A new GM Technical Assistance Center (TAC) Action Center has been established for the 2017 Colorado and Canyon equipped with the new high feature 3.6L V6 engine (RPO LGZ) and 8L45 8-speed transmission (RPO M5T). The Action Center is available to provide dealerships with additional support for the introduction of this new powertrain.

Dealerships are asked to call the Action Center regarding any powertrain performance or operation conditions. The Action Center is connected directly to TAC, Engineering, and the assembly plant so that any product concerns can be resolved quickly.

GM encourages dealerships to report all product conditions, not just those requiring technical assistance. Digital photos and audio/video files for various conditions also may be requested.

Compared to the previous 3.6L V6 engine, RPO LGZ features improved variable valve timing and direct injection along with Active Fuel Management, which disables two cylinders under light throttle applications.

Featuring four gearsets and five clutches, the 8L45 transmission fits in the same space as the previous 6-speed transmission while offering added efficiency.

© Thanks to Charles Hensley
**Electrical Conditions Resulting from Damaged Wiring Harness**

A number of electrical conditions, including the instrument cluster gauges drop out, the radio and HVAC displays are blank, no crank/no start, and several Driver Information Center messages displayed, may be present on some 2013-2014 Malibu models. The air bag fuse may be blown and several communication DTCs may be set. These conditions may be caused by the wiring harness rubbing against the seat frame or a short to ground in the 5060 circuit.

To duplicate these conditions, the passenger seat must be occupied. If the conditions are found, inspect the passenger-side seat wiring harness for possible damage and improper routing through the seat frame.

If the harness is damaged or improperly routed, remove the passenger seat and re-route the harness away from the frame. Disconnect the electrical connector if necessary.

Also inspect the harness for any chafing or exposed wire. Repair the harness as needed and wrap the harness using a double layer of Woven Polyester Electrical Tape. Secure the harness to the seat wiring harness with Woven Polyester Electrical Tape.

(Thanks to Ron Caponey)

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**Inoperative Sunroof or Sunshade**

On some 2016 CT6, Malibu (VIN Z); 2017 XT5 and LaCrosse models, the sunroof glass and/or sunshade may be inoperative.

Several DTCs may be set: B3664 (Sunroof Position Select Switch High Signal Circuit), B3697 (Sunroof Actuator Malfunction), B369B (Sunroof Sunshade Position Select Switch Circuit), B369C (Sunroof Tilt Position Select Switch Circuit), B369D (Sunroof Sunshade Actuator Malfunction), U1517 (K9 Body Control Module Lost Communication with K62 Sunroof Sunshade Motor Module on LIN Bus) and/or U151B (K9 Body Control Module Lost Communication with K61 Sunroof Control Module on LIN Bus).

It may be necessary to replace the sunroof wiring jumper harness to address this condition. Inspect the sunroof wiring harness label date codes.

- If the harness code is prior to 6QK (June 25, 2016), replace the harness.
- If the harness code is after 6QK, inspect the sunroof motors following the diagnostics in the appropriate Service Information.

**TIP**: Do not replace the sunroof motor, sunshade motor or overhead console. Verify the build date of the sunroof wiring harness prior to replacement of any other components.

Before replacing the sunroof wiring jumper harness, disable the SIR system. Lower the headliners from the rear up to the B-pillar to access the harness. Disconnect the harness from the sunroof window motor to the headliner harness. Connect the new harness and clip it to the headliner from the sunroof motor to the headliner harness. Do not change the wiring harness routing location. The proper harness routing is critical for air bag deployment.

(Thanks to Ed Flanagan)
Unseated Exhaust Pipe Connector Leak

An exhaust leak or noisy exhaust, sometimes described as a rattle or rumble, most noticeable on a cold start may be found on some 2014-2017 Silverado 1500 and 2015-2017 Escalade, Suburban, Suburban 3500, Sierra, and Yukon models. The exhaust leak may be due to an unseated pipe-to-pipe mid-joint connection.

