

Terminal Repair Kit Update



GM is now using a number of suppliers for vehicle wiring harnesses. You will recognize names such as Delphi, UTA, and Sumitomo; there have been trays with those names in the J-38125 Terminal Repair Kit for some time (TechLink, Oct. 1999).

Since 1999 there have been some changes. Lear purchased UTA (you will receive a new "Lear" label for that tray). And AFL, Exemplar and Yazaki are all new wiring suppliers.

There is now a total of six wiring suppliers to GM. The result is that you now have a greater number of terminal and connector types to deal with. At this point, not all of these suppliers are represented in the J-38125 Terminal Repair Kit, but they soon will be.

Recent Additions to Terminal Repair Kit

By now you should have received an additional six trays of terminals, along with two new crimping tools and an assortment of terminal release tools to service them. These additions are referred to as J-38125-700. When combined with the parts

continued on page 3

Techline News

Important Information About Reprogramming a Replacement PCM

A change in the latest version (TIS Blockpoint 2.3) of Techline Information System (TIS) affects the procedure for programming all new replacement PCMs.

You must begin by using your Tech 2 to obtain information from the PCM being replaced. Always follow proper procedures and precautions.

After selecting Service Programming Systems in TIS, you have a choice between:

- Reprogram
- Replace and Reprogram

You now **MUST** select **Replace** and

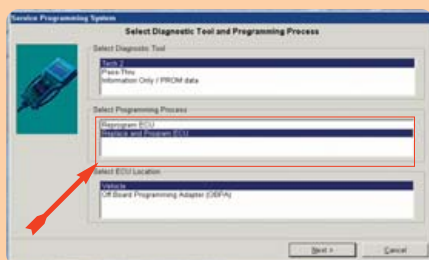
Reprogram. Then follow the remainder of the standard procedure to install the data into the replacement PCM.



TIP: The default choice is Reprogram, and if you use it, you will receive an ERROR message. If, after following this procedure, you still get the ERROR message, contact Techline Customer Support Center to have your version of TIS corrected.

The **Reprogram** choice is used only to reprogram a PCM that will continue to be used in the vehicle (installing the latest calibrations, for instance).

– Thanks to Matt Singer and John Cline



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EVAP Canister Vent Asm Update

The July 2002 issue of TechLink included an article about vehicles with DTC P0446, restricted/blocked EVAP vent path, caused by operating the vehicle in a dusty environment. The remedy is to replace the canister vent hose with a new assembly with

increased filtering capacity.

The correct part number for the Hose Asm – Evap Emission Canister Vent is 15086429. Parts are available from GMSPO. Refer to bulletin 02-06-04-037 for more information.

BCM Set-Up with RKE

This condition may affect 2000-2003 Chevrolet Impala and Monte Carlo when the Body Control Module (BCM) is replaced.

It is necessary to set-up the new BCM when it is installed. This permits the BCM to conduct 2-way communication with other modules on the vehicle. After 15 ignition cycles, the BCM locks itself, preventing further changes.

Do not overlook the RKE system when doing the BCM set-up. If you fail to toggle the RKE command on, the RKE system will not operate. After the BCM self-locks, it is too late, requiring the installation of another BCM.

TIP: Although you would typically identify which equipment is on the car using the SPID label (Service Parts ID), this is not recommended with Impala and Monte Carlo. Remote Keyless Entry (RKE) is not listed on the SPID label if it is included in another option package or is standard equipment.

TIP: The fastest and easiest way to insure that the BCM is set-up correctly is to interrogate the BCM in the vehicle for set options and set-up the new BCM to the same settings. Here's how.

- Connect the Tech 2
- Select Diagnostics
- Enter the vehicle
- Enter Body Control Module
- Enter Special Functions
- Enter Set Options and Option Configurations.

Note all options identified with an asterisk. Set-up the new BCM with the same option content.

TIP: Although this article focuses on the RKE system, the same principle applies to other options in the configuration list. Options that should be turned on, but aren't, or options that should not be turned on, but are, could lead to the vehicle operating differently than original factory settings. To return the vehicle to factory settings after the BCM has become locked, replacement of the BCM is necessary. This leads to customer inconvenience and unnecessary warranty expense.

– Thanks to Gary McAdam
and Chris Crumb



When more than one controller sets the same U-code, i.e. U1064 – Loss of Communications from the BCM, the controllers setting the code needed information that the BCM was unable to send due to its inability to properly communicate on the bus. The fact that multiple controllers set the same U-code gives credence to theory that the BCM is at fault.

What happens if a controller fails, but none of the other controllers care that it failed? Will any of the other controllers set a U-code, if none of them need to go into default or fail safe mode? Normally, if a controller doesn't default, no DTC will set. This can cause a problem for you if a controller fails but no

controllers set a specific U-code pointing to the controller at fault.

