2009 GMC Savana Owner Manual

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This manual describes features that may or may not be on your specific vehicle.

If the vehicle has the DURAMAX® Diesel engine, refer to the DURAMAX® Diesel supplement for additional and specific information on this engine.

Read this manual from beginning to end to learn about the vehicle’s features and controls. Pictures, symbols, and words work together to explain vehicle operation.

Keep this manual in the vehicle for quick reference.

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Canadian Owners

A French language copy of this manual can be obtained from your dealer/retailer or from:

Helm, Incorporated
P.O. Box 07130
Detroit, MI 48207

1-800-551-4123
www.helminc.com

Propriétaires Canadiens

On peut obtenir un exemplaire de ce guide en français auprès de concessionnaire ou à l’adresse suivante:

Helm, Incorporated
P.O. Box 07130
Detroit, MI 48207

1-800-551-4123
www.helminc.com

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To quickly locate information about the vehicle, use the index in the back of the manual. It is an alphabetical list of what is in the manual and the page number where it can be found.

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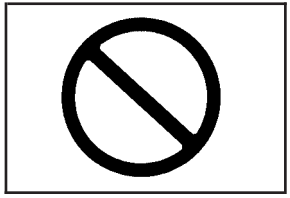
Safety Warnings and Symbols



A circle with a slash through it is a safety symbol which means “Do Not,” “Do not do this,” or “Do not let this happen.”

A box with the word CAUTION is used to tell about things that could hurt you or others if you were to ignore the warning.

⚠ CAUTION:

These mean there is something that could hurt you or other people.

Cautions tell what the hazard is and what to do to avoid or reduce the hazard. Read these cautions.

A notice tells about something that can damage the vehicle.

Notice: **These mean there is something that could damage your vehicle.**

Many times, this damage would not be covered by the vehicle’s warranty, and it could be costly. The notice tells what to do to help avoid the damage.

There are also warning labels on the vehicle which use the same words, CAUTION or Notice.

Vehicle Symbols

The vehicle has components and labels that use symbols instead of text. Symbols are shown along with the text describing the operation or information relating to a specific component, control, message, gage, or indicator.

📖 **:** This symbol is shown when you need to see your owner manual for additional instructions or information.

🔧 **:** This symbol is shown when you need to see a service manual for additional instructions or information.

Vehicle Symbol Chart

Here are some additional symbols that may be found on the vehicle and what they mean. For more information on the symbol, refer to the index.

: Airbag Readiness Light

: Air Conditioning

: Antilock Brake System (ABS)

: Audio Steering Wheel Controls or OnStar®

: Brake System Warning Light

: Charging System

: Cruise Control

: Engine Coolant Temperature

: Exterior Lamps

: Fog Lamps

: Fuel Gage

: Fuses

: Headlamp High/Low-Beam Changer

: LATCH System Child Restraints

: Malfunction Indicator Lamp

: Oil Pressure

: Power

: Remote Vehicle Start

: Safety Belt Reminders

: Tire Pressure Monitor

: Tow/Haul Mode

: Traction Control

: Windshield Washer Fluid

Section 1 Seats and Restraint System

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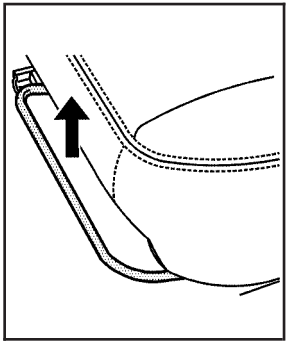
Front Seats

Manual Seats

⚠ CAUTION:

You can lose control of the vehicle if you try to adjust a manual driver's seat while the vehicle is moving. The sudden movement could startle and confuse you, or make you push a pedal when you do not want to. Adjust the driver's seat only when the vehicle is not moving.

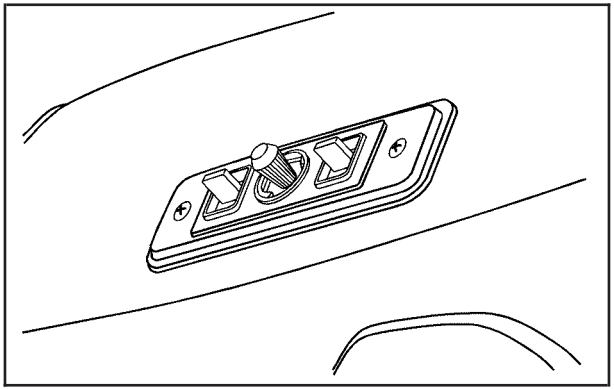
If the vehicle has a manual seat, it can be moved forward or rearward.



1. Lift the bar to unlock the seat.
2. Slide the seat to the desired position and release the bar.

Try to move the seat with your body to be sure the seat is locked in place.

Power Seat



If the vehicle has front power seat(s), the controls are located at the front center of the seat cushion.

To raise or lower the seat, move the center knob up or down. To move the seat forward or rearward, move the center knob toward the right or left.

To raise or lower the front of the seat cushion, move the right lever up or down. To raise or lower the rear of the seat cushion, move the left lever up or down.

Reclining Seatbacks

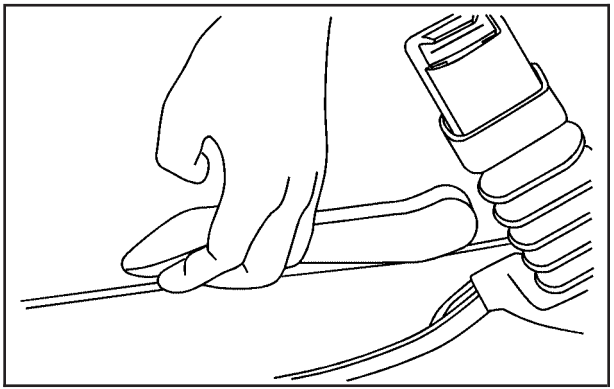
⚠ CAUTION:

You can lose control of the vehicle if you try to adjust a manual driver's seat while the vehicle is moving. The sudden movement could startle and confuse you, or make you push a pedal when you do not want to. Adjust the driver's seat only when the vehicle is not moving.

⚠ CAUTION:

If either seatback is not locked, it could move forward in a sudden stop or crash. That could cause injury to the person sitting there. Always push and pull on the seatbacks to be sure they are locked.

The seats have manual reclining seatbacks. The lever used to operate them is located on the inboard side of the seats.

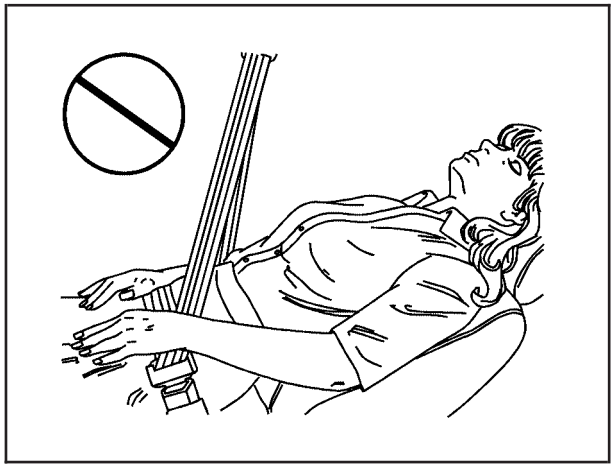


To recline the seatback:

1. Lift the recline lever.
2. Move the seatback to the desired position, then release the lever to lock the seatback in place.
3. Push and pull on the seatback to make sure it is locked.

To return the seatback to an upright position:

1. Lift the lever fully without applying pressure to the seatback and the seatback will return to the upright position.
2. Push and pull on the seatback to make sure it is locked.



⚠ CAUTION:

Sitting in a reclined position when the vehicle is in motion can be dangerous. Even if when buckled up, the safety belts cannot do their job when reclined like this.

The shoulder belt cannot do its job because it will not be against your body. Instead, it will be in front of you. In a crash, you could go into it, receiving neck or other injuries.

The lap belt cannot do its job either. In a crash, the belt could go up over your abdomen. The belt forces would be there, not at your pelvic bones. This could cause serious internal injuries.

For proper protection when the vehicle is in motion, have the seatback upright. Then sit well back in the seat and wear the safety belt properly.

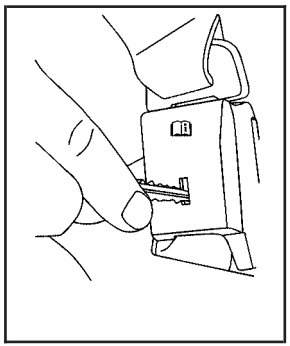
Do not have a seatback reclined if the vehicle is moving.

Rear Seats

Rear Seat Operation

Removing the Rear Seat

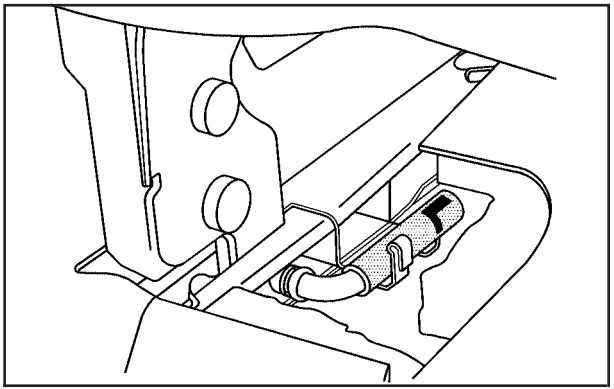
Disconnect the quick release latch plates for the lap-shoulder belts on the bench seat to be removed.



1. To do this, press the tip of a key into the release hole of the safety belt buckle while pulling up on the safety belt.

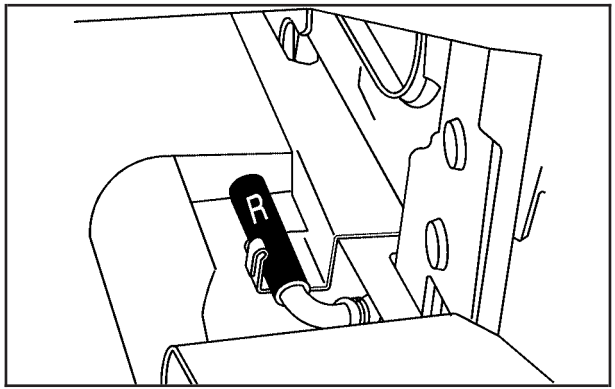
2. Locate the pins.

   On a three passenger seat there are two pins located on the inboard sides of the rear seats.



Three Passenger Seat Shown

The driver side pin has a gray cap with a black “L” marked on it.



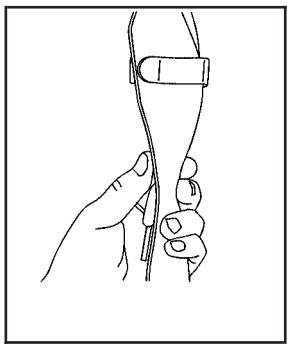
Three Passenger Seat Shown

The passenger side pin has a black cap with a white “R” marked on it.

On a four passenger seat, each half of the seat has a set of pins. The driver side has a set marked “L”, and the passenger side has a set marked “R”.

If the vehicle has floor mats, the pins will be located under a flap that has been cut into the mat.

3. Pull the pin handle up to disengage the pin from the retaining clip, then pull the pin out.
4. Repeat this procedure for the other pins.
5. Pull the seat rearward about 2 inches (5 cm) and then lift the seat from the floor rails.
6. Remove the seat from the vehicle.



7. For the first row rear seat, stow the safety belt latch by attaching the clip on the safety belt latch to the trim just inside the side door.

For the remaining rear seats, stow the safety belt latch plate on the clip at the window trim.

Replacing the Rear Seats

⚠ CAUTION:

A seat that is not locked into place properly can move around in a collision or sudden stop. People in the vehicle could be injured. Be sure to lock the seat into place properly when installing it.

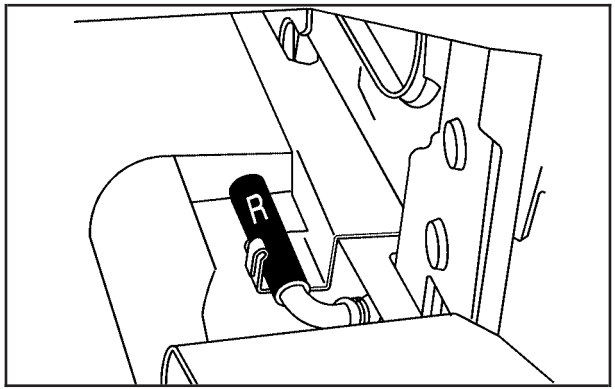
⚠ CAUTION:

A safety belt that is improperly routed, not properly attached, or twisted will not provide the protection needed in a crash. The person wearing the belt could be seriously injured. After raising the rear seatback, always check to be sure that the safety belts are properly routed and attached, and are not twisted.

1. Position the seat into the open slots in both rails. Push the seat forward in the rail, hooking both seat bases onto the pins inside of the rails.
2. Locate the hole in the rail to install the locking pins at the rear of the seat base. If the vehicle has floor mats, pull the flap that has been cut into the mat.
3. Insert the locking pins into the seat base and push the seat to line up the pins with the base.

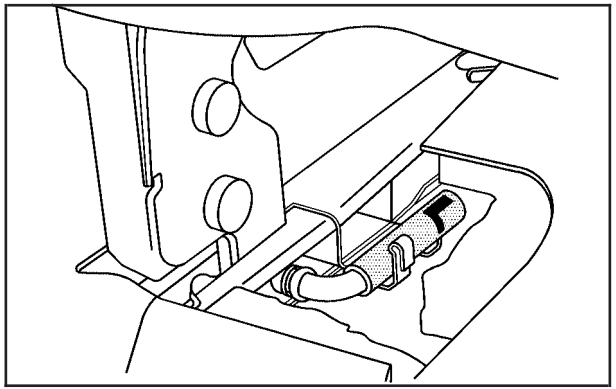
   On a three passenger seat, the pin with the black cap marked “R” must be installed on the passenger side and the pin with the gray cap marked “L” on the driver side.

   On a four passenger seat, the pins marked “R” must be installed on the half of the seat on the passenger side. The pins marked “L” must be installed on the half of the seat on the driver side.



Three Passenger Seat Shown

4. Push the pin(s) marked “R” down until they are in the retaining clip.



Three Passenger Seat Shown

5. Push the pin(s) marked “L” down until they are in the retaining clip.
6. If the vehicle has a floor mat, put the flap back to its original position.
7. Repeat this procedure for the other seat base.
8. Connect the quick-release latch plates for the lap-shoulder belts by inserting the latch plates into the buckles attached at the outboard positions of the bench seat. Do not twist the belt.
9. Check that all locking pins are locked into place before operating the vehicle.

Safety Belts

Safety Belts: They Are for Everyone

This section of the manual describes how to use safety belts properly. It also describes some things not to do with safety belts.

⚠ CAUTION:

Do not let anyone ride where a safety belt cannot be worn properly. In a crash, if you or your passenger(s) are not wearing safety belts, the injuries can be much worse. You can hit things inside the vehicle harder or be ejected from the vehicle. You and your passenger(s) can be seriously injured or killed. In the same crash, you might not be, if you are buckled up. Always fasten your safety belt, and check that your passenger(s) are restrained properly too.

⚠ CAUTION:

It is extremely dangerous to ride in a cargo area, inside or outside of a vehicle. In a collision, people riding in these areas are more likely to be seriously injured or killed. Do not allow people to ride in any area of your vehicle that is not equipped with seats and safety belts. Be sure everyone in your vehicle is in a seat and using a safety belt properly.

This vehicle has indicators as a reminder to buckle the safety belts. See *Safety Belt Reminders on page 3-26* for additional information.

In most states and in all Canadian provinces, the law requires wearing safety belts. Here is why:

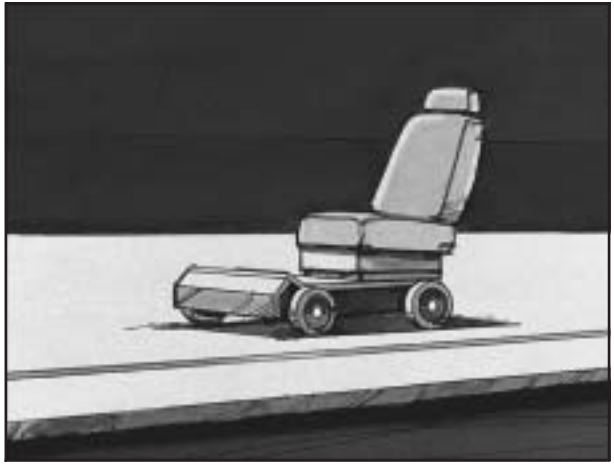
You never know if you will be in a crash. If you do have a crash, you do not know if it will be a serious one.

A few crashes are mild, and some crashes can be so serious that even buckled up, a person would not survive. But most crashes are in between. In many of them, people who buckle up can survive and sometimes walk away. Without safety belts, they could have been badly hurt or killed.

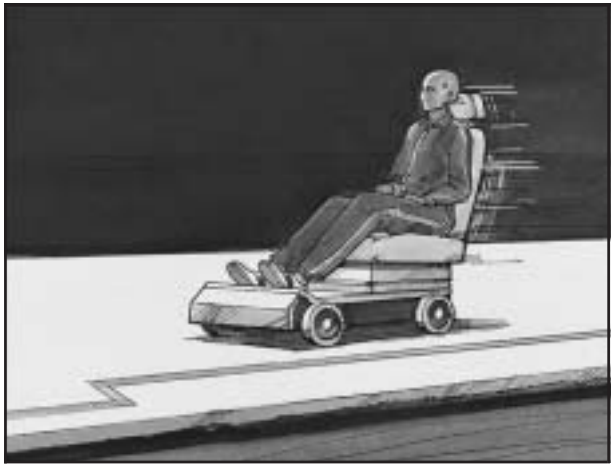
After more than 40 years of safety belts in vehicles, the facts are clear. In most crashes buckling up does matter... a lot!

Why Safety Belts Work

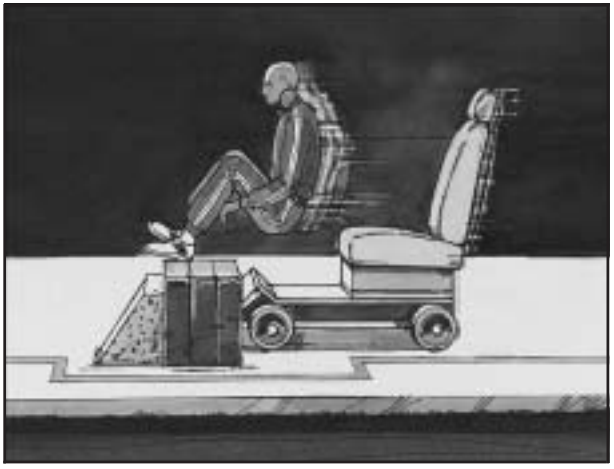
When you ride in or on anything, you go as fast as it goes.



Take the simplest vehicle. Suppose it is just a seat on wheels.

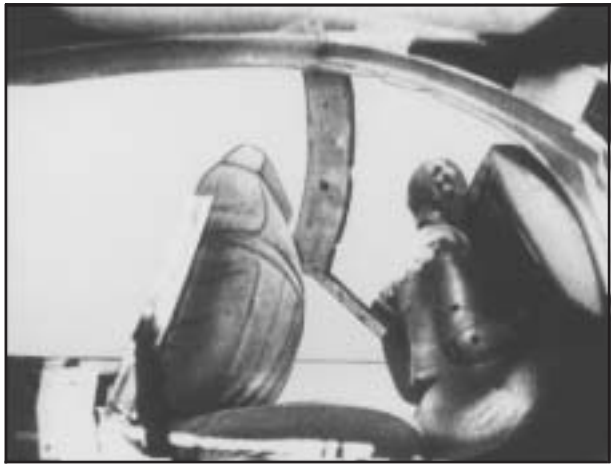


Put someone on it.



Get it up to speed. Then stop the vehicle. The rider does not stop.

The person keeps going until stopped by something. In a real vehicle, it could be the windshield...



or the instrument panel...

or the safety belts!

With safety belts, you slow down as the vehicle does. You get more time to stop. You stop over more distance, and your strongest bones take the forces. That is why safety belts make such good sense.

Questions and Answers About Safety Belts

Q: Will I be trapped in the vehicle after a crash if I am wearing a safety belt?

A: You *could* be — whether you are wearing a safety belt or not. But your chance of being conscious during and after an accident, so you *can* unbuckle and get out, is *much* greater if you are belted. And you can unbuckle a safety belt, even if you are upside down.

Q: If my vehicle has airbags, why should I have to wear safety belts?

A: Airbags are supplemental systems only; so they work *with* safety belts — not instead of them. Whether or not an airbag is provided, all occupants still have to buckle up to get the most protection. That is true not only in frontal collisions, but especially in side and other collisions.

Q: If I am a good driver, and I never drive far from home, why should I wear safety belts?

A: You may be an excellent driver, but if you are in a crash — even one that is not your fault — you and your passenger(s) can be hurt. Being a good driver does not protect you from things beyond your control, such as bad drivers.

