

Wireless Headphones and Remote Controls



Malibu Maxx headphone kit (System 1a)

Because the wireless headphones and remote controls for GM DVD RSE (Rear Seat Entertainment) and RSA (Rear Seat Audio) systems are loose items, it's possible for them to become separated from the vehicle they're intended for, before the vehicle is delivered to the customer. In many cases, these items are not interchangeable among vehicles. If the wrong components are provided to the customer, dissatisfaction will result.

For example, a Chevrolet dealership will

have three different remote controls and they are not compatible (Malibu Maxx, Trail-Blazer, and Uplander). However, the headphones are compatible with all GM DVD systems except the minivans, which require a 2-channel wireless headphone. If the 2-channel headphones are used in the wrong vehicle, channel 2 (RSA) will not be audible, but channel 1 (DVD) will be audible.

To help keep these components straight,

here's some information about the systems in use.

System 1a - DVD RSE

The following headphone kit (p/n 15140532) is released for the 2005-07 Malibu Maxx only. The remote control will not work with any other GM vehicles.

System 1b - RSA without DVD RSE

TIP: The Malibu Maxx is the only current GM vehicle that offers an RSA system with

15140532 (Visteon) Headphone Package (DVD RSE)

PART NUMBER	QUANTITY	ITEM
15762534	2	Headphone Assembly (1 Channel Wireless)
22698894	1	Control Assembly - Video Player Remote
15073730	1 Pack	Battery Package - Headphone 4 - AAA
15072561	1 Pack	Battery Package - Video T/Player Remote Control 2 - AA
22727857	1	Instruction - Video Disc Player Operation
15140533	1	Instruction - Video Disc Player

wireless headphones. The other GM vehicles have RSA systems which use wired headphones (which are not provided to the customer).

The following headphone kit (p/n 10396845) is released for the 2005-07 Malibu Maxx with RSA option (UK6).

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Techline News

End of Support for Windows 98, Millennium and NT 4.0 Attention: All Service Department Personnel

Beginning January 1, 2005, GM Service and Parts Operations will discontinue ALL support for Windows 98 (Second Edition), Millennium and NT 4.0. An announcement concerning the end of support was distributed to dealers on October 31, 2003 under administrative message VMG20030999 (In Canada, dealer communication dated November 27, 2003). During this year, the Techline Customer Support Center (TCSC) provided "one call limited support" for the operating systems mentioned above. The one call limited support will be discontinued on January 1.

For additional detail regarding supported

operating systems and PC hardware, go to <http://service.gm.com/techlineinfo/techlinepc.html>. Review this document before making a business grade Techline PC purchase.

Questions regarding the information above can be directed to your local Techline Consultant (TC) or the Techline Customer Support Center (TCSC). TC contact information can be found on <http://service.gm.com/techlineinfo/techlinepc.html>. TCSC can be reached at 1.888.337.1010, prompt 3. From Canada, 1.800.828.6860 (English) or 1.800.503.3222 (French).

- Thanks to Shawn Sullivan

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Daytime Running Lights Disable Qualifications and Process

In GM Service Operations' continuous effort to provide the fastest customer support possible, the following process is in effect for those select governmental agencies that request and qualify for disabling Daytime Running Lights (DRL).

TIP: In Canada, disabling of DRLs is not permitted by Transport Canada.

1. Only the following governmental agencies qualify for this disable request: City/State Government, Police/Sheriff Departments, FBI, CIA, DEA, and emergency vehicles if government owned.
2. All requests are to be made through the Techline Customer Support Center (TCSC) at 1.888.337.1010.
3. The dealership will be required to obtain a letter on official agency letterhead requesting the disable, stating that the agency owns the vehicle,

and stating the reason. The letter must indicate which features are to be disabled. For example, both AHL and DRL disabled*. The letter must include the specific VIN(s) of the vehicles which will be disabled and this statement: "The DRL/Auto Headlamp system will be made fully operational prior to disposal/sale of the vehicles listed above." In addition, the letter needs to be signed by a representative of the official agency.

The letter must be kept in the service history file at the dealership, and a copy sent to TCSC before the disable procedures will be released. In most cases, the vehicles will require a software change that requires a special VCI override.

* TCSC will make every attempt to honor these requests. In some cases, it is not possible to disable a feature. Example: AHL disable is not possible on 1999 and later S/T Trucks. Contact TCSC to see if disabling the desired feature is possible on your specific vehicle.

