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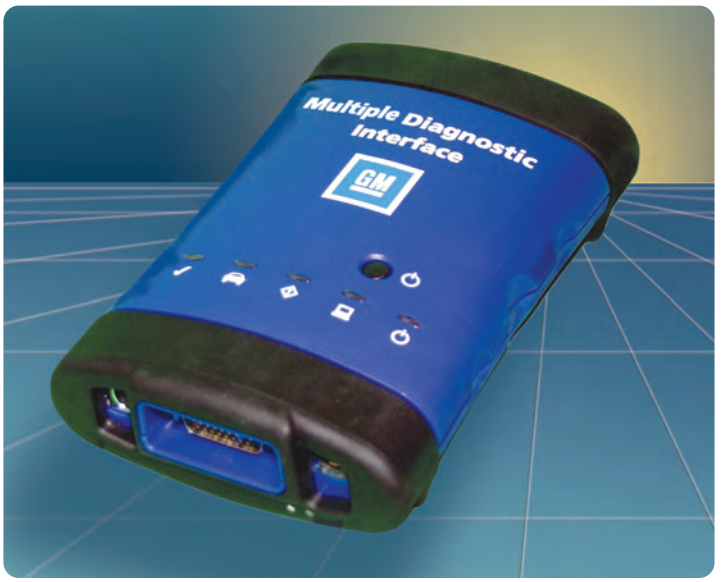
Multiple Diagnostic Interface



For the past two years, dealers have been encouraged to support the Multiple PC Initiative (MPI), which calls for having one PC for each two technicians.

A special thanks to all the dealers who have made the necessary investment; the results are very impressive.

Because dealers have taken that important first step, Service Operations can now take the next step – to provide low-cost programming capability at each of those PCs. An added bonus is that diagnostics will soon be available at each PC as well.

There has been speculation for years about the "Tech 2 replacement." Plain and simple, the Tech 2 is not being replaced in the near future, but there is a new piece of equipment coming out to work alongside the Tech 2. The new equipment takes advantage of all those new PCs installed in the service bays under the Multiple PC Initiative, and it is important news.

The GM Multiple Diagnostic Interface (MDI) EL-47955 is being shipped to NAO dealers during the second quarter of 2007, one per dealer.

TIP: Additional tools can be ordered by calling 1.800.GMTools, using prompts 1 or 4.

What is the GM MDI?

The GM MDI is a compact communication module that manages the transfer of data between a vehicle's onboard ECU network and a PC.

continued on page 4

Techline News

Remote Control Door Lock Receiver Programming

This information applies to:

- 2006-07 Cadillac DTS, Chevrolet Impala and Monte Carlo
- 2007 full-size utilities and pickups, Cadillac SRX, Pontiac Torrent, Chevrolet Equinox and Buick Lucerne

Technicians have encountered difficulty after replacing or SPS-programming a Remote Control Door Lock Receiver (RCDLR) when programming the Tire Pressure Monitoring (TPM) sensors.

The following three procedures must be performed in order, after replacing or SPS-programming an RCDLR.

1. Program Key Fobs
2. Set-up Tire Type/Pressure
3. Learn Tire Pressure Sensors

IMPORTANT: Step 2 (Set-up Tire Type/Pressure) must be done before attempting step 3 (Learn Tire Pressure Sensors).

If step 2 is not performed, it is not possible to successfully learn the tire pressure sensors. The Driver Information Center will continue to indicate that the TPM needs to be calibrated.

Refer to document 1684976 for detailed information on how to set-up tire type/pressure.

– *Thanks to Gary Clark and Gary Hazen*

TECHlink GM

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GM Service and Parts Operations

2007 STS Requirements

For a listing of the new requirements for the 2007 Service Training Standards (STS), go to the *TechLink* website and click on the Reference Guide tab. Then locate and click on 2007 STS Requirements. This is the most current listing of requirements.

