

Electrical Terminal Update

As you may know, vehicle electrical components are sourced from a number of suppliers. You'll recognize names such as Delphi Packard, UTA, and Sumitomo, because their terminals have been part of your J-38125 Terminal Repair Kit for some time. Lear recently purchased UTA, and you'll be receiving a new label for that tray. AFL, Exemplar and Yazaki are all new wiring suppliers. The result is that you now have a greater number of terminal types to deal with.

It's been necessary in the past to add a number of new trays, picks and crimping tools to the J-38125-C Terminal Repair Kit (TechLink, Oct. 1999). This popular kit quickly outgrew the original plastic toolbox and moved into the metal bins you received in the last update.

Another such update is in the works. In a few months, you'll receive an additional 5 or 6 trays of terminals, along with the necessary tools and information to service them.

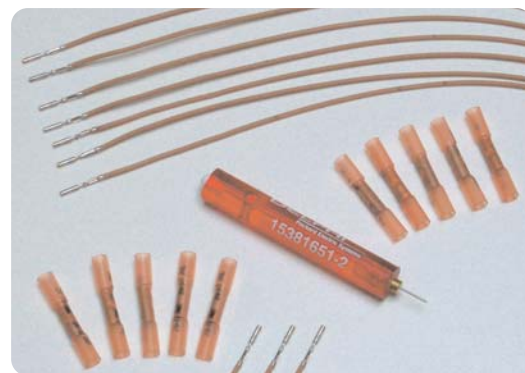
A training class is also under development,

along with a booklet that will help you identify connectors and remove terminals.

Micro 64 Repairs

Electrical terminals continue to become smaller. The new Delphi Packard Micro 64 connector system is the next evolution in densely packed electrical connections. Bulletin 01-08-45-006 contains information about repairing circuits equipped with the new Micro 64 terminal. It's used in the Powertrain Control Module connectors on 2002 Chevrolet Cavalier, Pontiac Sunfire and Grand Am, and Oldsmobile Alero, as well as the new XM radio on 2002 Cadillac models.

You can obtain a Micro 64 terminal package, J-38125-64SPL, from Kent-Moore. It includes a terminal pick, ten pre-terminated leads, and ten wire splices, which can be installed using the existing crimper from your Terminal Repair kit.



You can order refills for any terminal in the J-38125 Terminal Repair Kit from Kent-Moore. Additional storage bins, replacement tools and complete replacement trays are also available by calling 1.800.GMTOOLS.

TIP: There is more than one supplier of .64 terminals, and each has its own characteristics. The new Cadillac CTS uses a Bosch engine controller and has Bosch .64 terminals.

– Thanks to Dave Roland and John Roberts

Techline News

Technician Chat Room Opens on Service.GM.com Website

Typical Section Headings				
Service Repair and Diagnostic Information Forums				
Buck	Buck Technical Service Information Discussion	10	20	Feb. 04 2002 13:26 In: 01 2504 ELECT. FailUp... By: Goto
Cadillac	Cadillac Technical Service Information Discussion	11	28	Jan. 28 2002 22:45 In: gatera idler pulley By: dafab
Chevrolet	Chevrolet Technical Service Information Discussion	20	56	Feb. 02 2002 18:04 In: 02 2504 40302 By: Masta
Check Tools	Check Tools Technical Service Information Discussion	39	124	Feb. 04 2002 11:57 In: 98 2504 3-3 shift flake... By: lator
GMC	GMC Technical Service Information Discussion	7	13	Jan. 31 2002 04:48 In: 6.6 duramax By: baab
Oldsmobile	Oldsmobile Technical Service Information Discussion	5	9	Feb. 04 2002 13:29 In: Oldsmobile Alero 98... By: jaba, alicia
Pontiac	Pontiac Technical Service Information Discussion	12	31	Feb. 01 2002 20:44 In: 98 2504 3-3 shift flake... By: lator
Tool Forums				
Scan Tools	Scan Tools Discussion	8	24	Jan. 31 2002 13:18 In: 02 2504 40302 By: Masta
Test Equipment	Test Equipment Discussion	3	6	Jan. 28 2002 13:50 In: New J-38125-64SPL Exp. C... By: ElectroLink
Computer Forums				

Technician Chat Room Opens on Service.GM.com Website

Following a successful pilot in two Regions, GM Service and Parts Operations is pleased to announce the Service Information Forums, now open to all US Dealer Regions.

