

Using the Evaporative **Emissions System Tester**

The Evaporative Emissions System Tester (EEST), GE-41413-A, is an ideal tool to use when encountering an EVAP system issue related to a leak, such as:

- DTC P0442 Evaporative Emission System Small Leak Detected
- DTC P0455 Evaporative Emission System Large Leak Detected
- DTC P145E Evaporative Emission System Leak Detection Pump to Vent Solenoid Valve Leak Detected

Or an EVAP system restriction, such as:

• DTC P0497 - Evaporative Emission System No Flow During Purge

It also can be used to verify Fuel Tank Pressure (FTP) Sensor performance, such as:

• DTCs P0451-P0454

The tester must be used properly and consistently to maintain accuracy. Refer to:

- The Operation Manual, Rev. C, June 26, 2007, supplied with the tester for completing operating instructions.
- Evaporative Emission Control System Diagnosis, document ID: 2675844, in the Service Information for procedural instructions.
- · Quick Reference decal on the front of the tester must be 509160 Rev. D.

Here are some tips for using the EEST when leak testing. The tips are listed in the order in which they should be performed.

1. Use the Self-Test to "baseline" the tester. This ensures that there are no internal leaks. Be sure the blue hose is fully extended; otherwise, the flowmeter can become continued on page 2

Evaporative Emission System Tester GE-41413-A

news

Proper Battery Charge Required for All Programming Events

The increased technology and functionality in today's GM models has increased the length of time to reprogram various control modules on a vehicle, such as the reprogramming event to update the Cadillac CUE system. During reprogramming events, it is critically important that the charge of the battery be maintained throughout the procedure and that dealerships have the necessary equipment to maintain the charge of the vehicle's battery.

A battery charge of 12-15 volts should be verified before beginning a programming event. It's necessary for the battery to maintain this charge during programming.

Refer to the specific module "Programming and Setup" procedure in the Service Information to verify if a battery maintainer is required for reprogramming when the battery charge is known to be good and stable. Battery maintainers will be required on some modules because of lengthy programming time.

Only use a Midtronics® GR8 Battery Diagnostic Station (Essential Tool EL-50313) set up in Power Supply Mode or an approved Midtronics® PSC 550 Battery Maintainer (SPS Programming Support Tool EL-49642), or an equivalent, to maintain proper battery voltage during programming.

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unstable. Over time, the smoke producing UV dye can collect in the hose and cause this instability. If the flowmeter floating indicator never stabilizes, remove the hose from the tester and flush the hose with Brake Kleen or equivalent. Then blow out the hose with shop air. Be sure to have a shop rag at the opposite end of the hose to catch the discharge. Reconnect the blue hose and perform the Self-Test again to verify a stable flowmeter floating indicator.

- Establish 0.020 leak flow on the flowmeter, using the sliding pointer and the appropriate port on the bottom of the tester, to create a baseline for pressure testing the vehicle first, before smoke testing.
- Flow test the vehicle to verify that a leak is present and is greater than 0.020. You may have to allow 1-2 minutes for this depending on how much fuel is in the tank. The tester is only pressurizing at 13 in. H2O (1/2 PSI).

- If a leak is less than 0.020, the vehicle passes. In this case, review the conditions for setting the DTC in the Service Information.
- 5. If a leak is greater than 0.020, turn the control switch on the tester to "smoke," and use the smoke to help pinpoint the leak. Again, allow 1-2 minutes to fill the EVAP system depending on how much fuel is in the tank.

To check for a restriction using the EEST, keep in mind:

- The 3-1/2-inch round vac/press gauge on the front panel measures in inches of water (in. H2O). It is designed to be very sensitive. If it moves at all during a Purge & Seal test, this indicates further investigation. (13 in. H2O = 0.469 PSI)
- Use the various adapters to test for flow restrictions at various points within the EVAP system.
- Verify that the flowmeter's floating indicator does not stick as it's also

designed to be very sensitive. You may have to lightly tap the front of the flowmeter. Refer to the note under ATTENTION on the front label.

TIP: Always keep in mind the operating pressure, 13 in. H2O or 1/2 PSI, during EVAP diagnosis. Aftermarket EVAP testers do not have the pressure regulation that the EEST does, which can lead to mis-diagnosis.

