TECHlink

GM

December 2006
Volume 8, No.12

A Monthly Publication for GM Dealership Service Professionals

Need Extra Copies of *TechLink*?

Look for help below. You'll find instructions explaining how to request additional copies of TechLink each month, as well as how to order back issues.

Duramax 6.6L Diesel Engine (LMM)

A new diesel engine is available for 2007. It's the Duramax 6.6L (RPO LMM). This engine is being released to conform with 2007 US EPA diesel emission regulations, which require a 60% reduction of NOx and a 90% reduction of particulate matter.

This new engine has been designed to be the most powerful and cleanest Duramax Diesel ever offered in the Chevrolet (Silverado, Express, Kodiak) and the GMC (Sierra, Savanna, Top Kick) models.

A number of design strategies have been put in place to meet these new emission regulations. These include both software and hardware:

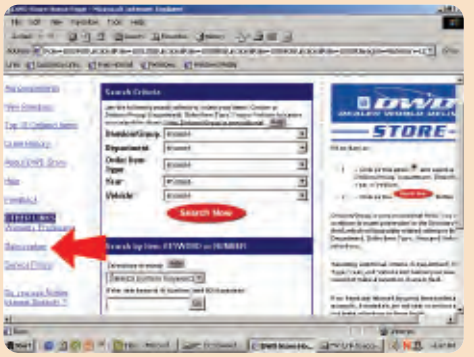
- Exhaust particulate filter
- Intake air valve
- Revised EGR
- Exhaust tailpipe cooler
- ECM calibration
- Revised injector nozzle flow
- More robust internal engine components and a more efficient turbocharger

continued on page 4

Techline News

TechLink Subscription

Ordering Additional Copies



For the past two years, the quantity of *TechLink* newsletters being sent to dealers is 3, 5 or 10 copies, depending on dealership size (US only). During this time, we've received numerous inquiries about how dealers can obtain additional copies.

US dealers can order/purchase additional copies of *TechLink* through the DWD Store. Fill in the **total amount desired**. You will be billed only for the additional copies.

Dealers can also use the DWD Store to adjust the number of bulletins and other items being received in their weekly DWD box.

TIP: You can also order copies of back issues of *TechLink*.

IMPORTANT: If a dealer fails to enroll in the subscription process or does not select a specific publication, the default "ship to" amount is zero (0). In other

continued on page 2

TECHlink GM

Contents

GM Service and Parts Operations

Techline News – continued from page 1

words, if no selection is made, the dealer will not receive the publication.

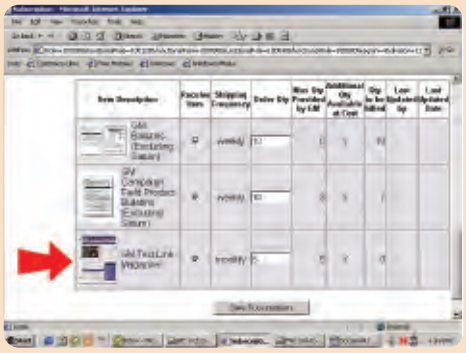
Follow this path on the DealerWorld website:

> Business Administration Tab

> DWD Store

> Subscriptions (in left column)

TIP: In order to access this path, the proper profile is required. Contact your dealership's Partner Security Coordinator (PSC) for assistance.



TIP: The Subscription selection can be accessed only by sites with a BAC code.

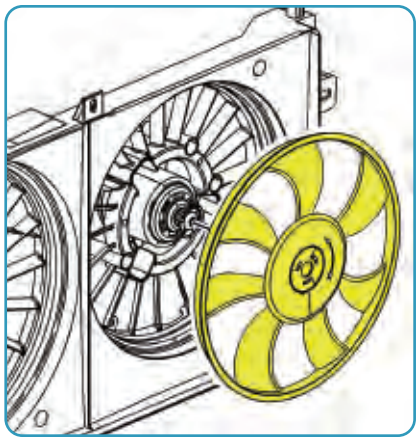
– *Thanks to Mark Stesney*

Coolant Fan Motor Replacement

When replacing the coolant fan motor on a 2005-07 Chevrolet Equinox and 2006-07 Pontiac Torrent, be aware that the fan blades cannot be reused.

It is necessary to order the motor and the fan blade separately, to ensure that you have the proper parts to complete the procedure.

– *Thanks to the Service Team at Hubler Chevrolet*



G6 Convertible Top Video

A video has been developed to help you better understand the operation and basic diagnostics of the 2006-07 Pontiac G6 Convertible top.

