

Global A Electrical Architecture Security Overview



There are a number of security methods in operation in the vehicles built using the Global A electrical architecture, which include the 2010 Camaro, LaCrosse, Equinox, Terrain and SRX. Each method has a specific role. The following definitions are intended to provide an overview of these methods.

Security Code

The purpose of the security code is to protect the vehicle's security information against tampering.

The security code is a random code, unique to each vehicle, generated at the vehicle assembly plant. The assembly plant stores the security code and the corresponding VIN for each vehicle. A correct security code match is required to allow specific vehicle theft deterrent functions to be performed. An example of this function is the learning of new key fobs to the vehicle.

Environmental ID

The purpose of the Environmental ID is to increase the time and complexity

involved in attempting a vehicle theft by swapping control modules.

The Vehicle Theft Deterrent Feature provides the capability to detect if modules have been substituted, indicating a

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Techline News

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Global A Electrical Architecture Security Overview

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potential theft situation, and will not allow continued running of the engine in that case. The Immobilizer Master (BCM) identifies itself to the Vehicle Identification Devices (IPC, HVAC, BCM, ECM, SDM and SCLCM – if equipped). If the Immobilizer Master is recognized as correct, the Vehicle Identification Devices respond with specific environment identification.

The Immobilizer Master is required to receive a certain number of correct environment identifications in order to authorize the powertrain control module to allow normal engine operation. If the correct number is not received, even after retry, engine pre-release will expire and the engine will start, and then stall. The Security MIL and/or Driver Information Center will display an indication when the Vehicle Environment Identification check has not been successful.

Seed and Key

The purpose of Seed and Key is to protect certain control modules from unauthorized reprogramming when they are outside of the assembly plant environment.

Each control module that implements Seed and Key is manufactured with a unique seed value and a corresponding key value stored in memory. The seed is a value that is reported to a reprogramming tool. The reprogramming tool must know the matching key value to unlock the control module so that it can be programmed. The reprogramming tool then sends the matching key to the control module. If the key sent from the tool matches the key contained in the control module, then the tool is granted access to reprogram the control module or to send commands to put it in a re-learn mode for Vehicle Theft Deterrent.

There is no way to read the key value out of a control module. Secured functions can be performed only after successfully determining the key and sending it to the control module. If two incorrect keys are sent, the control module will not respond to another request for seed within 10 seconds. In addition, a control module will not respond to a request for seed within 10 seconds of the ignition turned on.

TIP: Importantly, seed and key and security code are not the same, and serve different purposes.

