

## Remote Vehicle Start Accessory Kit

Remote Vehicle Start (RVS) has been a popular factory-installed option since being introduced on the 2004 Chevrolet Malibu (RPO AP3). Because RVS is integrated with the vehicle's anti-theft and remote keyless entry systems, it is very robust, unlike aftermarket systems that cannot offer the same level of security and integration. It provides owners with the comfort of being able to enter a pre-warmed or pre-cooled vehicle.

In response to popular demand, dealer-installed RVS accessory kits are now available for selected vehicles. Kits can be obtained from GMSPO or from your local Accessory Distributor/Installer (ADI).

**IMPORTANT:** You must specify which vehicle the kit will be installed on.

Once properly installed, the kit is integrated into the vehicle's systems, just like the factory-installed equipment. And the kit is also covered by the GM warranty. AP8 and RVS

kits will be introduced throughout 2005, following this tentative schedule.

### Second Quarter

Buick LaCrosse and Allure (Canada)  
Chevrolet Malibu  
Pontiac G6  
Pontiac Grand Prix

### Third Quarter

Buick Lucerne  
Chevrolet Impala/  
Monte Carlo

### Fourth Quarter

Buick Terraza  
Chevrolet Uplander  
Pontiac Montana SV6  
Saturn Relay  
Chevrolet Avalanche,  
Suburban, Tahoe\*  
GMC Yukon, Yukon XL,  
Yukon Denali\*

\*2007 MY

**IMPORTANT:** To qualify for installation of the RVS accessory kit, the vehicle must be equipped with an automatic transmission and RPO AP8 (Lock Control, Entry - Remote Entry, Extended Range). While



AP8 may be standard equipment on some vehicles, it must be ordered for others. The accessory kit cannot be installed on vehicles that do not have these two items.

### Contents of RPO AP8 –

The vehicle with AP8 is remote-start ready, for quick and easy installation of the accessory kit. All necessary hardware is already there, including a hood-ajar

switch and associated wiring. The remote control door lock receiver and two key fob transmitters have extended range. Extended range is typically 2-4 times greater than standard remote keyless entry. An antenna is included in the front or rear glass on some vehicles.

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## Techline News

### GM Service Information

#### Faster Searches

GM Service and Parts Operations (SPO) is following a plan of continuous improvement to the Service Information (SI) website. The SI website is updated daily, so it's your best source for the absolutely latest service information. Here are the details of several recent enhancements to the SI website.

#### Keyword Search

The SI home page has a bold red headline that says "Now with faster searches." The operative word here is FASTER. And that's no exaggeration. By expanding the web server resources, keyword search speed has

been dramatically increased. It's now as much as 10 times faster.

Another improvement is the kinds of characters you can type when doing a keyword search. Until now, you were limited to letters and numbers, without punctuation. Now, you are able to use two punctuation characters, the period and the slash. So you can search such items as A/C and 3.4L engine. Other characters will be added in the future.

Keyword search now allows you to use five keywords instead of three. Depending on the type of search you prefer, filtering by "any" or "all," the search results will be greater or fewer, respectively.

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**TIP:** These transmitters are for RKE only, and cannot be used for remote start.

**Contents of Remote Start Accessory Kit** – The accessory kit includes two additional key fob transmitters with remote start capability (with extended range, typically 2-4 times greater than standard remote keyless entry), software download instructions, and a SPID label.

### INSTALLATION PROCEDURE

Installation is a quick and easy process. When a customer purchases the Remote Start Accessory Kit, the vehicle software must be loaded. This requires obtaining a new VCI number (see below), and downloading the necessary software to the vehicle.

**TIP:** Pass Thru programming must be used for some vehicles. See the appropriate kit instruction sheet for details.

Apply the SPID (Service Parts ID) label from the kit. It must be placed on a smooth, clean surface near the existing SPID label, for future service parts identification. Do not cover up any existing labels.

Watch for additional information in an upcoming service bulletin and accessory bulletin.

### REQUESTING A VCI NUMBER

The February 2004 issue of TechLink contained an in-depth explanation of the Vehicle Configuration Index (VCI) number. Briefly, a VCI number is assigned to a valid calibration or group of calibrations for each module for a specific vehicle that

is programmed using the Service Programming System (SPS). A VCI number becomes a permanent part of one specific vehicle's engineering data. For this reason, a specific VCI number is valid only for the vehicle and control module(s) it is issued for and cannot be used to program another vehicle.

