

A Monthly Publication for GM Dealership Service Professionals

Techline News

Getting the Most from PIs

To get the latest technical information to you quickly, the Technical Assistance Center (TAC) uses a document called Preliminary Information (PI). The typical PI contains the description of a condition, the affected vehicles, and a resolution or repair.

TIP: The only place PIs appear is on the Service Information (SI) website.

Here's some background about how PIs are developed, and some tips for getting the most from them.

Regardless of where the information about an issue originates, it is reviewed by Brand Quality and TAC before the decision is made publish a PI. Compared with the process for creating a Service Bulletin, the PI process is streamlined. Ideally, a PI can be posted within 24 hour of the issue becoming known.

Brand Quality reviews PIs on a regular basis, and when it's appropriate, a Service Bulletin may be developed from a PI.

PI Designations

The PI number is prefaced by one of three designations:

PIP for powertrain issues

PIC for car issues

PIT for truck issues

Using Pls Effectively

When you're on the SI website home page, look at the directory. The third option button says:

See the newest bulletins, campaigns and preliminary information in Latest News.

Click on this button to see a listing of the newest documents that have been posted.

TIP: You can change the time period covered by this list by select-

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Aluminum Frame Thread Repair



Techline News

CANdi Module Warranty

Effective immediately, all CANdi modules that are no longer covered

under the original manufacturer's two year warranty will incur a \$210 charge for



repairs. The \$210 repair charge includes a 90 day repair warranty. All prices listed are in U.S. dollars.

Customers whose units are out of warranty can choose the \$210 repair charge or opt to purchase a new unit for \$485.

If a unit is sent for repair and no problem is found, a \$45 charge covers diagnosis service and software upgrades.

An express exchange is available for \$250. This includes overnight shipment. The original CANdi unit must returned or the dealer will be charged for two and will no longer be eligible for the Express Exchange program

TIP: Similarly, if a customer does not return a Tech 2 core unit, they will no longer be eligible for the Tech 2 Express Exchange program.

All sales for the new CANdi modules will be directed to Dealer Equipment/GM Tools.

– Thanks to Tammy Esposito, ETAS

The frame of the 2006-07 Corvette Z06 is made of aluminum. Holes for attaching various parts to the frame contain threaded steel inserts. In the case of the upper control arms (front and rear), there are 16 attaching points, each with a wire thread insert installed during the manufacturing process.

If one of these inserts

becomes damaged, it's necessary to remove the damaged part and replace it with a solid, thin-walled, key-locking, stainless steel keysert. SI document 1796206 explains the procedure for using the CH 48106 Suspension Thread Repair Kit.

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GM Service and Parts Operations

Aluminum Frame Thread Repair — from page 1

Refer to SI for details. Here are some highlights.



Locations of thread inserts



CH 481206 Suspension Thread Repair Kit



Installation procedure

Techline News — from page 1

ing a number between 1 and 8 weeks. You can also customize the list to cover all vehicles or a specific brand, using the pulldown menu.

Scroll down the display and you will find listings for Bulletins and Campaigns, followed by Preliminary Information.

TIP: You should review this list daily to be sure you're always aware of the latest information.

If you proceed to "build" a vehicle and go to the Service Manual/Bulletins section, you will find a list of the PIs that apply to the vehicle specified.

A. Drill

- B. Tap
- C. Insert
- D. Driving keys

Use the CH-48106-1 extracting tool to remove the damaged insert.

A. With the insert removed, drill out the damaged threads using drill bit CH-48106-2.

Use CH-48106-3 chamfering tool to countersink the drilled out hole.

- B. Then use CH-48106-4 tap (size M14-1.5 6H), a tap handle and CH-48106-8 cutting oil to thread the hole.
- C. Place the CH-48106-7 keysert into the slotted sections of the CH-48106-5 installation tool and thread the keysert into the hole.
- D. Finally, use the CH-48106-5 installation tool and a hammer

tool and a nammer to drive the keysert keys into the aluminum until the keys are even with or slightly below the surface of the counterbore. The keys mechanically lock the keysert to the threaded aluminum. After installing the



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keysert, check that it's properly installed into the hole.

Then temporarily install the suspension bolt.

TIP: If necessary, add shims or washers to the bolt.

Tighten to 91 N·m (67 lb ft). Verify that the suspension bolt is seated flush to the surface.

