

All-New 2010

The all-new 2010 Cadillac SRX midsize crossover represents a significant departure from its rear-drive predecessor as a more integrated and highly styled entry. It's based on General Motors' all-new global midsize front-drive crossover architecture (also called Theta-Epsilon).

The new SRX has a dramatic presence — from its prominent shield grille and large, center-positioned wreath and crest to the vertically oriented, contemporary "tailfin" taillamps that incorporate more than 40 LEDs per lamp.

Global-A Serial Data Electrical

The SRX uses the GM Global-A Serial Data Electrical Architecture — a high-and low-speed data network that connects system modules.

The Body Control Module (BCM) is the heart of the electrical system, acting as a gateway between the high-speed and low-speed data buses.

Cadillac SRX



TIP: You will use the MDI with GDS software and a laptop PC in place of the Tech 2 for diagnosis.

Passive Entry and Passive Start Systems

The optional Passive Entry System enables operation of the doors, ignition and liftgate without removing the transmitter from a pocket

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Techline News

VIN Structure Change for 2010

Several changes are being made to the numbering structure for VINs (Vehicle Identification Numbers) for both trucks and cars, beginning with the 2010 model year. See the accompanying illustrations.

The VIN structure was instituted by all vehicle makers in 1981 in compliance with government regulatory requirements. The VIN contains standardized data required by government and insurance agencies.

TRUCKS and MPVs

For LD trucks and multi-purpose vehicles (MPVs), beginning with 2010, there is a new requirement for the VIN to identify the restraint system devices and locations. Position 7 will be used for this purpose (it formerly indicated Body Type).

TIP: Previously, position 7 Restraint System was not common between trucks and cars. Now, it is.

Position 4 previously indicated GVWR/Brake Systems and now indicates GVWR/Brake Systems and Body Style.

Positions 4, 5 and 6 are now alpha-numeric and position 7 is alpha only. This increases the number of systems that can be described with a single character. See the accompanying illustrations on page 4.

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Passive Entry System lock sensor

or purse. With the transmitter within 3 feet (1m) of the doors, the driver's door or all doors will unlock automatically when any door handle is pulled.

All doors will lock automatically when the ignition is off, the transmitter is removed from the vehicle, all doors are closed, and the lock sensor on a front door handle is pressed.

TIP: From inside the vehicle, when the door is locked, it is necessary to pull the inside handle TWICE – first to unlock, second to release the door latch.

The standard Passive Start System features a START/STOP button on the instrument panel to start the engine. The vehicle must be in Park or Neutral with the brake pedal depressed. When the engine starts, the indicator on the button will illuminate green.



The Passive Start System is standard equipment on the 2010 SRX.

TIP: If the transmitter battery is weak, insert the transmitter into the slot above the Accessory Power Outlet in the center console lower storage area to enable the engine to start.

To turn off the engine, shift to Park and press the START/STOP button. Power to the audio system, windows and sunroof will be active for 10 minutes or until a front door is opened.

With the engine off and the brake pedal NOT depressed:

- Press the START/STOP button to place the ignition system in the Accessory position. The yellow indicator will illuminate.
- Press the button again to place the ignition in the On position. The instrument cluster and the green indicator will illuminate.
- Press the button once more to return to the Off position.

The systems work via six ferrite stick antennas located in each of the front door handles; the center console rear of the shifter; underneath the instrument panel; in the cargo area; and within the rear bumper of the vehicles. The antennas determine whether the transmitter is in or out of the vehicle. Upon pulling any exterior door handle, or pressing the liftgate access button, the closest antenna within the vehicle wirelessly interacts with the transmitter, and within 260 milliseconds, authorizes the identity of the driver and allows vehicle entry.

Powertrains

There are two powertrain combinations available on the SRX.



3.0L DOHC DI VVT
V6 engine

The base 3.0L DOHC DI VVT V6 engine (RPO LF1) produces 265 horsepower (198 kW) and 223 lb.-ft. (302 Nm) of torque and is mated to the 6T70 Hydra-Matic six-speed automatic transmission. The 3.0L direct injection V-6 is a smaller-displacement version of the 3.6L, direct injection engine featured in the CTS sedan. The DI VVT V6 engine employs four-cam phasing to change the timing of valve operation as RPM and engine load vary for a linear delivery of torque, with near-peak levels over a broad RPM range while reducing emissions.



