

New Pre-Delivery Inspection Form



The Pre-Delivery Inspection (PDI) form has been revised, and so has the process for using it (US only). In addition to this *TechLink* article, the new PDI form and process will be introduced and explained through several other media, including:

- A "meeting-in-a-box" that will cover New Vehicle Receiving, Pre-Delivery Inspection, and Completely Satisfied Delivery System (CSDS) processes. The kit will be sent to both wholesale and retail personnel in the near future.
- Edge magazine article

- Service Bulletin
 - GM Messenger message
 - Emerging Issues IDL
- Here are the highlights.

Old Form

For background, here are some facts about the outgoing form and process.

- Except for Saab and Medium Duty trucks, one common PDI form covered all makes and models.
- The PDI form was shipped in the vehicle with the Owner's Information Package
- The PDI form had a GM part number, so changes required an extensive process

New Form

TIP: The paper form will continue to be shipped with the vehicle for the remainder of the 2007 model year. However, dealers will be expected to use the new electronic version as soon as it becomes available. Area Service Managers will be checking for compliance during their PDI reviews.

- The paper PDI form is replaced with an electronic version that is specific for year, make and model.

- The electronic form can be changed readily.
- The new form will be delivered through DealerWorld on the Service tab, under Pre-Delivery Inspection Forms. The forms will be listed in alphabetical order by make and model.
- The new form will include both base inspection content (common for all vehicles), and Special Inspection Items, which vary by make and model, and will change over time.

TIP: Because the PDI form is specific to each make and model, and is subject to change without notice, do not print out a large quantity of forms in advance. They may become obsolete before you use them up.

Special Inspection Items allow GM to address emerging issues before

continued on page 4

Techline News

Programming Tips

Sorting out Communication Problems

Technicians continue to report occasional problems with incomplete programming events or programming errors. This can lead to damaged controllers and unnecessarily high warranty.

Many of these problems can be resolved using the following tips.

Insufficient Battery Voltage – Be sure the battery is fully charged before starting the programming. If voltage drops too low at the end of the programming event, calibration files or VIN data may not be written, causing problems or failure.

If the battery is questionable, there are several approved methods of maintaining system voltage during programming:

- Midtronics PSC charger (July 2005 *TechLink*).
- Jumper packs (June 2006 *TechLink*)

Not Waiting – Before performing a programming event, you must turn the ignition key on. Do not begin programming until all modules on the vehicle have "awakened" before beginning. If you try too soon, you will get a No Communication message on the Tech 2.

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TIP: A good rule of thumb is to observe the instrument panel lights and tones. When everything stops, you can safely proceed. Plug in your Tech 2 (and CANdi module if required).

Tech 2 Cable and Adapters – If you suspect that your Tech 2 cable is faulty and decide to replace it, also be sure to check the condition of the adapter.

Three 16-pin adapters have been used with the Tech 2. At a glance, they all look the same. **Do not use adapter p/n 71419.**

You can use either of the adapters numbered GM 3000098 (coded either VTX 02002955 or HP 5063-3255). Either of these will work with CANdi modules.

Self Test – Use the self test to verify the integrity of the Tech 2, interface module, and cable. For information and

procedure, click on the Reference Guide on the TechLink website. Locate the article listed as *GM Tech2/VCI/Cable Test*.

On the Tech 2, the test is located under F3:Tool Options > Self Test > F2: Automated VCI Test. Then follow the instructions in the article.

TIP: The test requires use of the loop back adapter p/n 3000109.

Pre- and Post-Programming Messages – Be sure to read the pre- and post-programming messages in TIS or TIS2WEB, and follow the instructions you find there.

For instance, you may need to take a module off-line to reduce interruptions during programming and ensure successful programming.

– Thanks to Mark Stesney

Oxygen Sensor Tips

This information applies to the 2004-06 Cadillac CTS, SRX, STS, XLR and Buick Allure, LaCrosse and Rendezvous with LY7 3.6L and LP1 2.8L V6 or LH2 4.6L V8 engines.