- Thanks to Randall Stewart

Several other ways to locate relevant PIs is to use the SI keyword search or to specify a VIN.

TIP: Always review the model list in the PI to be sure the PI applies to the vehicle that you are working on. For example, three different engine RPO codes may be available for the vehicle you are working on, but the PI may apply only to vehicles with a specific engine RPO code. Typically, if the PI applies only to vehicles with a specific RPO code, it will be listed in the model list, directly under the model years and models.

- Thanks to Jack McVoy



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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.

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Fuel Level Sending Units

Operation of a typical in-tank fuel level sending unit is based on variable resistance. As the float moves up or down according to fuel level, the resistance in

the sending unit varies. This varying resistance is processed by the engine control module (ECM) and the resulting information is sent to the instrument panel cluster (IPC) for diard



(IPC) for display on the fuel gauge.

In the past, the sending unit was set up so that high resistance indicated high fuel level, and low resistance indicated low fuel level.

Sulfur contaminants found in some of today's gasolines can form deposits on the sending unit, resulting in higher-thanintended resistance (TechLink, Jan. 2006). The high resistance from the deposits could be misinterpreted as a high fuel level, when in fact the fuel level is low. The driver may run out of fuel, even though the fuel gauge is not indicating low or empty.

To offset this effect, engineering has begun "flipping" fuel senders, reversing the circuitry. This means that high resistance now indicates low fuel level and low resistance indicates high fuel level. So, if deposit build-up adds to sender resistance, the gauge will err in the direction of indicating less fuel than is actually in the tank.

The "flipping" process began in the 2004 model year and continued through model years 2005-06.

The remaining vehicles will have their fuel level sending units "flipped" for the 2007 model year.

- Cadillac CTS
- Cadillac SRX
- Cadillac STS
- Cadillac XLR
- Chevrolet Corvette
- Chevrolet Impala, Monte Carlo
- Chevrolet Malibu, Maxx
- Pontiac Grand Prix
- Buick LaCrosse (Allure)

TIP: When diagnosing fuel sender operation, it's critical to refer to the appropriate model year information in SI, to be sure which resistance specifications apply.

TIP: GMSPO offers GM Fuel System Treatment PLUS p/n 88861011 (88861012 in Canada) which helps protect fuel sending units from contaminating deposits.

- Thanks to Len Tillard

Door Trim Panel Removal

On the Buick Lucerne, here's an important step to prevent damage to the armrest clip openings when removing the front door trim panel.

TIP: After releasing all of the retainers along the outer perimeter of the door trim panel, hold the panel away from the door and lift up on the panel to disengage the two clips that anchor the armrest into the door sheet metal.

The entire procedure is outlined in SI document 1646988.

- Thanks to Scott Brewster

Shift Control Indicator Illumination Bulb

This information applies to the 2004-06 Chevrolet Malibu, 2005-06 Pontiac G6, 2007 GMC Acadia and Saturn Outlook.

These vehicles do not have a service part released for the shift control indicator illumination bulb. To prevent customer dissatisfaction and to provide a cost-effective repair, a generally available bulb Osram Sylvania 2723 can be used as a replacement on these vehicles. A bulb with a GM part number will be listed in the GMSPO catalog in the near future.

- Thanks to David MacGillis

Wheel Weights

Recent dealer feedback indicates wheel marring issues from using non-OEM wheel weights. Bulletins have recently been published to both Service Managers and Parts Managers in an effort to increase awareness and teamwork in the area of wheel appearance related to weight usage, including different ways of ordering weights.

Refer to Service Bulletin number 06-03-10-004 and Parts Bulletin number GMP06-051.

- Thanks to Doug Ritter

Diesel Fuel Filter Kit

A new fuel filter kit has been developed for the 2006 Chevrolet Express and GMC Savana vans with 6.6L diesel engine.

When servicing the fuel filters on these vans, both fuel filters need to be replaced. The fuel filter kit p/n 19149845 includes a cartridge style filter located in the diesel fuel conditioning module (DFCM), a screw-on style fuel filter and the necessary seals.



- Thanks to Don Langer

Fuel Filler "Flapper"

The fuel filler pipe has been redesigned for the 2006 model year to eliminate the spring loaded steel "flapper." The new design will be phased in when the existing stock is used up.