Most accidents occur within 25 miles (40 km) of home. And the greatest number of serious injuries and deaths occur at speeds of less than 40 mph (65 km/h).

Safety belts are for everyone.

How to Wear Safety Belts Properly

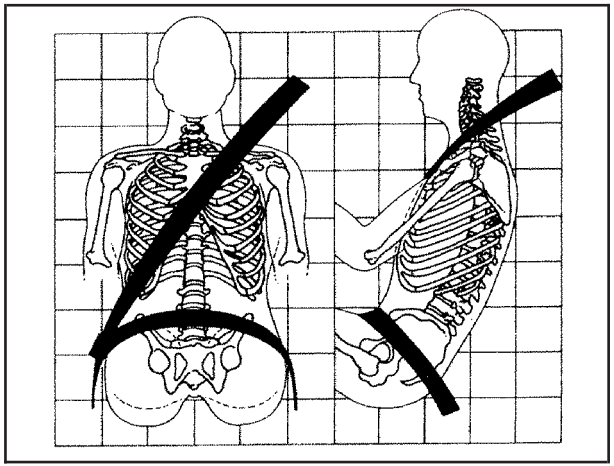
This section is only for people of adult size.

Be aware that there are special things to know about safety belts and children. And there are different rules for smaller children and infants. If a child will be riding in the vehicle, see *Older Children on page 1-31* or *Infants and Young Children on page 1-34*. Follow those rules for everyone's protection.

It is very important for all occupants to buckle up. Statistics show that unbelted people are hurt more often in crashes than those who are wearing safety belts.

Occupants who are not buckled up can be thrown out of the vehicle in a crash. And they can strike others in the vehicle who are wearing safety belts.

First, before you or your passenger(s) wear a safety belt, there is important information you should know.

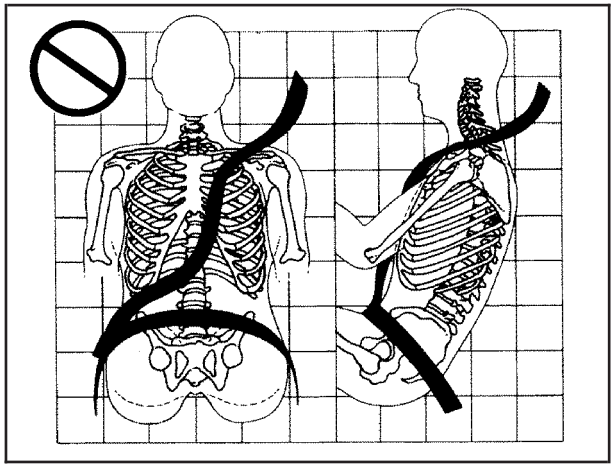


Sit up straight and always keep your feet on the floor in front of you. The lap part of the belt should be worn low and snug on the hips, just touching the thighs.

In a crash, this applies force to the strong pelvic bones and you would be less likely to slide under the lap belt. If you slid under it, the belt would apply force on your abdomen. This could cause serious or even fatal injuries. The shoulder belt should go over the shoulder and across the chest. These parts of the body are best able to take belt restraining forces.

The shoulder belt locks if there is a sudden stop or crash.

Q: What is wrong with this?

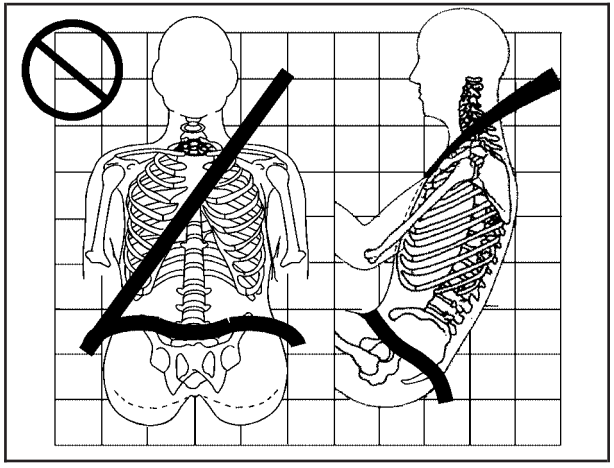


A: The shoulder belt is too loose. It will not give as much protection this way.

⚠ CAUTION:

You can be seriously hurt if your shoulder belt is too loose. In a crash, you would move forward too much, which could increase injury. The shoulder belt should fit snugly against your body.

Q: What is wrong with this?

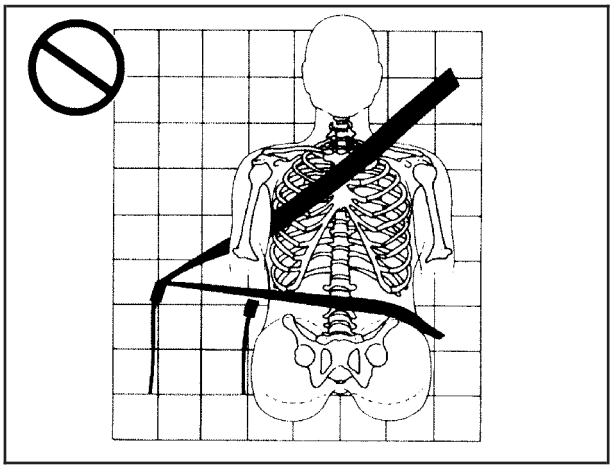


A: The lap belt is too loose. It will not give nearly as much protection this way.

⚠ CAUTION:

You can be seriously hurt if your lap belt is too loose. In a crash, you could slide under the lap belt and apply force on your abdomen. This could cause serious or even fatal injuries. The lap belt should be worn low and snug on the hips, just touching the thighs.

Q: What is wrong with this?

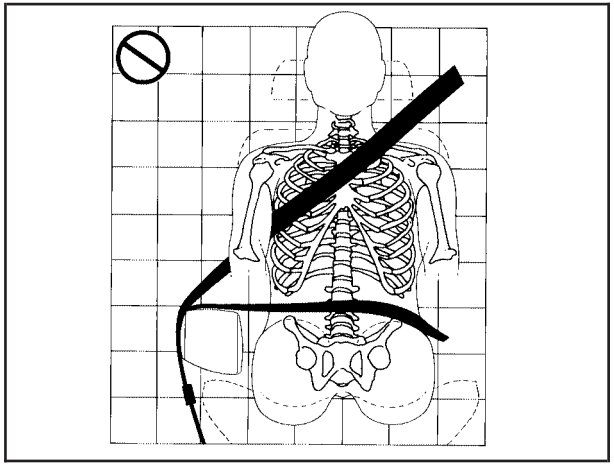


A: The belt is buckled in the wrong buckle.

⚠ CAUTION:

You can be seriously injured if your belt is buckled in the wrong place like this. In a crash, the belt would go up over your abdomen. The belt forces would be there, not on the pelvic bones. This could cause serious internal injuries. Always buckle your belt into the buckle nearest you.

Q: What is wrong with this?

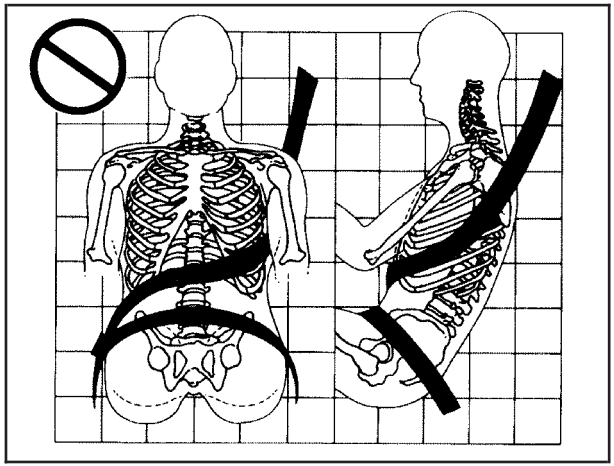


A: The belt is over an armrest.

⚠ CAUTION:

You can be seriously injured if your belt goes over an armrest like this. The belt would be much too high. In a crash, you can slide under the belt. The belt force would then be applied on the abdomen, not on the pelvic bones, and that could cause serious or fatal injuries. Be sure the belt goes under the armrests.

Q: What is wrong with this?

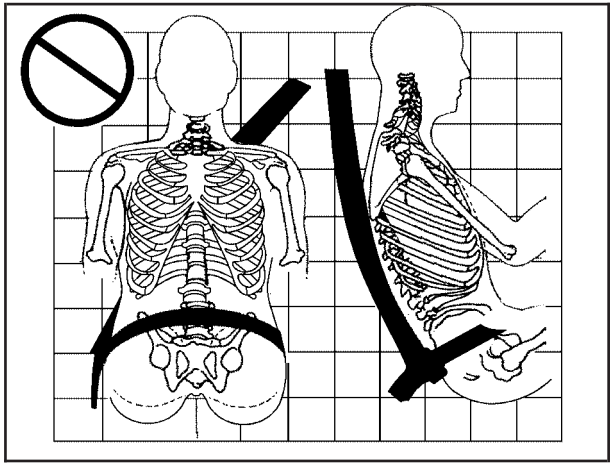


A: The shoulder belt is worn under the arm. It should be worn over the shoulder at all times.

⚠ CAUTION:

You can be seriously injured if you wear the shoulder belt under your arm. In a crash, your body would move too far forward, which would increase the chance of head and neck injury. Also, the belt would apply too much force to the ribs, which are not as strong as shoulder bones. You could also severely injure internal organs like your liver or spleen. The shoulder belt should go over the shoulder and across the chest.

Q: What is wrong with this?

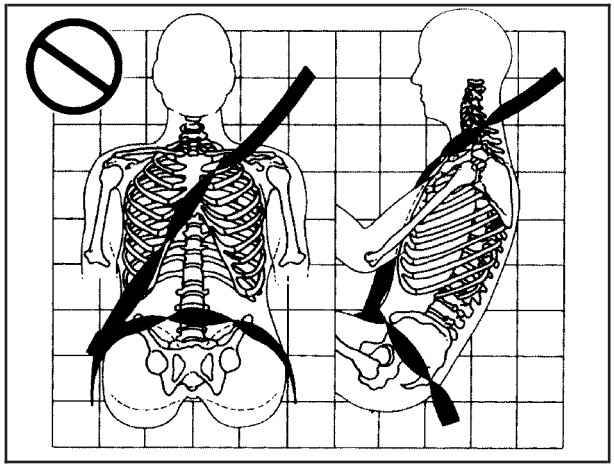


A: The belt is behind the body.

⚠ CAUTION:

You can be seriously injured by not wearing the lap-shoulder belt properly. In a crash, you would not be restrained by the shoulder belt. Your body could move too far forward increasing the chance of head and neck injury. You might also slide under the lap belt. The belt force would then be applied right on the abdomen. That could cause serious or fatal injuries. The shoulder belt should go over the shoulder and across the chest.

Q: What is wrong with this?



A: The belt is twisted across the body.

⚠ CAUTION:

You can be seriously injured by a twisted belt. In a crash, you would not have the full width of the belt to spread impact forces. If a belt is twisted, make it straight so it can work properly, or ask your dealer/retailer to fix it.

Lap-Shoulder Belt

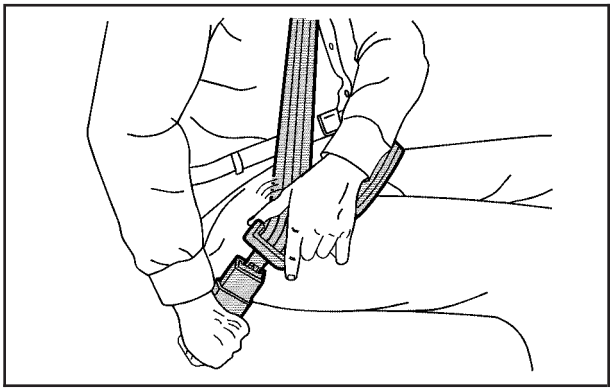
All seating positions in the vehicle have a lap-shoulder belt. If you are using a rear seating position with a detachable safety belt and the safety belt is not attached, see *Rear Seat Operation on page 1-6* for instruction on reconnecting the safety belt to the mini-buckle.

The following instructions explain how to wear a lap-shoulder belt properly.

1. Adjust the seat, if the seat is adjustable, so you can sit up straight. To see how, see “Seats” in the Index.
2. Pick up the latch plate and pull the belt across you. Do not let it get twisted.

   The lap-shoulder belt may lock if you pull the belt across you very quickly. If this happens, let the belt go back slightly to unlock it. Then pull the belt across you more slowly.

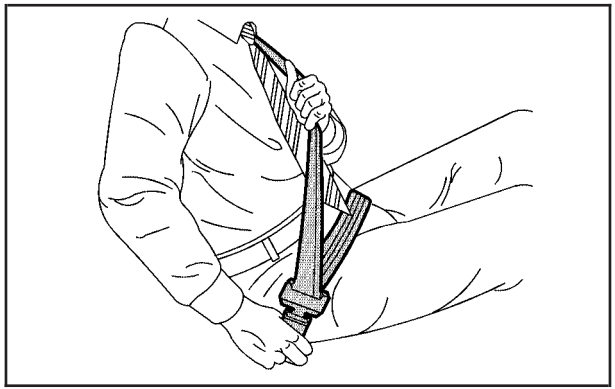
   If the shoulder portion of a passenger belt is pulled out all the way, the child restraint locking feature may be engaged. If this happens, let the belt go back all the way and start again.

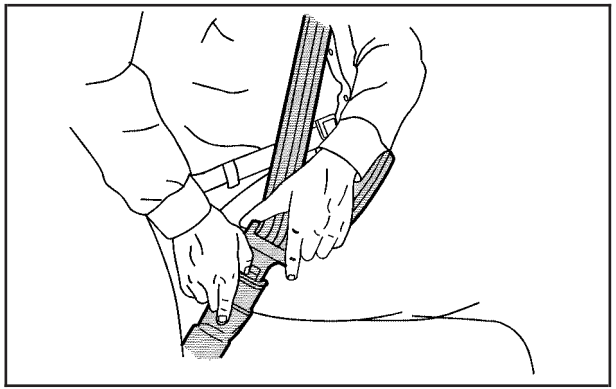


3. Push the latch plate into the buckle until it clicks.

   Pull up on the latch plate to make sure it is secure. If the belt is not long enough, see *Safety Belt Extender on page 1-30*.

   Position the release button on the buckle so that the safety belt could be quickly unbuckled if necessary.
4. If equipped with a shoulder belt height adjuster, move it to the height that is right for you. See “Shoulder Belt Height Adjustment” later in this section for instructions on use and important safety information.





5. To make the lap part tight, pull up on the shoulder belt.

   It may be necessary to pull stitching on the safety belt through the latch plate to fully tighten the lap belt on smaller occupants.

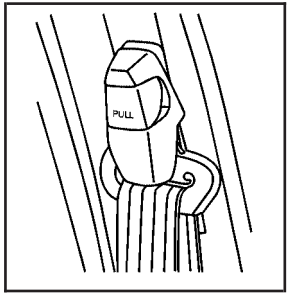
To unlatch the belt, push the button on the buckle. The belt should return to its stowed position. Slide the latch plate up the safety belt webbing when the safety belt is not in use. The latch plate should rest on the stitching on the safety belt, near the guide loop on the side wall.

Before a door is closed, be sure the safety belt is out of the way. If a door is slammed against a safety belt, damage can occur to both the safety belt and the vehicle.

Shoulder Belt Height Adjuster

The vehicle has a shoulder belt height adjuster for the driver and right front passenger positions.

Adjust the height so that the shoulder portion of the belt is centered on the shoulder. The belt should be away from the face and neck, but not falling off of the shoulder. Improper shoulder belt height adjustment could reduce the effectiveness of the safety belt in a crash.



To move it down, pull on the center adjuster control labeled PULL. You can move the height adjuster up just by pushing up on the shoulder belt guide.

After the adjuster is set to the desired position, try to move it down without pushing in to make sure it has locked into position.

Safety Belt Pretensioners

If the GVWR (Gross Vehicle Weight Rating) of the vehicle is below 8,500 lb (3 855 kg) then the vehicle has safety belt pretensioners for the front outboard occupants. See *Loading the Vehicle on page 4-18* to locate the certification label which contains the GVWR.

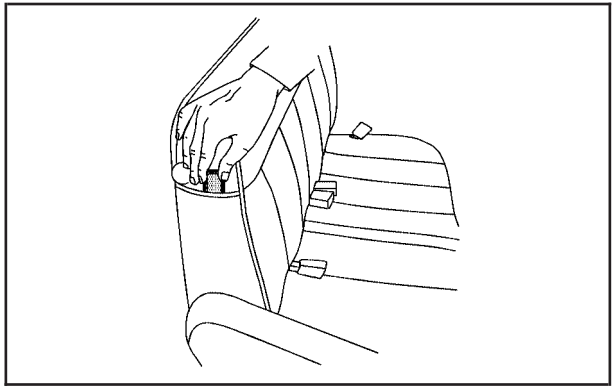
Although the safety belt pretensioners cannot be seen, they are part of the safety belt assembly. They can help tighten the safety belts during the early stages of a moderate to severe frontal, near frontal, or rear crash if the threshold conditions for pretensioner activation are met. And, if the vehicle has side impact airbags, safety belt pretensioners can help tighten the safety belts in a side crash or a rollover event.

Pretensioners work only once. If the pretensioners activate in a crash, they will need to be replaced, and probably other new parts for the vehicle's safety belt system. See *Replacing Restraint System Parts After a Crash on page 1-80*.

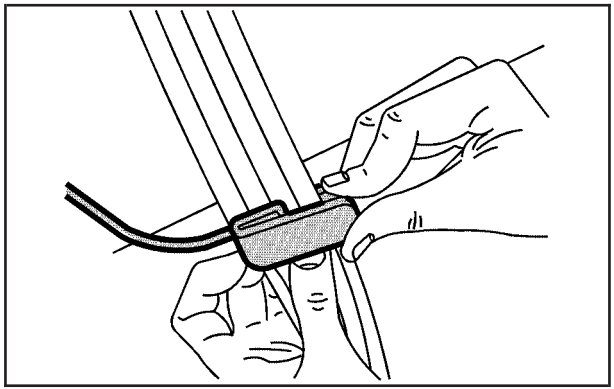
Rear Safety Belt Comfort Guides

Rear shoulder belt comfort guides may provide added safety belt comfort for older children who have outgrown booster seats and for some adults. When installed on a shoulder belt, the comfort guide positions the shoulder belt away from the neck and head.

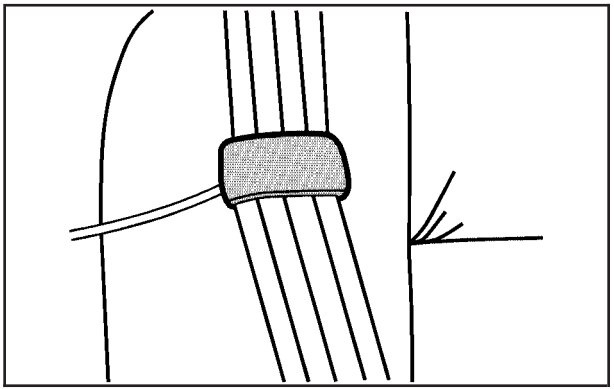
There is one guide for each outboard passenger position in the rear seats. Here is how to install a comfort guide to the safety belt:



1. Locate the guide in a pocket on the side of the seatback.



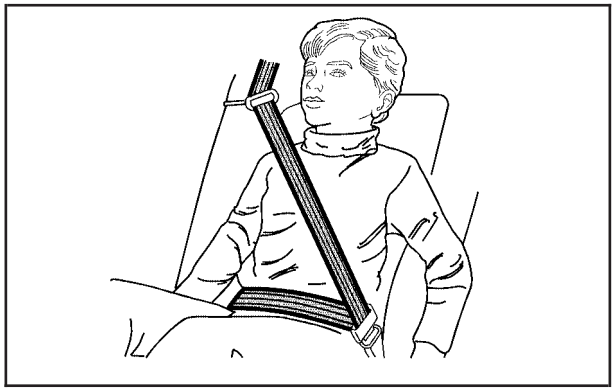
2. Place the guide over the belt, and insert the two edges of the belt into the slots of the guide.



3. Be sure that the belt is not twisted and it lies flat. The elastic cord must be under the belt and the guide on top.

⚠ CAUTION:

A safety belt that is not properly worn may not provide the protection needed in a crash. The person wearing the belt could be seriously injured. The shoulder belt should go over the shoulder and across the chest. These parts of the body are best able to take belt restraining forces.

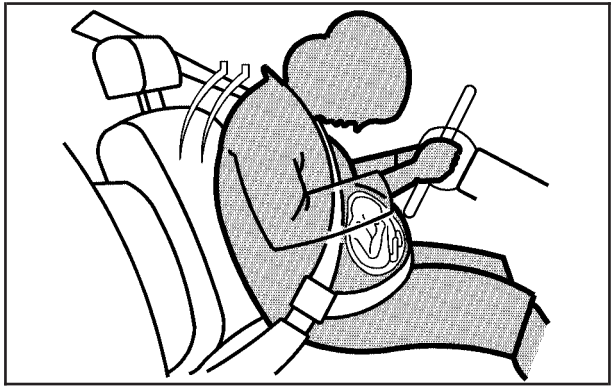


4. Buckle, position, and release the safety belt as described in previously in this section. Make sure that the shoulder belt crosses the shoulder.

