The Automatic Parking Assist system available on 2014-2015 SS, CTS Sedan and XTS searches for and steers the vehicle into parallel or perpendicular parking spots (perpendicular parking not available on 2014 CTS Sedan and XTS). Ultrasonic sensors are used to detect the width and depth of either parallel or perpendicular (reverse right-angle) parking spaces. The system provides hands-free steering, but the driver must still shift gears and control the brakes and accelerator.

Parked the Vehicle

The Automatic Parking Assist system operates when the vehicle speed is less than 18 mph (30 km/h). To use the system:

1. Press the Automatic Parking Assist button (on the center console or next to the infotainment touch screen) to enable the system. A beep sounds and a parking assist display is shown in the Driver Information Center (DIC). The system will begin searching for a large enough parking space. The system cannot detect whether it is a legal parking space.

New GDS 2 Functionality

Several new GDS 2 functions have been introduced to make it easier for technicians to navigate through GDS 2 and communicate more effectively. Look for these new functions in the recent June 9 software update release.

Selected Vehicle Panel

A new navigation panel has been added to the right side of the GDS 2 screen that shows the selected vehicle (vehicle navigation path). This panel shows the model. Several new GDS 2 functions have been introduced to make it easier for
2. If equipped with perpendicular parking mode, press and hold the Automatic Parking Assist button during the search process to switch between parallel and perpendicular parking. The vehicle always backs in to a perpendicular parking space.

3. The system searches for parking spaces to the right of the vehicle. To search for a parking space to the left, turn on the left turn signal.

4. After completely passing a large enough space bordered by two vehicles or other objects, the system provides instructions on the DIC. Shift to Reverse to engage automatic steering.

5. The driver should let go of the steering wheel and accelerate or brake as required. Be sure to always check surroundings and be prepared to brake.

6. Parking Complete is displayed and a beep sounds when the parking maneuver is complete.

If the vehicle does not steer into the expected space, the system may be maneuvering the vehicle into a previously detected space. If the steering wheel is used by the driver or the vehicle exceeds 6 mph (10 km/h), Automatic Parking Assist is automatically disengaged.

System Components

The parking assist system components include:
• Front and rear parking assist control module
• Front object sensors
• Rear object sensors
• Side object sensors
• Parking assist switch
• Parking assist switch indicator
• Automatic Parking Assist switch

The Front and Rear Parking Assist control module uses the side object sensors located near the wheel openings, along with the front and rear park assist sensors, to guide the vehicle into a parking space. The Front and Rear Parking Assist control module provides a 12V reference and a low reference to the object sensors. The individual signals from each of the sensors are used to determine the location and distance of an object.

TIP: Check for the correct part number when replacing an object sensor. The side object sensors are different from the front and rear object sensors. The side object sensors have a longer range to detect empty parking spots. A DTC will set if the wrong sensor type is installed.

When the Automatic Parking Assist system is activated, the Front and Rear Parking Assist control module will begin measuring potential parking spots using the parallel parking assist sensor. Using the side object sensor, the Front and Rear Parking Assist control module will determine the appropriate time to begin turning the steering wheel to enter the parking spot and again when to turn the steering wheel in the opposite direction to fully enter the parking spot.

System Unavailable Message

A Park Assist Temporarily Unavailable message will be displayed on the DIC if one of the following conditions is present:
• The system is manually disabled using the park assist switch.
• A trailer, bicycle rack, aftermarket front license plate frame, a bent front license plate or other item is attached to the vehicle that is interfering with the park assist system field of view.
• The parking assist sensors are covered by snow, mud, dirt or ice.
• The vehicle bumper is damaged.
• There is excessive paint thickness on a replacement parking assist sensor.
• The parking assist sensors are disrupted by vibrations, like those caused by a large nearby vehicle or heavy equipment.

Thanks to Brad Thacher and Jean Hart
New GDS 2 Functionality – continued from page 1

Email Button

In the Edit Session File Selection where users can review stored data from the GDS 2 main screen, a new Email button is available. From the stored data, select the Edit button and then select a session file to activate the Email function. Technicians can send session and other log files directly to an email specified by the user.