When diagnosing concerns with oxygen sensors on these vehicles, observe these points:

1. Malfunctioning oxygen sensors will set a sensor-related diagnostic trouble code. Do not replace the oxygen sensor unless diagnosis following the appropriate document in SI indicates that the oxygen sensor should be replaced.
For example, do not replace the oxygen sensor if diagnostic trouble codes P0420 or P0430 for catalyst efficiency are present alone.
2. When replacing the catalytic converter, do not replace the oxygen sensor. Transfer the oxygen sensor from the old converter to the new converter.
3. Oxygen sensors that are damaged due to underbody impact are not covered under the new vehicle warranty.
4. DO NOT cut the wires of the oxygen sensor when replacing it.

– Thanks to Dave Dickey

Tech 2 Abbreviations and Acronyms

When you're using your Tech 2, have you ever wondered what a certain abbreviation or acronym stands for?

There's now an extensive list of Tech 2 Abbreviations and Acronyms in the Reference Guide section of the TechLink website. These are the terms that are actually used on the Tech 2 display screen.

TIP: There's also a list of abbreviations and meanings that are used in SI.

Follow this path in SI:

build vehicle > general information > general information > introduction > abbreviations and meanings

– Thanks to Mark Stesney

Tire Pressure Monitor

The Tire Pressure Monitor (TPM) system is a standard feature on all 2007 Buick Rainier, Chevrolet Colorado and Trailblazer, GMC Canyon and Envoy and Saab 9-7x models. RPO UJ6 will not be specified on the option code list.


Some service information may state that the spare tire is equipped with a TPM sensor. This is not correct. The spare tire is not equipped with a TPM sensor on any of the vehicles listed above. Refer to SI for all service procedures.

TIP: The Hummer 3 does have a TPM sensor in the spare tire.


– Thanks to Dino Poulos

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.

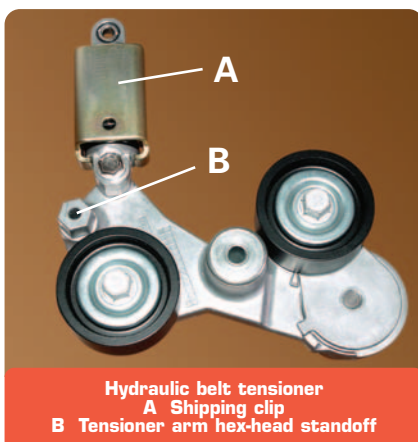
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Hydraulic Belt Tensioner Service Tips

The generator with starter unit on the Saturn VUE Hybrid engine uses an Aramid cord belt and a hydraulic belt tensioner to ensure reliable transfer of torque for both motoring and generating (see September 2006 *Techlink*).

Due to its unique design, the tensioner requires specific service procedures, included in SI document 1810716. Here are some details.



TIP: There are two ways to relieve tension on the drive belt, depending on whether the shipping clip is still in place (new tensioner) or the shipping clip has been removed (used tensioner).

New Tensioner

CAUTION: To avoid personal injury, the shipping clip should be removed only after the tensioner has been installed on the vehicle and the drive belt is installed and correctly routed.

- DO NOT do any sort of prying to remove the shipping clip. With the belt in place, relieve tension with a wrench on the tensioner arm hex-head standoff and remove the clip by hand.
- The tensioner is designed to withstand one un-restrained extension from the shipping clip position to fully open.
- An un-restrained extension after the first event could result in part failure (either internal and/or external).
- External failure of the tensioner could lead to personal injury.

Used Tensioner

- A tensioner left in the fully extended position is safe to handle. There is no need to use a shipping clip for storage of removed parts.
- The tensioner should be compressed slowly when using the EN-48079 special tool and a socket and ratchet (NO air tools).
- **TIP:** DO NOT use the tensioner arm hex-head standoff in place of the EN-48079 for collapsing a tensioner that does not have a clip.
- *Thanks to Matthew Moore*

Outside Mirror Glass Shakes

On some 2007 full-size utilities, the driver's outside mirror (either power fold or manual fold) may vibrate or shake while driving. According to bulletin 06-08-64-027, this may be caused by one of the following:

- Loose glass actuator (motor)
- Power folding mirror (RPO DL3) assembly may have been folded or unfolded manually or the mirror was accidentally obstructed while power folding.