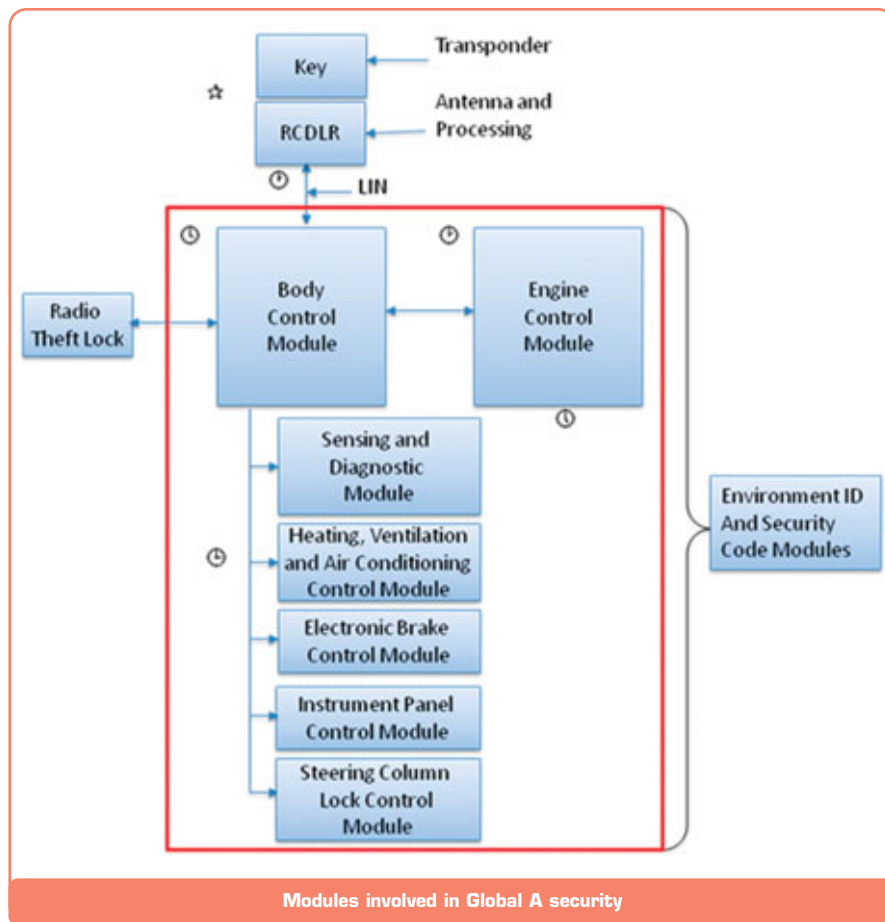
Security Components

These modules involved in vehicle security are shown in the accompanying schematic.

- Body Control Module (BCM)
- Engine Control Module (ECM)
- Instrument Panel Control Module (IPC)
- Heating, Ventilation and Air Conditioning Module (HVAC)
- Electronic Brake Control Module (EBCM)
- Sensing and Diagnostic Module (SDM)
- Steering Column Lock Control Module (SCLCM)

Radio

Although the radio is not part of the vehicle theft prevention system, the radio does have its own theft protection. The radio



theft deterrent system is intended to disable or limit radio functionality if incorrect vehicle information is received by the radio.

The radio disables functionality if the VIN information received by the radio does not match the VIN information that has been learned by the radio. A possible cause of incorrect VIN information could be that the radio was originally installed in another vehicle. The radio in Global A vehicles cannot be swapped due to the inability to alter the VIN in a radio once it has been learned.

– Thanks to Jeff Flood, Mark Haning and Kevin Fondaw

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5. Click Save to confirm the changes

A link to GM TechLink will be listed in the MY SHORTCUTS box on the GlobalConnect home page. Click the link to go directly to the latest edition of TechLink.

– Thanks to
Lisa Scott



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The Consequences of Swapping Control Modules

GM diagnostic strategy does not support the practice of swapping control modules during the course of diagnosis or in order to expedite a repair.

Features in today's vehicles are increasingly software-configurable. They can affect vehicle safety systems, anti-theft systems, performance, and customer personalization information. Many current vehicles have one or more control modules that cannot be swapped. Additionally, models using the Global A electrical architecture (2010 Camaro, LaCrosse, Equinox, Terrain and SRX) will exhibit a variety of fault symptoms when certain control modules are swapped between vehicles. Swapping these security-related modules will cause difficult and time-consuming remediation processes that may include the purchase of new components for both vehicles.

On Global A models, some modules that traditionally have had nothing to do with starting a vehicle can inhibit starting if their ID doesn't match what is stored in the BCM. For example, the SDM, HVAC, EBCM and IPC, among others, all have IDs that must match in order for the BCM to allow starting the engine. The control modules are coded to the vehicle when they are first programmed, which results in a unique ID being permanently stored in that module.

The swapping issue is not unique to Global A models however, and it is increasingly difficult to keep track of which control modules cannot be swapped because it can vary depending upon electrical architecture, model, model year, sales region, vehicle option content and configuration.

TIP: As far as causing issues in service, the new security scheme will not present any problems as long as control modules are not swapped.