New Tabbing Function

To more easily navigate through GDS 2, use the Tab, Shift + Tab, Alt + Tab, Enter, Up Arrow, and Down Arrow keys on the keyboard. The keyboard tabbing functions provides faster access and navigation to various components. The selected components are identified by dashed lines or blue borders around the selection or a slight coloration.

Radio Reprogramming Using SPS

When manually building a vehicle in the Service Programming System (SPS) during radio reprogramming on a 2015 and earlier GM passenger car or truck, more than one vehicle will be shown in the list of available vehicles for programming.

To ensure proper vehicle selection, use the VIN within SPS. By using the VIN, the system will select the correct vehicle information, including all applicable option codes, and load the correct software for that particular vehicle.

TIP: When a country (i.e. China) is listed in the Car Line menu in SPS, this identifies the country of sale, not the point of origin.

Thanks to Bob Kerzka

List of available vehicles for programming
The Reasons for Wheel Alignment

Before performing a steering wheel angle/front toe set or wheel alignment adjustment, it’s important to first inspect the vehicle’s condition and equipment for anything that could contribute to a misalignment condition. Things to consider include:

**Wheels and Tires** – Verify that wheels and tires are original equipment or the correct size for the vehicle application. Slight feathering on the shoulders of tires is not considered unusual tire wear.

**Suspension Parts** – Verify that the vehicle suspension has not been altered or that parts are worn out. Measure ride height to help identify any worn components.

**Vehicle Damage** – Check for evidence of accidental damage that could affect alignment.

**Added Equipment** – Check for equipment that may significantly affect vehicle mass, such as large tool boxes or snow plows. Significant additional mass can affect the trim height and wheel alignment of the vehicle.

If it’s determined that a wheel alignment is necessary, the following information must be documented or attached to the Repair Order:

- Customer concern in detail
- What corrected the customer concern?
- If a wheel alignment is performed, consult the Service Information for proper specifications and document the “before” and “after” wheel alignment measurements/settings
- Completed Wheel Alignment Repair Order Questionnaire (refer to the latest version of Bulletin # 05-03-07-009)

It is important to gather as much information as possible to understand the customer concern — including the vehicle’s previous alignment history — and to record complete “before” and “after” alignment measurements on the vehicle.

Drive the vehicle to verify that the vehicle does have a pull condition and not a steering wheel angle issue. A vehicle with a valid pull condition will pull to one side or the other, regardless of steering wheel angle, when at a constant highway speed on a typical straight road.

Always note which direction the steering wheel is clocked (left/counterclockwise or right/clockwise). When dealing with a verified steering wheel angle condition, remember that front and rear toe are the only alignment values that affect the angle of the steering wheel.

If performing an alignment, straighten the steering wheel and hold it in place while alignment adjustments are being made.

**TIP:** Check for Torque Plus Angle to Yield (TAY), or Torque to Yield (TTY), fasteners on some suspension components during an alignment. These fasteners must be replaced if loosened.

**Causes of Vehicle Pull**

A vehicle pull condition may be caused by several factors.

- **Tires** – If a pull condition has been verified but the alignment settings all are within specifications, the issue may be in the tires. Certain tire differences left to right may cause a vehicle pull. Temporarily swapping the front tires left to right and re-evaluating is a simple way to verify a tire issue. Always note if tires are directional and not able to be permanently swapped side-to-side.

- Plus, always ensure tire pressures are set to correct specifications before and after evaluating a vehicle.

**Alignment Settings** – Front or rear toe values being out of specifications do not cause an otherwise true vehicle pull. If only front or rear toe values are out of specification on a vehicle with a confirmed pull issue, something else is causing the pull.

In addition, make sure spring spacers or any other shipping materials are removed from the suspension before evaluation.

**Steering Calibrations** – Electronic Power Steering (EPS) steering position and torque sensors that are not calibrated correctly may cause a lead or pull condition. Some vehicles with EPS may require relearn of the steering wheel position sensor and software end stops after any type of alignment work is completed and before the vehicle is driven. Check the appropriate Service Information to determine if the vehicle being serviced requires the relearn procedure. Failure to relearn the steering wheel position sensor, if needed, may actually cause the vehicle to pull.