Repair

With the **power fold** option, cycle the mirror three times.

With the **manual fold** mirror, manually fold/unfold the mirror three times.

With either mirror, check the mirror for stability, performance and vibration. If folding the mirrors three times does not improve stability, remove the glass assembly per document 1694905.

Check tightness of the four glass actuator screws shown in document 1731190. Torque 10-14 in lbs (1.13-1.16 Nm)

Bend the metal spring finger up approximately 1/2 inch (12.7 mm) to increase engagement to the housing.

Install the glass assembly.

TIP: Be careful not to allow the spring finger to unseat from its intended track in the mirror housing.

Check for stability, performance and vibration. If stability is not improved, replace the mirror assembly per document 1740757.

– *Thanks to Paul Radzwilowicz*

Compass Calibration

Some owners of the 2006 Hummer H2 Special Edition may comment that the compass in the rear vision camera rear view mirror cannot be calibrated.

The compass will not calibrate if the vehicle is placed in Reverse before completion of the calibration procedure.

It is necessary to complete the calibration procedure driving in a forward direction only. Do not put the vehicle in Reverse during the calibration procedure.

– *Thanks to Terry Nicholas*

Parental Security Code

2007 Cadillac Escalade models equipped with a SuperNav Radio (RPO U3R) and the factory video system (RPO U42) have a parental control system. The rating level limits playing DVDs with a certain rating. The rating selections are 1 through 8, with 1 (kid safe) being G rated. To change the rating level, press the Parental Level button, then press the Password button. Type in the password, then change the rating level.

If the password has been forgotten, follow this procedure.

1. Place a store-bought DVD into the SuperNav Radio.
 2. When the DVD screen appears, press the Options softkey on the upper left part of the screen. Then select the Setup softkey on the bottom of the screen.
 3. Select the Settings box and then the Parental Level box.
 4. Press and hold the box labeled Number 8 for 10-15 seconds until a audible beep is heard from the radio.
 5. The security code is erased. You now have the option to input a new security code or leave the parental controls unsecured.
- *Thanks to Paul Radzwilowicz*

Orifice Tube Appearance

In September 2005, the orifice tube used in AC systems in full-size utilities changed to a design called a porous plastic orifice tube (PPOT). Pickups adopted the design mid-year 2006. It is quieter than the traditional orifice tube.

The orifice tube separates the high pressure portion of the AC system from the low pressure portion. Refrigerant passing through the orifice tube sometimes causes an audible noise, described as a gurgle or water spattering.

In the porous orifice tube, noise muting is provided by a granular polypropylene plastic filter, which looks somewhat like melted wax. This is normal appearance for the porous orifice tube, and is not a defect.

TIP: The tube may change color after being subjected to oil and refrigerant and used for some time.

TIP: Bulletin 06-01-38-002 explains how to replace the liquid line on certain full-size truck and utility models for noise concerns. The larger tube in the bulletin incorporates the porous orifice tube mentioned above.

– Thanks to Dave Roland and Frank Rogers



Differential Clutch Pack

When replacing the rear differential clutch packs in a 2006-2007 XLR and Corvette Z06, you may find a 5 plate clutch pack. SI also mentions a 5 plate pack, but service parts come as a 4 plate pack.

A change to carbon fiber clutch plates in these models, which increased overall thickness, makes it necessary to reduce the stack to 4 plates. The correct stack using the new design plates is 4 plates and will not affect performance.

TIP: This change does not apply to the normal Corvette.

– Thanks to Charles Krepp

CAN Bus Short

Some owners of a 2004-05 Chevrolet Silverado or GMC Sierra with 6.6L RPO LLY engine may comment that the SES MIL is on. When DTCs are checked with the Tech 2, a U0100, U0101, U0105, and/or U0106 will be set.

