TECHlink
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Electronically Controlled Air Suspension (ECAS) Procedures

The diagnostic and repair procedures in SI for the midsize utilities Electronically Controlled Air Suspension (ECAS) have been updated. There are some good tips that should help improve any repairs that may be needed.

These are examples of documents that have been revised:

939641	Air Spring Sensor Calibration
1618667	Air Spring Leveling Sensor Replacement
748990	Air Spring Compressor Replacement
746823	Air Spring Replacement
791010	Air Suspension Air Line Replacement
1732108	Air Suspension Air Leak Diagnosis
1732533	Trim Height Uneven or Low
1732373	Trim Height Inspection

Before servicing the next ECAS-equipped vehicle, read through the revised procedures to be sure you

continued on page 3

Techline News

TIS 2 Web Now the Primary Method to Update Tech 2 and Reprogram

In early June, GMSO completed the migration of TIS 2 Web SPS to all U.S. dealers. Today, dealers will use TIS 2 Web as the primary method to update the Tech 2 and to perform vehicle reprogramming (SPS).

Now, when launching TIS from your Techline PC, you will find a TIS 2 Web icon that will direct you to the TIS 2 Web central website. Using TIS 2 Web provides access to the most current vehicle data and calibrations, significantly reducing instances of missing VINs or VCI requests.

Additionally, recent enhancements have improved calibration download times, making TIS 2 Web considerably easier to use. The final phases of the transition to TIS 2 Web, adding Tech 2 View and SnapShot are scheduled for release by August 2006.

TIS GMACCESS Now the Backup

Until the final phases of the transition to TIS 2 Web are completed, TIS GMACCESS will be maintained as a backup in the event TIS 2 Web is unavailable.

Accessing TIS 2 Web

For security purposes, TIS 2 Web does not allow concurrent logons with the same ID and password. So, each technician is required to have their own DealerWorld ID and password. The dealership's partner security coordinator (PSC) can provide these user credentials as well as update the technician's user profile to include all the service applications.

If there are any questions regarding TIS 2 Web, contact Techline Customer Support Center (TCSC) at 888.337.1010 or your regional Techline Consultant.

– Thanks to Mike Waszczenko

TECHlink GM

Contents

GM Service and Parts Operations

Low Coolant Light On

This condition may affect Century, Regal, Lumina, Impala, Monte Carlo, Grand Prix and Intrigue built between 2000 and 2002.

The engine cooling system must be flushed and fresh DexCool mixture installed when intake gaskets are replaced. Oil in the coolant coats the low coolant sensor, increasing the resistance. This causes the low coolant light to illuminate.

Deposits on the sensor probe may be removed with a small wire brush or emery cloth, then flushed with Brake Parts Cleaner. The probe should be bright brass color.

For details on this condition, refer to bulletin 04-06-02-007.

– Thanks to Ian Doran

Discolored Brush Guard

Owners of some 200307 Hummer H2 vehicles may comment about a discoloration or stain on their H2 Accessories Chrome Brush Grille Guard (p/n 17801174), particularly at the welds and drain hole locations. These stains are a result of residual fluid that has not fully escaped during the chroming process and may appear well after the product has been installed onto a customer's vehicle.

H2 Accessories Chrome Brush Grille Guards that have this condition should not be replaced under warranty. GM recommends the use of a standard chrome cleaner.

The supplier of this product is working to reduce or eliminate the potential for this to occur.

– Thanks to Paul Radzwilowicz, TAC

Door Trim Fabric

On the 2005-06 Chevrolet Cobalt and Pontiac Pursuit (Canada only), some customers may comment that the fabric on the door trim is pulling away from the pull cup. This can affect vehicles both with and without power windows/locks.

The bezel on the pull cup may not be wide enough to account for manufacturing variations in the trim panel.

When this condition occurs, depending on application, either replace the pull cup with a new design cup that has a wider bezel, or install a beauty ring underneath the pull cup. Refer to revised bulletin 05-08-64-036B for details.

IMPORTANT: Do not replace the door trim.

TIP: The pull cup is available in colors to coordinate with the vehicle trim.

TIP: The beauty ring is available in several versions – for front and rear doors, for sedans and coupes, with manual or power windows. Manual window applications are color coordinated.

TIP: These parts are packaged in a quantity of one per pack.