Although not true on all vehicles, many early OBD II vehicles wouldn't set a U-code if the IPC were to go down. For example, the 1996 S-truck would not set a U1096 – Loss of Communications from the IPC. This is because on this vehicle none of the other controllers would go into default or fail safe mode if the IPC goes down. This causes you to use symptomatic diagnosis. Luckily in this case, the symptoms would be obvious. But the same can hold true for other models and controllers. So be on the look out for such situations.

– Thanks to Mark Harris

IDL



Know-How Broadcasts for October

Emerging
Issues

October 10

9:00 AM, 12:30 PM,
3:30 PM Eastern Time

Technology
Close-Up

October 24

9:00 AM, 12:30 PM,
3:30 PM Eastern Time



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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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you already had, the result is referred to as J-38125-C.

TIP: If a dealership were to purchase a complete Terminal Repair Kit at this point, they would receive the J-38125-C version.

Five of the new trays contain Yazaki terminals, and one tray contains Delphi terminals. These terminals can be installed using crimping tools you already have.

The complete kit now contains 13 numbered trays of terminals:

Supplier	Tray numbers
Delphi	1-5, 8
Lear (UTA)	6
Sumitomo	7
Yazaki	9-13

TIP: It is very important that you consult the reference guide when crimping any of the terminals in the kit.

.64 Terminals

There are several suppliers of .64 terminals and each has its own characteristics. The new Cadillac CTS uses a Bosch engine controller and has Bosch .64 terminals.

The Bosch .64 terminal is not included in the Terminal Repair kit. It is serviced through GMSPO with a terminated lead, p/n 22688141. You must splice the replacement lead to the wiring harness using approved splicing techniques. Use the J-44020-A terminal release tool to release the terminal from the connector.

A J-45750 terminal release tool has also been added for Bosch terminals used on fuel injectors and Bosch sensors.

New Release Tools



Delphi also supplies a .64 terminal. You should use the J-38125-64 crimping tool for this terminal. And use the J-38125-21 terminal release tool to release it.

Micro 100W Terminals

The new kit includes a J-38125-101 crimping tool for the Micro 100W terminals.

There is service information regarding this in SI 2000.

Release Tools

Terminal release tools (also called terminal picks) have been included in the Terminal Repair Kit from the beginning, and several new ones were added in the past. The latest version of the kit includes several more, for a total of 14.

TIP: In the past, release tools carried GM or Delphi part numbers. From this point onward, all release tools will carry a Kent-Moore J-number for easy identification and ordering.

Crimpers

Two new crimpers have been added, for a total of 5. The two new ones are J-38125-101 for the Micro 100W terminals and J-38125-64 for the Delphi .64 terminals.

The crimping dies are identified with letters, numbers or colors on each tool. Always refer to the reference guide to determine which die(s) to use for a given terminal.

New Crimpers



Reference Guide

A reference guide and binder were supplied during a Terminal Repair Kit upgrade several years ago. Now, you have received new replacement pages to update the reference guide, and additional new pages will be added as needed in the future. Some of the Delphi crimp specifications as well as some terminal numbers have been superseded.

Storage Cabinets

Storage cabinets, designed to hold five trays each, are available from Kent-Moore. New tool trays have been sent to store the crimp tools and may also be placed in these same cabinets.

Where to Obtain Replacement Terminals

GMSPO does not stock any of the new terminals added to the kit and may not stock some of the older terminals. You must obtain all replacement terminals from Kent-Moore (1.800.345.2233).

EXCEPTION: The Bosch .64 terminal is not included in the Terminal Repair Kit. It is serviced only with a terminated lead, part no. 22688141 available through GMSPO.

Training

A training class is under development, along with a booklet that will help you identify a connector and remove the terminal. This booklet will also be revised, as each new platform is introduced that utilizes a new supplier.

– Thanks to Dave Roland and John Roberts

Radio Reception with Rear Defogger On

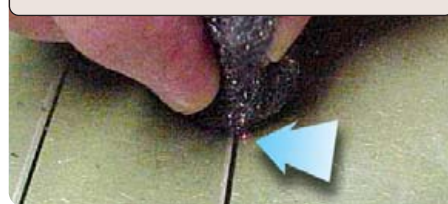
Owners of some 2001-02 Chevrolet Monte Carlo and Impala models may comment about loss of radio reception or static when the rear window defogger is turned on. The condition may be confirmed by observing radio operation with the rear defogger turned on.

TIP: Eliminate the rear glass as a possible cause of the condition before replacing the antenna module. If the condition is caused by a break in the defogger grid, replacing the antenna module will not resolve the condition.

This condition may result from break(s) in the rear defogger grid. Begin by inspecting the grid for scratches. A fine crack may develop over time and may not be readily visible. On Impalas, a likely location is one of the three lower grid lines, on the driver's side, approximately 385 mm (15 in.) from the inboard edge of the bus bar. No specific locations have been identified on the Monte Carlo.

TIP: A diagnostic tool may be made by loosely twisting steel wool into a 2-inch strand. With the rear defogger turned on, pass the steel wool LIGHTLY along the grid lines. When the steel wool bridges the gap in the grid, it will emit a visible spark, and will eliminate the static in the radio.