Problems Resulting from Swapping

Problems can occur when a technician attempts to swap a control module configured for one vehicle into another during the course of diagnosis or in order to expedite a repair. Symptoms such as no-start conditions and DTCs that cannot be cleared are to be expected.

Problems also may be introduced into vehicles that exhibit no symptoms until a later date, adding to the complexity of diagnosing the vehicle. These "sleeper issues" may be triggered only after multiple key cycles or only after battery power has been removed from the BCM. Such issues can be time consuming for the technician and Technical Assistance Center (TAC) to rectify, driving up unnecessary warranty expense and leading to customer dissatisfaction.

TIP: Unlike some other modules, the radio should resume working normally once it is installed back into the vehicle from which it was taken.

Symptoms of Module Swapping

A variety of symptoms may appear in a Global A vehicle containing one or more control modules swapped from a like vehicle. Depending upon which control modules have been swapped, possible symptoms include:

- The VIN read by GDS and SPS does not match the vehicle.
- Current DTC B3902 – Incorrect IMMO ID Rec. set in IPC, SDM, ECM, HVAC, Steering Column Lock Control Module (if equipped) or BCM. There are no warning lamps or DIC messages and this DTC cannot be cleared.
- IPC module displays (- -) for odometer and trip odometer values.
- Vehicle will enter power mode only if the key fobs that match the donor vehicle BCM are included in the swap.
- BCM and/or ECM has current DTC B389A – Environment Identification. There is a Service Theft System message on the DIC, the Security MIL is illuminated and this DTC cannot be cleared.
- ECM odometer value is incorrect for vehicle.
- Radio displays Locked

– Thanks to Jeff Flood, Mark Haning and Kevin Fondaw

Camaro Remote Vehicle Start Kit Installation

For owners of a 2010 Camaro with an automatic transmission who would like to have the convenience of remote vehicle start on their vehicle but do not have the factory-installed Remote Vehicle Start (RVS) system, a GM Accessories Remote Vehicle Start Kit is available.

The kit includes the wiring harness, receiver mounting bracket, adhesive pad, receiver trim cover and installation instructions.

TIP: The kit does NOT include new remote vehicle start transmitters. Do not order an additional GM Accessories RVS Kit in an attempt to acquire the transmitters.

The Camaro key, integrated into the transmitter, is a laser cut key. The key/transmitter has been removed from the kit because many dealers do not have the equipment necessary to cut a laser key blank.



Order a Coded Key

The two required keys/transmitters should be ordered separately when installing the GM Accessories RVS Kit and the cost added to the kit.

To obtain a cut/coded key through GMSPD:

1. Obtain the vehicle key code
2. Submit a part order through the GMSPD Parts System for a key blank. Include the key code in the Note field
3. Do not order an uncoded key as you will receive a blank key that will require coding on special key cutting equipment

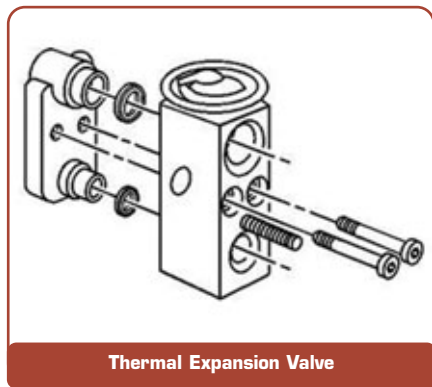
If the dealership has the special key cutting equipment, an uncoded key may be ordered. The uncoded key will require coding on the proper key cutting machine.

TIP: The new key/transmitter will need to be programmed to the vehicle upon RVS kit installation.

– Thanks to Brad Thacher and Jack Pantaleo

Inoperative, Intermittent or Noisy A/C

Some owners of GM vehicles may comment that their A/C is inoperative, operates intermittently or is noisy. No DTCs are set. After further investigation and diagnosis, technicians may be replacing the Thermal Expansion Valve (TXV). However, engineering analysis reveals that the vast majority of TXVs that are replaced work correctly (No Trouble Found).