TIP: This video was sent in DVD format (12442.10V) to all Pontiac dealers during April 2006.

IMPORTANT: Watch this video before diagnosing or making any repairs to the convertible top.

Follow this path on the GM Common Training website to view the streaming video presentation:

1. Log on as a user
2. Click Service Know-How in the menu on the left
3. Click Service Know-How Videos
4. Click Searchable Streaming Video
5. Click Pontiac G6 Folding Top Operation, Diagnosis and Service

IMPORTANT: For additional information on this issue, please refer to IDL Course Numbers 12442.10V and 10206.13D.

– *Thanks to Scott Carpenter*

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

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Terminal Repair Kit J-38125-G Update Information

The 2006 J-38125-770 Terminal Repair Kit update has recently been sent to all GM Dealers. Here is some information to help you incorporate these additions into your existing Terminal Repair Kit. When the modifications are made as instructed, the resulting Terminal Repair Kit is referred to as J-38125-G.

TIP: The resulting Terminal Repair Kit J-38125-G requires a total of seven storage cabinets. You will need to order one new J-38125-610 Storage Cabinet.

Contents of the 2006 J-38125-770 Update Kit

- One new Lear tray 28
- 56 packages of new terminal numbers (these represent additions or changes to12 trays).
- 6 new release tools
- A new J-38125-620G Instruction Manual (discard earlier versions).
- 16 new tray lid labels. The new tray labels are date coded to make it easer to tell if a tray is up to date. There are also white labels for use on the old Delphi red plastic trays if you still have them.
- 2 new male test probes J-35616-14 for some 150 female terminals with a .64 internal clearance.
- 2 new labels for the J-35616-C, making it a D.

TIP: The kit sent to Saturn dealers is limited to 6 new terminal release tools, an Instruction Manual and a pair of new J-35616-14 test probes.

Importance of an Updated and Properly Stocked J-38125 Terminal Repair Kit

The original J-38125 Terminal Repair Kit (1987) has been updated numerous times, and updates have become more complex. It can be very difficult to add an update to the Kit if it is not properly organized to the current level.

IMPORTANT: Your J-38125 Terminal Repair Kit must be updated to the J-38125-F level before the J-38125-770 2006 update is done. Due to terminals being moved or changed in a number of trays, cavities will have to be emptied and new terminals will be placed into those vacancies. If your kit has not been updated, this will be extremely difficult to accomplish.

Starting in 2006, SI directs you to a specific tray to find the service terminal you need, and itemizes the specific crimp tool(s), terminal release tool or test probe for each terminal. If the J-38125 Terminal Repair Kit is not properly organized, it will take you much longer to locate what you need.

TIP: Service terminal information is now contained within the Connector End View of almost every connection system in SI.

TIP: Use the service terminal or service connector part number when talking to your parts department.

Many wiring harnesses from past model years are no longer available from GMSPO. If damaged, they must be repaired. This is another important reason for keeping your Terminal Repair Kit in order.

J-38125-770 Instruction Sheet

Follow the step by step instruction sheet packaged with the 770 update kit. It has been written to make this update as easy to do as possible.

TechLink Reference Material

An extensive and useful reference file has been placed in the Reference Guide section of the *TechLink* website. To locate it, look at the top of any month's home page (any language). Click on Reference Guide tab. Then scroll down to locate the Terminal Repair Kit Update Information.

TIP: This file is in PowerPoint format and may take awhile to open.

This extensive presentation (82 slides) shows every step in the history of the J-38125 Terminal Repair Kit. But more importantly, it shows how to organize all of the previous updates, resulting in the current J-38125-F. Remember, this needs to be done before you do the J-38125-770 update.

– *Thanks to John Roberts and Greg McDonald*

Tip-In Hesitation

This information applies to 2004-05 Buick Rainier, Chevrolet TrailBlazer, GMC Envoy, 2004 Oldsmobile Bravada and 2005 Saab 9-7x with 4.2L engine (VIN S, RPO LL8) and Secondary AIR Injection (RPO K18).

On rare occasions, a tip-in hesitation may be experienced when accelerating from a stop. This may happen at any engine temperature, but it is typically more apparent on light tip-in acceleration after idling for 1 – 2 minutes at operating temperature.

The cause may be a leaking Secondary Air Injection Solenoid Valve, which is mounted to the passenger side of the cylinder head.

