TECHlink
GM
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A monthly publication for GM Dealership Service Professionals

XM Satellite Radio is Coming

A revolutionary new kind of radio is an available option on the 2002 Cadillac Seville and DeVille. It's called the XM Satellite Radio, named for the fact that it receives up to 100 different stations broadcast from a pair of satellites.

The service is offered for a monthly subscription fee by XM Satellite Radio, Inc., from broadcast studios located in Washington, DC. The signals are uplinked from the XM studio to two powerful satellites, one over each coast of the USA. These satellites (named "Rock" and "Roll") remain stationary in orbits located 22,000 miles above the earth. The two satellites broadcast identical signals, 24 hours a day. In selected geographic areas with tall buildings, mountains, and other obstructions, land-based repeater antennas provide supplemental signals. This means an XM-equipped car can receive the same continuous programming, regardless of where it is driven, coast to coast.

The clear digital signal is free from static and distortion, and it eliminates the frustration of driving out of range during a favorite song or an important news broadcast.

TIP: As with FM radio, the digital XM signal may infrequently be obstructed, despite the repeater antennas. In this case, NO SIGNAL appears on the radio display.

XM Satellite Radio Components

In addition to the radio head in the instrument panel, three additional components are used to receive the satellite signal: a roof-mounted digital radio antenna, a digital radio receiver in the luggage compartment, and a coaxial cable.

XM Satellite Radio Features

The digital radio looks and functions like a conventional radio. In fact, it continues to offer the familiar AM and FM bands, in addition to the new XM band.

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Antenna on Roof

Techline News

Techline Website Now Open

The GM Service Operations Techline web site, Techline.gm.com, is now available to aid in troubleshooting GM Service Operations software products. This includes TIS 2000, SI 2000, Tech 2 vehicle programming and diagnostics as well as Labor Time Guide application related concerns.

Techline.gm.com's target audiences are GM dealers in the United States running service clients connected to their GM ACCESS server or GM Fleet customers running GM Service Operations software in a 'stand alone' (non-GM ACCESS) environment.

The site also enables dealers to send Labor Time Guide correction requests, Service Information corrections or concerns to the Techline Customer Support Center (TCSC) using online forms. Technicians may also send e-mail directly to TCSC for support using a form in the site or their own e-mail account.

The purpose of the Techline web site is to facilitate dealers communicating with the Techline Customer Support Center over the World Wide Web. Service technicians requiring assistance may still call the Techline Customer Support Center, but the Techline web site should reduce the need to call for basic information such as installation procedures, current version listings, or common application concerns.

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XM Satellite Radio continued from page 1

In XM mode, the digital radio is capable of displaying four types of information when the MSG button is pressed:

- Artist Name/Feature
- Song/Program Title
- Channel Category
- Other information, which varies by channel

Digital Radio

If the information requires multiple pages, they will display automatically at the rate of one page every three seconds.

SERVICE TIPS

TIP: You will find XM Satellite Radio diagnostic and repair information in SI 2000 by selecting Body and Accessories, then Entertainment. Here you can view service information for the digital radio (RPO U2K), digital radio receiver, digital radio antenna, and coaxial cable.

Digital Radio Antenna

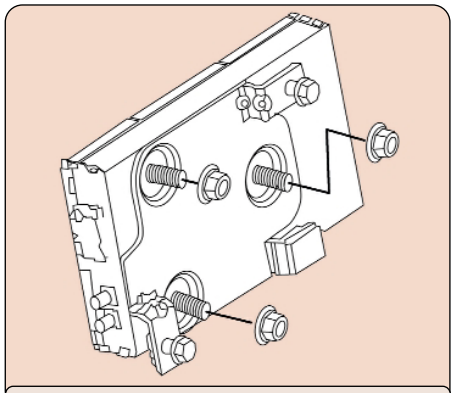
The digital antenna is separate from the windshield and rear window mounted diversity antennas used for AM-FM reception. The digital antenna is located on the roof above the rear window. It is positioned by a locating pin and is retained by a single large nut. It can be accessed by lowering the rear of the headliner The nut must be torqued to only 3.5 Nm. (31 in. lb.). Do not overtighten or damage may occur.

TIP: The plastic retainer on the antenna threaded shaft was designed for assembly plant operations. If it is damaged, the antenna will function as intended and may be reused.

TIP: The antenna is molded of black plastic. Do not attempt to apply paint or clear coat to the antenna; doing so will cause loss of reception.

Deactivation/Activation

If the digital radio receiver requires replacement, the faulty receiver must be deactivated and the new receiver activated. This can be done with one phone call to XM Radio at 1.800.852.XMXM (1.800.852.9696).



Digital Receiver in Luggage Compartment

After installing the new receiver, you will be instructed to park the vehicle outside with an unobstructed view of the southern sky. This must be done within 24 hours of the deactivation/activation phone call. Before activation, satellite reception can be confirmed by tuning to preview channel 1. Leave the vehicle outside with the ignition switch in the accessory position and the radio on for 30 minutes. After activation, the remaining XM Radio channels will be received.

