

240-Volt Charging Stations Required for Volt Dealerships



Charge Mode: **Immediately**

Charge Complete By

120 V - 8:00 AM
240 V - 6:00 AM

Charge Complete times are based on Charge Level selected

[Change Charge Level](#) [Change Charge Mode](#)

All Chevrolet dealerships that sell the Volt are required to have two 240-volt charging stations. One charging station is required to be a Voltec™ charge station unit; the other charging station can be the dealership's choice.

In Canada, refer to GlobalConnect message G_0000088972 (July 2011) for charging station requirements.

A 240V charging station can quickly and efficiently charge the Volt. A full charge will take approximately four hours, less than half the time required for a full charge using a standard 120V household outlet and the portable charge cord provided with the vehicle. A 240V charging station also provides a more consistent charge that reduces the variance in charging time in extreme climate conditions.

Recommended Charging Stations

Charging stations can be ordered through SPX by calling 1-800-GM-TOOLS.

Two charging stations for the Volt are available to dealerships from SPX. Both approved charging stations are compliant with SAE J1772 standards for electric vehicles and electrical connectors. Additional information about each charging station can be found at www.homecharging.spx.com/volt.

Voltec™ – The Voltec charge station performs continuous diagnostics while the vehicle is being charged to ensure proper charging. It is a Charge Current Interrupting Device (CCID) that provides self check and reclosure with operating status indicators.

Power Xpress – The Power Xpress charging station features a durable, value-oriented design. It offers an optional plug-in unit for portability and has a flexible global platform that meets multiple global standards. It can be wall-mounted or pole-mounted.

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Installation Process

SPX is in the process of contacting U.S. Chevrolet dealers to schedule shipment of the initial units and taking orders for the second unit. Service managers should anticipate receiving this phone call from SPX or can contact SPX at 1-800-GM-TOOLS.

240V charging stations will not be shipped to U.S. dealerships automatically as essential tools. Orders must be placed through SPX.

In Canada, SPX will automatically ship one Voltec charge station to be installed in a “customer



Voltec charge station



Power Xpress charging station

facing” area of the dealership and one SPX Power Xpress charging station that must be installed in the service repair area.

All charging station installations should be performed by a licensed electrical contractor and according to local government laws and ordinances with the necessary permits filed with local municipalities to ensure all electrical code requirements have been met.

Assistance with charge station selection, installation, required permits and technical support is available from SPX.

🙏 Thanks to Caliph Wyatt

Warranty Parts Center Submissions

The Warranty Parts Center (WPC) requests the return of parts that are replaced under warranty in order to better understand and help resolve product issues. Part return requests may be based on labor operation, repair category, customer complaint code, service part number and other criteria.

TIP: Act on parts requests promptly. They must be returned to the WPC within 21 days.

The WPC process involves reviews of the parts where they are tested and analyzed to determine the cause of failure, how to quickly resolve any outstanding issues, and correct and contain affected parts supplies.

The specific parts and job cards (the new term for repair orders in the Global Warranty Management, GWM, system) that are requested are reviewed by key stakeholders for the involved part, including Engineering, suppliers, GM Supplier Quality, production plants, assembly plants and Brand Quality Management.

The part is analyzed to determine the root cause of the issue. Based on the review, the part is placed into one of four main categories: Engineering, Assembly or Production Plant, Supplier Quality or Service Agent (formerly retailer/dealer).

Parts that do not meet the criteria for the Engineering, plant or supplier category are placed in the Service Agent category, most often for the following reasons:

- Incorrect or incomplete parts returned for the repair claimed

- Insufficient information or lack of supporting documentation on the job card
- Published diagnostics, bulletins and/or PIs were not followed and the part was unnecessarily replaced

Submission Guidelines

From a product quality perspective, parts that end up in the Service Agent category provide no value to product improvement.

Using the following guidelines will help in identifying issues:

- When tagging parts, attach the tag in areas that will not damage the part
- Return the correct/requested part

(return the failed part(s) as well as all parts related to the labor operation paid on the warranty transaction)

- Properly package all parts returned to avoid damage
- Try to return parts in the package (with prior shipping label removed) that the replacement part was shipped in
- Do not remove pieces from the part
- Do not disassemble parts to see how they work or because of curiosity. Doing so can destroy evidence that is needed to determine the root cause of the failure.
- Do not replace the entire assembly when only a component of the assembly needs to be replaced
- Clearly mark or circle the area of concern on the part with a paint pen (i.e., area of defect, leak, etc.)

Job Card Details

Because job card information is critical to analyzing product issues, the more detail the better. Job card information should include:

- Detailed customer concern information
- Any characteristics of the fault that were observed
- Operating conditions observed when the fault occurred (scan tool information, weather, temperature, etc.)
- All DTCs
- Documented diagnosis (Bulletins, PIs, SI document numbers)

New Terms in GWM

New terms associated with the Global Warranty Management (GWM) system.

