



Ever since the previous Camaro ended production in 2002, enthusiasts have been anxiously awaiting the return of their favorite automotive icon. The wait is over, and the wait has been worth it. The F-car is back.

This all-new 2-door sports coupe is available in all of the familiar flavors – the base model, the LT, and the SS. And there’s an RS package available on the LT and SS models. All of the styling cues are intact – the prominent grille with recessed headlamps, the SS front air scoop, the gills on the rear quarters, dual exhaust outlets, even the auxiliary instrumentation on the console.

Techline News

Buyer Beware: Counterfeit Tools

Whatever you want, chances are you can find it on the web. But one of the chances you take when buying items through an online sale or an auction website is if they’re the real thing or fakes.

GM and Bosch Diagnostics have discovered counterfeit Tech 2 scan tools and GM Control Area Network diagnostic interface (CANdi) modules available to the aftermarket through online auction websites and other retail websites.

These tools appear very authentic from their exterior appearance.

Everything is copied to closely resemble the real thing – from the cables and plastic cases to the brand logos and serial numbers. However, some of these counterfeit tools acquired by GM and Bosch Diagnostics have been found to be built with lower grade components and electronics or with used equipment from other diagnostic tools. As a result, some of the counterfeit tools will not work right from the start, may fail quickly or will run extremely slowly.

You will also find these tools priced less than from an approved GM retailer

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POWERTRAIN

Engines

The base engine is far from basic. It’s the 3.6L LLT SIDI VVT DOHC V6. With variable valve timing and dual overhead camshafts, it provides 304 HP (227 kW) and 273 lb-ft (370 Nm) of torque.



LLT V6 engine

Direct injection (see *TechLink*, December 2008) delivers fuel directly into the combustion chamber, resulting in a more complete burn of the air/fuel

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mixture. Other advanced features include variable valve timing, roller chain cam drive, and piston cooling jets for lower temperature and increased durability. This engine runs on regular unleaded gasoline.

If more power is desired, there's the 6.2L OHV V8. It comes in two versions. The L99 for cars with automatic transmission offers 400 HP (298kW) and 410 lb-ft (556 Nm), and the LS3 for cars with manual transmission offers 426 HP (318 kW) and 420 lb-ft (569 Nm). The L99 also comes with Active Fuel Management. All feature aluminum block and heads.

Transmissions

Both engines are available with either manual or automatic transmissions. An Aisin Warner 6-speed manual comes with the V6 and a Tremec TR6060 comes with the V8.

And both engines are also available with 6-speed automatics, the 6L50 on the V6 and the 6L80 on the V8, which feature TAPshift. This transmission can be shifted manually with steering wheel paddles or as a fully automatic. Performance Algorithm Liftfoot (PAL) detects performance driving and holds upshifts and downshifts. Additionally, the 6L80 on V8s has an internal cooler.

CHASSIS

Performance and Handling

Selectable StabiliTrak provides 3 operating modes on the V6 and 4 modes on the V8:

- StabiliTrak on
- Traction control off, StabiliTrak on
- Competitive/Sport mode limits StabiliTrak and ABS intervention for competition driving (V8 only)
- Traction control and StabiliTrak off

Additionally, a limited slip differential is optional on LS/LT manual, standard on SS. And manual V8s offer Vehicle Launch Control, which uses traction control and torque management to minimize wheelspin and optimize straight-line acceleration.



L99 V8 engine



LS3 V8 engine



Brakes

Four-wheel discs are provided with ABS. On the LS/LT, there are 12.6-inch front and 12.4-inch rear discs, vented with 1-piston calipers. The SS steps up with 14-inch front and 14.4-inch rear discs, vented with Brembo 4-piston calipers.

Suspension

Front suspension includes struts, stabilizer bar, lower control arm with stiff lateral bushings for handling, and upper tension arm with hydraulic bushing for ride. The stabilizer bar mounts directly to the strut for exceptional roll control.