– Thanks to Steve Oakley

No Crank/ No Start

This information applies to the 2007 Cadillac Escalade, Chevrolet Tahoe and Suburban, and GMC Yukon and Denali.

Some customers may experience a no-crank condition at times. This concern may be more likely to appear in colder weather. During diagnosis, there may be no communication with any module on the GM High Speed LAN, or multiple GM High Speed LAN loss-of-communication codes.

The GM High Speed LAN terminating resistor may be shorting out and pulling down the GM High Speed LAN data line. Remove the terminating resistor and swap it with one from a known good vehicle and re-test the vehicle. If the condition goes away, replace the terminating resistor.

TIP: To find intermittent concerns with the terminating resistor, place it in a freezer for 1 hour. Then check the resistance of the terminating resistor. It should be approximately 121 ohms.

– Thanks to Paul Radzwilowicz, TAC

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

Manager, Product Readiness:

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

Publisher & Editor:

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

Technical Editor:

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

Production Manager:

Marie Meredith

Desktop Publishing:

Supreme Graphics, Inc.
supremeinc@supremeg.com

FAX number:

1-248-649-5465

Write to:

TechLink
PO Box 500
Troy, MI 48007-0500

GM TechLink on the Web:

GM DealerWorld

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.

Electronically Controlled Air Suspension (ECAS) Procedures —

from page 1

understand the changes. Some of then are highlighted below.

TIP: The term D-height is frequently used in describing the vehicle's rear suspension, and understanding it is important. D-height is also called trim height. The D-height measurement determines the proper ride height for the rear end of the vehicle.

D-height is the measurement between the top surface of the axle tube and the centerline of the hole on the jounce bumper reinforcement bracket.

Air Suspension Description and Operation (document 755608)

An important point contained in the description and operation document is temperature induced trim height variation. A properly operating ECAS system will maintain D-height within 4 mm (0.15 in) in all loading conditions. In a temperature-controlled environment, system leakage will not result in more than a 1.4 mm (0.05 in) drop in a 24-hour period when the vehicle is parked.

However, temperature changes will affect the D-height. For example, if the outdoor temperature drops from 20°C (68°F) to -5°C (23°F), the D-height may drop as much as 25 mm (1 in). Likewise, if the temperature were to increase from -5°C (23°F) to 20°C (68°F), the height would increase 25 mm (1 in). ECAS should return to the specified D-height when the ignition is cycled ON.

Air Suspension Air Leak Diagnosis (document 1732108)

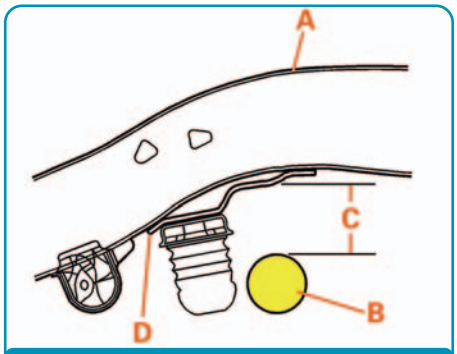
Two significant changes have been made to this document. A visual inspection has been added, to check for disconnected or damaged components. And the step that requires checking for leaks with soapy water is now performed earlier, immediately following the visual inspection.

TIP: Be sure to inspect all lines and connections, including the accessory air line (the one used to inflate tires and recreational equipment).

Trim Height Inspection (1732373)

This procedure has been revised to include use of a fabricated gauge block. This is preferable to trying to use a ruler or tape measure.

Create a D-height measurement gauge, using metal stock. Cut a block to 20 mm X 30 mm X the correct D-height specification. For the correct D-height specification, refer to Trim Height Specifications in SI.



Location of gauge block

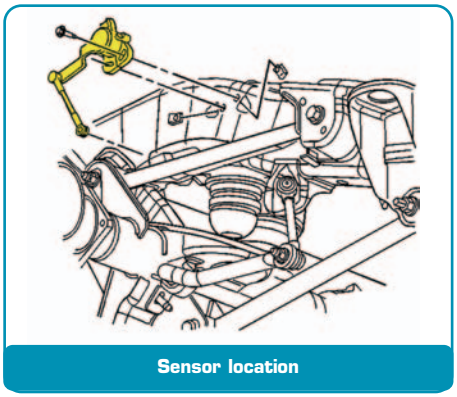
A Frame rail
B Axle housing tube
C Gauge block location (D-height)
D Jounce bumper reinforcement bracket

TIP: Measuring from the ground is not the proper method of checking D-height. This will not account for surface variations. And specs are listed for D-height variation, not body variation.