New Term	Previous Term
Service Agent	Retailer/Dealer
Job Card	Repair Order/ Customer Service Order
Transaction	Warranty Claim
Business Unit	GM US, GM Canada, MIC
Transaction Number	Request Number/ Claim Number

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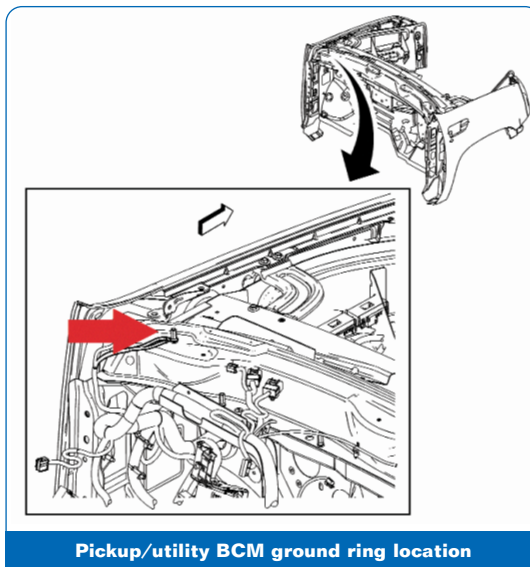
Body Control Modules and Ground Paths

The Body Control Module (BCM) may be damaged if the module is supplied with battery power when the ground path is removed on some vehicles. The negative battery cable should be removed first before removing a BCM ground on 2006-2008 Monte Carlo; 2006-2011 Lucerne, DTS; 2006-2012 Impala; 2007-2009 SRX, Equinox, Torrent; 2007-2010 OUTLOOK; 2007-2012 Enclave, Acadia, Silverado, Sierra, Avalanche, Suburban, Tahoe, Yukon, Yukon XL, Escalade; 2008-2010 VUE, H2; 2008-2012 CTS, Express, Savana and Traverse models.

When the BCM is powered up (key in the Accessory or Run position) with the ground ring terminal removed or loose, the BCM will attempt to find a different ground path to the vehicle. This different ground path attempt may cause internal damage to the BCM.

The following systems controlled by the BCM may be inoperative or work intermittently because of an internally damaged BCM caused by a lifted BCM ground:

- Interior lighting (will remain on or will not work)
- Exterior lighting (will remain on or will not work)
- Remote Keyless Entry



Pickup/utility BCM ground ring location

- Door locks
- Power windows and mirrors
- Remote vehicle start
- Remote trunk release

On 2007-2012 full-size pickups and utilities, the BCM can use two ground inputs. Both of these input pins (pins 1 and 5) are located on the X3 connector. The wires from these pins are tied to the same ground ring terminal in the vehicle.

The following is a specific list of vehicles and the components that the BCM ground wire passes through before going to the ground ring terminal.

TIP: Remove the negative battery cable if working on one of these components.

- 2008-2010 H2 – Instrument panel electrical center
- 2008-2010 VUE – Instrument panel splice pack
- 2007 Silverado, Sierra, Avalanche, Suburban, Yukon, Escalade – Left instrument panel junction block

Refer to Bulletin #07-08-47-004D for additional information. Models listed in the bulletin and not referenced above have the BCM ground wires going directly from the BCM to the ground ring terminal.

☺ Thanks to Keith Mikkelson

Warranty Parts Center Submissions – continued from page 2

- Scan tool data, snapshot, repair vs. replace cost-out sheets or other substantiating service documents
- TAC case number
- Proper labor operation

Be sure the parts department includes a copy of the job card with technician comments (hard copy of job card copied front and back) along with all related service documentation with each part return.

Additionally, include any information about why the component was replaced, such as if the repair was the result of a customer or local issue that may not be supported by GM Service Information.

☺ Thanks to Sandra Massingille, Sherman Dixon and Dave Peacy

1.4L and 1.8L Engine Oil Dipstick and Oil Fill Cap Installation

The small, fuel-efficient 1.4L and 1.8L engines (RPOs LUW, LUJ, LUV, LUU) available on the Volt, Cruze and Sonic have a slightly different style oil fill cap than what is found on other GM vehicles. If the fill cap is installed improperly, or if the oil dipstick is unseated, it may cause an air leak that, under normal engine operation, will draw unfiltered air into the engine and eventually set DTC P0171 and illuminate the Service Engine Soon light.



1.4L engine

When checking the oil level or performing an oil change, make sure the oil dipstick and oil fill cap are full seated.