**Confirm Wheel Alignment Specs**

Prior to any measurement on an alignment machine, verify that the wheel alignment specifications loaded into the wheel alignment machine are up-to-date by comparing them to the wheel alignment specifications for the appropriate model and model year in the Service Information. Do not assume the numbers in the alignment machine are correct and up-to-date. The vast variation in specifications, depending on the type of vehicle and tire, suspension and engine options, makes it easy to use the wrong wheel alignment specs.

**TIP:** Refer to Wheel Alignment Specifications in the Service Information. GM Service Information is the only source of GM wheel alignment specifications that is kept up-to-date throughout the year.

Using incorrect and/or outdated specifications may result in unnecessary adjustments, irregular and/or premature tire wear and repeat customer concerns. The correct specifications may need to be input into the machine manually.

Wheel alignments must be performed with a quality machine that will give accurate results when performing checks. “External Reference” (image-based camera technology) is preferred.

**Wheel Alignment System Requirements:**

- Computerized four wheel alignment system
- Computer capable of printing “before” and “after” alignment reports
- Computer capable of Time and Date stamp printout
- Racking system must have front and rear jacking capability
- Racking system must be capable of level to 1.6 mm (1/16 in)
- Appropriate wheel stops and safety certification
- Built-in turn plates and slip plates
- Wheel clamps capable of attaching to 20” or larger wheels
- Racking capable of accepting any GM passenger car or light-duty truck
- Operator properly trained and ASE-certified (U.S. only) in wheel alignment

Alignment machines must be regularly calibrated in order to give correct information. Most manufacturers recommend the following:

- Alignment machines with “internal reference” sensors should be checked (and calibrated, if necessary) every six months
- Alignment machines with “external reference” (image-based camera technology) should be checked (and calibrated, if necessary) once a year
- Racks must be kept level to within 1.6 mm (1/16 in).

continued on page 5
Faster service and an available Wi-Fi® hotspot are just two of the advantages of the new OnStar Generation 10 system available in many 2015 GM cars and light-duty trucks. The OnStar Gen 10 system uses Global System for Mobile Communication (GSM) to communicate data and voice signals over the national cellular network. The Telematics Communication and Interface Control Module in the vehicle also has the ability to act as a Wireless Local Area Network (WLAN) Wi-Fi hotspot similar to a household wireless router.

The Telematics Communication and Interface Control Module houses an internal WLAN antenna enabling hotspot connectivity and streaming high-speed media to the entertainment system. The module is capable of up to 4G LTE speeds (4G is the fourth generation of mobile telecommunications technology, and LTE, or Long-Term Evolution, is a standard for wireless communication of high-speed data) and houses two technology systems: one to process Global Positioning System (GPS) data and another for cellular information. The module sends and receives all cellular communications over two cellular antennas and cellular antenna coax cables.

**Wi-Fi Hotspot**

The Telematics Communication Interface Control Module acts as a Wi-Fi hotspot router and provides direct 4G LTE connectivity to the Internet. It has the ability to connect up to seven compatible mobile devices (smartphones, tablets and laptops) at one time. Devices must be WPA2 compliant. Consult the device manufacturer for information regarding the WPA2 security protocol and Wi-Fi device compatibility.

An OnStar data plan is required to use the vehicle’s Wi-Fi hotspot. New customers receive a three-month or 3 GB (whichever comes first) trial data plan with the purchase of an eligible 2015 vehicle.

The system uses a secure autoconnect feature between the Telematics Communication Interface Control Module and the radio/Human Machine Interface (HMI). It is always available and ready to connect to a dedicated in-vehicle device. The ignition must be in Run, Accessory or Retained Accessory Power for Wi-Fi to operate.

**TIP:** The Wi-Fi hotspot has a range of 50 feet (15 meters) from the vehicle.

The coverage for the in-vehicle Wi-Fi hotspot depends on the wireless carrier network coverage. When driving in areas where coverage fluctuates, performance may be impacted. In a 2G-coverage area, the Wi-Fi hotspot will not work. In a 3G-coverage area, streaming data or video to mobile devices may result in the degradation of service. Coverage maps are available on onstar.com.

When the OnStar data plan is activated, a security default password is established for the Wi-Fi connection. There are several ways to change the SSID or password, including by placing a call to the OnStar Call Center, using the Gen 10 mobile app or through the scan tool.