Most of the information covered here is not new information. Much of it is contained in the Operation Manual and the EVAP System Diagnosis in the Service Information.

Even though the EEST has been around for many years, it is still very effective at helping pinpoint leaks and restrictions when the tester is operating as designed. The EEST must be properly maintained. If repairs are needed, contact SPX Kent-Moore for assistance in repair/parts.

(Thanks to Steve Apking

eAssist 12V Battery Discharged

On some 2012-2013 LaCrosse, Regal and 2013 Malibu ECO models with eAssist (RPO HP6), the 12V battery may be discharged along with a Service Charging System message on the Driver Information Center and an illuminated Battery MIL. DTCs P0A8F (14V Power Module System Voltage Performance) and P062F (Control Module Long Term Memory Performance) may be set.

It may be necessary to road test the vehicle or meet certain drive cycle criteria in order for the DTC to reset.

TIP: When building the vehicle in GDS 2, be certain to select engine RPO LUK. Failure to do so will result in a lack of communication with the Hybrid Powertrain Modules and cause no DTCs to be found during the diagnostic check. Keep GDS 2 installed during testing in an attempt to capture the condition while monitoring the appropriate data lists in the Hybrid Powertrain Control Module (HPCM), Battery Energy Control Module (BECM) or other modules as necessary.

The engine may start and run but the charging system may be inoperative. As a result, the 12V battery may discharge within 30 minutes or less.

The 12V system may be charging but the Hybrid system voltage may eventually become low in voltage.

The DTCs that were stored before the 12V battery discharged may no longer be stored in any module depending on the criteria for setting or clearing DTCs.

TIP: Refer to Powertrain DTC Type Definitions for the code setting criteria in Document ID: 1800770.

Perform the following checks:

- Verify the plastic flashing of the fuse block is not preventing the fuse to fully seat against the bar in the fuse block and that the nut is fully seated against the fuse.
 The fuse nut should be properly torqued to specification (4.7 Nm).
- Test for battery voltage on each side of the fuse.
- Test the voltage drop of each fuse. This
 can be done without removing the fuse
 from the fuse block. The vehicle must be
 running with accessories turned on to
 generate a load on the fuse.
- Attach the voltmeter leads as shown in Test A to check the 80 Amp fuse. (Voltage Drop less than 58 mV)



- Attach the voltmeter leads as shown in Test B to check the 175 Amp fuse. (Voltage Drop less than 77 mV)
- Check that the Accessory Power Module (APM) cable connections and cable crimps at the Starter/Generator Control Moudle (SGCM)/APM output terminal and Underhood Bussed Electrical center (UBEC) connections are secure.

TIP: The actual specification for the 80A fuse is .541 milliohms (.000541 ohms) and the 175A fuse is .285 milliohms (.000285 ohms). Typically, a meter capable of measuring a resistance value that low is not available, which is why the above method of testing is recommended.

Noise in Audio Speakers with the DRLs On

A slight buzz noise may be heard in one or more audio speakers on some 2013 Camaros equipped with High Intensity Discharge (HID) headlamps. This noise will only be heard when listening to the radio while certain vehicle lights are on. The radio volume must be at level 1 or higher in order to hear the noise, as the noise is muted when the volume is turned all the way down to 0. The noise is most easily heard in vehicles with an amplified audio system and when the Daytime Running Lamps are on.

One or more incorrectly twisted pairs of low-level audio circuits running from the radio to the amplifier may cause the noise. If this condition is encountered, first duplicate the noise, and then narrow down the specific audio channels in the vehicle.

To duplicate the condition, start the engine and make sure the headlamps are turned off. Next, turn the radio on and adjust the volume level to 1. The buzz noise should not be heard. Turn the headlamp switch to Auto and shine a shop light onto the ambient light sensor (make sure the vehicle is not in Park if the vehicle has an automatic transmission). This will turn the Daytime Running Lamps on and the buzz noise should be audible. If the regular headlamps are turned on, the noise will likely not be heard.

If this condition has been verified, the next step is to narrow the noise down to a specific audio channel(s). Make sure the radio is still playing at volume level 1, and the Daytime Running Lamps are on. Note if any buzzing noise can be heard from each individual speaker. Carefully listen to all speakers as the noise may be heard in more than one speaker in the vehicle. Compare the affected audio circuits on the vehicle to the schematics in the appropriate Service Information, checking that the wire colors, pinouts, and connector cavities of each of the affected channels are in the correct location. In addition, inspect each of the vehicle's twisted audio circuits to make sure they are properly paired together. Confirm that the positive and negative circuits from one channel are twisted together.