It may be difficult to know if the oil fill cap is properly installed. A cap that is not fully seated may be at a slight angle from the side view of the engine compared to a fully seated cap, which appears flat from the side view of the engine.

If DTC P0171 is set as a current or history DTC, review the fuel trim readings.

- The long-term fuel trim reading may be in the 19% to 35% range.
- The short-term reading may vary from -20% to 36%.

Verify that the oil dipstick and oil fill cap are fully seated. If not, reinstall the dipstick or fill cap and observe the fuel trim readings. If the short-term reading comes back to -6% to 6%, then the loose dipstick or fill cap was the issue. It is not necessary to replace any parts.

TIP: Check the oil level and fill if necessary when DTC P0171 is present. Another symptom that may cause this DTC to set is that oil can be drawn into the intake system or leak at the turbo compressor seal.

☺ Thanks to Jeff Kropp

Duramax Diesel Exhaust System Fluid Injectors

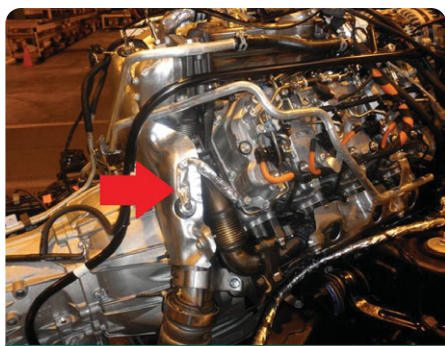
The new 6.6L Duramax diesel engine (RPOs LGH, LML) that debuted in the 2010 Express and Savana and 2011 Silverado and Sierra is equipped with an advanced exhaust aftertreatment system to reduce emissions. The aftertreatment system features two new diesel exhaust system injectors.

The Diesel Exhaust Aftertreatment Fuel Injector, also called the Q57 Indirect Fuel Injector or the Hydrocarbon Injector, supports Diesel Particulate Filter (DPF) regeneration — reducing particulate matter, or soot, in the exhaust — by adding fuel to the engine exhaust system. On the previous Duramax diesel engine (RPO LMM), this was accomplished using the cylinder injectors via post injection. Now, the Exhaust Aftertreatment Fuel Injector sprays fuel into the turbo downpipe.

The other new injector is the Diesel Emission Reduction Fluid Injector, also called the Diesel Exhaust Fluid (DEF) injector. It injects DEF into the exhaust gases to suppress oxides of nitrogen (NOx) emissions. The DEF injector is located downstream of the Diesel Oxidation Catalyst (DOC) and upstream of the Selective Catalyst Reduction (SCR) system/DPF.

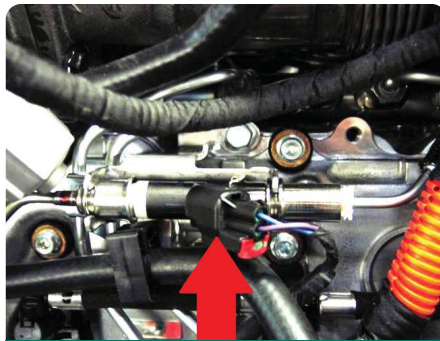
Diesel Exhaust Aftertreatment Fuel Injector

The Diesel Exhaust Aftertreatment Fuel Injector, or Hydrocarbon Injector (HCI), is a new type of dedicated diesel fuel injector used during DPF regenerations only. The fuel injector threads into the turbo downpipe tube.



The Diesel Exhaust Aftertreatment Fuel Injector sprays fuel into the turbo downpipe during DPF regenerations only.

The HCI is commanded on by the Engine Control Module (ECM) and injects fuel directly into the engine's exhaust gases downstream of the engine's turbo. Fuel to the injector is supplied from the low-pressure side of the high-pressure fuel pump. The injector's control valve is located over the right rear cylinder head.



Diesel Exhaust Aftertreatment Fuel Injector control valve

The HCI supplies a measured quantity of fuel into the exhaust gas only during enabled regeneration events. The DOC converts this added fuel into the heat that's needed to regenerate the DPF by incinerating accumulated soot. DOC temperatures are monitored during regeneration by two Exhaust Gas Temperature sensors (EGT 1 and EGT 2). If temperatures are too low, DTC P0420 will set.

The HCI system operates only when enabled (regen enable). On 2010-2011 model year vehicles, the system isn't used during service regenerations. The service regeneration cycle is driven by post-injection from the engine's eight diesel fuel injectors (just as on the 2007-2010 Duramax engine; RPO LMM). On 2012 model year vehicles, the HCI system is used for both enabled and service regenerations.