Air Spring Sensor Calibration (document 939641)

This procedure has been revised to include use of the fabricated D-height gauge block described above to establish rear axle position relative to the frame, when adjusting the sensor.

TIP: It is no longer necessary to remove the air lines (depressurize the system) when calibrating the sensor.



Sensor location

Additional Tips

The rear air suspension does not communicate with the Tech 2. Diagnostic trouble codes are displayed as blink codes on the inflator switch for the accessory inflator system.

Generally improved SI diagnostics should make navigating and diagnosis easier.

– *Thanks to BJ Lackey*

Accessory Power Outlet

The accessory power outlet (APO) on some Cadillac CTS cars may be set to remain "hot" at all times, or it may be set to remain on after the ignition is turned off, then shuts off after 10 minutes.

Some owners may prefer the always hot setting, in order to charge cell phones or other accessories when the vehicle is parked. Other owners may prefer the shut off feature.

There have been running changes to the CTS, and the owner manual has not clearly reflected some of these changes. (The owner manual was changed for MY 2006.) If an owner needs help in understanding the APO operation, here is a summary of the facts. Refer to bulletin 03-08-47-001B (SI document 1633586) for details.

Timeout Feature

The CTS was originally launched in January 2002 with the APO and cigar lighter timing out at 10 minutes as the default. By moving fuse(s) from one cavity to another in the Underhood Electrical Center, the APO (and/or cigar lighter) would remain hot at all times. The default and relay orientation was changed to hot at all times during the first model year, based on customer feedback.

No Timeout Feature

In October 2003 (2004 model year), the time out feature was eliminated as a reconfigurable option from the CTS. On 2004 and later CTS models, the APO and cigar lighter must remain hot at all times due to wire and circuit changes at the Underhood Electrical Center.

TIP: There may be some confusion because on Cadillac SRX, the timeout feature can still be accomplished by adding a relay to the Underhood Electrical Center. This cannot be done on the CTS.

– *Thanks to Brian Combs and Steve Apking*

TAC Case Closing Recognition Program for US Dealers

High-quality TAC case closings are critical to building an accurate database that supports all GM TAC users.

A TAC case closing recognition program for GM dealership service personnel started May 1, 2006 and will recognize two dealership service department employees per region each month for the next four months, ending August 31, 2006.

The recognition is for all dealers, including Saturn and Saab.

Each month, two $100 awards will be provided to dealership service personnel in each region, for a total of ten $100 awards each month, based on the following criteria:

- Clarity and detail of the case closing submission
- Technical value of the case closing submission
- Could the case closing submission help fix another vehicle with the same concern?

The person who submitted the selected TAC case closing will be awarded a $100 gift credit to their GM Superstore account. An account will be created for those who don't have one, including those at Saturn and Saab dealerships.

Dealer service managers for the winning submissions will be contacted by a TAC representative to verify the following:

- Employee name of who submitted the case closing
- If individual is still employed at the dealership
- Individual's position at the dealership, and other required information

Once verification has been made, The Mark of Excellence – Service Program Headquarters will process the $100 GM Superstore credit:

- A letter of notification will be sent to each winner at the dealership's address with the details of the award gift and use
- Program Headquarters will field questions related to the credit and redemption of the GM Superstore dollars
- A GM Superstore account will be created for winners without one

TAC is interested in receiving high quality case closing information. When you provide accurate and detailed case closing information, you are providing a quality case closing which is critical to the life cycle of the TAC Case. Contrary to popular belief, short and simple is not always the best.

First example:

- Vehicle condition – left front window inoperative
- Repair – replaced the driver's door module
- A short and clear explanation is fine.

Second example:

- Vehicle condition – left front window inoperative
- Repair – repaired chafed wire
- Repairing a chafed wire doesn't tell TAC or a fellow technician what was really repaired. A better explanation of the repair would be: Repaired brown wire circuit 1232, chafed on the park brake pedal bracket.

REMEMBER: The quality TAC case closing that you provide today may help a fellow technician tomorrow, and the case closing your fellow technician provides next week may help you next month.