The ECM, TCM, FICM, and Glow Plug Controller communicate among each other on circuits 2361 and 2362 (CAN Bus). The Tech 2 does not communicate on these circuits.

In most cases, if all of the listed DTCs are set, the CAN Bus circuits may be shorted to ground at the FICM/generator bracket. Before replacing any parts, perform a thorough visual inspection of the wiring harness near the FICM/generator bracket and repair as necessary if shorted.

– Thanks to Jim Will

Electronic Suspension Control Module Replacement

The 2000-2006 full-size utility truck Electronic Suspension Control Module Replacement procedures in SI have been revised. The revisions made were to the programming procedures or links to the programming procedures.

TIP: When replacing the ECU you must reprogram with the latest software.

– Thanks to Dan Stress and Gary G. Clark

Contaminated R134a Refrigerant

Bulletin 06-01-39-007 explains that impurities have been found in new commercially available containers of R134a.

Contaminants may cause decreased performance and be detrimental to some air-conditioning components.

Excessive moisture may cause system concerns such as orifice tube freeze-up and reduced performance.

The Society of Automotive Engineers (SAE), and the Air Conditioning and Refrigeration Industry (ARI) are in the process of instituting reliable standards that will be carried on the labels of future R134a refrigerant containers. It is recommended to use GM or ACDelco sourced refrigerants for all A/C repair work. These refrigerants meet GM internal standards for quality and purity.

Part Number	Description
12356150 (10953485 Canada)	30 lb container R134a
15-119 (10953485 Canada)	30 lb container R134a (ACDelco)

See the bulletin for more details.

– Thanks to Jerry Garfield

Battery State of Charge

This information applies to the 2005-07 Chevrolet Corvette and Cadillac STS and 2004-07 Cadillac XLR.

A no crank, no start condition with a Driver Information Center (DIC) message that displays "No FOB Detected" can be caused by a low battery state of charge (SOC). The Remote Control Door Lock Receiver (RCDLR) will not function if the battery SOC is below 9V.

TIP: To enter the Corvette, use the conventional key in the cylinder above the license plate to open the hatch. On the XLR, the key cylinder is located behind a cover on the lower rear fascia. Then use the door release tab inside the trunk to unlatch the driver's door. For the STS, just unlock the door with the key in conventional fashion.

Check the battery state of charge and if low, diagnose the cause of the weak battery before performing any other repairs.

– Thanks to Dino Poulos

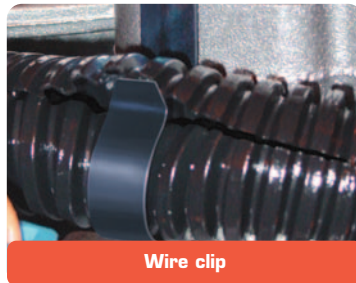
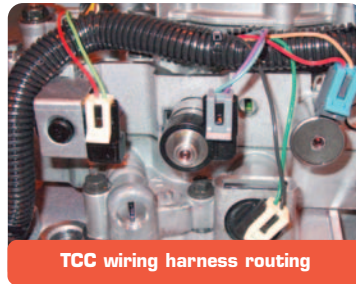
Torque Converter Clutch Diagnosis

This information applies to all 2006-07 passenger vehicles with 4T65E transmissions. The vehicle may exhibit:

- DTC P0742: Torque Converter Clutch (TCC) System - Stuck On
- DTC P2764: Torque Converter Clutch (TCC) Pressure Control (PC) Solenoid Control Circuit Low Voltage.

Perform the diagnosis as indicated by SI. If unable to control TCC with the Tech 2, suspect tan wire (ckt 418) shorted to ground. Follow appropriate SI instructions to access the transmission side cover to allow inspection of the internal wiring harness routing. PWM wiring should not be around the clip in the valve body. If the PWM wires are routed around the clip, remove and inspect for chafe or pinch. And correct the wire routing.