Diagnosis

Successful on-road DPF regeneration relies on proper HCI function. For Duramax diesel DTCs such as P0420, P24A0, or P2463, the indirect fuel injector should be diagnosed for proper function as described in the Service Information – Indirect Fuel Injector Diagnosis (document I.D. 2400107). The Tech 2 cannot at this time energize the HCI directly to cause fuel to spray, so a coil test tool is needed (J 39021). However, the Tech 2 does have an output control that tests the HCI coil for an open circuit in the key on, engine off mode.

TIP: It is imperative to test the HCI for proper flow quantity prior to replacing the DOC to avoid misdiagnosis of the problem.

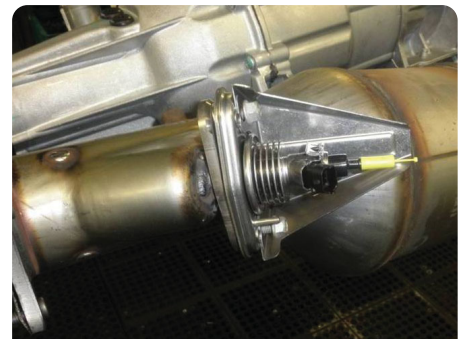
If the HCI isn't injecting enough fuel, the regeneration-measured exhaust temperatures (as determined by EGT 1 and 2) may be too low and set DTC P0420. Prolonged HCI difficulty may also set DTC P2463 or P2459.

During the fuel injector diagnosis procedure, the HCI is first purged of air using several six second bursts of fuel spray activations using the J 39021 coil test tool. When air is present within the injector, the fuel spray pattern may appear as individual streams. As air is purged from the valve, the streams should merge into a uniform sheet (cone) of fuel spraying 360 degrees about the nozzle exit.

One reason DTC P0420 may set is if the HCI isn't providing enough fuel to obtain adequate regeneration temperatures. To determine proper HCI function, perform the Indirect Fuel Injector Diagnosis procedure (document I.D. 2461331), referenced in step six of DTC P0420 (document I.D. 2400107) in the Service Information.

Diesel Emission Reduction Fluid Injector

The Diesel Emission Reduction Fluid Injector, or Diesel Exhaust Fluid (DEF) injector, sprays DEF into the exhaust for distribution into the SCR catalyst. The DEF injector is mounted just downstream of the DOC canister on the DOC exhaust pipe.



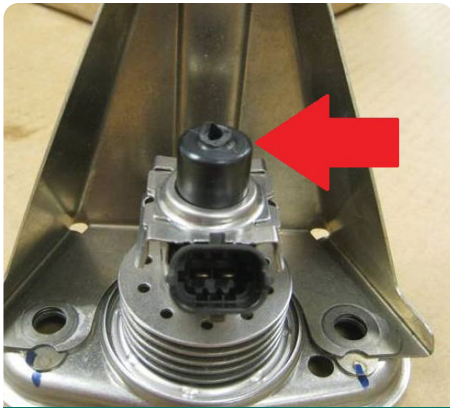
The DEF injector is mounted just downstream of the DOC canister on the DOC exhaust pipe.

TIP: To help maintain DEF injector integrity, let the vehicle idle for 10 minutes immediately after a service regeneration before turning off the engine. This allows time for the DEF injector to cool.

When servicing the DEF tank and DEF injector, do not overstress the DEF injector's plastic inlet nipple. Make sure the emission reduction fluid exhaust supply pipe retains slack. The nipple can fracture if overstressed.

When removing the DEF supply pipe from the DEF injector, it may be necessary to flush the connector with water to ease release of the supply pipe from the injector nipple.

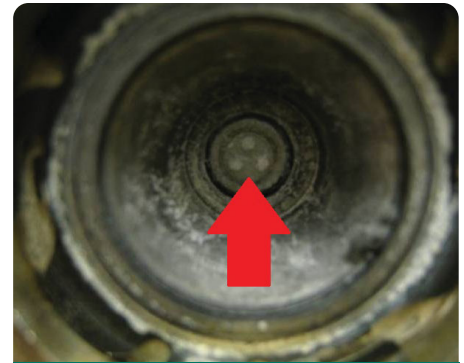
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Do not overstress the DEF injector's plastic inlet nipple.



Crystalline urea deposits over the DEF injector's exit nozzle



The three separate DEF injector outlet ports

Diesel Exhaust Fluid

DEF (urea) is a clear solution of approximately 32% ammonia and 68% water. When the water evaporates from the fluid, white crystalline deposits (some deposits may appear darker depending on soot incorporation) of urea remain. Since this fluid travels through the DEF injector, it is common for these deposits to form at the exit nozzle of the injector and, in some cases, inside the injector.