THERMAL EXPANSION VALVE OVERVIEW

The TXV meters the amount of liquid refrigerant that can flow into the evaporator. Located at the evaporator inlet, the TXV is the dividing point between the high and the low pressure sides of the A/C system. As the refrigerant passes through the TXV, the refrigerant pressure is lowered. Due to the pressure differential, the liquid refrigerant will begin to boil at the TXV outlet before entering the evaporator core. This characteristic is observed as a drop in temperature between the TXV inlet tube and the evaporator inlet tube.

Before replacing TXVs, always follow the A/C Performance Diagnostic in the Service Information to verify the valve performance and review the following diagnostic tips.

TXV FAILURE MODES

A/C Not Operative or Intermittent

Possible Causes:

- **Bulb Sensor –**

Temperatures on inlet and outlet tubes:

Are the temperatures on both sides (inlet and outlet tubes) of the evaporator thermal expansion valve tube at the expansion device similar? If yes, replace the damaged or faulty thermal expansion valve.

Pressures:

Are both the low side and high side pressures within the specified values? Refer to the appropriate HVAC zone diagnostic.

- **Incorrect refrigerant charge –**

Diagnose and repair potential leak and/or fill A/C system with correct charge.

- **Leaking interfaces (Incorrect fastening at TXV or seal damage) –**

Apply correct torque or replace seals if necessary.

- **System contamination –**

Is the liquid line extremely cold at the expansion device location and warm beyond the expansion device location? The expansion device is restricted. Inspect for contamination (brown, powdery residue or metal flake) and replace TXV

Noise

Possible Causes:

- **Leaking interfaces (Incorrect fastening at TXV) –**

Fill system with correct charge.

- **Incorrect refrigerant charge –**

Fill system with correct charge.

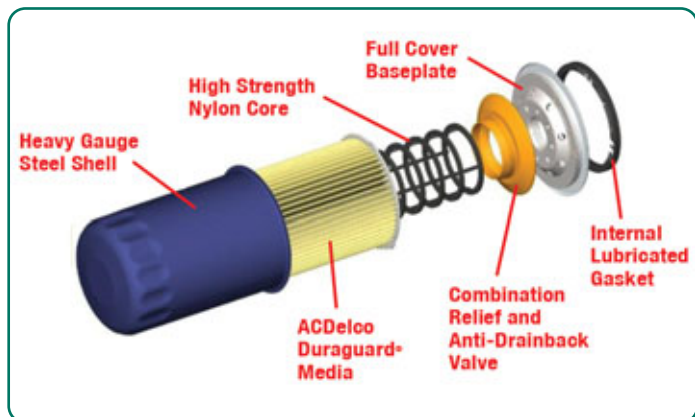
- **Non-optimized TXV/evaporator/plumbing –**

Verify if noise is being produced by the TXV or other A/C system components.

TIP: Do not replace the TXV until you verify all previous steps and you can eliminate all other failure modes.

– Thanks to Bob Tette and Chris Semanisin

New ACDelco OE Oil Filter



A smaller, redesigned Original Equipment (OE) oil filter is now in production that offers ACDelco's exclusive Duraguard® media protection.

The new filter applications (GM part numbers 19210283, 19210284, 19210285, and 19210286) are installed as original equipment in applicable new GM models. While performing oil changes on several 2010 GM models equipped with the new filter, such as the Chevrolet Colorado and GMC Canyon,

technicians may notice the smaller size of the filter compared to the old design.

The new oil filter features ACDelco's Duraguard synthetic cellulose-blended media that efficiently filters particles as small as 25 microns — 1/3 the width of a human hair — to ensure a clean supply of oil to engine components. It also has a full cover baseplate for easy installation in blind applications, a new nylon core that provides better flow characteristics and improved collapse strength, and a combination relief and anti-drainback valve that prevents dry starts and assures oil flow (where applicable).