If SI diagnostics do not isolate a cause for this concern, temporarily remove the hose from the Secondary Air Injection Solenoid Valve, start the engine, and inspect the inlet side of the valve for exhaust pulsations, with it closed at an idle. If exhaust pulsations are present, replace the Secondary Air Injection Solenoid Valve and evaluate the concern.

– *Thanks to Jamie Parkhurst*

Transfer Case Won't Shift

This information applies to 1999-2007 Cadillac Escalade, Chevrolet Avalanche, Trailblazer, Colorado, Blazer, S10, Silverado, Suburban, Tahoe, GMC Canyon, Envoy, Sierra, Yukon, Yukon Denali, Yukon XL, Jimmy, Sonoma, Suburban, Hummer H2 and H3 with RPO NR4, NP1, or NP8 Transfer Case.

The electronic transfer case may stop shifting and not set any DTCs. This condition will occur if the transfer case control module senses repeated shift requests in a short period of time.

The software in the transfer case control module has a shift abuse lock out mode to protect the module and encoder motor. If the driver tries to shift into and out of different modes continuously, the transfer case control module will stop trying to shift for several seconds to prevent abuse damage to occur.

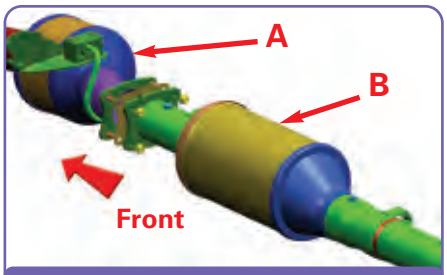
Cycling the ignition off for 30 seconds or more should allow the transfer case to resume normal operation.

– *Thanks to Charles Krepp*

Duramax 6.6L Diesel Engine (LMM) – *continued from page 1*

EMISSION CONTROL COMPONENT HIGHLIGHTS

Diesel Oxidation Catalyst (DOC) – Reduces hydrocarbons (HC) and oxides of nitrogen (NOx), carbon monoxide (CO) and odor-causing compounds. It also turns the majority of emissions into water and oxygen.



A Diesel Oxidation Catalyst (DOC)
B Exhaust Particulate Filter (DPF)

Exhaust Particulate Filter (DPF) – Traps the particulate matter (solid particles that appear as black smoke) from the engine exhaust before they can be emitted into the atmosphere.

During the regeneration process (explained later), the DOC is heated above its normal operating temperature by a different engine calibration strategy that includes additional fuel injection pulses. The extra heat created by the DOC is used to increase the temperature of the exhaust particulate filter (DPF). The DOC helps obtain and sustain the required temperatures during regeneration.

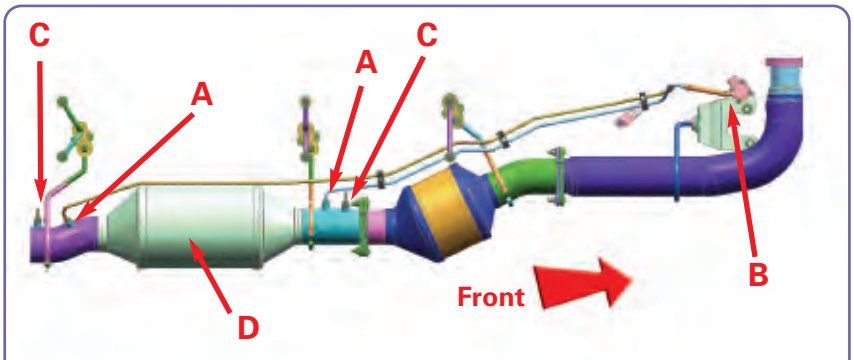
EXHAUST PARTICULATE FILTER (DPF) OPERATION

The DPF is installed in the exhaust system behind the catalytic converter, and its appearance resembles the catalytic converter. The filter element is made of porous, catalytically coated silicon carbide, which allows the exhaust gases to pass through, while trapping the solid matter from the exhaust. This decreases particulate matter (soot) and eliminates exhaust smoke. The DPF collects particulates while the engine is running.

Exhaust particulate filter element

To prevent clogging, particulate matter is periodically burned off, leaving ash and yielding carbon dioxide and water. This process is called particulate filter regeneration.

DPF REGENERATION CONTROL



A Pressure sensor
B Exhaust differential pressure sensor
C Temperature sensor
D Particulate filter

The ECM keeps track of operating conditions to determine the amount of particulate accumulation, and periodically initiates a regeneration process.

