

Having Trouble Finding DTCs in Service Information?
Look for help on page 6. You'll learn three different methods for locating the DTC you need, to diagnose the vehicle you're working on.

- Vehicle Control Systems
- Search function
- Master DTC List

TECHLink

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Fuel Pump Modular Reservoir Assembly

A recall bulletin 05-027 is being prepared to cover 2000-01 Chevrolet Suburban and GMC Yukon XL (excluding 2500 HD). The terminals in the 4-wire electrical connector at the top of the fuel pump assembly may experience fretting and high resistance.

TIP: Fretting was explained in the June 2003 TechLink.

The bulletin explains how to install a repair kit 15824379 to the fuel pump assembly. It contains replacement electrical connectors, a replacement fuel level sensor, related hardware and instructions.

Installing replacement connector components in the cover is a new procedure. The kit installation also requires replacing the fuel level sensor, which is an existing SI procedure. However, in this repair, you will re-use the float assembly, which is a new procedure.

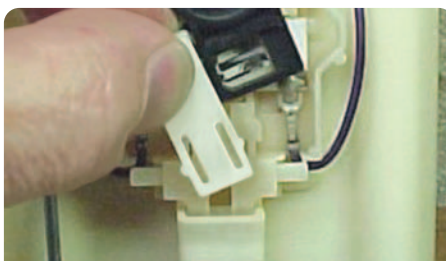
Refer to the bulletin, the kit instructions, and related SI procedures for the details in performing the installation of

the kit. Here are some highlights and tips to help you install the new components correctly.

Highlights and Tips

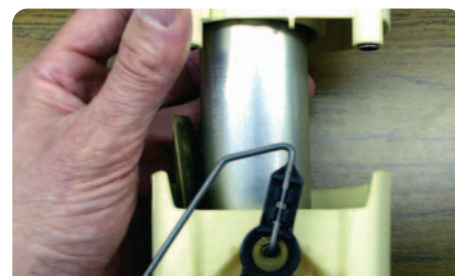
TIP: You are instructed to remove and discard the fuel pump fuse. A replacement is included in the kit. Using a new fuse is a precaution.

Several electrical connectors must be unplugged. This requires you to lift locking tangs and remove CPAs, following standard procedures.



A Removing lock from fuel level sensor

The fuel level sensor also uses a position assurance lock (A), which is removed much like those used in electrical connectors.



B Sliding module from reservoir

To gain access to slide the fuel level sensor from the reservoir, you must slide the fuel pump module partway from the reservoir (B). This involves carefully depressing two plastic tangs (C).

The electrical connector that passes through the cover is retained by a lock

continued on page 4

Techline News

GM Multiple PC Initiative Hardware Update

Dealers who purchased HP products in the U.S. from a Regional Techline Consultant as part of the GM Multiple PC Initiative will find they have world-class support available to them if they need it. In addition to the Techline Customer Support Center (TCSC), dealers also have the HP help desk available for hardware warranty support.

TIP: Call TCSC first. They will help determine what type of problem you are experiencing. If the issue is HP hardware related, use the following support process.

Call the HP exclusive GM Dealership support number (1.800.925.8245).

Prompts:

- (Option 1) Desktop
- (Option 2) Note book
- (Option 3) Printer
- (Option 4) All other products

Once you provide a serial number, the HP technician will be able to identify that you are from a GM dealership.

IMPORTANT: The HP technician taking the initial dealer call will follow a standard list of trouble shooting techniques that are used to diagnose the problem. As part of the call resolution process, the HP technician may escalate the call to an advanced team if necessary.

You also have the option to request your call be escalated to the advanced team. Be sure to indicate that you are making an Advanced Team Escalation request. This may be an appropriate avenue for dealer system administrators who have already completed the initial diagnostic and troubleshooting steps on their own. Be prepared to list the troubleshooting steps that have already taken place and the results.

- Thanks to Mike Waszczenko



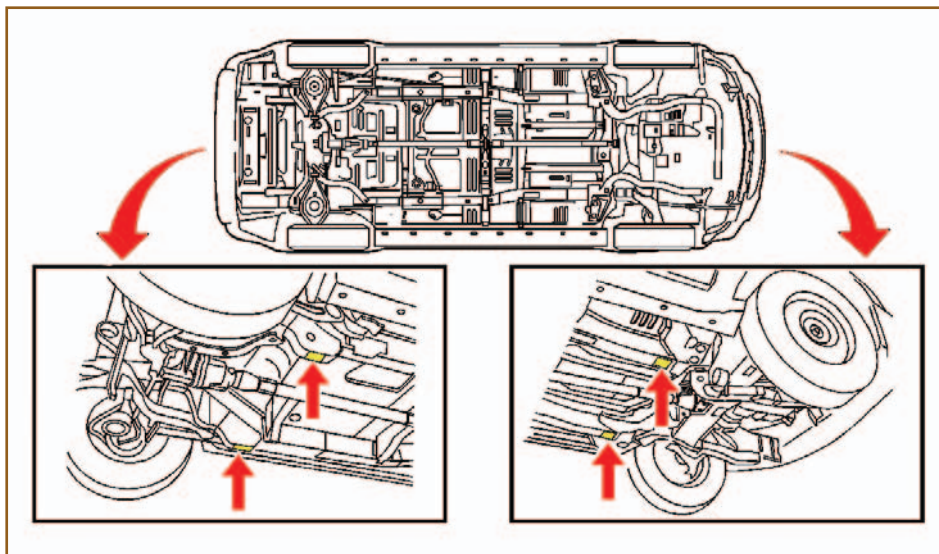
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Service and Parts Operations

Revised Lifting and Jacking Procedure



Bulletin 05-00-89-027 contains important information on how to lift or jack the 2005-06 Equinox and Torrent.