New OE Oil Filter		
ACDelco part number	GM part number	Durapack GM part number
PF46E	19210283	19210335 (PF46F)
PF47E	19210284	19210336 (PF47F)
PF52E	19210285	19210337 (PF52F)
PF61E	19210286	19210338 (PF61F)

– Thanks to Bob Malone

Intermittent Backlighting after BCM Replacement

On the 2006 HHR, an intermittent condition may be observed where all backlighting (IPC, Radio, HVAC, etc.) may flash or flicker after replacement of the Body Control Module (BCM)

Do NOT replace any hardware for this condition. A software condition in service BCM (P/N 15910666) may cause this condition.

A revised calibration has been released. Reprogram the IPC using the Service Programming System (SPS) with the latest calibration available on TIS2Web, selecting "IPC Backlight Blip Fix Only." Refer to the SPS procedures in the Service Information for additional programming information.

When using a Multiple Diagnostic Interface (MDI) or Tech2 for reprogramming, ensure that it is updated with the latest software version.

During programming, the battery voltage must be maintained within the proper range of 12-15 volts. Only use the approved Midtronics® PSC 550 Battery Maintainer (SPS Programming Support Tool EL49642) or equivalent during programming.

– Thanks to Jim Loomis

SIR Lamp On with DTC B2BCD

The 2008-2009 G8 may have an illuminated Supplemental Inflatable Restraint (SIR) MIL on the instrument cluster along with DTC B2BCD set in the Sensing and Diagnostic Module (SDM).

During diagnosis, if DTC B2BCD is set in the SDM, disregard the code. The DTC is setting due to a SDM software condition.

Recheck the DTCs set in the SDM. When DTC B2BCD sets, it may be necessary to check for DTCs several times before being able to see the actual code that is setting. Once the actual code that is set is determined, follow the appropriate diagnostics in the Service Information.

If DTC B2BCD is the only DTC setting in the SDM and will not clear, replace the SDM.

– Thanks to David Eplin

Ground Effects Kit

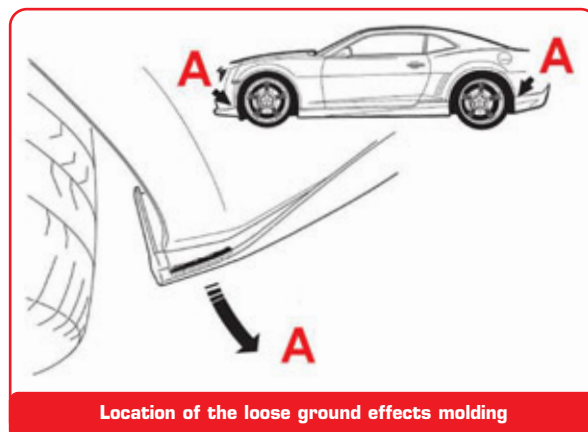
A GM Accessories ground effects kit is available for the 2010 Camaro. On some vehicles that have the kit installed, the corners of the kit may separate from the body.

If this condition is evident, a service fix should be performed. This service fix only applies to reattaching the corners of the ground effects kit and is not to be used for any other attachment concerns with the ground effects kit.

The procedure involves applying primer and plastic adhesive to the ground effect molding.

Refer to PIC5262 in the Service Information for service fix instructions and the recommended products to use during the procedure.

– Thanks to Jeremy Richardson



Frequency of Ice Possible Message

The ICE POSSIBLE DRIVE WITH CAUTION message on the Driver Information Center (DIC) of the 2010 LaCrosse may reoccur several times depending on the ambient temperature.

The ice warning message calibration is set up for the warning message to display at 36.5° F (25° C) to account for the possibility of the road surface being colder than ambient temperature.

A driver of an older model vehicle may expect to receive only one message at start-up when the ambient temperature is around the freezing mark. However, a driver of the 2010 LaCrosse may receive multiple ice warning messages all on the same key cycle.