Independent rear suspension includes upper, lower, trailing and toe links. The upper link has an L-shaped arm with ride bushing. The lower control arm provides for camber adjustment. And the trailing link controls longitudinal motion of the wheel under acceleration and braking. This suspension system offers lower unsprung weight than a solid axle.

Steering

The variable-rate rack and pinion steering rack is mounted forward of the axle for precise feel, and offers a 37.7 foot (11.5 meter) turning diameter.

Wheels and Tires

Wheels range from 18x7.5-inch steel on the LS, to 18x7.5-inch aluminum or 19x8-inch aluminum on the LT, to 20x8-inch (front) and 20x9-inch (rear) on the SS.

Tires include P245/55R18 all-season, P245/50R19 all-season, P245/45ZR20 summer (front) and P245/40ZR20 summer (rear). Additionally, 21-inch wheels and tires are an LPO option.

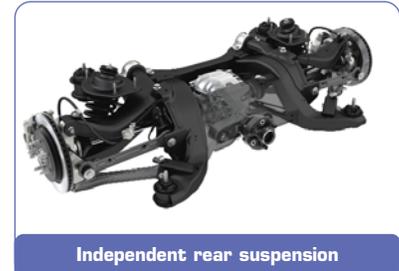
TIP: It is highly recommended that the owner purchase winter tires if they plan to drive the SS Camaro in winter.

BODY FEATURES

Standard features include automatic headlamp control, air conditioning (with filtration), adjustable steering with manual rake and telescoping steering column, programmable power locks with remote keyless entry, power windows, cruise control with steering wheel controls, DIC with compass and outside temperature, oil life monitoring system, XM radio, 2 cupholders, door map pockets, 12-volt outlet in console and rear seat passthrough.



Strut front suspension



Independent rear suspension



Side-milled key

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The Camaro uses a window indexing feature to help eliminate wind noise. The windows open slightly then the door is opened, and then move back to the closed position when the door is closed.

The Camaro uses side-milled keys with a flip-out fob (see *TechLink*, October 2007).

Available equipment includes sunroof, HID headlamps, remote start (with automatic transmission), universal home remote, and auto dimming inside and driver side mirrors, Bluetooth for phone, USB port for iPod/MP3, steering wheel audio controls, turn-by-turn navigation and Boston Acoustics 9-speaker 245-watt audio system.

Safety equipment includes OnStar, 6 air bags (including thorax), front seat belt load limiters and pretensioners, extended front crush zone, and ultrahigh strength steel rocker panels.

The passenger presence module and bladder system are serviced separately.

The RS package features HID headlamps and specific LED taillamps.



RS HID headlamps



RS LED taillamps

On vehicles with HID lighting, the lower lighting on the front fascia is used as daytime running lamps. The standard lighting package uses the lower lighting as fog lamps.

Auxiliary analog gauges on the console (certain models) include oil pressure, battery, voltage, oil temperature and transmission fluid temperature.

The heavy duty battery, with rundown protection and retained accessory power, is located in the trunk, contributing to the excellent 52%/48% weight distribution.

The accessory power outlets shut down when the vehicle is turned off to further enhance the rundown protection capability.

– Thanks to Marty Case and Chris Graham



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like GM Dealer Equipment or Bosch Diagnostics. In some cases, they will be significantly less — another sign that the tool may be a fake.

Scan tools and diagnostic tools such as the Tech 2 and CANdi module are large investments for many service departments. For buyers to ensure that they are getting the real tool, and the tech support and warranty protection (authentic Tech 2 scan tools and CANdi modules include a two-year warranty) that comes with it, purchases should only be made from approved retail channels such as GM Dealer Equipment or Bosch Diagnostics.

The bottom line may be that if the online deal for diagnostic and scan tools seems too good to be true, it probably is.

– Thanks to Bob Stewart and Mike Waszczenko



Can you tell the difference?
The top CANdi module is counterfeit.