In the case of the Remote Vehicle Start kit, each kit is identified by its unique Authorization Code, and each vehicle is identified by its unique VIN.

**IMPORTANT:** Once the VCI number is issued, that specific kit can be installed only on that specific vehicle. A specific VCI number cannot be used for any other kit or any other VIN.

To request a VCI number, call the Techline Customer Support Center (TCSC) at 1.888.337.1010 (1.800.503.3222 French).

- You must identify yourself as a dealer or an ADI.
- You must provide the VIN of the vehicle involved.
- You must provide the Authorization Code affixed to the instruction sheet that is supplied with the kit.

**TIP:** Don't request the VCI number until you're ready to install the kit. That way, you can be sure the specific vehicle VIN and specific kit Authorization Code are physically matched at the time the VCI number is requested.

- Thanks to Joyce Henk, Sharon Folts, and Mark Stesney

available as a web publication in SI. Service managers, warranty administrators, general managers and office managers will have access through Dealer World. The publication is refreshed the first day of every even-numbered month.

### Service Information DVD

Because the SI website is now updated daily, it's the best place to go for the most up-to-date information. The SI CD and GM ACCESS SI incremental updates have been phased out.

Your dealership recently received a Service Information DVD (updated March 1, 2005). You should regard it as a backup only, for instance if your Internet service provider experiences problems. Additional information is available at [http://service.gm.com/index\\_en-US/techline.html](http://service.gm.com/index_en-US/techline.html)

- Thanks to Lisa Scott

## Techline News — from page 1

### Latest News

As before, you can click the Latest News button to see the newest bulletins, campaigns and preliminary information. Also as before, you can choose to see the information released in the past 1, 2, 4, 6 or 8 weeks, using the pull-down menu.

Latest News has also been infused with SPEED. The requested listing now appears much quicker.

And, you're sure to appreciate a new feature coming this summer. You will soon be able to filter the display by division. Want to see only the information that applies to Buick? Just go to the pull-down menu at the top of the Latest News page and click Buick. Or GMC, or Chevrolet, or whatever your choice.

### Labor Time Guide

The GM Labor Time Guide is now



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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# New Radio Antenna Connector

GM is introducing a new line of radios for the 2006 model year for use in these vehicles:

- Impala
- Lucerne
- Solstice
- Monte Carlo
- VUE
- DTS

These radios are easily recognized by the large center-mounted ON/OFF/VOLUME knob. You may familiarize yourself with the operating features of these radios, using the appropriate owner's manual available on SI.



## Disconnecting Antenna Lead

Although the antenna lead visually resembles those used on other radios, there is an important difference.

The antenna connector has internal fingers that grip the center portion of the socket on the rear of the radio chassis. The main circuit board can be damaged if you attempt to simply pull the antenna lead to disconnect it from the radio chassis.

Instead, (1) slightly push the antenna lead toward the radio to relieve tension on the internal fingers. Then (2) pull back on the spring-loaded locking ring and remove the connector from the radio.

To install the antenna lead, simply plug it into the socket until it clicks.

## Testing Antenna Lead

Due to the configuration of the antenna lead connector, it is not recommended that you probe it directly with your multimeter test probes.

Plug the EL-47749 Test Adapter onto the antenna connector. Then plug your multimeter test leads (without probes attached) into the color matching sockets on the tester. You can now use your multimeter to test the antenna for continuity and resistance, following SI procedures.

**TIP:** Red is the center conductor and black is the outer shield conductor.

- Thanks to Nohr Tillman and Jim Hughes



Locking fingers inside connector



New EL-47749 Test Adapter



Socket located close to circuit board



Pulling lock ring to release antenna lead

# E-85 Fuel

With the escalating cost of fuel, customers have inquired if they are able to use E-85 fuel in non E-85 compatible vehicles. Only vehicles designated for use with E-85 should use E-85 blended fuel.

The only E-85 compatible vehicles produced by General Motors are 2000 - 02 S series pickups equipped with the 2.2L L43 4-cylinder engine and 2002 - 05 full-size pickups and utilities equipped with the 5.3L L59 VIN code Z V8 engine. All other gasoline engines including all 5.3L V8 with VIN designators other than the letter Z are not E-85 compatible.