2.8L DOHC VVT
turbo V6 engine

The 2.8L DOHC VVT turbo V6 engine (RPO LAU) with the AF40 Aisin-Warner six-speed automatic transmission is optional and will be available in late 2009. The turbo V6 engine generates 300 horsepower (224 kW) and 295 lb.-ft. (400 Nm) of torque.

Driver's also can use the Fuel Economy (Eco) mode on turbocharged V6 models, activated by pressing the ECO button next to the shift lever, to help improve the vehicle's fuel economy. When active, the Eco mode changes the transmission shift points and makes several other fuel-saving adjustments. This changes the vehicle's performance and results in a more conservative driving characteristic.

Towing Capacities

RPO V92 includes the following towing provisions on the SRX:

- Hitch
- Harness
- Rear fascia closeout
- Auxiliary transmission oil cooler

An SPO accessory trailer hitch package also is available that includes the same components as RPO V92.

The SRX's trailer towing maximums when properly equipped:

- 3.0L V6 – 2500 lbs./1136 kg (without auxiliary transmission oil cooler)
- 3.0L V6 – 3500 lbs./1590 kg (with towing package)
- 2.8L V6 – 3500 lbs./1590 kg

All-Wheel-Drive System

The electronically controlled, on-demand all-wheel-drive system provides power to the front wheels during normal driving on dry road surfaces. If the front wheels slip, power is automatically delivered to the rear wheels as well.

The system includes a power takeoff unit attached to the transaxle, a three-piece propeller shaft, a compact Rear Drive Control Module (RDCM), and an Electronic Limited Slip Differential (ELSD) system.

The limited slip differential clutch is a disc type that is electro-hydraulically controlled by the rear drive control module (RDCM) via a pressure control valve fitted on the differential clutch housing. The disc pack separately distributes the torque between the rear wheels. The disc pack is compressed by an operating piston that is controlled by the RDCM.

Tire Sealant and Compressor Kit

The SRX does not have a spare tire as standard equipment. The tire sealant and compressor kit can be used to temporarily seal small punctures in the tread area of a flat tire. The kit is located in the rear storage compartment of the cargo management system. Refer to the kit instructions for complete operating information.

Electronic Suspension Control

The ZF Sachs electronic suspension control system (RPO F45), individually

changes the damping force of each of the shock absorbers within milliseconds. Suspension characteristics can be changed at any time by activating the Sport mode or Tour mode through the gear shifter's position. The suspension control module evaluates various sensor inputs in order to separately control the damping forces of the shock absorbers.

Infotainment and Navigation

Thanks to the separation of "silver box" control modules from relating instrument panel-mounted control interfaces, the new SRX has a contemporary Integrated Center Stack (ICS) design, free of the stacking of radio/HVAC/display component boxes.



SRX Integrated Center Stack

The Navigation System incorporates a satellite-based enhanced HDD-based Navigation. A DVD is not required for the navigation database due to the 40 GB hard drive storage.

Through a USB jack located in the vehicle's center console, digital audio music files – such as MP3, WMA, M4A, and ACC files – can be downloaded to the hard drive for storage and playback.

TIP: The USB jack provides true iPod® capability, enabling recharging and control of the iPod. However, not all iPod devices are compatible, in which case it's necessary to use the AUX jack.

Front/Rear Park Assist

The system uses four bezel-less integrated sensors on the front and rear fascias to help avoid colliding with objects when parking the vehicle at speeds less than 5 mph (8 km/h).

Detected objects are indicated by audible beeps. The interval between the beeps becomes shorter as the vehicle gets closer to an object. A distance display in the instrument cluster also indicates when objects up to 4 feet (1.2m) in front of the vehicle are detected. There is no rear distance display on the headliner.

The system can be turned on/off by pressing the Parking Assist button next to the shift lever.