For example, if a positive audio circuit from one channel is twisted with the negative circuit from a different channel, it is likely causing the buzz noise. As shown, the two tan audio circuits are incorrectly inserted into the radio connector. The low-level audio circuits are also incorrectly twisted together. They are wired cor-

rectly to the amplifier, but they are not paired with the correct circuit since they are twisted together in the harness.

Twisting the incorrect pairs of wires together eliminates the noise cancelling effect of the twisted pairs and allows interference from the Daytime Running Lamps circuits to be picked up and heard



The two tan audio circuits are incorrectly inserted into the radio connector.

through the various speaker channels in the vehicle.

TIP: The lights are not the cause of the buzz noise and should not be replaced.

If the audio circuit condition is found, remove the incorrect circuits from the plastic connector at the back of the radio and reposition them in the correct cavities. Verify the correct circuits are paired and twisted together as needed. Then, inspect all other connectors that the audio circuits run through.

TIP: If a wiring condition is found in one location, there will always be a similar wiring issue at another connector of the same audio circuits. If the noise condition is found but all speakers will produce audio, circuits were swapped in two separate locations on the vehicle. In all instances, refer to the correct schematics in the Service Information to make sure the appropriate circuits are paired together before they are twisted together.

Once all audio circuits are confirmed in the correct location, and are paired and twisted correctly, verify that the noise is no longer present by turning the Daytime Running Lamps on and off.

Thanks to Matt Bierlein

eAssist 12V Battery Discharged - continued from page 2



If the fuses are within specifications, inspect around the edge of the black plastic portion of these fuses for any sign of

voltage stress as shown in the photo. The metal blades of the fuse should not be bent or show any signs of thermal damage.

Voltage stress is most likely the result of a poor connection. The Fuses are now available individually. If the entire fuse block needs to be replaced, it includes both fuses

If the fuses are not damaged, install the fuses, carefully torque them to 4.7 Nm (42 lb-in), and re-evaluate the charging system operation. If the 175A fuse is open or has a poor connection, DTC P0A8F may be stored in history but the DTC may not consistently reset.

TIP: If the vehicle build date is after December 15, 2011 and the voltage level dropped to a predetermined level (below approximately 9V), use GDS 2 to command the Battery Pack Cooling Fan on to make sure it operates. If the Battery Pack Cooling Fan is inoperative when making the command, replace the Battery Pack Cooling Fan. If the vehicle build date is on or before December 15, 2011, follow the diagnostics in the Service Information. If the fan is inoperative, check that the Starter Generator Control Module has the latest software.

(Thanks to Brian Ciaverella

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Proper Battery Charge Required

One Battery Maintainer for Every Two MDIs

It is strongly recommended that each dealership have one battery maintainer for every two Multiple Diagnostic Interface (MDI) tools in use. This practice will ensure that the dealership is equipped to handle the various reprogramming activities required for GM vehicles.

Additional Midtronics PSC 550 Battery Maintainers (EL-49642) are available by calling 1-800-GM-TOOLS or online at www.gmdesolutions.com/equipment/index.php.

In Canada, contact Dealer Equipment Services (DES) Canada at 1-866-868-3372 or online at www.des-canada.ca.

Thanks to Caliph Wyatt



HD Radio Signal Conditions

The AM or FM audio volume may change, mute, echo, cut in and out, repeat broadcast content, or skip intermittently on some 2013 Enclave, ATS, SRX, XTS, Traverse, and Acadia models or the 2014 Impala. The HD symbol on the radio display may turn on and off when these conditions occur.

TIP: This does not apply to XM, CD, DVD, Bluetooth streaming audio, or connected applications such as Pandora or Stitcher.

These are normal operating conditions when listening to a weak AM or FM HD station. Each station can have multiple HD stations. For example, if FM 93.7 offers an HD signal, HD1 plays the same audio as the non-HD station and is shown as 93.7 HD on the radio display. A station may have additional HD channels HD2–HD8, which may broadcast different audio/songs. These channel presets would be indicated as 93.7-2 through 93.7-8, if available.