Just go to <http://service.gm.com> on the internet. Locate the link titled "Service Information Forums"

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under the first heading. You'll need to use the same ID and password that you already use on this website.

TIP: Please take the time to read the website agreement. It explains your responsibilities and limitations when using the site. You need to click the Agree button to proceed.

If you just want to read what others have posted, you can proceed to locate what you're interested in. However, if you wish to post anything, you'll have to complete the simple registration process. After that, you can log in using the screen name of your choice.

The Forum provides a place for technicians and other service personnel to gather and share information. Some users have likened it to the gab sessions you've enjoyed during breaks at the training center. Others have used the Forum to ask for help in solving a problem. It's not surprising that many of these problems will receive responses

from several other technicians in various parts of the country.

To make it easier for you to post your questions or responses in an organized fashion, the Forum is divided into a number of logical categories. In addition to sections for tools and computers, you'll also find a section for each of GM's motor divisions.

Many of you have asked for something like this, where you can meet and converse with your colleagues. The success of the Forum is now up to you. Feel free to read it, post to it, share ideas on it.

The web administrators keep a watchful eye on things. In fact, the folks at TechLink magazine may get an idea or two for future articles. And if you have any suggestions, there's even a place for that, too.

– Thanks to Bob Savo and Lisa Scott

Electronic Fuel Injection Update

Bulletin 01-06-01-029 was released in December 2001 regarding excessive engine oil consumption in 1999-2002 Chevrolet and GMC C/K Trucks and 2002 Cadillac Escalades with a 5.3L (LM7), or 6.0L (LQ9/LQ4) engine. If engine oil consumption is verified by following the bulletin procedure, a fixed-orifice PCV valve is to be installed.

An article titled Changes to the Gen III Engine Family Fuel Injection System in the January 2002 issue of TechLink incorrectly stated that the throttle body and PCV valve must be matched. You may use the fixed-orifice PCV valve as stipulated in the bulletin without affecting vehicle operation.

– Thanks to Randy Pearl

ClassCorner TIP OF THE MONTH

When using the Class 2 Message Monitor feature on the Tech 2, be sure to first look at the Class 2 DTC Check to determine if any controllers have set codes. If so, program those controllers and write down the codes, keeping an eye out for U-codes.

Return to the Class 2 Message Monitor feature and look at the list of controllers presented. If your search for U-codes turned up a few, find out which controller the U-code represents. For instance, if the BCM set a U1096, then the BCM has lost communications from the IPC. Check the list presented under Class 2 Message Monitor

and see if the IPC is on the list. If the U1096 was a hard fault, the chances are you wouldn't see the IPC on the list. This will help to narrow the focus of your diagnosis.

Beware that only those controllers that will be displayed when entering the Class 2 Message Monitor feature of the Tech 2 are those currently sending State of Health Messages. It's very easy to overlook a controller that should be on the list but isn't. For help, let the other controllers' point to the missing controller as described above.

– Thanks to Mark Harris

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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.

Inclusion in this publication is not necessarily an endorsement of the individual or the company.

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GM Vehicle Care® Odor Eliminator

GM has just released an odorless, water based, non-toxic odor eliminator. It safely and permanently eliminates odors from all surfaces and HVAC systems.

The 16 oz. container is available under GM part number 12378554 (88901678 in Canada).

Instructions are included on the product label. For carpet and upholstery, after checking for color fastness, you can spray the product directly onto the odor source, brush into the fabric to ensure penetration, and blot excess moisture.