To connect to the Wi-Fi hotspot, users need to start a Wi-Fi network search on the mobile device, select the vehicle hotspot listed, and then enter the password when prompted.

The “SSID” is the name of the Wi-Fi hotspot for the vehicle, which is used to identify which Wi-Fi hotspot a user connects to.

To retrieve the SSID and password for the hotspot, press the OnStar Voice Command button on the overhead console or rearview mirror, wait for the prompt, and then say “Wi-Fi settings”. The information will be displayed on the infotainment screen.

For assistance or to change the SSID and password, press the blue OnStar button or call 1-888-4-ONSTAR to connect to an OnStar Advisor.

**Updates to PDI**

The following information regarding OnStar 4G LTE and Wi-Fi has been added to the Pre-Delivery Inspection (PDI) form:

- OnStar hardware check (green light)
- Ensure antenna mast is attached
- Wi-Fi broadcast check – customer hotspot feature
  - Press the OnStar Voice Command Button and say “Wi-Fi Settings”
  - Using the information on the screen, connect a device
  - Using a Wi-Fi enabled device (smartphone, tablet, and/or laptop)
  - Verify that you can connect to vehicle’s hotspot

While checking the Wi-Fi feature, it is not necessary to press the Blue OnStar button.

The Demo message will continue to play during each ignition cycle until a customer purchases the vehicle and an Online Enrollment is submitted by the selling Dealer.

Thanks to Hassan Abdallah

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**The Reasons for Wheel Alignment – continued from page 4**

- If any instrument that is part of the alignment machine is dropped or damaged in some way, check the calibration immediately

Check with the manufacturer of your specific equipment for the recommended service/calibration schedule.

For more information about wheel alignment equipment, go to www.gmdesolutions.com (in Canada, www.des-canada.ca) or call 1-800-GM-TOOLS.

Thanks to Dave MacGillis, Kent Woiak and Brad Thacher
Excessive Brake Dust on Wheels

The wheels on some 2010-2014 Camaro, 2005-2014 Corvette, and 2014 SS models may collect an excessive amount of brake dust. This is due to the high-performance brake pad material — one of the by-products of the pad material is black dust — and the large openings in the wheels between the spokes, which highlights the brake dust.

The brake dust is considered a normal characteristic. Refer to the Exterior Care section of the vehicle’s owner manual for cleaning instructions.

The vehicle may have either painted, aluminum, or chrome-plated wheels. It’s recommended to keep the wheels clean using a soft clean cloth with mild soap and water. Rinse with clean water. After rinsing thoroughly, dry with a soft clean towel. A wax may then be applied.

**TIP:** Chrome wheels and other chrome trim may be damaged if the vehicle is not washed after driving on roads that have been sprayed with magnesium, calcium or sodium chloride. These chlorides are used on roads for conditions such as ice and dust. Always wash the vehicle’s chrome with soap and water after exposure.

The surface of these wheels is similar to the painted surface of the vehicle. Use only approved cleaners on aluminum or chrome plated wheels. Do not use strong soaps, chemicals, abrasive polishes, abrasive cleaners, cleaners with acid, or abrasive cleaning brushes.

Use chrome polish only on chrome-plated wheels, but avoid any painted surface of the wheel, and buff off immediately after application. Do not use chrome polish on aluminum wheels.

Do not drive the vehicle through an automatic car wash that has silicone carbide tire cleaning brushes, which could damage the aluminum or chrome-plated wheels.

(Thanks to Matt Bierlein)

Installation of Upfitter Auxiliary Switches

When installing Upfitter Auxiliary Switches (RPO 9L7) on 2014 Silverado 1500 and Sierra 1500 and 2015 Silverado and Sierra, the switches are located under the climate controls in the center of the instrument panel.

This switch bank replaces the standard switches located just below the climate controls and is intended specifically for upfitters to add controlled features/functions from inside the cab.

For more information, refer to the latest version of GM Upfitter Integration Bulletin 110. The information can be found at www.gmupfitter.com. Click the Technical Bulletins tab and then the “Show all bulletins” button.