If the HD radio signal reception to channel HD1 is lost, the radio will revert back to the main non-HD (analog) radio channel. The audio quality of the analog signal is not as crisp or clear as the HD signal. A weak HD signal may result in the radio switching back and forth between digital and analog signals.

If the HD radio signal loses reception to channels HD2–HD8, the radio does not revert to the non-HD version as it does when the HD signal drops out when listening to HD1. Instead, the radio mutes until the signal can be recovered or until the channel is changed. Skips or echoes may be heard if the HD reception is weak. Digital HD broadcasting signals are weaker than the normal signal strength of the analog station, so HD listening may not deliver the same range as non-HD stations.

If signal reception is causing repeated cycling of the audio between analog and HD, HD may be turned off in the radio settings.

Turning Off HD

ATS, Impala, SRX and XTS:

Select the following on the touch screen – Home > Audio > Menu > HD > Off.

If the vehicle has a preset saved as an HD station, the HD will automatically turn on 91.7

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when that preset is pressed. It's recommended to resave presets as non-HD stations.

Acadia, Enclave, and Traverse:

Select the following on the touch screen –Home > Now Playing > Menu > HD Disable.

If HD is turned off, selecting HD presets will not turn on HD. If the customer turned HD off and selects a preset saved as HD2 through HD8, a message will appear advising to turn on HD.

Thanks to Ryan Dorland

Corrosion Due to Coolant Intrusion

While performing repairs or diagnosis as outlined in the appropriate Service Information, care should be taken to avoid engine coolant entering any disconnected wiring harness connections. Coolant can be very corrosive and cause future connection issues.

If a wiring harness may be potentially exposed to coolant, it may be helpful to place a plastic bag or other enclosure over the harness connectors and secure it with a cable tie strap (zip tie) until the harness is ready to be reconnected. This will help reduce the possibility of coolant entering the harness or connectors.

If coolant does enter the electrical connectors, clean the connectors completely with electrical contact cleaner and low pressure compressed air. Apply a light coating of dielectric grease before reconnecting the wiring harness.

Thanks to Steve Falko

New 2X Trunk Release Relay

There may be an unwanted opening of the trunk while the vehicle is parked on some 2010-13 LaCrosse; 2011-13 Regal, Cruze; 2012-13 Verano, Sonic (4 door sedan only); and 2013 Malibu

This condition may be caused by the trunk release button on the Remote Keyless Entry transmitter (key fob) being pressed inadvertently while the transmitter is in a pocket or purse.

Replace the KR95B Rear Compartment Lid Unlatch Relay with a "Two Shot Relay" (part number 19119267).

TIP: When the new relay is installed, the key fob trunk release button, the exterior rear compartment lid release switch (touch pad) or the interior rear compartment lid release switch must be pressed twice within three seconds to release the trunk.

Procedure for Lacrosse, Regal (2011 Germany Built Model, RPO RUE), Verano, Cruze and Malibu

Remove the KR95B Rear Compartment Lid Unlatch Relay located in the X51A Instrument Panel Fuse Block and install the "Two Shot Relay."

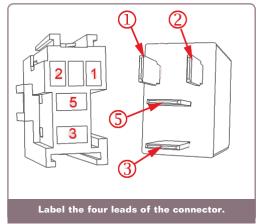
Procedure for Regal (2011 Oshawa Built Model, RPO OSH, 2012-2013 Models) and Sonic

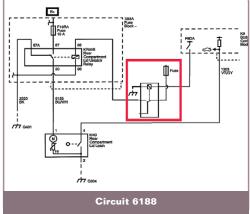
On these vehicles, the rear compartment lid unlatch relay is part of the printed circuit board in the relay/ fuse block and is not serviceable separately. It is necessary to install an external relay circuit to bypass the feed to the trunk release control.

Install the "Two Shot Relay" adjacent to the BCM and attach a tag to the relay marked "Two Shot Trunk Relay per Bulletin Pl0924." For future diagnosis of an inoperative trunk release, this relay installation must be identified before a BCM is replaced.

- 1. Label the four leads of the connector, P/N 12126045, as shown.
 - 1. BCM circuit no. 6188
 - 2. Ground
 - 3. Relay circuit no. 6188
 - 5. Fused 12V power
- 2. Connect the connector to the new relay, P/N 19119267.
- 3. Locate circuit 6188 (trunk release control) at the BCM following the Service Information. Cut the wire and splice the BCM and relay side of the circuit as shown in the schematic.
- 4. Connect the fused, unswitched power and ground as shown in the schematic.