Intermittent Battery Draw

Some customers may comment on an intermittent battery draw concern. This applies only to vehicles with a navigation radio and rear park assist. The radio may stay powered up if the rear park assist alarm is going off when very close to an object (continuous chime) and the ignition key is turned off before the chime cycle completes. This happens due to a software anomaly in handling the chime. Even when the conditions are right, this is an intermittent concern, and is hard to duplicate.

Two different bulletins have been released to address this condition, depending on model and year.

PIT4770 applies to 2007-08 Acadia and OUTLOOK U3R UZR and 2008 Enclave U3R UZR with navigation radio and rear park assist

For these vehicles, engineering is aware of this concern and is working on a software fix. Information will be updated when a fix becomes available.

PIT4771A applies to 2009 Enclave, Lucerne, Traverse, Acadia and OUTLOOK with navigation radio and rear park assist.

For these vehicles, reprogram the navigation radio with the latest calibrations in TIS. Under the operating system there is a calibration titled "New software to correct continuous chime and potential battery run-down condition".

– Thanks to Ron Erman and Jim Will

GM Performance Parts LNF Turbo Upgrade Kit



A turbo upgrade kit for the Solstice GXP, SKY Redline, and HHR SS was designed by General Motors Performance Division engineers to get the most power possible out of the 2.0 Liter LNF Turbo engine. This kit (p/n 19212670) increases performance from 260 hp and 260 ft-lbs to 290 hp and as much as

340 ft-lbs of torque, and will still retain the full factory warranty. The kit provides emission standards that accommodate the legal criteria in all 50 states, and will not affect the driveability of the vehicle in any way. Because of the different drivetrain combinations, there are several different calibrations with slightly different power outputs. The kit is described in detail at <http://gmperformancedivision.com>.

Initially, the kit will be available for 2007-09 Solstice GXP and SKY Redline and 2008-09 HHR SS. A kit in the works for the Cobalt SS will carry a different part number and will have different kit content. A new air cleaner and turbo inlet duct will be included.

KIT BENEFITS

| | Torque | Horsepower |
|---------------------------|------------------|----------------|
| Production | 260 lb-ft @ 5200 | 260 HP* @ 5200 |
| Solstice/SKY (manual) | 340 lb-ft @ 3600 | 290 HP @ 5200 |
| Solstice/SKY (automatic) | 325 lb-ft @ 3600 | 290 HP @ 5200 |
| HHR SS (manual/automatic) | 315 lb-ft @ 4800 | 290 HP @ 5200 |

* 235 HP with automatic transmission

In addition to the increased torque and horsepower, the kit raises the maximum RPM to 6500 and also disables the "torque learn-down" feature of the ECM. In the programming of the factory ECM, torque learn-down constantly monitors engine torque and limits it to 260 lb-ft, even when non-factory-authorized torque increasing components are installed (such as air cleaners, exhaust systems, etc.).

The Solstice and SKY with manual transmission also get no-lift shift (HHR SS already has this) which permits holding the throttle open while the transmission is upshifted, for greater acceleration.

KIT CONTENTS

| Part Numbers for Kit p/n 19212670 | Quantity | Item |
|-----------------------------------|----------|---|
| 55206797 | 2 | TMAP Sensor – 3.0 bar |
| 11589015 | 1 | Bolt |
| 12626998 | 2 | O-ring – TMAP sensor |
| 88988320 | 2 | Connector – pigtail |
| 12602863 | 1 | Label – Premium Fuel Only |
| 12626987 | 1 | Label – Emission Certification |
| 19212711 | 1 | Instructions – with serialized calibration number |

TIP: Some early kits may have been shipped without the Premium Fuel Only label and Emission Certification Label.



KIT INSTALLATION

Kit installation is simple. Two sensors must be replaced, along with their wiring connectors and O-rings. And the ECM must be reprogrammed.

