufacturer enable counter.

EXAMPLE: Manufacturer enable counter reads 179 = you must cycle the ignition on and off 179 times until the counter reads zero.

4. The Tech 2 has a Clear Manufacturer Enable Counter reset button under the tab labeled Module Setup. This button is currently inoperative due to a software concern. A revision is pending.

TIP: The door ajar status will read door closed and will go blank when the doors are open instead of reading door ajar. This is also related to the same Tech 2 software concern as listed in step 4.

5. After the manufacturer enable counter is reset to zero, perform the unlock procedure to get the vehicle out of the shipping mode. See bulletin: 06-08-61-005.

– Thanks to Paul Radzwilowicz

SDM Reprogramming Tips

A number of SDMs have been returned and TAC has received calls for problems that occurred in reprogramming the SDM. Here are some tips regarding SDM reprogramming.

- Battery voltage needs to be in the normal operating range during the entire programming process. If the battery is weak, put a charger on it before programming. (Refer to July 2005 *TechLink* for information on chargers that are approved for use during programming. Refer to June 2006 *TechLink* for information on using a jumper pack during programming.)
- Do not try to reprogram the SDM if it has current codes (history DTCs are OK). Address the codes using the appropriate SI document. If an SDM is reprogrammed with current faults, other DTCs in addition to the original DTC will be set.
- If the airbag light is blinking and there are current DTCs, address the codes using the appropriate SI document. The SDM setup cannot be completed until all current SDM DTCs are cleared.
- If the airbag light is blinking continuously with no codes, the SDM is ready to be set up. Complete the setup procedure in the Tech 2. If the airbag lamp is still blinking after successfully completing the SDM setup procedure, complete the Rollover Sensor setup procedure on the Tech 2.

– Thanks to Gary McAdam

Fiberglass or Plastic Odor

Owners of some 2004-07 Cadillac XLR and V-Series and 2005-07 Chevrolet Corvettes may comment on a fiberglass, plastic or resin odor inside the vehicle. This is typically noticed on new vehicles with low miles.

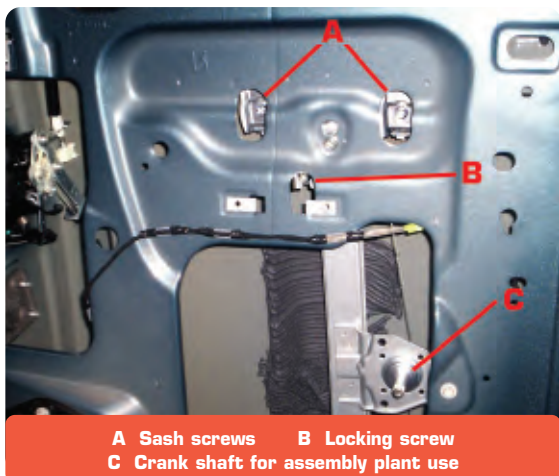
The fiberglass and plastics from which these vehicles are built may give off such odors.

This odor is normal for these vehicles. Do not attempt to eliminate it. The odor will diminish over time.

TIP: Bulletin 00-00-89-027D Eliminating Unwanted Odors in Vehicles will not address this condition.

– Thanks to Dino Poulos

Fixed Glass in Rear Side Access Doors



This information applies to 2007 (not Classic) extended cab pickup trucks with fixed glass in the rear side access doors.

In the assembly plant, a manual window regulator and crank handle are temporarily used to raise the glass into position after the glass is installed into the run channel. Two sash screws and a locking screw secure the glass in the closed/up position. The locking screw attaches the regulator slide to the door sheet metal to prevent it from moving down after installation. A trim panel without crank hole completes the assembly.

TIP: Loosen the locking screw before lowering the glass for removal or repair.