- Thanks to Ron Mitchell



Recovery Loops Revisited

These part numbers for the recovery loop replace the table in the Recovery Loops article in the September 2006 issue of *TechLink*.

CTS	25729106
SRX	25729106
STS	10367821

HVAC Actuator

On 1999-2007 full-size trucks, in order to avoid HVAC actuator damage, DO NOT apply power to the actuator when it's not installed in the HVAC module.

- Thanks to Robert Tette and Art Krygowski

SI Definitions

Removal vs. Replacement

In the Engine Mechanical subsections of SI, and within the Repair category, there are two sets of procedures.

Replacement procedures can be performed on-vehicle.

Removal and Install are off-vehicle procedures.

Note that the off-vehicle procedures usually begin after Engine Oil and Oil

Filter Replacement. But many off-vehicle procedures can be performed on vehicle, too; for instance, replacement of a cylinder head.

Some Examples

The procedure titled Crankshaft and Bearings Removal is not a complete procedure. Other procedures must be performed first (engine removal, for instance) but not all those listed before this procedure.

The same is true for Crankshaft and Bearings Install. Other procedures must be performed before and after (engine installation, for instance) but not all that are listed.

The off-vehicle procedures are listed in an order for a complete engine disassembly and assembly. In the case of crankshaft replacement, service engineers assume that a reasonably trained and experienced technician knows the basics of engine service, and therefore knows what is required, beginning with engine removal from the vehicle.

In the near future, engine repair procedures will receive additional titles in SI. Replacement procedures will be titled On-Vehicle. Removal or Install procedures will be titled Off-vehicle, or perhaps Unit Repair.

- Thanks to Jerry Garfield

Aftermarket Window Tint

On some 2003-06 Chevrolet SSRs, aftermarket window tint may tear or have vertical scratches. This is noticed primarily when the window travels full up or down.

Because the upper doors have no A-frame or upper door channel like most vehicles, there are guide pads in the door to support the glass. These guide pads make contact with the glass during the vertical movement of the glass, which may damage aftermarket window tint.

GM does not recommend or support the use of any aftermarket tint in any GM vehicle. The aftermarket tint should be removed to correct this concern.

- Thanks to Ron Erman

Easy Exit Seat

Some owners of 2007 full-size utilities with RPO AN3 may comment that they are unable to set a personalized easy exit seat position and the seat will move back only a predetermined amount.

Unlike the previous model years, the new 2007 utilities move the seat rearward approximately 3 inches when the easy exit feature is activated. If the owner wishes to have the seat move back further, the exit button can be pressed and the seat will move back an additional 3 inches for each press until the seat is all the way back. Please advise owners with this concern of the new operating characteristic.

- Thanks to Jim Will

Loss of Volume Control

Owners of some 2007 full-size utilities with RPO U3U or UVB may comment that the navigation radio volume control does not function and seems to be stuck at a very loud level. This may occur after the radio has been repaired or replaced in service.

If the incorrect radio calibration is selected in TIS, the navigation radio may experience a loss of volume control. To repair the concern, reprogram the navigation radio referencing the correct RPO options of the vehicle, to verify the radio is programmed correctly.

- Thanks to Paul Radzwilowicz

Whine Diagnosis

This information applies to all 2000-07 passenger vehicles with a 4T65E transmission.

The vehicle may exhibit a whine noise in Park or Neutral, which is gone when in Drive when not moving.

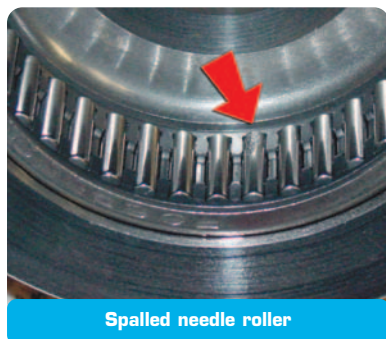
Shift to Drive, apply the brakes and raise the engine rpm. The noise should diminish (may not go away). If the noise is diminished or eliminated, suspect the drive or driven sprocket support bearings, or gear bearing. The most common cause is the drive sprocket support bearing.