Be sure to communicate with the customer the new operation — press twice within three seconds — necessary to release the trunk.





Thanks to Bob Wittmann

No Communication with the Right Side Object Detection/Blind Zone Sensor Module

Some 2013 Enclave, Traverse and Acadia models equipped with Side Obstacle Detection (RPO UFT) may show no data on the Tech 2 or it's not possible to program the Right Side Object Detection/Blind Zone sensor module. DTC B101E Sym42 (Electronic Control Unit Software Calibration Not Programmed) may be set.

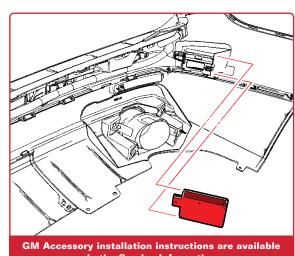
At this time, there is a Tech 2 software issue preventing communication or programming with the right Side Object Detection sensor module. Programming for both the left and right modules is the same.

Until the software issue is resolved, program both modules in the left position and then install one of them in the right position.

Diagnostic information for DTC B1010E and ID Info can be obtained using a 2013 Cadillac Escalade with navigation on the Tech 2. The module has no Data Display or Device Control support.

The Side Object Detection sensor modules can be swapped from left to right to aid in isolating the cause of a condition.

Thanks to James Miller



in the Service Information.

Damaged Engine Wiring Harness

On some 2012-2013 Impala models, one or more of the following conditions may present:

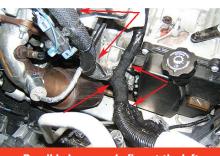
- The ABS indicator turns on or the ABS system engages
- The Traction Control indicator turns on or the Traction Control engages.
- The Driver Information Center displays the Service Stability System message.

Various DTCs may be set. In addition, the Instrument Panel Cluster may be inoperative. Further investigation may find the display, BCM fuse, and/or IGN 1 fuse blown in the underhood fuse block.

These conditions may be caused by the engine wiring harness rubbing on the front right side and/or rear right side of the transmission or the left side of the engine cylinder head. The engine harness may have chafing or damage to the wires. Contact with the edge of the transmission or engine may result in a rub-through of the wires within that harness.



On vehicles with a state-specific emissions system (California, Connecticut, Delaware, Maine, Maryland, Massachusetts, New Jersey, New York, Oregon, Pennsylvania, Rhode Island, Vermont and Washington), the harness at the left rear side of the front cylinder head is not secured by a tie-strap. which may allow the harness to rub on the engine cylinder head.



Possible harness chafing at the left rear side of the front cylinder head.



rib of the transmission, viewed from the top of the engine compartment.



rib of the transmission, viewed from below the vehicle.

Engine Harness Circuits

The following engine harness circuits may be affected. Refer to the appropriate Service Information for circuit details.

The different effects and driver notifications may be caused by one of the wires in the engine harness being chafed or cut. Due to the cause of the condition, and the positions of the wires in the harness, it is unlikely that more than one circuit will be affected by the condition.

Inspect the engine harness for any damaged wires at the right front and the rear of the wire harness, following the steps in the latest version of #PI0631. Apply a patch of floor panel deadener to any possible locations on the transmission or engine where chafing could occur and repair and reroute the harness as necessary.

If chafing is not observed, refer to the appropriate diagnostic procedures in the Service Information and tie-strap the harness to the transmission cooler line to prevent the engine harness from rubbing on the transmission.