You can learn more about XM Satellite Radio on the www.xmradio.com website.

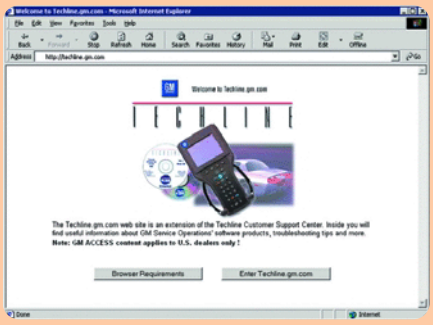
– Thanks to Russ Gilbert

Techline News continued from page 1

Techline.gm.com is available to all U.S. GM dealers beginning on October 1st, 2001.

To access the site, point your browser to http://techline.gm.com. Or, you may visit the site using the hyperlink on the http://service.gm.com home page under 'Techline Information'. The site is secured using the same user IDs and passwords that you already use for SI 2000 on the World Wide Web.

TIP: For an optimal Techline.gm.com experience, Internet Explorer 5.0 is recommended.



Thanks to Mathew Desmond and Steven Sturza

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. This magazine is a companion to the GM Edge publication.

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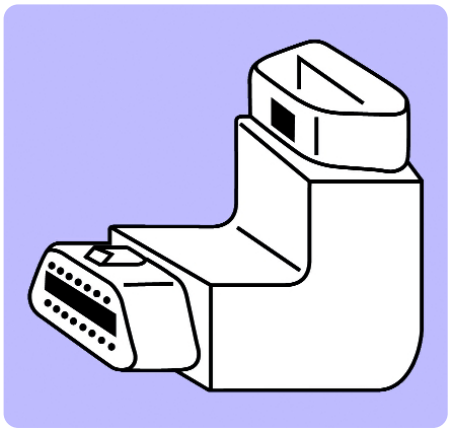
Using the 90° Adapter



Here's a reminder about a pair of little essential tools you received in March 1999. They are the J-42598-20 90° Adapter set.

The ALDL 16-pin connector on most cars is located next to the steering column, below the instrument panel. When the Tech 2, Vehicle Data Recorder (VDR), or other device is plugged into the ALDL, the cable may hang straight down and interfere with the driver's legs or feet.

The J-42598-20 Adapter set was released to minimize this condition. When the adapter is plugged into the ALDL, it allows the cable to be plugged in, in a horizontal position. This is particularly useful if you have to send the customer's vehicle out with the VDR connected to record intermittent conditions.

TIP: There are two adapters in the set. Use whichever one fits the orientation of the ALDL connector in the vehicle you're working on.

TIP: Store the adapter set in the storage case for either your Tech 2 or your vehicle data recorder.

– Thanks to Mark Stesney

Tech 2 Update

10MB card out of space!

When the Tech 2 was introduced in 1996, it was equipped with a 10MB (megabyte) card, which had 10 times the capacity of the original Tech 1's mass storage cartridge. Vehicle on-board computer capabilities multiply with each new model year, and the Tech 2 has had to keep pace. Now, the capacity of the 10MB card has reached its limits, and it's time to expand again.

The memory card contains diagnostic and reprogramming applications, and space for vehicle calibrations. As the functions of the Tech 2 expand, more space is needed for new diagnostic applications. For convenience, coverage of the 1991 to 2002 vehicles is being retained, and capacity is being added to accommodate upcoming model years. For one example, calibration files are continually growing in size and will soon be 1MB.

A new memory card will be needed before the end of 2001. Because of lead time and possible back order issues, Tech 2 owners should place orders for additional cards as soon as possible. All U.S. and Canadian dealers were shipped one 32MB card (J-45080) as essential equipment. All Tech 2 orders are being shipped with the new 32MB card installed. To summarize, future Tech 2 releases will be too large for the 10MB card. Future Tech 2 updates in TIS 2000 will be specific to the 32MB card only.

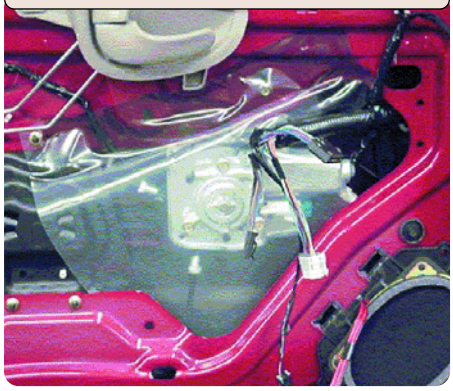
In the meantime, orders for replacement cards for additional units as well as general questions can be directed to Kent-Moore Tools at 1.800.345.2233.

– Thanks to Mark Stesney

Water Deflector Leak

Owners of some 1999-2001 Alero, Grand Am and Malibu models may comment about a mildew odor or wet carpet. This may be caused by voids, buckles or other areas where the door water deflector is not properly adhered to the door.