To remove and store the comfort guide, squeeze the belt edges together so that the safety belt can be removed from the guide. Slide the guide into its storage pocket on the side of the seatback.

Safety Belt Use During Pregnancy

Safety belts work for everyone, including pregnant women. Like all occupants, they are more likely to be seriously injured if they do not wear safety belts.



A pregnant woman should wear a lap-shoulder belt, and the lap portion should be worn as low as possible, below the rounding, throughout the pregnancy.

The best way to protect the fetus is to protect the mother. When a safety belt is worn properly, it is more likely that the fetus will not be hurt in a crash. For pregnant women, as for anyone, the key to making safety belts effective is wearing them properly.

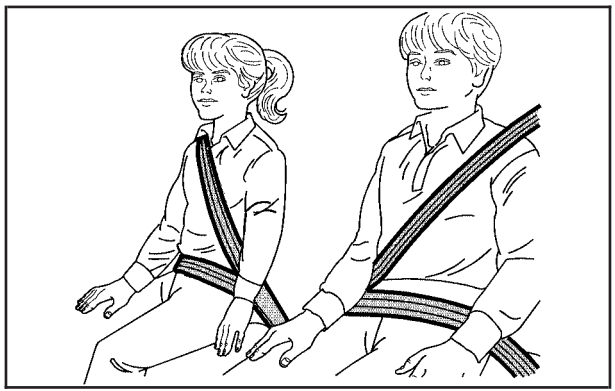
Safety Belt Extender

If the vehicle's safety belt will fasten around you, you should use it.

But if a safety belt is not long enough, your dealer/retailer will order you an extender. When you go in to order it, take the heaviest coat you will wear, so the extender will be long enough for you. To help avoid personal injury, do not let someone else use it, and use it only for the seat it is made to fit. The extender has been designed for adults. Never use it for securing child seats. To wear it, attach it to the regular safety belt. For more information, see the instruction sheet that comes with the extender.

Child Restraints

Older Children



Older children who have outgrown booster seats should wear the vehicle's safety belts.

The manufacturer's instructions that come with the booster seat state the weight and height limitations for that booster. Use a booster seat with a lap-shoulder belt until the child passes the below fit test:

- Sit all the way back on the seat. Do the knees bend at the seat edge? If yes, continue. If no, return to the booster seat.
- Buckle the lap-shoulder belt. Does the shoulder belt rest on the shoulder? If yes, continue. If no, try using the rear safety belt comfort guide. See "Rear Safety Belt Comfort Guides" under *Lap-Shoulder Belt on page 1-24* for more information. If the shoulder belt still does not rest on the shoulder, then return to the booster seat.
- Does the lap belt fit low and snug on the hips, touching the thighs? If yes, continue. If no, return to the booster seat.
- Can proper safety belt fit be maintained for the length of the trip? If yes, continue. If no, return to the booster seat.
- If you have the choice, a child should sit in a position with a lap-shoulder belt and get the additional restraint a shoulder belt can provide.

Q: What is the proper way to wear safety belts?

A: An older child should wear a lap-shoulder belt and get the additional restraint a shoulder belt can provide. The shoulder belt should not cross the face or neck. The lap belt should fit snugly below the hips, just touching the top of the thighs. This applies belt force to the child's pelvic bones in a crash. It should never be worn over the abdomen, which could cause severe or even fatal internal injuries in a crash.

Also see "Rear Safety Belt Comfort Guides" under *Lap-Shoulder Belt on page 1-24*.

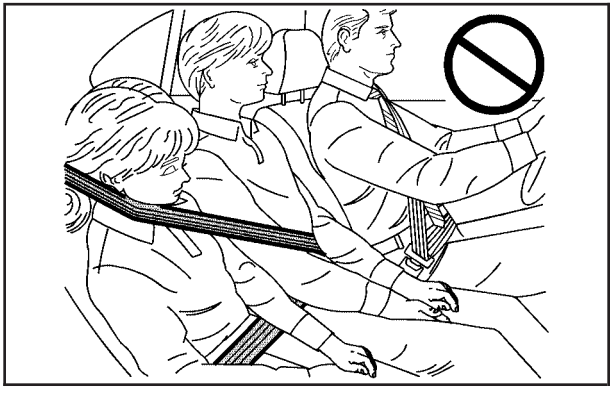
According to accident statistics, children and infants are safer when properly restrained in a child restraint system or infant restraint system secured in a rear seating position.

In a crash, children who are not buckled up can strike other people who are buckled up, or can be thrown out of the vehicle. Older children need to use safety belts properly.

⚠ CAUTION:

Never do this.

Never allow two children to wear the same safety belt. The safety belt can not properly spread the impact forces. In a crash, the two children can be crushed together and seriously injured. A safety belt must be used by only one person at a time.



⚠ CAUTION:

Never do this.

Never allow a child to wear the safety belt with the shoulder belt behind their back. A child can be seriously injured by not wearing the lap-shoulder belt properly. In a crash, the child would not be restrained by the shoulder belt. The child could move too far forward increasing the chance of head and neck injury. The child might also slide under the lap belt. The belt force would then be applied right on the abdomen. That could cause serious or fatal injuries. The shoulder belt should go over the shoulder and across the chest.

Infants and Young Children

Everyone in a vehicle needs protection! This includes infants and all other children. Neither the distance traveled nor the age and size of the traveler changes the need, for everyone, to use safety restraints. In fact, the law in every state in the United States and in every Canadian province says children up to some age must be restrained while in a vehicle.

⚠ CAUTION:

Children can be seriously injured or strangled if a shoulder belt is wrapped around their neck and the safety belt continues to tighten. Never leave children unattended in a vehicle and never allow children to play with the safety belts.

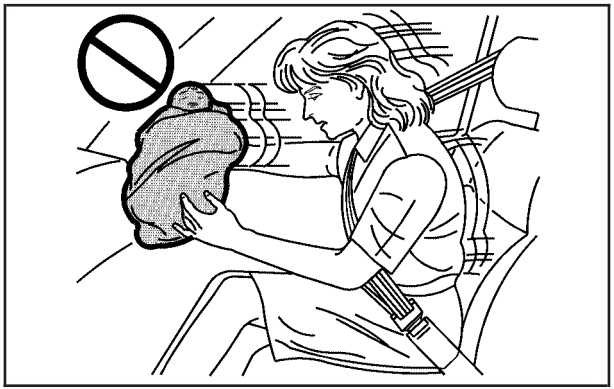
Airbags plus lap-shoulder belts offer protection for adults and older children, but not for young children and infants. Neither the vehicle's safety belt system nor its airbag system is designed for them. Every time infants and young children ride in vehicles, they should have the protection provided by appropriate child restraints.

Children who are not restrained properly can strike other people, or can be thrown out of the vehicle.

⚠ CAUTION:

Never do this.

Never hold an infant or a child while riding in a vehicle. Due to crash forces, an infant or a child will become so heavy it is not possible to hold it during a crash. For example, in a crash at only 25 mph (40 km/h), a 12 lb (5.5 kg) infant will suddenly become a 240 lb (110 kg) force on a person's arms. An infant should be secured in an appropriate restraint.



⚠ CAUTION:

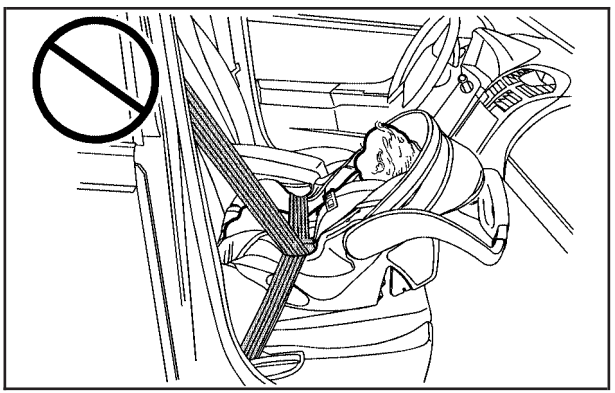
Never do this.

Children who are up against, or very close to, any airbag when it inflates can be seriously injured or killed. Never put a rear-facing child restraint in the right front seat. Secure a rear-facing child restraint

CAUTION: (Continued)

CAUTION: (Continued)

in a rear seat. It is also better to secure a forward-facing child restraint in a rear seat. If you must secure a forward-facing child restraint in the right front seat, always move the front passenger seat as far back as it will go.



Q: What are the different types of add-on child restraints?

A: Add-on child restraints, which are purchased by the vehicle's owner, are available in four basic types. Selection of a particular restraint should take into consideration not only the child's weight, height, and age but also whether or not the restraint will be compatible with the motor vehicle in which it will be used.

For most basic types of child restraints, there are many different models available. When purchasing a child restraint, be sure it is designed to be used in a motor vehicle. If it is, the restraint will have a label saying that it meets federal motor vehicle safety standards.

The restraint manufacturer's instructions that come with the restraint state the weight and height limitations for a particular child restraint. In addition, there are many kinds of restraints available for children with special needs.

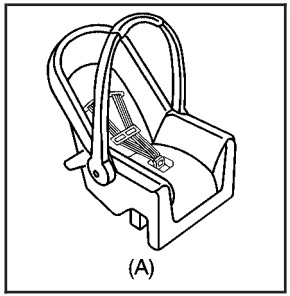
⚠ CAUTION:

To reduce the risk of neck and head injury during a crash, infants need complete support. This is because an infant's neck is not fully developed and its head weighs so much compared with the rest of its body. In a crash, an infant in a rear-facing child restraint settles into the restraint, so the crash forces can be distributed across the strongest part of an infant's body, the back and shoulders. Infants should always be secured in rear-facing child restraints.

⚠ CAUTION:

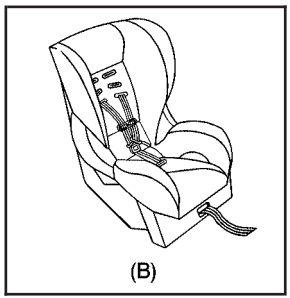
A young child's hip bones are still so small that the vehicle's regular safety belt may not remain low on the hip bones, as it should. Instead, it may settle up around the child's abdomen. In a crash, the belt would apply force on a body area that is unprotected by any bony structure. This alone could cause serious or fatal injuries. To reduce the risk of serious or fatal injuries during a crash, young children should always be secured in appropriate child restraints.

Child Restraint Systems

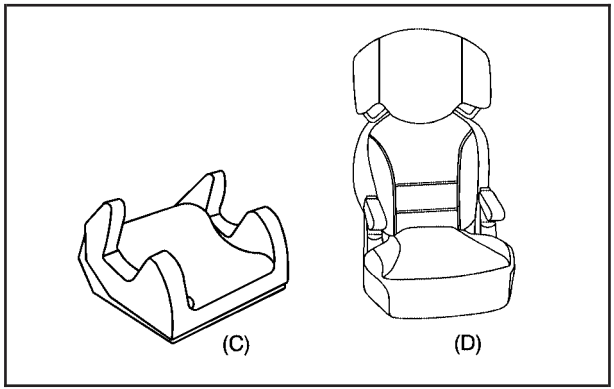


A rear-facing infant seat (A) provides restraint with the seating surface against the back of the infant.

The harness system holds the infant in place and, in a crash, acts to keep the infant positioned in the restraint.



A forward-facing child seat (B) provides restraint for the child's body with the harness.



A booster seat (C-D) is a child restraint designed to improve the fit of the vehicle's safety belt system. A booster seat can also help a child to see out the window.

Securing an Add-On Child Restraint in the Vehicle

⚠ CAUTION:

A child can be seriously injured or killed in a crash if the child restraint is not properly secured in the vehicle. Secure the child restraint properly in the vehicle using the vehicle's safety belt or LATCH system, following the instructions that came with that child restraint and the instructions in this manual.

To help reduce the chance of injury, the child restraint must be secured in the vehicle. Child restraint systems must be secured in vehicle seats by lap belts or the lap belt portion of a lap-shoulder belt, or by the LATCH system. See *Lower Anchors and Tethers for Children (LATCH) on page 1-41* for more information. A child can be endangered in a crash if the child restraint is not properly secured in the vehicle.

When securing an add-on child restraint, refer to the instructions that come with the restraint which may be on the restraint itself or in a booklet, or both, and to this manual. The child restraint instructions are important, so if they are not available, obtain a replacement copy from the manufacturer.

Keep in mind that an unsecured child restraint can move around in a collision or sudden stop and injure people in the vehicle. Be sure to properly secure any child restraint in the vehicle — even when no child is in it.

Securing the Child Within the Child Restraint

⚠ CAUTION:

A child can be seriously injured or killed in a crash if the child is not properly secured in the child restraint. Secure the child properly following the instructions that came with that child restraint.

Where to Put the Restraint

According to accident statistics, children and infants are safer when properly restrained in a child restraint system or infant restraint system secured in a rear seating position.

We recommend that children and child restraints be secured in a rear seat, including: an infant or a child riding in a rear-facing child restraint; a child riding in a forward-facing child seat; an older child riding in a booster seat; and children, who are large enough, using safety belts.

If a child restraint is secured in the right front passenger seat, there may be a switch on the instrument panel to manually turn off the right front passenger airbag. See *Airbag Off Switch on page 1-67* and *Securing a Child Restraint in the Right Front Seat Position (With Passenger Sensing System) on page 1-50* or *Securing a Child Restraint in the Right Front Seat Position (With Airbag On-Off Switch) on page 1-54* for more information, including important safety information.

A label on the sun visor says, “Never put a rear-facing child seat in the front.” This is because the risk to the rear-facing child is so great, if the airbag deploys.

⚠ CAUTION:

A child in a rear-facing child restraint can be seriously injured or killed if the right front passenger airbag inflates. This is because the back of the rear-facing child restraint would be very close to the inflating airbag. A child in a forward-facing child restraint can be seriously injured or killed if the right front passenger airbag inflates and the passenger seat is in a forward position.

Even if the passenger sensing system or airbag switch has turned off the right front passenger frontal airbag, no system is fail-safe. No one can guarantee that an airbag will not deploy under some unusual circumstance, even though it is turned off.

CAUTION: (Continued)

CAUTION: (Continued)

Secure rear-facing child restraints in a rear seat, even if the airbag is off. If you secure a forward-facing child restraint in the right front seat, always move the front passenger seat as far back as it will go. It is better to secure the child restraint in a rear seat.

When securing a child restraint in a rear seating position, study the instructions that came with the child restraint to make sure it is compatible with this vehicle.

If the vehicle does not have a rear seat that will accommodate a rear-facing child restraint, a rear-facing child restraint should not be installed in the vehicle, even if the airbag is off.

Wherever a child restraint is installed, be sure to secure the child restraint properly.

Keep in mind that an unsecured child restraint can move around in a collision or sudden stop and injure people in the vehicle. Be sure to properly secure any child restraint in the vehicle — even when no child is in it.

Lower Anchors and Tethers for Children (LATCH)

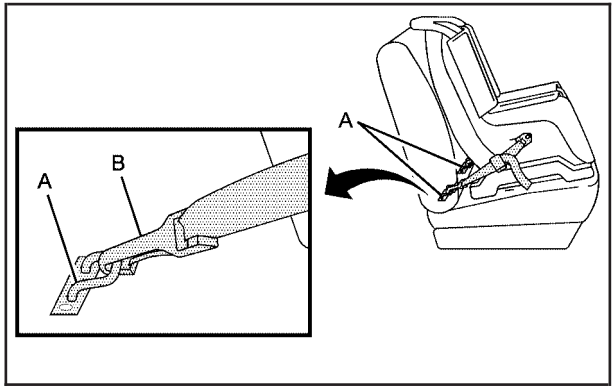
The LATCH system holds a child restraint during driving or in a crash. This system is designed to make installation of a child restraint easier. The LATCH system uses anchors in the vehicle and attachments on the child restraint that are made for use with the LATCH system.

Make sure that a LATCH-compatible child restraint is properly installed using the anchors, or use the vehicle's safety belts to secure the restraint, following the instructions that came with that restraint, and also the instructions in this manual. When installing a child restraint with a top tether, you must also use either the lower anchors or the safety belts to properly secure the child restraint. A child restraint must never be installed using only the top tether strap and anchor.

In order to use the LATCH system in your vehicle, you need a child restraint that has LATCH attachments. The child restraint manufacturer will provide you with instructions on how to use the child restraint and its attachments. The following explains how to attach a child restraint with these attachments in your vehicle.

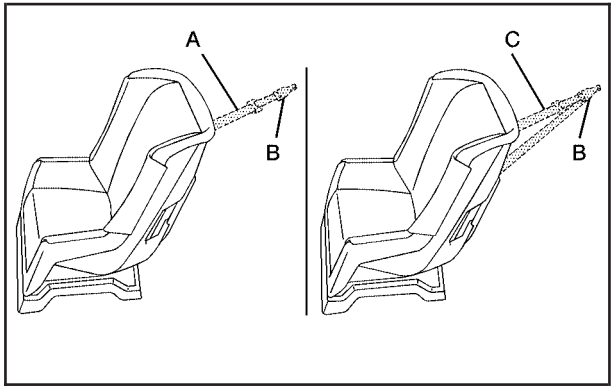
Not all vehicle seating positions or child restraints have lower anchors and attachments or top tether anchors and attachments.

Lower Anchors



Lower anchors (A) are metal bars built into the vehicle. There are two lower anchors for each LATCH seating position that will accommodate a child restraint with lower attachments (B).

Top Tether Anchor



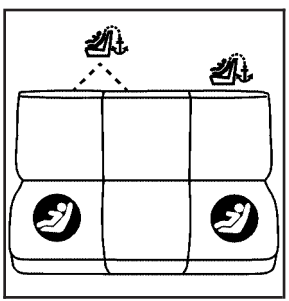
A top tether (A, C) anchors the top of the child restraint to the vehicle. A top tether anchor is built into the vehicle. The top tether attachment (B) on the child restraint connects to the top tether anchor in the vehicle in order to reduce the forward movement and rotation of the child restraint during driving or in a crash.

Your child restraint may have a single tether (A) or a dual tether (C). Either will have a single attachment (B) to secure the top tether to the anchor.

Some child restraints that have a top tether are designed for use with or without the top tether being attached. Others require the top tether always to be attached. In Canada, the law requires that forward-facing child restraints have a top tether, and that the tether be attached. Be sure to read and follow the instructions for your child restraint.

If the child restraint does not have a top tether, one can be obtained, in kit form, for many child restraints. Ask the child restraint manufacturer whether or not a kit is available.

Lower Anchor and Top Tether Anchor Locations



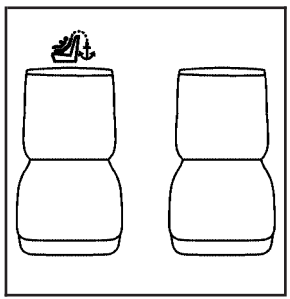
Second, Third and Fourth Row with Three Passenger Seat

(Top Tether Anchor): Seating positions with top tether anchors.

(Lower Anchor): Seating positions with two lower anchors.

See the information following for installing a child restraint with a top tether in the second, third and fourth row center positions.

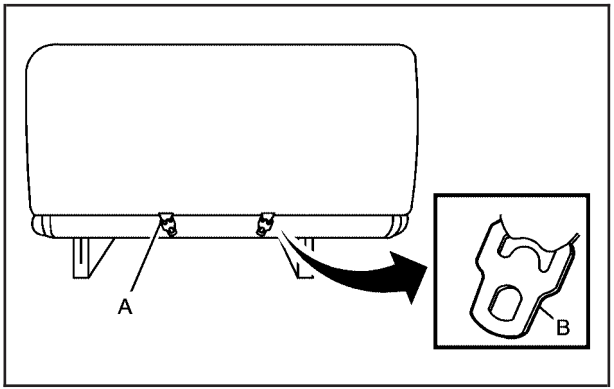
Do not install three child restraints in the same row at the same time and never install two top tethers using the same top tether anchor.



Front Passenger Position

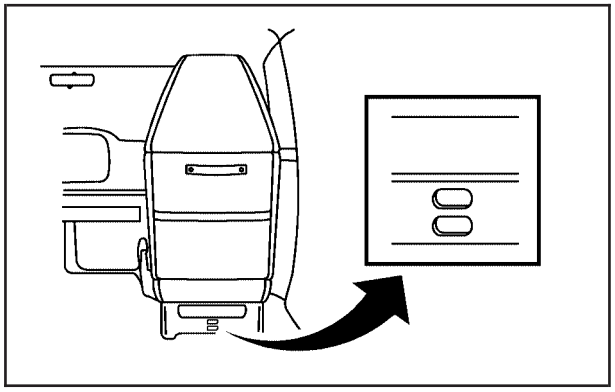
(Top Tether Anchor): Seating positions with top tether anchors.

The second, third and fourth row with three passenger seats have exposed metal lower anchors located in the crease between the seatback and the seat cushion.