Pressure Sensors – The exhaust differential pressure sensor (EPS) measures the pressure difference between the inlet and outlet of the DPF filter. When the pressure difference has increased above a calibrated threshold, it indicates a high particulate loading condition. The ECM then commands a regeneration event in order to restore the DPF.

The exhaust pressure differential sensor is also used to monitor the filter for cracks or holes in the filter substrate.

Exhaust Gas Temperature Sensors – During regeneration, two temperature sensors are used to monitor the process. One sensor, located ahead of the DPF, measures the temperature of the exhaust gases leaving the Diesel Oxydizing Catalyst and entering the DPF. This temperature measurement is used by the ECM to control fuel injector flow that is used to maintain temperatures necessary for regeneration. A second temperature sensor, located after the DPF, helps the ECM monitor and regulate the regeneration temperatures and helps protect the system.

DPF REGENERATION OPERATION

Regeneration may occur under several circumstances, called Active Regeneration, Passive Regeneration and Service Regeneration.

Active Regeneration

The regeneration operation is controlled by the ECM, which keeps track of the mileage driven, the amount of fuel consumed, the hours of operation and the exhaust differential pressure.

When the conditions are met for regeneration to occur, the ECM enters a different engine calibration strategy that includes additional fuel injection pulses. This heats the DOC is above its normal operating temperature and regeneration begins. For the process to complete satisfactorily, the vehicle must be operated continuously for approximately 18 minutes at speeds greater than 30 mph (50 km/h) to efficiently clean the filter. If the engine is allowed to return to idle during this time, the idle speed may be elevated slightly and the operating sound may be different. This is normal, and the driver doesn't need to do anything different.

During regeneration, the exhaust temperature increases (greater than 500° C), which converts the particulates into harmless gases and ash. The DPF is then clean and ready to filter particulates again.

Driver Notification – If normal driving does not provide the necessary conditions for regeneration to occur, the pressure differential continues to increase across the exhaust filter. The ECM will illuminate a CLEAN EXHAUST FILTER message on the instrument panel Driver Information Center (C/K only).

When this occurs, the owner manual and a label placed by the driver's sun visor instruct the customer to drive the vehicle under the conditions necessary for a regeneration to take place until the CLEAN EXHAUST FILTER message no longer appears on the DIC.

Reduced Power – However, if the CLEAN EXHAUST FILTER message is ignored, the ECM will eventually illuminate the MIL and the Reduced Power lamp. The engine enters the Reduced Power mode, which will require the vehicle to be serviced.

Passive Regeneration

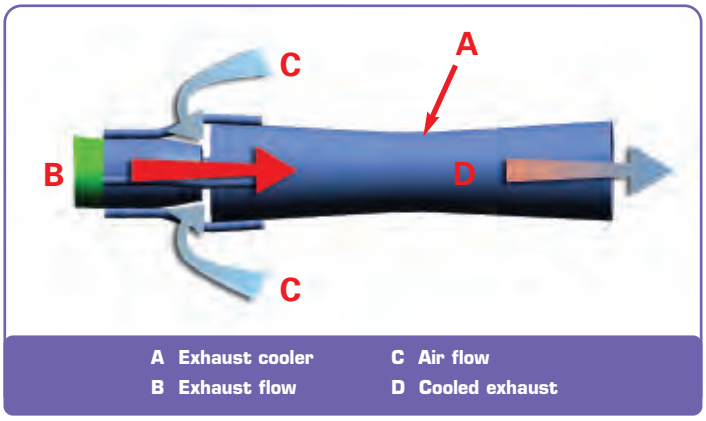
Passive regeneration occurs when exhaust gas temperature is elevated above 300°C (575° F). These temperatures may be reached when the engine is under heavy load.

Service Regeneration

Service regeneration is performed with the Tech 2, and is used to clean a soot loaded filter during a dealership service visit.

DEALING WITH REGENERATION TEMPERATURES

The exhaust system has been designed to deal with the temperatures involved in the regeneration process. On long wheelbase models, for instance, a heat shield protects the rear axle shock absorbers. All models have an exhaust cooler at the end of the tailpipe. A vacuum created by the exhaust passing through the openings draws in cool air, which mixes with the exhaust gases. Cooled exhaust exits the tailpipe.



A Exhaust cooler
B Exhaust flow
C Air flow
D Cooled exhaust

IMPORTANT – There are times when a DPF service regeneration must be performed at the dealership. THIS MUST BE CONDUCTED OUTDOORS. The shop exhaust system will not handle the heat.