The lift or jack pads must be located inboard from the pinchweld flanges, as specified in the bulletin, to avoid damage to the pinchweld flanges.

– Thanks to Jerry Garfield

Tech 2 Progress Bar

Programming Alert: Depending on which calibrations are being updated, the progress bar on your Tech 2 may NOT display 100%, even though programming is complete. Some complete programming events may display as little as 5% on the progress bar before displaying the Programming Successful screen. This condition is normal.

TIP: If you see the Programming Successful message, the programming event is complete. Do NOT replace the ECM.

This alert applies to all vehicles equipped with the E35, E37, E38, E55 and E67 ECMs and the Allison LCT1000 Six Speed TCM. These ECMs are being used in selected 2004-06 and future vehicles.

TIP: Look for a spread sheet of vehicle coverage on the TechLink website Reference Guide.

TIP: These guidelines will also apply to Body and Chassis ECUs in some current and future vehicles.

– Thanks to Mark Stesney, BQM / Tech 2 / TechLink

Hybrid Truck Followup

Here are some additional cautions to observe when working on a Chevrolet or GMC Hybrid Truck (TechLink, October 2005).

CAUTION: To reduce the risk of severe shock and burns, disable the 42 volt (42V) system any time you perform service work on or around the energy storage box (ESB). The 42V system will still be active after you have disabled the ESB.

CAUTION: To reduce the risk of severe shock and burns, always treat the 3-phase cable and connectors as if voltage is present and as if the surface of all parts of the cable is hot.

– Thanks to Doug Ritter and Stephen Cichy

Headlamp Harness for XLR

The following part numbers have been issued by GM Service Engineering to enable the use of 2006 production headlamps on 2004-05 Cadillac XLR vehicles.

19120977 Used on Domestic Lamps

19120978 Used on Export Lamps

– Thanks to Bryan Fowler

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.

Manager, Product Readiness:

R. M. (Bob) Savo
GM Service and Parts Operations
Bob.Savo@GM.com

Publisher & Editor:

Mark Stesney
GM Service and Parts Operations
Mark.Stesney@GM.com

Technical Editor:

Jim Horner
Jim_Horner@ADP.com
1-248-816-3641

Production Manager:

Marie Meredith

Desktop Publishing:

Supreme Graphics, Inc.
supremeinc@supremeg.com

FAX number:

1-248-649-5465

Write to:

TechLink
PO Box 500
Troy, MI 48007-0500

GM TechLink on the Web:

<http://service.gm.com>

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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Underhood Accessory Wiring Junction Block

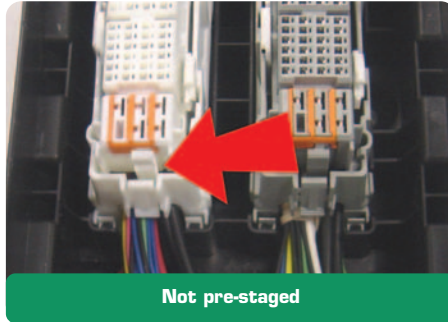
Here are some tips to help avoid damage when working on the Underhood Accessory Wiring Junction Block (also called the UBEC) on the Hummer H3.

Pre-Staging

Before plugging the connectors into the Junction Block, be sure the connectors are in the pre-staged position. If this is not done, the Junction Block and connector will be damaged when the connector is plugged in.

Press down on each end of the connector with your finger to check the connector for downward movement.

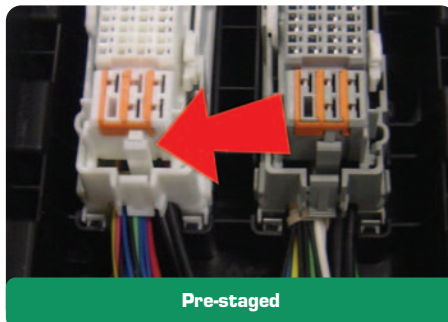
If there is downward movement, use a hook tool or your hand to pull the connector up to the pre-staged position. You will hear a click. Then recheck the pre-staging.



Not pre-staged

Servicing Levers

If there is damage to the connector levers, there is no need to replace the complete connector (which would require removing and installing all the related terminals).