New for 2007

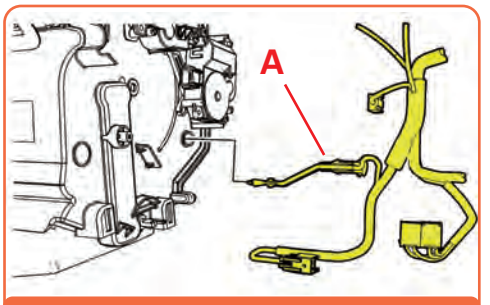
General Motors and the Service Technical College reserve the right to add additional in-dealership divisional Service Training Standard requirements, as business needs dictate, each calendar year.

These new requirements will not show up as a separate service category. They will appear on the STS report within the appropriate service category based on the topic of training. The new requirement must be completed within the calendar year that the course is released. However, all of the courses that affect the 2007 STS requirements will be released before August.

Anything released after August will stand as a Future Requirement in 2007 and a STS requirement in 2008. Those divisions that must complete the course as a STS requirement have 3 months (90 days) from the day the course is released to do so. Once that time passes, it will begin to affect the dealership's STS percentage.

– *Thanks to Rebecca Farrand*

HVAC Evaporator Temperature Sensor



A Harness

On the 2006-07 DTS and Lucerne, the evaporator temperature sensor is part of the heater and A/C control lamp wiring harness and must be serviced as an assembly. This sensor is used with both manual and automatic control HVAC.

Pinch the evaporator temperature sensor locator tabs together from the inside of the HVAC case for sensor removal.

TIP: You can't pry the sensor out without breaking the case.

– *Thanks to Jerry Garfield*

Inaccurate Fuel Gauge

This information applies to 2001-06 Chevrolet Silverado and GMC Sierra Chassis Cab with 6.6L RPO LB7 or LLY engine and dual fuel tanks.

The fuel gauge may default to empty and the low fuel indicator is on.The ECM could set any of the following DTCs: P0461, P0462, P0463, P1172, P1432, P1433, P2066, P2067, P2068, and/or P2636.

Engineering has developed more robust dual fuel tank calibration. To correct this concern, reprogram the ECM with calibration available from TIS2WEB on October 9, 2006 or later.

– *Thanks to Jim Will*

Navigation System Distance Display

On the 2006-07 Hummer H3, the Navigation radio screen can display distance to destination in both miles and kilometers (km). This selection can be changed through the Navigation menu buttons.

The default distance display is in miles. When the selection is changed to kilometers, it will default to miles on the next ignition key cycle.

This is the normal operating characteristic of this radio, and no repairs should be made for this concern.

– *Thanks to Ron Erman*

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OnStar® "Virtual Cores"

When your dealership installs a new or remanufactured OnStar module, the unit removed from the vehicle is the "core," and typically it must be returned to Autocraft Electronics. The core is considered "outstanding" unless it has been received by Autocraft.

OnStar and Autocraft Electronics have been working to reduce the cost and processing requirements for OnStar core returns. The result is a new "Virtual Core" return process. This process allows the dealer parts department to submit credit for a core by logging into the Autocraft Electronics website.

In most cases, after the Virtual Core process is completed, you will be able to dispose of the core instead of having to mail it in for credit. See below for exceptions.

TIP: See below for instructions for setting up an account.

Go to the Autocraft Electronics website at www.autocraft.com.

You can then easily access your dealership's list of outstanding cores, by selecting Account Maintenance and then Outstanding Core.

This opens a list of the cores your dealership has outstanding and not yet returned. Select the Virtual Core button to the right of a listed core to display the Entry Screen. Here you will enter the necessary information to perform the Virtual Core return, including STID, ESN and Part Number. These numbers are found on the label on the module.

Location of Virtual Core button

TIP: If you make a mistake with the STID or ESN, you will see a message that tells you to try again. If the information you input does not match the record for the vehicle's VIN, a message will tell you that the virtual core information cannot be verified.

If all the data matches, you will see a message that verifies virtual core information, and an authorization number appears. You can now dispose of the core.

TIP: In some cases, OnStar may want the unit back for assessment or remanufacture. Then, you will be instructed to mail the core instead of disposing of it.