To correct the exhaust leak, remove the exhaust band (Norma) clamp and install a new exhaust band (Norma) clamp to the pipe joint. When installing the new clamp, firmly push the pipes together and maintain the connection while tightening the exhaust band clamp bolt to 30 Nm (22 lb.-ft.). The clamp does not need to be perpendicular to the pipe. Confirm the clamp edges are fully seated on the pipe on both sides all the way around the clamp. Once the new clamp is installed, run the engine and inspect the clamp joint to ensure there are no exhaust leaks.

Thanks to Richard Renshaw

Battery Learn Procedure Update for Stop/Start System

A new Power on Reset feature has been added to 2017 models equipped with Engine Stop/Start. As a result, the battery learn procedure is no longer required after a battery disconnect on 2017 Encore, Envision, LaCrosse, Regal, Verano, ATS, CT6, CTS, XT5, Cruze, Impala, Malibu, Trax, and Acadia (VIN N) models with Engine Stop/Start (RPO KL9). The Battery Sensor Module 3-hour learn procedure has been removed from the Service Information for these models.

With the Power on Reset feature, the following parameters were added to the Diagnostic Aids section of the Service Information – Stop/Start Malfunction:

• Battery Sensor Module Battery State Information = Available/Not Available
• Battery Sensor Module Reset Occurred – Using Estimated State of Charge = Yes/No

GDS 2 will display these parameters under Engine Control Module > Stop/Start System Data.

Power on Reset is active when the parameters read:

• Battery Sensor Module Battery State Information = Not Available (Not Learned), and
• Battery Sensor Module Reset Occurred – Using Estimated State of Charge = Yes (Estimated).

The Stop/Start system is enabled when Power on Reset is active.

The vehicle will continued to use an estimated state of charge until it sits for three hours. It will then start using the actual state of charge value. The Engine Stop/Start feature will function normally before and after the learn occurs.

Thanks to Rob Ritz
Power Liftgate Latch Connector

The power liftgate on some 2017 Acadia and XT5 models may not open. When diagnosing the liftgate will not open condition, disconnect and reconnect the latch electrical connector and retest power liftgate operation, making sure the connector is fully seated. This should be done prior to replacing the liftgate latch assembly.

Replaced latches returned to the Warranty Parts Center that have undergone testing have shown no trouble found. Based on the documented repairs, the only change being made to the affected vehicles is disconnecting and reconnecting a new latch. Be sure to inspect and disconnect/connect the electrical connection of the latch prior to any component replacement.

If the power liftgate does not function properly after the electrical connector has been disconnected and reconnected, follow the diagnostics in the appropriate Service Information.

Diagnosis should include checking the calibration software installed on the liftgate control module prior to performing extensive diagnostics. Vehicles with the hands-free liftgate require specific calibration software. Incorrect calibration software may cause the power liftgate system to be inoperative without setting any DTCs.

(*) Thanks to Tom Burlingame

Harsh Shift & Rough Idle Conditions


The harsh shift may be felt on the 1/2 and 2/3 shift along with a sputter when applying the throttle between 0% and 30% and a rough idle. DTCs P0101 (MAF Sensor Performance), P0171 (Fuel Trim System Lean Bank 1), P0172 (Fuel Trim System Rich Bank 1), P0174 (Fuel Trim System Lean Bank 2) and P0175 (Fuel Trim System Rich Bank 2) may be set.

Inspect for cast flashing in the air filter housing near the Mass Air Flow (MAF) sensor for excessive flashing. If excessive flashing is found, replace the air filter housing lid. Be sure to check the flashing in the new lid as well.

(*) Thanks to Richard Renshaw

Service Know-How

10216.11V Emerging Issues – December 8, 2016

The latest service topics from Brand Quality and Engineering are reviewed, including an overview of the new 2017 Bolt EV and the repair procedure for a water leak around the CHMSL on some 2016-2017 Cruze models.

To view Emerging Issues seminars:

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