This is normal operation for the Lacrosse and no parts should be replaced in an attempt to alter the operation.

– Thanks to John Mason



Identifying the Correct Key Fob

Depending on options, the 2010 LaCrosse may be equipped with a four or five button remote keyless entry transmitter (or key fob). The Passive Entry Passive Start system (RPO ATH), as well as the extended range remote keyless entry (RPO AQQ) system can have a four or five button key fob.

If an owner comments that one or more of their key fobs is inoperative, or that not all functions are working properly, verify that the vehicle has the correct key fobs.

TIP: The key fob part number can be found in the area where the key blade is stored.

If the vehicle has the correct key fobs, attempt to reprogram the fobs using GDS. Before starting the reprogramming, select the option of "delete key."

– Thanks to John Mason

Fob Part Number	Buttons	RE.PS Fob
13500224	5	Yes
13500225	4	Yes
13500226	5	No
13500227	4	No

Conditions for Power Door Unlock

Owners of a 2008-2010 Colorado or Canyon equipped with manual door locks and OnStar may hear a click noise in the driver's door or the driver's door may power unlock.

These conditions are on vehicles that are not equipped with power door locks. The power door unlock feature is for the driver's door only and is used in conjunction with OnStar in the event an owner needs the vehicle to be unlocked remotely.

The power unlock feature was added to these vehicles because, in the past, OnStar could not assist an owner who locked the keys in the vehicle since the

vehicle only had manual door locks. Now, with the unlock actuator installed in the driver's door, OnStar can assist an owner in need.

There is not a power door lock/unlock switch in the vehicle.

The automatic unlock feature works the same as in a vehicle equipped with power locks, however, it will only unlock the driver's door. There is no way to disable or customize this feature.

On trucks equipped with an automatic transmission, the driver's door will unlock when shifted to Park. On trucks equipped with a manual transmission, the driver's

door will unlock when the key is removed from the ignition.

If the door is already unlocked, the actuator will still cycle and an audible click may be heard.

These are normal operating characteristics. No repairs are recommended.

If the system is not operating as designed or is making unexpected noise in the door, check for a loose relay mounted in the driver's door or for an electrical issue resulting in random door unlock cycles.

– Thanks to Jeremy Richardson

Water Leak at Rear Doors

On some 2008-2009 Pontiac G8 models, water may be found on the interior of the vehicle near one of the rear doors.

If diagnosis of the water leak in the rear of the passenger compartment points to the front of one of the rear door seals, follow this procedure:

Locate the area of the door seal. There is a rubber plug that is part of the door weather stripping. This rubber plug is meant to keep water from falling off of the roof and funneling down into the door.

Pull the weather stripping back to expose the body. Fill the void with silicone sealer in the areas with the arrows as pictured.

Allow the silicone to dry, and then reinstall the weather-stripping, making sure to properly position it in place. Retest for water leaks to confirm the vehicle is repaired.

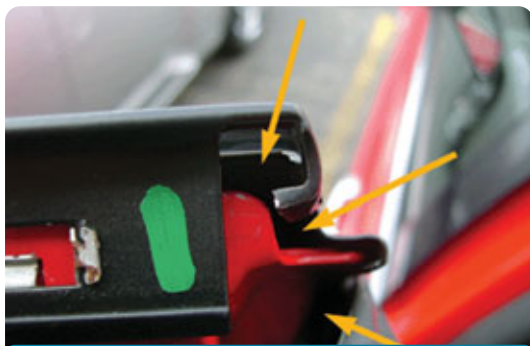
– Thanks to David Eplin



Location of water leak on the rear door



Rear door weather strip



Fill the void with silicone sealer

Control Solenoid Valve and Transmission Control Module Assembly Performance Test

The Control Solenoid Valve and Transmission Control Module Assembly Performance Test is not functional on the Tech 2 or GDS on the following models equipped with the 6T40/45 automatic transmission (RPO MHC, MH7, MH8): 2010 LaCrosse, Equinox, Terrain; 2008-2010 Malibu; 2008-2009 G6 and AURA.