Second, Third and Fourth Row with Three Passenger Seat — Passenger Van

There are two top tether anchors in the second, third and fourth rows. To install a child restraint in the rear driver side seating positions, use anchor point (A). To install a child restraint in the rear passenger side seating positions, use anchor point (B). To install a child restraint in the rear center seating positions, use anchor point (B). Never install two top tethers using the same top tether anchor.



Front Passenger Position

There is a top tether anchor for the front passenger position with a front passenger seat. The anchor is located at the rear of the seat cushion on the right front passenger's seat.

Do not secure a child restraint in a position without a top tether anchor if a national or local law requires that the top tether be attached, or if the instructions that come with the child restraint say that the top tether must be attached.

Accident statistics show that children are safer if they are restrained in the rear rather than the front seat. See *Where to Put the Restraint on page 1-39* for additional information.

Securing a Child Restraint Designed for the LATCH System

⚠ CAUTION:

If a LATCH-type child restraint is not attached to anchors, the child restraint will not be able to protect the child correctly. In a crash, the child could be seriously injured or killed. Install a LATCH-type child restraint properly using the anchors, or use the vehicle's safety belts to secure the restraint, following the instructions that came with the child restraint and the instructions in this manual.

⚠ CAUTION:

Do not attach more than one child restraint to a single anchor. Attaching more than one child restraint to a single anchor could cause the anchor or attachment to come loose or even break during a crash. A child or others could be injured. To reduce the risk of serious or fatal injuries during a crash, attach only one child restraint per anchor.

⚠ CAUTION:

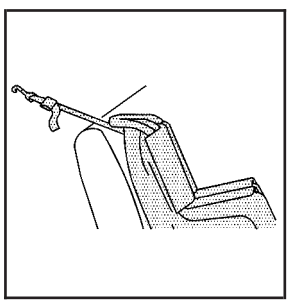
Children can be seriously injured or strangled if a shoulder belt is wrapped around their neck and the safety belt continues to tighten. Buckle any unused safety belts behind the child restraint so children cannot reach them. Pull the shoulder belt all the way out of the retractor to set the lock, if your vehicle has one, after the child restraint has been installed.

Notice: **Do not let the LATCH attachments rub against the vehicle's safety belts. This may damage these parts. If necessary, move buckled safety belts to avoid rubbing the LATCH attachments.**

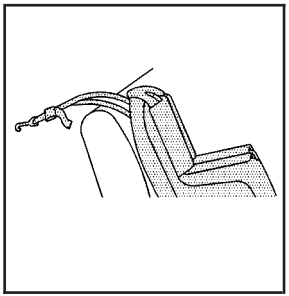
Do not fold the empty rear seat with a safety belt buckled. This could damage the safety belt or the seat. Unbuckle and return the safety belt to its stowed position, before folding the seat.

1. Attach and tighten the lower attachments to the lower anchors. If the child restraint does not have lower attachments or the desired seating position does not have lower anchors, secure the child restraint with the top tether and the safety belts. Refer to your child restraint manufacturer instructions and the instructions in this manual.
   - 1.1. Find the lower anchors for the desired seating position.
   - 1.2. Put the child restraint on the seat.
   - 1.3. Attach and tighten the lower attachments on the child restraint to the lower anchors.

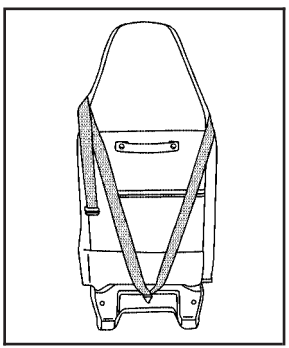
2. If the child restraint manufacturer recommends that the top tether be attached, attach and tighten the top tether to the top tether anchor, if equipped. Refer to the child restraint instructions and the following steps:
   2.1. Find the top tether anchor.
   2.2. For the second, third and fourth row with three passenger seats only, in the rear driver side seating positions, use anchor point (A). For the rear passenger side seating positions, use anchor point (B). For the center seating positions, use anchor point (B). Never install two top tethers using the same top tether anchor.
   2.3. Route and tighten the top tether according to your child restraint instructions and the following instructions:



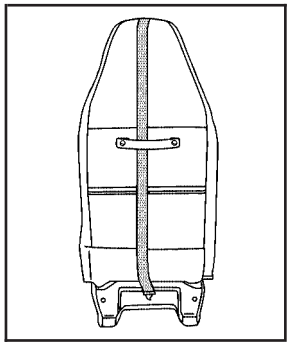
If the position you are using does not have a headrest or head restraint and you are using a single tether, route the tether over the seatback.



If the position you are using does not have a headrest or head restraint and you are using a dual tether, route the tether over the seatback.



If the position you are using has an integrated headrest or head restraint and you are using a dual tether, route the tether around the headrest or head restraint.



If the position you are using has an integrated headrest or head restraint and you are using a single tether, route the tether over the headrest or head restraint.

3. Push and pull the child restraint in different directions to be sure it is secure.

Securing a Child Restraint in a Rear Seat Position

When securing a child restraint in a rear seating position, study the instructions that came with the child restraint to make sure it is compatible with this vehicle.

If the child restraint has the LATCH system, see *Lower Anchors and Tethers for Children (LATCH) on page 1-41* for how and where to install the child restraint using LATCH. If a child restraint is secured in the vehicle using a safety belt and it uses a top tether, see *Lower Anchors and Tethers for Children (LATCH) on page 1-41* for top tether anchor locations.

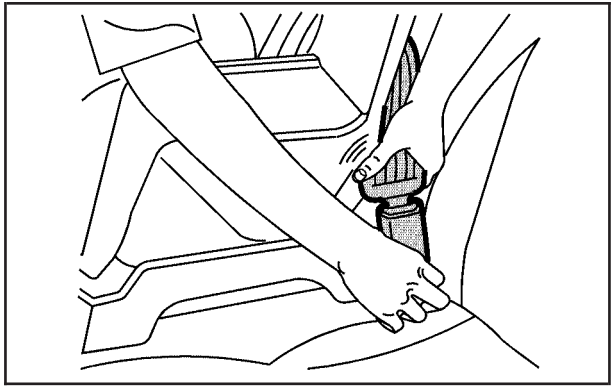
Do not secure a child seat in a position without a top tether anchor if a national or local law requires that the top tether be anchored, or if the instructions that come with the child restraint say that the top strap must be anchored.

In Canada, the law requires that forward-facing child restraints have a top tether, and that the tether be attached.

If the child restraint does not have the LATCH system, you will be using the safety belt to secure the child restraint in this position. Be sure to follow the instructions that came with the child restraint. Secure the child in the child restraint when and as the instructions say.

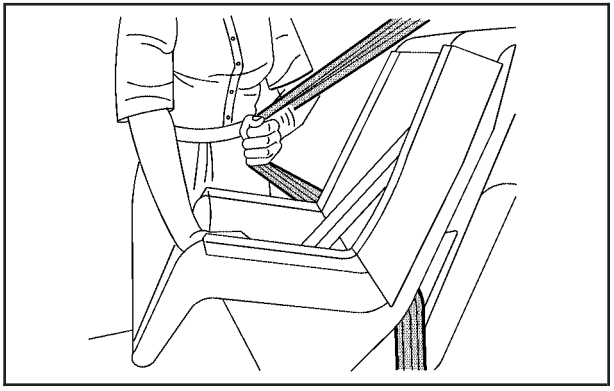
If more than one child restraint needs to be installed in the rear seat, be sure to read *Where to Put the Restraint on page 1-39*.

1. Put the child restraint on the seat.
2. Pick up the latch plate, and run the lap and shoulder portions of the vehicle's safety belt through or around the restraint. The child restraint instructions will show you how.

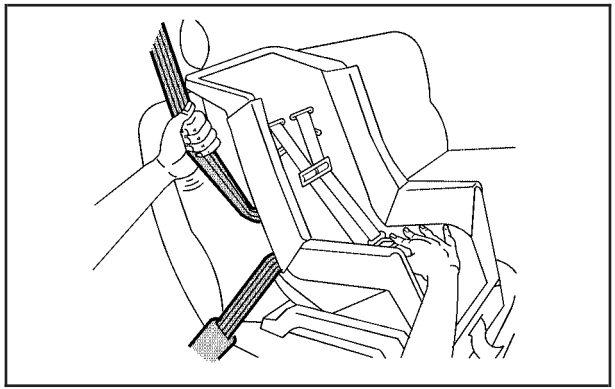


3. Push the latch plate into the buckle until it clicks.

   Position the release button on the buckle so that the safety belt could be quickly unbuckled if necessary.



4. Pull the rest of the shoulder belt all the way out of the retractor to set the lock.



5. To tighten the belt, push down on the child restraint, pull the shoulder portion of the belt to tighten the lap portion of the belt and feed the shoulder belt back into the retractor. When installing a forward-facing child restraint, it may be helpful to use your knee to push down on the child restraint as you tighten the belt.

6. If the child restraint has a top tether, follow the child restraint manufacturer's instructions regarding the use of the top tether. See *Lower Anchors and Tethers for Children (LATCH) on page 1-41* for more information.

7. Push and pull the child restraint in different directions to be sure it is secure.

To remove the child restraint, unbuckle the vehicle safety belt and let it return to the stowed position. If the top tether is attached to a top tether anchor, disconnect it.

Securing a Child Restraint in the Right Front Seat Position (With Passenger Sensing System)

Your vehicle has airbags. A rear seat is a safer place to secure a forward-facing child restraint. See *Where to Put the Restraint on page 1-39*.

In addition, the vehicle has a passenger sensing system which is designed to turn off the right front passenger frontal airbag under certain conditions. See *Passenger Sensing System on page 1-71* and *Passenger Airbag Status Indicator on page 3-29* for more information, including important safety information.

A label on the sun visor says, “Never put a rear-facing child seat in the front.” This is because the risk to the rear-facing child is so great, if the airbag deploys.

⚠ CAUTION:

A child in a rear-facing child restraint can be seriously injured or killed if the right front passenger airbag inflates. This is because the back of the rear-facing child restraint would be very close to the inflating airbag. A child in a forward-facing child restraint can be seriously injured or killed if the right front passenger airbag inflates and the passenger seat is in a forward position.

Even if the passenger sensing system has turned off the right front passenger frontal airbag, no system is fail-safe. No one can guarantee that an airbag will not deploy under some unusual circumstance, even though it is turned off.

CAUTION: (Continued)

CAUTION: (Continued)

Secure rear-facing child restraints in a rear seat, even if the airbag is off. If you secure a forward-facing child restraint in the right front seat, always move the front passenger seat as far back as it will go. It is better to secure the child restraint in a rear seat.

See *Passenger Sensing System on page 1-71* for additional information.

If the vehicle does not have a rear seat that will accommodate a rear-facing child restraint, a rear-facing child restraint should not be installed in the vehicle, even if the airbag is off.

If the child restraint has the LATCH system, see *Lower Anchors and Tethers for Children (LATCH) on page 1-41* for how and where to install the child restraint using LATCH. If a child restraint is secured using a safety belt and it uses a top tether, see *Lower Anchors and Tethers for Children (LATCH) on page 1-41* for top tether anchor locations.

Do not secure a child seat in a position without a top tether anchor if a national or local law requires that the top tether be anchored, or if the instructions that come with the child restraint say that the top strap must be anchored.

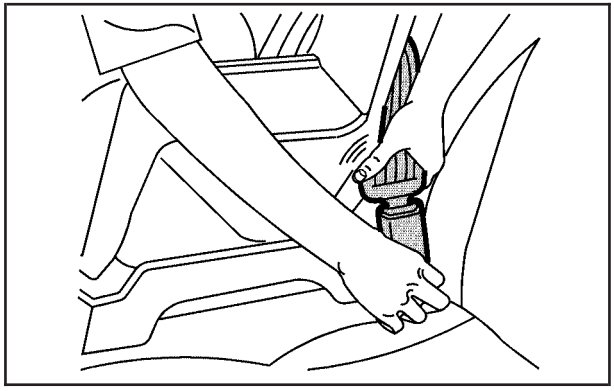
In Canada, the law requires that forward-facing child restraints have a top tether, and that the tether be attached.

You will be using the lap-shoulder belt to secure the child restraint in this position. Follow the instructions that came with the child restraint.

1. Move the seat as far back as it will go before securing the forward-facing child restraint.

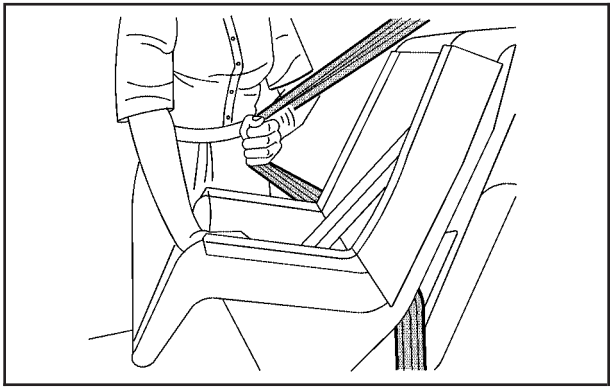
   When the passenger sensing system has turned off the right front passenger frontal airbag, the off indicator on the passenger airbag status indicator should light and stay lit when the vehicle is started. See *Passenger Airbag Status Indicator on page 3-29*.

2. Put the child restraint on the seat.
3. Pick up the latch plate, and run the lap and shoulder portions of the vehicle's safety belt through or around the restraint. The child restraint instructions will show you how.

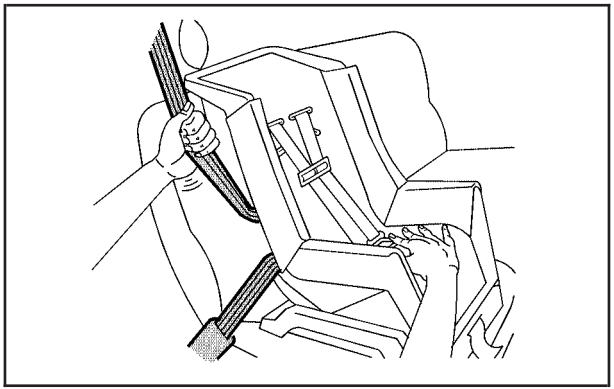


4. Push the latch plate into the buckle until it clicks.

   Position the release button on the buckle so that the safety belt could be quickly unbuckled if necessary.



5. Pull the rest of the shoulder belt all the way out of the retractor to set the lock.



6. To tighten the belt, push down on the child restraint, pull the shoulder portion of the belt to tighten the lap portion of the belt and feed the shoulder belt back into the retractor. When installing a forward-facing child restraint, it may be helpful to use your knee to push down on the child restraint as you tighten the belt.
7. If the vehicle does not have a rear seat and the child restraint has a top tether, follow the child restraint manufacturer's instructions regarding the use of the top tether. See *Lower Anchors and Tethers for Children (LATCH) on page 1-41* for more information.
8. Push and pull the child restraint in different directions to be sure it is secure.

If the airbag is off, the off indicator in the passenger airbag status indicator will come on and stay on when the vehicle is started.

To remove the child restraint, unbuckle the vehicle safety belt and let it return to the stowed position.

Securing a Child Restraint in the Right Front Seat Position (With Airbag On-Off Switch)

The vehicle has airbags. A rear seat is a safer place to secure a forward-facing child restraint. See *Where to Put the Restraint on page 1-39*.

There is a switch on the instrument panel that you can use to turn off the right front passenger's frontal airbag. See *Airbag Off Switch on page 1-67* for more information, including important safety information.

A label on the sun visor says, "Never put a rear-facing child seat in the front." This is because the risk to the rear-facing child is so great, if the airbag deploys.

⚠ CAUTION:

A child in a rear-facing child restraint can be seriously injured or killed if the right front passenger airbag inflates. This is because the back of the rear-facing child restraint would be very close to the inflating airbag. A child in a forward-facing child restraint can be seriously injured or killed if the right front passenger airbag inflates and the passenger seat is in a forward position.

Even if the airbag switch has turned off the right front passenger frontal airbag, no system is fail-safe. No one can guarantee that an airbag will not deploy under some unusual circumstance, even though it is turned off.

Secure rear-facing child restraints in a rear seat, even if the airbag is off. If you secure a forward-facing child restraint in the right front seat, always move the front passenger seat as far back as it will go. It is better to secure the child restraint in a rear seat.

⚠ CAUTION:

If the airbag readiness light ever comes on and stays on, it means that something may be wrong with the airbag system. For example, the right front passenger airbag could inflate even though the airbag on-off switch is turned off.

To help avoid injury to yourself or others, have the vehicle serviced right away. See *Airbag Readiness Light on page 3-27* for more information, including important safety information.

If the vehicle does not have a rear seat that will accommodate a rear-facing child restraint, a rear-facing child restraint should not be installed in the vehicle, even if the airbag is off.

If the child restraint has the LATCH system, see *Lower Anchors and Tethers for Children (LATCH) on page 1-41* for how and where to install the child restraint using LATCH. If a child restraint is secured using a safety belt and it uses a top tether, see *Lower Anchors and Tethers for Children (LATCH) on page 1-41* for top tether anchor locations.

Do not secure a child seat in a position without a top tether anchor if a national or local law requires that the top tether be anchored, or if the instructions that come with the child restraint say that the top strap must be anchored.

In Canada, the law requires that forward-facing child restraints have a top tether, and that the tether be attached.

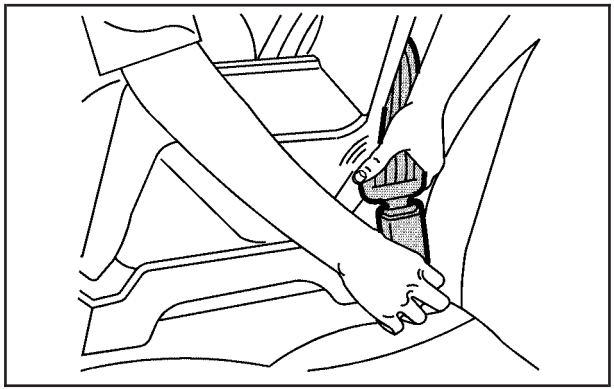
You will be using the lap-shoulder belt to secure the child restraint in this position. Follow the instructions that came with the child restraint.

1. Move the seat as far back as it will go before securing the forward-facing child restraint.

   If you have no other choice but to install a rear-facing child restraint in this seat, make sure the airbag is off once the child restraint has been installed.

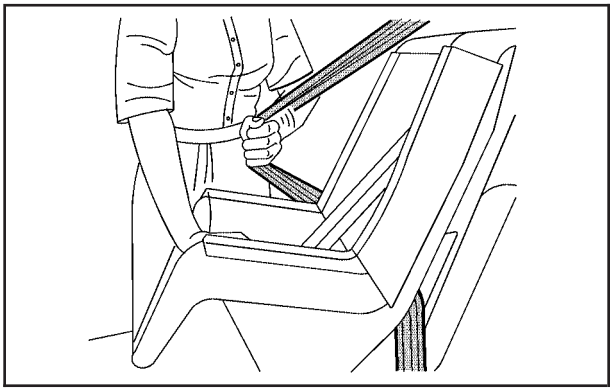
   When the airbag off switch has turned off the right front passenger frontal airbag, the off indicator in the airbag off light should light and stay lit when the vehicle is started. See *Airbag Off Light on page 3-28*.

2. Put the child restraint on the seat.
3. Pick up the latch plate, and run the lap and shoulder portions of the vehicle's safety belt through or around the restraint. The child restraint instructions will show you how.

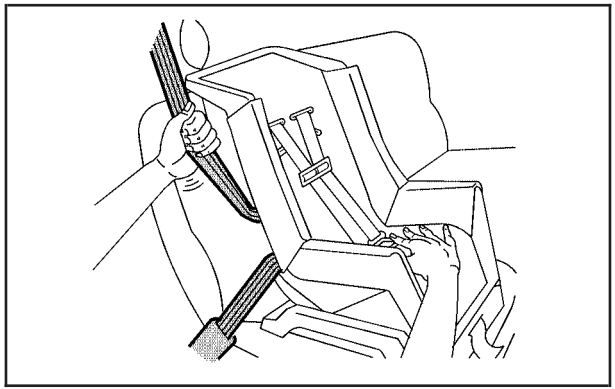


4. Push the latch plate into the buckle until it clicks.

   Position the release button on the buckle so that the safety belt could be quickly unbuckled if necessary.



5. Pull the rest of the shoulder belt all the way out of the retractor to set the lock.



6. To tighten the belt, push down on the child restraint, pull the shoulder portion of the belt to tighten the lap portion of the belt and feed the shoulder belt back into the retractor. When installing a forward-facing child restraint, it may be helpful to use your knee to push down on the child restraint as you tighten the belt.
7. If the vehicle does not have a rear seat and the child restraint has a top tether, follow the child restraint manufacturer's instructions regarding the use of the top tether. See *Lower Anchors and Tethers for Children (LATCH) on page 1-41* for more information.
8. Push and pull the child restraint in different directions to be sure it is secure.

To remove the child restraint, unbuckle the vehicle safety belt and let it return to the stowed position.

If you turned the airbag off with the switch, turn on the right front passenger airbag when you remove the child restraint from the vehicle unless the person who will be sitting there is a member of a passenger airbag risk group. See *Airbag Off Switch on page 1-67* for more information, including important safety information.