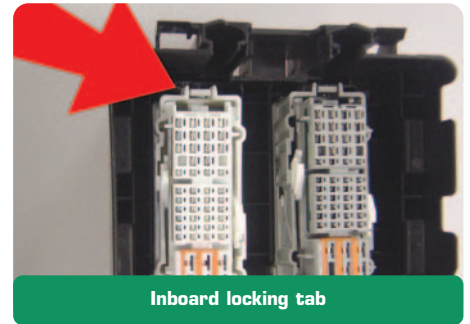


Pre-staged

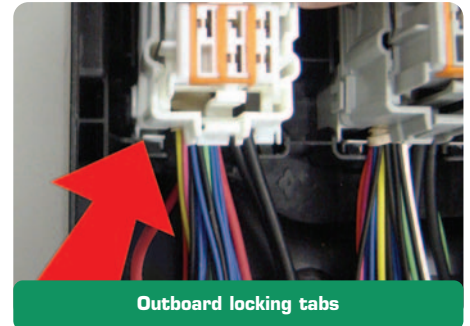
Simply swap the levers from a service replacement connector to the one with the broken levers.

Begin by removing the connector from the mounting cover. Remove the most inboard locking tab first and then the two most outboard locking tabs.

Then remove the connector from the housing. Remove the connector's right-angle dress. Then release the connector pre-stage tabs to lower the connector to the bottom of the housing. Pry outward on the connector housing at all four corners to release the connector. Install the levers from the replacement connector. Then reassemble.



Inboard locking tab



Outboard locking tabs

Replacement Parts

Service parts are available from SPO for the connectors.

SPO p/n 89046975

Light Green connector C1

SPO p/n 88988254

Natural (White) connector C2

– Thanks to John Roberts

Titanium Engine Parts

The connecting rods and intake valves used in the Corvette Z06 LS7 engine are made of titanium.

Using chlorinated solvents to clean titanium parts causes the surface finish to become brittle, damaging the part. The damage cannot be detected by normal visual inspection. Additionally, spraying chlorinated solvents into the throttle body of a running engine (for throttle body cleaning) will introduce the solvent to the intake valves and possibly into the engine oil.

The following notice is being added to the appropriate SI sections.

NOTICE: Do not clean titanium components with chlorinated solvents. Brake parts, and similar cleaning solvents, safety solvents, or Freon that contains chlorofluorocarbons (CFCs) should not be used.

Using chlorinated solvents to clean titanium components can result in component damage, leading to stress corrosion cracking that may be undetected with normal visual inspection.

Acceptable materials for cleaning titanium components include non-chlorinated solvents, alcohol, acetone, and methanol.

A listing of products without and with chlorofluorocarbons (CFCs) appears in the TechLink website Reference Guide.

– Thanks to Ron Minoletti

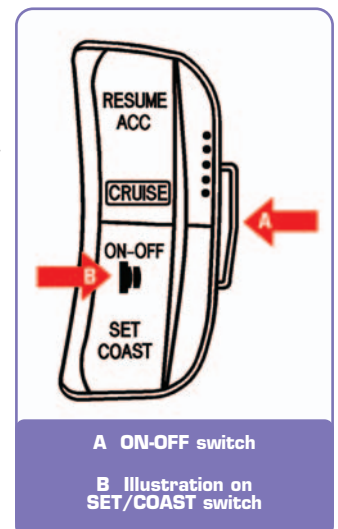
Cruise Control Operation

This information applies to the 2006 Aveo and Wave, and the 2004-06 Optra.

The cruise control ON-OFF switch is located on the side of the cruise control pad. An illustration portraying the operation of the ON-OFF switch is printed on the SET/COAST switch.

Pressing the SET/COAST switch when the ON-OFF switch is not in the ON position will not activate the cruise control system.

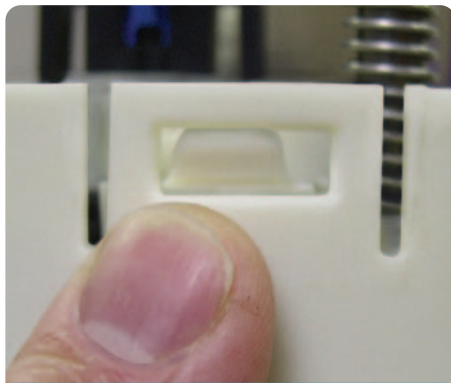
– Thanks to John Bowman



A ON-OFF switch

B Illustration on SET/COAST switch

Fuel Pump Modular Reservoir Assembly – from page 1



C Location of tang

tab, which you can loosen with finger pressure (D).

TIP: After removing the connector, be sure the O-ring does not remain in the cover (E).

Observe these precautions to ensure a proper seal of the new connector and new O-ring in the cover.

- Be sure all dirt and debris are cleared from the cover.
- Be sure the O-ring is properly seated on the connector and properly lubricated using the oil in the kit (F).

IMPORTANT: The O-ring may be damaged during installation if it is not properly lubricated.

IMPORTANT: Be sure the connector is properly aligned with the opening in the cover, then use finger pressure to install the connector into place until the tab clicks. Check the connector for proper installation (G).