Visually inspect the drive sprocket support needle bearing for spalled needle rollers.

Replace the drive sprocket support item 522 (includes 521/523).

Follow appropriate SI repair steps to access the drive and driven sprocket supports for inspection and if the condition is found, replace the appropriate parts.

– Thanks to Ron Mitchell



Low Coolant Message

Owners of some 2007 full-size utilities with manual HVAC controls (RPO CJ3) may experience a low coolant level message on the DIC at times. These vehicles are not equipped with a low coolant level sensor. The low coolant level message may appear due to a software anomaly with the manual HVAC control head (RPO CJ3).

Do not replace the instrument panel cluster or HVAC control head to resolve this concern. Reprogram the HVAC control head with updated calibrations. This new service calibration was released with TIS satellite data update version 6.0, available May 30, 2006.

As always, make sure your Tech 2 is updated with the latest software version.

– Thanks to Paul Radzwilowicz

Brake Rotor Scoring

This information applies to the 2007 full-size utilities and the 2005-07 Chevrolet Silverado Classic and GMC Sierra Classic (1500 models).

Some owners may comment on a scored appearance of the front brake rotors. Scoring could be caused by the formula of the front brake lining, which has ingredients to clean rust from the rotor braking surface. This cleaning feature of the rotor braking surface may have a side effect of scoring.

This scored appearance is normal as long as no other symptoms are experienced, such as pulsation, roughness, or noise, and the scoring does not exceed the specification in SI document 1476240.

– Thanks to Jim Will

Service Parts Assistance Center (SPAC) Escalation Process

There are times when being able to quickly obtain a needed service part is critical – a customer's vehicle is down – and the normal order/supply process has to be expedited. This is a task for the Service Parts Assistance Center (SPAC).

TIP: It's a good idea to try to obtain the part locally before contacting SPAC.

When a part is needed on an urgent basis, your dealership Parts Manager or other representative will upgrade the order to a SPAC Case using RAPID (EPIC in Canada), TRACS or EPIC (VIN is required).

SPAC Parts Escalation

When a parts situation is extremely urgent, Bulletin GMP05-135 explains how to follow up on a SPAC case. Your inquiry will be escalated through a defined process. Here are some highlights. Refer to the bulletin for details.

The dealership representative should initially call TRACS or access RAPID or EPIC for an update. If no information is available, the dealership representative should choose to speak to a Dealer Call Center agent. The agent will access the SPAC case database and provide the caller with the latest information.

If the information is not adequate, the dealership representative may ask that an inquiry be sent to the Service With Action Team (SWAT) for further investigation.

SWAT will respond to the dealership within 48 hours, based on SPAC's past history for case resolution. Approximately 68% of all SPAC cases are resolved within 48 hours.

TIP: Parts Managers may inquire and escalate their concerns immediately, based on the urgency of their situation.

Under normal circumstances, 48 hours gives adequate time for the case to navigate through the D2D Express process as well as allow for the expedition and processing of any in-transit inventory to an SPO facility.

– Thanks to Dave Gibson

Broken Ignition Wire

This information applies to the 2005-06 Chevrolet Express, Silverado, Suburban, Tahoe, GMC Savana, Sierra, Yukon equipped with a 4.8, 5.3 or 6.0 engine.

The engine may intermittently stall, misfire, or crank without starting. There may be no trouble codes set.

Complete the SI diagnostics for any symptoms or trouble codes found. If diagnostics are inconclusive, and an intermittent stall, misfire, or a crank no start can be duplicated, inspect for a loss of Ignition 1 voltage to the ignition coils.

Wiggle test the ignition coil harnesses to see if the concern can be duplicated. Inspect splices S160 and S159 for loose connections. Also inspect connectors C148 and C149 for wires breaking near the connector. The pink Ignition 1 power feed wire may break inside the insulation near connector C148/C149.