These vehicles are the first to be affected: Corvette, XLR, STS, CTS, Impala, Monte Carlo, LaCrosse, Allure, Grand Prix, Cobalt, Pursuit, HHR, Solstice, Malibu, midsize utilities, Hummer H3. Others will follow.

On the earlier design with a plastic filler pipe, the metal flapper was part of the ground path for electrostatic discharge when the fuel fill nozzle is inserted.

In the new design, a metal pipe with metal restrictor serves as a ground path without need for the flapper.

This is normal. Do not replace any parts for this condition. If the fuel filler neck with flapper door is replaced, the service part will be missing the flapper door.

 Thanks to Wayne Zigler and Dino Poulos

OnStar and XM Antenna

A new OnStar or combination OnStar/XM antenna is being used on a wide variety of vehicles in 2006.



Depressing hidden tab

If the improper procedure is used to remove the mast, the base may be

broken or the mast may be gouged. A hidden

A hidden locking tab must be depressed to remove the mast from the

antenna base. Insert a small screwdriver between the mast and the base to depress the locking tab while turning the mast to unthread it from the base.

- Thanks to Jim Hughes

Door Trim

This information applies to 2005 Chevrolet Cobalt and Pontiac Pursuit. (2006 and later models are not affected.)

When removing the inside release handle, be sure to remove the door trim panel first. Many of these vehicles have a small amount of hot-melt adhesive applied to the back surface of the door trim. Remove this adhesive before attempting to remove the release handle. Failure to do so will result in damage to the door trim.



TIP: It is not necessary to apply adhesive to the inside release handle. This application was for manufacturing purposes only and the release handle may be installed without adhesive.

- Thanks to Ed Kay

Rear Seat Audio Control Fasteners

On the 2007 full-size utilities, the Rear Seat Audio Control Module is attached to the compartment bezel with 4 fasteners.

If the fasteners on one side of the module are tightened before the other side, there is a high probability that the module will not seat correctly.

To ensure that the module is seated correctly, insert all 4 fasteners half-way. Then tighten to the final torque of 1.5 Nm (13 lb in).



- Thanks to Katul Patel

Outside Temperature Display

On a Corvette, the climate control readout may display an outside temperature reading that does not represent the actual outside temperature.

Be aware that there is a 3-hour timeout period for this system. If the vehicle is turned off, then restarted within 3 hours, the outside temperature display will retain the temperature being displayed when the vehicle was turned off. If the actual outside temperature changes during this time, the readout will not agree.

This is normal operation and no repair is necessary.

- Thanks to Art Spong

"Ice Possible" Message

The Corvette driver information center may display an Ice Possible message when the outside temperature is not cold enough for ice to form.

TIP: This condition is most likely to occur in a new vehicle.

The condition may be caused by an improper connection. Before replacing parts, try these steps.

- 1. Disconnect the battery. This step is very important.
- 2. Remove the AC control head, and disconnect the three connectors at the back.
- 3. Wait 60 seconds, then reconnect the AC Control head connectors, making sure they are properly locked.
- 4. Reconnect the battery.

TIP: Any time the battery is disconnected and reconnected, initialize the power windows (see SI document 1460906).

- Thanks to Art Spong

Fuel Pump Shutoff

Owners of some Sierra, Silverado, and full-size utility vehicles (all years) may comment that, when refueling at certain fuel stations, the fuel pump shuts off before the fuel tank is completely filled.

This is not a fault with the GM fuel system. It is an industry-wide issue with variations in OPW 11B fuel nozzles. Until the fuel station industry replaces these defective nozzles, advise customers with this concern to try either a different pump or a different fuel station.

- Thanks to Tom Mannering

OnStar Backup Battery

This information applies only to the 2006 Chevrolet Impala and Monte Carlo with OnStar. Impalas built after November 24 and Monte Carlos built after December 19 are equipped with an OnStar Backup Battery (BUB).

The BUB is a non-rechargeable, lithium battery with a lifespan of approximately 4 years and is designed to maintain an open circuit voltage between 16V and 9V throughout this period. This allows the battery to power the basic functions of the VCIM for least one 300-second (5 minute) phone call at the end of the 4 year span, should a main vehicle battery loss occur.