Typically, the float arm and fuel level sensor are replaced as a unit. In this procedure, you must remove the float arm from the sensor and re-use it.

TIP: When removing the float arm from the old fuel level sensor, twist a small screwdriver under the float arm, which will push the arm from the retainers (H).

When installing the float arm into the new fuel level sensor, align the arm with the retainers, and press it into place.

TIP: When installing the new fuel level sensor to the reservoir, be sure the tabs on the sensor align with the slots in the reservoir (J).

Press down until the sensor tabs snap into place. Then install the assurance lock from the top (K).

IMPORTANT: Be sure the sensor wires are properly routed through their retainers so they do not interfere with float arm operation.

After plugging in the fuel level sensor wiring connector, be sure the assurance lock snaps into place (L).

When plugging in the fuel pump connector, be sure it's seated and the locking tabs click into place (M).

You need to cut the old 4-pin MetriPack 150 connector from the harness to prepare the vehicle harness for the new chassis electrical connector.

IMPORTANT: Stagger the cuts by 1.5 inches (40 mm) so the splices will not overlap (N).

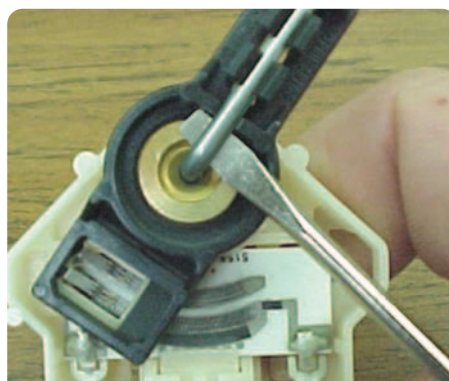
IMPORTANT: When staggering the wires on the new connector harness, be sure the leads are the right length so the



G Checking locking tab



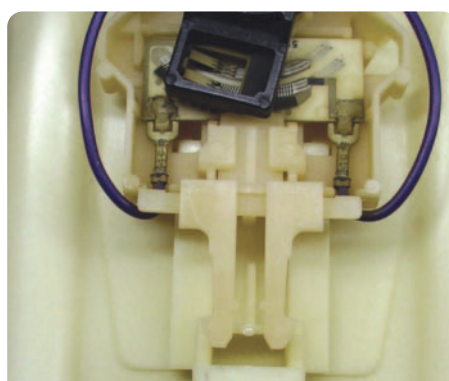
D Depressing lock tab on connector



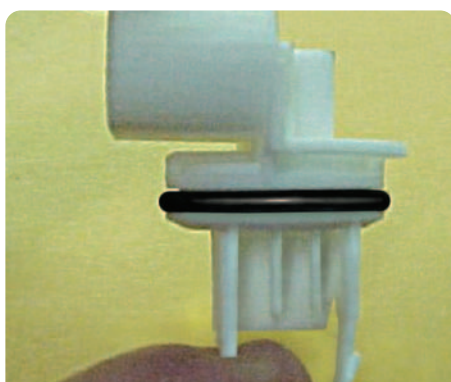
H Removing float arm



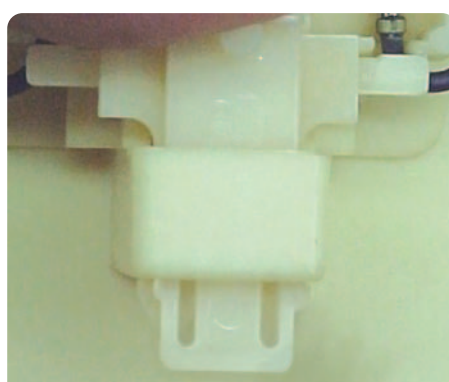
E O-ring



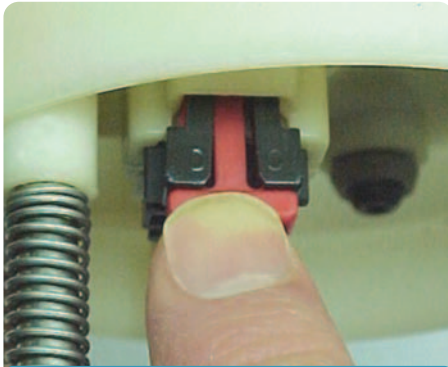
J Installing sensor



F O-ring installed and lubricated



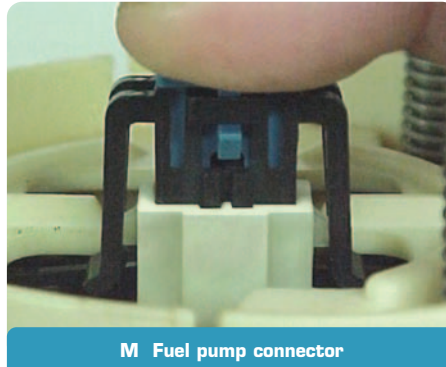
K Installing lock



L Assurance lock on fuel level sensor connector

repaired harness will be the same length as the original.

Match the wire colors and splice the new 4-pin GT 280 connector to the vehicle harness.