– *Thanks to Bob Casper*

Setting up an Account

Before logging onto the Autocraft Electronics website, it is necessary to set up an account. This process takes no more than 5 minutes. Here's how.

Simply go to www.autocraft.com and select the Register button within the Logon Box. Then fill in the requested information for contact, billing and shipping.

Intake Air Heater Fuse Connection

A 2006 Chevrolet Silverado or GMC Sierra equipped with the 6.6 LLY or LBZ diesel engine may have the SES light on, with DTC P0540.

A loose connection at the Intake Air Heater (IAH) fuse may induce a P0540. Complete the SI diagnostic for any trouble code or symptom found.

During diagnosis for the P0540, inspect for a loose connection at the IAH 175-amp Mega-fuse, located in the Underhood Bussed Electrical Center.

TIP: The left fender upper brace and the secondary UBEC cover need to be removed to inspect the IAH fuse.

Clean and tighten the connection at the 175-amp fuse and evaluate repairs.

– *Thanks to Don Langer*

Navigation System Gives Indirect Routes

Some owners of 2007 Cadillac SRX, STS, and STS-V, may comment that the Navigation System gives out of the way or indirect routes to destinations or Points of Interest (POI).

The Navigation System route can be influenced by the Route Preference options that are selected. The system comes defaulted to not allow the use of toll roads. Be sure the customer is aware of these options. Instructions to change Route Preferences are available in the Navigation System owner manual.

– *Thanks to Michael Ciarkowski*

Heated Seat Operation

The owner of a Saab vehicle may comment that the heated driver or passenger seat is inoperative at times.

TIP: Seat heaters on these cars have automatic thermostatic shut off in addition to switch controls. Resistances can change with age and these specifications may vary accordingly.

On 1979-93 900 models (and 1994 convertible), seat heating is disabled if the temperature of the seat is above 82° F (28° C). If no switch is present in the fascia, the seats are fully automatic and cannot be switched off.

On 1985-98 9000 models, seat heating is disabled if the temperature of the seat is above 82° F (28° C). The driver and passenger heated seats may be fully automatic or switched. Look for switches in the fascia.

On 1994-2002 900 and 9-3 models (and 2003 convertible), the temperature of the seat must be below 79°F (26°C) for seat heating to begin. Seat heating will shut off if the seat temperature rises above 97°F (36°C). Look for switches in the center console.

– *Thanks to Jeff Gorenflo*

Multiple Diagnostic Interface – *continued from page 1*

EL-47955 components

The EL-47955 MDI is a kit of components:

A GM MDI
B J1962 Diagnostic connector
C USB cable
D Ethernet cable
E AC adapter/power supply
Wireless interface
AAA batteries
Owner manual

Operating software for the MDI will be downloaded from the TS2WEB website.

The GM MDI allows the user to perform Pass-Thru programming procedures using software running on a laptop or desktop PC.

TIP: Any PC can be used, so long as it meets the PC Hardware Specification located at this link:

http://www.gmde.net/standards.cfm (in Canada, review GM Dealer Infrastructure Standards located on the GM infoNET).

Benefits of the GM MDI

Today, the dealer cost to equip a technician to diagnose and reprogram vehicles is $2880 USD (Tech 2 and CANdi). When software coverage on the GM MDI is fully operational, all diagnostic and reprogramming for GM vehicles globally will be supported with this one piece of hardware at a dealer cost of less than $800.00 USD.

The GM MDI offers faster programming speed at a lower cost. Depending on vehicle architecture (protocols/modules), the GM MDI can be 20-70% faster than the Tech 2. This helps alleviate vehicle battery drain problems during programming.

Using the GM MDI for programming also frees up your Tech 2 for diagnostics and other tasks.

No additional PCs are needed. PCs that have been installed under the Multiple PC Initiative (MPI) meet the PC Hardware Specification when using the GM MDI.

What Protocols does the GM MDI Support?