Power Liftgate

The power liftgate has a memory height feature. Its operation is similar to the power liftgate in the new 2010 Equinox (See *June 2009 TechLink*) and 2010 CTS sport wagon.

The power liftgate has three modes of operation. Mode selection is controlled by the interior mode switch on the driver's door.

Off Mode (Disable) – Power is disabled. The liftgate will operate as a manual liftgate.

TIP: Manual effort is higher than with a standard non-power liftgate.

3/4 Mode (Programmable) – The liftgate powers open to a height programmed by the owner (to prevent the liftgate from hitting overhead obstructions or to make it easier to reach the liftgate when open).

Max Mode (Full Open) – The liftgate will power open to the full open height.

To program the memory height, manually open the liftgate to the desired height, and then press and hold the button on the liftgate adjacent to the latch until the taillamps flash and a beep sounds, which indicates that the setting is stored. Be sure to turn the power liftgate switch to the 3/4 Mode position to have the liftgate open to the programmed height.



The power liftgate can be programmed to open to a specific height.

Power Folding Mirrors

To fold or unfold the power mirrors, place the power mirrors selector switch in the middle position and then press the down arrow on the control switch.

TIP: The power mirrors should be folded before entering an automatic car wash. If the power mirrors are folded/unfolded manually, they will have to be reset. Otherwise, they may not function properly or may vibrate while driving. Follow the Owner Manual procedure for resetting the power mirrors.

Memory Seats

The memory seats function allows the driver to set the seat, power outside mirrors and adjustable pedals to a set position. The recall of these positions has changed from previous memory systems.

To recall the memory positions, the driver must press and hold button 1 or 2 until the memory position is reached. Releasing the button before the memory position is reached cancels the recall.

Sunroof

The optional sunroof adjusts automatically to different positions based on vehicle speed in order to reduce wind noise. At lower speeds, it opens or closes to the comfort (3/4 open) position. When the vehicle is travelling at higher speeds, it opens fully.

The sunroof switch has two detents. Pressing lightly to the first detent will

vent the sunroof and depressing the switch fully will open the sunroof.

Cooled Glove Box

The SRX features an air conditioned glove box that can be used to store items at a cooler temperature. The air conditioning must be turned on for maximum cooling.



Cool air can be directed to the glove box.

To turn the cool air flow on or off, move the slide control on the left-front side of the glove box across the small opening.

Close the opening during cooler weather to keep cold air from entering the vehicle.

Adaptive Forward Lighting

The Adaptive Forward Lighting (AFL) system adjusts the headlamps in various driving situations. The headlamps pivot left or right in the direction of travel. While continuously traveling straight, headlamp range increases or decreases based on vehicle speed.

The AFL system will not operate at speeds less than 2 mph (3 km/h) or until after driving a short distance to calibrate the system. The exterior lamps control knob must be in the AUTO position.

– Thanks to Jeff Strausser

SRX TRAINING

Interactive Distance Learning

16044.20D	Spark Ignited Direct Injection (SIDI) Fuel System
17440.13D	Transmissions New & Updates 6T70/6T75
18044.20D1/D2	Global Electrical Systems

Hands-On Training

12040.30H	GM Moveable Roof Systems
18044.20H	Global Electrical Systems

Web-Based Training

12040.30W-R2	GM Moveable Roof Systems
17041.50W*	AF33-5, VT25, 5AT & D4AT Overview
14041.15W*	Axles and Propshafts
15045.11W2*	ABS
11044.12W	HVAC System Updates
18044.20W	Global Electrical Systems
19047.13W2	Entertainment Systems 2
TBD*	2010 SRX New Model Features (Canada)

TechAssist

15045.14T1*	GM Electric Parking Brakes
18044.24T1*	Rear Vision Camera
18466.10T1*	Adaptive Forward Lighting Systems

*available in Canada

USB Control of Multimedia Systems

A 3.5 mm auxiliary input jack as well as a USB 2.0 port, located in the center console or on the audio system faceplate, are available on 2010 full-size trucks (pickups and utilities), LaCrosse, Allure (Canada), Enclave, Camaro, Equinox, Traverse, Acadia, OUTLOOK, SRX; 2009-10 AURA, G5, G6, Cobalt, HHR, Malibu; 2008-10 CTS; 2009 SKY and Solstice (Convertible and Coupe).