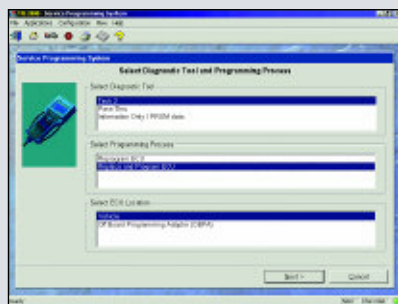
— Thanks to Abby Slagor

Important Information About Programming a Replacement Module

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

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

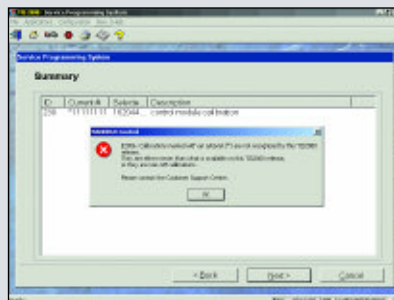
- Reprogram
- Replace and Reprogram



You now MUST select **Replace and Reprogram**. Then follow the remain-

der of the standard procedure to install the data into the replacement module.

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.



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

— Thanks to Abby Slagor and Craig Jones

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

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General Motors service tips are intended for use by professional technicians, not a "do-it-yourselfer." They are written to inform those technicians of conditions that may occur on some vehicles, or to provide information that could assist in the proper service of a vehicle. Properly trained technicians have the equipment, tools, safety instructions and know-how to do a job properly and safely. If a condition is described, do not assume that the bulletin applies to your vehicle or that your vehicle will have that condition. See a General Motors dealer servicing your brand of General Motors vehicle for information on whether your vehicle may benefit from the information.

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

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Top Tier Gasoline Update

Shell and Entec Stations (Montgomery, AL) have been added to the Top Tier list. These brands have been added to the running list on the TechLink website.

— Thanks to Jay Dankovich

Wireless Headphones and Remote Controls — from page 1

10396845 (Visteon) Headphone Package (DVD RSA)

PART NUMBER	QUANTITY	ITEM
15762534	2	Headphone Assembly (1 Channel Wireless)
15073730	1 Pack	Battery Package – Headphone 4 - AAA

System 2 - DVD RSE

The following headphone kit (p/n 15072230) is released for the 2005-06:

- Buick Rendezvous and Rainer
- Cadillac Escalade, EXT, ESV, SRX
- Chevrolet Avalanche, Silverado Crew Cab, Suburban, Tahoe, TrailBlazer
- GMC Envoy, Sierra Crew Cab, Yukon, Denali, XL, XL Denali
- Pontiac Aztek
- Saturn Vue.



System 2 headphone kit

TIP: The remote control will work only in these GM Vehicles.

15072230 (Panasonic) Headphone Package (DVD RSE)

PART NUMBER	QUANTITY	ITEM
01999421	2	Headphone Assembly (1 Channel Wireless)
01999355	1	Control Assembly – Video Player Remote
15085989	1 Pack	Battery Package – Headphone 4 - AAA
15085988	1 Pack	Battery Package – Video T/Player Remote Control 2 - AA

System 3 - DVD RSE

The following two kits (p/n 15136091 and 15136092) are released for the 2005-07:

- Buick Terraza
- Chevrolet Uplander
- Pontiac Montana SV6
- Saturn Relay.



Typical minivan DVD RSE headphone kit

TIP: The remote control will work only in these GM vehicles. Channel 2 of the wireless headphones will work only in these vehicles (Channel allows you to listen to DVD and Channel 2 allows you to listen to RSA).

There are two DVD systems available:

- A base system U56 comes with a remote control kit only (no headphones available).
- An uplevel system U42 comes with a remote control kit and a headphone kit.

TIP: Headphone kit TX3 can be added to either system.

TIP: Batteries are not included.

15136091 (Hosiden) Headphones Only Package (DVD RSE)

PART NUMBER	QUANTITY	ITEM
15185391	2	Headphone Assembly (Dual Channel Wireless)

15136092 (Hosiden) Headphones Only Package (DVD RSE)

PART NUMBER	QUANTITY	ITEM
15190411	1	Control Assembly - Video Player Remote

TIP: If a kit is misplaced or was not shipped with the vehicle, follow established procedures for misplaced/missing components. The service part numbers for the kits are the same as the OEM part numbers.

- Thanks to Jeri Betts, Dwayne Hall and Matthew Marchiori

MP3 Radio Software Upgrade

This information applies to 2005 Buick Rainier, Chevrolet Colorado, SSR, TrailBlazer, and TrailBlazer EXT and GMC Canyon, Envoy, and Envoy XL vehicles with MP3 (RPO US8) Radio CD Player. A software anomaly within the radio has been found.

Some owners may comment that when playing a CD the radio displays the last track number for about 5 seconds, but there is no audio. The display changes to "READING" for about 15 seconds. Then it may play the CD or eject the CD with a "CHECK CD" message.

TIP: Each dealership will receive the "2005 US8 MP3 Radio Software Upgrade" CD through the Dealer World Delivery (DVD Box) process the week of November 29th, 2004.