(Thanks to Scott Fibranz)

Updated Rear Wheel Bearing and Hub/Spindle Replacement Procedure

When replacing the rear wheel bearing and hub/spindle on 2011-2014 Caprice PPV; 2014 Chevrolet SS; and 2008-2009 Pontiac G8 models, the proper tools must be used as outlined in the appropriate Service Information.

To press out the axle, use the wheel nuts to attach tool J-42129 and remove the spindle.

To remove the spindle from the rear wheel bearing, use a hammer and punch tool DT-51438.

**TIP:** The wheel bearing must be replaced every time the wheel hub is removed. It will be damaged when pressing out the wheel hub flange.

(Thanks to Brad Thacher)
Vehicle Will Not Charge

Some 2011-2014 Volt and 2014 ELR models may experience a no charge condition with the Check Engine MIL illuminated. Current DTC P0AA6 (Hybrid/EV Battery Voltage System Isolation Lost) and/or P1F0E (Battery Charging Voltage System Isolation Lost) on 2011-2013 Volts or P0DAA (Battery Charging Voltage System Isolation Fault) on 2014 Volts or ELRs may be set in the Hybrid Powertrain Control Module 2 (HPCM2).

If any of the DTCs listed above are set, contact the Technical Assistance Center (TAC) after collecting the information requested below.

Potential causes to consider when diagnosing these DTCs are:

- A loss of isolation due to a Hybrid/EV Battery Heater
- Hybrid Battery Contactor Assembly function failure
- A loss of Hybrid/EV Battery Pack coolant (external or internal to the Hybrid/EV Battery Pack)
- A loss of high voltage isolation within the battery cells or battery sections themselves
- Hybrid battery cooling system not filled entirely with GM-approved 50/50 coolant.

Inspect the Hybrid/EV Battery Pack coolant level. If the coolant level is low or there is evidence of a coolant leak, refer to the Hybrid/EV Battery Cooling System Diagnostic in the appropriate Service Information.

**TIP:** All DTC P0AA6-related failures must include an inspection of the Hybrid/EV Battery Pack drain plug, located on the battery tray, regardless of fluid level at the Hybrid/EV Battery Pack coolant reservoir. If any moisture is found during the drain plug inspection, contact the GM Technical Assistance Center (TAC).

Test the Hybrid/EV Battery Pack coolant concentration using the J-26568 Refractometer. The freeze point should be between -10°F (-23°C) and -40°F (-40°C). In the absence of a J-26568 Refractometer, use a Hydrometer. If outside the proper temperature window, flush and refill with GM-approved 50/50 coolant, part number 12378390 (in Canada, part number 10953456).

To evaluate the Hybrid/EV Battery Heater or Hybrid Battery Contactor Assembly function, first determine if any additional DTCs are currently set. Follow the Service Information for any current codes. If no codes are set, follow the heater testing procedure as defined in the Service Information under Circuit/System Verification for DTC P1EC6 (Hybrid/EV Battery Pack Heater Performance) to confirm the heater is functioning properly.

**TIP:** Always perform the High Voltage Disabling procedure prior to servicing any High Voltage component or connection. Personal Protection Equipment (PPE) and proper procedures must be followed.

Measure and record voltage from each Manual Service Disconnect (MSD) base high voltage terminal with reference to vehicle chassis ground. In each case allow the volt meter voltage reading to settle for two minutes before recording value.

Refer to #PIC5920C for additional information.

Thanks to Paul Radzwilowic

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Trailering Package and Towing Capacity

The trailer towing capacity of 2009-2014 Traverse, 2008-2014 Enclave, 2007-2014 Acadia, and 2007-2010 Saturn Outlook models is 2,000 lbs. (907 kg) when not equipped with the trailering package (RPO V92). With the trailering package, the towing capacity ranges from 4,500 lbs. (2,041 kg) to 5,200 lbs. (2,359 kg), depending on model and equipment. See published literature for the specific towing capacity on specific models.

Customers may ask how to increase the towing capacity of a vehicle without the V92 trailering package. The trailering package includes the hitch, 7-wire connector, trailer brake jumper harness, heavy-duty radiator, Tow/Haul Mode for the transmission and unique powertrain calibrations for sufficient cooling capacity and transmission durability. While some of this content could be retrofitted to upgrade a vehicle to match the capabilities of the V92 trailering package, it is not recommended because of the inability to retrofit the Tow/Haul Mode feature and unique powertrain calibrations.