For immediate use – At present, vehicles have two buses on the 16 pin connector (high speed and low speed GMLAN). The GM MDI communicates using all of the existing GM protocols, the same as the Tech 2:

– UART
– Class 2
– KWP2000
– GMLAN (CAN)

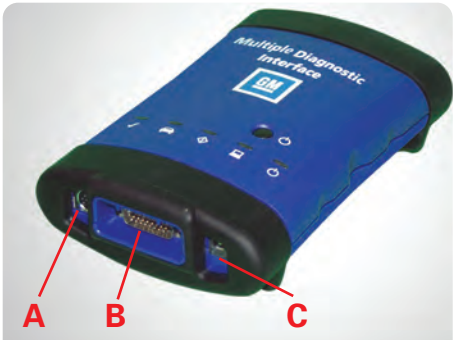
For future use – Global architecture coming in July 2008 for MY 2009 will use a total of 4 GMLAN links. (This is a limited rollout in MY 2009.) Global architecture adds a medium speed bus and an expansion bus. The Tech 2 and CANdi module can run only low and high speed, and won't work on the 4 GMLAN link system for diagnostics or programming. The MDI will have this capability.

How is the GM MDI Connected?

The GM MDI will be connected between the vehicle and the PC using the DLC and cable.

Connection between the GM MDI and the PC can be accomplished several ways:

– Using the supplied cable to connect the mini USB port on the GM MDI and the USB port on the PC
– Using a standard CAT5 cable to connect the Ethernet port on the GM MDI and the Ethernet port on the PC
– Using the WLAN card built into the GM MDI to communicate with the PC through the dealership's wireless network



MDI connections – bottom

A Trigger switch connector
B Vehicle Interface connector
C Power connector (AC adapter)

MDI connections – top

A Mini USB connector
B Ethernet connector

The GM MDI is powered through the DLC when connected to the vehicle. In addition, it has 4 AAA batteries for backup. The unit can also be powered using the provided AC adapter plugged into any 120V AC electrical outlet.

Detachable port covers protect these connectors:

– Mini USB
– Ethernet
– Trigger switch
– Power

What are the Features, Controls and Indicators of the GM MDI?

The GM MDI has an easy to grip, comfortable, rugged enclosure. Rubber end covers offer extra shock resistance.

MDI controls

A On/off switch
B Status LEDs
C Vehicle Interface cable

A row of LEDs is located adjacent to the on/off power button to provide information about status and operation.

How Will the GM MDI be Used?

The GM MDI is initially being introduced with Pass-Thru programming capabilities only. It can be used to perform Pass-Thru programming on all vehicles built since 1993 and will support all vehicles into the future.

The GM MDI will be required to perform diagnostics on selected NAO vehicles for model year 2009. Diagnostic software is scheduled to be released for the GM MDI during the fourth quarter of 2008.

When diagnostics are introduced, the MDI will also get a remote data record capability. This permits recording data during a road test, similar to the Tech 2 Snap Shot function. A trigger switch connector is provided for this purpose.

Regulations require programming procedures to be compliant with SAE Recommended Practice J2534. The GM SPS is compliant with SAE Recommended Practice J2534, and the GM MDI is compliant with the portions of SAE J2534 that are applicable for GM vehicles.

The Future of the Tech 2

The Tech 2 remains an essential tool through at least the 2010 model year. The GM MDI will not support past models when its diagnostic capabilities are introduced. And, the Tech 2 will continue to be needed to diagnose all vehicles from previous model years.

Remote programming with the Tech 2 will continue to be supported for use on all 2007 and previous vehicles.

Additional information will be supplied in future TechLink articles and dealer communications.

– *Thanks to Mark Stesney*

Remote vs. Pass-Thru Programming

Until now, you have been able to choose between two methods when programming a vehicle: Remote and Pass-Thru. Briefly, in the Remote method, you connect the Tech 2 (and CANdi module if necessary) to the vehicle to obtain necessary information. Then, you disconnect the Tech 2 from the vehicle and connect it to the TechLine terminal to download the necessary programming into the Tech 2. Finally, you connect the Tech 2 to the vehicle a second time, to download the programming to the vehicle.