TIP: This disc does not apply to Chevrolet Equinox.

Install the software upgrade CD into MP3 radio. Allow the software files to transfer completely. This should take 1-2 minutes. This installation should correct the condition noted above.

- Thanks to Doug Daugherty



Synthetic Oil

The following 2005 engines have synthetic engine oil installed at the engine plant.

2.0L LSJ	4.6L LH2
3.6L LY7 Cadillac only	6.0L LS2

TIP: When servicing these engines, use oil that meets the GM4718M specification, as outlined in the Owners' Manual. Not all synthetic oils will meet this GM standard.

- Thanks to Robert Stockwell



Pulse Wiper Operation

This information applies to 2005 Chevrolet Cobalt (Pontiac Pursuit in Canada) and Pontiac G6

On these vehicles, there are three wiper modes: Pulse, Low and High.

In the Pulse mode, the wiper timing will fluctuate with the vehicle speed. If the vehicle speed is below 50 mph (80 km/h), the wipers will take up to 3 seconds between wipes.

TIP: In certain weather situations, if vehicle speed is below 50 mph (80 km/h), the customer may find it necessary to switch the wipers to the Low mode.

- Thanks to Steve Oakley

Tips for Servicing .64 Terminals

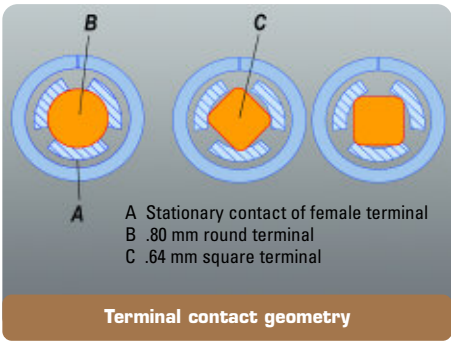
If you've been following the various stories in TechLink about electrical terminals over the past few years, you know that numerous new types of terminal and connector systems have been introduced (TechLink, Sept. 2002, June 2003, Feb. 2004).

One type of terminal, the .64, is offered by several suppliers, and there are slight differences between them. The information here is intended to clarify these differences.

TIP: The supplier of a system can often be determined by locating and identifying the manufacturer's symbol on the connector.

Vendor	Symbol
AFL/EPC	EPC
Bosch	
Delphi	PAD
FCI	
JAЕ	JAЕ in small letters
JST	JST in small letters
Kostel	
Molex	MXD
Sumitomo	
Tyco/AMP	AMP plus part number
Yazaki	

There are two different types or styles of male terminals that will mate with the .64 female terminal. These are the .80 mm round style (Delphi and Bosch), and the .64 mm square style (AMP/Tyco, Bosch, JST, Molex and Yazaki). The GM corporate intent is to use only the Yazaki .64 terminal in the future. So you will see more of this terminal in the future. A new crimp tool is being developed that will crimp the Yazaki square and Bosch round .64 terminals.



TIP: It is not recommended to attempt to distinguish between the .64 terminal and the 100 terminal just by looking. The best way to be sure is to use the .64 test probe (J-35616-64A) initially. If the J-35616-64A probe seems obviously too small, move to the 100 sized probe.

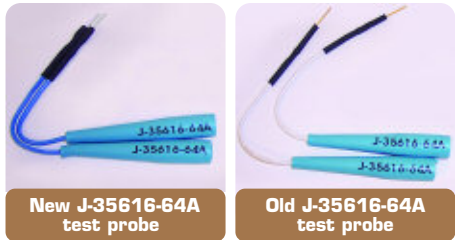
If a male 100 terminal (or test probe, or anything incorrect) is inserted into a .64 female, the .64 terminal may split. This destroys the terminal's retention capability. When that damaged .64 terminal is reconnected, tension is too low to ensure proper contact and continuity.

Test Probe

All of these connection systems use the J-35616-64A test probe. There has been

an update to this probe. The latest version has a blue wire and a more robust silver terminal probe. Use the probe carefully to avoid damage to the terminal.

TIP: The earlier probe has a white wire and a gold terminal probe.



TIP: The J-35616-64A and J-35616-65 test probes are correctly sized to substitute for both the round and square male terminals.

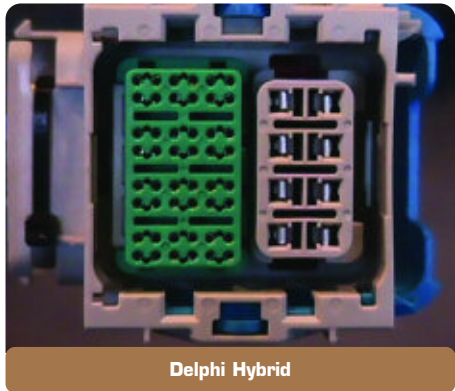
Terminal and Connector Systems

The following paragraphs describe various terminal and connector systems from several suppliers. One type to be aware of is the hybrid type, which uses both .64 terminals and other sizes of terminals in the same connector.