E-85 compatibility is designated for vehicles that are certified to run on a mixture of up to 85% ethanol and 15% gasoline. All other gasoline engines are designed to run on fuel that contains no more than 10% ethanol. Use of fuel containing greater than 10% ethanol in non E-85 designated vehicles can cause drivability issues, Service Engine Soon lights, and increased fuel system corrosion.

- Thanks to Jay Dankovich

# Side Differential Case Bearing Removal

When removing the side differential case bearings, you may discover that J-22888-20A does not work, because some limited slip differential cases do not have notches for the jaws of the puller. Use J-34168 to press the bearing off the case.

- Thanks to Lance Mossman, Applegate Chevrolet, and Jon Garfield

# Mode Door Actuator

This information applies to the 2002 Chevrolet TrailBlazer, GMC Envoy and the Oldsmobile Bravada.

According to bulletin 05-01-38-001A (SI document 1645422), there's a new procedure for HVAC Mode Door Actuator replacement. Refer to the bulletin for details.

Using Puller GE-47676 permits removing the Mode Door Actuator from underneath the IP carrier. It's no longer necessary to remove the entire IP carrier for access to the Mode Door Cam Assembly. A Mode Valve Actuator is now available under p/n 89018539.

For this new procedure, do not use Mode Valve Cam Assembly p/n 89018525.

The service procedure in SI and the labor time have been changed to reflect use of the new tool.

- Thanks to Doug Daugherty



Mode Valve Actuator 89018539 and Puller GE-47676



Do not use Mode Valve Cam Assembly 89018525

# TECHAssist Path

The April issue of TechLink provided information on when and how to call Technical Assistance and Techline. Here's a revised path for locating training for the Technical Assistance Preparedness Information Form on the [www.gmtraining.com](http://www.gmtraining.com) website.

- Menu
- Service Know-How
- Launch TECHAssists
- Technical Service Bulletin Enhancements
- Then scroll to 010089011BT1 - Technical Assistance Preparedness Information Form.

- Thanks to Rebecca Farrand

# STS Tire Pressure Monitoring System Issues



This information applies to the 2005 Cadillac STS.

## Rear Window Antenna Grid Coaxial Connection

The tire pressure sensor transmissions are received by the remote control door lock receiver (RCDLR) through the antenna grid in the vehicle's rear window. The grid is connected to the RCDLR by a coax cable.

A TPM system malfunction can occur if the connection at the RCDLR is loose, the center wire in the coax is bent, or the shielding is not fully secured to the connector end, causing a poor connection.

Always inspect this connection thoroughly before replacing any TPM system components.

## Rear Defroster Grid Micro Arcing

The tire pressure sensors transmit on the FM band at a frequency of 315 MHz

and are received by the RCDLR through the antenna grid in the vehicle's rear window. Extremely small cracks may develop in the rear defroster grid that are not visible. When the defroster is turned on, micro-arcing of electrical current that occurs at the cracks resonates at a frequency of 315 MHz. Due to the close proximity of the defroster grid to the antenna grid, this micro-arcing (noise) can interfere with tire pressure sensor transmissions, causing a TPM system malfunction to occur.

To verify this condition, use your scan tool to clear any stored TPM DTCs, test drive the vehicle above 20 mph (32 km/h) for at least 10 minutes, to verify normal system operation. Turn on the rear defroster and note if the TPM system malfunction correlates with rear defroster activity. If so, replace the rear window.

## Uncommon Tire Pressure Sensor Pressure Sampling Rate

Each sensor takes a tire pressure sample every 30 seconds while in stationary mode. If the tire pressure increases or decreases by more than 1.6 psi (11 kPa) from its last transmitted pressure, another pressure sample will occur immediately to verify the change in pressure. If the

pressure change has indeed occurred, the sensor will transmit in re-measure mode. This transmission occurs to keep the TPM system updated of any changes in tire pressure and is an integral part of the pressure increase/decrease method of the tire pressure sensor learn procedure.

The sensor on the Cadillac STS samples pressure only once every 15 minutes while in stationary mode. However, the sensor's "service period" begins when the sensor's internal roll switch opens as vehicle speed decreases, and it lasts for 15 minutes. During this 15 minute service period, the sensors

sample pressure once every 30 seconds.

**TIP:** This is the only window of opportunity the customer or technician has to perform the tire pressure sensor learn procedure, using the pressure increase/decrease method. Otherwise, the verifying horn chirp will not occur.