The MAP sensor in the intake manifold and the TMAP sensor in the duct between the intercooler and intake manifold are replaced with two new TMAP sensors. The fitting on the kit TMAP sensor is different from the OEM sensor and requires a different O-ring.



TIP: The O-rings in the kit are identical to the blue O-rings used on fuel injector tips.

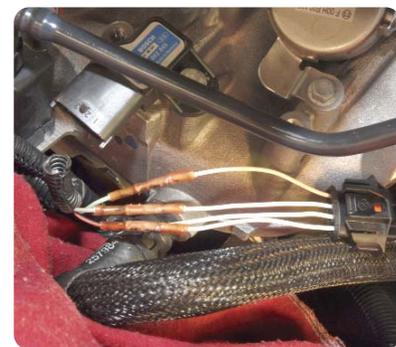
TIP: On the HHR SS, it is necessary to modify the TMAP sensor before installing into the intercooler duct, following details in the instruction sheet.

Because the replacement sensors have different terminals than the originals, it's necessary to splice new connectors from the kit in place of the standard connectors.

TIP: When splicing the harness wires to the pigtails on the new connectors, carefully observe cavity locations and wire colors portrayed in the instruction sheet.

TIP: Use the splice sleeves included in the kit and use the proper crimping tool from the J-38125 terminal repair kit.

Reprogram the ECM using the serialized calibration number on the instruction sheet. Call TCSC for the VCI download. Install the Premium Fuel and Emission Certification labels.



TIP: The calibration number is good for one VCI download only.

TIP: Be sure to point out to the owner that premium fuel is required when the Turbo Kit is installed.

INSTALLATION ISSUES

TIP: Check SI for relevant bulletins. At the time of this printing, there are two known bulletins: PIP4551 and PIP4559.

No start – most likely due to wires 1 and 3 crossed in the inlet duct TMAP sensor.

P2227 code set – (1) The reprogramming may not have completed correctly. (2) The car may have been driven on the new sensors without reprogramming.

TIP: It takes 2 key cycles for code P2227 to set. Be sure to cycle the key at least twice before turning the vehicle over to the customer.

Sensor contacts the AC line on HHR – bend AC line slightly.

P0236 code set – (1) Only one sensor was replaced (on HHR SS, the TMAP on the inlet duct is difficult to access). (2) TMAP on inlet duct wired wrong (terminal 1 mistaken for terminal 4).

– Thanks to Bill Duncan

No Forward Or Reverse

A 2007-08 SRX, STS, 2008 CTS equipped with 6L50 (RPO MYB) automatic transmission may have no forward or reverse or no input or output speed signal after valve body installation or replacement.

According to bulletin 09-07-30-005, this may be caused by the installation of the incorrect center support fluid passage seal or upper valve body assembly. The

center support fluid passage seal for the 6L50 is approximately 5/16 inch (8 mm) taller than the seal used on the 6L80/6L90. The 6L50 seal can also be identified by the metal tabs or wings extending from the ends of the seal. The shorter 6L80/6L90 part will not seal the valve body to the center support resulting in an internal fluid leak.