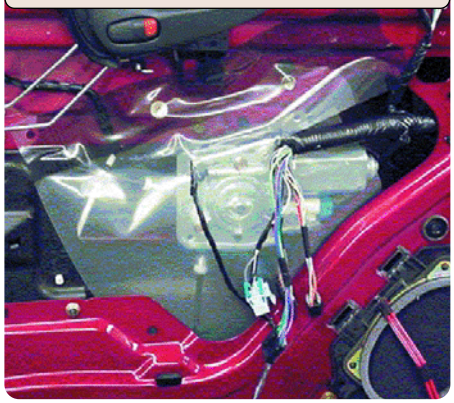
Oldsmobile Alero Secondary Water Deflector



Remove and discard the door water deflector. When removing the door water deflector for any reason, do not reuse it.

IMPORTANT: On the Grand Am and Alero 4-door models, install a secondary water deflector as shown in the photos before installing the main water deflector. At present, this secondary water deflector is available only for the front doors of 4-door models. Contact Technical Assistance to obtain parts.

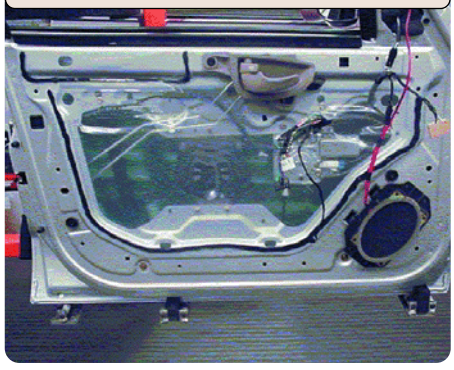
Pontiac Grand Am Secondary Water Deflector



Install a new water deflector, using these tips.

- Clean the door metal surface with alcohol based cleaner.
- Stretch the new deflector and press adhesive to the door. At the bottom, route the adhesive just under the two square drain holes. To align properly, use the holes at the top corners on each side of the deflector and align to the holes in the door metal.
- With the deflector in place, use a roller tool to roll the adhesive. Start from the center bottom and follow the adhesive to the top of the door. Repeat in the opposite direction. Then re-roll both areas again.
- Finally, roll the bottom of the door adhesive again and verify that all of the adhesive surface is stuck to the door metal with no voids or buckles.

Typical Water Deflector



TIP: Do not over-roll the adhesive. As a rule of thumb, the adhesive should be rolled out to about two times its original width.

– Thanks to Ray Romeo

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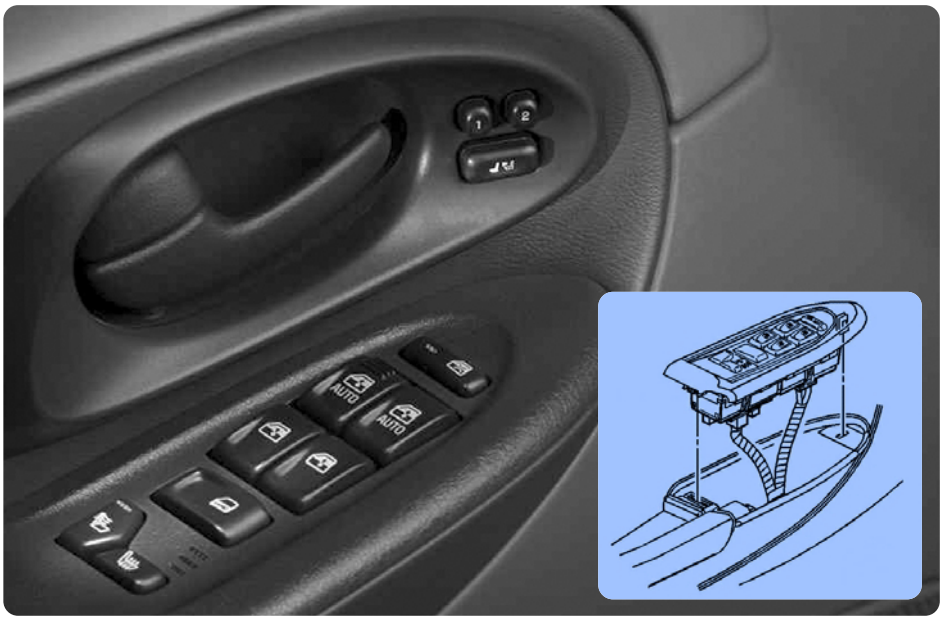
Module Name Clarification

The June 2001 issue of TechLink on page 6 has an article on the modules that require programming on 2002 Chevrolet Trailblazer, GMC Envoy and Oldsmobile Bravada.

Two of the modules listed are the Driver Door Module and Passenger Door Module. While these components do contain modules that require programming after replacement, they are also the door window and lock switches. The parts catalog calls them Front Door Lock and Side Window Switches and so does the replacement procedure in the service manual and the Labor Time Guide.

So, when you replace a Front Driver or Passenger Door Lock and Side Window Switch on these trucks, remember that programming is required.