In the Pass-Thru method, the Tech 2 remains connected to the vehicle and to the TechLine terminal for the entire process. The TechLine terminal passes the programming through the Tech 2 into the vehicle.

Beginning with the 2008 model year vehicles, Pass-Thru will be the only programming method available. (Remote will continue to be available for previous vehicles.)

The new GM MDI can be used only in the Pass-Thru method. This means you can use it as your programming tool, while your Tech 2/CANdi remains available for diagnostics and other duties.

New VDR (Vehicle Data Recorder) Release

The 2006 end year Vehicle Data Recorder (VDR) software J-42598-150 is available in early January 2007. It adds model year 2007 powertrain coverage for GM vehicles. This software will support both the original VDR J-42598 and the new CAN+ VDR J-42598-B. GMLAN vehicles and live data screen will require VDR CAN+ hardware J-42598-B. This software is compatible with generic PC hardware and will operate on Windows 2000 Professional, and XP Professional.

OBDII Generic Support

An enhancement provided by the new software is the addition of OBDII generic support. This enables the VDR to be used with any OBDII compliant vehicle, not just GM vehicles. You will be able to record snapshots and view the OBDII data stream in the same manner as you can with the current GM data stream.

To use the OBDII option, click on the yellow Select Vehicle button on the left side top tool bar of the VDR Host Software. You must program the VDR in the same manner as you do when selecting a specific GM vehicle. See the user manual for additional instructions.

Software CD and Manual

The user manual for the CAN+ Vehicle Data Recorder J-42598-B is on the VDR Update Software J-42598-150 CD. Adobe Reader is required to view and print the manual. This is included on the VDR Update Software J-42598-150 CD.

To access the manual:

1. Install the VDR Update Software J-42598-150 CD on the PC.
2. If Adobe Reader is installed on the PC, go to step 4. Otherwise, click on START, PROGRAMS, GM VDR HOST APPLICATION, & VDR HOST MANUAL READ ME.
3. Follow the installation instructions on the pop up screen.
4. Click on START, PROGRAMS, GM VDR HOST APPLICATION & VDR HOST MANUAL.

Review of Past Enhancements to the GM VDR.

The live PC data screen allows you to view live data stream information on a standard desktop PC or laptop. To use the Live Data screen, connect the VDR DLC cable to the vehicle and the serial cable (same as Tech 2 serial cable) to a computer running the VDR Host Software.

Select a vehicle, then click on the Live Data button on the top right of tool bar on the VDR Host Software. The same screen that displays the snapshot data will display the live data stream information. DTCs can also be displayed and cleared while viewing the live data stream. See the user manual for additional instructions.

The standard Save As option makes it more convenient for you to save a snapshot to the PC's hard drive or a removable drive such as compact flash or USB flash drive.

TIP: The VDR is useful in solving intermittent driveablility problems, but also has additional uses such as viewing live data (explained above), and capturing information during the crank mode. The CAN+ VDR can be set up to capture data while cranking. This could be helpful in diagnosing a crank/no start or cold/hot start condition.

– *Thanks to Mike Banar*

Repeat SRS DTC 30/S

This information applies to all 1990-93 Saab 900 and 1994 Saab 900 Convertible.

A vehicle may experience a repeat DTC 30/S setting as an external fault in the SRS. It may not be possible to duplicate or the code may reset immediately. The code may be listed as 41-03-XX-XX-30-S.

The technician may follow the diagnostic procedure in manual 8:6 Airbag and find no faults. The code may be listed as 41-03-99-99-30-S. This code may set by an intermittent contact in the ignition switch. Replace the ignition switch, clear codes and retest.

Code Breakdown

- The first series of numbers is the SRS code system designator. 41
- The second series of numbers are the program versions. 03 or 04
- The third series of numbers are the hours the fault is present. Up to 99
- The fourth series of numbers are the minutes the fault is present. Up to 99
- The fifth series of numbers are the code identifiers. (multiple codes)
- The sixth and last series of numbers are the fault types (S=short term L=long term.)