Demonstrating spark in laboratory



If you can locate a break in the grid, repair it according to SI procedures, following this path:

- Body and Accessories
- Stationary Windows
- Repair Instructions
- Grid Line Repair

– Thanks to Gary McAdam

Exhaust Boom

Owners of some 1997-2002 T-10 trucks and utilities may comment that they hear a low frequency noise in the passenger compartment with the vehicle in Drive at or near idle. The noise is often described as pressure in the ears. The included vehicles will be equipped with 4.3L V6 Engine and 4L60-E Automatic Transmission or Active Transfer Case or Automatic 4WD.

The noise is due to the exhaust system vibrating at a disturbing frequency.

Bulletin 02-06-05-002 details the repair procedures, which will vary depending on model year.

– Thanks to Dan Oden

Transfer Case Rear Output Shaft Bushing

A new service tool, J-45380, has been released to service the rear output shaft bushing on the New Venture 2-piece transfer case, which is used on all light duty truck models with 4 wheel drive, from 1998 to present.

TIP: This tool will not work on super-heavy-duty 261 and 263 transfer cases on K trucks.

Bushing Remover/Installer J-45380



The bushing may become damaged due to U-joint or propshaft conditions. In the past, bushing replacement required removing the transfer case from the vehicle. The new tool permits on-vehicle service. An upcoming bulletin will detail the procedure. Here are the highlights.

TIP: The J-45380 tool consists of three pieces, the finger section and the main body/forcing screw section.

Tool disassembled to show fingers, body and forcing screw



With the vehicle raised and suitably supported, remove the transfer case shield, rear prop shaft and output shaft seal.

Install the finger section of J-45380 into the bushing. Insert the main body into the finger portion and turn the forcing screw to remove the bushing.

TIP: Install a replacement bushing; you must not reuse the original.

Install the bushing to the fingers of J-45380. Insert the main body into the fingers and use a hammer to install the bushing. Install the seal, prop shaft and shield, and lower the vehicle.

TIP: Check the fluid level of the transfer case before completing the repair.

– Thanks to Steve Matusik

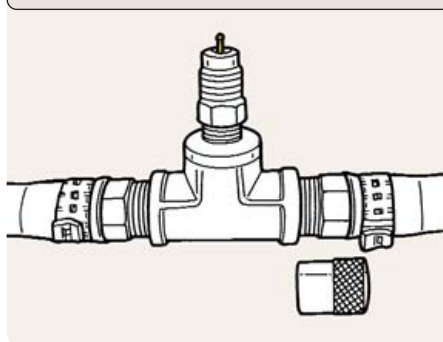
Fuel Pressure Gauge Adapter Repair

A fuel pressure gauge adapter J-42982 was recently shipped as part of the 2003 Pontiac Vibe essential tool package. This tool may require repairs before use, to prevent pressurized fuel from being released.

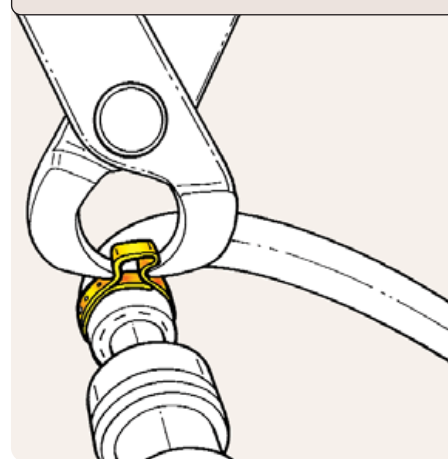
Oetiker clamps are used at four hose fitting ends. These clamps may:

- be missing
- be installed but not crimped
- be incorrectly crimped.

Checking Schrader valve



Crimping Oetiker clamp



You must inspect the hose fittings, install missing clamps, and crimp/recrimp all hose clamps using J-43218 or equivalent Oetiker clamp crimping tool, to ensure that all four clamps are fully crimped.

Second, inspect the Schrader valve assembly. If the center of the valve core protrudes beyond the valve fitting, tighten the valve core until it is flush, using a suitable tool. Finally, reinstall the Schrader valve cap.

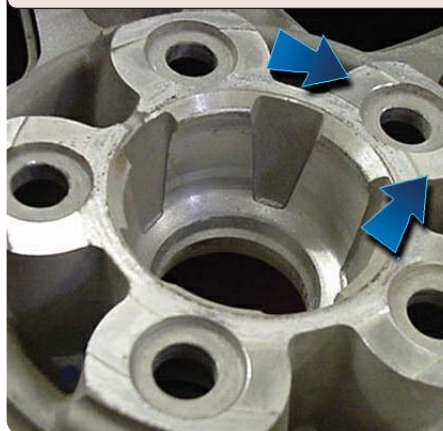
A notice is being sent to all dealers, along with a supply of replacement Oetiker clamps.