It is assumed in all of the following that the connector wire cover, if used, has been removed.

All of the following terminals are in the J-38125 Terminal Repair Kit and in the tray indicated.

Delphi – Many different Delphi connector shapes and styles are in use. All Delphi .64 connection systems use terminal 15359541, which is found in the Delphi tray 4.



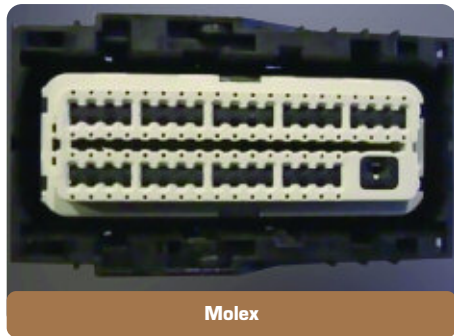
These connectors require the careful removal of the comb style TPA (Terminal Position Assurance). They will break very easily if extreme care is not used. Use the 15381651-2 terminal release tool pushed into the small hole between two terminal cavities.

TIP: Do not disassemble the Delphi connector body any more than removing the TPA and in some cases, a nosepiece that covers the small terminal release holes. It is very difficult to get all the ter-

minals back into place. If you do disassemble, you'll have to remove all the terminals and wires from the connector. Reassemble the connector and then reinstall the terminals and wires into the connector.

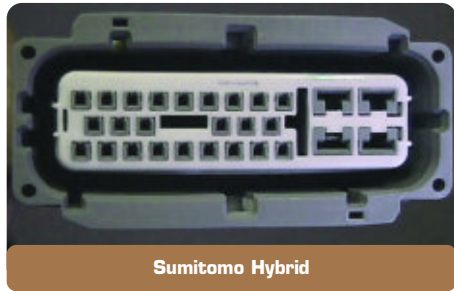
Watch for an expanded explanation of this in an upcoming issue of TechLink.

Molex – A new Molex connection system is used on some ECMs. It uses a square type .64 terminal number 33467-0003 or 33467-0005 depending on wire size. Both are found in Delphi tray 23.



There is only one style of this connector in use so far. The TPA surrounds the terminal area, and the color matches the ECM header color. Lift the TPA up slightly to the preset position. Use the gray J-38125-213 terminal release tool. Insert it into the small hole in the TPA next to the terminal you wish to remove. Once the new terminal has been pushed back into position, press the TPA back into place.

Sumitomo – A new Sumitomo connection system is used on some ABS modules. It uses a square type .64 terminal 8100-3455 in the Sumitomo tray 22.



There is only one style in use so far, but others will follow. At first glance, this connection system looks like it uses a terminal larger than a .64. The white TPA surrounds the terminal area. Lift it to remove. This is difficult and feels like it is going to break. Use the green 12094429 terminal release tool. Insert it next to the terminal you wish to remove and lift the plastic tang that holds the terminal. Once the new terminal has been pushed back into position, press the white TPA back into place.

Tyco – Several Tyco systems are in use. One of them is used on the Medium

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Tips for Servicing .64 Terminals — from page 4

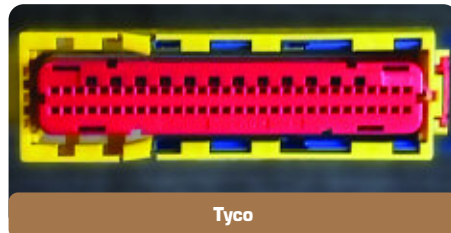
Duty Truck ABS module. It uses a square type .64 terminal 962885-5 in the Yazaki tray 15.



There is only one style of this connector in use so far. Use a small screwdriver to move the two tabs of the blue TPA out slightly to the preset position. Use the green 12094429 terminal release tool. Insert it into the small rectangular hole next to the terminal you wish to remove, moving the plastic tang that holds the terminal. Once the new terminal has been pushed back into position, move the blue TPA back into place.

Another Tyco connection system is used on SD modules. It uses a square type .64 terminal. The service terminals in this connector are the terminated leads 1393365-2-SIR in the new SIR tray. There is only one style in use so far. Lift and remove the red TPA that surrounds the terminal area. Use the black 15315247 terminal release tool. Insert it next to the terminal you wish to remove and lift the plastic tang that holds the terminal.

Once the new terminal has been pushed back into position, press the red TPA back into place.