Primary Contacts for Program:

GM TAC

Karen Raab
karen.d.raab@gm.com
810.835.9000

Mark Gordon
mark.a.gordon@gm.com
810.835.9012

Bill Szelag
bill.szelag@gm.com
810.835.9080

GM Dealer Recognition and Event Team

Rewards Supplier - ITA Group
www.gmrewards.net
800.376.1699

Shaun Lacher
shaun.lacher@gm.com
313.667.9350

– *Thanks to Bill Szelag, TAC*

EGR Kit Installation

This information applies to 2005-06 Chevrolet Equinox and Pontiac Torrent with VIN F (RPO LNJ) engine.

According to bulletin 06-06-04-008 (SI document 1765051), the EGR valve on these vehicles may have to be replaced, to address owner concerns about an illuminated SES lamp and accompanying DTCs.

The replacement kit p/n 89018176 provides all of the parts necessary to convert from a Delphi EGR valve to a Siemens valve.

The instruction sheet in some early kits may have contained inaccurate information about how to install the electrical connector included in the kit, which may result in an illuminated SES lamp. When the inaccuracy was discovered, the instruction sheet was corrected.

The information in document 1765051 is, and always has been, correct. If there is any doubt about how to install the connector, follow the instructions in document 1765051.

– *Thanks to Angelo Girolamo and Jim Kelly*

Headphone Damage

Improper storage

Headband deformed or broken

This information applies to 2007 fullsize utilities with Rear Seat Entertainment (RSE).

Damage may result if the headphone is improperly stored in the seat pocket on the rear of the driver or front passenger seat.

If the second row seat is folded forward manually or with power seats, the seat may contact the headphone, deforming or breaking the headband.

The recommended storage location for the headphones is in the center floor console.

– *Thanks to Katul Patel and Paul Radzwilowicz*

Diesel Engine Overheating

IMPORTANT: You must get authorization from your AVM before calling TAC for the internal PI. See step four below.

Owners of some 2004-05 Chevrolet Silverado and GMC Sierra trucks may comment that the engine coolant hot indicator comes on, or the engine overheats. This concern occurs when towing a heavy load and ambient temperatures are high.

The first Driver Information Center indicator is the ENGINE COOLANT HOT INDICATOR and comes on at 121°C (250° F).

If the engine temperature continues to increase, the ENGINE OVERHEATED INDICATOR comes on at 124°C (255°F).

PIP3574A contains updated information on a repair procedure for overheating in high ambient temperatures.

1. An ongoing investigation on 2004-2005 6.6 LLY diesel engines has determined that there are many factors that may lead to overheating.

   TIP: All of the information in step three of the PI must be inspected and completed.

2. If the vehicle was built between start of production in 2004 and March 2005, verify that the ECM has been programmed with the newest software. The TIS software title is "new calibration to reduce the potential for the engine coolant hot temperature telltale coming on prematurely."
3. If the customer still has a concern of one or both of the overheat indicators coming on in high ambient temperatures, please document and complete all of diagnostics listed below.
   A. Check for changes to the air intake areas or for aftermarket grille accessories. Make sure all air dams are in place and not modified. Remove any aftermarket grilles or accessories that may restrict air flow.
   B. Visually inspect the Charge Air Cooler (CAC) to insure that it is not plugged externally. Use J 46091 to insure that all pipe connections are properly sealed and the CAC does not have a leak.
   C. Monitor fan clutch operation and complete SI diagnostics for Fan Clutch Diagnosis.
   D. Monitor the actual and desired turbo vane positions to verify that the turbocharger is performing properly.
   E. Check the transmission oil level. An over-filled transmission can add to heat levels in the cooling system.
   F. Check the air induction system. Insure that the filter is in good condition and is properly installed.
   G. Obtain a weight slip that shows the gross vehicle weight of the vehicle/trailer if the overheat occurs only while towing.
   H. Document ambient temperatures in the area when the overheating concern occurs.
4. If all diagnostics have been completed, and a condition of overheat has been verified, call the General Motors Technical Assistance Center to discuss repair procedures. This repair procedure must be authorized by the dealer's Area Service Manager (AVM).
5. If this overheat repair is completed, and the vehicle still overheats, call to update the GMTAC case, and do a Field Product Report using bulletin 02-00-89-002D.