The presence of deposits over the DEF injector's exit nozzle alone shouldn't prompt an injector replacement. Rather, it is very important that the DEF Quantity Test — refer to the Emission Reduction Fluid Injector Quantity Test in the Service

Information (document I.D. 2472450) — always be performed when diagnosing the DEF injector for performance issues.

The urea deposits are usually soluble in water. Once the DEF system begins spraying fluid again, these deposits dissolve and clear from the nozzle exit. This includes the crystals that may form on the inside of the DEF injector as well as at the exit nozzle.

If these deposits interfere with DEF injection, perform the quantity test a few times to allow for the DEF crystals to dissolve.

It may be possible to see the three separate DEF injector outlet ports. During the emission reduction fluid injector quantity test, check that the DEF fluid stream from each of these ports form a triangular spray pattern.

Temperature also helps dissolve the crystal deposits. Urea melts at about 135°C. Since the quantity test is performed when the vehicle is off, it may take longer for the crystals to dissolve than it would on a running vehicle. This is why it's important to perform the quantity test several times before diagnosing the DEF injector spray and flow performance.

The DEF quantity test should be performed when DTCs P204F, P207F, P20EE, or P202E are set.

TIP: To help maintain the integrity of any DEF injector removed from a vehicle and returned to the Warranty Parts Center for analysis, install the yellow inlet tube and outlet nozzle caps before shipping.

🙏 Thanks to Brian Fuller

Duramax DPF Soot Level DTC P2463

A Clean Exhaust Filter Message or a Reduced Power Message on the Driver Information Center or an illuminated Service Engine Soon light on some 2010-2011 Express and Savana models and some 2011 Silverado and Sierra models equipped with the 6.6L Duramax diesel engine (RPOs LGH, LML) may be due to high soot mass accumulation. An intermittent DTC P2463 may be set.

In addition, the Diesel Particulate Filter (DPF) service regeneration function may not initiate when commanded on with the Tech 2.

Vehicles that have a high percentage of driving on short trips or in city traffic may be more susceptible to high soot mass accumulation.

Complete the current Service Information diagnosis for any DTCs or symptoms found. If P2463 is the only DTC setting, there is a new calibration that has been released to address the high soot mass accumulation condition.

After installing the latest Engine Control Module calibration found in TIS2Web, complete a DPF service regeneration.

The new calibration will address DTC P2463 when associated with short trips and city driving. It also will repair the Tech 2 service regeneration operation. Any other driveability symptoms or DTCs must be diagnosed and repaired.

🙏 Thanks to Donald Langer.

Shift Control Linkage Adjustment

On 2012 and prior GM passenger cars and light-duty trucks, the following shift system conditions may be caused by the shift control linkage being out of adjustment:

- Key stuck in ignition/key won't come out of ignition
- Shift control feels loose or vague
- Unable to select correct gear or shift position incorrect
- Shift control hard to operate/binds/stiff/difficult
- Instrument cluster indicator shows different gear than shift control

To correct any of these conditions, refer to the Shift Control Linkage Adjustment/Range Selector Lever Cable Adjustment procedure in the appropriate Service Information. Follow the adjustment procedure before replacing any components.

🙏 Thanks to Daryl Funds



6L80 or 6L90 Automatic Transmission Shift Conditions

Several shift conditions may be present on some 2006-2008 STS-V, XLR-V, Corvette; 2007-2008 Escalade, Escalade ESV, Escalade EXT, XLR, Silverado, Sierra, Sierra Denali, Yukon Denali, Yukon XL Denali; 2008 Suburban, Yukon XL, H2 and G8 models equipped with the 6L80 or 6L90 automatic transmission (RPOs MYC, MYD).

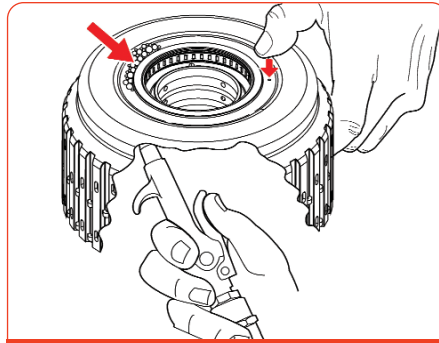
A cracked 1-2-3-4/3-5-R clutch housing may cause any of the following conditions:

- Slip when Reverse is selected or no Reverse
- Delayed engagement into Reverse
- DTC P0776 set as an active or a history code in the Transmission Control Module, Malfunction Indicator Lamp (MIL) illuminated
- Harsh shifts from Second to Third

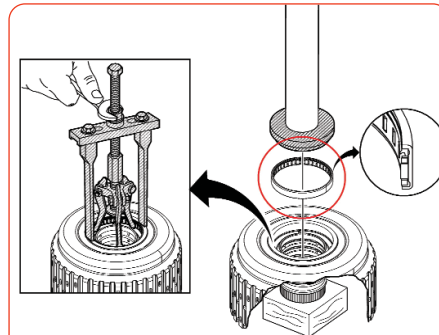
Inspect the 1-2-3-4/3-5-R clutch housing for a possible cracked weld by applying soap compound to the weld area of the housing. Hold your thumb over the air bleed passage and spray compressed air into the piston housing. Inspect the weld area for bubbles. If bubbles are detected, a new housing is required.