All vehicles without the V92 trailering package should be considered to have a 2,000 lb. (907 kg) towing capacity, regardless of any attempts to increase towing capacity by modifying the vehicle.

Thanks to Gary McAdam
Proper Programming of Next Gen Instrument Clusters

The failure to properly program Next Generation Infotainment clusters, currently found on 2014 CTS, XTS, Silverado 1500, and Sierra 1500; 2015 CTS, XTS, Escalade, Silverado, Tahoe, Suburban, Sierra, and Yukon models, can result in a “locked up” condition, which may result in the clusters being replaced unnecessarily and customer dissatisfaction. Not all incomplete programming results in a “locked up” condition. It is critical that an event is programmed correctly each time.

An incomplete programming procedure is defined as not completing all the steps listed in the Service Information that are required to install new or existing software on a vehicle. An example of the proper steps can be taken from the 2014 XTS programming procedures. The USB configuration, Programming, and Setup and Configuration procedures must be performed every time an update is completed.

Since the programming procedures vary based on the vehicle platform, the Service Information should be referenced every time. For example, the 2014 Silverado has a sequenced Programming and Setup and Configuration procedure that calls for the USB programming to be performed last.

2014 XTS programming procedures

2014 XTS programming procedures

2014 Silverado sequenced programming

TIP: In SPS, an instrument cluster will have P16 labeled next to each of its procedural steps required for a software update.

P16 next to a procedural step indicates a required software update.

(Thanks to Aaron Motyl)

Vibration or Noise in the Instrument Panel or Floor

Some 2013-2014 Cruze models may have a buzz noise and/or a vibration in the instrument panel or floor, which is most noticeable at 1800-2200 engine RPM. This condition may be caused by fuel line and/or brake line vibrations entering into the cabin area through the front of the instrument panel. Even though the fuel lines and/or brake lines are fully seated in their retainers, vibrations may still pass into the cabin area.

Inspect for possible retainer clip contact with the underbody or components. Reposition to provide clearance as necessary.

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

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

(Thanks to David Roat)

Inspect for retainer clip contact.
Exhaust Rattle Noise

On some 2010-2014 Camaros, a rattle noise may be heard coming from the exhaust system. It may sound like the noise originates from the transmission area.

If a noise condition is being addressed from underneath the vehicle, first strike the exhaust system with a rubber mallet or a deadblow hammer. If a noise is heard, inspect where the two front exhaust band clamps join the front catalytic converter assembly to the rest of the exhaust system.

This joint is called a Torca coupling. In this coupling, a small alignment tab is welded onto the exhaust pipe. A band clamp is positioned around the joint and slid toward the rear of the vehicle until a notch in the band clamp is positioned around the alignment tab. This ensures that the clamp is properly positioned on the exhaust before it is tightened. With this clamp in position, a J-shaped clip slides up and over the alignment tab to lock the clamp into position on the pipe.

In some cases, a rattle noise may be heard coming from this coupling. The noise may be due to the J-shaped clip rattling against the exhaust pipe or from the alignment tab that was originally welded on the exhaust pipe becoming separated from the exhaust pipe.

If a noise has been confirmed from the coupling, inspect the exhaust system for any obvious damage or looseness in the related components. If nothing is found, bend the J-shaped clip away from the exhaust pipe. If the small alignment tab is found to be loose, completely remove it from the exhaust pipe. This can be accomplished with the use of a regular screwdriver. Make sure the J-shaped clip will no longer contact anything that may cause a rattle noise in the future.

Thanks to Matt Bierlein

Exhaust Heat Shield Noise

Some 2015 Escalade models, Suburban, Tahoe, and Yukon models may have a rattle or buzz noise coming from the rear of the vehicle. The noise may sound like it is coming from the roof area, headliner, luggage rack, 2nd-row seat, 3rd-row seat, and/or a buzz-type wind noise at higher speeds.

These conditions may be caused by the exhaust muffler heat shield mounting stud coming loose from the body.

To correct this condition, replace the broken stud by installing an M6 rivet stud. Refer to the latest version of Bulletin #10-08-45-001.