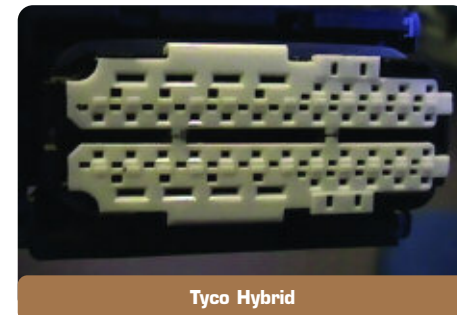
A Tyco connection system is used on sunroof modules and other small modules. It uses a square type .64 terminal 1123343-2 in the Lear tray 7.



There are several styles of this connector in use with different terminals. You must carefully lift the white TPA on the top of the connector. Do not remove. This TPA actually surrounds the terminal, so you will damage it if you try to get it completely out. Use the green J-38125-24 terminal release tool. Insert it next to the terminal you wish to remove and lift the

plastic tang that holds the terminal. Once the new terminal has been pushed back into position, press the white TPA back into place.

A Tyco connection system is used on the Transmission Control Modules (TCM) of the Cadillac SRX, STS and CTS.



This connection system also uses a square type .64 terminal 2-1411578-2 in the Yazaki tray 15. Remove the strain relief (the cover on top of the connector). Then, depress the lock tab on the side of the connector and move one of two white TPAs aside to the pre-staged position. Insert the green 12094429 terminal release tool into the small rectangular hole next to the terminal you wish to remove. Move the plastic tang that holds the terminal. Once the new terminal has been pushed back into position, move the white TPA back into place. This connector is shown in the Wiring Systems section of SI.

- Thanks to John Roberts

Fuel Filter Replacement

Some customers have commented that they have been advised to replace their vehicle's fuel filter periodically.

On many vehicles, the fuel filter is non-serviceable (see table). The filter is an integral part of the fuel pump module and fuel pressure regulator assembly. The filter can be serviced only by replacement of the fuel module assembly. This process requires the removal of the fuel tank (one to two hours of labor, depending on the model), plus several hundred dollars in unnecessary parts.

The vehicle owner's manual outlines the periodic maintenance service required, under the Maintenance 1 and Maintenance 2 guidelines. Routine fuel filter replacement does not appear on either of these schedules.

In the future, due to the increased regulation of evaporative emissions, fuel systems utilizing a non-serviceable filter will become more common as new models are introduced.

- Thanks to David MacGillis

Pontiac Vibe and Wave, and Chevrolet Aveo Fuel Filter

On the Pontiac Vibe, Pontiac Wave (Canada) and Chevrolet Aveo, the fuel filter is serviced as part of the fuel pump module, as described in the preceding paragraphs.

TIP: However, on these vehicles, if fuel pump module/fuel filter replacement is required, it is not necessary to remove the fuel tank. There is an access panel beneath the rear seat. When it's removed, the fuel pump module can be removed. Refer to SI for details.

Vehicles with Non-Serviceable Fuel Filters

Chevrolet	
2003 -05	Corvette
2004-05	Malibu and MAXX, Silverado*, Tahoe**, Suburban, Avalanche
2005	Equinox, Cobalt, Aveo, Trailblazer and EXT, SSR
GMC	
2004-05	Sierra*, Yukon** and XL
2005	Envoy, XL and XUV
Pontiac	
2003-05	Vibe
2005	G6, Pursuit ***, Wave***
Buick	
2005	Rainier
Cadillac	
2004-05	XLR, Escalade, EXT and ESV
Hummer	
2006	H3
Saturn	
2002-05	VUE
2005	ION

* 2004 V8 only (4.3L uses conventional external filter)

** 2004 RPO L59 uses conventional external filter

*** Canada Only

Cadillac STS Keyless Access System



The STS uses the same basic keyless system as the XLR (TechLink, Feb. 2004) and Corvette (TechLink, Aug. 2004). The STS operates at the same frequencies as the XLR and Corvette (315 MHz for domestic, 433 MHz for Europe).

The STS may be susceptible to RF (radio frequency) interference or EMI (electromagnetic interference).

This includes not being able to enter the vehicle or start the engine. The driver can use the mechanical key or call OnStar to open the door. But once inside, pressing the Start button may not start the engine.

Unnecessary Parts Replacement

These operating conditions are not a fault of the BCM, PCM, or other control modules or components. Replacing them will not remedy the condition. To help you understand what normal operation is, refer to the following paragraphs.