Aluminum Wheel Flat Mount Design

A new, improved flat wheel mount design has been incorporated on aluminum wheels on 2003 Pontiac Grand Am, Oldsmobile Alero and Chevrolet Malibu models.

The intent is to enhance the overall performance of the vehicle corner

Old style wheel



New flat face wheel



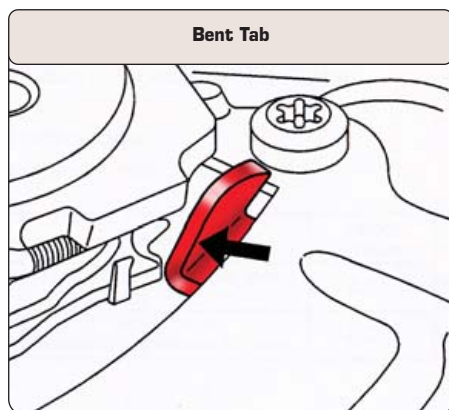
assembly (knuckle, hub, rotor, wheel assembly). This design also includes a new finish coating on the bearing studs and wheel lug nuts.

Important – the 2003 model year aluminum wheels cannot be used to back-service past model vehicles (2002, 2001 etc.). Part number changes and labeling have occurred for 2003 model year aluminum wheels, bearing studs and lug nuts.

A bulletin covering this information will be released soon.

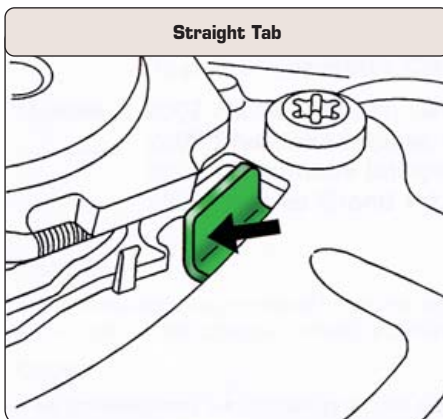
– Thanks to Ray Romeo

Windshield Wipers Park in the Vertical Position



If the tab is bent, you will need to install a new wiper motor crank arm 12494832 and motor bracket service kit 88958149 (88958260 in Canada). Instructions are included in bulletin 02-08-43-002.

– Thanks to Wayne Zigler



Owners of some 2002 Buick Century and Regal, Chevrolet Impala and Monte Carlo, Oldsmobile Intrigue, or Pontiac Grand Prix may comment that the windshield wipers park in the vertical (outwipe) position.

This may be caused by a bent park tab on the windshield wiper motor bracket.

Power Seat Motor Replacement

If a power seat adjuster motor fails in the models listed below, it will no longer require seat adjuster assembly replacement. Individual motors are now available and listed in the parts catalog. The replacement procedures are in the service manuals.

2001-2002 Oldsmobile Aurora
2000-2002 Buick LeSabre
2000-2002 Pontiac Bonneville
1998-2002 Cadillac Seville
2000-2002 Cadillac DeVille

– Thanks to Jerry Garfield

EVAP Solenoid Vent Harness

Owners of some 2000-02 Cavaliers and Sunfires may have a concern of the Service Engine Soon Light on with a P0440 code set. Perform a quick visual check of the evaporative solenoid vent jumper harness over the rear axle assembly for an open condition. If the ABS jumper harness is routed over the EVAP jumper harness, it may become fatigued. Replace the jumper harness with PN 22687059. After replacement, be certain to route the EVAP harness over the ABS harness to avoid a repeat condition. After May 13, the harness routing was changed in the assembly plant. A bulletin is expected.

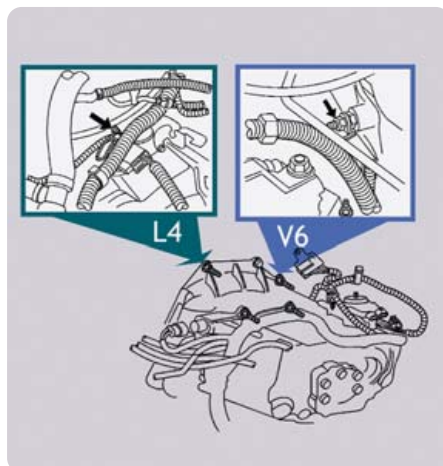
– Thanks to Steve Oakley

Loose Ground

Owners of some 2002 Oldsmobile Alero and Pontiac Grand Am models with the 2.2L (LN2) or 3.4L (LA1) engine may experience intermittent driveability issues. These may include a Service Engine Soon light and one or more PCM Diagnostic Trouble Codes.

This condition may be caused by a loose G103 ground connection. To correct it, refer to recently released bulletin 02-08-45-002 and follow the procedure to install a flat washer (p/n 15650963) to the G103 ground stud to gain proper eyelet clamping.