– Thanks to Jerry Garfield



Leather Seat Dye Transfer

All Carlines and Years

Some leather seat covers have been returned in which the heated seat grid shows through. It appears that the leather seat cover has been burned by the heater grid. However, this is not the case.

This condition is actually caused by dye transfer from the passengers' clothing, which discolors the leather and is more noticeable on lighter colored leather. Dye transfer is an industry-wide concern and will occur on any leather product. Blue jean material is notorious for leaving blue dye on leather.

Seat heater usage tends to bake the dye into the seat cover in a visible pattern of the seat heater element. Once the seat heater pattern has been baked in, it may not be possible to remove.

Cleaning the leather on a regular basis with mild soap and water as recommended in the owner's manual is the only prevention. Just like the paint on the exterior of the vehicle, regular maintenance will increase the life of the product.

– Thanks to John Woodrich

Dye Transfer Appears as Grid

Tracker Wheel Speed Sensor Wiring

Some 2001 Chevrolet Trackers may exhibit an ABS DTC C1232, Left Front Wheel Speed Circuit Open Or Shorted. The wiring harness leading from EBCM cavities A9 & A10 to the left wheel speed sensor may be wrapped around the AC suction hose, causing tension within the wire harness connector, which is white. A loss in communication from the left front wheel sensor to the EBCM may occur, setting the DTC C1232.

Locate the white ABS wiring harness connector at the driver's side inner front fender near the base of the engine coolant recovery bottle. The harness should not be routed around the AC suction hose. It should be routed parallel to the inner fender along its lower edge, free from contact with the AC suction hose.

– Thanks to Donald B. Sherman

Pop Noise from Left Footwell Area

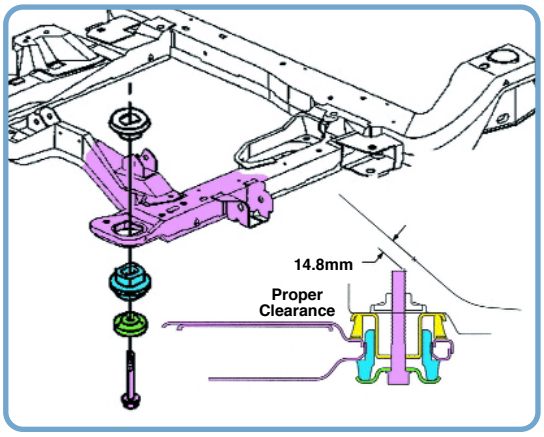
Owners of some 1997 to current Buick Century and Regal models may comment about clunking or popping from the left footwell area when braking or accelerating. The clunking can be heard, and if the left foot is on the floor, it can be felt as well.

This condition affects only the left (driver) side of the car.

The engine frame is attached by bolts of two different lengths. The front ones are 118 mm long and the rears are 97 mm. The design clearance between the rear (shorter) bolt and the floorpan is 14.8 mm. If a front bolt is installed in the rear location, the end of the bolt can contact the floorpan. It may also be difficult to obtain the proper torque on the rear bolt.

To correct the condition, be sure the short bolts are located in the rear positions. And be sure to torque the bolts to specification.

– Thanks to Wayne Zigler



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Biasing the Bass on Impala and Monte Carlo with Premium Sound

Owners of 2001-2002 models of these vehicles may comment that the premium radio system (with amplifier UQ3 option) produces too much bass in the auto tone modes, but is OK in the manual mode.

You can use your Tech 2 to bias (adjust) the amount of bass. The new bias setting reduces the bass to an acceptable level.

The Tech 2 permits you to toggle between the new setting (reduced bass) and the original factory setting. Here's how.

TIP: Vehicles built after October 2001 will be calibrated at the factory and will not require this procedure.

TIP: Your Tech 2 must contain the CD 9 programming.

– Connect your Tech 2 and select Diagnostics

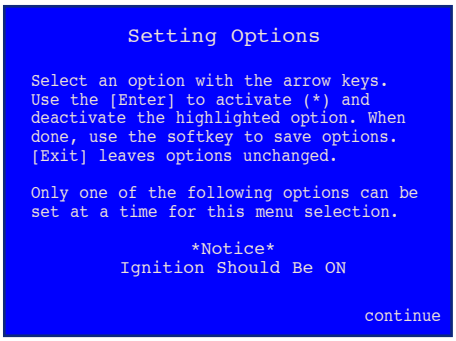
– 'Build' the vehicle

– Select Radio

– Select Special Functions

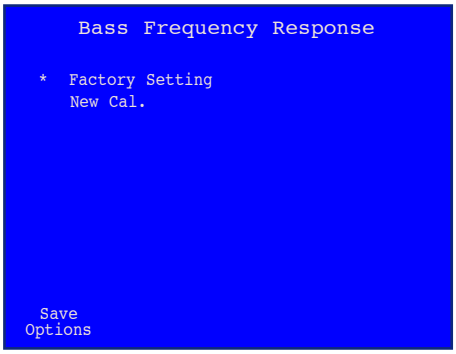
– Select Bass Frequency Response

The Tech 2 will display:



– Select Continue.