TIP: If a new 1-2-3-4/3-5-R clutch housing is needed, be sure to install the 1-2-3-4/3-5-R bearing. If this bearing is not installed, harsh shifts will occur.

🙏 Thanks to Mike Johnston



Apply a soap compound and, using compressed air, inspect the weld area for bubbles.



Be sure to install the 1-2-3-4/3-5-R bearing if a new clutch housing is needed.

Drive Belt Noise and Crankshaft Balancer Runout

On some 2010-2012 Camaro SS models and 2009-2012 Corvette models equipped with the 6.2L engine (RPOs L99, LS3, LS7), a drive belt noise may be heard and a crankshaft balancer may appear to be out of balance.

If a crankshaft balancer appears to wobble while watching it with the engine running, it's often an optical illusion due to the design of the balancer, which gives the appearance that it is moving more than it actually is.

To determine if the crankshaft balancer is out of balance:

1. Push the crankshaft all the way to the rear of the engine.
2. Using a magnetic base, attach a dial indicator so the measuring tip is contacting the rear of the drive belt groove. Measuring the face of the balancer instead of the rear of the drive belt groove will provide an inaccurate reading.
3. Rotate the crankshaft 360 degrees and note the total amount of crankshaft balancer run out.
 - If the balancer runout is 0.4mm (0.0157 inches) or less, do not replace the balancer because the runout is within specification.
 - If the balancer runout is greater than 0.4mm, replace the crankshaft balancer and perform the measurement again to confirm the runout of the new balancer is within specification.
4. If a belt squeak is heard, also replace the drive belt.

🙏 Thanks to James Parkhurst

2-Mode Hybrid No Crank Condition

A 2009-2011 Escalade Hybrid, Silverado Hybrid, Sierra Hybrid or 2008-2011 Tahoe Hybrid or Yukon Hybrid equipped with the 2-Mode Hybrid System (RPO HP2) may have a no crank condition after the vehicle has had a very low or dead battery if the vehicle was jump started with the vehicle key left in the On position. DTC P0C76 may have set.

When a battery charger or booster pack is connected to the 12V battery, the ignition key should always be in the Off position. If the ignition is not in the Off position, the Serial Data Gateway Module may not report "crash sense failed," and the 300V hybrid battery contactors will open and stay open until the Hybrid Control Module is reset.

To reset the Hybrid Control Module:

1. Make sure the 12V battery is fully charged.
2. Clear DTCs in all modules.
3. Use the Tech 2 to access the Serial Gateway Module's special functions screen under the Body section.
4. Perform the Crash Sensor Reset in the Serial Data Gateway Module.
5. Access the Hybrid Control Module's Special Functions screen.
6. Enter the Clear 300V Present DTC screen and press the reset soft key at the bottom of the screen.
7. Enter the Clear 300V Impact Detection DTC screen.
8. Turn the ignition key to the Off position.
9. Power off the Tech 2 and disconnect it from the vehicle diagnostic connector.
10. Open and close the driver's door to disable the Retained Accessory Power (RAP).
11. Wait three minutes and then start the vehicle.


If DTC P0C76 sets, disconnect the 12V battery. With both 12V battery cables disconnected from the battery, discharge the capacitors by holding the cables together for 15 seconds. Reconnect the 12V battery and perform the above procedure again. If DTC P0C76 still resets, follow the appropriate Service Information for the DTC.

🙏 Thanks to Brian Ciaverella


Wheel Speed Sensor Signal Spike/Drop

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.


Publisher:

Thomas J. Arnold
GM Customer Care and Aftersales
 Thomas.Arnold@GM.com

Editor:

Lisa G. Scott
GM Customer Care and Aftersales
 Lisa.G.Scott@GM.com

Technical Editor:

Mark Spencer
 mspencer@gpworldwide.com

Production Manager:

Marie Meredith

Desktop Publishing:

5by5 Design LLC
 dkelly@5by5dzn.com

FAX number: 

1-248-729-4704

Write to: 

TechLink
PO Box 500
Troy, MI 48007-0500

GM TechLink on the Web: 

GM GlobalConnect

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A brief, intermittent clicking or grinding noise, or energized ABS pump motor noises, may be heard at the front of the 2010-2011 Camaro when traveling in a straight line at slow speeds, usually under 20 mph.