Airbag System

The vehicle has the following airbag:

- A frontal airbag for the driver.

The vehicle may have the following airbags:

- A frontal airbag for the right front passenger.
- A roof-rail airbag for the driver (cargo van).
- A roof-rail airbag for the right front passenger position (cargo or passenger van equipped with a sliding door).

  If you have a passenger van with a right front passenger roof-rail airbag and a sliding door, you will also have a separate roof-rail airbag for the passenger seated directly behind the right front passenger and the third row outboard passenger position.

- A roof-rail airbag for the driver, passenger seated directly behind the driver, and the third row outboard passenger position (passenger van equipped with a sliding or hinged door).
- A roof-rail airbag for the right front passenger, passenger seated directly behind the right front passenger, and the third row outboard passenger position (passenger van equipped with a hinged door).

All of the airbags in the vehicle will have the word AIRBAG embossed in the trim or on an attached label near the deployment opening.

For frontal airbags, the word AIRBAG will appear on the middle part of the steering wheel for the driver and on the instrument panel for the right front passenger.

With roof-rail airbags, the word AIRBAG will appear along the headliner or trim.

Here are the most important things to know about the airbag system:

⚠ CAUTION:

You can be severely injured or killed in a crash if you are not wearing your safety belt — even if you have airbags. Airbags are designed to work with safety belts, but do not replace them. Also, airbags are not designed to deploy in every crash. In some crashes safety belts are your only restraint. See *When Should an Airbag Inflate? on page 1-63*.

Wearing your safety belt during a crash helps reduce your chance of hitting things inside the vehicle or being ejected from it. Airbags are “supplemental restraints” to the safety belts. Everyone in your vehicle should wear a safety belt properly — whether or not there is an airbag for that person.

⚠ CAUTION:

Airbags inflate with great force, faster than the blink of an eye. Anyone who is up against, or very close to, any airbag when it inflates can be seriously injured or killed. Do not sit unnecessarily close to the airbag, as you would be if you were sitting on the edge of your seat or leaning forward. Safety belts help keep you in position before and during a crash. Always wear your safety belt, even with airbags. The driver should sit as far back as possible while still maintaining control of the vehicle.

Occupants should not lean on or sleep against the door or side windows in seating positions with roof-rail airbags.

⚠ CAUTION:

Children who are up against, or very close to, any airbag when it inflates can be seriously injured or killed. Airbags plus lap-shoulder belts offer protection for adults and older children, but not for young children and infants. Neither the vehicle's safety belt system nor its airbag system is designed for them. Young children and infants need the protection that a child restraint system can provide. Always secure children properly in your vehicle. To read how, see *Older Children on page 1-31* or *Infants and Young Children on page 1-34*.

There is an airbag readiness light on the instrument panel, which shows the airbag symbol.

The system checks the airbag electrical system for malfunctions. The light tells you if there is an electrical problem. See *Airbag Readiness Light on page 3-27* for more information.

Where Are the Airbags?

The driver frontal airbag is in the middle of the steering wheel.

If the vehicle has one, the right front passenger airbag is in the instrument panel on the passenger side.

Driver Side shown, Passenger Side similar

If the vehicle is a cargo or passenger van with a sliding door and it has a roof-rail airbag for the driver and right front passenger position, the roof-rail airbags are in the ceiling above the side window.

Driver Side shown, Passenger Side similar

If the vehicle has roof-rail airbags for the driver, right front passenger, passengers behind the driver and right front passenger, and the third row outboard passengers, the roof-rail airbags are in the ceiling above the side windows. On the driver side of the vehicle, there is one single roof-rail airbag for either vehicles with a hinged door or a sliding door.

For passenger vans with a sliding door, on the passenger side of the vehicle, you will have a separate roof-rail airbag for the passenger seated directly behind the right front passenger and the third row outboard passenger position.

⚠ CAUTION:

If something is between an occupant and an airbag, the airbag might not inflate properly or it might force the object into that person causing severe injury or even death. The path of an inflating airbag must be kept clear. Do not put anything between an occupant and an airbag, and do not attach or put anything on the steering wheel hub or on or near any other airbag covering.

Never secure anything to the roof of a vehicle with roof-rail airbags by routing a rope or tie down through any door or window opening. If you do, the path of an inflating roof-rail airbag will be blocked.

When Should an Airbag Inflate?

Frontal airbags are designed to inflate in moderate to severe frontal or near-frontal crashes to help reduce the potential for severe injuries mainly to the driver's or right front passenger's head and chest. However, they are only designed to inflate if the impact exceeds a predetermined deployment threshold. Deployment thresholds are used to predict how severe a crash is likely to be in time for the airbags to inflate and help restrain the occupants.

Whether the frontal airbags will or should deploy is not based on how fast the vehicle is traveling. It depends largely on what you hit, the direction of the impact, and how quickly the vehicle slows down.

Frontal airbags may inflate at different crash speeds. For example:

- If the vehicle hits a stationary object, the airbags could inflate at a different crash speed than if the vehicle hits a moving object.
- If the vehicle hits an object that deforms, the airbags could inflate at a different crash speed than if the vehicle hits an object that does not deform.
- If the vehicle hits a narrow object (like a pole), the airbags could inflate at a different crash speed than if the vehicle hits a wide object (like a wall).
- If the vehicle goes into an object at an angle, the airbags could inflate at a different crash speed than if the vehicle goes straight into the object.

Thresholds can also vary with specific vehicle design.

Frontal airbags are not intended to inflate during vehicle rollovers, rear impacts, or in many side impacts.

Single Stage vs. Dual Stage Airbags

Depending on the weight of the vehicle, you will have either “Single Stage Airbags” or “Dual Stage Airbags.” Vehicles that have a passenger sensing system also have dual stage airbags. See *Passenger Airbag Status Indicator on page 3-29* or *Passenger Sensing System on page 1-71*.

If the GVWR (Gross Vehicle Weight Rating) of the vehicle is 8,500 lb (3 855 kg) or above, the vehicle may have single stage airbags. If the GVWR is below 8,500 lb (3 855 kg) then the vehicle may have dual stage airbags. You can find the GVWR on the certification label on the rear edge of the driver door. See *Loading the Vehicle on page 4-18* for more information.

In addition, the vehicle may have dual-stage frontal airbags. Dual-stage airbags adjust the restraint according to crash severity. The vehicle has electronic frontal sensors, which help the sensing system distinguish between a moderate frontal impact and a more severe frontal impact. For moderate frontal impacts, dual-stage airbags inflate at a level less than full deployment. For more severe frontal impacts, full deployment occurs.

The vehicle may or may not have roof-rail airbags. See *Airbag System on page 1-58*. Roof-rail airbags are intended to inflate in moderate to severe side crashes. In addition, these roof-rail airbags are intended to inflate during a rollover. Roof-rail airbags will inflate if the crash severity is above the system’s designed threshold level. The threshold level can vary with specific vehicle design.

Roof-rail airbags are not intended to inflate in frontal impacts, near-frontal impacts, or rear impacts. All roof-rail airbags will deploy when either side of the vehicle is struck.

In any particular crash, no one can say whether an airbag should have inflated simply because of the damage to a vehicle or because of what the repair costs were. For frontal airbags, inflation is determined by what the vehicle hits, the angle of the impact, and how quickly the vehicle slows down. For roof-rail airbags, deployment is determined by the location and severity of the side impact.

What Makes an Airbag Inflate?

In a deployment event, the sensing system sends an electrical signal triggering a release of gas from the inflator. Gas from the inflator fills the airbag causing the bag to break out of the cover and deploy. The inflator, the airbag, and related hardware are all part of the airbag module.

Frontal airbag modules are located inside the steering wheel and instrument panel. For vehicles with roof-rail airbags, there are airbag modules in the ceiling of the vehicle, near the side windows for the first, second, and third rows (if equipped). See *Where Are the Airbags? on page 1-60* for more information.

How Does an Airbag Restrain?

In moderate to severe frontal or near frontal collisions, even belted occupants can contact the steering wheel or the instrument panel. In moderate to severe side collisions, even belted occupants can contact the inside of the vehicle.

Airbags supplement the protection provided by safety belts. Frontal airbags distribute the force of the impact more evenly over the occupant's upper body, stopping the occupant more gradually. Roof-rail airbags distribute the force of the impact more evenly over the occupant's upper body.

Rollover capable roof-rail airbags are designed to help contain the head and chest of occupants in the outboard seating positions in the first, second, and third rows, if equipped. The rollover capable roof-rail airbags are designed to help reduce the risk of full or partial ejection in rollover events, although no system can prevent all such ejections.

But airbags would not help in many types of collisions, primarily because the occupant's motion is not toward those airbags. See *When Should an Airbag Inflate? on page 1-63* for more information.

Airbags should never be regarded as anything more than a supplement to safety belts.

What Will You See After an Airbag Inflates?

After the frontal airbags inflate, they quickly deflate, so quickly that some people may not even realize an airbag inflated. Roof-rail airbags may still be at least partially inflated for some time after they deploy. Some components of the airbag module may be hot for several minutes. For location of the airbag modules, see *What Makes an Airbag Inflate? on page 1-65*.

The parts of the airbag that come into contact with you may be warm, but not too hot to touch. There may be some smoke and dust coming from the vents in the deflated airbags. Airbag inflation does not prevent the driver from seeing out of the windshield or being able to steer the vehicle, nor does it prevent people from leaving the vehicle.

⚠ CAUTION:

When an airbag inflates, there may be dust in the air. This dust could cause breathing problems for people with a history of asthma or other breathing trouble. To avoid this, everyone in the vehicle should get out as soon as it is safe to do so.
If you have breathing problems but cannot get out of the vehicle after an airbag inflates, then get fresh air by opening a window or a door. If you experience breathing problems following an airbag deployment, you should seek medical attention.

The vehicle has a feature that may automatically unlock the doors (if equipped with power door locks), turn the interior lamps on, and turn the hazard warning flashers on when the airbags inflate. You can lock the doors, turn the interior lamps off, and turn the hazard warning flashers off by using the controls for those features.

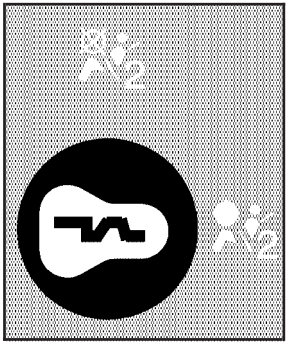
In many crashes severe enough to inflate the airbag, windshields are broken by vehicle deformation. Additional windshield breakage may also occur from the right front passenger airbag.

- Airbags are designed to inflate only once. After an airbag inflates, you will need some new parts for the airbag system. If you do not get them, the airbag system will not be there to help protect you in another crash. A new system will include airbag modules and possibly other parts. The service manual for the vehicle covers the need to replace other parts.
- The vehicle has a crash sensing and diagnostic module which records information after a crash. See *Vehicle Data Recording and Privacy on page 7-17* and *Event Data Recorders on page 7-18*.
- Let only qualified technicians work on the airbag systems. Improper service can mean that an airbag system will not work properly. See your dealer/retailer for service.

Airbag Off Switch

If the instrument panel has one of the switches pictured in the following illustrations, the vehicle has an airbag on-off switch that you can use to manually turn on or off the right front passenger airbag.

United States



Canada

If the vehicle does not have an airbag on-off switch, it may have a passenger sensing system. See *Passenger Sensing System on page 1-71*.

This switch should only be turned to the off position if the person in the right front passenger position is a member of a passenger risk group identified by the national government as follows:

Infant. *An infant (less than 1 year old) must ride in the front seat because:*

- *My vehicle has no rear seat;*
- *My vehicle has a rear seat too small to accommodate a rear-facing infant seat; or*
- *The infant has a medical condition which, according to the infant's physician, makes it necessary for the infant to ride in the front seat so that the driver can constantly monitor the child's condition.*

Child age 1 to 12. *A child age 1 to 12 must ride in the front seat because:*

- *My vehicle has no rear seat;*
- *Although children ages 1 to 12 ride in the rear seat(s) whenever possible, children ages 1 to 12 sometimes must ride in the front because no space is available in the rear seat(s) of my vehicle; or*
- *The child has a medical condition which, according to the child's physician, makes it necessary for the child to ride in the front seat so that the driver can constantly monitor the child's condition.*

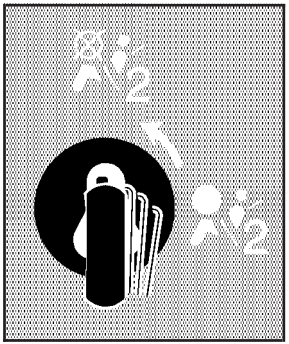
Medical Condition. *A passenger has a medical condition which, according to his or her physician:*

- *Causes the passenger airbag to pose a special risk for the passenger; and*
- *Makes the potential harm from the passenger airbag in a crash greater than the potential harm from turning off the airbag and allowing the passenger, even if belted, to hit the dashboard or windshield in a crash.*

⚠ CAUTION:

If the right front passenger's airbag is turned off for a person who is not in a risk group identified by the national government, that person will not have the extra protection of an airbag. In a crash, the airbag will not be able to inflate and help protect the person sitting there. Do not turn off the passenger's airbag unless the person sitting there is in a risk group.

United States



Canada

To turn off the right front passenger frontal airbag, insert the ignition key into the switch, push in, and move the switch to the off position.

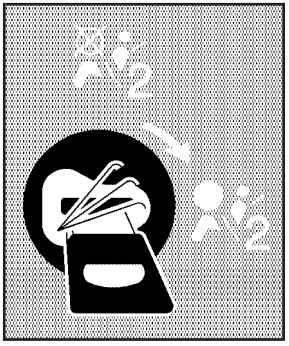
The airbag off light will come on to let you know that the right front passenger airbag is off. The airbag off light will stay on to remind you that the airbag is off. See *Airbag Off Light on page 3-28*. The airbag off light will stay on to remind you that the airbag is off. The right front passenger airbag will remain off until you turn it back on again.

⚠ CAUTION:

If the airbag readiness light ever comes on and stays on, it means that something may be wrong with the airbag system. For example, the right front passenger airbag could inflate even though the airbag on-off switch is turned off.

To help avoid injury to yourself or others, have the vehicle serviced right away. See *Airbag Readiness Light on page 3-27* for more information, including important safety information.

United States



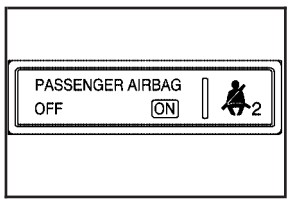
Canada

To turn the right front passenger airbag on again, insert the ignition key into the switch, push in, and move the switch to the on position.

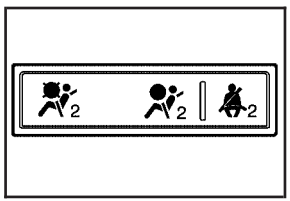
The right front passenger frontal airbag is now enabled (may inflate). See *Airbag Off Light on page 3-28* or more information.

Passenger Sensing System

If the instrument panel has one of the indicators pictured in the following illustrations, the vehicle has a passenger sensing system unless there is an airbag off switch located on the instrument panel. If there is an airbag off switch, the vehicle does not have a passenger sensing system. See *Airbag Off Switch on page 1-67* for more information.



United States



Canada

The passenger airbag status indicator will be visible on the instrument panel when the vehicle is started.

The words ON and OFF, or the symbol for on and off, will be visible during the system check. When the system check is complete, either the word ON or the word OFF, or the symbol for on or the symbol for off, will be visible. See *Passenger Airbag Status Indicator on page 3-29*.

The passenger sensing system will turn off the right front passenger frontal airbag under certain conditions. The driver airbag and roof-rail airbags, if equipped, are not part of the passenger sensing system.

The passenger sensing system works with sensors that are part of the right front passenger seat. The sensors are designed to detect the presence of a properly-seated occupant and determine if the right front passenger frontal airbag should be enabled (may inflate) or not.

Accident statistics show that children are safer if they are restrained in the rear rather than the front seat.

We recommend that children be secured in a rear seat, including: an infant or a child riding in a rear-facing child restraint; a child riding in a forward-facing child seat; an older child riding in a booster seat; and children, who are large enough, using safety belts.

A label on the sun visor says, “Never put a rear-facing child seat in the front.” This is because the risk to the rear-facing child is so great, if the airbag deploys.

⚠ CAUTION:

A child in a rear-facing child restraint can be seriously injured or killed if the right front passenger airbag inflates. This is because the back of the rear-facing child restraint would be very close to the inflating airbag. A child in a forward-facing child restraint can be seriously injured or killed if the right front passenger airbag inflates and the passenger seat is in a forward position.

Even if the passenger sensing system has turned off the right front passenger frontal airbag, no system is fail-safe. No one can guarantee that an airbag will not deploy under some unusual circumstance, even though the airbag is turned off.

CAUTION: (Continued)

CAUTION: (Continued)

Secure rear-facing child restraints in a rear seat, even if the airbag is off. If you secure a forward-facing child restraint in the right front seat, always move the front passenger seat as far back as it will go. It is better to secure the child restraint in a rear seat.

If the vehicle does not have a rear seat that will accommodate a rear-facing child restraint, a rear-facing child restraint should not be installed in the vehicle, even if the airbag is off.

The passenger sensing system is designed to turn off the right front passenger frontal airbag if:

- The right front passenger seat is unoccupied.
- The system determines that an infant is present in a rear-facing infant seat.
- The system determines that a small child is present in a child restraint.
- The system determines that a small child is present in a booster seat.
- A right front passenger takes his/her weight off of the seat for a period of time.

- The right front passenger seat is occupied by a smaller person, such as a child who has outgrown child restraints.
- Or, if there is a critical problem with the airbag system or the passenger sensing system.

When the passenger sensing system has turned off the right front passenger frontal airbag, the off indicator will light and stay lit to remind you that the airbag is off. See *Passenger Airbag Status Indicator on page 3-29*.

The passenger sensing system is designed to turn on (may inflate) the right front passenger frontal airbag anytime the system senses that a person of adult size is sitting properly in the right front passenger seat.

When the passenger sensing system has allowed the airbag to be enabled, the on indicator will light and stay lit to remind you that the airbag is active.

For some children, including those in child restraints, and for very small adults, the passenger sensing system may or may not turn off the right front passenger frontal airbag, depending upon the person's seating posture and body build. Everyone in your vehicle who has outgrown child restraints should wear a safety belt properly — whether or not there is an airbag for that person.

⚠ CAUTION:

If the airbag readiness light in the instrument panel cluster ever comes on and stays on, it means that something may be wrong with the airbag system. If this ever happens, have the vehicle serviced promptly, because an adult-size person sitting in the right front passenger's seat may not have the protection of the airbag(s). See *Airbag Readiness Light on page 3-27* for more on this, including important safety information.

If the On Indicator is Lit for a Child Restraint

If a child restraint has been installed and the on indicator is lit:

1. Turn the vehicle off.
2. Remove the child restraint from the vehicle.
3. Remove any additional items from the seat such as blankets, cushions, seat covers, seat heaters, or seat massagers.
4. Reinstall the child restraint following the directions provided by the child restraint manufacturer and refer to *Securing a Child Restraint in the Right Front Seat Position (With Passenger Sensing System)* in the Index.
5. If, after reinstalling the child restraint and restarting the vehicle, the on indicator is still lit, turn the vehicle off. Then slightly recline the vehicle seatback and adjust the seat cushion, if adjustable, to make sure that the vehicle seatback is not pushing the child restraint into the seat cushion.
6. Restart the vehicle.

   If the on indicator is still lit, secure the child in the child restraint in a rear seat position in the vehicle, and check with your dealer/retailer.

   If no rear seat is available, do not install a child restraint in this vehicle.

If the Off Indicator is Lit for an Adult-Size Occupant

If a person of adult-size is sitting in the right front passenger seat, but the off indicator is lit, it could be because that person is not sitting properly in the seat.

If this happens, use the following steps to allow the system to detect that person and enable the right front passenger frontal airbag:

1. Turn the vehicle off.
2. Remove any additional material from the seat, such as blankets, cushions, seat covers, seat heaters, or seat massagers.
3. Place the seatback in the fully upright position.
4. Have the person sit upright in the seat, centered on the seat cushion, with legs comfortably extended.
5. Restart the vehicle and have the person remain in this position for two to three minutes after the on indicator is lit.

This allows the system to detect that person and then enable the right front passenger frontal airbag.

Additional Factors Affecting System Operation

Safety belts help keep the passenger in position on the seat during vehicle maneuvers and braking, which helps the passenger sensing system maintain the passenger airbag status. See “Safety Belts” and “Child Restraints” in the Index for additional information about the importance of proper restraint use.

If you ever pull the shoulder portion of the belt out all the way, you will engage the child restraint locking feature. This may unintentionally cause the passenger sensing system to turn the airbag(s) off for some adult size occupants. If this happens, just let the belt go back all the way and start again.

A thick layer of additional material, such as a blanket or cushion, or aftermarket equipment such as seat covers, seat heaters, and seat massagers can affect how well the passenger sensing system operates. We recommend that you not use seat covers or other aftermarket equipment except when approved by GM for your specific vehicle. See *Adding Equipment to Your Airbag-Equipped Vehicle on page 1-78* for more information about modifications that can affect how the system operates.