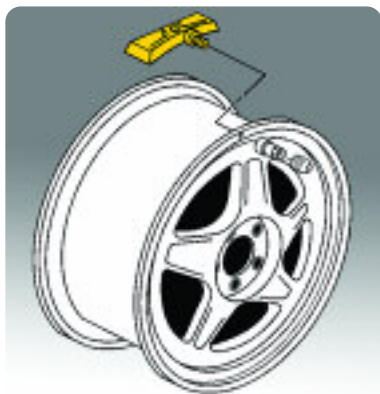
Refer to the "important" information preceding the learn procedure in SI. It is also important to note that this sensor **cannot** be activated using J-41760 tire pressure sensor activating tool (magnet). The J-46079 TPM diagnostic tool must be used to activate this sensor.

- Thanks to John Spidle



J-46079

# Tire Pressure Monitoring Issues



TPM sensor and valve stem



TPM sensor location on wheel rim

## Tire Mounting and Dismounting

This information applies to the 2000–05 Cadillac Deville, Seville, STS, 2004–05 Cadillac CTS, Escalade, SRX, XLR, 1999–2005 Chevrolet Corvette, 2004–05 Chevrolet Tahoe, Suburban, 2004–05 GMC Yukon, Yukon XL.

When dismounting and mounting tires, be careful when breaking the bead loose from the wheel rim.

If the tire machine's bead breaking fixture is positioned too close to the TPM sensor, or pressed down directly on top of it, it may contact the sensor as the tire bead breaks away from the wheel rim. This can damage the TPM sensor and require the sensor to be replaced.

Also be careful when transferring the tire bead to the other side of the wheel rim. As the tire machine rotates and the tire bead is stretched around the wheel rim, the bead can come in contact with the sensor. This can also cause sensor damage, requiring replacement. Damage can be avoided by correctly positioning the wheel and tire in relation to the mounting/dismounting head.

- Thanks to John Spidle

Refer to SI – Tire Mounting and Dismounting section for more information.

## Tire Dismounting Tips

- Place the sensor's cap and valve on a dry, clean surface after removal. The cap is aluminum and the valve is nickel-plated to prevent corrosion. Do not substitute a cap made of any other material.
- When separating the tire bead from the wheel, position the bead breaking fixture 90° from the valve stem.
- Position the mounting/dismounting head so the tire iron or pry bar can be inserted slightly clockwise of the sensor body when prying the tire bead up and over the mounting/dismounting head.
- Using the tire machine, rotate the tire/wheel assembly clockwise when transferring the tire bead to the outside of the wheel rim.

## Tire Mounting

- Position the mounting/dismounting head 180° from the valve stem.
- Position the bead transition area 45° counterclockwise of the valve stem.
- Using the tire machine, rotate the tire/wheel assembly clockwise when transferring the tire bead to the inside of the wheel rim.

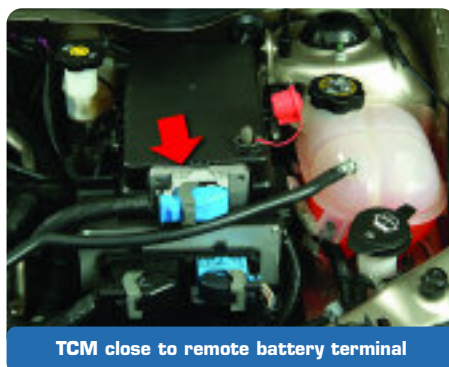
# Transmission Control Module

Many electronic control modules have internal circuitry that connects the outer metal case to internal ground circuits. When +12 volts is connected to the metal case, damage occurs inside the control module. This principle applies to all electronic control modules in all GM vehicles.

The following information pertains specifically to the TCM on 2005 Chevrolet Cobalt and the Saturn ION.

On these vehicles, the Transmission Control Module (TCM) is located in a plastic bracket mounted on the front of the Underhood Fuse Block/Electrical Center. The electrical center contains a remote battery (+) jump-start terminal. The TCM location is near the jump-start terminal. When the electrical center's plastic cover has been removed for diagnostic purposes, the TCM is very close to the exposed jump-start terminal. If the control module's metal case accidentally contacts any source of +12 volts (such as the jump-start terminal), the control module will

become nonfunctional. TCM-related DTCs will set that previously were not stored.



**NOTICE:** Control module damage may result when the metal case contacts battery voltage. DO NOT contact the control module metal case with battery voltage when servicing a control module, using battery booster cables or charging the vehicle's battery.