For ventilation systems, spray directly into the cowl intake. At a cool setting, run the fan on high for several minutes. Then set the AC on max and run the fan for several more minutes.

You can also add the product to the soap reservoir on shampoo equipment.

For additional information and help, in the US call 1.800.955.8591 (in Canada, call 1.800.977.4145)

– Thanks to Alan Srodawa



Tracker Dome Lamp Conditions

Owners of some 1999 - 2002 Chevrolet Trackers may comment about the dome lamp being inoperative, except when a door is opened, the dome lamp time delay not working, and the Daytime Running Lamps not working.

This condition is usually noticed early in the life of the vehicle, and its diagnosis can often lead to extensive and unsuccessful repair attempts.



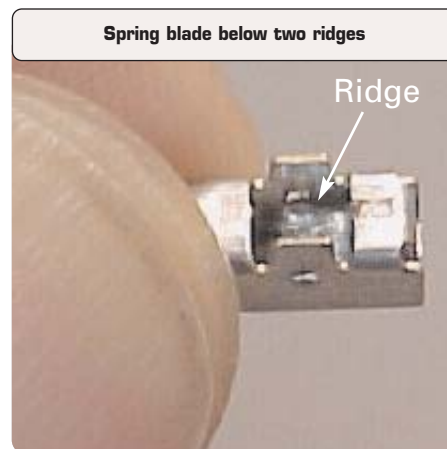
The likely cause for these combined malfunctions is the common ground, G200, which is located behind the driver side kick panel. The G200 ground is a silver colored metal tab, extending from a black plastic connector, which is screwed to the body. Remove the screw and release the tabs on the plastic connector, which will allow the silver tab portion to be removed.

At this point you can feel how well the wire terminals grip the common ground spades. If all the terminal ends are loose on their respective ground spades, the ground tab will fall out of the connector. Without proper tension, the circuits mentioned will

lose their ground. The dome light will illuminate when the door is opened because it will make a ground at each door switch.

Loose ground connections internal to the connector are caused during assembly by pulling on the wires while lining up and driving the fastening screw. The spring blades are pushed out and become stuck open, leaving no spring tension on the ground spades.

To correct the condition, remove the terminals and wires from their cavities, with an appropriate tool. Looking at the terminal, you can see the spring blade is stuck open, above two ridges in the terminal. Apply a light pressure to the back side of each spring blade, pushing it below the ridges, back into the original position, providing grip on the ground blade. Reinsert the ground spade to test the grip of the terminal. If it now functions correctly, reassemble the G200 ground and fasten it to the body in its original location.



– Thanks to Donald B. Sherman

Module Application and Configuring for 2002

There are a number of modules included on cars and trucks that need to be configured to the vehicle when a replacement is installed. For your convenience, the accompanying table (pages 4 and 5) covers all cars and light duty trucks for the 2002 model year, and the 2003 Cadillac CTS. The table indicates the type of action required; you must refer to SI 2000 for procedures and details.

The modules listed across the top of the table require configuring to the vehicle after installation. All of the vehicles are listed in the left column. Here's how to interpret the symbols in the table.

- **S** indicates need for SPS (service programming).
- **O** indicates set-up required with or

without Tech 2

- **K** indicates key resistance learn for BCM.
- **A** indicates actuator set-up is required.

The following modules may be installed on certain vehicles, but require no action, so they are not included in the table:

- Memory Seat Module
- Sunroof Control Module
- Heated Seat Module
- Head Up Display
- Rear Park Assist
- Driver Information Center
- CD Changer
- Amplifier

TIP: For 2002 and earlier vehicles, you will find programming and set-up information in the individual service segment. The information will be contained in a link or in an IMPORTANT statement, either in the R&R procedure or in the Diagnostic Table.