⚠ CAUTION:

Stowing of articles under the passenger seat or between the passenger seat cushion and seatback may interfere with the proper operation of the passenger sensing system.

Servicing Your Airbag-Equipped Vehicle

Airbags affect how the vehicle should be serviced. There are parts of the airbag system in several places around the vehicle. Your dealer/retailer and the service manual have information about servicing the vehicle and the airbag system. To purchase a service manual, see *Service Publications Ordering Information on page 7-16*.

⚠ CAUTION:

For up to 10 seconds after the ignition is turned off and the battery is disconnected, an airbag can still inflate during improper service. You can be injured if you are close to an airbag when it inflates. Avoid yellow connectors. They are probably part of the airbag system. Be sure to follow proper service procedures, and make sure the person performing work for you is qualified to do so.

Adding Equipment to Your Airbag-Equipped Vehicle

Q: Is there anything I might add to or change about the vehicle that could keep the airbags from working properly?

A: Yes. If you add things that change the vehicle's frame, bumper system, height, front end or side sheet metal, they may keep the airbag system from working properly. Changing or moving any parts of the front seats, safety belts, the airbag sensing and diagnostic module, steering wheel, instrument panel, roof-rail airbag modules, ceiling headliner or pillar garnish trim, front sensors, or airbag wiring can affect the operation of the airbag system.

In addition, the vehicle may have a passenger sensing system for the right front passenger position, which includes sensors that are part of the passenger seat. The passenger sensing system may not operate properly if the original seat trim is replaced with non-GM covers, upholstery or trim, or with GM covers, upholstery or trim designed for a different vehicle. Any object, such as an aftermarket seat heater or a comfort enhancing pad or device, installed under or on top of the seat fabric, could also interfere with the operation of the passenger sensing system. This could either prevent proper deployment of the passenger airbag(s) or prevent the passenger sensing system from properly turning off the passenger airbag(s). See *Passenger Sensing System on page 1-71*.

If you have any questions about this, you should contact Customer Assistance before you modify the vehicle. The phone numbers and addresses for Customer Assistance are in Step Two of the Customer Satisfaction Procedure in this manual. See *Customer Satisfaction Procedure on page 7-2*.

If the vehicle has rollover roof-rail airbags, see *Different Size Tires and Wheels on page 5-75* for additional important information.

Q: Because I have a disability, I have to get my vehicle modified. How can I find out whether this will affect my airbag system?

A: If you have questions, call Customer Assistance. The phone numbers and addresses for Customer Assistance are in Step Two of the Customer Satisfaction Procedure in this manual. See *Customer Satisfaction Procedure on page 7-2*.

In addition, your dealer/retailer and the service manual have information about the location of the airbag sensors, sensing and diagnostic module and airbag wiring.

Restraint System Check

Checking the Restraint Systems

Safety Belts

Now and then, check that the safety belt reminder light, safety belts, buckles, latch plates, retractors, and anchorages are all working properly.

Look for any other loose or damaged safety belt system parts that might keep a safety belt system from doing its job. See your dealer/retailer to have it repaired. Torn or frayed safety belts may not protect you in a crash. They can rip apart under impact forces. If a belt is torn or frayed, get a new one right away.

Make sure the safety belt reminder light is working. See *Safety Belt Reminders on page 3-26* for more information.

Keep safety belts clean and dry. See *Care of Safety Belts on page 5-98*.

Airbags

The airbag system does not need regularly scheduled maintenance or replacement. Make sure the airbag readiness light is working. See *Airbag Readiness Light on page 3-27* for more information.

Notice: **If an airbag covering is damaged, opened, or broken, the airbag may not work properly. Do not open or break the airbag coverings. If there are any opened or broken airbag covers, have the airbag covering and/or airbag module replaced. For the location of the airbag modules, see *What Makes an Airbag Inflate? on page 1-65*. See your dealer/retailer for service.**

Replacing Restraint System Parts After a Crash

⚠ CAUTION:

A crash can damage the restraint systems in your vehicle. A damaged restraint system may not properly protect the person using it, resulting in serious injury or even death in a crash. To help make sure your restraint systems are working properly after a crash, have them inspected and any necessary replacements made as soon as possible.

If the vehicle has been in a crash, do you need new safety belts or LATCH system (if equipped) parts?

After a very minor crash, nothing may be necessary. But the safety belt assemblies that were used during any crash may have been stressed or damaged. See your dealer/retailer to have the safety belt assemblies inspected or replaced.

If the vehicle has the LATCH system and it was being used during a crash, you may need new LATCH system parts.

New parts and repairs may be necessary even if the safety belt or LATCH system (if equipped), was not being used at the time of the crash.

If an airbag inflates, you will need to replace airbag system parts. See the part on the airbag system earlier in this section.

Have the safety belt pretensioners checked if the vehicle has been in a crash, if the airbag readiness light stays on after the vehicle is started, or while you are driving. See *Airbag Readiness Light on page 3-27*.

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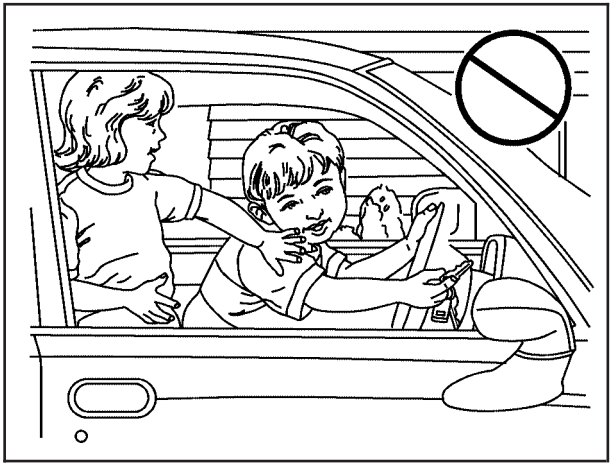
Keys

⚠ CAUTION:

Leaving children in a vehicle with the ignition key is dangerous for many reasons, children or others could be badly injured or even killed. They could operate the power windows or other controls or even make the vehicle move. The windows will function with the keys in the ignition and children could be seriously injured or killed if caught in the path of a closing window. Do not leave the keys in a vehicle with children.



The key can be used for the ignition and all door locks.

The key has a bar-coded key tag that the dealer/retailer or qualified locksmith can use to make new keys. Store this information in a safe place, not in your vehicle.

Notice: **If you ever lock your keys in the vehicle, you may have to damage the vehicle to get in. Be sure you have spare keys.**

If you are locked out of your vehicle, call Roadside Assistance Center. See *Roadside Assistance Program on page 7-7*.

Remote Keyless Entry (RKE) System

If this vehicle has the Remote Keyless Entry (RKE) system, it operates on a radio frequency subject to Federal Communications Commission (FCC) Rules and with Industry Canada.

This device complies with Part 15 of the FCC Rules. Operation is subject to the following two conditions:

1. This device may not cause interference.
2. This device must accept any interference received, including interference that may cause undesired operation of the device.

This device complies with RSS-210 of Industry Canada. Operation is subject to the following two conditions:

1. This device may not cause interference.
2. This device must accept any interference received, including interference that may cause undesired operation of the device.

Changes or modifications to this system by other than an authorized service facility could void authorization to use this equipment.

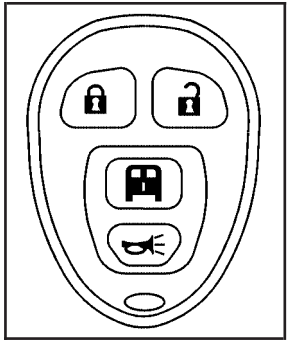
If there is a decrease in the RKE operating range, try this:

- Check the distance. The transmitter may be too far from the vehicle. Stand closer during rainy or snowy weather.
- Check the location. Other vehicles or objects may be blocking the signal. Take a few steps to the left or right, hold the transmitter higher, and try again.
- Check the transmitter's battery. See "Battery Replacement" later in this section.
- If the transmitter is still not working correctly, see your dealer/retailer or a qualified technician for service.

Remote Keyless Entry (RKE) System Operation

The Remote Keyless Entry (RKE) transmitter functions work up to 65 feet (20 m) away from the vehicle.

There are other conditions which can affect the performance of the transmitter. See *Remote Keyless Entry (RKE) System on page 2-3*.



(Lock): Press once to lock all doors. If enabled through the Driver Information Center (DIC), the parking lamps flash once to indicate locking has occurred.

The horn may chirp when is pressed again within five seconds. See *DIC Vehicle Customization on page 3-57* for additional information.

(Unlock): Press to unlock the driver door. If is pressed again within five seconds, all remaining doors unlock.

The interior lamps come on and stay on for 20 seconds or until the ignition is turned on. If enabled through the DIC, the parking lamps flash twice to indicate unlocking has occurred. See *DIC Vehicle Customization on page 3-57* for additional information.

(Cargo Door): Press to unlock only the cargo doors.

(Vehicle Locator/Panic Alarm): Press and release to locate the vehicle. The turn signal lamps flash and the horn sounds three times.

Press and hold for more than two seconds to activate the panic alarm. The turn signal lamps flash and the horn sounds repeatedly for 30 seconds. The alarm turns off when the ignition is moved to ON/RUN or is pressed again. The ignition must be in LOCK/OFF for the panic alarm to work.

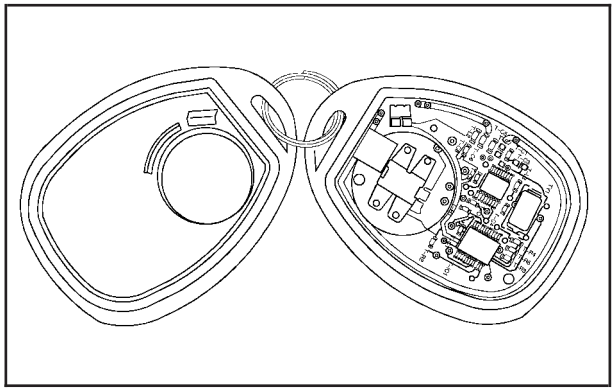
Programming Transmitters to the Vehicle

Only RKE transmitters programmed to the vehicle will work. If a transmitter is lost or stolen, a replacement can be purchased and programmed through your dealer/retailer. When the replacement transmitter is programmed to the vehicle, all remaining transmitters must also be programmed. Any lost or stolen transmitters no longer work once the new transmitter is programmed. Each vehicle can have up to four transmitters programmed to it. See “Relearn Remote Key” under *DIC Operation and Displays on page 3-41* for instructions on how to match RKE transmitters to your vehicle.

Battery Replacement

Replace the battery if the REPLACE BATTERY IN REMOTE KEY message displays in the DIC. See “REPLACE BATTERY IN REMOTE KEY” under *DIC Warnings and Messages on page 3-48* for additional information.

Notice: **When replacing the battery, do not touch any of the circuitry on the transmitter. Static from your body could damage the transmitter.**



To replace the battery:

1. Separate the transmitter with a flat, thin object inserted into the notch on the side of the transmitter.
2. Remove the old battery. Do not use a metal object.
3. Insert the new battery, positive side facing down. Replace with a CR2032 or equivalent battery.
4. Snap the transmitter back together.

Doors and Locks

Door Locks

⚠ CAUTION:

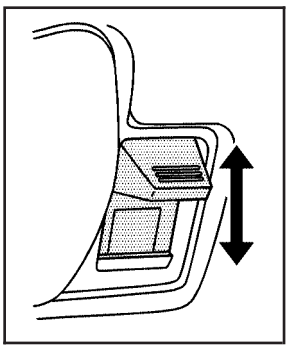
Unlocked doors can be dangerous.

- Passengers, especially children, can easily open the doors and fall out of a moving vehicle. When a door is locked, the handle will not open it. The chance of being thrown out of the vehicle in a crash is increased if the doors are not locked. So, all passengers should wear safety belts properly and the doors should be locked whenever the vehicle is driven.
- Young children who get into unlocked vehicles may be unable to get out. A child can be overcome by extreme heat and can suffer permanent injuries or even death from heat stroke. Always lock the vehicle whenever leaving it.

CAUTION: (Continued)

CAUTION: (Continued)

- Outsiders can easily enter through an unlocked door when you slow down or stop your vehicle. Locking your doors can help prevent this from happening.



To lock the door from the inside, slide the manual lever on the door down. To unlock the door, slide the manual lever up.

From the outside, use the key.

If the vehicle is equipped with keyless entry, see *Remote Keyless Entry (RKE) System on page 2-3* for more information.

Power Door Locks

On vehicles with power door locks, the switches are located on the doors.

: Press the bottom of the switch to lock all the doors at once. Press the top of the switch to unlock all the doors at once.

When a door is locked, the inside door handle will not work.

Cargo Door Relocking

If the cargo door is open when the lock button is pressed on the door or the RKE transmitter, all doors will lock except the cargo door. The cargo door will only lock when they are closed or when the delayed locking feature functions.

Delayed Locking

When locking the doors with the power lock switch and a door open, the doors will lock five seconds after the last door is closed. You will hear three chimes to signal that the delayed locking feature is in use.

Pressing the power lock switch twice or the lock button on the RKE transmitter twice will override the delayed locking feature and immediately lock all the doors.

This feature will not operate if the key is in the ignition.

This feature can be programmed using the Driver Information Center (DIC). See DELAY DOOR LOCK under *DIC Vehicle Customization on page 3-57*.

Programmable Automatic Door Locks

The vehicle is programmed so that when the doors are closed, the ignition is on and the shift lever is moved out of P (Park), all the doors will lock. The doors will unlock every time you stop the vehicle and move the shift lever back into P (Park).

If someone needs to exit the vehicle once the doors are locked, have that person use the manual lever or power door lock switch for the rear doors. When the door is closed again, it will not lock automatically. Use the manual lever or the power door lock switch to lock the door.

The power door locks can be programmed through the Driver Information Center (DIC). For more information on programming, see *DIC Vehicle Customization on page 3-57*.

Automatic Door Lock

The doors will automatically lock when the shift lever is moved out of P (Park). The automatic door locking feature cannot be disabled.

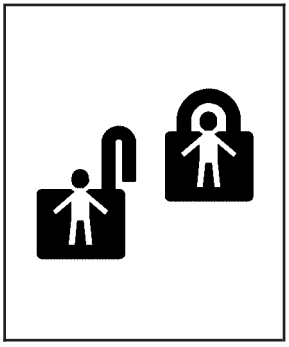
Automatic Door Unlock

The doors will automatically unlock when the shift lever is moved into P (Park).

The automatic unlock feature can be disabled or programmed in different ways if the vehicle has an automatic transmission. For more information on programming, see *DIC Vehicle Customization on page 3-57*.

Rear Door Security Locks

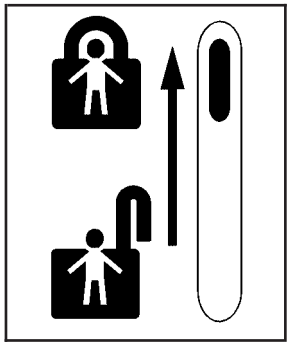
Security locks are located on the front portion of the 60/40 side swing-out door or the side sliding door.



60/40 Swing-Out Side Door — Driver Side shown, Passenger Side similar

For the 60/40 side swing-out door, move the button to the right for the driver side door or to the left for the passenger side door to engage the security feature.

Move the button to the left for the driver side door or to the right for the passenger side door to return the door locks to normal operation.



Side Sliding Door

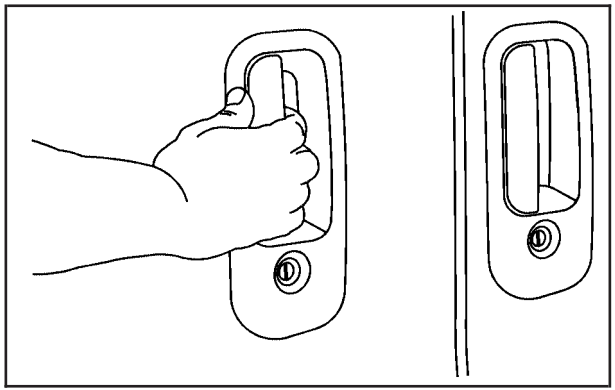
For the side sliding door, move the button up to engage the security feature. Move the button down to return the door locks to normal operation.

Lockout Protection

This feature protects you from locking the key in the vehicle when the key is in the ignition and a door is open.

If the power lock switch is pressed when either the driver, passenger, or rear door is open, all the doors will lock and then the driver door will unlock. This feature does not include the side cargo door.

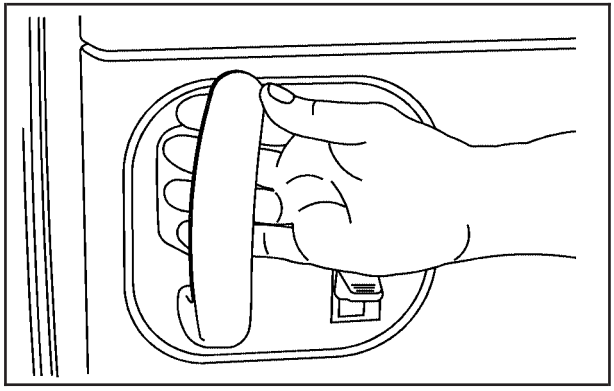
Sliding Side Door



To open the sliding side door from the outside, pull the handle toward the rear of the vehicle and slide the door open.

To close the sliding side door from the outside, use the handle to slide the door toward the front of the vehicle.

When the door is closed, it will be flush with the side of the body.

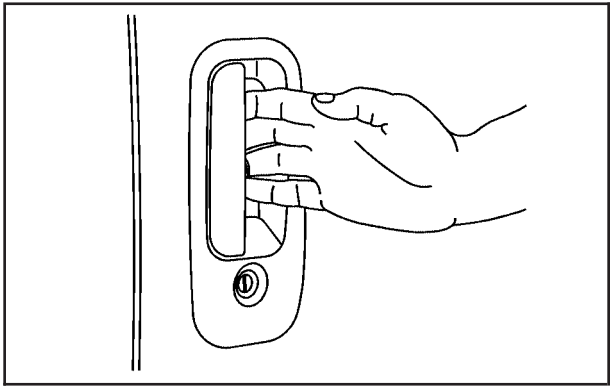


To open the sliding side door from the inside, pull the handle toward the rear of the vehicle. Then, slide the door toward the rear of the vehicle.

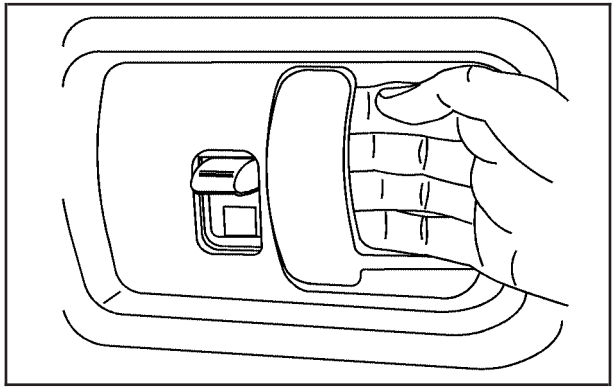
To close the sliding side door from the inside, grasp the handle and slide the door toward the front of the vehicle.

Make sure the door is completely closed before driving away.

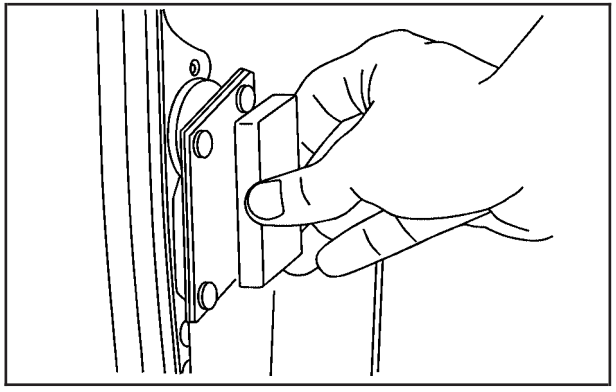
60/40 Swing-Out Side Door



To open the front portion of a 60/40 door from the outside, pull out on the handle and open the door.



To open the front portion of a 60/40 door from the inside, pull the handle toward you and push the door open.



To open the rear portion of a 60/40 door from the outside, pull the handle on the side of the rear door and pull the door toward you.

To close the 60/40 side doors, close the rear door first. Then close the front door. Check to make sure that both doors are completely closed.

The front side swing-out door has a check strap assembly in the door frame to keep the door from opening beyond 90 degrees.

To open the door beyond 90 degrees, close the door partially, pull the check strap toward you and then open the door. When the door is closed, the check strap will automatically re-engage.

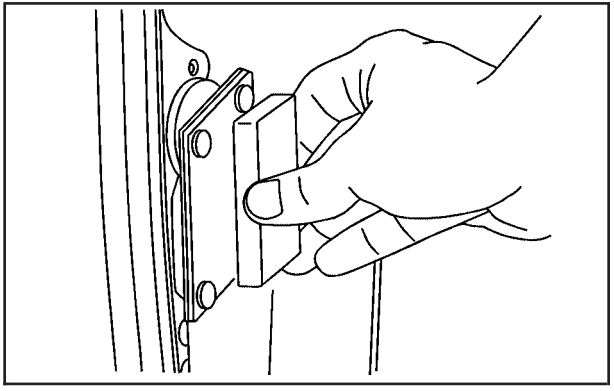
Rear Doors

⚠ CAUTION:

Unlocked doors can be dangerous.