Auxiliary Input Jack

A portable audio device connected to the auxiliary input jack can be controlled only by using the portable device controls. To optimize speaker volume, fully increase the volume level of the portable device.

USB Port

Compatible devices connected by cable to the USB port can be controlled by the audio system. This interface provides the added functionality of iPod®/MP3 command and control, and playback capability with a USB memory stick (MP3 and WMA files). However, not all devices are supported. If the infotainment system does not operate properly when using a device connected through the USB port, it may be due to an incompatible media device. Confirm the iPod/MP3 is supported.

TIP: Video from an iPod cannot be transferred to a navigation radio display.

TIP: For the CTS only, a special iPod (USB and AUX) cable is needed. This special cable is delivered with the vehicle.

Supported Devices

The table on the right lists Apple devices that have been validated to work with the USB Multimedia System (Devices Supported) and those that do not work (Devices Not Supported) along with other validated and supported devices.



Troubleshooting Tips

- Unplug and re-insert the USB cable to verify the customer's concern.
- Verify the battery charge of the iPod/MP3 device.

- If a Device Not Supported message is displayed, and the device is supported, it may be necessary to reset the iPod or download the latest firmware from the Apple website.
- Check the USB cable for wear.
- Do not use a cable extension. The extra capacitance may cause too large a signal drop for the device to communicate with the audio system.

For more information about devices that are supported or not supported by USB interface, refer to Bulletin #09-08-44-013.

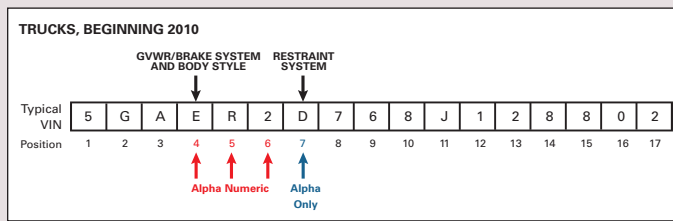
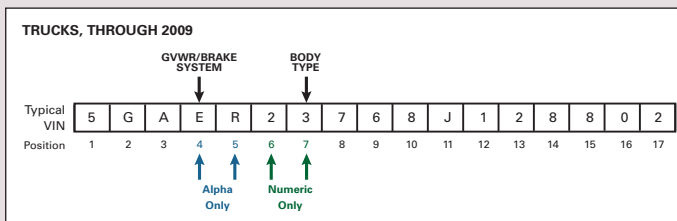
– Thanks to Marty Case

USB Devices	
Apple Devices Supported	Apple Devices Not Supported
iPod Classic	iPod Shuffle Gen 1
iPod Classic Gen 5 & 5.5	iPod Shuffle Gen 2
iPod Nano Gen 1	iPod Shuffle Gen 3
iPod Nano Gen 2	iPod mini Gen 1 & 2
iPod Nano Gen 3	iPod Photo
iPod Nano Gen 4	iPod Gen 1
iPod Touch Gen 1 & 2	iPod Gen 2
iPhone*	iPod Gen 3
	iPod Gen 4

* When updated to firmware 1.1 or later, the iPhone will work with USB "command and control," but the user must switch the iPhone to airplane mode and thus turn off the phone features.

Other Supported Devices	
SanDisk Sansa e280	Iriver Clix
Toshiba Gigabeat	Iriver H10
Philips GoGear	Samsung S5J AB/XAA(4GB)
Sony NWZ-A828	Samsung T10
Sony NWZ-S616F	Samsung Yepp S5
Insignia	Microsoft Zune Gen 1 & 2

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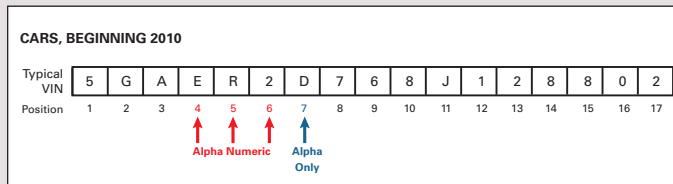
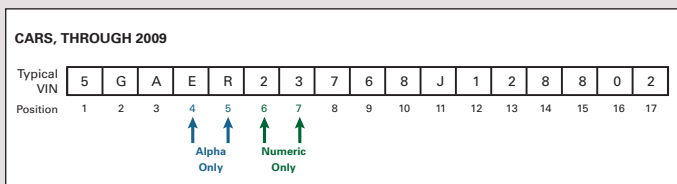


CARS

For cars, the meanings of all of the positions remain unchanged.