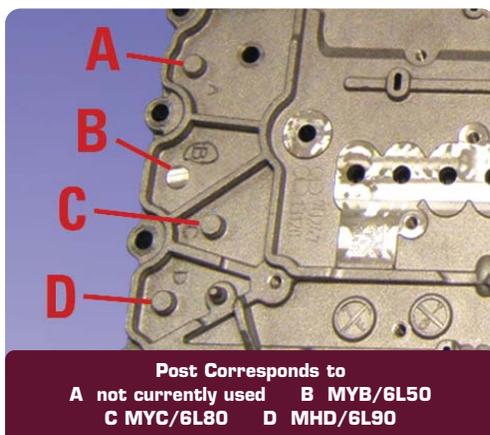
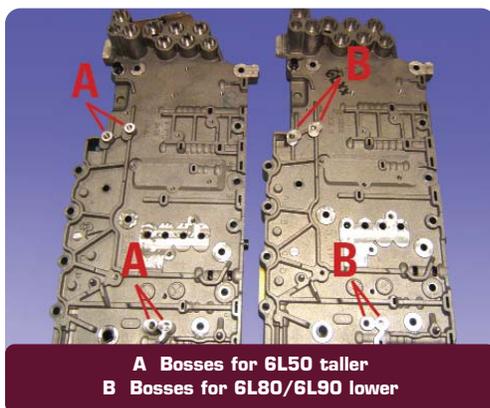
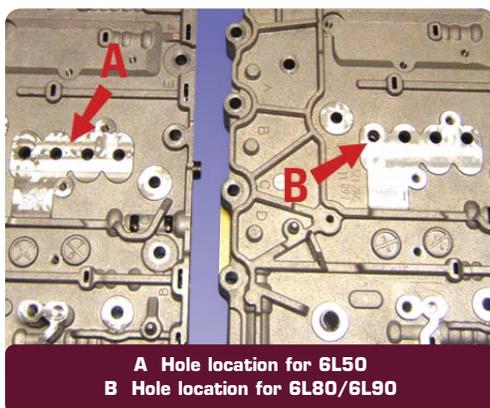
Also, the 6L50 upper valve body center support oil transfer holes are in a different location than on the 6L80/6L90 valve body. Installation of the 6L80/6L90 upper valve body may result in an internal fluid leak with no forward or reverse.

Finally, installation of a 6L80/6L90 upper valve body will not place the input and output speed sensors close enough to their respective drums to generate a speed signal.

If these conditions are encountered, check the P/Ns used in the repair to verify that they are the appropriate parts for the 6L50 (MYB).

Upper valve bodies can be identified by observing the machining of the small posts in the illustration. The post is milled to indicate A, B, C or D.

– Thanks to
Mike Johnston



Liftgate Programming

This information applies to the following vehicles:

2006-09 SRX

2007-09 Fullsize Utilities, Outlook, Enclave and Acadia

2009 Traverse

When programming the service power liftgate control module, the pass-through option in TIS2web MUST be used. Using the remote option TIS2web will NOT work, with no communication between the Tech 2 and PLG module.

– Thanks to Tom Nguyen

Automatic Transmission Fill Procedure

On a 2006-09 Saab 9-3 Aero, there may be shift concerns with the AF40 Aisin Warner six speed automatic transmission. The transmission may have just been serviced (fluid changed) or replaced.

The fill procedure for the AF40 six speed automatic transmission is not clear in WIS. Shift quality is directly related to fluid level. If the level is low even by a small amount, this may cause delays in shifting or other similar complaints.

- IMPORTANT:** Start the engine and keep it running until step 12.
- Connect a Tech 2.
- Make sure ATF temperature has reached 70-80° C.
- Lift the vehicle to access the drain plug, and place an oil recovery receptacle under vehicle. OIL WILL BE HOT.
- Unscrew and carefully remove the small inner transmission oil drain plug only. About 0.3 to 0.4 liter of fluid should drain.
- Lower the vehicle and place an oil recovery receptacle under the transmission drain.
- Remove the transmission oil fill plug.
- Fill the transmission with fluid until approximately 0.2 liter drains into the receptacle. Wait until all fluid stops draining.
- Lift the vehicle.
- Install and tighten the drain plug with a new seal.
- Lower the vehicle.
- Add 0.4 liter of ATF fluid to the transmission. Stop the engine.
- Install the fill plug with a new seal and tighten.
- Inspect for leaks, then test drive the vehicle to verify proper operation.

– Thanks to Jeff Gorenflo

TPM Sensor Learn Procedure – A Preferred Method

Some customers may experience a Service Tire Monitor message light that occurs after tire rotation or sensor replacement, and a sensor learn process has been performed.