TIP: For 2003 vehicles, you will find a new Service Programming section under the Vehicle Control Systems heading. All programming and set-up procedures will be moved into this new section from other service segments throughout SI 2000.

– Thanks to Devin Koski

Module Spreadsheets on Next Page

Module Application and Configuring for 2002

Service Information Module Name	Body Control Module (BCM)	Dash Integration Module (DIM)	Rear Integration Module (RIM)	Instrument Panel Integration Module (IPM)	Electronic Brake Control Module (EBCM)	Electronic Suspension Control Module	HVAC Control Module	Instrument Panel Cluster	Door Control Module 1. Driver Door Module 2. Passenger Door Module 3. Left Rear Door Module 4. Right Rear Door Module 5. Driver Door Switch/Module 6. Passenger Door Switch/Module	Memory Mirror Module	Cellular Telephone Module	
Tech 2 Module Name	Body Control Module	Dash Integration Module	Rear Integration Module	Instrument Panel Module	4WAL 3 Sensor (trucks)	1. RTD 2. RTD/EVO 3. CVRSS/ALC	1. Heating & Air Conditioning 2. Climate Control Panel	Instrument Panel Cluster		Memory Mirror Module	Cellular Telephone	
Buick												
Century	O						A					
LeSabre		O	O	O	S		A					
Park Avenue	O				S		A					
Regal	O						A					
Rendezvous	O						A					
Cadillac												
Deville		O	O	O		O	A				O	
Eldorado					S	O	A	S				
Escalade	S					S/O*	A			O		
Seville		O	O	O	S	O	A				O	
CTS (2003)		O	O				A					
Chevrolet												
Astro	S											
Avalanche	S						A					
B7 (Truck Line T)					S							
Blazer	S						A					
C Cab/Chassis HD (GMT400)												
C-Series (Truck Line D & H)					S							
Camaro	K							O				
Cavalier	O											
Corvette	O						A	O				
Express												
Impala	O											
Malibu	O											
Monte Carlo	O											
Prizm												
S-10	S											
Silverado	S						A					
Suburban	S					S/O*	A					
T-Series (Truck Line C)					S							
Tahoe	S					S/O*	A					
Trailblazer	S						A	S	S			
Tracker (E/J Truck)												
Venture	K							O				
GMC												
B7 (Truck Line T)					S							
C Cab/Chassis HD (GMT400)												
C-Series (Truck Line D & H)					S							
Denali						S/O*	A					
Envoy	S						A	S	S			
Safari	S											
Savana												
Sierra	O						A					
Sonoma	S											
T-Series (Truck Line C)					S							
Yukon	S					S/O*	A					
Oldsmobile												
Alero	O											
Aurora		O	O	O	S		A					
Bravada	S						A	S	S			
Intrigue	O						A					
Silhouette	K							O				
Pontiac												
Aztek	O						A					
Bonneville		O	O	O	S		A					
Firebird	K							O				
Grand Am	O											
Grand Prix												
Montana	K							O				
Sunfire	O											
S = Needs SPS												
O = Setup Required with or without Tech 2												
K = Key Resistance learn for BCM												
A = Actuator Setup Required												
S/O* = RPO codes Z55 and ZK3 used together require only setup. RPO Z55 only requires both SPS and setup. Consult the SPID label and appropriate Description & Operation Section for additional details.												
O & T = Setup. Also requires on an on vehicle Tire Pressure Monitor programming procedure using special tool J-41760.												

	Vehicle Communication Interface Module (VCIM)	Digital Radio Receiver	Radio	Liftgate Control Module	Sensing and Diagnostic Module	Remote Control Door Lock Receiver (RCDLR)	Theft Deterrent Control Module	Theft Deterrent Control Module - Immobilizer	Engine Control Module	Powertrain Control Module	Transmission Control Module	Transfer Case Control Module	Rear Wheel Steering Control Module	Diversity Antenna Module	Steering Control Module
	OnStar	Digital Radio Receiver	Radio	Lift Gate Module	Supplemental Inflatable Restraint	Remote Function Actuation	1. Vehicle Theft Deterrent 2. VTD 3. Passlock	Immobilizer					Rear Wheel Steering		
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Northstar V8 (4.6L) Oil Consumption

The information in this article applies only to the 1996-99 Cadillac DeVille, Eldorado and Seville.