– Thanks to Ray Romeo



Thumping Noise on Hard Acceleration

Some owners of a 2003 Cadillac CTS with automatic transmission may comment on a banging or thumping noise from the console area on hard acceleration. This may be caused by the transmission contacting the floor pan. To correct this, loosen the transmission crossmember mount, move it toward the passenger side and re-torque the mounting bolts.

– Thanks to Mike Johnston

Oil Level Sensor

All 2002 TrailBlazer, TrailBlazer EXT, Envoy, Envoy XL, and Bravada models were built with an oil level sensor located in the oil pan even though only the vehicles equipped with DIC have the system activated. Do not attempt to repair or activate the oil level monitoring system on a non-DIC equipped vehicle. Starting with the 2003 model year, the oil level monitoring systems in DIC equipped vehicles will be deactivated and the oil level sensor and wiring harness will be completely removed from the vehicle. Beginning in August, 2002, there will be no oil level monitoring system parts on the vehicle.

– Thanks to Gene Carlson

Front Wheel Bearing Replacement Parts

New-design front wheel bearings went into production on T-trucks in early 2001. When replacing front wheel bearings on 1997-2002 T-trucks, be aware that only the new-design bearings are available from SPO. The part number is 12413045.

– Thanks to Dan Oden

Engine Oil Cooler Line Leaks

For 1997-2001 S/T trucks and utility models, steel engine oil cooler lines are available for service. These lines may be used to replace all previously available lines on these vehicles, to remedy oil leaks.

– Thanks to Dan Oden

World-Class Technician Named

It's common for GM technicians to obtain one or more Master Technician certifications in their specialty areas, according to George Aiken, manager of the GM Detroit Training Center. But earning certifications in every one of GM's nine mechanical service areas is a world-class achievement.

In recognition of this accomplishment, Matt Harris, a technician at Don's Automotive Group, Wauseon, OH, became the first technician in the North Central Region to be presented with a plaque declaring him a World-Class Technician.

Harris, whose great-grandfather, grandfather, and father were all career auto technicians, now says his 10-year old son

is also showing interest in the field.

The same training that Matt Harris received is available to all GM technicians, in the form of IDL broadcasts, web-based and computer-based courses, and hands-on experience at the GM Training Centers. "I like the new distance-learning training," said Harris. "I have been able to take a number of courses without ever having to leave my dealership."

George Aiken sums it up this way. "Matt Harris was destined to succeed in his World Class Technician achievement; with GM's IDL he simply got there faster."

– Thanks to Detroit Training Center

Matt Harris, center, with his father and son



Quadrasteer Diagnostics

In the past, you have been able to use your Tech 2 to obtain diagnostic codes (DTCs) from the Quadrasteer module. By following the instructions here, you will now be able to obtain additional diagnostic codes called Mode 23 Engineering Data. These Delphi codes, associated with each DTC, will further help you in the diagnostic process.

TIP: The Delphi codes will be stored with the Current or History codes so long as the DTC has not been cleared.

The Tech 2 offers a Mode 23 Engineering Data prompt. Here's how to use it.

- From the main menu of the Tech 2, enter Diagnostics
- Select appropriate model year (20xx)
- Select LD truck, MPV, Incomplete
- Select Chassis
- Select appropriate vehicle ID (C or K)
- Under the Chassis Screen, select Rear Wheel Steering
- Under the Rear Wheel Steering screen, select Mode 23 Engineering Data

The next screen looks like this:

Mode 23 Engineering Data

Enter up to 4 messages: Device ID, HB, MB, LB and Rate

MSG	ID	HB	MB	LB	Rate
1	00	00	00	00	00
2	00	00	00	00	00
3	00	00	00	00	00
4	00	00	00	00	00

Current Entry Mode: Numeric Entry Mode

Press [Enter] when done

TIP: When the screen first appears, all of the numbers are zeroes. You will use the keypad on the Tech 2 to change the numbers to match the next illustration.

When you input a character, the Tech 2 will automatically index to the next space. Use the number keys on the keypad to input numbers. When you need to input a letter, use the Entry Mode button to toggle from Numeric to Alpha. Then use the following chart to determine which numeric key to press to input the corresponding letter.

Alpha codes are as follows:

0 = A 3 = D
1 = B 4 = E
2 = C 5 = F

Use the Entry Mode key to toggle back to Numeric as required.

Input one character at a time until the display looks like this:

and Rate

MSG	ID	HB	MB	LB	Rate
1	30	00	0F	40	01
2	30	00	0F	44	01
3	00	00	00	00	00
4	00	00	00	00	00

Current Entry Mode:

If you make an error while inputting a character, use the arrow keys to backspace, then input the correct character. When you are finished inputting the correct characters, press Enter.

You will now receive a message in Hex code. There are over 70 possible Hex codes that link to 15 different DTCs, so it is impractical to publish the list. To get the message decoded, call Delphi at 1.800.523.0203 (in Canada, call TAC).

Report everything you see on the Tech 2 screen. The resulting information will allow

you to focus on a specific area or circuit.