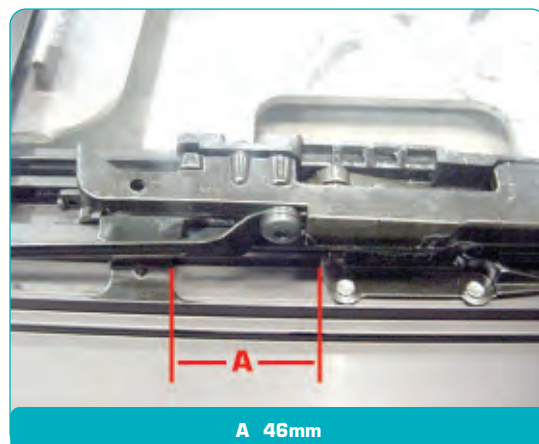
TIP: Neither a crank handle nor a trim panel with a hole is available.

– Thanks to Steve Love

Sunroof Timing Procedure

This information explains how to time the sunroof on the VUE, Equinox and Torrent.

1. Using the vehicle switches, move the sunroof glass panel as near to the closed position as possible.



2. Without removing any wiring connections, unbolt the motor from the sunroof beam. Once the motor is removed, the sunroof mechanism will be free to move.

3. Remove the glass and manually push the right and left drive cable plate until the closed position is reached.

TIP: In the closed position there should be 46mm between the rear of the locator and front of drive cable plate.

4. With the sunroof electronics still connected to the sunroof wire harness, but disconnected from the sunroof beam, press and hold the close button until the motor stops.
5. Release and again press the close button and verify that the motor and electronics think that the sunroof is in the closed position.
6. Bolt the retimed motor and electronics into the mechanically retimed sunroof.
7. Verify correct sunroof operation.

– Thanks to Angelo Girolamo

Remote Start Features

This information applies to the 2007 fullsize utilities and pickups (not Classic). Two remote start options are available for these vehicles:

AP3 – factory installed

AP8 – remote start prep

The table below is a description of how the HVAC system operates during a remote start.

Automatic HVAC (see table below)

In a truck with automatic HVAC (CJ2), the system operates in one of three zones, depending on ambient temperature.

COLD AMBIENT	MID AMBIENT	HOT AMBIENT
below 50°F (10°C) in 2007 below 41°F (5°C) in 2008	anything between cold and hot ambient	above 86°F (30°C)
Setpoint is 74°F (23°C) in 2007 Setpoint is 90°F (32°C) in 2008	Setpoint is 74°F (23°C)	Setpoint is 74°F (23°C) in 2007 Setpoint is 60°F (15°C) in 2008
Auto blower, Defrost mode	Auto blower, Auto mode	Auto blower, Auto mode
Rear defrost on Heated mirrors on Heated seats on		

TIP: Upon exiting remote start operation, the HVAC system returns to the settings that were in place at the end of the previous ignition cycle. Heated seats, rear defrost and heated mirrors are turned off.

TIP: There is no difference in operation whether one or two remote starts is run.

Manual HVAC

In a truck with manual HVAC (C42/C67/CJ3), the system uses the existing knob and thumbwheel settings in any ambient temperature.

– Thanks to Steve Love

Tire Pressure Correction

Bulletin 00-00-90-002E is being revised to correct the tire pressure for Pontiac Torrent.

The correct tire pressure is 30/30 psi (210/210 kPa) and is shown on the vehicle placard.

– Thanks to Angelo Girolamo

Remote Underhood Battery Cable Connections

This information applies to the 2007 Pontiac Solstice and Saturn SKY with both the base engine and the 2.0L LNF turbo engine.

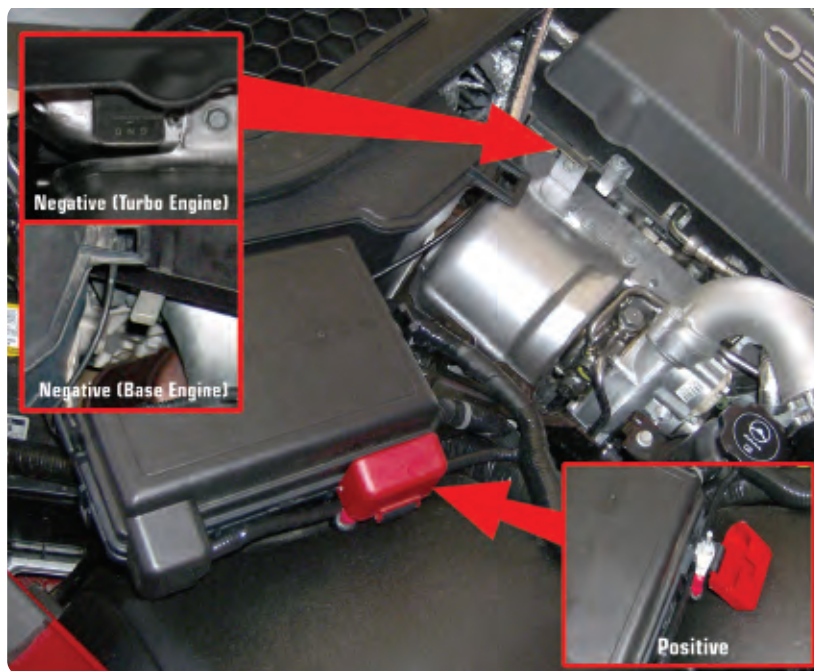
Do NOT remove the cover from the BEC (underhood fuse block) when jump starting or charging the battery.