Field returns of the TCMs from these vehicles often display internal damage, likely due to accidental contact with the remote positive (+) battery jump-start terminal with the plastic cover removed. If the TCM is for any reason not installed into its bracket, and the vehicle battery is connected, the controller has enough wiring harness length to allow it to touch the jump-start terminal.

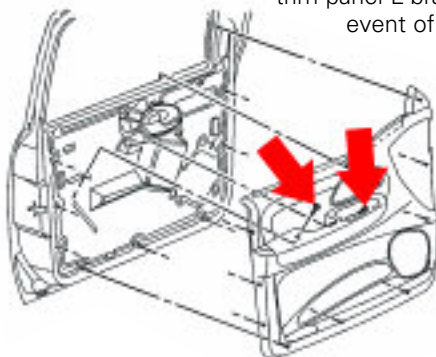
One possible solution is to disconnect the wiring harness connector from the TCM before performing any work in the area. This will prevent a shorted out TCM in the event the controller case comes in contact with B+.

**TIP:** If the ignition is turned on with the TCM disconnected, U-code communication DTCs may set. As always, correct the condition and clear DTCs before releasing the vehicle.

- Thanks to Steve Bezdek and Jack Woodward

## Front Door Trim Panel Replacement

In SI Document 734557, the procedure has been modified for Front Side Door Trim Panel Replacement on the 2002-05 Envoy, Rainier, and Trailblazer. The illustration now has callouts showing the two bolts that must be removed before removing the panel from the vehicle. Failure to remove both bolts will result in damage to the trim panel L-bracket(s). In the event of damage, the



L-bracket(s) are not serviced separately, but are included with the arm-rest assembly available through GMSPD.

- Thanks to Scott Brewster

## Weatherstrip Lubricant

Krytox® lubricant is suitable for all weatherstrip and seal applications, including sunroof seals. It is available in 1 oz. (29 ml) bottles, under the following GM p/n.

Krytox® Lubricant	
3634770 US	10953518 Canada

**TIP:** Use sparingly. The container has a built-in applicator, which allows for a thin film to be applied.

- Thanks to Jerry Garfield

## Stanadyne Diesel Injection Pump Replacement

This information refers to Special Policy Adjustment bulletin 00064F, dated September 2004, and applies to 1994-2002 Chevrolet and GMC trucks with 6.5L diesel engines.

### Technician Responsibilities

Before calling the phone number in the bulletin to obtain an exchange pump, complete the Diesel EFI Diagnostic Worksheet, included in the bulletin.

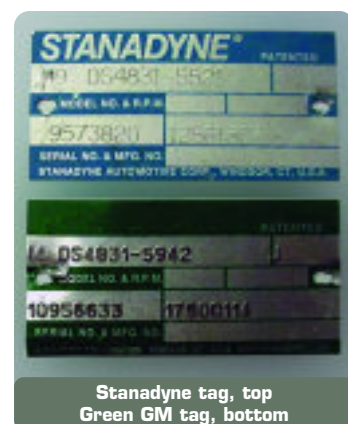
Check the injection pump for tags, stickers or Stanadyne tags that have been altered, indicating that the pump has been remanufactured. Reman pumps are not covered under the special policy.

When requested, all parts including the injection pump must be returned to the Warranty Parts Center. Failure to return all parts associated with the repair will result in a debit to the dealer's parts account. Removed pumps are not to be sold by the dealer for remanufacturing, rebuilding or scrap.

**TIPS:** Take note of the following.

1. You must obtain the exchange pump from GM TAC, by calling the phone number in the bulletin. Special policy pumps will have a green tag with part number 17800113 or 17800114. The pump must be installed on the vehicle listed in the TAC case.
2. You must return all removed parts when requested.
3. The build date on the returned pump must correspond with the last pump replacement in the warranty history for the vehicle.
4. Pumps obtained from other sources (such as remanufactured, or direct from Stanadyne) are not covered by this policy or GM part warranty.

- Thanks to Ian Doran



## 4T65E Intermittent Shift Conditions

Owners of some 2004-05 Impalas or Monte Carlos equipped with 4T65E Transmission (MN3, MN7) may comment that the speedometer intermittently drops or fluctuates, engine appears to miss, or harsh shift. Diagnosis may not indicate any codes stored or any abnormal condition.