Example

DTC C0455 (Steering Wheel Position Sensor Fault) has four Delphi Hex codes indicating the detected input fault. When they are decoded, they are:

- Phase A
- Phase B
- Marker Pulse
- Analog signal

Knowing which input was detected as the fault will minimize your diagnostic time and eliminate unnecessary parts replacement.

– Thanks to Jerold Miller

Piston and Rod Assembly Available

A pre-assembled piston and rod are available for the 3.1L and 3.4L V-6 engines. Pre-assembly eliminates the need for the dealer to use a rod kiln and piston press procedure during assembly as outlined in bulletin 01-06-01-005. The assemblies come with the piston rings installed and are polymer coated.

12564668 – 1996-2002 3.4 LA1

12564008 – 1999-2002 3.1 LG8

TIP: Before installing the new piston and rod assembly, verify the bore specification to check for out-of-round and taper.

– Thanks to John Fletcher



New Radio Requires Reprogramming

A new radio family is being used on all 2003 C/K trucks and utilities, G/H vans and the Hummer H2.

These radios must be programmed before use. Such characteristics as vehicle acoustics, equalization, and tuner calibrations must be installed in the radio. The radio must also be programmed to include the vehicle's VIN for proper operation.

Programming of the radio is done the same as other SPS programming events. Follow this path to locate SPS information in SI:

- "build" the vehicle
- Body and Accessories
- Diagnostic Information and Procedures
- Radio Setup
- Service Programming System (SPS)
- choose from the 4 methods listed

– Thanks to Don Hayward

TAC Tips

Contact Centers Now Consolidated

General Motors Service and Parts Operations (GMSPO) recently consolidated the following contact centers in North America into a new organization called GMSPO Contact Centers:

- Technical Assistance Center (TAC)
- Service Parts Assistance Center (SPAC)
- ParTech
- Powertrain Quality Center (PQC).

The centers provide a point of contact for GM Dealer personnel, ACDelco Warehouse Distributors, Mass Merchandisers, Consumers, other GM Call Centers, and GM employees.

TIP: Current telephone contacts and procedures remain the same.

The goal of this reorganization was to improve customer service to world-class levels by improving communication between the centers. The consolidation will allow the centers to share best practices and technology, to better serve the customer.

While readers of TechLink are familiar with the Technical Assistance Center, they

may not be familiar with the other contact centers involved in the consolidation. The Service Parts Assistance Center (SPAC) is a customer support contact center, staffed by agents who have extensive knowledge of GMSPO order processing systems and processes.

ParTech provides catalog assistance, limited part availability, catalog corrective action, and quality investigation initiation supporting GM Dealers and GM personnel. ParTech analysts are skilled in automotive technology, including engineering processes.

The Powertrain Quality Center (PQC) is a new contact center that began taking telephone calls from U.S. and Canadian GM Dealer personnel on July 1, 2002 (TechLink, Aug. 2002). It is a customer support contact center providing warranty diagnostic pre-authorization for GM Goodwrench engines.

These contact centers will continue to work together to improve communication between parts and service, providing GM Dealers and other customers with world-class service.

– Thanks to Cathy Emmons

Truck Action Call Center

TIP: This applies to the US only.

The new 2003 model year full-size Chevrolet Silverado and GMC Sierra pickups and utilities have all-new electrical architecture. To expedite proper diagnosis and update SI as quickly as possible, the Technical Assistance Center dealer call-in

system has a new feature.

Call TAC at 1.877.446.8227, press 3 for a consultant, and then select prompt 4 for 2003 MY full-size pickup electrical issues. The call will be routed to a TAC specialist for handling.

Comments and suggestions about electrical diagnosis improvements are welcomed. This Action Center to be in operation through October 11, 2002.

– Thanks to GM Technical Assistance

Bulletins continued from page 8

Door Trim Panel (Replace Lock Lever); various 1999-2003 Full-Size Pickups and Utilities

02-08-44-005A; replaces 02-08-44-005; Changes to DVD Player Software; 2002 Chevrolet Venture, Oldsmobile Silhouette, Pontiac Montana

02-08-44-009; Parts Restriction on Ordering XM Digital Radio Receiver; specified 2003 Vehicles with Digital Audio System S-Band (RPO U2K) XM Radio

02-08-46-009; Proper OnStar Cellular Antenna Mast Usage; 2002 Chevrolet Venture, Avalanche, Silverado, Suburban, Tahoe, Oldsmobile Silhouette, Pontiac Montana, GMC Denali, Denali XL, Sierra, Yukon, Yukon XL

02-08-47-001; Revised DTCs B1000, B1004, B1007, B1009, B1013; 2000-02 Passenger Cars and Trucks

02-08-49-004; Instrument Panel Cluster

Gauges Read Zero at Times, Gauges Inoperative at Times (Exchange IPC); 2002 Chevrolet TrailBlazer, GMC Envoy, Oldsmobile Bravada

02-08-61-002; Assist Step Skid Pad Warping (Replace Skid Pad); 2002 Chevrolet TrailBlazer, GMC Envoy, with Side Step Running Board (RPO BVE)