Tips from the STS Owner's Manual

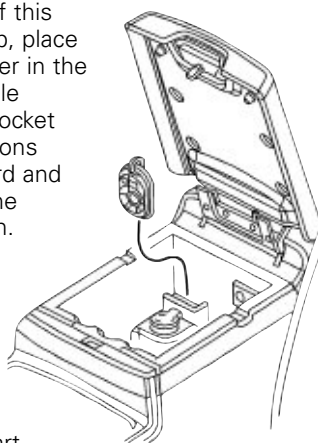
TIP: The STS owner's manual explains the no-start condition under the heading of

NO FOBS DETECTED. Briefly it says the no-start condition may be caused by equipment the driver has plugged into the accessory power outlet in the center console. These could include cell phones and chargers, two-way radios, power inverters, etc.

TIP: PDA devices and remote garage and gate openers may also interfere with the keyless access transmitter. The owner is advised not to carry the keyless access transmitter in the same pocket or bag as these devices.

TIP: Locations such as airports, automatic toll booths, and some gas stations have fields which may interfere with the keyless access transmitter.

TIP: The owner is advised to move the transmitter to different locations within the vehicle. If this does not help, place the transmitter in the center console transmitter pocket with the buttons facing forward and then press the START button. If the vehicle battery is sufficiently charged, this action will ALWAYS enable the vehicle to start.



TIP: If the keyless access transmitter is not detected inside the vehicle while trying to turn the ignition off, the NO FOB OFF OR RUN message displays.

The vehicle may be near a strong radio antenna signal, causing the keyless access system to be jammed. The vehicle will remain in ACCESSORY until OFF or START has been pressed or 10 minutes has expired.

IMPORTANT: If the ignition is turned off and the keyless access transmitter cannot be detected, the vehicle will not restart. The keyless access transmitter needs to be detected inside of the vehicle in order for the vehicle to start.

Multiple Fobs Present

Under certain circumstances, several people carrying valid keyless access transmitters (fobs) may approach the vehicle at the same time. This will not affect door opening.

After the driver's door is opened, the driver preferences for the lowest driver number will be recalled. Depending on which person's fob is programmed as Driver 1, the actual driver's preferences may not be activated.

Battery Replacement

The vehicle will display a message when the fob battery is low. Until this occurs, there are no effects on the system.

- Thanks to Tobin Davis

Fuel Line Quick Connectors, revisited

This updates information originally in the February 2004 issue of TechLink. Three styles of fuel line quick connects are now in use.

The TI Group® Global Quick Connector is used on C/K trucks, S/T trucks, Malibu Sedan, Cadillac XLR, Chevrolet Cobalt, Saturn ION, Chevrolet HHR, and the 2004.5 and 2005 Chevrolet Corvette.

The Legris® (pronounced "la-gree") QC is used on Aztek, Rendezvous, Venture, Montana and Silhouette and on the internal line connection to the sender module on the Malibu Sedan.

The A. Raymond® (pronounced "a ramone") QC is used on the Malibu Maxx and on the Pontiac G6.

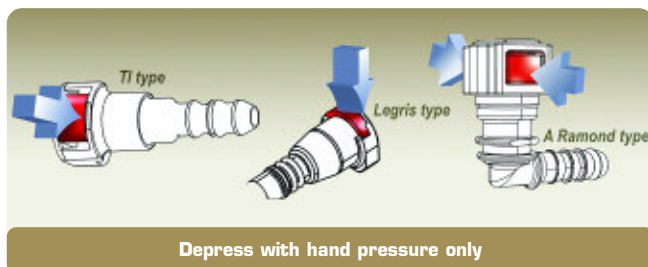
Release

TI Group and Legris – To release the quick connect, push on the retainer using hand pressure only.

Push first toward the barb on the steel or plastic line, then pull the quick connect

off. Do not attempt to remove the retainer while the connector is still attached to the mating line.

A. Raymond – To release the quick connect, put finger pressure on both release buttons simultaneously. Push first toward the barb on the steel or plastic line, then pull the quick connector off.



Do not use sharp or pointed objects to put pressure on the connector retainer/release buttons. Using a tool may fracture the retainer, making it less effective at keeping the connector assembled. It may be easier to release the connector if it is first pushed toward the barb on the mating line. If one attempts to release the quick connect while pulling on the con-

nect, the friction between the barb and the retainer will make it difficult to release the quick connect feature.

TIP: Attempting to remove the retainer on the TI Group connector with the line inserted will result in retainer breakage.

TIP: If a quick connect does not release with hand pressure, thoroughly clean it and blow out grit and dirt with compressed air.

Repair

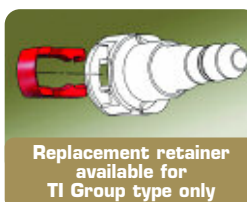
TI Group – If the retainer is broken, it is not necessary to replace the entire fuel line and attached component to repair it. Three sizes of replacement retainers are available

Legris – Replacement parts are not available for this retainer.