The Tech 2 will display:



If you select Factory Setting: It will calibrate the bass frequency response setting back to factory defaults.

If you select New Cal: It will calibrate the bass frequency response setting to give less response when using the bass knob.

– Thanks to Zaher Fayyad and Mike Zambo

How the Voice Mail Express System is Working

The Brand Quality Group of GM Service Operations is responsible for ongoing product improvement. There is a Brand Quality Manager (BQM) assigned to each truck and car brand, as well as to each family of engines and transmissions.

Two voice mail related systems have been set up to permit Brand Quality to share service information with retail dealerships.

First, there is the Voice Mail Express (VME) system, which provides the 4500 subscribing dealers with a two-way communication. Comments from dealers are gathered by Brand Quality, and ongoing preliminary service information is broadcast to these dealers. Dealers who submit product reports receive direct progress reports as well.

Second, all dealers (not just VME subscribers) are invited to phone in Product Reports on quality issues and repetitive conditions. See the March 2000 issue of TechLink for details.

TIP: You can find back issues of TechLink on the web at http://service.gm.com.

The toll free number for phoning in product reports is 888.274.4185, and there are separate mailboxes for:

– truck, mailbox 32000

– car, mailbox 32001

– powertrain, mailbox 32002

TIP: VME subscribers should use node 81033 and the appropriate mailbox listed above.

Some VME Success Stories

Product reports are taken seriously, and a great deal of effort goes into tracking down and correcting the causes of problems and conditions. Here are just a few examples.

Cavalier Steering Rack

The BQM for Cavalier/Sunfire had received several product reports with common elements:

– Steering racks were being replaced for a slip-stick noise/clunk at 20-30,000 miles

– The condition came back after about 6,000 miles.

An investigation of about 100 returned racks resulted in no trouble found. Then the investigation shifted to the intermediate shafts, and it was found that the grease was being squeezed out of the spline.

When the steering rack was replaced, the intermediate shaft had to be pushed up, which redistributed the grease. It was this redistribution of grease that "cured" the original noise, not the replacement of the rack.

A new procedure in bulletin 01-02-32-001 now calls for replacing the intermediate shaft, not the rack. And a second bulletin is being developed to provide a regrease procedure, so even the intermediate shaft won't have to be replaced.

Corvette HUD Images

A second story involves the Corvette Head Up Display (HUD), which projects instrument panel readouts onto the windshield so the driver can see them without taking their eyes from the road. Some owners were commenting that the HUD image appeared to be double.

One of the early product reports came from a dealer in California. When they checked their new car inventory, some cars had the condition and others didn't.

The resulting Brand Quality investigation continued with a meeting with the glass manufacturer. The manufacturing specifications called for tight dimensions on the edges of the glass to ensure good installation and sealing. But there were no specs for the area in which the HUD image is projected. The HUD focuses at a certain distance, and if the glass does not fall within this area, the image is affected.

GM and the glass manufacturer are now working together to set a production standard and to ensure that glass will be manufactured within that standard.

Oil Pan Drain Plug Loose

A dealer submitted a product report of four new cars in which the engine oil drain plug was loose. From the day the report was received, all engines still in the factory were hand corrected, while the cause was investigated. This led to the oil pan supplier who installs the plug into the pan. A mis-adjusted power torque wrench on one assembly line was identified and corrected within just a few days.

Stay alert to product concerns and send in those product reports to the phone number above. And some day, you too may contribute to one of these success stories.

– Thanks to the Brand Quality Team

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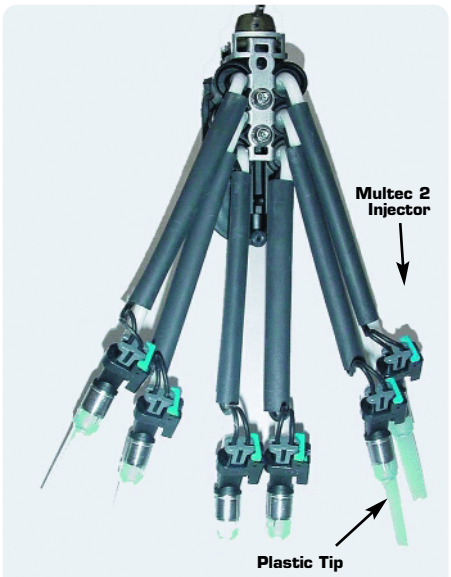
How to Service the New Multi-port Flexible Injection System

Effective with the start of production for the 2002 model year, General Motors introduced a hybrid design of the SCPI fuel injection system on several select models:

SCPI System

the 2002 Chevrolet Astro and GMC Safari vans and the 2002 Silverado and Sierra pickups equipped with LU3 V6 and YF5 California emissions. This system will be referred to as Multi-port Flexible Injection.

When you remove the engine's upper intake plenum, you will notice the differences. The new design uses the fuel meter body from the SCPI injection system. However, the SCPI fuel injector and poppet nozzle have been replaced with the state of the art Multec 2 fuel injector. A new bracket is used to retain the fuel meter body to the intake manifold.