– Thanks to Don Langer



Car Issues – Fix It Right the First Time

Model Year(s)	Vehicle Line(s) / Condition	Do This	Don't Do This	Reference Information / Bulletin
1999-2006	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 if they can be refinished Issue two: Don't forget to measure for LRO	00-05-22-002F
2004-05	Mailbu and G6 – Sunvisor mirror cover breaks off at hinge pins and full sunvisor with mirror assembly must be replaced	Replace mirror and cover assembly	Don't replace sunshade assembly for broken mirror cover.	05-08-110-005B
2005	Chevrolet Corvette with Navigation Radio – FM radio static or no reception	Reprogram radio	Don't replace radio or antenna modules	05-08-44-014A
2005-06	Cobalt/Pursuit – Web stop service button becomes dislodged from seat belt pretensioner system	Replace web stop button	Don't replace seat belt assembly	06-09-40-001
2005-06	Pontiac G6 – Panoramic sunroof (C3Y) – noise issues	See Bulletin	See Bulletin	05-08-67-014
2005-06	Cobalt/Pursuit – Fabric on door panels appears to be cut short of pull cup	Replace pull cup	Don't replace entire door panel assembly	05-08-64-036
2002-07	Saturn ION/VUE – IP Clusters (IPC) being replaced when only lens is needed	Replace cluster lens	Don't replace cluster	SI document 40371
2000-05	DeVille – Instrument panel cluster display is erratic or inoperative	Reprogram I/P cluster utilizing archive file from TCSC	Don't replace I/P cluster	04-08-49-029B



Truck Issues – Fix It Right the First Time

Model Year(s)	Vehicle Line(s) / Condition	Do This	Don't Do This	Reference Information / Bulletin
2002-05	TrailBlazer, Envoy, Rainier, Bravada – SES indicator illuminated with P0526 code	Replace EV fan clutch wire harness tether	Don't replace EV fan clutch assembly	05-06-02-012
2003-06	C/K pickups and utilities – Bench seat (RPO AE7) center console armrest hinges broken	Replace just lid	Don't replace entire console assembly	06-08-50-004
2005-06	All Fullsize Pick-ups and Utilities, All Mid size Pick-ups and Utilities, G Vans, Hummer H2 and H3 – Brake Rotor Corrosion	Burnish rotors for cosmetic brake corrosion	Don't resurface brake rotors for cosmetic corrosion	00-05-22-002F
2000-07	All platforms with side terminal batteries – Intermittent no crank, no start condition	Clean battery terminal threads and/or replace cable bolt	Don't replace battery	02-06-04-015
2006	2006 mid-size utilities – When replacing yaw sensor, no longer necessary to replace EBCM	When replacing the Yaw sensor, use new calibration	Don't replace EBCM	PIT3992
2002-06	Chevrolet Avalanche/Cadillac EXT – TPO plastic components fade and stain	Apply Gatorback Textured Plastic Coatings	Don't replace TPO components	04-08-111-001C



Powertrain Issues – Fix It Right the First Time

Model Year(s)	Vehicle Line(s) / Condition	Do This	Don't Do This	Reference Information / Bulletin
2006	TrailBlazer, Envoy, Rainier with LL8 6-cylinder Engine – Vehicles with A.I.R. systems may set DTC P0411	Replace A.I.R manifold	Don't replace A.I.R. pump and related parts	06-06-04-016A
2003-05	C/K, GMT 610, M/L, S/T – 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
2004-06	Malibu, ION, Cobalt, HHR L61 Engine – SES on and P0171	Reflash the ECM	Don't replace ECM	06-06-04-033
2006	Escalade, Tahoe, Avalanche, Express, Silverado, Savanna, Sierra, Yukon – Increase in TAC module warranty associated with DTCs P2108, P1516 and U0107	Perform diagnostics for DTCs P2108, P1516 and U0107 but delete steps involving replacing TAC Module	Don't replace TAC module if DTCs P2108, P1516 and U0107 are present	PIP 3812A

**Know-How
Broadcasts
for
November**

10206.11D Emerging Issues
New Model Features

November 9, 2006 9:30 AM and 12:30 PM Eastern Time

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.



– Thanks to Tracy Rozman