The Control Solenoid Valve and Transmission Control Module Assembly Performance Test procedure detailed in the Service Information is used to test the functionality of the control solenoid (with body and TCM) valve assembly solenoids for a gross stuck open or closed condition. This procedure is done with the control solenoid (with body and TCM) valve assembly solenoid removed from the transmission. This procedure will not be functional until 2011.

The individual solenoids can be commanded on and off with the scan tool when the transmission is assembled and the engine is running.

In addition, software to turn on the Control Solenoid Valve and Transmission Control Module Assembly Cleaning Procedure, which is used to cycle the solenoids and valves in the control solenoid valve assembly in an attempt to dislodge debris and free up the valves after a performance DTC has set, was recently released via TIS2Web. Please make sure your scan tool is updated with the latest software release.

– Thanks to Ronald Mitchell

GM *TechLink* is a monthly magazine for all GM retail technicians and service consultants providing timely information to help increase knowledge about GM products and improve the performance of the service department.

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Brake Pulsation and Brake Pad Wear

On some 2006-2007 Monte Carlo, 2006-2010 Impala, and 2006-2010 Impala police vehicles (RPO 9C1 or 9C3), brake pulsation, steering wheel dither, and/or premature brake pad wear may be noticed. These conditions may be found most often on vehicles driven primarily in mountainous terrain.

The brake conditions may be due to the brake pads becoming rough as the result of heat building up during brake application.

In cases where the driver comments of brake pulsation on downhill vehicle descents, refer the driver to the "Driving your Vehicle" section of the Owner Manual for specific downhill driving information.

On non-police vehicle Impala models, installing the police vehicle splash shields will help to cool the front brake assemblies. The police vehicle splash shields are brackets for the ABS wiring harness. When installing the police vehicle splash shields, discard the vehicle's original splash shields

TIP: If the brake pads and rotors are replaced, it is important to burnish the new brake linings.

Perform the burnishing procedure in a safe manner and in compliance with all local and state ordinances/laws regarding motor vehicle operation. Perform the procedure on dry pavement only.

Drive the vehicle 25-35 MPH and perform 10 separate brake applies from this MPH to a stop. Allow the brakes to cool down (15-30 minutes) and repeat the 10 brake applies at the stated MPH. Allow the brakes to cool down again and perform the procedure one final time.

– Thanks to Dennis Kosmowski

Sharp Engine Noise at Start or While Idling

On the 2009-2010 Vibe with the 2.4L engine (RPO LAX), a rattle noise may be heard from the front of the engine at start-up or while idling. In some instances, DTC P0335, Crankshaft Position (CKP) Sensor Circuit, may set immediately following the noise. This concern may be caused by two distinct issues.

- If the noise only occurs at start-up and is very short and sharp in duration (2-5 seconds), this may be an issue with the intake cam phaser not parking properly.
- In rare cases (at idle), the engine may set DTC P0335 following the noise with no other drivability concerns. The vehicle does not stall or exhibit any other conditions normally associated with the DTC.

Both of these issues can be traced to a concern with the intake cam phaser not parking properly. Once the noise is verified as the phaser, it must be replaced.

– Thanks to Jeff Gorenflo

Poor Air Conditioning Performance

If the refrigerant charge is found to be low on some 2008-2010 Colorado and Canyon models with poor air conditioning or windshield defroster performance, check the bolt/fastener torque at the A/C compressor suction and discharge hose connection.

The poor performance conditions may be the result of A/C line bolt torque at the compressor that is below specification. Retorque the compressor suction and discharge hose-to-compressor fasteners per the Service Information specifications and add refrigerant as necessary. In most cases, seals or other parts should not require replacement.