The BUB voltage is checked every ignition cycle. If the BUB

Carpet Fit

Owners of some 2004-06 Chevrolet SSRs may comment about the way the carpet fits in the following three areas:

- Carpet pulls out from under the left hand side of the console.
- Carpet fit around the gauge package in front of the console.
- Carpet fit on the floor next to the hinge pillar trim (kick pad).
 Bulletin

06-08-110-001 was recently

released to address these concerns. It calls for the installation of the Deadener Kit - Floor Panel p/n 15878744.

For the console concerns, the bulletin explains how to remove the console for access to the locations where a "shoddy pad" and Velcro strips from the kit are installed.

For the kick pad concern, the bulletin explains how to lift up on the front of the sill plate, remove the hinge pillar trim and install a piece of "shoddy pad" between the carpet and the floor.

Refer to the bulletin for details, illustrations and applicable labor time.

- Thanks to Dan Oden





fails the check or if the BUB has had current drawn from it, the OnStar LED next to the control buttons changes from green to red and a DTC is set, either B1446 or B1447.

Service Precaution

Do not disconnect the vehicle battery with the ignition key in the run position.

With the ignition key in the Run position, the OnStar module is awake on the data bus. If the vehicle battery is disconnected with the key in Run, the OnStar module senses a vehicle power failure, as could occur in a crash, and draws current from the BUB. When the vehicle battery is reconnected, the OnStar LED is red and a DTC is set. Because the BUB is a one-time use, the BUB must be replaced.

Refer to Accessories in SI for OnStar battery replacement information.

- Thanks to Amy Sutherland and Howard Owens

Movement in PARK

This information applies to 2007 and prior passenger cars and light duty trucks equipped with automatic transmission

Some vehicles may move slightly forward or reverse while in Park at start up after a cold soak and may be accompanied by a clunk noise.

The movement is due to the residual transmission fluid in the clutch packs that creates a partial apply on start up. The movement is stopped by the parking pawl and/or transmission fluid exhausting completely from the clutch packs.

This slight movement has no adverse effect on the transmission and no repair should be attempted. This condition is normal and can be verified by comparing with another identically built vehicle under the same cold conditions.

TIP: To prevent this condition from occurring, the parking brake should be used according to Owner Manual recommendations anytime the vehicle is parked.

- Thanks to Rusty Sampsel

SSR Instrument Cluster

When replacing the instrument cluster on a 2003-06 Chevrolet SSR, you must remove the bezel, lens and three rubber plugs from the old cluster.

The new cluster is shipped with a TrailBlazer lens and bezel. Remove the lens and bezel by unlocking the four plastic tabs. Install the three rubber plugs, lens and bezel removed from the SSR cluster before putting the new cluster into the vehicle.

TIP: Be sure to install the plugs, to avoid light leaks.

TIP: Don't order the complete cluster to obtain parts. They are available individually.

- Thanks to Dan Oden

Intermittent Instrument Cluster

Owners of some 2000-05 Cadillac DeVilles with the Digital Instrument Cluster (RPO U02) may comment that the instrument panel cluster display is either erratic or inoperative ("logic lock") on an intermittent basis. During diagnostics, multiple U-codes may be observed on the scan tool.

The cause is a software anomaly within the I/P cluster communication chip. To correct the condition, reprogram the IPC using the latest calibration available in TIS. For further details, refer to SI document 1785490, issued March 14, 2006.

- Thanks to Bill Denton

TAC*Tips*

Radio Speaker Noise

Some owners of the 2007 Chevrolet Tahoe, GMC Yukon and Cadillac Escalade with RPO (UQA or UQS) may have a concern with a buzz, whine, distortion, pop, or static noise coming from any speaker.



Inspect for contact between the radio low level signal drain wires and any adjacent terminal at Connector C211. The drain wires are bare and may have excessive length that can allow them to contact adjacent terminals on the back side of the connector. This can be corrected by pulling back unnecessary slack in the drain wires and securing them with electrical tape.

- Thanks to Paul Radzwilowicz

Exhaust Flow Control Module

This information applies to the 2006 Cadillac XLR and XLR-V and Chevrolet Corvette C6 and Z06.

When performing diagnostics using the Tech 2, it may be noted that there is no communication with Exhaust Flow Control Module (EFCM). Its purpose is to control the exhaust valve at the tailpipe and is equipped only on the 2006 Cadillac XLR-V (4.4L V8 RPO LC3 Supercharged) and Chevrolet Corvette Z06 (7.0L V8 RPO LS7).