This is a copy of diagnostic procedure Remedy 14 from 8:6 Airbag:

– A short circuit to ground may be indicated by the SRS lamp remaining on continuously when the ignition is switched on.

– A short circuit to battery positive may be indicated by the SRS lamp not lighting up at all for the first six seconds after the ignition is switched on. The continuous fault duration must be at least 20 seconds before the fault code is stored in memory.

Diagnosis: Check cable 920A from pin 20 of electronic unit through pin 7 in connector H10-2 and on pin 6 of combined instrument. Also check cable 920 between pin 7 in connector H10-2 and pin 10 of test socket H10-3 for a short circuit to ground or battery positive terminal.

– *Thanks to Jeff Gorenflo*

Service Part Pump Cover Identification

This information applies to 1997-2005 GM cars, light duty trucks and utilities equipped with 4L60E, 4L65E or 4L70E (RPO M30, M32 or M70) transmissions.

A replacement pump cover may appear different from the original pump cover. The replacement pump casting may have a boss or a hole and plug to accommodate an input speed sensor (ISS).

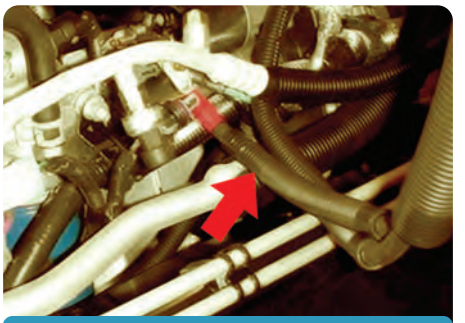
Using a light, look inside the stator support and inspect the stator support shaft sleeve. If the sleeve has a large hole and notch, it cannot be used in 1997-2005 transmissions. If the sleeve does not have the large hole and notch in the sleeve it can be used in 1997-2005 transmissions.

A Notch and hole for ISS equipped pump cover – CANNOT be used in 1997-2005 transmissions

B Non ISS equipped – CAN be used in 1997-2005 transmissions

– *Thanks to Chuck Krepp*

A/C Warm or Inoperative



Proper routing of positive battery cable

On a 2007 Buick Terraza, Chevrolet Uplander, Pontiac Montana SV6 or Saturn Relay built before July 24, 2006, the A/C may blow warm or is inoperative.

This is the result of a leak in the low pressure A/C line, which is attached to the compressor closest to the A/C pulley/clutch assembly. The leak is due to the positive battery cable from the starter being routed under the A/C line, applying upward pressure on the A/C line. Over time, this may result in a fractured line or a leak.

Replace the low pressure line and reroute the positive battery cable over the A/C line.

– *Thanks to Ron Erman*

Poor Driver Side Floor Heater Performance

Some 2006 Cadillac DTS owners may comment that in the heater mode, the airflow to the driver footwell area is low, or warm air cannot be felt at all. They may also mention that the blower needs to be on high and the temperature set high to maintain comfort.

This condition may be caused by the floor duct (which is part of the I/P close-out/insulator panel) being mis-aligned with the left heater duct. To correct, replace the left I/P closeout/insulator panel (p/n 10368444).

For further information, refer to Bulletin 06-01-37-005.

– *Thanks to Bill Denton*

Erratic Fuel Gauge

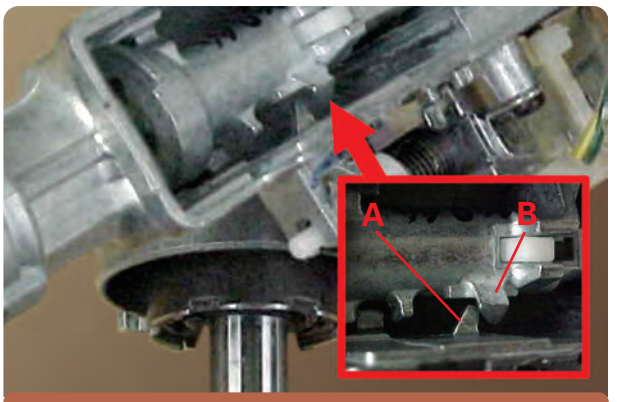
On some 2006-07 Buick Rendezvous with 3.5L (LX9) engine, the fuel gauge fluctuates or operates erratically.