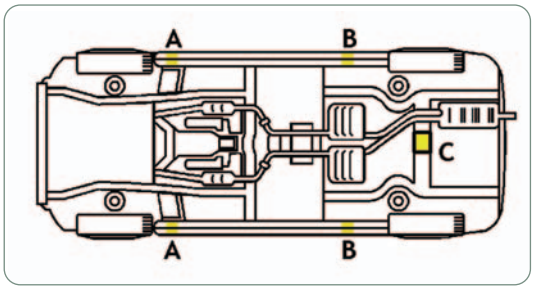
– *Thanks to Dan Oden*

Lifting the Pontiac G6

On the Pontiac G6, incorrect placement of the hoist pads to the underbody pick-up areas may cause a crack or leak in the plastic EVAP canister and eventually set one or both of the following DTCs:

DTC P0442	small EVAP leak detected
DTC P0455	large EVAP leak detected

To avoid this situation, particularly when using the type of hoist where the arms swing in and the pick-up pads swivel, be sure the pick-up pads are positioned correctly. Refer to SI document 1211728.



A Frame contact lift – 6.69 in (170 mm) from the front pinch-weld flanges

B Frame contact lift – 2.17 in (55 mm) from rear pinchweld flanges

C Floor jacking – center of rear suspension

2006 Pontiac G6 Convertibles

Lift points for the convertible are the same as those for the sedan and coupe.

IMPORTANT: Placing the lift pads other than in the recommended locations can cause damage to underbody cross-members.

– *Thanks to Ray Romeo and Chris Graham*

HVAC Operation During Remote Start

This describes the operation of the HVAC system on the 2006 Chevrolet Impala and Monte Carlo during a remote vehicle start event.

On vehicles without a Driver Information Center (DIC), the climate control system turns on at the setting it was set to when the vehicle was last turned off.

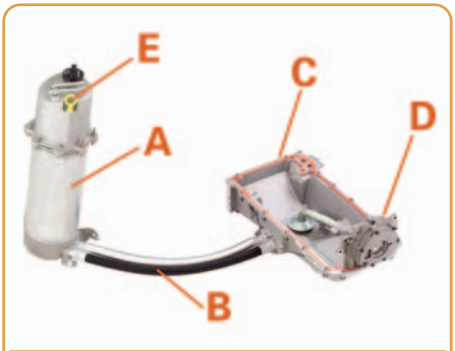
On vehicles with a Driver Information Center (DIC), if the ambient temperature reading is at or below 38°F (3°C) on the DIC, the HVAC system will go into defrost mode, the temperature will be full hot, and the blower will go to high speed.

If the ambient temperature reading is above 38°F (3°C) on the DIC, the HVAC system will go into vent mode, the temperature will be full cold, and the blower will go to high speed.

TIP: If the vehicle was built on or before December 30, 2005, verify that the HVAC control head has the latest software. If not, program the HVAC control head with the latest software so the system will perform as designed.

– *Thanks to Dennis Kosmowski, TAC*

Proper Addition of Oil to Replacement LS7 Engine



Dry sump components

A Dry sump oil tank

B Hoses

C Oil pan

D Primary and secondary oil pumps

E Dip stick

Replacement engines available from SPO do not contain engine oil. The engine replacement procedure for the LS7 engine used in the Z06 Corvette requires proper addition of oil for engine lubrication before starting the engine.

Due to the dry sump oiling system on this vehicle, engine oil for engine lubrication is drawn by the engine oil pump from the dry sump tank, a separate tank located under the right front fender.

TIP: Refer to the August 2005 issue of TechLink for complete details on the operation of the dry sump oiling system.

IMPORTANT: The correct quantity of oil must be available in the dry sump tank before rotation of the crankshaft by engaging the starter motor.

If oil is mistakenly added to the engine rather than the dry sump tank, that oil has to be transferred from the engine oil pan by the secondary oil pump to the dry sump tank before becoming available to the suction side of the primary engine oil pump. For this reason engine oil should not be added to the engine, but should be added only to the dry sump tank.

Add 8 quarts (7.6L) of oil to the dry sump tank BEFORE rotating the crankshaft with the starter motor. After operating the engine to a temperature of 175°F (80°C), shut off the engine and allow the oil to settle for at least 5 minutes. Then check that the oil level is within the crosshatched area on the dry sump dip stick.

TIP: If more than 8 quarts of oil is added to the dry sump tank initially, oil will be forced out of the tank and into the engine ventilation hoses, resulting in oil being injested into the inlet duct during initial start up and idle.