Thanks to Brad Thacher

CIRCUIT FUNCTION	CIRCUIT NUMBERS		
SENSOR-MAF WITH TIAP & HUM	6289, 3201, 2760, 3200, 5294, 492, 451, 4808		
MODULE-ABS	6032, 6030, 7448, 1442, 2500, 2501, 830, 872, 833, 873, 6031, 1342		
SENSOR-A/C PRESSURE	380, 2700, 5514		
SAI PUMP / SAI CONTROL VLV RELAYS	78, 436, 742, 5294, 415, 421, 2140, 5294		
SENSOR-FUEL LINE PRESSURE	7445, 7446, 7747		
SENSOR-VAC/BAR	6030, 6031, 6032		
PUMP ASM-BRAKE VAC ASSIST	1050, 1470		
INL-INJ ODD	4801, 4901, 4803, 4903, 4805, 4905		
INL-INJ EVEN	4802, 4804, 4806, 808, 4902, 4904, 4906, 598, 2918		
SAI CONTROL CHECK VLV	6456, 6455, 6454, 451, 415		
INJ 1, 3, & 5	51, 5291, 2121, 2129, 2123, 2125		
SENSOR-B1 KNOCK	496, 1716		
SENSOR-CRANK POSITION	6270, 6271, 6272		
SENSOR-B1S1 O2	3113, 3110, 3113, 5293		
EXH B1	6754, 5282, 5297, 5273, 5296		
INT B1	6753, 5284, 5300, 5275, 5301		
SENSOR-MAP	432, 469, 2704		
INLINE TO IP	17, 30, 5985, 1271, 1272, 1274, 1161, 1162, 1164, 2709, 890, 2759, 7445, 7446, 7447, 465, 7573, 7574, 1579, 5360, 5361		

6 May 2013

Service Front Camera Message Displayed during PDI

During a Pre-Delivery Inspection (PDI) of the 2013 Encore equipped with the Lane Departure Warning System (RPO UFL), a Service Front Camera message may be displayed in the Driver Information Center. DTC B101D SYM39 (Electronic Control Unit Hardware) may be found in the Front Camera Module.

This condition is a result of the vehicle being placed in Transport Mode. Vehicles with a Lane Departure Warning System should have had the Transport Mode turned off before reaching the dealership.

TIP: Encore models without the Lane Departure Warning System will need to have Transport Mode turned off at the dealership during the PDI.

If the Transport Mode was not turned off or if it has been accidentally reactivated during PDI, perform the following steps:

- 1. Turn off Transport Mode by performing the following:
 - A. Key in ignition, Off position
 - B. Turn on the hazard flashers
 - C. Press and hold the brake pedal
 - Start the engine and hold the key in the crank position for 10-15 seconds
 - E. Transport Mode Off will appear in the Driver Information Center
- Press the Lane Departure Warning button located in the center of the instrument panel below the climate controls. The button indicator will illuminate.



- Press the Lane Departure Warning button again. The button indicator will turn off.
- 4. Verify the Service Front Camera message in the Driver Information Center has cleared.
- 5. Clear all DTCs and evaluate.
- () Thanks to Ernest Haller

Vibration or Noise in the Instrument Panel or Floor

Some 2013 Cruze models may have a buzz noise and/or a vibration in the instrument panel or floor, which is most noticeable at 1800-2200 engine RPM.

This condition may be caused by a fuel line and/or brake line vibration entering into the cabin area through the front of the instrument panel. Even though the fuel lines and/or brake lines are fully seated in their retainers, vibrations may still pass into the cabin area.

Use additional tape on the affected line(s) and/or add a small o-ring underneath the affected clip(s) to provide better isolation of the clip.

Also check that the lines do not make any contact with the front of the cowl that could further cause a noise or vibration.

Validate the repair by checking for noise or vibration at 1800-2200 engine RPM.

() Thanks to David Roat

Equinox and Terrain ECO Mode Operation

The 2013 Equinox and Terrain equipped with the 2.4L engine (RPO LEA) and automatic climate control (RPO C68) feature an ECO mode that is designed to enhance fuel economy by making several fuel-saving adjustments.

When the ECO mode is active, it may be noticed that the HVAC fan speed knob only goes to 8 with less than expected fan speed air flow. This condition is

ECO button

normal when the ECO button is turned ON.

TIP: Vehicles with a manual climate control system (RPO C67) will not have reduced HVAC fan speed when the ECO button is turned ON.

Do not replace any parts for this condition. Turn the ECO button OFF and ON at fan speed settings 6 through 8 and note the change in the audible sound and air flow. The reduced air flow is a new enhancement to improve fuel economy when the ECO mode is activated.

Thanks to Gordon Baillod

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Seat Squeak Noise during Clutch Apply



A squeak, scrape, or rub-type noise may be heard coming from the seat area on some 2013 Verano models with a manual transmission (RPO MYJ). The noise will only be heard during a clutch pedal apply.