One of the major reasons for oil consumption is combustion deposits that build up on the piston rings and cause them to stick in the piston. Stuck rings cannot effectively wipe the oil off the cylinder walls, and the oil will burn in the combustion process.

To deal with an oil consumption condition, begin by following the guidelines in bulletin 01-06-01-011:

- verify general oil consumption concern
- repair oil leaks
- verify that no specific cylinder(s) is burning oil as identified by oil on back side of intake valves or oil on the spark plug

Then, if necessary perform a new ring-cleaning procedure. The bulletin for this procedure is expected in February. Technical Assistance has a faxable version of the cleaning procedure that can be sent out until the bulletin is available.

You will need a cleaning kit, GM part number 12378545 (88901333 in Canada). It is available from GMSPO and is sold by the case. One case will clean 12 vehicles.

You will also need the J-45076 induction/evacuation tool, which is available from Kent-Moore.

TIP: This cleaning process is not approved for any other repairs on any other engine families at this time.

TIP: Do not confuse this cleaning process with a repair for the cold start knock noise that some 2000-01 Northstar engines experience. While the new ring-cleaning procedure will also clean the combustion chamber deposits, Top Engine cleaner is just as effective for knock concerns. Follow bulletin 99-06-01-101A for the cold start knock condition.



The multi-step procedure is detailed in the upcoming bulletin. Briefly, you will use the components in the J-45076 tool kit to install Piston and Ring Cleaner 12378549 (88901334 in Canada) through the spark plug holes into the warm cylinders. After a 2-hour soak, you will vacuum the cleaner from the engine and change the engine oil. Then you will apply Induction Cleaner 12378552 (88901336 in Canada) to the EGR and throttle body using components of the J-45076 tool kit.

Finally, you will road test the vehicle for 20 minutes, then change the engine oil again, replace the oil filter and reset the oil life system.

After the ring cleaning process is completed, perform a post oil consumption test. When an oil consumption test is performed, it is critical that the crankcase not

be over-filled. Extra oil will be scavenged out of the crankcase in a short amount of time, giving the impression of a false oil consumption concern.

The crankcase capacity of 4.6 L engines for the model years listed is 7 1/2 quarts (7.1L) with a filter change.

An engineering team is studying the other causes of oil consumption on this engine. As recommendations from this group become available, the information will be made available.

The labor operation for this process is J1952 and it provides 3.2 hours. Do not try to short-cut the process. If the cleaning is not done properly, the vehicle may not be repaired.

- Thanks to Ron Caponey

J-45076 Components



J-45076 Induction/Evacuation Tool



Anti-Corrosion Protection after Collision Repair

This information from bulletin 01-08-51-003 applies to 2002 and prior passenger cars and light duty trucks.

After a collision, some vehicle components, such as rocker boxes or frame rails, may need to be repaired. The anti-corrosion materials on these components may need to be replaced.

Several products have been tested to the GMP9540P corrosion specification and are to be used when repairing General Motors vehicles.

Exterior Protectants

The exterior products are available in aerosol cans or quart cans. The application of the exterior protectant is done in the typical manner.

The following product is available from ECP, Inc. Contact them at 1-800-323-3521 or www.ecpinc.net.

ECP Part Number	Description
178660	Nox Rust X-121B

The following products are available from your local 3M® distributor (or call 1-800-521-8180, ext. 779-5165).

3M Part Number	Description
08804	Water-based undercoat
08801	No clean-up applicator gun

Interior Protectant

A specially designed gun and wand must be used to perform a quality interior repair. A kit is available through GM Dealer Equipment at 1-800-GM-TOOLS (1-800-468-6657, press 2 for supplies). For technical information, call 187PERMATEX (1-877-376-2839).