Inspect the routing of the power steering hose near the transmission output speed sensor connector. The power steering hose may be contacting the output speed sensor connector, causing an interruption or open in the output speed sensor circuit. Carefully reposition the hose to prevent contact with the output speed sensor connector.



This information was posted on the Service Information Forums website by Red Oil Man. Thank you for your contribution.

- Thanks to Darryl Butler

## Allison Transmission Filter – Service Interval Clarification

The first service interval for the Allison transmission is at the pickup truck's first main-tenance. Change the external spin-on filter only. Every 50,000 miles (80,000 km) (normal service) or 25,000 miles (40,000 km) (severe service), change the spin-on filter and fluid. Change the sump filter only during overhaul.

- Thanks to Bert Druelinger

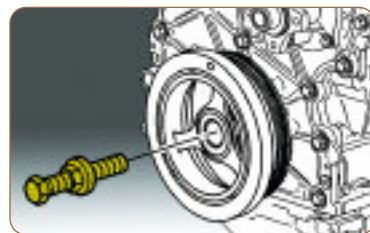


## Crankshaft Balancer Tool

When installing the crankshaft balancer on the L5 engine in the Colorado/ Canyon, you will discover that the bolt that is part of installer J-41478 is too long for use on the L5 engine. The tool interferes with the radiator.

An M16 x 2.0 x 220mm bolt is supplied with installer J-41478. For the L5 procedure, obtain and substitute an M16 x 2.0 threaded rod or bolt, 6.5 inches (165mm) long.

- Thanks to Lance Mossman,  
Applegate Chevrolet, Flint Michigan



## TAC Tips

### A/C Refrigerant Loss

This information applies to all GM vehicles.

On the A/C system, the cap with gasket is the primary seal for the high and low side ports. If the cap gasket is missing, it could cause a small refrigerant leak and over time lose enough refrigerant to create a customer comment.

Unless care is taken when the high or low side port cap is removed, the gasket may not be retained within the cap. It may fall to the floor or get lost.

When servicing an A/C system or inspecting for a refrigerant leak, verify that the port cap gasket is present and properly installed.

- Thanks to Jim Will

### Windshield Wiper and Washer Issues

On some 2002-05 Chevrolet, GMC, Oldsmobile and Buick mid-sized utilities, the windshield wiper/washer may not shut off, or may have other issues.

The primary concern is that the wiper motor or washer pump will not turn off. These and other customer concerns have been isolated to the control module.

Verify the concern and replace the wiper control module only, not the entire motor assembly.

- Thanks to Dino Poulos

### HVAC System Noise

Owners of some 2001-05 Chevrolet Venture, Pontiac Montana and Oldsmobile Silhouette models may report a high pitched whistle or air rushing sound when the HVAC system is set to full floor and the blower fan is set on high.

The noise may come and go with the fan speed. A possible cause of the noise is that the defogger vent assembly is not completely seated into the HVAC plenum.

If all diagnostic procedures have been exhausted and the noise remains, the cause may be the defogger vent assembly. Follow these steps to correct the noise.

1. Remove the windshield garnish molding (SI document 508258).
2. Remove the upper trim pad (SI document 630216).
3. Remove the side window defogger outlet ducts (SI document 858993).
4. With both hands, lift up on the center defogger outlet vent until you hear a small pop or the assembly returns to the seated position.
5. Keep pressure applied to the center defogger outlet vent and follow it downward until you reach a void between the center defogger outlet vent and the HVAC plenum.
6. Cut a piece of stiff packing foam into a wedge approximately 2 1/2 inches thick, by 3 inches long, by 2 inches wide.



Packing foam wedge

**TIP:** The protective door foam that is shipped with a new vehicle is ideal.

Install the foam wedge between the center defogger outlet vent and the HVAC plenum on both sides, while maintaining upward pressure on the defogger outlet vent assembly.

**TIP:** After steps 4, 5 and 6 have been completed, test the system to ensure that the complaint is corrected and the center defogger outlet vent has not become unseated.

7. The wedges will keep the center defogger outlet vent in position and provide support once the upper trim pad is re-installed.
8. Reverse the first three steps and test the system to ensure that the concern is repaired.

- Thanks to Charles Avritt, and Steve Wamback at St. Clair Motors



Wedge between defogger and plenum

## Sliding Side Door Operation

The sliding door may be hard to open or will not open from the inside door handle on some 2003-05 Chevrolet Express and GMC Savana vans.