New Hybrid Fuel Injection System

You will also notice that a white plastic tip is added to the end of the fuel tube. This is a retainer to hold the tip of the fuel tube securely in the manifold and pointed toward the intake port. The tip is quite robust and should hold the injector in place for the life of the vehicle.

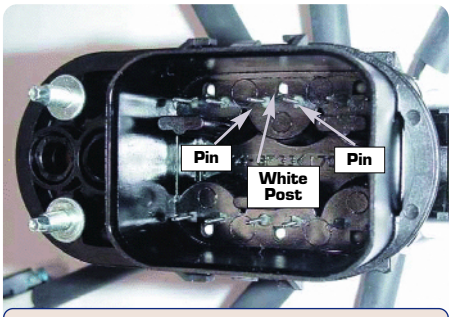
You can differentiate the new Multi-port Flexible Injection system from the SCPI system by inspecting inside of the manifold injector electrical connector socket. Manifolds built with SCPI fuel injection will have two electrical pins visible and an empty access hole for each injector. Manifolds built for the new injection system will have two electrical pins and a white post visible for each injector.

Service Issues

Service of the unit involves some careful consideration. At this time, no cleaning has been recommended for the new system equipped with Multec 2 injectors.

IMPORTANT: Service bulletin 00-06-04-003 was written to clean and unstick poppets on SCPI systems. Do NOT use procedures in this bulletin on Multi-port Flexible Injection systems or permanent damage to the unit may result.

SCPI injectors and Multec 2 injectors are not interchangeable, and they should not be mixed within the same fuel meter body. Refer to the service manual for the latest information. The retaining bracket for the two units is also different.



Interior of Electrical Socket on New System

IMPORTANT: At this time you may NOT back-service previous models using the new Multi-port Flexible Injection system unless directed by General Motors as part of a field validation program. Assuming field certification and emissions validation are confirmed, information regarding back-service vehicle eligibility and installation instruction will be communicated in a revision to Service Bulletin 00-06-04-003.

– Thanks to Dan Wimer and Jay Dankovich

TAC Tips

12-Disc CD Player

Some owners of 2000-02 Bonneville and LeSabre, and 2001-02 Aurora models with a trunk mounted CD player have asked about the possibility of adding a 12-disc changer to a vehicle that was not originally ordered and built with one.

At present, this is not possible. The factory 12-disc changer operates as a part of the vehicle's class 2 electrical system, and no provision is made for the disc changer to plug into the vehicle's harness.

The General Motors Service Parts Accessory Group is working on the feasibility of a 12-disc changer package for these vehicles.

Until this package is available, do not attempt to install the factory 12-disc changer into a vehicle not originally built with one, as they are not compatible.

– GM Technical Assistance

Sunroof Windnoise

The 2002 Chevrolet Avalanche equipped with a sunroof and the optional accessory roof rack can generate windnoise when the sunroof is open, depending on the positioning of the roof rack front cross bow.

If this wind noise is experienced, move the forward bow rearward until the noise is eliminated. In general, when the roof rack is not in use, positioning the bows at the extreme rear end produces the least amount of noise.

– GM Technical Assistance

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Your Service Information "Inside Line"

Have you ever wished you had your own inside line to the latest service information from General Motors? Actually, you do.

This month, we want to throw the spotlight on the GM Service Know-How Emerging Issues Seminar. It's broadcast using the Interactive Distance Learning (IDL) facilities. Here's how it works.

What It Includes

This is where the "insider" part comes in. The Emerging Issues Seminar brings you candid, late-breaking information and service tips, in many cases even before they're published in Service Bulletins. In most broadcasts, subject matter experts are live on camera to explain what's hot in car, truck, and powertrain issues. They are also ready to field your questions and give you live answers during the broadcast.

Scheduling

TIP: See the GM Common Training Program Guide and Schedule for broadcast dates and times.

One day a month, the Emerging Issues Seminar is broadcast live three times. Each 1 1/2-hour broadcast repeats the same material, so you have three opportunities to watch.

Then later during the month, a taped version is rebroadcast numerous times. One of those times is regularly scheduled each Wednesday at 6 pm Eastern time.

If you don't have the opportunity to watch the Emerging Issues Seminar any of the times it's broadcast, the second best thing is to tape it and then watch it at your convenience.

Advantages of Watching Live

Of course, you'll gain the most advantage by watching the live broadcast. First, by signing up in advance, your IDL keypad will be "hot" during the broadcast, allowing two-way communication with the subject matter experts on the show. Second, you will be able to participate in the test, for credit. And third, you will be eligible to participate in the drawing for SnapOn Tool gift certificates.

Get Information on the Web

Go to www.gmcommontraining.com and sign in, using your SSN as ID and password.

– Select Resources

– Select Service Know How

On the Know How menu, you have the following choices:

– Service Know-How Seminar Schedule

Lists when programs will be broadcast.