TIP: Be sure to use a drill stop when drilling the hole for the M6 rivet stud.

Thanks to Jim Will
UPDATE: Instrument Cluster Not Displaying Data, Steering Wheel Controls Inoperative

The enhanced 8-inch Instrument Panel Cluster (RPO UHS) on some 2014 Lacrosse models built before March 14, 2014 and 2014 Regal GS models built before April 22, 2014 may not display radio or phone data. An Audio Off message may be displayed on the Driver Information Center and the right audio steering wheel controls may be inoperative. In addition, the instrument cluster may intermittently display Sport mode and the Head-Up Display (HUD) may not retain the preferred settings when the ignition is turned off.

These instrument cluster conditions may be the result of a reset condition within the Instrument Panel Cluster.

New Instrument Panel Cluster software has been released to address these conditions. Use TIS2Web to update the Instrument Panel Cluster calibrations and confirm proper operation.

**TIP:** The updated software only applies — vehicles must be equipped with the 8-inch cluster (RPO UHS) and built before the listed build dates — if audio is still present, the radio controls still function, and no current infotainment DTCs are set.

(*) Thanks to Christopher Crumb

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**Service Know-How**

To view Emerging Issues seminars:

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

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**10214.07D Emerging Issues | July 10, 2014**

- General Motors service tips are intended for use by professional technicians, not a “do-it-yourselfer.” They are written to inform those technicians of conditions that may occur on some vehicles, or to provide information that could assist in the proper service of a vehicle. Properly trained technicians have the equipment, tools, safety instructions and know-how to do a job properly and safely. If a condition is described, do not assume that the information applies to your vehicle or that your vehicle will have that condition. See a General Motors dealer servicing your brand of General Motors vehicle for information on whether your vehicle may benefit from the information.

Inclusion in this publication is not necessarily an endorsement of the individual or the company.

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### Car Issues – Fix It Right the First Time

<table>
<thead>
<tr>
<th>Model Year(s)</th>
<th>Vehicle Line(s)/Condition</th>
<th>Do This</th>
<th>Don’t Do This</th>
<th>Reference Information/Bulletin</th>
</tr>
</thead>
<tbody>
<tr>
<td>2013-2014</td>
<td>ATS, CTS — Information on correct hoist lifting procedure to prevent vehicle damage</td>
<td>Use care when hoisting the ATS and CTS to avoid rocker molding damage</td>
<td>Avoid the use of oversized hoist pads</td>
<td>PI1213</td>
</tr>
<tr>
<td>2013-2014</td>
<td>ATS — Rattle and/or squeak front passenger compartment, instrument panel or seat area</td>
<td>Inspect the finish panel on the front of the seat for being loose or the cause of the noise</td>
<td>Remove the dash or replace the glove box door</td>
<td>PI1225</td>
</tr>
<tr>
<td>2013-2014</td>
<td>ATS, CTS — Mobile telephone microphone poor performance when using Bluetooth</td>
<td>Install foam patch ordered from CCA Parts</td>
<td>Replace microphone or other parts</td>
<td>PI1162B</td>
</tr>
<tr>
<td>2014</td>
<td>CTS Sedan — Engineering Information - Backup key does not stay inside RKE transmitter</td>
<td>Refer to this EI and speak to engineer before replacing parts</td>
<td>Replace key or key fob unless directed to by the EI bulletin or the engineer</td>
<td>PIE0296</td>
</tr>
<tr>
<td>2007-2012</td>
<td>Vue, Outlook, Aura, Torrent, G8, Q6, Terrain, Acadia, Impala, Traverse, Camaro, Malibu, Equinox, Captiva, CTS, SRX, STS, Enclave, LaCrosse, Allure — Information on high feature V6 timing chain kits and chain guide replacements, DTCs P0008, P0009, P0016, P0017, P0018 and/or P0019</td>
<td>Use chain kit</td>
<td>Order separately from Parts</td>
<td>12-06-01-009E</td>
</tr>
<tr>
<td>2014</td>
<td>Camaro — MIL On, Engine Power is Reduced message in DIC, DTC P16F3 set</td>
<td>Calibrate vehicle</td>
<td>Replace the ECM</td>
<td>PI1222</td>
</tr>
<tr>
<td>2005-2014</td>
<td>XLR, Corvette — Information on visual brake rotor surface cracking</td>
<td>Review service communication 05-05-23-007B with the customer</td>
<td>Replace the rotor for surface cracks</td>
<td>05-05-23-007B</td>
</tr>
<tr>
<td>2014</td>
<td>Corvette — Front edge of door contacting rear edge of fender while opening door</td>
<td>If you find door to fender contact, change the fender's center support bracket fasteners and adjust fender to gain clearance</td>
<td>Adjust the door without checking fender alignment to the door</td>
<td>PI1220</td>
</tr>
<tr>
<td>2013-2014</td>
<td>Lacrosse, ATS, SRX, XTS, CTS, ELR, Corvette, SS, Silverado 1500, Sierra 1500 —</td>
<td>Reflash the memory seat module when required</td>
<td>Replace the memory seat module</td>
<td>PI1103B</td>
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<td></td>
<td>Power driver seat inoperative, power outside mirror inoperative</td>
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### Truck Issues – Fix It Right the First Time