The lock rod may not be adjusted correctly, and can make hard contact with a gold-colored bracket on the latch assembly. This can make the sliding door hard to open or cause the lock rod to become disconnected from the retaining clip on the latch assembly.

The lock rod has a threaded end that snaps into a yellow retaining clip on the latch assembly. When the lock rod is installed into the yellow retaining clip, the exposed threads on the rod should be just about equal on both sides of the retaining clip. After the lock rod is reattached to the yellow retaining clip, operate the inside door handle and make sure the lock rod does not make hard contact with the gold colored bracket on the latch assembly and that the door opens properly.

- Thanks to Ron Erman



## Power Door Locks Inoperative

On the 2005 Chevrolet Equinox, the power door locks may be inoperative and the 20 amp DR LCK fuse is open.

Inspect the wire harness in both front doors for chafing on the front of the window regulator. Repair the wire harness as needed and reroute to prevent any further chafing.

- Thanks to Ron Erman

## False DTC B0595

For 2004 - 05 Malibu/Malibu Maxx and 2005 G6, a false DTC B0595 is being set in the BCM. DTC B0595 cannot be erased. Do not replace the BCM. When performing any functions on a BCM, you must use Tech 2 version 25.002 (minimum).

**IMPORTANT:** This code has no effect on the vehicle. DO NOT replace any modules for this code.

- Thanks to John Mason

## Plastic Wheel Nut Caps

Owners of some 2005 Chevrolet Silverado and GMC Sierra trucks may comment that the plastic wheel nut caps are coming loose and/or falling off. This may occur if the plastic wheel nut caps get hot from excessive brake use; i.e., going down hill, towing, hauling, etc.

To correct this concern, replace only the plastic nut caps with p/n 9596657. The new caps are made of a more heat-resistant material and are less susceptible to heat distortion.

The original caps are black. The new nut caps are dark gray. All nut caps on the vehicle must be replaced (24 nut caps on 6-bolt vehicles and 32 nut caps on 8-bolt vehicles).

Snap the old (black) nut caps out of the wheel covers, and snap the new (dark gray) nut caps into place. When installing the wheel covers on the vehicle, refer to bulletin 03-03-10-002A for the correct procedure for hand tightening the nut caps.

- Thanks to Jim Will

## Low or Completely Discharged Battery

Owners of some 2004-05 Cadillac XLRs and 2005 Chevrolet Corvettes may comment that the battery has a low charge or is completely discharged at times.

If a cause can not be located with normal diagnosis, check with the customer or the sales department to determine if the vehicle is equipped with an aftermarket security system. These systems use a small transmitter or GPS locator that is hidden in the vehicle and is usually unknown to the technician. The transmitter is typically installed in the hot-at-all-times dome lamp circuit and prevents the Body Control Module (BCM) from entering the sleep mode.

- Thanks to Paul Radzvilowicz

## Rear Cargo Cover Opening

The owner's manual for the 2003 - 05 Chevrolet SSR states that up to 4 key fobs can be programmed. The 3rd and 4th key fobs programmed will lock and unlock the doors and the panic button will function correctly. But the 3rd and 4th key fobs will not open the rear cargo cover.

This is normal operation of the remote keyless entry system. Do not make any repair attempts for this concern.

- Thanks to Ron Erman

## Ignition Key Programming

When adding or replacing an ignition key on a Cadillac CTS or SRX, you may not be able to program the replacement key to the vehicle. This will result in a no-crank no-start condition or a vehicle that starts and runs with the security light on when using the new key. This may be accompanied by a DTC B3976 and/or a DTC B3031.

Some replacement keys have been produced without configuring the transponder in the key head. If you are attempting to add or replace a key and you experience this symptom, obtain another replacement key and follow the published SI procedures to program.

**TIP:** You may need to try several replacement keys before you get one that will work. The manufacturing process is being modified to correct this concern as soon as possible.

- Thanks to David Wells

## Instrument Pointer Position

On some 2005 Chevrolet Cobalts and Pontiac Pursuits, the instrument panel gauges may be inoperative. The speedometer pointer will appear frozen at an offset position of 10° to 340°. In addition, the fuel and tachometer pointers may appear offset by 10°.