To avoid such an incident, GM recommends using the combination of a scan tool and J-46079 tool to learn sensors rather than entering TPM Sensor Learn through the keyless entry transmitter.

TIP: When the keyless entry transmitter method is used, the TPM system may pick up stray signals from other TPM-equipped vehicles nearby. Using the scan tool and J-46079 eliminates this possibility.

For a detailed description of the Preferred Scan Tool Learn Enable Method, refer to SI document 2132769. Here are highlights.

Using a scan tool, initiate the TPM Learn Mode. A double horn chirp indicates the Learn Mode has been enabled.

TIP: The turn signal lamp will illuminate on the corner of the vehicle to indicate which sensor is to be learned, beginning with the left front.

The sensors are learned in this order:

- Left front
- Right front
- Right rear
- Left rear

Starting with the left front tire, activate the sensor by holding the antenna of the J-46079 aimed upward against the tire sidewall close to the wheel rim at the valve stem location. Press and release the Activate button and wait for a horn chirp. Once the horn chirp has sounded, the sensor information is learned and the turn signal in the next location to be learned will illuminate.

Repeat these steps until the last sensor has been learned, indicated by a double horn chirp. The learn process is now complete and the RCDLR exits the learn mode.

Turn the ignition OFF and adjust all tires to the recommended pressures.

How To Position The Antenna Of The J-46079 Tester

TIP: When activating a sensor, placement of the antenna of the J-46079 Tester



is critical, especially with the latest software update.

When activating a sensor, the antenna tip of the J-46079 Tester must be placed on the sidewall, perpendicular to the tire, and close to the valve stem. This assures proper activation of the sensor. If the antenna is placed either on the valve stem or on the wheel itself, the tool may not properly activate the sensor, causing improper diagnosis.

Facts About TPM Sensor Learn

What is TPM Sensor Learn?

Each sensor has its own unique identification code (ID) that is transmitted as part of its wireless signal. The receiver stores and uses these IDs to determine which sensors are installed on the vehicle, and on which corner of the vehicle each sensor is located (so that both the pressure information provided in the Driver Information Center and the diagnostics are correct). Sensor learn is the process that puts sensor ID information into the receiver.

When should TPM Sensor Learn be performed?

Sensor Learn should be done when the vehicle's tires are rotated (because sensor position on the vehicle has changed) or when a sensor is replaced or a new sensor is installed (because a new ID has been introduced to the vehicle). Sensor learn is not required when a problem is resolved simply by correcting the tire pressure.

What is the meaning of dashes ("- -") or a pressure value of 148 psi (1024 kPa)?

The dashes ("- -") may display on the DIC or a readout of 148 psi (1024 kPa) may appear on the Tech 2 after the battery is disconnected and reconnected because the system is waiting for updated pres-

sure information to be sent from the tire pressure sensors. As each sensor transmits its information, the display is updated appropriately.

When dashes ("- -") or 148 PSI (1020 kPa) are displayed after the battery is disconnected and reconnected, the System Malfunction warning is NOT displayed because the system is still working properly, and is simply waiting for updated information from the sensors.

Driving the vehicle above 20 mph (32 km/h) for 2 minutes activates the sensors and restores the correct pressure values to the display. It is also possible to restore the values with the J-46079 TPM Tester, using the "Activate" function at each tire to activate the sensor (it is NOT necessary to put the system into Learn mode in this special case).

Vehicles Involved

All vehicles below support the preferred TPM Sensor Learn method using the scan tool and J-46079 Tester:

MY 2008 and beyond

Malibu
G5
G6
AURA
Cobalt
HHR
SKY
Solstice

MY 2009 and beyond

Impala
DTS
Lucerne
All fullsize trucks
Enclave/Outlook/Acadia/Traverse
VUE
Savana/Express
CTS
H2
Torrent/Equinox
G8
SRX

– Thanks to Hiram Gahima

Transmission Pressure Testing

This information applies to the Escalade, Tahoe, Yukon, Silverado, and Sierra Two-Mode Hybrid equipped with a 2ML70 transmission RPO M99.