On vehicles without the EFCM, the Tech 2 will display no communication with the EFCM. This is a normal operation of the Tech 2. Ignore the module if the vehicle is not equipped and continue with diagnostics.

- Thanks to Dino Poulos

Valve Body

Valve bodies continue to represent a high frequency replacement item on the 4T65E transmission used in 2001-06 vehicles. To reduce the number of no-problemfound valve bodies returned to the WPC, perform the following before replacing the valve body.

TIP: Refer to Bulletin 02-07-30-013E to improve diagnosis and correction of the shift concern with the least amount of customer inconvenience.

Depending upon customer concern, refer to the chart listed in the bulletin to help identify the valve body circuit that may be contributing to the shift concern. Use the valve nomenclature



4T65E Transmission

chart to identify the restricted and/or stuck valve.

TIP: Use both the nomenclature and the valve number when documenting the results on the repair order.

IMPORTANT: Perform a visual inspection of the valve body cavities and perform the following.

Check Valve Movement

With the valve body on the workbench, carefully push the valve against spring pressure to see if valve snaps back to its

original position. If the valve is seated in home position, carefully pry the valve off its seat with a small flat blade screwdriver. Quickly remove the screwdriver and allow the valve to return to its seat.

In either case, if the valve does not snap back freely, remove the valve from the valve body.

Check for Scratching or Scoring

Inspect the valve for scratching or scoring. If any is found, perform the fingernail test.

Move your fingernail over scratches and scores. If the nail catches, replace the valve body.

TIP: In most cases, the scratches are not severe enough to catch your fingernail.

Cleaning

If the valve is serviceable, clean it with contact or brake cleaner. Also clean the bore.

TIP: Clean the bores with the machined side of the valve body down so debris may escape.

Blow with shop air.

Final Check

To verify free movement of the valve, dip the valve into clean ATF and install it into the appropriate bore. The valve should move freely. If the valve moves freely, in most cases the valve body will function properly when reinstalled.

Reassemble and retest.

- Thanks to Ron Mitchell

Goodwrench Engine Instructions

This information applies to the 2002-04 Chevrolet Malibu Classic, Oldsmobile Alero and Pontiac Grand Am with 2.2L Engine (VIN F - RPO L61) and Automatic Transmission (4T45E - RPO MN4).

The instruction sheet for a 12607031 Goodwrench Engine states the following:

If using on a vehicle with a manual transmission, transfer the flywheel from the existing engine.

If using on applications with the MN5 transmission option, the oil pan must be changed.

- If using on the following applications, the fuel rail and injectors must be changed:
- 2002-05 ZA car
- 2005 3A applications

On all J-car applications, swap the oil pan from existing engine or use part number 12599237.

Due to a bellhousing to oil pan clearance issue that occurs when the 12607031 engine is installed in any of the models listed above, the instruction sheet should also advise:

On 2002-04 N-cars with the MN4 transmission option, swap the oil pan from the existing engine or use part number 12599237.

- Thanks to Jamie Parkhurst

Rear Axle Whine or Growl

On the 2006 Hummer H3, rear axle gear whine and/or bearing growl may occur during both drive and coast conditions, and gets louder with higher speeds. This condition usually begins at 300 to 500 miles, and worsens with additional miles.

Remove the axle cover pan and inspect for black discolored fluid. The fluid may show sand particles. Closely inspect the inner diameter of the ring gear for clumps of black sandy residue. This residue is lapping compound that was not sufficiently cleaned from the axle during the manufacturing process.

If these conditions are found, replace the complete axle assembly, because all moving parts of the axle will be affected by the lapping compound residue.

TIP: The lapping compound issue will not be present on vehicles built after August 10, 2005. Rear axle noise conditions on vehicles built after this date should be diagnosed and repaired as needed using procedures found in SI.

Use the part number below or any number that these supersede to. The Broadcast Code, HL1 or HL2 for example, can be found in VIS under Vehicle Component.