– Thanks to Jeremy Richardson



Car Issues – Fix It Right the First Time

Model Year(s)	Vehicle Line(s) / Condition	Do This	Don't Do This	Reference Information / Bulletin
2009-2010	DTS, Lucerne – Unwanted phantom beep from Ultrasonic Park Assist when shifting into Reverse	Reprogram the object alarm module	Do not replace the object alarm module	09-08-55-003
2007-2009	Lucerne – Headliner frayed at front edge	Install protector to headliner	Do not replace the headliner	07-08-110-006C
2009-2010	DTS, Lucerne – Front Parking Assist indicator illuminated, Park Assist Off message	Reprogram the object alarm module	Do not replace the object alarm module	09-08-49-009A
2005-2010	Cobalt, G5 – I/P outer compartment bin loose	Replace the steering column opening filler panel	Do not replace the entire filler panel assembly	09-08-49-018
2007-2010	Allure (Canada), AURA, Camaro, CTS, CTS-V, DTS, Express, LaCrosse, Savana, VUE – Windshield pillar garnish molding loose	Replace the upper retaining clip and tether	Do not re-use the upper retaining clip and tether	09-08-110-008A
2008-2009	CTS, CTS-V – Front door window drops/lowers without window switch activation	Refer to Bulletin #09-08-64-002 for proper diagnosis of this condition	Do not replace the window regulator, switches, BCM or other electrical components without proper diagnosis	09-08-64-009B
2007-2009	CTS, CTS-V, STS – Intermittent front door lock operation during freezing temperatures	Verify that the outside handle switch or doc-n-loc electrical connector is operating correctly (refer to Bulletin #08-08-64-008B)	Do not replace the door lock without proper diagnosis	09-08-64-036
2009-2010	Vibe – Chipped paint on liftgate	Replace the seal prior to any paint repair	Do not repair the paint before completing the seal repair	09-08-51-001A
2010	Equinox, LaCrosse, SRX, Terrain – Intermittent radio operation, blank HVAC displays	Reprogram the radio	Do not replace the radio	09-08-44-020A
2010	Camaro – Brake fluid weeping around master cylinder reservoir cap	Replace the cap	Do not replace the master cylinder reservoir	09-05-22-005
2010	Camaro – Audio noise/distortion from front door radio speakers	Replace both front door speakers and amplifier	Do not replace just the speakers	09-08-44-021



Truck Issues – Fix It Right the First Time

Model Year(s)	Vehicle Line(s) / Condition	Do This	Don't Do This	Reference Information / Bulletin
2008-2010	DTS, Escalade/ESV, Suburban, Tahoe, Yukon/XL – No crank, no start, discharged or low battery	Reprogram the Rear Heated Seat Module (RHSM)	Do not replace the RHSM or the battery	09-08-50-017A
2010	Equinox, Terrain – Shudder under hard acceleration	Insert washers under the RDM and/or replace the front springs	Do not replace the prop shaft or the steering gear	09-03-08-009
2007-2010	Sierra, Silverado – Mounting points for pickup box accessories	Always utilize loading bearing bed attachment points when installing bed accessories	Do not mount bed accessories incorrectly or damage may result	09-08-66-011
2009	Acadia, Aveo, CTS, Enclave, Escalade, OUTLOOK, Traverse – No crank/no start, parasitic current draw	Reprogram the IPC	Do not replace the battery	09-06-03-002E
2007-2010	Acadia – Front side door trim separated	Repair the door trim	Do not replace the door trim panel	09-08-110-023
2006-2010	All Vehicles – BCM Grounds	Verify the ground path prior to disconnecting the BCM	Do not disconnect before checking the grounds	07-08-47-004C
2007-2010	Express, Savana – Rattle/noise in console or I/P	Re-form/bend the engine cover latches to increase the tension on the latch	Do not spend excessive time misdiagnosing noise from the I/P area	09-08-110-024

Service Know-How

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