The noise may be caused by a spike or drop in the speed of any Wheel Speed Sensor (WSS). The spike/drop in speed signals the Electronic Brake Control Module (EBCM) to prime for a stability or traction control event. Typically, a DTC will not be set for this condition. In addition, a Malfunction Indicator Lamp (MIL) will not illuminate and a Driver Information Center message(s) will not be displayed unless the StabiliTrak or Traction Control system is active.

TIP: Do not replace the EBCM or Brake Pressure Modulator Valve (BPMV) for this condition.

Perform the following diagnosis to isolate the cause:

1. Connect GDS 2 and set to monitor EBCM > Antilock Braking Data. Duplicate the concern several times under the conditions described by the customer.
2. Turn off the StabiliTrak system (press and hold the StabiliTrak/Traction Control button until the Traction Control Off light and the StabiliTrak Off light illuminate on the instrument cluster) and attempt to duplicate the concern again. If concern does not occur when the StabiliTrak system is turned off, press and release the StabiliTrak/Traction

Control button to turn the system on again and continue with the next step.

3. Review the EBCM > Antilock Braking Data session logs in GDS 2, specifically monitoring the WSS parameters for one of the WSS inputs to either spike or drop at a speed inconsistent with the speed reading of the other three wheel speed sensors. A 3 mph or greater variance may be detected in one or more data session logs, which will indicate which WSS and hub bearing require further inspection. It may be necessary to review several session logs to capture the WSS variance.

TIP: The WSS and the hub bearing are two separate components and are serviced separately.

4. Inspect the WSS and hub bearing for physical damage, contamination or debris. If there is contamination or debris, clean the part, reassemble the vehicle and re-evaluate the concern. If there is physical damage, replace the damaged part.

For additional information regarding WSS cleaning, refer to May 2011 TechLink.

If there is no evidence of physical damage, contamination or debris, it is acceptable to swap the hub bearings from side-to-side and test drive the vehicle to determine if the condition followed the hub. If the condition follows the hub, replace the hub. If it stays with the WSS, replace the WSS.

 Thanks to Jeremy Richardson

ABS Malfunction Indicator Lamp and Wheel Speed Sensor DTCs

If the ABS Malfunction Indicator Lamp (MIL) is illuminated on some 2010-2012 Lacrosse and Regal models, all four wheel speed sensor DTCs, C0035 C0040 C0045 and C0050, with symptom byte 06 (shorted) may have set together.

Clear all Electronic Brake Control Module (EBCM) ABS DTCs. Remove the key from the ignition, open and close the driver's door to turn off the Retained Accessory Power (RAP), and wait 60 seconds. Test drive the vehicle until the ABS MIL illuminates again.

Check the EBCM for new DTCs and perform normal diagnosis on the single wheel speed sensor DTC that sets. It has

been determined that when one wheel speed sensor DTC sets repeatedly, all four DTCs may reset. If all four DTCs reset immediately with symptom byte 06, check the single wheel speed sensor DTC that sets as a current DTC and address only that DTC. If all four DTCs set as current DTCs, contact GM TAC.

Check the condition of the terminals in X105. Also check X105 for wires pinched by the connector body, lock or cover. The insulation may not be rubbed through or cut for the DTC to set.

 Thanks to Christopher Crumb



Car Issues – Fix It Right the First Time

Model Year(s)	Vehicle Line(s)/Condition	Do This	Don't Do This	Reference Information/Bulletin
2009–2011	Aveo, G3, Wave – Intermittent engine power drop when accelerating after cold start	Reprogram ECM with latest calibration	Replace any parts for this condition	PI0524
2011	Camaro – Folding top striker assembly plastic insert loose/missing	Contact the WPC for replacement insert	Replace the striker	PI0525
2007–2011	Acadia, Allure, CTS, CTS-V, CTS Sport Wagon, CTS-V Sport Wagon, Enclave, Equinox, LaCrosse, OUTLOOK, Regal, SRX, Terrain, Traverse – Intermittent unwanted liftgate or trunk opening, liftgate or trunk inoperative, DTC B2494	Determine if the deck lid/hatch opened with the doors unlocked, water test deck lid/hatch touchpad	Replace key fobs, latches, or electronic modules	PI0185B
2011–2012	Cruze, Equinox, LaCrosse, Malibu, Regal, Sonic, Terrain – No forward, no reverse, engine cranks but will not start	Inspect the transmission pump and replace as necessary	Replace the starter, engine or transmission assembly	PI0324B
2012	LaCrosse, Regal – Service parking brake message on DIC, DTC C0561 set	Reprogram ECM with latest calibration	Replace ECM	PI0535
2011–2012	CTS Coupe – Driver or passenger seat back cushion latch release handle has high effort/hard to move	Lubricate the seat back cushion latch release cable cams and tracks	Replace the handle	PI0539
2011	Camaro – Operation of driver automatic transmission shift controls (paddle-shift)	Inform the customer and sales department of the tap shift operation	Flash new calibrations in the ECM or TCM	11-07-30-004
2011	Camaro – Convertible top cloth spots, indentations or damage between 1 and 2 bow	Modify the headliner and the flipper door bracket	Replace the top assembly	11-08-67-001
2010–2011	CTS – Unwanted decklid opening on vehicles with keyless access	Update RCDLR software	Replace trunk release switch	PIC5514A
2011	Regal – General guidelines for water or wet carpet found in rear floorwell or in driver floor area	Inspect for 'spongy' body sealer in the plenum; seal as specified	Remove the windshield or other body components in attempt to repair	PI0544
2011–2012	Corvette – Damaged or missing front bumper valance panel (air splitter)	Contact Art Spong at 586-524-9931	Replace the front splitter/spoiler	PI0545
2011	Regal – Reduced air conditioning efficiency or engine overheats during high ambient temperature/high engine load	Check cooling fans operate as intended	Replace the ECM, BCM, HVAC module, etc.	PIC5531