– Service Know-How Content Index

Contains an outline of the topics discussed during each month's broadcast.

– Seminar Q & A

Includes answers that could not be addressed fully during the broadcast. They remain on the website for 30 days.

– Seminar Job Aids

Offers printable materials to supplement broadcasts.

– Service Know-How Videos Released

Listing, by year, of video/booklet releases that bring in-depth training on vehicle systems, diagnostic strategy, and service highlights.

– Service Know-How News

Late breaking service news, including SnapOn Tool gift certificate winners.

Other IDL Training

Although we've concentrated on Emerging Issues Seminars in this article, GM Common Training offers literally dozens of training broadcasts each month. Topics cover all phases of diagnosis and repair of current vehicle systems. Again, see the Common Training guide for monthly schedules, enrollment instructions and prerequisites.

A Real-Life Technician's IDL Experience

We recently had the opportunity to talk with Brice Robinson, technician at Team Chevrolet in Smyrna, TN. He's a dedicated user of IDL broadcasts.

Robinson watches the live broadcast of the shows he's interested in, and tapes all the shows for future reference. He says that even though watching the broadcast may take away from his work time, it eventually pays him back later in saved labor time.

Team Chevrolet has the IDL equipment set up in the technician break room.

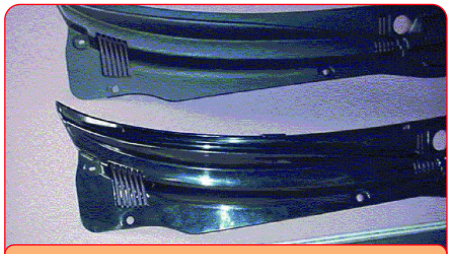
Robinson likes all the topics, even body and frame subjects, although he does general repairs, with emphasis on trim and electrical. Perhaps his favorites are the Emerging Issues Seminars.

"The IDL broadcasts help you stay on top of issues. I want to learn as much as I can," says Robinson. He also reads the GM TechLink and GM Edge publications for additional information. He also listens to the VMEs every night, and records them for future use.

– Thanks to Ian Doran and Brice Robinson

Correction

The captions on this photo were reversed in the Water Leak article on page 6 of the August issue.



With new style panel (top), use 25 mm foam. With old style panel (bottom), use 18 mm foam.

Memory Seat Module Shuts Down

Owners of some 2002 TrailBlazers, Bravadas and Envoys may comment that the memory seat module shuts down if the memory button is pressed. The module locks up completely, and no scan tool communication is possible.

TIP: This correction applies only to vehicles built before VIN 22180054.

In the rear underseat fuse block, locate fuse no. 6 (LGM/DSM fuse). With the ignition key off, pull this fuse and wait 30 seconds. Install the fuse and turn the ignition key on. If the seat now performs normally, replace the seat module. New modules are available.

If the module does not perform normally, refer to the proper service procedures in SI 2000.

A bulletin with more information covering this condition is being prepared.

– Thanks to Dan Oden and Devin Koski

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Bulletins – September 2001

This review of service bulletins released through mid-September lists the bulletin number, superseded bulletin number (if applicable), subject and models.

GENERAL INFORMATION:

00-00-90-002A; replaces Bulletin 00-00-90-002; Proper Tire Pressure; 2001 Passenger Cars and Trucks

HVAC:

01-01-38-009A; replaces bulletin 01-01-38-009; Wet Carpet/Odor in Passenger Foot Well Area (Repair Evaporator Case Drain to Cowl Seal/Open Evaporator Case Drain); 2002 Buick Rendezvous, 2001 Chevrolet Venture, Oldsmobile Silhouette, Pontiac Aztek, Montana

01-01-39-002A; replaces bulletin 01-01-39-002; Noise in Engine Compartment with Air Conditioning On, A/C System Inoperative (Install Redesigned Rear A/C Suction Hose, Replace Compressor); 2000-2001 Chevrolet and GMC C/K Utility Models With Auxiliary Rear A/C (RPO C69) Built Prior to October 10, 2000

01-01-39-003; J-44551 A/C Suction Screen Kit Repair Recommendations and Procedures After Catastrophic Compressor Failures; 1997-2002 Passenger Cars and Light Duty Trucks with Delphi HD6, HU6, and HT6 Compressors

STEERING:

01-02-32-007; Accessory Drive Belt Whine (Reposition Power Steering Pump Pulley); 2001-02 Chevrolet and GMMC C/K 1500 Series Utility Models

SUSPENSION:

01-03-08-002; Front Suspension Clunk/Rattle Noise Diagnosis; 1998-2001 Chevrolet Malibu, 1998-1999 Oldsmobile Cutlass, 1999-2001 Oldsmobile Alero, Pontiac Grand Am

BRAKES:

01-05-25-006; Revised Excessive Wheel Speed Variation DTC Tables (C1225, C1226, C1227, C1228); 1998-99 Chevrolet Venture, Oldsmobile Silhouette, 1998 Pontiac Trans Sport, 1999 Pontiac Montana