An IPC software issue may cause the described condition, when system voltage drops as result of a slow drain. This may occur due to an abnormally high parasitic draw or the ignition switch being left on for long periods. As system voltage

drops, the IPC will reset. Upon exiting reset, the IPC will move the speedometer pointer by 10°. Each time the IPC resets, the speedometer pointer moves an additional 10°, up to 340° total. Once the battery voltage begins to rise, the fuel and tachometer pointers will move up 10°.

This condition can be corrected by disconnecting the battery or the cluster fuse. Do not replace the IPC. Service software for the IPC is expected to be available at the end May 2005.

- Thanks to John Mason



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

Model Year(s)	Vehicle Line(s) / Condition	Do This	Don't Do This	Reference Information / Bulletin
2003-04	CTS – DTC C0450 or C1241 Set, Service Steering System Message On	Replace only VES solenoid.	Don't replace entire steering gear.	03-02-36-001A
2003-04	Cavalier, Sunfire – Difficult to Adjust HVAC Control Head Mode Dial	Replace foam delaminated from mode door, causing bind.	Don't replace HVAC control head, module or cables unless damaged.	03-01-38-005B
2002-03	Impala – Snap/Clunk When Window is Rolled to Full Up Position	Replace glass run channel with revised P/N.	Don't replace front door window regulator, door glass or align door glass for snapping noise when window reaches full up position.	03-08-64-034
2003-04	Cavalier, Sunfire – Noisy A/C Compressor	Inspect for ground-out conditions that can cause A/C compressor noise complaints.	Don't replace A/C compressor for excessive noise without inspecting for ground-outs.	03-01-38-012A
2005	Equinox LT/LS (AWD Only) – Moan, Bind or Growl Coming from Rear during Low Speed Parking Lot Turns	Replace RDM coupling (clutch pack) with proper sealers. Fill with Versatrak fluid	Don't replace complete rear drive module.	04-04-20-004
2005	Cobalt/Pursuit (Built Before January 17, 2005) – Fuel Gauge May Not Go Completely to Full	Recalibrate ECM with updated calibration, version 1.75.	Don't replace fuel module, fuel level sensor assembly or fuel gauge.	05-08-49-002A
2002-05	Cars and Trucks – Multiple Driveability Symptoms/Clogged Fuel Injectors	Clean fuel injectors as described in Bulletin.	Don't replace fuel injectors.	03-06-04-030A
2004	Grand Prix – Steering, Suspension or Cradle Click Noise	Install new two-piece sleeve and spacer to steering gear mounts.	Don't replace steering gear or cradle.	03-02-32-048A
2000-03	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.	03-06-01-016
1999-2004	All Cars and Trucks – Brake Warranty, Service and Procedures	Issue One: Refinish brake rotor. Issue Two: Measure for LRO	Issue One: Don't replace brake rotors. Issue Two: Don't measure for LRO	00-05-22-002D



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

Model Year(s)	Vehicle Line(s) / Condition	Do This	Don't Do This	Reference Information / Bulletin
2003-2005	Full Size Pickups and Utilities – Rear Seat Audio and/or Rear HVAC Controls Inoperative	Replace RSA.	Don't replace console.	03-08-44-018B
2004-2005	Midsize and Fullsize Pickups and Utilities – CD Issues	Load new software calibration.	Don't exchange or replace radio.	04-08-44-020A
2002-05	Tahoe, Suburban, All Yukons, All Escalades, Avalanche, H2 – Exhaust Pop/Ping Noise	Replace heat shield.	Don't replace exhaust system.	03-06-05-008B
2003-05	Full Size Pickups and Utilities – Snap/Popping Noise from Front of Vehicle	Use the procedure found in Service Bulletin.	Don't replace crossmember.	03-08-61-002D
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
2001-03	Fullsize Pickups – Injector Replacement for High Flow Rates	Use Corporate Bulletin 04-06-04-007A for injectors with high fuel return rates. Use Special Policy 04039 for all 01-02 vehicles.	Don't replace 8 injectors for any complaint other than high fuel return rates. All other injector failures are fix as failed.	Special Policy 04039
2004-05	All Cars and Trucks – State-of-Charge Upon Delivery of a New Vehicle	Check battery's state-of-charge per revised PDI procedure using J42000 or J42000-EU.	Don't remove and replace battery.	02-06-03-009A
2002-04	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 module being programmed.	Don't use K5364, which is for reprogramming a transmission control module (TCM), when reprogramming a TCCM.	02-04-21-006D 02-06-04-057D
2002-04	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.	04-08-111-001B
2001-04	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 Rozman