TIP: The Permatex Amber material is available from GMSPO, US P/N 12378571 and Canada P/N 88901677

– Thanks to Brian Dotterer

Permatex Part Number	Description
310-JDI-UCA1	Permatex canister and wand assembly
310-81881	Permatex amber rust proofing (24 oz)
310-81882	Permatex amber rust proofing (1 gal)

Fog Lamp Burns Out

If a customer is concerned about a fog lamp bulb burning out on a 1995-2002 Cavalier or Sunfire, verify that the approved 880L long life bulb is being used (GM 12450143). The available 880 regular life bulb (GM 9442876) will not give the desired

length of service in this application.

Remember that this fog lamp system is manually controlled and the fog lamps will remain on until the switch is turned off. (BCM controlled systems will turn the lamps

off when the ignition key is cycled.) On this system, maximum life is achieved by turning the fog lamps off when not needed.

– Thanks to Bob Benedict

Bulletins – February 2002

This review of service bulletins released through mid-February lists the bulletin number, superseded bulletin number (if applicable), subject and models.

GENERAL INFORMATION:

00-00-89-027A; replaces 00-00-89-027; Eliminating Unwanted Odors in Vehicles; 2002 and Prior Passenger Cars and Trucks

01-00-89-016; Pilot Program for Straight Time Warranty; 2003 Cadillac CTS, Pontiac Vibe, Chevrolet and GMC MD, Cadillac XLR, Chevrolet SSR, Hummer H2

HVAC:

01-01-38-013; Diagnostic Information to Consider Before A/C Compressor Replacement; 1993-2002 Passenger Cars and LD Trucks

01-01-38-014; Insufficient Heat to Driver's Feet (Install New Floor Air

Outlet Duct); 2002 Chevrolet and GMC S/T Utility, Oldsmobile Bravada

01-01-39-002B; replaces 01-01-39-002; Noise in Engine Compartment with A/C On, A/C System Inoperative (Install Redesigned Rear A/C Suction Hose, Replace Compressor); 2000-01 Chevrolet and GMC C/K Utility Models Built Prior to October 10, 2000 with Auxiliary Rear A/C (RPO C69)

01-01-39-007; Loss of HVAC System Mode and/or Temperature Control (Reroute Wiring Harness); specified 1999-2002 Chevrolet and GMC C/K Pickup and Utility Models, and Cadillac Escalade, Escalade EXT

02-01-37-001; Revised Evaporator Core Replacement Procedure; 1997-2001 Chevrolet and GMC M/L Van

STEERING:

00-02-35-003A; replaces 00-02-35-003; Clunking Noise Under Hood Can Be Felt in Steering Wheel (Lubricate

Intermediate Steering Shaft Assembly); 1999-2002 Chevrolet and GMC C/K Pickup and Utility Models with Recirculating Ball Steering

01-02-118-001; Parts Restriction/Exchange program for QuadraSteer™ Components; 2002 Chevrolet and GMC C/K Models with Rear Wheel Steering (RPO NYS)

02-02-35-001; Revised Ignition Lock Cylinder Replacement; specified 1998-2002 Chevrolet and GMC C/K, S/T, M/L, and G Vehicles, Cadillac Escalade, Oldsmobile Bravada

SUSPENSION:

01-03-10-011; Tire Sidewall Damage; 2002 and Prior Passenger Cars and LD Trucks

01-03-10-012; Guidelines for Using E2020-Wheel Alignments, E2000-Toe Adjust and E0200, E0201, E0203,

continued on page 8

E0204-Wheel Balance; 1989-2002 Passenger Cars and LD Trucks

01-03-99-002; Pulse of Air Discharge, Air Gust, Hiss From Rear of Passenger Compartment (Replace Electronic Controlled Air Suspension ECAS Muffler/Filter); 2002 GMC Envoy, Oldsmobile Bravada with ECAS (RPO G67)