Update the Powertrain Control Module (PCM) using the latest calibration available, then retest. Be sure to read the descriptions of available calibrations and choose the p/n that specifically addresses an erratic fuel gauge issue and matches the correct EGR type.

TIP: This new calibration will address fuel gauge fluctuation concerns for customers who typically park their vehicle on an incline.

– *Thanks to Charles Avritt*

Ignition Key Is Difficult To Turn



Pivot lever (A) interferes with camshaft (B) at corner

On some 2007 Saturn IONs, it may be difficult to turn the ignition key to the Run position.

A tab may be improperly placed in the ignition housing. This will require replacement of the housing on cars from VIN 7S825114 to 7S834111. It cannot be repaired. The part number for the replacement housing is 10392736.

– *Thanks to Jeff Gorenflo*

Inoperative Cruise Control

On a 1999-2005 Saab 9-5 sedan the cruise control may be inoperative with no diagnostic trouble codes stored. The Tech 2 usually indicates all cruise control switches are working correctly, but the Gear Detected parameter always shows OFF.

Check the rear lamp harness near the left trunk hinge for chafed or broken wires. If the reverse light circuit goes open, DICE will interpret that as the reverse light switch being closed, and the Tech 2 will show OFF for Gear Detected.

– *Thanks to Jeff Gorenflo*

Intermittent OnStar Red LED

On a 2007 Saab 9-5 with OnStar Gen 7.0X hardware, the OnStar red LED may be intermittent. A DTC B2476 may be current or in history. The button assembly or VCIM may have been replaced with no change.

The Saab button assembly draws less current than the LEDs used in other GM vehicles. The system is working normally, but may set a B2476 and illuminate the red LED.

Download the Tech 2 update as explained in the following box. (Saab dealers in Canada need to contact OnStar TAC.)

Software Download Procedure

Log into IRIS and navigate to the Quick Tips 9-5 section in the Service and Warranty Reference Library. Locate "PIC4249 Intermittent OnStar Red LED 2007 9-5 Prior to VIN 73507800." Open the link. Click on the icon and save the file to your terminal.

With the Tech 2 connected to the Techline terminal, right click on the icon and select download.

This is a self-extracting file and will open in a new window "Tech 2 Downloader" with defaults set to English and Com1. With the Tech 2 connected to the Com Port-Com1 and turned on, click on the DOWNLOAD button.

TIP: This is specific Tech 2 software for this DTC. After updating the vehicle with this software, it is necessary to reload the latest version of Tech 2 software (126.000) from TIS. To avoid multiple Tech 2 program changes, it is recommended that all cars in dealer inventory be updated at the same time.

Connect the Tech 2 to the vehicle and make to following selections:

– Diagnosis / 2007 / 9-5 / Body / OnStar / Spare part programming
– For corporate radio select EHU
– For Navigation radio select IHU
– Exit and disconnect Tech 2

Return the vehicle to the customer

No security access is required for this programming.

TIP: All 2007 model 9-5s below VIN 73507800 should be checked for this DTC during PDI.

– *Thanks to Jeff Gorenflo*

Valve Stems (TPM)

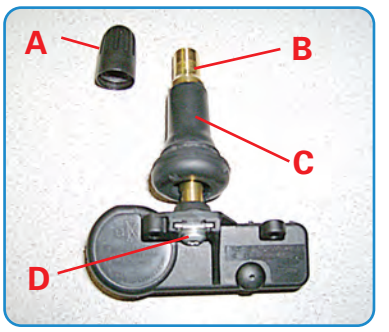
At first glance, it may appear that the new 2007 Silverado and Sierra fullsize pickups, full-size utilities, Cadillac DTS and Buick Lucerne do not have a Tire Pressure Monitor (TPM) system. All of these vehicles with TPM have a black rubber valve stem instead of the previous metal stem.