Correct Positive Cable Connection – Use the remote positive (+) terminal located under the red plastic cover on the engine compartment fuse block. The cover hinges open for access to the terminal. It is not necessary to remove the large black cover from the fuse block.

Correct Negative Cable Connection – Use the remote negative (-) ground bracket located at the rear of the engine, on the passenger side. The flange of the bracket is marked GND -.

Consequences of Incorrect Connection – Removing the black BEC cover exposes a stud opposite the B+ terminal. THIS STUD IS NOT A GROUND. It is the positive voltage feed for the engine coolant fans. If a jumper cable or charger cable is connected to this fan feed stud, the 60 amp cooling fan fuse will blow.

– Thanks to Brad Thacher



Center Cap Installation

This explains how to install the black plastic center caps to the 2007 Chevrolet Silverado with RPO N56 aluminum wheels.

Hold the center cap firmly in place on the wheel. Align the black plastic lug nut caps with the wheel lug nuts. Use a hand-held deep socket with an extension or torque stick. Apply inward pressure while hand snugging each lug cap until fully seated against the center cap. After all caps have been seated, check tightness of each cap, using the hand-held deep socket, and tighten any cap that may have loosened.

TIP: For easier installation of the caps, apply inward pressure while hand snugging each lug cap.

– Thanks to Jim Will

Window Lock-out Operation

Some owners of a 2007 Cadillac Escalade, ESV, EXT, Chevrolet Avalanche, Silverado, Suburban, Tahoe, GMC Sierra, Yukon, Yukon XL, Denali, Denali XL may state that the passenger's front window will operate from the passenger's switch when the window lock-out feature is activated on the driver's switch. The rear windows lock-out correctly.

This feature prevents the rear passenger windows from operating from the door switches in the rear only. The driver and passenger front windows are not disabled when the lock-out switch is activated. Do not replace a door module or the BCM to try to repair this concern. This is the normal design intent of the vehicle.

– Thanks to Jim Will

Navigation Radio Aftermarket Modules

This information applies to 2007 full-size pickups and utilities.

Some customers may be installing and using certain aftermarket products in conjunction with the factory Navigation Radio systems.

Normally, the DVD player output is available on the Navigation display only when the transmission is placed in Park. The aftermarket products allow an aftermarket camera or second backup camera and enables Navigation functions and video output of the DVD player on the Navigation screen at times when the transmission is not in Park.

These products can cause unusual problems that are difficult to diagnose and difficult to identify, because they are installed behind the Navigation unit and are not visible unless the Navigation unit is removed.

These problems have been experienced when these products are installed.

- No start
- No crank
- No low speed GM LAN communications
- Various GM LAN communication DTCs
- Vehicle stability lights and messages
- TPM warning lights and messages
- PRNDL gear indicator position errors

If you suspect that your customer has installed aftermarket products of this nature, and you suspect that the product may be the cause of a concern, ask the customer if any vehicle modifications have been made.

If the customer's information is not available, test the Navigation and DVD system to see if normally blocked functions are available with the transmission in Drive. Removal of the Navigation screen will allow you to verify whether one of these products has been installed.

Warranty coverage does not extend to problems created by aftermarket devices. Damage to normally covered systems caused by aftermarket products is the responsibility of the customer or the aftermarket installer.