DIESEL FUEL AND OIL REQUIREMENTS

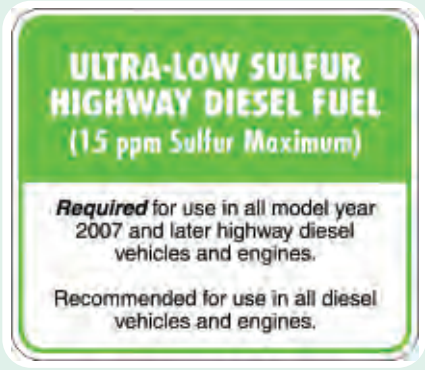
The LMM diesel engine requires ultra low sulfur fuel, which limits sulfur content to 15 ppm (parts per million). It also requires use of oil which conforms to the CJ-4 standard established by the American Petroleum Institute (API). This oil offers lower oil consumption and reduces limits for phosphorus, sulfur and ash. Low ash oil is needed to extend the life of the Exhaust Particulate Filter, as well as to reduce the formation of engine sludge and deposits.

IMPORTANT

Use Ultra Low Sulfur Diesel Fuel (ULSF) only. The emission control hardware may be damaged if high sulfur level fuels are used.

Do not use Low Sulfur Diesel Fuel.

Do not use Off Road Diesel Fuel.



Use only engine oil that has the API classification of CJ-4, which is formulated to work properly with the Diesel Particulate Filter.

Vehicle Modifications – DO NOT modify any exhaust systems or engine control components, unless it's GM approved.

– *Thanks to Frank Tornambe*

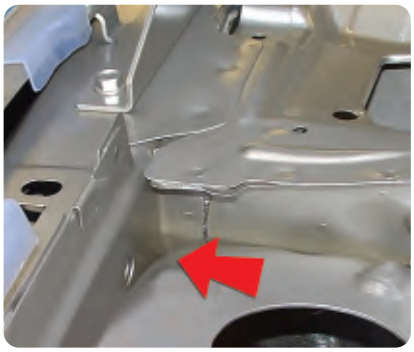
Water Leak

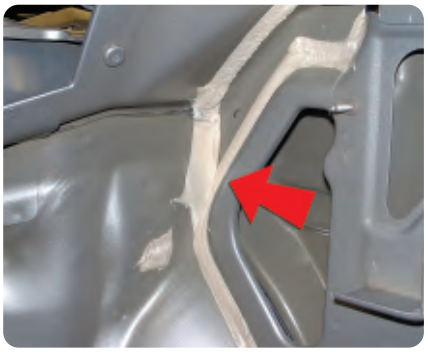
The owner of an Equinox or Torrent may comment about wet carpet in the front passenger area.

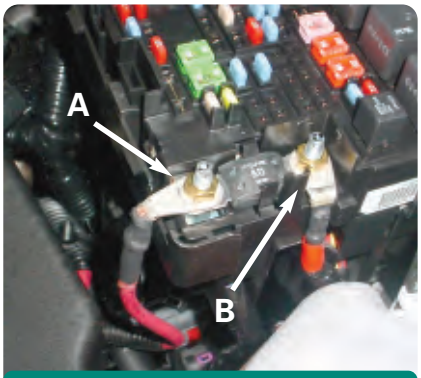
The body sealant between the sidebody and cowl may be misplaced, allowing water to pass from the top of the right front strut tower into the cabin.

To check for this leak, apply water at the corner of the strut tower. With the passenger side carpet pulled back, look for water to enter. To repair, apply body sealant at the strut tower to dash panel area.

– *Thanks to Angelo Girolamo*







A Battery positive cable
B EPS cable with red protective tape

Battery Positive Cable

On the 2007 Equinox and Torrent, the cover of the UBEC contains an indicator (+) for the positive cable. If the cover is removed, the indicator no longer appears. As is typical, the battery positive cable is colored red. A piece of red protective tape is used on the nearby EPS cable.

Do not confuse the EPS cable with the battery positive cable when jump starting a dead battery. Doing so may cause the 80 amp fuse to blow.

– *Thanks to Ange Girolamo*

Cooling System Cleaner

General Motors has introduced a new GM Heavy Duty Cooling System Cleaner in the U. S. and Canada.

	New p/n	Old (discontinued) p/n
U. S.	88861344	12346500
Canada	88861345	89020872

The old part numbers have been discontinued and GMSPO will supersede any orders with the new part numbers.