02-08-58-005; Windnoise at Base of Windshield (Seal Sheet Metal Seams); 1997-2002 Chevrolet Venture, Oldsmobile Silhouette, Pontiac TransSport and Montana

02-08-64-016; Front Door Hinge Pin/ Bushing Wear, Front Door Sags, or Door Chocking Movement (Service Procedures, Teflon Bushings/Severe Usage Service Kit Released); specified 1988-2002 Chevrolet and GMC C/K and MD trucks

02-08-66-007; Possible Corrosion of Rear Quarter Panel Shim Washers; 2002

Chevrolet Corvette

02-08-66-008; End Gate Opens Periodically While Driving (Adjust End Gate Latch); 2002 Cadillac Escalade, Chevrolet Avalanche

02-08-66-011C; replaces 02-08-66-011B; Rear Roof Perforation (Install New Rear Roof Section); 1995-2001 Chevrolet Blazer, GMC Jimmy, Oldsmobile Bravada

02-08-98-003; Expandable Acoustic Foam (Two Component Sound Dampener) Usage with Collision Damage Repairs; 2003 and Prior Passenger Cars and LD Trucks, Hummer H2

RESTRAINTS:

02-09-40-002; Second Row Seat Belt Retractor Does Not Automatically Lock When Installing a Child Restraint (Replace Both Seat Belt Retractors); 2000-2001 Chevrolet and GMC C/K Crew Cab and Utility Models

Bulletins – August 2002

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

GENERAL INFORMATION:

02-00-89-008; Preliminary Information (PI) Text Available in Service Information (SI); 2003 and Prior Passenger Cars and Trucks

02-00-89-009; Revised Empowerment Level-Authorization Code "E"; 2003 and Prior GM Passenger Cars and Trucks

02-00-89-010; Dealer Installed Regular Production Accessories (RPA); 2002-03 Chevrolet Avalanche

02-00-89-011; Dealer Installed Regular Production Accessories (RPA); 2003 GMC Sierra

02-00-89-013; Claim Procedure for Warrantable Electronic Failures on Vehicles Sold As Certified Used Vehicles or Certified Pre-Owned Vehicles; 2003 and Prior Passenger Cars and Trucks

HVAC:

00-01-38-005A; replaces 00-01-38-005; A/C Condenser Instability, A/C System Inoperative (Inspect A/C System, Install Washers and Front Bumper Brace or Replace Condenser); 1997-2002 Chevrolet and GMC T-Series MD Tilt Cab with A/C (RPO C60)

00-01-38-009B; replaces 00-01-38-009A; Refrigerant Dye Added to A/C System at Assembly Plant; 2001-03 Passenger Cars, 2002-03 Tracker, 2003 LD Trucks and Vans, Kodiak, Topkick, Hummer H2

02-01-39-003A; replaces 02-01-39-003; Inoperative Rear HVAC Controls and/or DTC B0150 (Replace Rear HVAC Control); 2002 Chevrolet TrailBlazer EXT, Envoy XL, with Automatic HVAC Auxiliary Temperature Control (RPO CJ2)

STEERING:

01-02-32-001B; replaces 01-02-32-001A; Clunk Noise from Front of Vehicle During Turning Maneuver/Steering Wheel Rotation (Lubricate Intermediate Shaft); specified 1997-2002 Passenger Cars

02-02-32-010; Power Steering Pump Noise (Relocate Power Steering Pump Reservoir); 1999-2002 Chevrolet and GMC MD Tilt Cab Models with Isuzu 7.8L Diesel Engine (VIN 3 – RPO LG4)

SUSPENSION:

00-03-10-003C; replaces 00-03-10-003B; GM Tire Warranty for Bumper-to-Bumper Program; 1996-2003 Passenger Cars and LD Trucks

00-03-10-007B; replaces 00-03-10-007A; Shake/Vibration in Steering Wheel, Floor, Seat at Highway Speeds on Smooth Roads (Diagnose/Balance Tires/Wheels); specified

cars 1997-2002

02-03-10-004; New Flat Wheel Mount Design for 2003 Model Year Aluminum Wheels; 2003 Chevrolet Malibu, Oldsmobile Alero, Pontiac Grand Am

02-03-11-002; New Vehicle Preparation for Magnetic Selective Ride Control; 2003 Chevrolet Corvette with RPO F55

02-03-99-001; Rear of Vehicle Sits Low, Electronic Controlled Air Suspension (ECAS) Compressor Runs – Will Not Lift Rear to Operating Height (Repair ECAS Compressor with Check Valve Service Kit); 2002 GMC Envoy and Oldsmobile Bravada with ECAS (RPO G67)

DRIVELINE AXLE:

02-04-17-001A; replaces 02-04-17-001; Launch Shudder/Vibration on Acceleration (Replace Propeller Shaft and Install New Pinion Flange/Seal); 1999-2003 Chevrolet Silverado and GMC Sierra 2WD 1500 Series Extended Cab, Short Box, with 4L60-E Auto Trans (RPO M30) except Quadrateer (RPO NYS)