- Passengers, especially children, can easily open the doors and fall out of a moving vehicle. When a door is locked, the handle will not open it. The chance of being thrown out of the vehicle in a crash is increased if the doors are not locked. So, all passengers should wear safety belts properly and the doors should be locked whenever the vehicle is driven.
- Young children who get into unlocked vehicles may be unable to get out. A child can be overcome by extreme heat and can suffer permanent injuries or even death from heat stroke. Always lock the vehicle whenever leaving it.
- Outsiders can easily enter through an unlocked door when you slow down or stop your vehicle. Locking your doors can help prevent this from happening.

To open the rear doors from the outside, pull the handle toward you to open the passenger side rear door first.



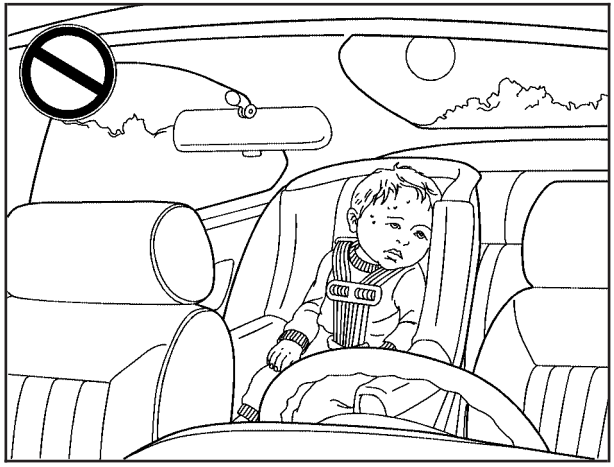
To open the driver side rear door, pull the latch release at the inside edge of the door.

To close the rear doors, close the driver side rear door first. Then close the passenger side rear door. Check to make sure both doors are completely closed.

Windows

⚠ CAUTION:

Leaving children, helpless adults, or pets in a vehicle with the windows closed is dangerous. They can be overcome by the extreme heat and suffer permanent injuries or even death from heat stroke. Never leave a child, a helpless adult, or a pet alone in a vehicle, especially with the windows closed in warm or hot weather.



Manual Windows

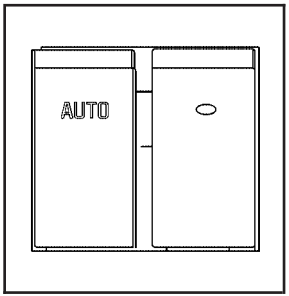
Operate the manual windows by turning the hand crank on each door to raise or lower the side door windows.

Power Windows

⚠ CAUTION:

Leaving children in a vehicle with the keys is dangerous for many reasons, children or others could be badly injured or even killed. They could operate the power windows or other controls or even make the vehicle move. The windows will function and they could be seriously injured or killed if caught in the path of a closing window. Do not leave keys in a vehicle with children.

When there are children in the rear seat use the window lockout button to prevent unintentional operation of the windows.



If the vehicle has power windows, the controls are located on each of the side doors.

The driver door has a switch for the passenger window also. The power windows will work when the ignition has been turned to ON/RUN or ACC/ACCESSORY, or when Retained Accessory Power (RAP) is active. See *Retained Accessory Power (RAP) on page 2-20*.

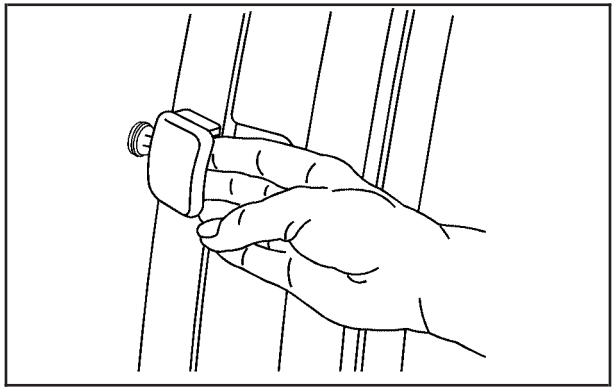
Press the switch to lower the window.

Pull up on the front edge of the switch to raise the window.

Express-Down

The driver window switch also has an express-down feature that allows the window to be lowered without holding the switch. Press fully and release the window switch marked AUTO to activate the express-down mode. This mode can be cancelled at any time by pulling up on the switch. To open the window part way, lightly tap the switch until the window is at the desired position.

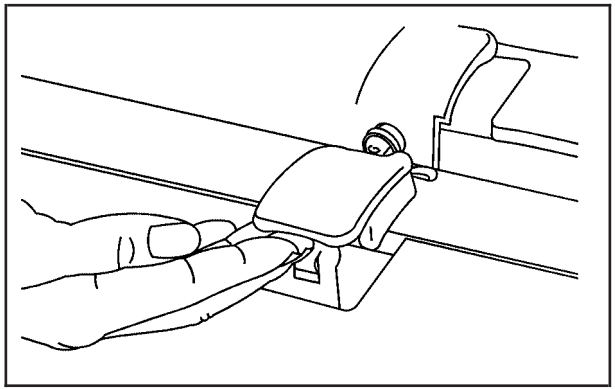
Swing-Out Windows



Side Swing-Out Window

To open the side door swing-out window, pull up on the latch at the edge of the window. Swing the window out and push down on the latch to lock the window into place.

To close the window, pull the latch toward you and push down on the latch to lock it.



Rear Swing-Out Windows

The vehicle also has rear swing-out windows. The rear swing-out windows work the same way as the side swing out window, but the latch is located at the bottom edge of the window.

Enhanced Technology Glass

The vehicle may be equipped with Enhanced Technology Glass (ETG). ETG is part of the overall occupant protection system on passenger vans. ETG may help to keep passengers sitting next to these fixed windows from being ejected through the glass in some, but not in all crashes. Even with this glass, safety belts must still be worn at all times. For passenger vans, use only ETG glass approved for your vehicle for replacement when damaged.

The following table shows laminated glass location, based on vehicle model and options.

Vehicle Configuration	ETG Locations
Eight Seat Passenger Vans	Sliding door forward window
Twelve and Fifteen Seat Passenger Vans	Sliding door forward window and rear-most side windows
Long Wheelbase Cargo Vans	Rear-most side windows

Sun Visors

To block out glare, swing down the sun visors. You can also swing them to the side.

Visor Vanity Mirror

The vehicle may have visor vanity mirrors, with or without lamps. Lift the mirror cover to turn the lamps on, if equipped.

Theft-Deterrent Systems

Vehicle theft is big business, especially in some cities. This vehicle has theft-deterrent features, however, they do not make it impossible to steal.

PASS-Key® III+ Electronic Immobilizer

The PASS-Key III+ system operates on a radio frequency subject to Federal Communications Commission (FCC) Rules and with Industry Canada.

This device complies with Part 15 of the FCC Rules. Operation is subject to the following two conditions:

1. This device may not cause harmful interference.
2. This device must accept any interference received, including interference that may cause undesired operation.

This device complies with RSS-210 of Industry Canada. Operation is subject to the following two conditions:

1. This device may not cause interference.
2. This device must accept any interference received, including interference that may cause undesired operation of the device.

Changes or modifications to this system by other than an authorized service facility could void authorization to use this equipment.

PASS-Key III+ uses a radio frequency transponder in the key that matches a decoder in the vehicle.

PASS-Key® III+ Electronic Immobilizer Operation

Your vehicle is equipped with the PASS-Key® III+ (Personalized Automotive Security System) theft-deterrent system. PASS-Key® III+ is a passive theft deterrent system.

The system is automatically armed when the key is removed from the ignition.

You do not have to manually arm or disarm the system.

The security light will come on if there is a problem with arming or disarming the theft-deterrent system.

When the PASS-Key® III+ system senses that someone is using the wrong key, it shuts down the vehicle's starter and fuel systems. The starter will not work and fuel will stop being delivered to the engine. Anyone using a trial-and-error method to start the vehicle will be discouraged because of the high number of electrical key codes.

If the engine does not start and the security message comes on, the key may have a damaged transponder. Turn the ignition off and try again.

If the engine still does not start, and the key appears to be undamaged, try another ignition key. At this time, you may also want to check the instrument panel PASS KEY fuse. If the engine still does not start with the other key, your vehicle needs service. If your vehicle does start, the first key may be faulty. See your dealer/retailer or a locksmith who can service the PASS-Key® III+ to have a new key made. See *Fuses and Circuit Breakers on page 5-104*.

It is possible for the PASS-Key® III+ decoder to learn the transponder value of a new or replacement key. Up to 10 keys may be programmed for the vehicle. This procedure is for learning additional keys only. If all the currently programmed keys are lost or do not operate, you must see your dealer/retailer or a locksmith who can service PASS-Key® III+ to have keys made and programmed to the system.

See your dealer/retailer or a locksmith who can service PASS-Key® III+ to get a new key blank that is cut exactly as the ignition key that operates the system.

To program the new key:

1. Verify the new key has ⊕ stamped on it.
2. Insert the original, already programmed key into the ignition lock cylinder and start the engine. If the engine will not start, see your dealer/retailer for service.
3. After the engine has started, turn the key to LOCK/OFF and remove the key.
4. Insert the key to be programmed and turn it to ON/RUN within 10 seconds of removing the previous key.

   The security message will turn off once the key has been programmed. It may not be apparent that the security message went on due to how quickly the key is programmed.
5. Repeat Steps 1 through 4 if additional keys are to be programmed.

If you lose or damage a PASS-Key® III+ key, see your dealer/retailer or a locksmith who can service PASS-Key® III+ to have a new key made.

Do not leave the key or device that disarms or deactivates the theft deterrent system in the vehicle.

Starting and Operating Your Vehicle

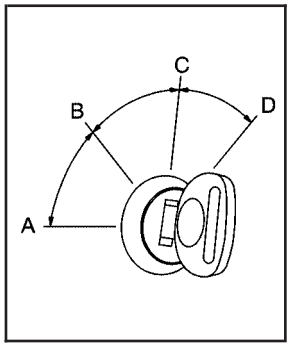
New Vehicle Break-In

Notice: **The vehicle does not need an elaborate break-in. But it will perform better in the long run if you follow these guidelines:**

- **Keep your speed at 55 mph (88 km/h) or less for the first 500 miles (805 km).**
- **Do not drive at any one constant speed, fast or slow, for the first 500 miles (805 km). Do not make full-throttle starts. Avoid downshifting to brake or slow the vehicle.**
- **Avoid making hard stops for the first 200 miles (322 km) or so. During this time the new brake linings are not yet broken in. Hard stops with new linings can mean premature wear and earlier replacement. Follow this breaking-in guideline every time you get new brake linings.**
- **Do not tow a trailer during break-in. See *Towing a Trailer on page 4-28* for the trailer towing capabilities of the vehicle and more information.**

Following break-in, engine speed and load can be gradually increased.

Ignition Positions



The ignition switch has four different positions.

To shift out of P (Park), the ignition must be in ON/RUN and the regular brake pedal applied.

A (LOCK/OFF): This position locks the ignition and transmission. You will only be able to remove the key when the ignition is turned to LOCK/OFF.

Notice: **Using a tool to force the key to turn in the ignition could cause damage to the switch or break the key. Use the correct key, make sure it is all the way in, and turn it only with your hand. If the key cannot be turned by hand, see your dealer/retailer.**

B (ACC/ACCESSORY): This is the position in which you can operate things like the radio and the windshield wipers when the engine is off.

C (ON/RUN): This position can be used to operate the electrical accessories and to display some instrument panel cluster warning and indicator lights. The switch stays in this position when the engine is running.

If you leave the key in the ACC/ACCESSORY or ON/RUN position with the engine off, the battery could be drained. You may not be able to start the vehicle if the battery is allowed to drain for an extended period of time.

D (START): This is the position that starts the engine. When the engine starts, release the key. The ignition switch returns to ON/RUN for driving.

A warning tone will sound when the driver door is opened, the ignition is in ACC/ACCESSORY or LOCK/OFF and the key is in the ignition.

Retained Accessory Power (RAP)

These vehicle accessories can be used for up to 10 minutes after the engine is turned off:

- Audio System
- Power Windows (if equipped)

These features will work when the ignition key is in ON/RUN or ACC/ACCESSORY. Once the key is turned from ON/RUN to LOCK/OFF, power to the radio will continue to work 10 minutes or until the driver door is opened. The power windows will continue to work for up to 10 minutes or until any door is opened.

Starting the Engine

If the vehicle has the DURAMAX® Diesel engine, see the DURAMAX® Diesel manual for more information.

To place the transmission in the proper gear:

Move the shift lever to P (Park) or N (Neutral). The engine will not start in any other position. To restart the engine when the vehicle is already moving, use N (Neutral) only.

Starting Procedure

1. With your foot off the accelerator pedal, turn the ignition key to START. When the engine starts, let go of the key. The idle speed will go down as your engine gets warm. Do not race the engine immediately after starting it. Operate the engine and transmission gently to allow the oil to warm up and lubricate all moving parts.

   The vehicle has a Computer-Controlled Cranking System. This feature assists in starting the engine and protects components. If the ignition key is turned to the START position, and then released when the engine begins cranking, the engine will continue cranking for a few seconds or until the vehicle starts. If the engine does not start and the key is held in START for many seconds, cranking will be stopped after 15 seconds to prevent cranking motor damage. To prevent gear damage, this system also prevents cranking if the engine is already running. Engine cranking can be stopped by turning the ignition switch to the ACC/ACCESSORY or LOCK/OFF position.

Notice: **Cranking the engine for long periods of time, by returning the key to the START position immediately after cranking has ended, can overheat and damage the cranking motor, and drain the battery. Wait at least 15 seconds between each try, to let the cranking motor cool down.**

2. If the engine does not start after 5-10 seconds, especially in very cold weather (below 0°F or –18°C), it could be flooded with too much gasoline. Try pushing the accelerator pedal all the way to the floor and holding it there as you hold the key in START for up to 15 seconds. Wait at least 15 seconds between each try, to allow the cranking motor to cool down. When the engine starts, let go of the key and accelerator. If the vehicle starts briefly but then stops again, do the same thing. This clears the extra gasoline from the engine. Do not race the engine immediately after starting it. Operate the engine and transmission gently until the oil warms up and lubricates all moving parts.

Notice: **The engine is designed to work with the electronics in the vehicle. If you add electrical parts or accessories, you could change the way the engine operates. Before adding electrical equipment, check with your dealer/retailer. If you do not, the engine might not perform properly. Any resulting damage would not be covered by the vehicle warranty.**

Fast Idle System

Fast Idle System with Switch

If the vehicle has this feature it is available only with cruise control. The manual fast idle switch is operated using the cruise control buttons located on the left hand side of the steering wheel.

This system can be used to increase engine idle speed whenever the following conditions are met:

- The park brake is set.
- The brake pedal is not pressed.
- The vehicle must not be moving and the accelerator must not be pressed.

To control the fast idle:

- To Enable the Fast idle, press and release the Cruise Control On/Off button and ensure that the LED is lit.
- For the preset Fast Idle, press and release the cruise set switch. This will set the preset fast idle speed.
- For the variable fast idle, press and hold the accelerator at the desired RPM, then press and release the cruise control cruise set switch to set the desired idle speed.

When the fast idle is active the Driver Information Center (DIC) will display “FAST IDLE ON.”

One of the following actions will turn off the fast idle:

- Pressing the brake.
- Selecting the Cancel button.
- Releasing the Parking Brake.
- The transmission shifter is moved out of P (Park) or N (Neutral).
- Selecting the cruise control on/off button when it was previously on.

Engine Coolant Heater

If the vehicle has the DURAMAX Diesel engine, see the DURAMAX Diesel manual for more information.

The engine coolant heater can provide easier starting and better fuel economy during engine warm-up in cold weather conditions at or below 0°F (–18°C). Vehicles with an engine coolant heater should be plugged in at least four hours before starting. An internal thermostat in the plug-end of the cord may exist which will prevent engine coolant heater operation at temperatures above 0°F (–18°C).

To Use the Engine Coolant Heater

1. Turn off the engine.
2. Open the hood and unwrap the electrical cord.

   The cord for the engine coolant heater is located on the driver side of the engine compartment and is attached to the hose for the power steering reservoir.
3. Plug it into a normal, grounded 110-volt AC outlet.

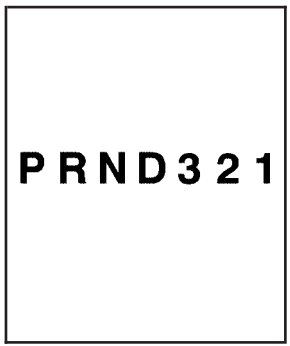
⚠ CAUTION:

Plugging the cord into an ungrounded outlet could cause an electrical shock. Also, the wrong kind of extension cord could overheat and cause a fire. You could be seriously injured. Plug the cord into a properly grounded three-prong 110-volt AC outlet. If the cord will not reach, use a heavy-duty three-prong extension cord rated for at least 15 amps.

4. Before starting the engine, be sure to unplug and store the cord as it was before to keep it away from moving engine parts and prevent damage.

The length of time the heater should remain plugged in depends on several factors. Ask a dealer/retailer in the area where you will be parking the vehicle for the best advice on this.

Automatic Transmission Operation



There are several different positions for your shift lever.

P (Park): This position locks your rear wheels. It is the best position to use when you start the engine because the vehicle cannot move easily.

⚠ CAUTION:

It is dangerous to get out of the vehicle if the shift lever is not fully in P (Park) with the parking brake firmly set. The vehicle can roll.

Do not leave the vehicle when the engine is running unless you have to. If you have left the engine running, the vehicle can move suddenly. You or others could be injured. To be sure the vehicle will not move, even when you are on fairly level ground, always set the parking brake and move the shift lever to P (Park). See *Shifting Into Park on page 2-27*. If you are pulling a trailer, see *Towing a Trailer on page 4-28*.

Make sure the shift lever is fully in P (Park) before starting the engine. The vehicle has an automatic transmission shift lock control system. You must first press the brake pedal before you can shift from P (Park) with the ignition in ON/RUN.

If you cannot shift out of P (Park), ease pressure on the shift lever and push the shift lever all the way into P (Park) as you maintain brake application. Then move the shift lever into another gear. See *Shifting Out of Park on page 2-29*.

R (Reverse): Use this gear to back up.

Notice: **Shifting to R (Reverse) while the vehicle is moving forward could damage the transmission. The repairs would not be covered by the vehicle warranty. Shift to R (Reverse) only after the vehicle is stopped.**

To rock the vehicle back and forth to get out of snow, ice or sand without damaging the transmission, see *If Your Vehicle is Stuck in Sand, Mud, Ice, or Snow on page 4-17*.

N (Neutral): In this position, the engine does not connect with the wheels. To restart the engine when the vehicle is already moving, use N (Neutral) only. Also, use N (Neutral) when the vehicle is being towed.

⚠ CAUTION:

Shifting into a drive gear while the engine is running at high speed is dangerous. Unless your foot is firmly on the brake pedal, the vehicle could move very rapidly. You could lose control and hit people or objects. Do not shift into a drive gear while the engine is running at high speed.

Notice: **Shifting out of P (Park) or N (Neutral) with the engine running at high speed may damage the transmission. The repairs would not be covered by the vehicle warranty. Be sure the engine is not running at high speed when shifting the vehicle.**

D (Drive): This position is for normal driving. It provides the best fuel economy. If you need more power for passing, and you are:

- Going less than about 35 mph (55 km/h), push the accelerator pedal about halfway down.
- Going about 35 mph (55 km/h) or more, push the accelerator all the way down.

  You will shift down to the next gear and have more power.

Downshifting the transmission in slippery road conditions could result in skidding, see “Skidding” under *Loss of Control on page 4-11*.

3 (Third): This position is also used for normal driving. However it reduces vehicle speed more than D (Drive) without using the brakes. You might choose 3 (Third) instead of D (Drive) when driving on hilly, winding roads, when towing a trailer, so there is less shifting between gears and when going down a steep hill.

You should use 3 (Third) (or a lower gear as needed) when towing a trailer to minimize heat build-up and extend the life of the transmission.

2 (Second): This position reduces vehicle speed even more than 3 (Third) without using the brakes. You can use 2 (Second) on hills. It can help control vehicle speed as you go down steep mountain roads, but then you would also want to use the brakes off and on.

You may use this feature for reducing torque to the rear wheels when you are trying to start the vehicle from a stop on slippery road surfaces.

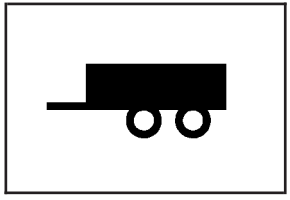
1 (First): This position reduces vehicle speed even more than 2 (Second) without using the brakes. You can use it on very steep hills, or in deep snow or mud. If the shift lever is put in 1 (First) while the vehicle is moving forward, the transmission will not shift into first gear until the vehicle is going slowly enough.