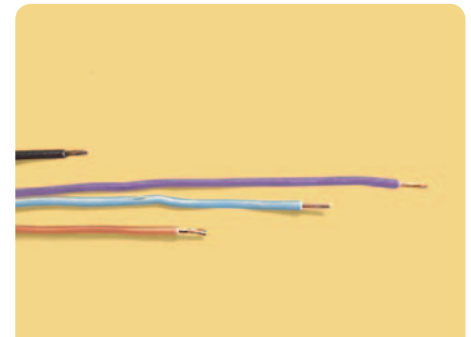
M Fuel pump connector

TIP: There are two colors of splices in the kit. The blue splices are for the black and grey wires, and the red splices are for the purple and orange/black wires.

TIP: Use the appropriate crimp tool J-38125-8.

TIP: After crimping, heat each splice until sealant comes out of both ends of the tube.

– Thanks to Charley Gipe and Dave Roland



N Staggered wire cuts

PCM Connectors

This information applies to 2003-06 full-size pickups and utilities.

Many PCM warranty claims are due to damage in the harness connecting system.

- Stripped bolts
- Stripped screw hole on the header connector
- Bent connectors, terminals
- Water intrusion/corrosion

In many cases, the correct method of installing the harness connector to PCM header was not followed.

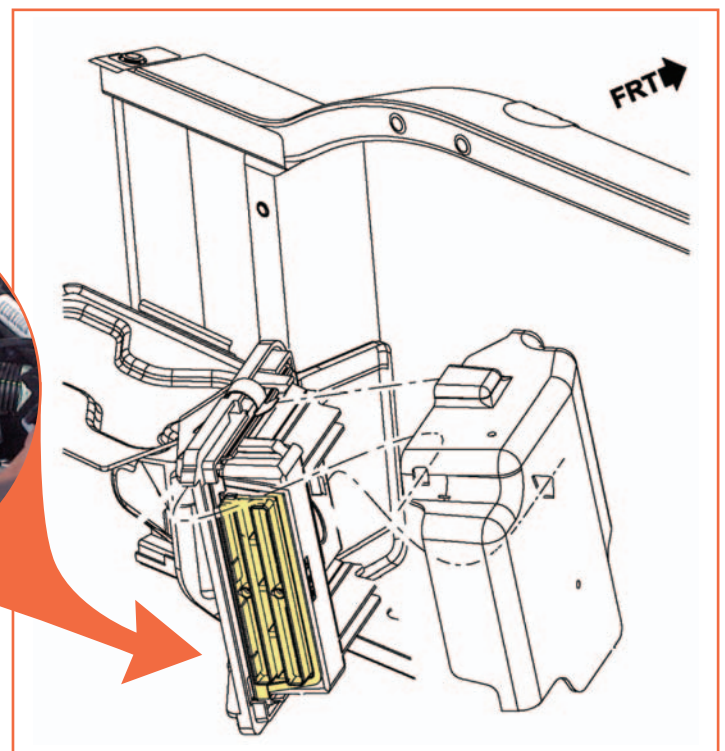
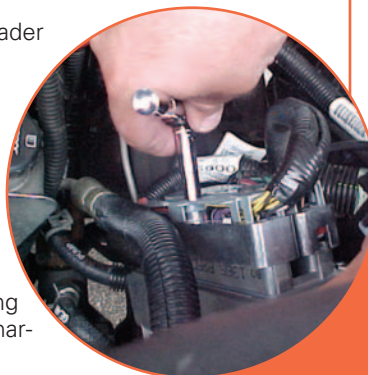
A notice is being added to the PCM R&R procedure in SI explaining the proper method for mating the harness connectors to the PCM.

Each of the individual 80-pin connectors must be fully hand-seated into the PCM connector.

IMPORTANT: Do not seat the connector with sharp force, such as striking the connector with the heel of your hand.

After the connectors are seated, torque the securing bolt to the specification embossed on the wiring harness connector.

– Thanks to Bob Vandebush and Tim Tang



Hydraulic Brake Assist Service Information Update

The following vehicles have updated hydraulic brake assist service information:

- 2001-05 M/L van
- 2001-06 G/H van
- 2001-06 K-special car

- 2001-06 C/K trucks and utilities
- 2003-06 H2

Hydraulic brake assist service information has been recently updated to help improve the quality of system diagnosis.

The diagnostic tables have been changed to make diagnosis more efficient and effective. In addition, the Description and Operation information is more detailed and now includes an illustration to better understand the entire system. Please refer to SI to view the changes.

– Thanks to Steve Love

How to Find DTCs in Service Information

In the early days of computerized vehicle systems, the only thing controlled by an electronic module was the engine functions. All diagnostic codes in existence at that time were engine related.

Soon, other systems became computerized (transmissions, brakes, body functions, instrument panel, entertainment, comfort, and others). In 1996, OBD II diagnostic codes were developed for all systems: B for body, C for chassis, P for powertrain, and U for communication network.

At that time, DTC diagnostic procedures were located in the section that pertained to the related control module.