BRAKES:

01-05-23-011; Rattle Type Noise Coming from Front of Vehicle (Install Front Brake Caliper Service Kit); 2000-01 Buick Century, Regal, Chevrolet Impala, Monte Carlo, Venture, Oldsmobile Intrigue, Silhouette, Pontiac Grand Prix, Montana, Built Before Specified VIN Breakpoints

02-05-23-001; Uneven Brake Pad Wear (Replace Caliper Mounting Plate and Install New Rear Brake Shield); specified 1995-2001 Chevrolet and GMC MD Trucks Built Before Specified VIN Breakpoint

ENGINE/PROPULSION SYSTEM:

00-06-01-023A; replaces 00-06-01-023; Information on Engine/Balance Shaft "Rattle" Noise; 1992-2002 Chevrolet and GMC C/K, S/T, M/L, G and P Models, Oldsmobile Bravada with 4.3L V6 Engine (VINs W, X – RPOs L35, LF6)

00-06-04-003A; replaces 00-06-04-003; Rough Idle After Start, and/or Service Engine Soon (SES) Light (Unstick and Clean Central Sequential Fuel Injection CSFI Poppet Valves); various truck models 1995-2002 with 4.3L, 5.0L or 5.7L Engine (VINs W, X, M, R – RPOs L35, LF6, L30, L31) except 2002 VIN X – RPO LU3 Models

01-06-04-008A; replaces 01-06-04-008; Inaccurate or Erratic Fuel Gauge Reading (Install New Fuel Tank Sender Sensor); 2000-01 Chevrolet Cavalier, Malibu, Oldsmobile Alero, Pontiac Grand Am, Sunfire with Plastic Fuel Tank

01-06-04-055; Revised DTC P0650; 2001 Chevrolet and GMC M/L Vans

01-06-04-056; Revised Ignition System Specifications; 2001 Chevrolet and GMC G-Vans

01-06-04-057; Revised Engine Cranks But Does Not Run Diagnostic Table; 2000 Chevrolet and GMC C/K Pickup, S/T Pickup and Utility; M/L, G Van, Oldsmobile Bravada

01-06-04-058; Hesitation Stumble on Acceleration (Recalibrate PCM); 2000 Chevrolet Impala with 3.8L V-6 Engine (VIN K – RPO L36) and NC8 (California Emissions)

02-06-01-001; Drone Noise from Engine Area (Replace Accessory Drive Belt); 1999-2001 Chevrolet Cavalier, Pontiac Sunfire with 2.2L Engine (VIN 4 – RPO LN2)

02-06-01-002; Correct RTV for Usage on 4.2L Engine; 2002 Chevrolet and GMC S/T Utility, Oldsmobile Bravada (VIN S – RPO LL8)

02-06-01-003; Revised Cylinder Head Bolt Torque Specification and Tightening Sequence; specified 2001-02 Cars with 3.1L or 3.4L Engine (VINs J, E – RPOs LG8, LA1)

02-06-03-001; No Start, Turn/Hazard, Interior Lamps DIC, Radio, Theft Alarm, Wipers, Cruise, Shift Interlock, Horn and/or Key In Signal Inoperative (Repair/Insulate Steering Column Wiring Harness); 2002 Chevrolet and GMC Utility, Oldsmobile Bravada, Built Before Specified VIN Breakpoint

02-06-04-001; Lack of Power Following Wide Open Throttle 4-2 or 3-2 Downshift and Subsequent 2-3 Upshift (Reprogram PCM); 2001 Chevrolet Corvette with 5.7L Engine (VIN G – RPO LS1)

TRANSMISSION/ TRANSAXLE:

00-07-30-017B; replaces 00-07-30-017A; Service Parts Restriction Program for Allison Series 1000 Auto Trans; 2001-02 Chevrolet and GMC C/K Pickup with Allison LCT1000 Auto Trans (RPO M74)