5/16-inch	21992748
3/8-inch	22717568
5/8-inch	21992746

A. Raymond – Replacement parts are not available for this retainer.

- Thanks to David MacGillis



Replacement retainer available for TI Group type only

You Can Review Know-How Videos on GM Training Website

As you know, new Emerging Issues and New Model Features programs are broadcast monthly on the GM satellite network, according to the schedule published on page 8 of each issue of TechLink. Repeat programs are also broadcast throughout the month.

Because there's a lot of information in these broadcasts, GM is now providing you a way to review the material on the www.gmtraining.com website. At a designated time after Emerging Issues and New Model Features broadcasts, the videos will be available on the website.

You can use this new web feature as an on-demand tool to recall information right at the time you need it.

Keyword Search

An important feature of the website is the keyword search capability. With it, you can pinpoint a specific video segment. You can even search keywords in the sound track.

Logon Procedure

Here's how to begin using these videos.

- Log on to the www.gmtraining.com website. You will need your personal ID and password.
- In the menu, click on TECHAssist.
- Click the Service Know-How logo.
- On the video search page, you can launch a video program, or you can search for specific content using the search parameters in the left window.

TIP: You can also launch a video from the online course catalog.

- Thanks to Steve Sternicki

TAC Tips

Creaking or Popping Front Doors

This information applies to 2004-05 Chevrolet and GMC Full Size 2500HD and 3500 trucks with the letter F in VIN position 11, designating the Flint assembly plant. At this plant, between March and September, 2004, the torque guns used to attach the door check link to the pillar were set to a low torque level.

Do not replace either check link or the door hinge to address this issue.

Remove the bolt, clean the threads and reapply Loctite® 242, GM p/n 12345382 (GM p/n 10953489 in Canada). Install the bolt and torque to 25 Nm (18 lb ft)

- Thanks to Jim Will

Roof Water Leak

On some 2005 Chevrolet Equinoxes with RPO CF5 (sunroof) or CE1 (OnStar), water may leak from the headliner or map light. Here's what to look for.

On vehicles with OnStar, be sure the antenna is firmly secured. Run water over the antenna to confirm it is not leaking.

Next, check the condition of the sunroof drain hoses. Open the sunroof and release the dual lock fasteners along the front edge. Carefully pull the front edge of the headliner down to visually inspect the sunroof drain hoses at the left and right front corners of the sunroof module.

The sunroof drain hoses must be pointing downward from the connection to the sunroof module to ensure water can quickly drain away and to prevent stress on the connecting joint. A stressed joint will slowly drip water onto the headliner and this water can get to the map light.



Incorrectly positioned drain hose

To correct the condition, remove the A pillar trim on the affected side.

TIP: It is not necessary to remove the headliner.

Release the hose from the mastic patch on the pillar and from the clip. Gently pull the hose downward so the edge of the rubber portion can be seated against the bottom side of the clip when reinstalled.

Confirm that the hose is pointing downward at the joint to the sunroof. Then, securely seat the hose into the mastic patch.

Pour a small amount of water into the sunroof module area adjacent to the drain connection. If leakage is evident, the hose may still be pointing slightly upward.

TIP: It may be necessary to remove the visor to give you more freedom of movement to rotate or position the drain hose downward.

If the leak cannot be stopped, remove the drain hose and seal it to the module.

TIP: It may be necessary to remove the B pillar upper trim to get enough movement in the headliner to access the drain hose for sealing.

- Thanks to Ron Erman



Incorrect



Correct

Headlamp Switch

After replacing the headlamp switch on a 2003 full size truck or utility you may notice the following changes.

1. The green and amber LED (light emitting diode) indicators are missing from the face of the switch.
2. Trouble code B0951 will be set in the BCM after a replacement switch is installed.

This is a normal condition. No repairs should be attempted.

A running change was implemented starting with the 2004 model year and the new replacement switch doesn't have the "auto" and "disable" LED indicators.

The BCM will store a trouble code B0951 when a replacement switch is installed on a 2003 vehicle. This is due to the deletion of the LEDs and will not change the operation of the DRLs and headlamps.

- Thanks to Paul Radzwilowicz

Brake Moan

Owners of some 2003-05 Chevrolet, GMC and Cadillac 1500 Utilities may comment on a brake moan, hoot or fog horn type noise from the brakes.

This concern may be somewhat difficult to duplicate and happens only after the vehicle is driven for a distance of 20-30 miles (32-48 km). The noise is most audible when the brakes are applied between 20-40 mph (32-64 kph) and the brake pedal is lightly released.

TIP: The noise may sound like it is from the front, when in fact it is from the rear brakes.

Inspect the rear brake rotor surfaces for scoring or a grooving pattern which may look like a vinyl phonograph record.

To correct this concern, machine the rear rotors and block sand the pads.