The latest thinking places the DTC diagnostic procedure in the service manual section that covers the component where the owner concern is most likely to show up, not necessarily the system containing the module. Technicians should no longer depend on historic experience to know which section of the service manual to look in to find a particular DTC.

An example will help make this clear.

TIP: Correct “pathing” through the Service Information procedures should always begin with a Diagnostic Starting Point, regardless of the system being diagnosed. Even if you go right to a DTC, it will first lead you to the applicable Diagnostic Starting Point. That will eventually point you to the Diagnostic Trouble Code List - Vehicle, where every DTC that vehicle supports is listed.

Suppose a customer brings in a 2006 Cadillac DTS with a fuel gauge that always reads empty. A quick scan turns up a P0463 Diagnostic Code. When you look in the Engine Controls section (where most P codes are found), there is no evidence of a P0463.

You might think that the P0463 was left out accidentally, and you may be tempted to call Technical Assistance for help. But instead, you should look in any one of three places in SI that will lead you to the diagnostic information you need. Here's how.

(If you want to know how to find P0463, and what it relates to, take these instructions to your Techline terminal and follow along.)

First, “build” the vehicle. In this case, 2006 Cadillac DTS. Then click on Service Manual/Bulletins.

From here, you have three choices.

Method 1. At the top of the Service Manual/Bulletins page, you'll see a search box. Underneath this box are three links. Click on the one labeled DTC List and you will reach a master DTC list that includes every applicable DTC supported by the vehicle in question, in alphanumeric order with descriptors. Scroll the list to find the DTC you're looking for, then click on the blue link. This will take you to the diagnostic information for the DTC you're interested in.

TIP: You can save time and go directly to this diagnostic information using method 2.

Method 2. On the Service Manual/Bulletins page, type the DTC into the search box and click on Search.

If any system on the vehicle supports that DTC, the link that shows up will take you to the diagnostic information you need. If bulletins or other information exists about that DTC, they will show up as well.

Method 3. Again starting on the Service Manual/Bulletins page, under the heading of Select a Category, click on Vehicle Control Systems. Next, click on Vehicle DTC Information, then click on Diagnostic Information and Procedures. Finally click on Diagnostic Trouble Code (DTC) List – Vehicle, and you will see the same list that is presented by Method 1.

If you've been following along on your terminal, you now know that P0463 relates to Fuel Level Sensor Circuit High Voltage. And you'll also learn that the diagnostic information for this DTC is located under this path:

2006 Cadillac DTS > Body > Instrument Panel, Gage, and Console > Diagnostic Information and Procedures.

This is because the fault that sets the P0463 code is located in the fuel gauge circuit, and the symptom shows up as a faulty fuel gauge. So the information for DTC P0463 is located in the instrument panel section.

– Thanks to Jack Woodward

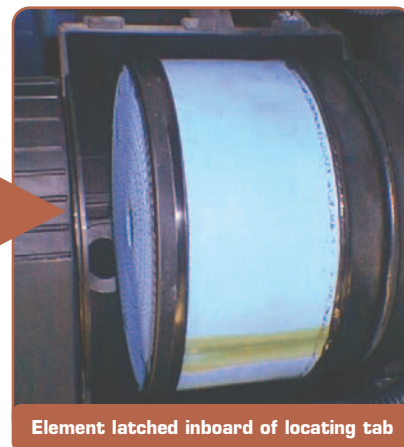
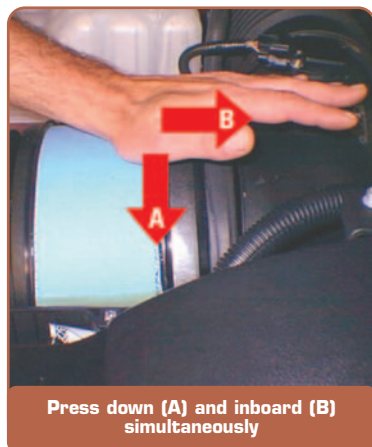
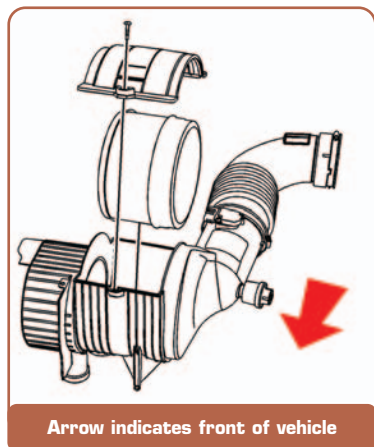
Air Filter Installation

Here's a tip for installing the air filter element on a 2006 C/K truck with Duramax diesel engine.

Stand facing the front fender on the passenger side. Insert the element into the housing. Place the palm of your hand on

the inboard end of the element, and press the element into position. Press both downward and inboard until the outboard end of the element clicks into place inboard of the locating tab.