Positions 4, 5 and 6 are now alpha-numeric and position 7 is alpha only. This increases the number of systems that can be described with a single character. See the illustrations below.

– Thanks to Kristen Wicklund



Navigation Display Squeaks

On a 2008-09 CTS or CTS-V equipped with Navigation Radio (RPOs UAV, U2Y, U2X), some customers may comment that the navigation information display squeaks or makes noise when it is raised or lowered.

This condition may be caused by the gears and guides on the navigation display mechanism.

IMPORTANT: DO NOT replace the navigation information display for this concern. Refer to bulletin 09-08-44-006 to perform repair using the approved GM Synthetic Lubricant.

GM Synthetic Lubricant

12371287 (U.S.) 10953437 (Canada)

– Thanks to Katul Patel

Key Sticks in Ignition

The 2009-10 Vibe utilizes a steering wheel lock mechanism that may put pressure on the ignition lock cylinder if the vehicle is parked on an uneven surface, or with one or both of the front wheels against an object such as a curb. When parked in this manner, the ignition key may be difficult to turn in the ignition or difficult to remove.

To relieve the pressure on the key and allow it to move freely, jiggle the steering wheel side to side while turning the key.

Rather than attempting a repair for this concern, explain to the driver what is causing the key to stick and how to free it up by moving the steering wheel.

– Thanks to Al Ferry

Body Side Moldings

Starting March 30, 2009, the body side moldings for the Full Size Sport Utility (Chevrolet Avalanche, Tahoe and Suburban and the GMC Yukon, and Yukon XL) will be changing. The GMC Crew Cab molding will be used for these trucks.

Front Door (Long Wheelbase and Short Wheelbase)

20816961 – Left Front Door

20816962 – Right Front Door

Rear Door (Long Wheelbase)

20816995 – Left Rear Door

20816996 – Right Rear Door

Rear Door (Short Wheelbase)

20874349 – Left Rear Door

20874350 – Right Rear Door



Tahoe – old molding



Tahoe – new molding



Yukon – old molding



Yukon – new molding

For service, be sure to apply the correct molding on the vehicle – the moldings look different from the earlier built vehicles' molding. Moldings for vehicles built before March 30, 2009 and after March 30, 2009 are available through SPO. The service procedure for installing the moldings is the same.

– Thanks to Sandra Massingille

Locking Lug Nut Kit Pontiac G8

The wheel lock for the G8 is p/n 92190654, with the choice of 3 decorative caps.

p/n 92233376	Silver	4 caps
p/n 92233378	Black	4 caps
p/n 92233380	Chrome	4 caps

TIP: The cap used in this kit measures overall length 0.890-in. plus cap height. This is shorter than the p/n 9221880 kit used for Camaro (overall length 1.639-in.)

– Thanks to Darryl Butler

Transmission Cooler Line Leak

This information applies to 2006-07 Silverado and Sierra Classic 2500/3500 Series and 2007-09 Silverado and Sierra 2500/3500 Series equipped with 6.6L Diesel Engine (VINs D, 2, 6 – RPOs LBZ, LLY, LMM).

According to bulletin 08-07-30-049A, some customers may comment on a transmission fluid leak. This concern is more prevalent in extreme cold climates. Further inspection may show that the leak is coming from one of the transmission cooler lines at the hose to steel line crimp.

If the under-vehicle inspection reveals transmission fluid leaking from one of the cooler lines, replace the affected cooler line. New transmission cooler lines have been released to address this concern. These new lines have been manufactured with an updated crimp process to better withstand the cold temperatures. Refer to SI for the replacement procedures.