<table>
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<tr>
<th>Model Year(s)</th>
<th>Vehicle Line(s)/Condition</th>
<th>Do This</th>
<th>Don’t Do This</th>
<th>Reference Information/Bulletin</th>
</tr>
</thead>
<tbody>
<tr>
<td>2014</td>
<td>Sierra, Silverado — Rattle noise at front floor center console</td>
<td>Add felt flocking tape</td>
<td>Replace console components</td>
<td>PI1210</td>
</tr>
<tr>
<td>2014</td>
<td>Sierra, Silverado — Excessive wind noise from front side door glass area</td>
<td>Refer to these hints and aids in wind noise diagnosis</td>
<td>Replace seals or weather-strips without verifying the conditions in the bulletin first</td>
<td>PI1221</td>
</tr>
<tr>
<td>2007-2014</td>
<td>Sierra, Silverado — Information on available BCM calibrations to restore bulb outage detection on vehicles produced by a second stage manufacturer (upfitter), turn signals flash fast after factory box removed</td>
<td>Reconfigure the BCM to the appropriate calibration if applicable</td>
<td>Try to alter the lighting system or harness</td>
<td>07-08-42-006</td>
</tr>
<tr>
<td>2013-2014</td>
<td>Traverse, Enclave, Acadia — Intermittent radio shut off, instrument cluster gauges inoperative, blind spot indicator flashing, multiple communication codes set</td>
<td>Inspect and re-route harness to eliminate possible chafe condition</td>
<td>Replace Side Blind Zone Module</td>
<td>PI1202</td>
</tr>
<tr>
<td>2007-2014</td>
<td>Yukon, Yukon XL Denali, Yukon XL, Tahoe, Suburban, Sierra, Silverado, Avalanche, Escalade EXT, Escalade ESV, Escalade — Dust intruding into cabin interior</td>
<td>Offer owners a solution for operation in dusty areas</td>
<td>Perform this modification without owner's knowledge and approval</td>
<td>PI1216</td>
</tr>
<tr>
<td>2007-2010</td>
<td>Yukon XL Denali, Yukon XL, Yukon Denali, Yukon, Tahoe, Silverado, Suburban, Escalade EXT, Escalade ESV, Escalade — MIL, Illuminated, DTCs P0442, P0446, P0455 or P0449 set - fuel tank hard to fill - moisture, water, corrosion at EVAP CVS valve</td>
<td>Update using the parts listed in the bulletin</td>
<td>Try to repair the existing system</td>
<td>09-06-04-028E</td>
</tr>
<tr>
<td>1999-2006</td>
<td>Yukon XL Denali, Yukon XL, Yukon Denali, Yukon, Tahoe, Silverado, Suburban, Escalade EXT, Escalade ESV, Escalade, Avalanche — Pre-formed and pre-flared hydraulic brake pipe kits now available for service</td>
<td>When brake line set replacement is necessary, repair using these more economical kits</td>
<td>It is no longer necessary to create brake line assemblies using bulk tubing</td>
<td>13-05-22-001A</td>
</tr>
</tbody>
</table>