When performing diagnosis on the vehicles listed above equipped with the

2ML70 transmission, it may be necessary to check the main fluid pump or auxiliary fluid pump pressure. You may find that you are unable to attach a pressure gauge.

To attach the pressure gauge to the transmission, use adapter fitting J45056.

This adapter was originally released to aid in pressure testing the Allison LCT1000 transmission and includes an O-ring type seal. This tool is currently available through SPX/Kent-Moore.

– Thanks to Chuck Krepp

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Transfer Case Dowel Pins

On an SRX, STS or CTS equipped with 6L50E (RPO MYB) automatic transmission and AWD (RPO MX7), when the transfer case is removed from the transmission for any type of repair, the two alignment dowel pins may pull out of the transfer case and remain in the transfer case adapter. These alignment dowels are located at approximately 4 o'clock and 11 o'clock positions when viewing the transfer case from the front. If these alignment pins are not properly installed into the transfer case, they may be pushed into the adapter and not properly engage the transfer case. If this happens, alignment between the transmission and transfer case may not be properly maintained and damage to the transmission or transfer case may result.

Make sure the alignment dowel pins are pressed into the transfer case, NOT the adapter, before installing the transfer case to the transmission. If the dowel pins are in the adapter, remove and clean them, then install them in the proper locations in the transfer case before reattaching the transfer case to the transmission.

– Thanks to Chuck Krepp

A/C Inoperative and No DTCs Set

Some owners of a 2007-09 Colorado or Canyon or a 2006-09 Hummer H3 may comment that their A/C is inoperative. Further diagnosis may reveal no DTCs set. This condition may be caused by an open A/C fuse due to a shorted A/C diode located in the underhood fuse block.

Inspect the A/C CMPRSR fuse located in the underhood fuse block. If the A/C CMPRSR fuse is open, replace this fuse and A/C diode located in the underhood fuse block. Refer to SI or the fuse box cover to locate the A/C CMPRSR fuse and diode location. If the A/C CMPRSR fuse is not open, follow normal diagnostic procedures using SI.

TIP: If the A/C CMPRSR fuse is found to be open, DO NOT replace the entire underhood fuse block to correct this condition. Replace only the A/C CMPRSR fuse and diode. These items are available from SPO without the replacement of the entire underhood fuse block.

– Thanks to Dino Poulos

High Idle Speeds

This information applies to the 2009 CTS, Acadia, Enclave, and Traverse equipped with the 3.6L V6 engine.

A vehicle with less than 500 miles (800 kilometers) may have an engine high idle RPM concern.

PAM (Plant Assembly Mode) is a feature on vehicles with RVC (Regulated Voltage Control). It is active for the first 500 miles of the vehicle's life. After that, PAM is no longer active.

When the field generator duty cycle is greater than 80%, PAM will boost the idle speed. Every 20 minutes, RVC will recheck the field generator duty cycle, and if it is less than 80%, boosted idle speeds will no longer be active.

This is a normal operating characteristic. Do not attempt to repair.

– Thanks to Mark Alward

Swapping Parts Between Vehicles

This information applies to Colorado, Canyon, H3 and H3T.

Although technicians have sometimes swapped parts between vehicles to isolate service issues, with today's technology, there are some parts you cannot swap. If you swap either the instrument panel cluster or BCM between vehicles, you can cause a number of PCM issues, as well as odometer issues and radio lock-ups.

Do not swap BCMs or instrument panel clusters between vehicles on a Colorado, Canyon or a Hummer H3. If a BCM or an instrument panel cluster needs to be replaced, use ONLY new SPO parts when replacing the BCM and utilize the Service Exchange Centers when replacing the instrument panel cluster.