Description	Broadcast Code	Part Number
Standard Axle		
Assembly	HL1 or FD3	15822875
Electronic Locking		
Axle Assembly	HL2 or FD4	15822876

Thanks to Rusty Sampsel

Loose Instrument Panel Upper Trim Panel

Owners of some 2007 Cadillac Escalade. Chevrolet Tahoe, and GMC Yukon vehicles may comment that the Instrument Panel Upper Trim Panel appears to be lifting or seems loose in the area of the windshield defroster grille or at the ends of the trim panel.



Replace all 7 clips that hold the upper panel in place with GM p/n 11589329. After replacing the clips and before installing the upper trim panel, locate the center hole in the I/P carrier where the center clip goes when the panel is in place. Check the locating hole for a piece of mylar tape. If mylar tape is in the center hole, remove the tape from the center hole only. Re-assemble the upper trim panel.

TIP: Don't remove the mylar tape from any other clip locating hole.

- Thanks to Paul Radzwilowicz

Slipping, Late or Missed Shifts

The 4L60E/4L65E automatic transmission used on 2003-07 cars and trucks may experience a condition of slipping, late or missed shifts in 2nd, 3rd and 4th. An internal transmission disassembly may reveal a 2-4 band and/or a 3-4 clutch being distressed.

Based on engineering transmission quality reviews, the following items should be inspected and or replaced as required. These items were found to be the cause of the distress to the 2-4 band and 3-4 clutch.

TIP: First check transmission fluid level. This transmission is very sensitive to low oil level.

Also check:

- Low Line pressure (perform a PCS test as defined in SI)
- 1-2 accumulator piston cracked or broken
- 2-4 Servo Piston
- 2-4 Servo Apply Pin for being nicked, scored, binding in the pin bore
- 2-4 Servo Piston Bore for being scored or mismachined
- 2-4 Band Anchor Pin (41) missing (low mileage)
- Servo Feed Oil Passage blocked with sediment
- Forward Clutch Apply Piston Seals for being cut or damaged
- Forward Clutch Apply Piston for being cracked
- Turbine shaft oil seal rings for cut or damaged.
- 3-4 Clutch Apply Piston Seals for being cut or damaged
- 3-4 Clutch Apply Piston for being cracked
- 3-4 Clutch and Forward Clutch oil feed passage blocked or restricted (should flow check the housing, and inspect the passages for proper location)

- 3-4 Clutch and Forward Clutch Turbine Shaft Sealing Rings for being damaged or missing
- 3-4 Clutch check ball (620) for leaking
- 3-4 Clutch air bleed orifice cup plug (698) is in place
- Overrun Clutch Seal (632) damaged
- No. 7 Checkball for not being seated or leaking
- 4-3 Sequence Valve (383) undersized
- Boost Valve (219) stuck causing low line pressure
- Input Sun Gear to Input Carrier Thrust Bearing (700) damaged, came apart
- Selective Washer (616), extra washer installed
- Oil Pump Body (200) cracked, damaged

Also inspect to see if the rear stator shaft bushing (241) is worn on one side or damaged. The turbine shaft (621) may also be damaged in the stator bushing journal area.

This condition may be caused by the stator shaft (214) being non-concentric with the pump cover (215). If this condition is encountered, the pump cover should be replaced along with any residual damage.

If none of the above items are found to be the root cause for the failure, the Input Housing, Forward Clutch Piston and 3-4 Clutch Piston should be replaced and resealed as well as resealing the 2-4 Servo.

Full sized trucks and utilities should have the shift cable properly adjusted and/or replaced if the cable is not holding proper adjustment.

In the event the transmission as a repeat 2-4 Band or 3-4 Clutch Failure, after following the above information, the transmission should be replaced.