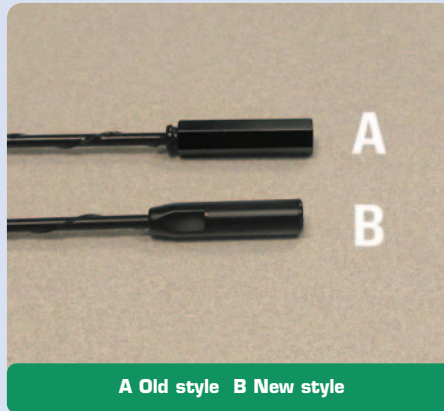
– Thanks to Mathew Gray



Fixed Mast Antenna

A new AM/FM fixed mast antenna is being used on 2006 full size trucks and utilities, and the TrailBlazer/Envoy. The new antenna features a 7mm stud on the antenna base, in place of the 6mm stud of the previous design.

A new antenna mast is required to mate with the larger stud. This mast can be identified by two flats on the mast; the older one had a hex (six-sided) design.



TIP: The new mast will not thread onto the base by hand. There is an interference fit between the threads of the new base and mast, which requires more force to tighten the mast to the base.

TIP: The mast no longer comes with a plastic wrench. Use hand tools to install.

When installing any fixed mast antenna to the base, tighten until the mast is fully seated, then take an additional quarter turn. Be careful not to chip the coating on the antenna.

– Thanks to Jim Will and Jim Hughes

OnStar Relaxes Requirement

Beginning December 1, 2005, OnStar will no longer require service technicians to contact General Motors Technical Assistance to obtain parts for many of its early generation OnStar systems. A Service Bulletin and Preliminary Information documents will be published to provide a comprehensive list of the part numbers which can be ordered without a call to Technical Assistance.

Technical Assistance will continue to provide dedicated diagnostic support for vehicles equipped with OnStar. Please refer to the Bulletin(s) and Preliminary Information documents for more specific details regarding this update.

–Thanks to Charles Avritt

Turbine Shaft Usage

This information applies to all 2006 Cadillac, Chevrolet and GMC Full-Sized Trucks and Utilities, Buick, Chevrolet, GMC Mid-Sized Trucks and Utilities, Hummer H2 and H3, and Pontiac GTO with 4L60E (RPO - M30) or 4L65E (RPO - M32) or 4L70E (RPO - M70) Transmission.

In some of these 2006 vehicles, the 4L60E, 4L65E or 4L70E automatic transmission may be built with a turbine shaft that has an Input Speed Sensor (ISS) rotor even though the transmission is used in a non-ISS application.

GMSP0 may service 2006 non-ISS transmissions with a turbine shaft that has an ISS rotor.

These are both acceptable usages and will not cause functional concerns.

– Thanks to Rusty Sampsel

Loose Connection

This condition could affect 2004-06 Buick Rainier, Chevrolet Trailblazer, and GMC Envoy, 2002-04 Oldsmobile Bravada and 2005-06 Saab 97x.

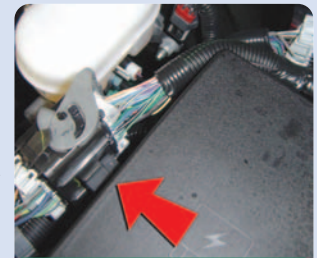
A vehicle may exhibit 4WD inoperative, SIR lamp, erratic fuel gauge operation and/or a Service Stability Message. Possible DTCs are C0186, C0196, C0327, C0455, P0452, P0453, P0461, P0462, P0464 and or U1088.

A possible cause of these symptoms is a loose connection or backed out terminal(s) at the C101 connector, a 38-way connector mounted along the underhood fuse block. This harness may be routed tightly around the Underhood Accessory Wiring Junction Block (also called the UBEC) that could induce any of the concerns listed.

Check all terminal connections in this connector for integrity. Inspect female terminals for pin drag. The male terminal should be fully seated in the body cavity of the connector. Be certain that no terminals are bent or damaged in any way. Re-route the harness to prevent future harness and/or connector strain.

TIP: When servicing this connector, be careful not to damage other terminals. Fully seat the connector squarely with both hands and then latch the locking portion of the connector (CPA). Do not use the lock mechanism on the connector to pull the connector halves together, as this may cause terminals to bend or make a poor connection.

– Thanks to Dino Poulos



Location of connector C101

Roof Beacon Switch

On some 2003-06 Chevrolet Avalanche and Silverado and GMC Sierra vehicles, the battery may be discharged for no apparent reason.

A vehicle equipped with Regular Production Options VYU (Snow Plow Provision Package) or TRW (Provisions For Roof Mounted Lamp) may not have the roof beacon light connected. If the customer inadvertently presses the roof beacon switch to the on position, the roof beacon indicator will illuminate on the switch. If the ignition is turned off and the beacon switch is left on, a battery draw (140 Ma) will occur. The roof beacon switch indicator no longer illuminates when the key is turned off. However, the roof beacon relay is still energized. The roof beacon switch should be turned off before turning the ignition off, to avoid a battery drain.

SUGGESTION: If the roof beacon is not being used, pull the SEO B1 fuse to disable the relay.

TIP: This can be done on all vehicles except those equipped with 8S8 option (Speedometer Security) or have an overhead universal garage door opener.