– Thanks to Dino Poulos



Car Issues – Fix It Right the First Time

| Model Year(s) | Vehicle Line(s) / Condition | Do This | Don't Do This | Reference Information / Bulletin |
|---------------|---|---|---|----------------------------------|
| 2008-09 | HHR – Hard brake pedal | Add vacuum booster pump to system | Don't recalibrate EBCM | 09-05-22-001 |
| 2009 | CTS – Navigation radio turns on unexpectedly | Install updated radio software | Don't replace radio | 08-08-44-019A |
| 2009 | CTS --Radio and ICS inoperative | Install current calibration for SPS | Don't replace radio or integrated center stack | PIC5089 |
| 2004-09 | Malibu, Maxx, G6, AURA – Fuel gauge not reading full, P0461 | Repair fuel level sender float | Don't replace fuel level sender or pump module | 09-06-04-007 |
| 2008-09 | Z06 Corvette – SES light, P0420, P0430 | Reprogram ECM | Don't replace catalytic converters | PIP4498B |
| 2008-09 | CTS – Clunk noise from rear on bumps | Install new bushing on lower control arm | Don't replace lower control arm, cradle, shocks, stabilizer links | 08-03-09-002A |
| 2008 | STS – CEL, P0174 | Check for vacuum leak, replace ECM | Don't replace fuel pump or injectors | 09-06-04-003 |
| 2007-09 | Allure, Grand Prix, LaCrosse – MIL, hesitation reduced power, multiple DTCs | Remove moisture from connectors, apply dielectric lubricant | Don't replace PCM or sensors | 08-06-04-041B |
| 2008-09 | Malibu – Loose foam seal between rear shelf and glass | Install new foam | Don't replace rear shelf | 09-08-110-001 |
| 2007-09 | SRX, STS, CTS – Information on 6L50 transmission parts | Correctly identify transmission before ordering parts | Don't install parts for 6L80/6L90 | 09-07-30-005 |



Truck Issues – Fix It Right the First Time

| Model Year(s) | Vehicle Line(s) / Condition | Do This | Don't Do This | Reference Information / Bulletin |
|---------------|--|--|---------------------------------------|--|
| 2009 | Fullsize utilities – Various navigation radio anomalies | Install software update | Don't replace radio | 08-08-44-030B |
| 2008 | VUE – Compass flashing intermittently | Reprogram IPC | Don't replace cluster, compass or BCM | 09-08-49-001 |
| 2008-09 | Tahoe, Yukon Hybrid – Taillamp inoperative | Inspect connector | Don't replace taillamp | 09-08-42-002 |
| 2005-08 | Equinox, Torrent – MIL, P0442 or P0455 Set | Inspect, replace rubber grommet | Don't replace fuel cap | 09-06-04-001 |
| 2009 | Traverse – Park brake lever will not release | Adjust metal flange on park brake base bracket | Don't replace parking brake assembly | 09-08-42-002 |
| 2008-09 | Acadia, Enclave, OUTLOOK, Traverse – Pinched wire, SIR, B0014, B0021 | Repair wires, connector between airbag and harness | Don't replace SDM, sensor, airbag | 08-09-41-011B |
| 2008-09 | VUE – Squeak while turning steering wheel | Modify boot, install new l-shaft bolts | Don't lubricate or replace l-shaft | 09-02-35-001 |
| 2008-09 | Fullsize truck – MIL, various codes | Replace fuel tank pressure sensor | Don't replace fuel tank pump module | PIT4798 |
| 2007-09 | Fullsize trucks, crossovers, CTS – Intermittent dead battery | Address source of battery drain | Don't replace components | 09-08-44-001 PIT 4782 PIT 4783 PIC 5090 PIT 4771 |
| 2007-09 | Fullsize trucks – Left outside mirror shake, flutter | Relearn mirror, replace glass | Don't replace entire mirror | 06-08-64-027F |

**Know-How
Broadcasts
for
May**

10209.05D Emerging Issues
New Model Features

May 14, 2009 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 John Miller