- Thanks to Rusty Sampsel



Car Issues – Fix It Right the First Time

Model Year(s)	Vehicle Line(s) / Condition	Do This	Don't Do This	Reference Information / Bulletin
2004-05	Mailbu and G6 – Sunvisor mirror cover breaks off at hinge pins	Replace mirror and cover assembly.	Don't replace sunshade assembly for broken mirror cover.	05-08-110-005B
1999, 2000-06	All Car/Truck – 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	00-05-22-002F
2004-05	Pontiac GTO – Rough motion during front seat forward and rearward movements	Install front seat adjuster track dampener	Don't replace seat track	05-08-50-006
2004-05	Grand Prix and LaCrosse – HVAC blower motor inoperative or intermittent or speed fluctuates	Install 330MFD capacitor between LPM circuit and ground.	Don't replace LPM, blower motor, HVAC control head	05-01-39-001
2005	Chevrolet Corvette with Navigation Radio – FM radio static or no reception	No labor required No part required	Don't replace radio or antenna modules	08-44-014A
2005	Saturn VUE and Equinox – Sun roof will not close	Replace sun roof control module	Don't replace sun roof module, motor or switch.	05-08-67-010A
2005-06	Pontiac G6 Panoramic sunroof – multiple potential noise issues	See bulletin	See bulletin	05-08-67-014
2005-06	Cobalt/Pursuit – Fabric on door trim too short	Replace pull cup.	Don't replace entire door panel assembly	05-08-64-036
2005	Buick LaCrosse, Chevrolet Impala, Monte Carlo, Pontiac Grand Prix – A/C compressor noise after vehicle accelerates from stop	Follow bulletin	Don't replace A/C compressor for noise.	05-01-38-015
1999, 2000-06	All GM passenger cars	Burnish rotors for cosmetic brake corrosion	Don't resurface brake rotors for cosmetic corrosion	00-05-22-002F

Truck Issues – Fix It Right the First Time

Model Year(s)	Vehicle Line(s) / Condition	Do This	Don't Do This	Reference Information / Bulletin
2004-05	All Car and Truck – Battery state-of-charge upon delivery of new vehicle	Check battery state-of-charge using Midtronics J42000 of J42000-EU.	Don't remove and replace battery	02-06-03-009A
2003-05	SSR – Center cap rotates	Install tape on center cap tabs.	Don't replace wheels or center caps	05-03-10-007
2002-06	Chevrolet Avalanche, Silverado, Tahoe, Suburban. GMC Sierra, Yukon, Yukon XL, Cadillac EXT, ESV and Escalade	Replace missing switch cover	Don't replace entire power seat adjuster switch	05-08-50-017
1997-99, 20-05	GM Passenger Cars and Light Duty Trucks – Low tire pressure due to leaking cast aluminum wheels	Seal cast aluminum wheel	Don't replace cast aluminum wheel	05-03-10-003
2003-05	HUMMER H2 – Squeak or rattle in door	Replace door trim panel retainers	Don't replace door trim panel assembly	05-08-64-025
2005-06	All Pick-ups and Utilities, G Vans, Hummer H2 and H3	Burnish rotors for cosmetic brake corrosion	Don't resurface brake rotors for cosmetic corrosion	00-05-22-002F
2003-06	H2 – Rear wiper inoperative	Part A - Replace module. Part B - Replace motor.	Don't replace complete rear wiper motor and control module assembly.	05-08-43-008
2004-06	SSR – Carpet fit	Use kit to repair carpet	Don't replace carpet	06-08-110-001



Powertrain Issues - Fix It Right the First Time

Model Year(s)	Vehicle Line(s) / Condition	Do This	Don't Do This	Reference Information / Bulletin
2004-05	Chevrolet TrailBlazer GMC Envoy, and Buick Rainier – Front drive axle leak at case half	Install shim between front axle case and engine oil pan	Don't remove and reseal or replace front axle assembly	04-04-19-002
2005	Cobalt, Pursuit, Ion, HHR – Transmission control module damage during removal	Remove TCM harness from TCM before removing from TCM holding bracket.	Don't remove TCM from bracket without first disconnecting TCM wiring harness. Don't allow TCM to contact positive battery post.	05-07-30-016A
1997-99, 2000-05	Aurora, Deville, Eldorado, Bonneville – Automatic transaxle buzz noise in reverse cold	Inspect/replace accumulator retaining ring/clip	Don't replace complete valve body assembly.	05-07-30-029
2005-06	Silverado/Sierra – Customer complains crank pulley is out of round	Replace pulley if actually out of round.	Don't replace crank pulley if not out of round.	05-06-01-029
2003-05	C/K, GMT 610, M/L, S/T – Customer complaint of lack of power.	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

Know-How Broadcasts for June

10206.06D Emerging Issues New Model Features June 8, 2006 9:30 AM and 12:30 PM Eastern Time For Web NMF courses, log on to the GM Training Website (<u>www.gmtraining.com</u>). Select Service Know-How/TechAssists from the menu, then choose New Model Features for a selection of courses.



– Thanks to Tracy Rozman