TIP: New transmission cooler lines were implemented in production September 16, 2008 on 2009 model year vehicles.

– Thanks to Henry Steaban

Tire Pressure Monitor Tips

Bulletin 09-03-16-002 is being released to provide guidance for service consultants when a customer comes in with one of these TPM conditions:

- Low Tire Pressure warning light on
- A Check Tire Pressure, Low Tire Pressure, Add Air to Tire, or Service Tire Monitor System message

The proper strategy is to determine the nature of the Low Tire Pressure light, whether it is related to low air pressure or a system fault.

Solid Light – If the Low Tire Pressure light is on constantly, with one of the listed messages, the system is working properly. It is the owner's responsibility to adjust tire pressures properly and drive the vehicle to turn the light off.

Flashing Light – If the Low Tire Pressure light flashes for a minute, then stays on with a Service Tire Pressure Monitor System message, a TPM system problem exists. The vehicle should be written up and sent to service for diagnosis and repair.

Solid Light On, Then Off – If the customer says the Low Tire Pressure light comes on, but goes off after driving awhile, the system is working properly. Pressure in one or more tires is low enough to turn the light on when cold but

increases when the tire warms up, causing the light to turn off. The system is working properly. It is the owner's responsibility to adjust tire pressures properly to turn the light off.

TIP: Do not relearn the TPM system at PDI or customer delivery after verifying proper tire pressure. The system has been set at the assembly plant. Do not relearn the system to turn the light off after adding air. On 2009 and later vehicles, the light will go off after inflating the tires to the proper pressure.

When performing a TPM relearn (only after a tire rotation or replacement of a TPM sensor or module), always use the Tech 2 to initiate the J-46079 relearn process. Tech 2-initiated relearns lock out other vehicle TPM signals that may be broadcasting in the area. This method avoids storing false TPM IDs and will prevent customers from returning with dashes (—) displayed in tire pressure readouts and/or a flashing tire pressure monitor (TPM) light. Checking the four TPM IDs with the Tech 2 before and following relearn to verify they are the same can prevent invalid ID learns.

IMPORTANT: The ONLY time labor operation E0716 or E0722 should be used is to diagnose for a system issue. That should occur ONLY if, at key ON,

without starting the engine, the Low Tire Pressure light blinks for one minute and then stays on solid with a Service Tire Pressure Monitor System message (on vehicles equipped with a DIC). If that occurs, a TPM system problem exists and the system will have set a DTC. If one of these labor operations is used, the following Repair Order and Warranty System documentation are required:

- Document the customer complaint on the Repair Order.
- Document the TPMS DTC that has set on the Repair Order.
- Enter the TPMS DTC in the Warranty System (WINS) in the Failure Code/DTC field on the claim submission (refer to the Claims Processing Manual, Section IV, Warranty Claim Data, Page 6, Item G).

If the above information is not documented on the Repair Order and Warranty System, the claim may be rejected. If the Warranty Parts Center (WPC) generates a request, this repair order documentation must be sent back.

For more detailed information, refer to Bulletins 09-03-16-002 and 07-03-16-004 and TPMS Training Course 13044.12T2.

– Thanks to Ray Romeo

Tire Pressure Monitor Tester Update Kit

The J-46079-30 TPM Tester Update Kit was recently shipped to your dealership. It includes a new rechargeable battery, charging cradle and instruction sheet. This kit is a warranty replacement upgrade provided at NO COST, and is being sent to ensure continued peak performance of the TPM tool.

IMPORTANT: Install this upgrade immediately, regardless of your current tool performance.

Technical questions or additional battery inquiries can be directed to SPX Kent-Moore at 1.800.GMTOOLS, prompt 3.

– Thanks to Mike Mueller

Convertible Top Window Operation

The owner of a 2009 Saab 9-3 Convertible may comment that the windows do not open when using the convertible top switch on the IP or from the remote control.

For 2009, Saab implemented changes in the window and convertible top switches.

For US, Canada and Mexico only, the convertible top switch operating logic has also changed. There will be NO window opening or closing when operating the convertible top. Beginning with 2009 model year, the windows have to be manually opened and closed with the window switches. Refer to the owner's manual if needed for customer concerns. The 2009 owner's manual does not list this as an available feature.