The new cleaner is a one-part liquid and replaces the two-part powdered cooling system cleaner previously offered.

GM Heavy Duty Cooling System Cleaner p/n 88861344 (88861345 in Canada) can be used wherever use of the previous product was indicated.

– *Thanks to Jay Dankovich*

New GM Heavy Duty Cooling System Cleaner

Discontinued cleaner

Rear Wiper Damage

This information applies to Cadillac Escalade and Escalade ESV, Chevrolet Tahoe and Suburban, GMC Yukon and Yukon Denali models.

The rear wiper arm can be broken in a carwash. Some carwash rollover brushes may displace the rear window wiper arm from the rubber park block. When the rear wiper arm is out of the park block, it can be broken by the brush action.

Replace the rubber park block 15895844 and rear wiper arm 15277756. Perform this repair only on vehicles that exhibit the condition.

– *Thanks to Dave Roland*

Seat Belt Endlock Release

Seat belt endlock may occur during rapid retraction of the seatbelt webbing into the retractor. The seatbelt suddenly stops and allows the web sense mechanism to engage the locking mechanism in the retractor. This is a normal function of the retractor and all GM cars and trucks seatbelt systems on the market today exhibit the endlock phenomenon.

How to Release a Locked Retractor

Grasp the seatbelt webbing and slowly and firmly extract 15 – 25mm (0.6 – 1.0 in) of webbing from the retractor.

Release the seatbelt and allow the webbing to retract slowly into the retractor.

Check to see if the seatbelt is released. If it is not released, repeat these steps twice more.

If the retractor does not release at that point, replace the retractor.

This information has been included in the SI for all applicable GM vehicles.

– *Thanks to Joel Ebner*

Lock Cylinder Tumbler Repair Kits

Lock cylinder repair kits are now available from GMSPO for 2007 full size utilities. The kits contain all parts, including tumblers, to make a complete cylinder change with any key code sequence.

The following service kits are available:

Ignition Lock Cylinder	15794826
LH Door Lock Cylinder	15904634
RH Door Lock Cylinder (without RKE only)	12533510
Glovebox Lock Cylinder	15794823
Spare Tire Lock Cylinder	15794819

– *Thanks to Paul Radzwilowicz*

Sealant Eliminated

This information applies to 2001-07 fullsize pickups and utilities, vans, and medium duty trucks with 6.6 L diesel engine.

The use of sealant GM p/n 97720043 is no longer required for such procedures as:

- fuel injector replacement
- fuel injection fuel feed pipe replacement
- fuel injection fuel rail assembly replacement
- valve rocker arm replacement

The following statement is being removed from all SI procedures that require fuel injector pipe removal:

"After installing the fuel injector pipes, clean the injector pipes and apply sealant GM p/n 97720043, at the fittings to prevent moisture and debris from collecting between the line and fitting."

– *Thanks to Jerry Garfield*

Diesel Engine Oil Leak

This information applies to 2004-07 Chevrolet Express, Kodiak, Silverado, GMC Savanna, Sierra, TopKick with LBZ or LLY 6.6L diesel engine with an oil leak.

During initial inspection, the oil leak may look like it is coming from the right rear of the engine or the right rear side of the flywheel housing cover.

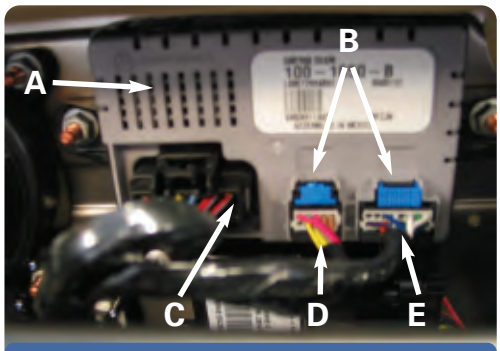
The oil leak may actually be coming from the turbo oil pressure feed line or the turbo oil return pipe at the top of the engine.

1. Complete the normal SI procedure for oil leak diagnosis.
2. Add oil dye to the engine oil and run the engine to circulate the dye.
3. Inspect the oil pressure feed hose fittings and the turbo oil drain pipe connections for leaks.
4. Repair the turbo oil pressure feed hose or drain pipe leaks as needed.
5. If the oil leak is not found at the oil feed hose or turbo drain pipe connections, continue with rear of engine inspections and repairs.