ENGINE/PROPULSION SYSTEM:

01-06-01-019; Excessive Vibration at Idle (Replace Front and Rear Engine Mounts); 1998-2001 Chevrolet and GMC B, C, F Medium Duty Models and 2001 Chevrolet and GMC B7 School Bus Models

01-06-01-022; Information on Engine Knock on Cold Start; 2001-2002 Chevrolet and GMC C/K Pickup and Utility Models with 6.0L Engine (VIN U – RPO LQ4)

01-06-04-039; Service Engine Soon Lamp On, Malfunction Indicator Lamp (MIL) Illuminates Intermittently, DTCs Set, Blown Fuses (Repair Wires and Secure Front Chassis Harness); 1997-2001 Chevrolet and GMC 607F T-Series Medium Duty Tilt Cab Models

01-06-04-041; Vehicle Jerking Motion at Speed of 113 km/h or 70 mph (Reprogram PCM for Correct Speedometer Calibration); 2001 Chevrolet and GMC G-Van Models with 5.7L Engine (VIN R – RPO L31) and SEO 9B9 (Electronic Speed Sensor)

TRANSMISSION/ TRANSAXLE:

01-07-30-025; New Product Information – Adaptive Control Feature of Allison 1000 Series Transmission; 2001 Chevrolet and GMC C/K Pickup Models with Allison 1000 Series Transmission (RPO M74)

01-07-30-026; TCC Surge/Chuggle/Slip at 72-96 km/h (45-60 mph) with Automatic Transmission 4T40E (Reprogram PCM); 2001 Chevrolet Cavalier, Pontiac Sunfire with 2.2L engine (VIN – RPO LN2) and automatic transaxle (RPO MN4)

BODY AND ACCESSORIES:

01-08-46-004; Vehicle Integration of Cellular Phones and Normal Operating Characteristics; 2002 and Prior Passenger Cars and Trucks

01-08-46-005; Unable to Connect to OnStar® After a Dropped Cellular Call During Vehicle Configuration; 2002 Buick Century, Regal, Cadillac DeVille, Seville; Chevrolet Impala, Monte Carlo, Oldsmobile Intrigue, Chevrolet and GMC S/T Utility Models, Oldsmobile Bravada

01-08-46-006; Revised OnStar® Antenna Coupling Replacement Procedures; 2000-01 Passenger Cars and Trucks with Glass Mounted Antenna

01-08-49-011; Squeak or Rattle in Instrument Panel Bezel (Add Insulating Tape); 2000-01 Chevrolet Tracker

01-08-49-012; replaces Bulletin 73-83-12; Instrument Panel Compartment Lock Cylinder Replacement Procedure; 1997-1999 Chevrolet Malibu, Oldsmobile Cutlass

01-08-50-009; Passenger Front Seat Rattles When Unoccupied (Reposition Rear of Seat Track Adjuster on Floor); 1997-2001 Chevrolet Malibu, 1997-1999 Oldsmobile Cutlass

01-08-51-002; New Vehicle Door Edge Protection; 2002 Passenger Cars and Light Duty Trucks

01-08-56-004; Security Lamp Illuminated on the IP, Engine Stalls, No Start, DTC B2960 (Security System Sensor Data Incorrect but Valid) Set (Inspect and Repair Cause of DTC B2960); 1998-2001 Chevrolet and GMC C/K Pickup (Old Style) and Utility Models, 2001 Chevrolet and GMC C/K 3500HD Pickup Models (Old Style); 1999-2000 Cadillac Escalade

01-08-56-005; Revised Theft Deterrent Diagnostic Information; 2001 Chevrolet and GMC C/K, G-Van, M/L-Van, S/T Models

01-08-63-001A; replaces bulletin 01-08-63-001; Hood Hinge Rattle (Install Spring Washer); 1995-2002 Chevrolet and GMC S/T Pickup and Utility Models (Plant Codes 8 and K) 1996-2001 Oldsmobile Bravada

01-08-67-003; Squeak from Rear of Convertible Top (Replace Protector Assembly); 1998-2001 Chevrolet Corvette

01-08-67-004; Loose or Missing Luggage (Roof) Rack End Covers (Apply Sealant or Replace Side Rails/Covers); 2002 Cadillac Escalade

CD Player Will Not Accept a CD

This condition may affect the following models: 2002 Impala, Monte Carlo, Malibu, Cavalier, Venture.

When functioning properly, the CD player should pull the CD into the radio without need of force. If this does not occur, the following procedure may be required.

The condition has been linked to vehicles in which the battery cable has been disconnected and reconnected. When the battery cable is connected, high voltage transients may occur momentarily in the vehicle's electrical system. This may cause the CD player to lose its ability to identify the presence of a CD.

TIP: This procedure applies only to vehicles built before early September 2001, when a software correction was put into production.

To reset the radio, remove the fuse that supplies power to the radio for 30 seconds, then reinstall it. This should correct the condition.

– Thanks to Zaher Fayyad and Gary McAdam

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