01-07-30-032A; replaces 01-07-30-032; Trans Oil Leaking from Trans Vent (Replace Trans Case Cover Gasket/Channel Plate Gasket With New Design Gasket); specified 1997-2001 Passenger Cars and Vans with Hydra-Matic 4T65E Auto Trans (RPOs MN3, MN7, M15, M76)

01-07-30-036A; replaces 01-07-30-036; Diagnostic Tips for DTC P0756; 2001-02 Passenger Cars and LD Trucks Equipped with 4L60E or 4L65E Auto Trans (RPO M30 or M32)

01-07-30-041; Transmission Fluid Leak Diagnosis; 2002 and Prior Passenger Cars and LD Trucks with Hydra-Matic and Allison LCT 1000 Auto Trans

01-07-30-042; Information on 2-3 Upshift Clunk Noise; 2002 and Prior LD Trucks Equipped with 4L60E (RPO M30) or 4L65E (RPO M32) Auto Trans

01-07-30-043; Diagnostic Tips for Slipping or Missing Second, Third and/or Fourth Gear; specified 2001-2002 Models

02-07-30-001; Diagnostic Information on DTC P1870; 2000-02 Passenger Cars and LD Trucks with 4L60E or 4L65E

Auto Trans

02-07-30-003; Engineering Changes to Reaction Shell Thrust Washer and Use of New Service Kit; specified 2001 and Prior Passenger Cars and LD Trucks with 4L60E/4L65E Auto Trans (RPOs M30 and M32)

02-07-30-004; New Product Information – Grade Brake Feature of Allison 1000 Series Transmission; 2001-02 Chevrolet and GMC C/K Pickup with Allison LCT1000 Auto Trans (RPO M74)

BODY AND ACCESSORIES:

01-08-45-006; Availability of New Micro 64 Electrical Terminals for Wiring Repairs; 2002 Cadillac Seville, Chevrolet Cavalier, Pontiac Grand Am, Sunfire

01-08-49-020; Revised Ignition Lock Cylinder or Ignition Switch Assembly Replacement; various 1996-2002 Buick Skylark, Chevrolet Malibu, Oldsmobile Achieva, Cutlass and Alero, Pontiac Grand Am

01-08-50-014; Driver's Leather Seatback Material Pulling Away from Side Impact Air Bag Module Bezel (Install New Bezel and Inspect/Replace Seatback Cover); 2001 Chevrolet Monte Carlo

01-08-52-007; Reduced Operating Range of Remote Keyless Entry System When Blower Motor is Running at High Speed (Install External RKE Receiver); 2001 Chevrolet Malibu

01-08-57-009; Rear Floor or Trunk Wet on Top of Axle (Apply Sealer); 1998-2001 Chevrolet Camaro, Pontiac Firebird (Convertible)

01-08-58-005; "Wet Road Sizzle" Noise from Rear of Vehicle (Install Wheelhouse Liners); 2000-02 Chevrolet Cavalier, Pontiac Sunfire (Coupes Only)

01-08-66-005A; replaces 01-08-66-005; Availability of Pickup Box Reinforcement Kits for Toolbox/Rear Window Barrier/Ladder Rack Applications; 1999-2002 Chevrolet and GMC C/K Pickup Models with Steel Fleetside Pickup Box (RPO E63), with noted exceptions

01-08-66-011A; replaces 01-08-66-011; Rear Roof Perforation (Install New Rear Roof Section); 1995-2001 Chevrolet and GMC S/T 4-Door Utility, Oldsmobile Bravada

01-08-66-016; Rear Roof Perforation (Install New Rear Roof Section); 1995-2001 Chevrolet and GMC S/T 2-Door Utility

02-08-57-001; Water on Mat in Rear Corners of Cargo Box (Reseal Catch Cup); 2002 Chevrolet Avalanche, Cadillac Escalade EXT