TIP: An auxiliary drain plug located on the left side of the oil pan near the oil filter permits draining residual oil from the system during an oil change. This amounts to approximately 1 quart (0.96L).

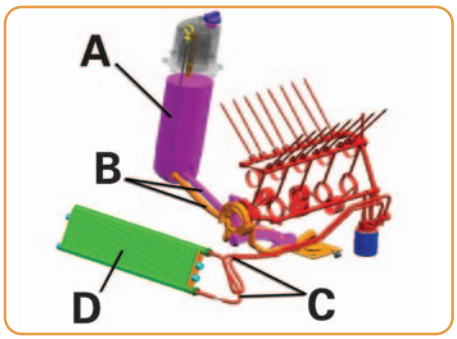
Debris Removal

If an engine is being repaired or replaced due to a mechanical engine failure that deposited debris into the engine, clean the following components of debris before starting the engine:

- the dry sump oil tank
- the wire-mesh screen (see TIP below)
- the oil pan passages

You must replace:

- both hoses connecting the dry sump tank to the engine oil pan
- the engine oil cooler
- the engine oil cooler lines



A Clean oil tank and screen
Clean oil pan passages (not shown)

B Replace hoses

C Replace lines

D Replace oil cooler

TIP: There is a coarse wire-mesh screen at the interface between the dry sump tank and the oil return line to the suction side of the oil pump. This screen will prevent only large pieces of debris from flowing to the oil pump.

– *Thanks to Dave Libby and Arnoldo Garcia*

Theft Deterrent/ Immobilizer System/ Pass Key 3+

These tips apply to 2006 Chevrolet Impala and Monte Carlo, Cadillac DTS, and Buick Lucerne; 2007 Chevrolet Tahoe, GMC Envoy, Cadillac Escalade and SRX.

Pass Key 3+ Systems use a key with a circle around a plus mark, on the shank of the key.

The 30 minute key learn procedure is valid only when replacing lost keys.

Theft enable now inhibits engine crank. If the theft light is on with a no crank, look for a DTC and follow the appropriate diagnostic.

For 2007, SI now refers to the Vehicle Theft Deterrent system as the Immobilizer. Content Theft remains under the Theft Deterrent section.

– *Thanks to Gary Hazen*

Stabilitrak Disable Message

This information applies to the 2002-06 Cadillac Escalade, Chevrolet Avalanche, Suburban, Tahoe, GMC Yukon and Denali with RPO JL4.

Some customers may comment on one or more of the following concerns:

- Stability System Disabled message displayed on the Driver Information Center (DIC)
- unwanted Stabilitrak activation
- vehicle lighting systems may dim noticeably
- VSES motor may come on unexpectedly

Check for excessive wear on the tires on the vehicle and verify that all the tires are the same size, brand, and model. The following examples could cause any of the conditions listed above.

- two tires on the vehicle are brand new and the other two tires have excessive wear
- tires are same size, different brands (i.e., two tires on the vehicle are Goodyear P245/75/16 and the other two tires are Firestone P245/75/16)
- tires are same brand and size, different models (i.e., two tires on the vehicle are Goodyear Wrangler SRA 265/70R17 and two tires are Goodyear Wrangler HP 265/70R17)
- Aftermarket wheels and tires (non-OEM 20 inch wheels with sand tires)

– *Thanks to Jim Will, TAC*

Whistle Noise

Owners of some 2007 Cadillac Escalade, Chevrolet Avalanche, Suburban, Tahoe and Yukon and Yukon Denali models may comment that a whistle noise is heard when the HVAC blower is on high speed.

With the blower on high speed, an increase in cabin pressure causes air to rush through the door handles.

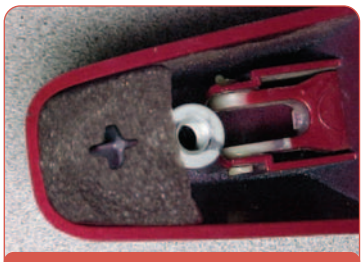
To correct this concern, remove the door handle from the door and lift up the handle gasket in the area of the locator pin.

Place a piece of foam 1/2-inch thick by 3/4-inch x 3/4-inch (13 mm thick by 19 mm x 19 mm) at the front door handle locator pin. Place the foam over the locator pin and push the foam onto the pin so that it pierces through the foam.