The noise may be caused by the seat cover/material contacting the plastic seat trim cover on the outboard side of the seat during clutch apply. The seating position and driver's positioning may influence this condition, making it difficult to diagnose.

Apply anti-itch tape between the seat cover and outboard trim panel. Use a clear Mylar or ultra high molecular weight tape.

() Thanks to David Roat

GM Accessory Installation Instructions in the Service Information

Dealer-installed GM Accessories include instruction sheets to aid with installation on most GM passenger cars and light-duty trucks. Many GM Accessory installation instructions also are available in the appropriate Service Information by clicking the Accessories Manual link after building the desired vehicle.



If the installation instruction sheet cannot be found with the accessory itself, check the appropriate Service Information. The Service Information includes the latest information regarding accessory installation.

Technicians also can contact ParTech with any questions regarding installation and parts. For assistance, call 1-855-GMCARES (855-462-2737), select 2 from the main menu for ParTech, and select 2 from the ParTech menu for accessories.

TIP: Call the Technical Assistance Center for help with diagnosis of GM Accessories that have been previously installed.

Thanks to Lori Thomas

CUE System Update

The CUE system update (Bulletin #12293) includes software to enhance the customer experience with the Human Machine Interface (HMI) radio, including Phone/Bluetooth pairing, Media Player, internal/external resets, rear camera and the map database.

Use Black or Silver USB Stick

The software update requires the use of a black USB stick (for vehicle with a navigation system) or a silver USB stick (for vehicles



without a navigation system). These USB sticks were shipped to dealerships in February 2013.

Do Not Use SD Card

Do not use the SD card that was shipped to dealerships in conjunction with Service Update Bulletin #12257. Discard this SD card; it is no longer required for any service procedure.

Performing the SD card update after the CUE system USB update has been completed may cause damage to the HMI module. If the SD card update was performed after CUE system USB update and the navigation system is stuck at the "loading maps" screen, contact the Techline Customer Support Center at 1-800-828-6860 (English) or 1800-503-3222 (French).

Software Update

Follow the procedures for the CUE system update exactly as outlined in Bulletin #12293 using the appropriate USB stick, which contains the HMI software and the latest map database.

To determine if the vehicle is equipped with a navigation system, press the navigation button on the display. If maps are populated, then the vehicle is equipped with navigation (use the black USB stick). If a compass appears with OnStar instructions, the vehicle is not equipped with navigation (use the silver USB stick).

The navigation software update will take about two hours to load. The non-navigation software will take about 30 minutes to load.

TIP: Do not attempt to install the CUE system update USB stick to a Techline PC. Do not give the USB stick to the customer.

If you have any questions regarding the infotainment files on the USB stick or the programming procedure, contact the Techline Customer Support Center.

(Thanks to Bob Kerzka

8 May 2013



GM TechLink is published for all GM retail technicians and service consultants to provide timely information to help increase knowledge about GM products and improve the performance of the service department.

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Chrome Door Handle Kit Installation

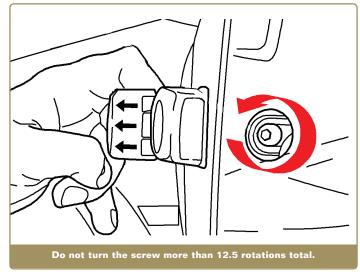
The instructions have been revised for installing the Chrome Door Handle Kit on the 2013 Malibu. To avoid damage, it is important to follow the revised instructions in the Service Information exactly. Here are the highlights.

Door Handle Removal

Use a small flatbladed tool to release the cover cap that conceals the screw from the inside edge of the door.

To remove the door handle from the door, begin by pulling the door handle outward and hold it in the full open position.

TIP: Use a hand tool only. Do not use a power tool. Do not turn the screw more than 12.5 rotations total. Doing so will break the door handle bracket.



While holding the handle in the full open position, use a manual screwdriver to loosen the screw TEN full turns. The handle will stay in the full open position without being held.

Remove the bezel with the cylinder/cover and blank cylinder from the door. If unable to remove the bezel, complete one full turn of the screw at a time until the bezel can be released. Do not turn more than 2.5 additional turns.

Slide the door handle rearward, releasing it from the door handle bracket. Open the door handle fully to remove the door handle from the door.