– *Thanks to Don Langer*

Heated and Cooled Seats

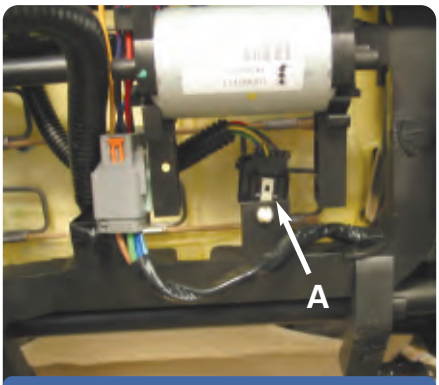
Here are some diagnostic tips that apply to the 2007 Cadillac ESV and EXT with KB6 heated and cooled front seats.



A Module
B CPA
C 12-way
D 10-way
E 16 way

If Neither Heated nor Cooled Air is Coming from Neither the Cushion nor the Seatback

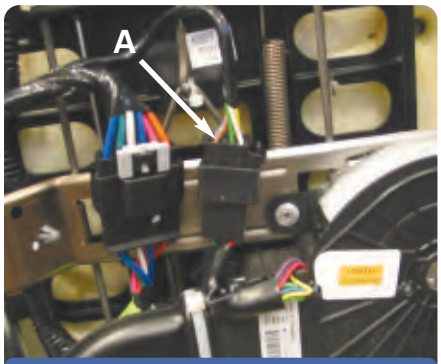
Check that the connections to the heated/cooled seat module (passenger side) are fully seated. The smaller 10-way and 16-way connectors should have the blue CPA fully seated. Check that the 12-way connector is fully seated.



A Black 8-way (cushion)

If Neither Heated nor Cooled Air is Coming from Either the Cushion or the Seatback

For the cushion – Look under the cushion near the rear of the seat to be sure the black 8-way connectors that mate the seat harness to the blower takeout are fully seated. Push the connectors together until a click is heard. Then attempt to disengage the connector without depressing the release lever. If it will not disconnect, a full connection has been attained.



A Black 8-way (back)

For the back – Remove the back panel from the seat back. Locate the back blower. Inspect the black 8-way connector for disengagement. Attempt to pull apart the mating connectors that go to the blower and seat back harness, without depressing the release lever. If the connector disengages, push the connectors together until a click is heard. Then attempt to disengage the connector without depressing the release lever. If it will not disconnect, a full connection has been attained.

– *Thanks to Dan Lassen*

Wheel Alignment Service Specifications

This information applies to all 2007 and earlier GM passenger cars and trucks, including Saturn, HUMMER H2 and H3 and Saab 9-7X.

When checking a vehicle for wheel alignment, do not rely on specifications installed on the alignment equipment that are provided by the equipment manufacturer.

Each year in early summer, GM Chassis Engineering provides wheel alignment specs for the upcoming model year to equipment manufacturers. They then supply the new model year specifications as an update for their equipment.

Revisions to GM wheel alignment specifications are sometimes necessary and are available only in SI. Vendors may not have the most up-to-date specifications. And, regardless, some dealers do not subscribe to the updates from the equipment manufacturers.

Using incorrect specifications can result in:

– vehicles being adjusted unnecessarily
– vehicles being adjusted to incorrect specifications.

This leads to an inferior repair, customer issues, additional cost to the customer and GM warranty.

Before performing any adjustments to vehicle wheel alignment, verify that the specifications loaded into your wheel aligner is up-to-date by checking against what is in SI.

– *Thanks to Ron Erman*

Tailgate Click

Owners of some 2007 Silverado and Sierra pickups may hear a clicking noise when closing the tailgate.

The noise may be caused by the right side snap-in hinge bushing. If this is the case, replace it with p/n 15866337.

TIP: The support cables make some noise during closing as they contact the hem of the tailgate during closing. This is minimal and normal.

– *Thanks to Jim Will*

Security Light Displayed on the IPC for 3-4 Seconds After Start Up

On a 2005 Buick Rainier, Chevrolet TrailBlazer, GMC Envoy, or Saab 9-7x, the security light may be displayed on the IPC for 3-4 seconds after start up with a U1064 stored in several modules.

This could occur if the vehicle is started while the Tech 2 is connected to the vehicle and monitoring any menu under the Diagnostic Circuit Check. This results in excessive bus traffic.

Remove the Tech 2 from the vehicle and re-evaluate operation of the vehicle with each ignition cycle. If the concern is experienced only with the Tech 2 connected as stated above, disconnect the Tech 2 when starting the vehicle, then reconnect after the vehicle has started to review data in Diagnostic Circuit Check.