02-04-20-003; Revised Side Cover and Gasket Replacement (RH) / Differential Carrier Cover and Seal Replacement – Right; 1997-2002 Chevrolet Corvette

02-04-21-006; Inoperative 4WD/AWD Lamps, Inoperative 4WD/AWD System (Remove/Reinstall TCCM Fuse – Temporary Fix); 2002-03 Chevrolet TrailBlazer, Silverado, Tahoe, Suburban, BMC Envoy, Sierra, Yukon, Oldsmobile Bravada with Active Two-Speed Transfer Case (RPO NP8)

BRAKES:

02-05-27-001; ABS Indicator Illuminates when PTO is Engaged (Replace EBCM); 2001-02 Chevrolet and GMC Conventional and Tilt Cab MD Models with ABS (RPO JE5) and Allison® Automatic Transmission

ENGINE/PROPULSION SYSTEM:

01-06-01-023A; replaces 01-06-01-023; Higher than Expected Oil Consumption (Replace Rings and Engine Valley Cover); 1999-2001 Chevrolet Camaro, Pontiac Firebird, 1999-2002 Chevrolet Corvette with 5.7L Engine (VINs G, S – RPOs LS1, LS6)

01-06-01-029B; replaces 01-06-01-029A; Higher than Expected Engine Oil Consumption (Replace PCV Valve) 1999-2002 Full-Size Pickups and Utilities with 4.8L, 5.3L or 6.0L Engine (VINs V, T, N, U – RPOs LR4, LM7, LQ9, LQ4)

02-06-01-026; Engine Identification Information; 2003 and Prior Passenger Cars and Trucks, Hummer H2

02-06-03-006; replaces bulletins 99-06-03-012 and 00-06-03-003; No Start, No Crank, Battery, Generator, Gages, SES, SIR, Brake Security, Theft, ABS, Hot, DIC Messages,

Battery and Generator Testing, Cadillac Roadside Service, Warranty Claims Procedure (Proper Diagnostic Procedures); 1997-2003 Passenger Cars and Trucks

02-06-04-023A; replaces 02-06-04-023; Audible Spark Knock (Detonation), MIL Illuminated, DTC P0332 Set (Replace Rear Bank Knock Sensor and RTV Area Around Sensor); specified vehicles 1998-2002 with 4.8L, 5.3L or 6.0L Engine (VINs V, T, Z, N, U – RPOs LR4, LM7, L59, LQ9, LQ4)

02-06-04-037; DTC P0446 (Restricted/Blocked EVAP Vent Path) Set, SES Lamp Illuminated (Replace Hose/Evaporative Emission Canister Vent Asm); 1999-2001 Chevrolet and GMC C/K Pickup Models

02-06-04-039A; replaces 02-06-04-039; US On-Board Diagnostics (OBD) II Retrofit Program; Eligible 1996-97 GM Canadian Vehicles

02-06-04-040; Revised DTC P0101; specified vehicles 1996-99 with 3.1L or 3.4L Engine (VINs J, M, X, E – RPOs LG8, L82, LQ1, LA1)

TRANSMISSION/TRANSAXLE:

00-07-30-002B; replaces 00-07-30-002A; Slips, Harsh Upshift or Garage Shifts, Launch Shudders, Flares, Erratic Shifts and Intermittent Concerns, DTC P1811 or P0748 Set (Replace Pressure Control Solenoid Valve Assembly); specified vehicles 1997-2002 with HydraMatic 4T65E (RPOs MN3, MN7, M15, M76)

02-07-29-005; Vibration or Transmission Output Shaft Damage/Oil Seal Leak (Repair Damaged Components and Install Revised Output Shaft Yoke Nut); 1997-2002 Chevrolet and GMC Conventional Cab MD Models with Spicer 7-Speed Manual Transmission (RPOs MK8, MK9)

02-07-30-014A; replaces 02-07-30-014; Servicing 4T65-E Transaxle Spacer Plate and Gaskets; specified vehicles 1997-2002 with 4T65-E Transaxle (RPOs MN3, MN7, M15, M76)

02-07-30-028; Automatic Transmission Serial Number and Site Code Locations; 2003 and Prior Passenger Cars and Trucks, Hummer H2

BODY AND ACCESSORIES:

00-08-42-007A; replaces 00-08-42-007; Stop/Tail Lamp(s) Inoperative or Intermittent and/or Water in Lamp (Replace Circuit Board/Gasket and/or Lamp Assembly); 1997-2003 Chevrolet Malibu, Pontiac Grand Am

01-08-64-009A; replaces 01-08-64-009; Door Rattle with Moderate to High Audio System Volume (Perform Service Procedures); 1997-2002 Chevrolet Corvette

01-08-64-014A; replaces 01-08-64-014; Door Manual Lock Lever Disengages from

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