Lay the handle gasket back down and reinstall the door handle.

– *Thanks to Jim Will, TAC*

Handle with gasket lifted



Foam in place on locator pin

Gasket back in place over foam

Adjustable Pedals Inoperative

This information applies to the 2007 Chevrolet Suburban, Tahoe and GMC Yukon, Yukon XL, without AN3.

Some owners may comment that the adjustable pedals are inoperative. This could be caused by the wrong left I/P junction block installed. On vehicles NOT equipped with RPO AN3 (memory seats), check the part number of the left I/P junction block. The correct p/n is 15174608, located on a white label affixed to the left I/P junction block.

If the incorrect junction block is installed, replace with p/n 15174608. If the vehicle has the correct junction block, continue with normal diagnostics.

– *Thanks to Jim Will, TAC*

Instrument Panel Carrier Rattle

This information applies to the 2007 Cadillac Escalade, Chevrolet Tahoe and Suburban, and GMC Yukon and Denali.

Some customers may experience a rattle from the center of the instrument panel carrier when driving over bumps.

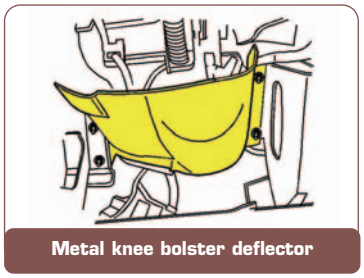
If the concern is isolated to the center of the I/P carrier, check the mounting of the OnStar module for being loose. If the OnStar module is rattling in its support bracket, add felt tape to the outer ribs of the bracket to tighten the fit between the bracket and the OnStar module.

– *Thanks to Paul Radzwilowicz, TAC*

No-Crank Concern

This information applies to 2006 Cadillac Escalade, Chevrolet Avalanche, Silverado, Suburban, Tahoe, and 2006 GMC Sierra, Yukon.

Owners may comment on a no crank concern, and the Ign A fuse in the UBEC is blown. If the Ign A fuse is blown, inspect for circuit 142 (yellow or red) for being pinched between the steering column IP support bracket and the metal knee bolster deflector (SI document 1454278).



Metal knee bolster deflector

Repair the shorted circuit as necessary and reroute harness so the knee bolster deflector does not pinch the harness during reassembly.

– *Thanks to Jim Will, TAC*

Liftgate Creak Noise

This information applies to the Buick Rainier, Chevrolet TrailBlazer, GMC Envoy, Oldsmobile Bravada, and Saab 97x between 2004 and 2006.

When opening the rear liftgate, a squeak or creak noise may caused by the plastic hook on the CHMSL (Center High Mount Stop Lamp) molding rubbing against the steel hinge pin of the liftgate.

Lubricate between the hinge pin and the plastic hook on the CHMSL molding with GM Lubricant p/n 12346241 (US) or 10953474 (Canada) or equivalent.

– *Thanks to Dino Poulos, TAC*

Rear Doors Won't Unlock

This information applies to the 2007 Cadillac Escalade, Chevrolet Tahoe and Suburban, and GMC Yukon and Denali.

Some owners may comment that the rear power doors will not unlock. The battery may also go dead at times.

Power may be going to the rear power door lock actuator circuits (circuit 295) at all times.

Check the rear door lock relay. If the relay is stuck in the LOCK position, replace the left IP fusebox. The rear power door lock relay is internal to the left IP fuse block and cannot be replaced separately.

– *Thanks to Paul Radzwilowicz, TAC*

Waxing New Vehicles

Current GM vehicles are painted with a two component urethane clear coat. This finish cures during the manufacturing process.

If a customer wants to wax their car, they can do so at time of delivery.

TIP: See the owner manual for recommended types of non-abrasive wax.

TIP: Refinish paint is a different story. Most suppliers recommend a 30 day wait before waxing.