To recognize a rubber valve stem with TPM, look for these clues:

– Valve stem cap (A) is longer than usual
– There is a larger than normal amount of exposed brass (B) when the valve stem cap is removed
– The valve stem feels thicker and heavier (C) than most rubber valve stems

The valve stem can be detached from the TPM sensor electronic housing by removing the attaching screw (D).

TIP: Replace the valve stem with a new valve stem at each service event.



The TPM sensor can be retained with the vehicle and attached to the new valve stem. The service part kit to replace the valve stem, including a new screw, is p/n 15263240 for all applications.

Torque the retaining screw to 1.3 N-m (11.5 lb-in).

TIP: The spare tire does not have a TPM sensor.

– *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
2005	Cobalt, Pursuit (Canada) – Shifter binding on automatic shifter	Replace slider and rails	Don't replace shifter assy	06-07-30-004
2003-005	CTS – Squeak/creak noise in front end at slow speeds while braking or turning	Intall new insulating spacer & rate washer	Don't replace entire control arm	06-03-08-008
2006-07	All GM Cars, Saab 9-7X and Saturn Vehicles (Canada Only) – Brake rotor corrossion	Burnish rotors for cosmetic brake corrosion	Don't resurface brake rotors for cosmetic corrosion	00-05-22-002F
2006-07	LaCrosse/Allure, Lucerne, Rainier, DTS, STS, Trailblazer SS, Saab 9-7X, Denali, Rendezvous – Sound insulating laminate door glass chipping on the top edge		Don't use key lock boxes on any vehicle	06-08-64-001
2003-05	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
2004-05	Grand Prix, Monte Carlo, Impala, Aztec, Rendevous, DTS, Lucerne, Grand Am, Bonneville, LeSabre, Park Avenue, Century, Regal, LaCrosse, Cavalier, Sunfire, Malibu Classic, U Van, Seville, DeVille – Inner tie rod boot snaking. Causes noise with steering wheel rotation.	Replace inner tie rod boot(s) if both exhibit condition	Don't replace complete steering gear	06-02-32-005
2004-05	LaCrosse, Allure, Grand Prix – Various OSRVM concerns	Replace serviceable outside rear view mirror components	Don't replace outside rear view mirror assembly	04-08-64-009B
2003-07	VUE, Equinox, Torrent – Ignition lock cylinder sticks or binds after early extended use.	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, 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
2004-06	H2, Fullsize Pick-ups and Utilities – HVAC actuator clicking/ticking noises	Recalibrate HVAC control module(s)	Don't replace actuators	06-01-38-003
2006	Rainier, TrailBlazer, Envoy, Saab 9-7x – Yaw sensor replacement	Use new calibration	Don't replace EBCM	PIT3992
2002-06	Avalanche, 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	Install filter kit in power outlet wiring harness	Don't replace radio	06-08-44-024
2006	H3 – Sunroof rattles	Add flocking material	Don't replace sunroof module assembly	06-08-67-007

Powertrain Issues – Fix It Right the First Time

Model Year(s)	Vehicle Line(s) / Condition	Do This	Don't Do This	Reference Information / Bulletin
1997-99, 2000-07	Full-size and Mid-size Pickups and Utilities, H2/H3, Saab 9-6, SRX, STS – Transfer case mounted speed sensor connector plastic locks flex/bend during disconnect.	Use improved connector p/n 15306187 in place of p/n 88987993.	Don't use old part. Don't use sensor component labor operation.	06-04-21-001
2002-06	Rendezvous, Terraza, Venture, Uplander, Silhouette, Aztek, Montana, RELAY – Moan or groan from the RDM during turning maneuvers.	Perform fluid refill procedure	Don't replace RDM if it passes AWD System Functional Inspection tests in SI.	06-04-114-001

Know-How Broadcasts for February

10207.02D Emerging Issues	February 8, 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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