– Thanks to Jeff Gorenflo

Service Trailer Brake Message

Some owners of a 2007-08 Silverado or Sierra with RPO JL1 may comment of a Service Trailer Brake System message displayed on the DIC. DTCs C1112 and/or C1114 will be set in the Trailer Brake Control Module (TBCM).

TIP: This concern may occur with or without a trailer connected to the vehicle.

Updated TBCM calibrations have been released in TIS2Web to improve TBCM diagnostics for a high resistance short to voltage concern. The Tech 2 can be used to monitor the TBCM Relay Feedback Signal parameter located under Chassis/Trailer Brake Control Module/Data Display to help determine if there is a short to voltage.

The normal voltage reading is between 3.2–4.1 volts. If the voltage is higher, the updated calibration will help. If the voltage is lower, the updated calibration should still be installed. However, additional diagnostics may be needed to correct the concern.

TIP: Refer to the latest version of PIT4595D and appropriate SI diagnostics for additional help.

– Thanks to Jim Will

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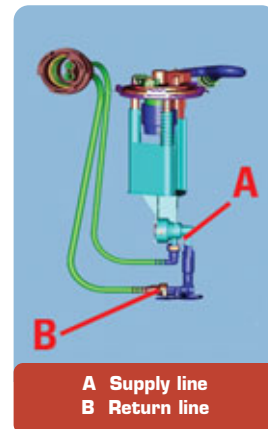
Out of Fuel – 1/4 Tank

Some owners of a 2009 Chevrolet Corvette ZR1 may comment that the vehicle runs out of fuel at approximately 1/4 tank. This may be due to the right hand fuel tank internal supply and return line connections which may be loose. This condition allows fuel to be transferred to the right hand fuel tank but not fed back to the left hand fuel tank. DTCs P2066 and/or P2636 may set.

TIP: Before performing the test suggestions below, the vehicle's fuel level MUST read below 1/2 tank of fuel remaining.

1. Scroll through the following functions using the Tech 2:
> Diagnostics > Model Year > Passenger Car > Chevrolet > Y > Power Train > Transmission (Auto/Manual) > Engine Type (LS3/LS7/LS9) > Engine Control Module > Data Display > EVAP Data > Read voltage for 'FUEL LEVEL SENSOR RIGHT'
2. If the voltage for the right sensor reads 2.47 volts or higher, the fuel line connections are secure. Follow published SI diagnostics for the customer's concern.
3. If the voltage for the right fuel sensor reads 2.46 volts or less, there is reason to believe one of the fuel line connections is loose. Remove the right fuel tank sending unit and inspect the supply and return line connections.
4. Secure the supply and/or return line(s) at the bottom of the fuel sender.

– Thanks to Dino Poulos

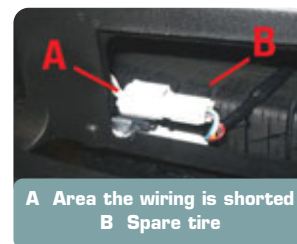


Inoperative Camera

Some owners of a 2009 Silverado or Sierra with RPO UVC may comment that the rearview camera is inoperative. This could be caused by the wiring to the camera shorting at the rear bumper behind the license plate.

Repair cut wiring and protect the harness with foam tape. Reattach the connector back to the bumper in the center of the opening.

– Thanks to Jim Will



BCM Programming Tips

On a 2007-09 Escalade, Avalanche, Silverado, Suburban, Tahoe, Sierra, Yukon, and 2008-09 H2, you may be unable to program the BCM using the Reprogram ECU option on the Service Programming System (SPS). This typically happens after a programming event was interrupted due to a lack of communication between the vehicle and the TIS terminal or low vehicle voltage during programming. When attempting to program the BCM after this incident, the BCM may not complete the programming event.

If programming fails during the initial programming event, back out of the SPS application and re-select SPS from the TIS terminal application. When selecting the programming process, choose Replace and Program ECU, even though a new BCM may NOT be installed.