– Thanks to Dave Roland



Car Issues – Fix It Right the First Time

Model Year(s)	Vehicle Line(s) / Condition	Do This	Don't Do This	Reference Information / Bulletin
2003-06	CTS – Squeak/creak noise in front end at slow speeds while braking or turning	Intall new insulating spacer and rate washer	Don't replace entire control arm	06-03-08-008
2003-06	ION – No crank, no start, codes set	Codes set – replace ignition switch. Service part installed – install new BCM	Don't replace BCM unless ignition switch previously replaced	04-08-45-005C
2006	HHR – No crank/no start after battery disconnect or battery failure	Reprogram keys into Theft Deterrent Module	Don't replace module, ignition lock cylinder, ECM or BCM	06-06-04-058
2007	Cobalt, HHR, Solstice, ION, VUE, SKY – Reduced volume when tuning to AM, loss of volume after signal strength reduction	Reprogram radio	Don't replace radio	06-08-44-030
2006	Impala/MC, DTS, Lucerne – Charge light on/Battery message on DIC, codes set	Reflash BCM	Don't replace battery current sensor, generator or BCM	06-06-03-006
2005-07	STS with Navigation Radio (RPO YQ4) – Numerous operating conditions	Reflash radio	Don't replace radio	05-08-126-001A
2006-07	Impala/Monte Carlo – SDM code difficult to clear	Reprogram SDM	Don't replace SDM	06-09-41-006
2002-07	ION,VUE, Equinox, Torrent, G5, Pursuit (Canada), Cobalt – Front bottom seat cover loose	Repair seat cover	Don't replace seat cover	06-08-50-005A
2004-06	Grand Prix, LaCrosse, Impala/MC – Low fluid in P/S system	Perform dye test to confirm leak	Don't assume leak	05-02-32-007C



Truck Issues – Fix It Right the First Time

Model Year(s)	Vehicle Line(s) / Condition	Do This	Don't Do This	Reference Information / Bulletin
2002-06	TrailBlazer EXT, Envoy XL and Envoy Denali XL – Repeated liftgate glass breakage	Repair liftgate hinges, replace rubber glass bumpers	Don't replace entire liftgate assembly	06-08-66-011A
2002-07	RPO LL8 engine – Misfire, SES light, codes set	Inspect for build-up on spark plug boot, replace AIP seal	Don't return vehicle without replacing AIP seal	06-06-04-048
2006-07	Rainier, TrailBlazer, Envoy, Denali, Saab 9-7X – Shift indicator does not show correct gear	Adjust shift cable	Don't replace shift cable, P/N switch, or shift assembly	PIT4108A 06-07-30-029
2005-07	TrailBlazer, Envoy, Rainier, 9-7X – Headliner drops down and comes loose around sunroof opening	Repair headliner	Don't replace headliner	06-08-110-003A
2004-07	Fullsize Utility with 3rd row seats – Third row seat makes squeak noise in tumble position	Position escutcheon, install foam flock tape	Don't replace seat or hardware	07-08-50-004
2004-07	Fullsize Utility and Pickup with 20 and 22-inch wheels – Center caps loose and/or falling off	Install center caps in correct orientation	Don't replace center caps	07-03-10-007



Powertrain

Model Year(s)	Vehicle Line(s) / Condition	Do This	Don't Do This	Reference Information / Bulletin
1997-2007	Light Duty Trucks, H2, H3, 9-7X with 4WE/AWD – Transfer case speed sensor wire harness connector comes loose or connector retainer clip breaks	Use improved connector	Don't use old part	06-04-21-001
2002-06	Rendezvous, Terraza, Venture, Uplander, Silhouette, Aztek, Montana, RELAY – Moan or groan from RDM during turning maneuvers	Perform refill procedure	Don't replace RDM if it passes tests in SI	06-04-114-001

**Know-How
Broadcasts
for
June**

10207.06D Emerging Issues
New Model Features

June 14, 2007 9:30 AM and 12:30 PM Eastern Time

For Web NMF courses, log on to the GM Training Website (www.gmtraining.com). Select Service Know-How/TechAssists from the menu, then choose New Model Features for a selection of courses.



– Thanks to Tracy Rozman