– *Thanks to Dino Poulos and Brian Dotterer*

Car Issues – Fix It Right the First Time

Model Year(s)	Vehicle Line(s) / Condition	Do This	Don't Do This	Reference Information / Bulletin
2005-2006	LaCrosse/Allure, Grand Prix, Impala, Monte Carlo – OnStar® Microphone	Replace only microphone.	Don't replace entire inside rearview mirror assembly.	05-08-46-007
2000-2005	S-Series, L-Series, ION, VUE – Inoperative CD Player	Reset radio.	Don't replace radio.	04-08-44-014A
2005	Grand Prix – A/C Compressor Won't Come On During Remote Start Event	Reprogram ECM.	Don't replace HVAC control head, A/C compressor or ECM.	05-01-39-005A
2000-2005	DeVille – I/P Cluster Inoperative/Erratic	Reprogram I/P cluster.	Don't replace I/P cluster.	04-08-49-029B
2004-2005	Malibu, G6 – Sunvisor Mirror Cover Breaks Off at Hinge Pins	Replace mirror and cover assembly.	Don't replace sunshade assembly for broken mirror cover.	05-08-110-005D
2005	LaCrosse/Allure, Impala, Monte Carlo, Grand Prix – A/C Compressor Growl/Groan	Refer to bulletin.	Don't replace A/C compressor.	05-01-38-015
1997-2005	Aurora, DeVille, Eldorado, Bonneville – Transmission Buzz Noise, Decel or Reverse (4T80E applications)	Inspect/replace accumulator retaining ring/clip.	Don't replace complete valve body assembly.	05-07-30-029
2005-2006	Cobalt/Pursuit – Fabric on Door Trim Too Short	Replace pull cup.	Don't replace entire door panel assembly.	05-08-64-036B
2005	Chevrolet Corvette w/Navigation Radio – FM Radio Static or No Reception	Have customer test radio when condition occurs by switching from FM to AM and back to FM. If this clears signal, no repairs required.	Don't replace radio and/or antenna module.	05-08-44-014A
2005	Cobalt, Pursuit (Canada Only) – CD Inoperative or Radio Displays "Locked"	Reprogram U1C radio for "locked" message on the control head.	Don't replace radio assembly.	05-08-44-010B
2005-2006	G6 w/Panoramic Sunroof – Potential Noise Issues	Refer to bulletin.	Refer to bulletin.	05-08-67-014C

Truck Issues – Fix It Right the First Time

Model Year(s)	Vehicle Line(s) / Condition	Do This	Don't Do This	Reference Information / Bulletin
2002-2005	TrailBlazers, Envoys, Rainier, Bravada – SES/Check Engine Light on with DTCs	Replace EV fan clutch wire harness tether.	Don't replace EV fan clutch assembly.	05-06-02-012A
2005-2006	Silverado/Sierra (1500 Series) – Markings Make Crank Pulley Appear to be Out of Round	Inspect to determine if pulley is actually out of round.	Don't replace crank pulley.	05-06-01-029
2003-2005	Full and Midsize Utilities and Pickups, Vans – Low Power at High Ambient Temperatures	Upgrade engine calibration to TIS 12.5 for 2005.	Don't replace engine module, catalytic converter, fuel pump, MAF sensor or O2 sensor.	05-06-04-077
2002-2005	Midsize Utilities – Low Volume Hiss Noise Hard in Steering Column Area	Replace I-shaft.	Don't replace steering gear, pump or hoses.	05-02-35-006A
2002-2007	Full Size Utilities and Pickups – Front Seat Adjustment Switch Knob Loose/Missing	Replace only switch cover.	Don't replace entire power seat adjuster switch.	05-08-50-017
2004-2005	Midsize Utilities – Front Drive Axle Leak at Case Half	Install one shim/washer between front axle case/housing and engine oil pan at rearmost mounting hole.	Don't remove and reseal or replace front axle assembly for case half leak.	04-04-19-002
1997-2005	05 & Prior Cars and Trucks (including HUMMER) – Low Tire Pressure Due to Leaking Cast Aluminum Wheels	Seal cast aluminum wheels.	Don't replace cast aluminum wheels.	05-03-10-003A
1999-2006	All Fullsize and Midsize Pickups/Utilities, Vans and H2, H3 – Brake Issues	Burnish rotors for cosmetic brake corrosion.	Don't resurface brake rotors for cosmetic corrosion.	00-05-22-002F
2004-2005	All Cars and Trucks – State-of-Charge Upon Delivery of a New Vehicle	Check battery state-of-charge using J-42000 or J-42000-EU.	Don't remove and replace battery	02-06-03-009A

Know-How Broadcasts for August

10206.08D Emerging Issues	August 10, 2006	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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– Thanks to Tracy Rozman