If the BCM still fails to reprogram, try the following steps:

1. Turn the ignition key off and remove it from the ignition.
2. Open and close the driver door (turning retained accessory power off) and wait 30 seconds.
3. Perform SPS programming again using Replace and Program ECU as the programming process choice.

TIP: If the BCM still fails to reprogram after following the above procedure, turn the ignition key off and remove the BCM fuse and IS LPS fuse (located in the left IP fusebox) for two minutes. Reinstall the fuses and use Replace and Program ECU as the programming process choice.

– Thanks to Jim Will



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	DTS – Indicator illuminates, chime sounds when entering intersection	Reprogram the front and rear object alarm module	Don't replace the front and rear object alarm module	09-08-49-009
2006-10	All Vehicles – Procedure for TPM message, light	Explain the difference between a low tire pressure warning and a fault light	Don't replace TPM system components	09-03-16-002
2010	Camaro – Side window glass indexing	Explain window indexing feature	Don't replace door or window components	09-08-64-014
2008-09	CTS; CTS-V – Door lock lever bezel loose or detached	Replace bezel	Don't replace door trim panel	09-08-110-011
2009	SRX – Power liftgate false reversal	Reprogram liftgate module	Don't replace liftgate strut	09-08-66-006
2008-09	SRX; STS – Exhaust rattle	Repair exhaust heat shield	Don't replace exhaust	09-06-05-003
2003-08	Vibe – Application for reprogramming PCM	Utilize new Vibe programming software to calibrate PCM	Don't replace Vibe PCM for calibration issues	09-06-04-006
2008-09	G8 – Exhaust rattle on cold start up	Re-torque bolts in indicated sequence	Don't replace catalytic converter	09-06-05-002
2009	G8 – XM module mounting bracket loose	Increase bracket tension	Don't replace bracket	09-08-44-011
2006-07	Solstice – Convertible top weatherstrip conversion	Order seal kit	Don't mix old and new design seals	09-08-67-007A
2008-09	CTS; CTS-V – Navigation display squeaks	Lubricate display mechanism	Don't replace display	09-08-44-006A



Truck Issues – Fix It Right the First Time

Model Year(s)	Vehicle Line(s) / Condition	Do This	Don't Do This	Reference Information / Bulletin
2008-09	Canyon; Colorado; Envoy; H3; 9-7x; TrailBlazer – DTCs P0300-P0306, engine runs rough	Inspect for water intrusion in spark plug recess area, replace spark plug and ignition coil, seal ignition coil bolt hole	Don't fail to check for water intrusion	09-06-04-025
2000-09	Avalanche; Sierra; Silverado; Suburban; Tahoe; Yukon; Yukon Denali; Yukon XL; Yukon XL Denali – Whine or click from front axle side bearing adjusters	Inspect/replace with new lock rings	Don't replace axle assembly	09-04-19-001
2007-10	Avalanche; Sierra; Silverado – Clunking noise from rear of vehicle	Re-torque rear leaf springs	Don't replace rear leaf springs	09-03-09-001
2008-09	Silverado – Loose front fog lamp	Install revised fog lamp retainers	Don't replace the fog lamp assembly	09-08-42-003
2007-09	Escalade; Escalade ESV; Escalade EXT – Wheel center cap loose	Inspect for retaining wire/ring	Don't replace wheel center cap	09-03-10-007
2009	Escalade; Escalade ESV; Escalade EXT; Sierra; Silverado; Tahoe; Yukon; Yukon Denali; Yukon XL; Yukon XL Denali – Brakes grabby, DTC P012E	Reprogram EBCM	Don't replace EBCM	09-05-22-003
2007-10	Acadia; Enclave; Outlook; Traverse – Sunroof rear sunshade binds	Replace module end caps	Don't replace sunroof module	09-08-67-009
2007-09	Canyon; Colorado – Front door glass inoperative	Install threadlocker on window regulator mounting bolts and studs	Don't replace the door window regulator	09-08-64-013A
2007-08	Acadia; Outlook – General water leak diagnostic guide	Perform repairs per the bulletin	Don't replace sunroof module or moveable glass	07-08-57-002F

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– Thanks to John Miller