– Thanks to Jim Will



Car Issues – Fix It Right the First Time (new issues in **bold**)

Model Year(s)	Vehicle Line(s) / Condition	Do This	Don't Do This	Reference Information / Bulletin
2005-2006	Uplander, Terraza, Relay, Montana SV6 – High Effort to Sound Horn, Horn Sounds Only When Certain Spots are Pressed	Replace horn pad springs.	Don't replace inflatable restraint steering wheel module.	05-08-54-001
2005	Grand Prix, LaCrosse/Allure – Front Brake Moan and/or Groan Noise During Brake Apply	Confirm that noise is coming from front brakes – then replace front brake pads.	Don't resurface front rotors.	05-05-23-006
2004-2005	Grand Prix, LaCrosse/Allure – Blower Motor Inoperative or Intermittent, Blower Speed May Drop or Blower Continues to Run After Key Off	Install 330MFD capacitor between LPM circuit and ground.	Don't replace LPM, blower motor or HVAC control head.	05-01-39-001A
2002-2005	Buick LeSabre – Front Door Window Binds/Inoperative/Moves Slowly	Adjust glass.	Don't replace window regulator.	05-08-64-011
2002-2007	Cavalier, Sunfire, Grand Am, Classic – Vehicle Hesitates, No Start, Lack of Power, Low Fuel Pressure	Replace fuel pump strainer.	Don't replace fuel pump module.	05-06-04-026A
2001-2003	Aztek, Rendezvous – Window Regulators Separate from Window Motors	Use window regulator clips and procedure outlined in bulletin instead of replacing complete window regulator assemblies.	Don't replace window regulator assemblies that are serviceable and only have broken clips.	03-08-64-015
1999-2004	All Cars and Trucks – Brake Warranty, Service and Procedures	Issue One: Refinish brake rotor. Issue Two: Measure for LRO.	Issue One: Don't replace brake rotors. Issue Two: Don't measure for LRO.	00-05-22-002D
2002-2005	Cars and Trucks – Multiple Driveability Symptoms/Clogged Fuel Injectors	Clean fuel injectors as described in bulletin.	Don't replace fuel injectors.	03-06-04-030A



Truck Issues – Fix It Right the First Time (new issues in **bold**)

Model Year(s)	Vehicle Line(s) / Condition	Do This	Don't Do This	Reference Information / Bulletin
2003-2005	Tahoe, Yukon, Escalade – Engine Vibration/Noise at Idle, Vibration Felt in Steering Wheel/Seat	Reprogram PCM.	Don't align exhaust and/or hang weights.	05-06-01-006
2002-2004	All TrailBlazers, All Envoys, Rainier, Bravada – Underhood Tick Noise at Idle	Reprogram PCM.	Don't replace electro-viscous fan clutch.	05-06-02-004
2004	Full Size Pickups and Utilities, H2 – Passenger Door Module and RKE Inoperative	Re-flash passenger door module.	Don't replace passenger door module.	04-08-52-005
2001-2005	Full Size Pickups and Utilities – Cranks But No Start, Stall, Inaccurate/Incorrect Fuel Gauge Reading, No Fuel, Vehicle is Out of Fuel and Fuel Gauge Reads Above Empty	Replace fuel sensor.	Don't replace fuel sender module.	04-08-49-018E
2005	HUMMER H2 SUT/SUV – Momentary Loss of HVAC Blower Motor Operation While Adjusting Power Seats	Install 330 uf 50V capacitor.	Don't replace HVAC control head, blower motor or seat switches.	05-01-39-004
2001-2005	Chevrolet/GMC 36 Series Cab/Chassis – DTC P1172 or P2636, Fuel Gauge Reads Empty, SES Light On	Modify fuel tank balance line.	Don't replace fuel tank unit, the PCM or fuel transfer pump.	05-06-04-008
2002-2005	Tahoe, Suburban, All Yukons, All Escalades, Avalanche, H2 – Exhaust Pop/Ping Noise	Replace heat shield.	Don't replace exhaust system.	03-06-05-008B
2004-2005	All Cars and Trucks – State-of-Charge Upon Delivery of New Vehicle	Check battery's state-of-charge per revised PDI procedure using J-42000 or J-42000-EU. Labor time is included in PDI.	Don't remove and replace battery.	02-06-03-009A
2002-2004	Silverado, Suburban, Tahoe, Sierra, Yukon/XL, Escalade EXT – Rough Idle, Misfire, MIL DTC P0300	Measure intake manifold for warpage across two runner ports only. Replace upper manifold gasket with teal-green color gasket.	Don't measure intake manifold for warpage across all four intake runner ports. Don't replace upper intake manifold gasket with orange-colored gaskets.	05-06-04-029
2001-2003	Fullsize Pickups – Injector Replacement for High Flow Rates	Use Bulletin 04-06-04-007A for injectors with high fuel return rates. Use Special Policy 04039 for all 01-02 vehicles.	Don't replace 8 injectors for any complaint other than high fuel return rates. All other injector failures are fix as failed.	Special Policy 04039

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– Thanks to Tracy Rozman