Door Handle Installation

To insert the new door handle into the door handle pocket, first slide the door handle forward, securing it into the door handle bracket.

Install the bezel with the cylinder/cover with the blank cylinder into the door.

TIP: The handle will snap back to a flush condition as the screw is tightened.

Hold the bezel or cover flush to the door sheet metal and turn the cylinder clamp screw in a clockwise (right) direction until proper torque is reached. Tighten the screw to 6 Nm.

Install the cover cap that conceals the screw to the inside edge of the door. Ensure that the door lock system operates properly.

If an improper installation occurs, it cannot be charged as a warranty claim.

Thanks to Lori Thomas

Service Know-How

10213.05D Emerging Issues

May 9, 2013

To view Emerging Issues seminars:

- Log in to www.centerlearning.com
- Select Resources, and then Video on Demand; or
- Select Catalog to search for the course number, and then select View > Take or Continue Course

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Car Issues – Fix It Right the First Time

Model Year(s)	Vehicle Line(s)/Condition	Do This	Don't Do This	Reference Information/Bulletin
2013	Sonic – Unable to make a call using phone icon on radio	Reprogram the radio using the Service Programming System with the latest calibrations available on TIS2Web.	Replace the radio.	PI0953
2012-2013	Sonic – Hatchback liftgate will not open using remote key fob and touchpad	New software update.	Replace BCM.	PI0945
2012-2013	Sonic – Engineering Information – Front compartment (underhood) fuse block replacement	Engineering phone call.	Replace UBEC.	PIE0252
2013	ATS – Front brake squeal or squeak noise intermittently on initial brake applies	Apply grease as specified.	Replace brake pads or rotors.	PI0917A
2013	ATS – Driver or passenger power seatback recliner stuck and/or will not recline	Free the recliner following this procedure.	Replace the seatback frame.	PI0948A
2013	ATS – Engineering Information – Active grille aero shutter malfunction	Call engineer before work on aero shutter if DTCs P069E and P059F or P069E and U0284 are present.	Grab or attempt to move the shutter louvers, disassemble the shutter assembly, or remove the actuator from the shutter assembly.	PIE0256
2011-2013	Captiva – Engine no crank/no start and/or inoperative HVAC control	Replace module with new part number.	Use the old part number.	PI0944A
2011-2013	Trax, Sonic, Cruze, Encore – Diagnostic tips for front cover oil leak	Use oil dye to determine the leak location and repair as necessary.	Replace front timing chain cover for oil leak.	PI0957
2012-2013	Cruze – Pulsating/rotational noise from right rear of vehicle on brake apply	Replace right rear brake drum, shoes, and apply high temp grease.	Don't turn the drum.	PI0887B
2010-2014	LaCrosse, Verano, Sonic, Regal, Malibu, Impala, Cruze – Intermittent unwanted trunk opening while vehicle is parked	Install "2-Shot" trunk relay per Pl.	Replace any other component.	PI0924



Truck Issues – Fix It Right the First Time

Model Year(s)	Vehicle Line(s)/Condition	Do This	Don't Do This	Reference Information/Bulletin
2012-2013	Captiva – Engineering Information – Power rear door lock difficult to operate, binds	Contact engineering prior to repair.	Repair vehicle prior to calling the engineer.	PIE0244A
2011-2013	Silverado, Sierra, Savana, Express – Engineering Information – Service Engine Soon Lamp illuminated, increased engine noise, perceived higher rpm shift points (caused by excessive cooling fan noise) or reduced A/C performance at low vehicle speeds	Contact engineering prior to repair.	Repair vehicle then contact engineering to report findings.	PIE0253
2012	Traverse, Acadia – Left rear side door molding loose at front edge, contacting rear edge of left front door or door side molding	Modify molding before installing.	Use the locator on the molding to align the molding.	PI0947
2007-2014	Enclave, Acadia, Outlook – Diagnostic Tip – DIC switch buttons are inoperative	Remove battery power to the IPC after service is performed to either the DIC switch or the IPC for return of DIC function.	Replace multiple modules for DIC function to return.	PIT4534D
2013	Traverse, Acadia, Enclave – Diagnostic Tip – No communication with the right Side Blind Zone Module	Follow instructions for programming module.	Replace multiple modules because of inability to communicate.	PIT5211



Customer Care and Aftersales

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