– *Thanks to Dino Poulos*

Car Issues – Fix It Right the First Time

Model Year(s)	Vehicle Line(s) / Condition	Do This	Don't Do This	Reference Information /
2005-06	Cobalt, Pursuit – Shifter binding on automatic shifter	Replace slider and rails	Don't replace shifter assembly	06-07-30-004
2003-06	CTS – Squeak/creak noise in front end at slow speeds while braking or turning	Install new insulating spacer and rate washer	Don't replace entire control arm	06-03-08-008
1999 - 2006	All GM Cars, Saab 9-7X and Saturn Vehicles (Canada Only) – Brake rotor corrosion	Burnish rotors for cosmetic brake corrosion	Don't resurface brake rotors for cosmetic corrosion	00-05-22-002F
2005-06	Uplander, Relay, Terraza, Montana SV6 – Headlights or instrument panel lights flicker at night	Replace generator voltage regulator	Don't replace entire generator	05-06-03-003B
2004-06	LaCrosse/Allure, Lucerne, Rainier, DTS, STS, Trailblazer SS, Saab 9 7 X, Denali – Sound insulating laminate door glass chipping on top edge		Don't use key lock boxes on any vehicle	06-08-64-001
2003-06	ION – No Crank or No Start, codes set	Codes set – replace the ignition switch. Service part installed, install new BCM	Don't replace BCM unless ignition switch previously replaced	04-08-45-005C
2000-05	DeVille – Instrument panel cluster display erratic or inoperative	Reprogram I/P cluster utilizing archive file from TCSC	Don't replace I/P cluster	04-08-49-029B
2005-06	Cobalt, Pursuit, HHR – Water leak on passenger floor, hot climates, muggy weather	Reseal case halves with new seal, on car	Don't replace entire HVAC case, or R&R from car to reseal	05-01-38-016A
2003-07	VUE, Equinox, Torrent – Ignition lock cylinder sticks	Clean ignition cylinder lock and housing	Don't replace ignition cylinder lock and key	06-02-35-016

Truck Issues – Fix It Right the First Time

Model Year(s)	Vehicle Line(s) / Condition	Do This	Don't Do This	Reference Information / Bulletin
2003-06	C/K pickups and utilities – Bench seat (RPO AE7) center console armrest hinges broken	Replace lid	Don't replace entire console assembly	06-08-50-004
2005-06	All Fullsize and Midsize Pick-ups and Utilities, G Vans, Hummer H2 and H3 – Brake rotor corrosion	Burnish rotors for cosmetic brake corrosion	Don't resurface brake rotors for cosmetic corrosion	00-05-22-002F
2000-07	All platforms with side terminal batteries – Intermittent no crank, no start condition	Clean battery terminal threads and/or replace cable bolt	Don't replace battery	02-06-04-015
2006	Midsize utilities – Replacing yaw sensor	Use new calibration	Don't replace EBCM	PIT3992
2002-06	Avalanche, Cadillac EXT – TPO plastic components fade and stain	Apply Gatorback Textured Plastic Coatings	Don't replace TPO components	04-08-111-001C
2003-06	Express and Savana Vans – Poor radio reception or noise on AM stations	Install filter kit in power outlet wiring harness	Don't replace radio	06-08-44-024
2007	Fullsize utilities (excludes Escalade and Denali) – Broken console lid latch	Repair latch with new service parts, replace console lid instead of entire console assembly	Don't replace entire console assembly	06-08-49-017

Powertrain Issues – Fix It Right the First Time

Model Year(s)	Vehicle Line(s) / Condition	Do This	Don't Do This	Reference Information / Bulletin
2002-06	Rendezvous, Terraza, Venture, Uplander, Silhouette, Aztek, Montana, RELAY – Moan or groan from RDM during turning maneuvers	Perform fluid refill procedure	Don't replace RDM if it passes the AWD System Functional Inspection tests in SI	06-04-114-001
2007	2007 Saturn VUE – Hesitation or sag when accelerating	Reflash ECM	Don't replace ECM	06-06-04-052

Know-How Broadcasts for January

10207.01D Emerging Issues	January 11, 2007	9:30 AM and 12:30 PM Eastern Time
New Model Features	For Web NMF courses, log on to the GM Training Website (www.gmtraining.com). Select Service Know-How/TechAssists from the menu, then choose New Model Features for a selection of courses.	

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