Service Know-How

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Truck Issues – Fix It Right the First Time

Model Year(s)	Vehicle Line(s)/Condition	Do This	Don't Do This	Reference Information/Bulletin
2010–2011	Acadia, Enclave, Traverse – No crank/no start, battery discharged	Follow bulletin diagnostics to test door latches	Replace door latch only if tests indicate to do so	11-06-03-002
2008–2012	Escalade, Sierra, Silverado, Tahoe, Yukon – Installation of electrical aftermarket accessories on 2-Mode hybrid full-size trucks	Follow electrical accessory guidelines	Add accessories that are not approved	09-08-45-003D
2010	SRX – Noise from front of vehicle (suspension) while driving over rough road surfaces	Make sure to check the warranty history of the vehicle to confirm the new strut mounts have been installed prior to replacing the front struts	Replace the front struts	PI0540
2007–2012	Acadia, Enclave, OUTLOOK, Traverse – Squeak or rubbing noise when turning steering wheel at slow speeds	Replace fluid, housing and hose	Replace the steering gear	PI0029E
2007–2011	Avalanche, Escalade, Escalade ESV, Escalade EXT, Suburban, Tahoe, Yukon, Yukon Denali, Yukon XL, Yukon XL Denali – Right front wheelhouse liner close to brake pipe	Modify wheel house liner per instructions if necessary	Replace wheel house liner	PI0532
2011	Avalanche, Escalade, Escalade ESV, Escalade EXT, Sierra, Silverado, Suburban, Tahoe, Yukon, Yukon XL – Whine noise, varies with engine speed	Listen to all accessories using a mechanic's stethoscope and compare to a known quiet vehicle	Replace power steering pump without confirming noise is originating at power steering pump	PI0534
2007–2012	Express, Savana – Fuel cap tether (strap) retainer available for service use	Replace tether pin only	Replace cap assembly	PI0530
2011	Sierra, Silverado – MIL Illuminated with DTC P0847	Reprogram the TCM using SPS with the latest software available on TIS2Web	Replace transmission, TCM, valve body, or transmission fluid pressure switch module	PI0529
2008–2012	Captiva, VUE – Implementation of logistics fuse – additional pre-delivery inspection (PDI) steps and inventory considerations	During the PDI process, re-seat the logistics fuse located in the IPBEC and recheck Remote Keyless Entry operation and radio presets	Complete the PDI without re-seating the logistics fuse and checking Remote Keyless Entry operation and radio presets	09-08-45-004A
2007–2011	Avalanche, Escalade, Escalade ESV, Escalade EXT, Suburban, Tahoe, Yukon, Yukon XL – Windshield wiper chatter/noise and/or streaking	Perform cleaning, replace wiper blade as necessary. If blade replacement is required, use updated part	Replace for RH wiper for glass contour no-contact	11-08-43-001
2011–2012	Sierra, Silverado – Coolant leak at surge tank	Follow bulletin diagnostics for leaks	Replace tank for cap or hose leaks or appearance at seam	11-06-02-002
2010–2012	Express, Savana – Front end alignment warranty claims on upfitted or conversion vehicles with under 500 miles on odometer	Refer alignment concerns to upfitter	Submit upfitted vehicle alignment as warranty	11-03-07-001
2011	Acadia, Enclave, Traverse – Creak type noise from driver's seat track front mounting area	Install clips on seat track	Replace seat track	PI0521



Customer Care and Aftersales