- Thanks to Jim Will



Car Issues – Fix It Right the First Time

Model Year(s)	Vehicle Line(s) / Condition	Do This	Don't Do This	Reference Information / Bulletin
1997-2005	Buick Century, Regal – Broken Armrest Lid Latch	Replace lid latch only.	Don't replace console armrest lid (Regal) or front seat center storage armrest (Century) when only latch is needed to repair condition.	03-08-49-018A
2004-2005	Grand Prix – Outside Rearview Mirrors	Replace mirror glass or motor, whichever is defective.	Don't replace complete mirror assembly.	04-08-64-009
2004	Grand Prix – Steering, Suspension or Cradle Click Noise	Re-torque right steering gear mount.	Don't replace steering gear or cradle.	03-02-32-048
2000-2003	Century, Regal, Lumina, Impala, Monte Carlo, Grand Prix, Intrigue with 3.8L L36 Engine – Coolant Leak	Replace upper intake manifold gasket only.	Don't replace upper intake manifold assembly for coolant leak condition.	03-06-01-016
2001-2004	Aztek (01-04), Rendezvous (FWD, 02-04), Venture/Montana/Silhouette (01-04) – Pop and/or Rattle in Exhaust Down Pipe	Follow procedure in bulletin using clamp P/N on down pipe to correct rattle/buzz noise.	Don't replace converter assembly for rattle/buzz noise without completing instructions in bulletin.	03-06-05-003
2000-2004	All Cars with 4T40/4T45E and 4T65E – Light On/Various Transmission Codes Stores	Check transmission 20-way connector for secure connection (disconnect and reconnect).	Don't replace transmission, TCC PWM, VSS, PCS or valve body.	02-07-30-022B
2000-2004	Seville – Heated Seat Inoperative	Replace only needed heating element.	Don't replace entire seat cover if heated seat element is inoperative.	01-08-50-002C
2000-2004	Cavalier/Sunfire/Alero/Grand Am – Inoperative Sunroof Module	Retime module or replace only motor for inoperative complaints.	Don't replace entire sunroof module assembly.	03-08-67-009A
2003-2004	Cavalier/Sunfire – Air Conditioning Compressor Noisy	Inspect for ground out conditions that can cause A/C compressor noise complaints.	Don't replace A/C compressor for excessive noise complaint without inspecting for ground outs.	03-01-38-012
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 the brake rotors. Issue Two: Don't measure for LRO	00-05-22-002D



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
2004	Tahoe, Suburban, Silverado, Yukon, Yukon XL, Sierra, Escalade, Escalade EXT, Escalade ESV, H2 – Passenger Door Module and RKE Inoperative	Re-flash passenger door module.	Don't replace passenger door module.	04-08-52-005
2002-2004	Chevrolet Silverado, GMC Sierra – Accumulator/Accumulator Bracket	Replace accumulator and/or accumulator bracket.	Don't replace compressor.	02-01-38-007C
2001-2003	Fullsize Pickups – Injector Replacement for High Flow Rates	Use Corporate Bulletin Number 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
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 Midtronics Conductance Tester.	Don't remove and replace battery.	02-06-03-009A
2002-2004	Fullsize and Midsize Pickups and Utilities – Labor Operation Assignments for Control Module Reprogramming	When submitting claims for reprogramming an electronic module, use correct labor operation that reflects the module being programmed.	Don't use K5364, which is for reprogramming transmission control module (TIM), when reprogramming TCCM.	02-04-21-006D 02-06-04-057D
2002-2004	Fullsize and Midsize Pickups and Utilities – Sleepy New Venture Gear Transfer Case Control Module	Verify sleepy module as primary cause. Reprogram TCCM with latest software released 3/11/04.	Don't replace encoder motor or transfer case. Replace the module only if C0550 DTC shows as current or in history.	02-04-21-006D
2002-2003	Chevrolet Avalanche and Cadillac Escalade EXT – Cargo Covers and Cladding Faded or Stained	Thoroughly clean, dry and treat components with "Armor-dillo."	Don't replace cargo covers for this condition.	04-08-111-001A
2002-2004	All Passenger Cars and Trucks – Air Conditioner Compressor Diagnosis	Follow SI and bulletin for diagnostic information before compressor replacement.	Don't replace air conditioning compressor.	01-01-38-013A 03-01-38-019
2002-2004	All TrailBlazers, Envoy, Envoy XL, Bravada – Squeak/Rub/Scrub Type Noise in Steering Column	Lubricate and remove material, per bulletin.	Don't replace upper or lower intermediate shaft.	02-02-35-006A
2001-2004	Fullsize Pickups and Utilities – Servicing Wide Load Mirrors (RPO DPF)	Replace individual parts as needed.	Don't replace complete mirror assembly.	03-08-64-028

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– Thanks to Tracy Timmerman