Notice: **Spinning the tires or holding the vehicle in one place on a hill using only the accelerator pedal may damage the transmission. The repair will not be covered by the vehicle warranty. If you are stuck, do not spin the tires. When stopping on a hill, use the brakes to hold the vehicle in place.**

Tow/Haul Mode

Tow/haul is designed to assist while the vehicle is pulling a large or heavy load or trailer. Tow/haul is most useful while pulling such a load in rolling terrain, in stop-and-go traffic, or when you need improved low-speed control, such as when parking. The purpose of the tow/haul mode is to:

- Reduce the frequency and improve the predictability of transmission shifts,
- provide the same solid shift feel when pulling a heavy load as when the vehicle is unloaded,
- improve control of vehicle speed while requiring less throttle pedal activity.



Press this button located to the right of the steering wheel on the instrument panel to turn tow/haul mode on and off.

TOW / HAUL

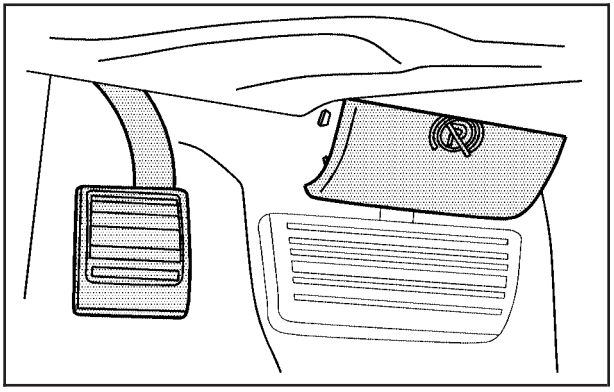
While activated, the indicator light on the instrument panel will be on.

Tow/haul mode will turn off automatically when the ignition is turned off. See *Tow/Haul Mode Light on page 3-40*.

Tow/haul is most effective when the vehicle and trailer combined weight is at least 75 percent of the vehicle's Gross Combined Weight Rating (GCWR). See "Weight of the Trailer" later in this section.

Driving with tow/haul activated without a heavy load will cause reduced fuel economy and unpleasant engine and transmission driving characteristics, but will not cause damage.

Parking Brake



To set the parking brake, hold the regular brake pedal, then push down the parking brake pedal.

If the ignition is on, the brake system warning light will come on.

To release the parking brake, hold the regular brake pedal down. Pull the handle, located just above the parking brake pedal, with the parking brake symbol, to release the parking brake.

If the ignition is on when the parking brake is released, the brake system warning light will go off.

Notice: **Driving with the parking brake on can overheat the brake system and cause premature wear or damage to brake system parts. Verify that the parking brake is fully released and the brake warning light is off before driving.**

If you are towing a trailer and are parking on a hill, see *Towing a Trailer on page 4-28*.

Shifting Into Park

⚠ CAUTION:

It can be dangerous to get out of the vehicle if the shift lever is not fully in P (Park) with the parking brake firmly set. The vehicle can roll. If you have left the engine running, the vehicle can move suddenly. You or others could be injured. To be sure the vehicle will not move, even when you are on fairly level ground, use the steps that follow. If you are pulling a trailer, see *Towing a Trailer on page 4-28*.

1. Hold the brake pedal down and set the parking brake. See *Parking Brake on page 2-26*
2. Move the shift lever into P (Park) by pulling the shift lever toward you and moving it up as far as it will go.
3. Turn the ignition key to LOCK/OFF.
4. Remove the key and take it with you. If you can leave the vehicle with the ignition key in your hand, the vehicle is in P (Park).

Leaving the Vehicle With the Engine Running

⚠ CAUTION:

It can be dangerous to leave the vehicle with the engine running. The vehicle could move suddenly if the shift lever is not fully in P (Park) with the parking brake firmly set. And, if you leave the vehicle with the engine running, it could overheat and even catch fire. You or others could be injured. Do not leave the vehicle with the engine running.

If you have to leave the vehicle with the engine running, be sure the vehicle is in P (Park) and the parking brake is firmly set before you leave it. After you move the shift lever into P (Park), hold the regular brake pedal down. Then, see if you can move the shift lever away from P (Park) without first pulling it toward you. If you can, it means that the shift lever was not fully locked into P (Park).

Torque Lock

If you are parking on a hill and you do not shift the vehicle into P (Park) properly, the weight of the vehicle may put too much force on the parking pawl in the transmission. You may find it difficult to pull the shift lever out of P (Park). This is called torque lock. To prevent torque lock, set the parking brake and then shift into P (Park) properly before you leave the driver seat. To find out how, see *Shifting Into Park on page 2-27*.

When you are ready to drive, move the shift lever out of P (Park) before you release the parking brake.

If torque lock does occur, you may need to have another vehicle push yours a little uphill to take some of the pressure from the parking pawl in the transmission, so you can pull the shift lever out of P (Park).

Shifting Out of Park

The vehicle has an automatic transmission shift lock control system. You have to fully apply the brakes before you can shift from P (Park) when the ignition is in ON/RUN. See *Automatic Transmission Operation on page 2-23*.

The shift lock control system is designed to do the following:

- Prevent the ignition key from being removed unless the shift lever is in P (Park).
- Prevent movement of the shift lever out of P (Park), unless the ignition is in ON/RUN and the regular brake pedal is applied.

The shift lock control system is always functional except in the case of a dead battery or low voltage (less than 9 V) battery.

If the vehicle has an uncharged battery or a battery with low voltage, try charging or jump starting the battery. See *Jump Starting on page 5-40* for more information.

To shift out of P (Park) use the following:

1. Apply the brake pedal.
2. Move the shift lever to the desired position.

If you still are unable to shift out of P (Park):

1. Ease the pressure on the shift lever.
2. While holding down the brake pedal, push the shift lever all the way into P (Park)
3. Move the shift lever to the desired position.

If you are still having a problem shifting, then have the vehicle serviced.

Parking Over Things That Burn

⚠ CAUTION:

Things that can burn could touch hot exhaust parts under the vehicle and ignite. Do not park over papers, leaves, dry grass, or other things that can burn.

Engine Exhaust

⚠ CAUTION:

Engine exhaust and fuel operated heater exhaust can kill. It contains the gas carbon monoxide (CO), which you cannot see or smell. It can cause unconsciousness and death. If your vehicle has a diesel engine and a fuel operated heater, see "Fuel Operated Heater (FOH)" in the diesel engine supplement.

You might have exhaust coming in if:

- The exhaust system sounds strange or different.
- Your vehicle gets rusty underneath.
- Your vehicle was damaged in a collision.
- Your vehicle was damaged when driving over high points on the road or over road debris.
- Repairs were not done correctly.
- Your vehicle or the exhaust system has been modified improperly.

CAUTION: (Continued)

CAUTION: (Continued)

If you ever suspect exhaust is coming into your vehicle:

- Drive it only with all the windows down to blow out any CO.
- Have your vehicle fixed immediately.

Running the Vehicle While Parked

It is better not to park with the engine running. But if you ever have to, here are some things to know.

⚠ CAUTION:

Idling a vehicle in an enclosed area with poor ventilation is dangerous. Engine exhaust may enter the vehicle. Engine exhaust contains Carbon Monoxide (CO) which cannot be seen or smelled. It can cause unconsciousness and even death. Never run the engine in an enclosed area that has no fresh air ventilation. For more information, see *Engine Exhaust on page 2-30*.

⚠ CAUTION:

It can be dangerous to get out of the vehicle if the automatic transmission shift lever is not fully in P (Park) with the parking brake firmly set. The vehicle can roll. Do not leave the vehicle when the engine is running unless you have to. If you have left the engine running, the vehicle can move suddenly. You or others could be injured. To be sure the vehicle will not move, even when you are on fairly level ground, always set the parking brake and move the shift lever to P (Park).

Follow the proper steps to be sure the vehicle will not move. See *Shifting Into Park on page 2-27*.

If parking on a hill and pulling a trailer, see *Towing a Trailer on page 4-28*.

Mirrors

Manual Rearview Mirror

Hold the inside rearview mirror in the center to move it for a clearer view behind your vehicle. Adjust the mirror to avoid glare from the headlamps behind. Push the tab forward for daytime use and pull it for nighttime use.

If you have a cargo van without the rear door glass, the vehicle may not have an inside rearview mirror.

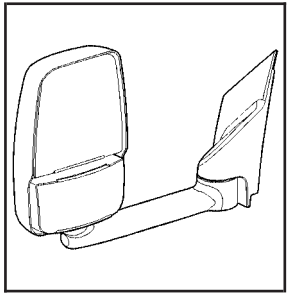
Outside Manual Mirrors

Adjust the mirrors by pressing the mirror up and down and left and right so you can see a little of the side of your vehicle, and have a clear view of objects behind you.

The mirrors can be manually folded in or out.

On the lower portion of each mirror is an auxiliary convex mirror. A convex mirror's surface is curved so you can see more from the driver seat. The auxiliary convex mirrors can be adjusted manually by pressing the mirror.

Outside Towing Mirrors

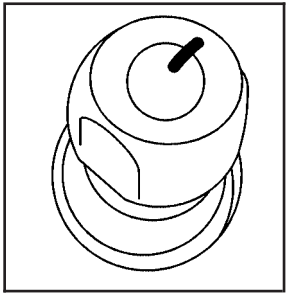


Vehicles with towing mirrors can be adjusted manually for a clear view of the objects behind you.

On the lower portion of each mirror there is an auxiliary convex mirror that can be adjusted manually to provide an extended field of view.

The mirrors can be manually folded in or out.

Outside Power Mirrors



Vehicles with outside power mirrors have controls located on the driver side door.

Select each mirror by turning the knob clockwise for the passenger side mirror or counterclockwise for the driver side mirror. The center position is neutral.

Then, adjust the mirror angle by moving the knob in the desired direction. The auxiliary convex mirrors can only be adjusted manually.

Outside Convex Mirror

⚠ CAUTION:

A convex mirror can make things (like other vehicles) look farther away than they really are. If you cut too sharply into the right lane, you could hit a vehicle on the right. Check the inside mirror or glance over your shoulder before changing lanes.

The passenger side mirror is convex shaped. A convex mirror's surface is curved so more can be seen from the driver seat.

Outside Heated Mirrors

For vehicles with heated mirrors:

(Rear Defogger): Press to heat the mirrors.

An indicator light in the button lights when the outside heated mirrors are activated.

See "Rear Window Defogger" under *Climate Control System on page 3-18* for more information.

Storage Areas

Your vehicle may have a front storage compartment. It is located at the center of the instrument panel extension, by the floor. To open the compartment, pull up on the latch. The compartment will open automatically.

Storage compartments may also be included on the inside of each front door.

✍ NOTES

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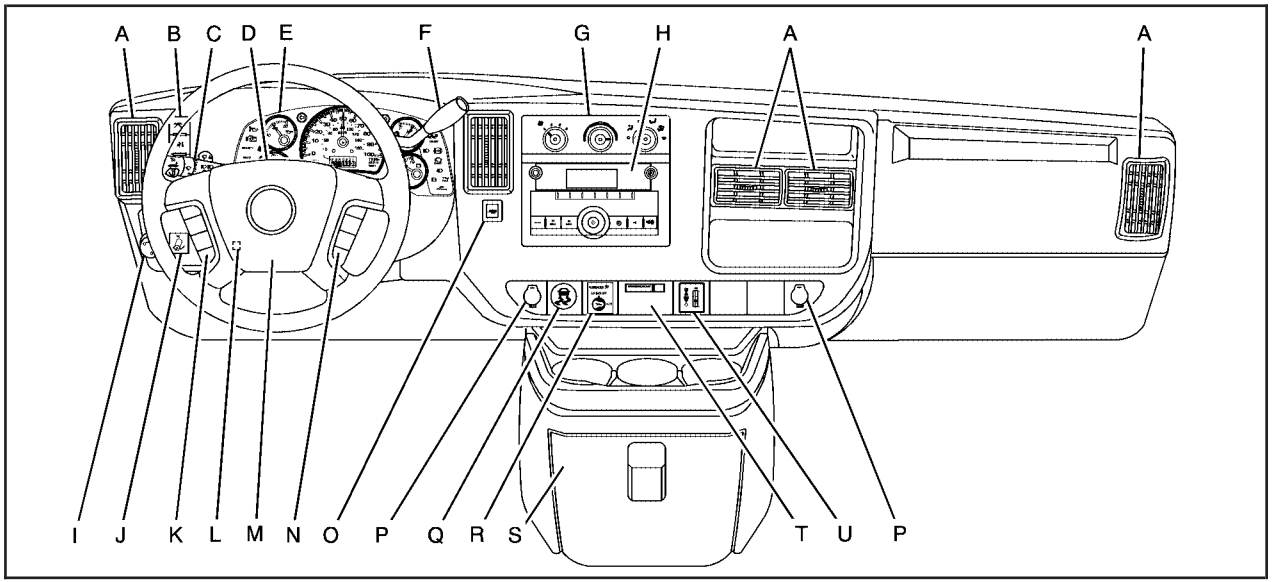
✍ NOTES

Instrument Panel Overview



The main components of the instrument panel are the following:

A. *Outlet Adjustment on page 3-20*.
B. *Driver Information Center (DIC) on page 3-41*.
C. *Turn Signal/Multifunction Lever on page 3-7*.
D. *Hazard Warning Flashers on page 3-6*.
E. *Instrument Panel Cluster on page 3-24*.
F. Shift Lever. See *Starting the Engine on page 2-20*.
G. *Climate Control System on page 3-18*.
H. *Audio System(s) on page 3-64*.
I. *Exterior Lamps on page 3-12*.
J. *Instrument Panel Brightness on page 3-15*.
K. *Cruise Control on page 3-9*. Fast Idle System (If Equipped). See Duramax Diesel Manual for more information.
L. *Tilt Wheel on page 3-6*.
M. *Horn on page 3-6*.
N. *Audio Steering Wheel Controls on page 3-83*.
O. Tow/Haul Mode Button. See “Tow/Haul Mode” under *Towing a Trailer on page 4-28*.
P. *Accessory Power Outlet(s) on page 3-17* and *Ashtray(s) and Cigarette Lighter on page 3-18*.
Q. *StabiliTrak® System on page 4-6* (If Equipped).
R. *Airbag Off Switch on page 1-67*.
S. *Storage Areas on page 2-33*.
T. *Passenger Airbag Status Indicator on page 3-29*.
U. *Rear Heating System on page 3-21* (If Equipped).

Hazard Warning Flashers

⚠ **(Hazard Warning Flasher):** Press this button located on top of the steering column, to make the front and rear turn signal lamps flash on and off. This warns others that you are having trouble. Press again to turn the flashers off.

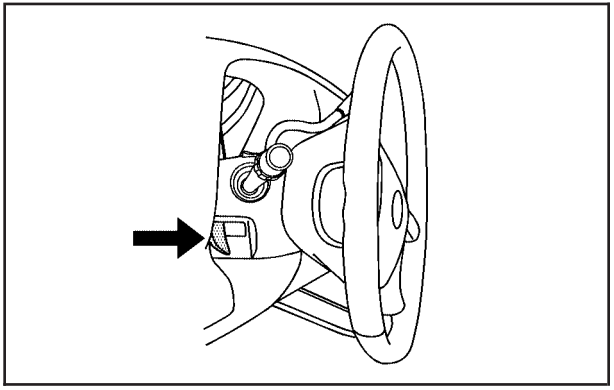
When the hazard warning flashers are on, the vehicle's turn signals will not work.

Horn

Press the horn symbol in the middle of the steering wheel to sound the horn.

Tilt Wheel

For vehicles with a tilt wheel, it lets the steering wheel position be adjusted.

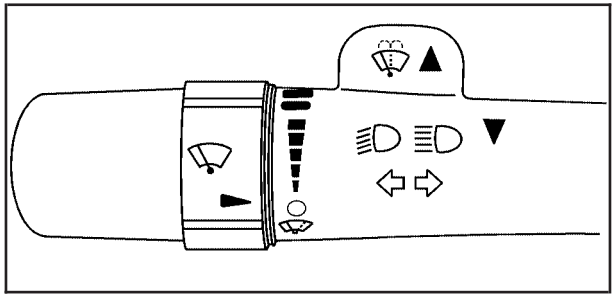


The lever is located on the left side of the steering column.

Pull the lever to move the steering wheel up or down, then release the lever to lock the wheel in place.

Do not adjust the steering wheel while driving.

Turn Signal/Multifunction Lever



The lever on the left side of the steering column includes the following:

⇦⇨ **:** Turn and Lane Change Signals.

: Headlamp High/Low-Beam Changer.

: Windshield Wipers.

: Windshield Washer.

Flash-to-Pass Feature.

Information for these features is on the pages following.

Turn and Lane-Change Signals

⇦⇨ **:** An arrow on the instrument panel cluster flashes in the direction of the turn or lane change.

To signal a turn, move the lever all the way up or down.

To signal a lane change, raise or lower the lever until the arrow starts to flash. The turn signal automatically flashes three times and if the tow-haul mode is active it flashes six times. Holding the turn signal lever for more than one second causes the turn signals to flash continually until the lever is released.

The lever returns to its starting position when released.

If after signaling a turn or lane change the arrow flashes rapidly or does not come on, a signal bulb may be burned out.

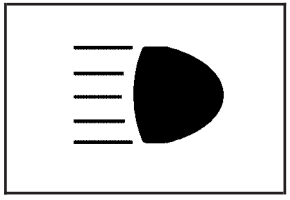
Have the bulbs replaced. If the bulb is not burned out, check the fuse. See *Fuses and Circuit Breakers on page 5-104*.

Turn Signal On Chime

If the turn signal is left on for more than 3/4 of a mile (1.2 km), a chime sounds at each flash of the turn signal and the message TURN SIGNAL ON also appears in the Driver Information Center (DIC). See *DIC Warnings and Messages on page 3-48*. To turn off the chime and message, move the turn signal lever to the off position.

Headlamp High/Low-Beam Changer

(Headlamp High/Low-Beam Changer): Pull the turn signal lever all the way toward you to change the headlamps from low to high beam. Then release it.



This instrument panel cluster light comes on when the high beam headlamps are on.

Flash-to-Pass

This feature is used to signal to the vehicle ahead that you want to pass.

If the headlamps are off or in the low-beam position, pull the turn signal lever toward you to momentarily switch to high-beams.

Release the lever to turn the high-beam headlamps off.

Windshield Wipers

The windshield wiper control is located on the multifunction lever on the left side of the steering wheel.

Turn the band with on it to the following positions:

(Mist): For a single wiping cycle, hold the band on mist until the wipers start, then let go. The wipers will stop after one wipe. If more wipes are needed, hold the band on mist longer.

Delay: Turn the band to adjust the delay time between wipes. The closer to the top of the lever, the shorter the delay.

(Low Speed): For steady wiping at low speed.

(High Speed): For steady wiping at high speed.

(Off): Turns the wipers off.

When driving during the day and the wipers are activated, the head lamps automatically turn on after completing eight wipe cycles.

Be sure to clear ice and snow from the wiper blades before using them. If they are frozen to the windshield, carefully loosen or thaw them. If the blades become damaged, get new blades or blade inserts.

Windshield Washer

The windshield wiper paddle is located on top of the multifunction lever.

(Washer Fluid): Push the paddle to spray washer fluid on the windshield. The wipers will clear the window and then either stop or return to the preset speed.

> **⚠ CAUTION:**
>
> In freezing weather, do not use your washer until the windshield is warmed. Otherwise the washer fluid can form ice on the windshield, blocking your vision.

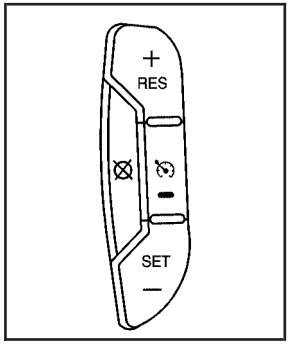
Cruise Control

> **⚠ CAUTION:**
>
> Cruise control can be dangerous where you cannot drive safely at a steady speed. So, do not use the cruise control on winding roads or in heavy traffic.
>
> Cruise control can be dangerous on slippery roads. On such roads, fast changes in tire traction can cause excessive wheel slip, and you could lose control. Do not use cruise control on slippery roads.

With cruise control, a speed of about 25 mph (40 km/h) or more can be maintained without keeping your foot on the accelerator. Cruise control does not work at speeds below about 25 mph (40 km/h).

When the brakes are applied, cruise control is turned off.

If the vehicle has StabiliTrak®, and the system begins to limit wheel spin, cruise control will automatically disengage. See *StabiliTrak® System on page 4-6*. When road conditions allow the cruise control to be safely used again, it can be turned back on.



The cruise control buttons are located on left side of the steering wheel.

(On/Off): This button can both activate and turn off the system. The indicator light on the button turns on when cruise control is on and turns off when cruise control is off.

+ RES (Resume/Accelerate): Press to make the vehicle accelerate or resume to a previously set speed.

SET – (Set/Coast): Press to set the speed or make the vehicle decelerate.

(Cancel): Press to cancel cruise control without erasing the set speed from memory.

Setting Cruise Control

Cruise control will not work if the parking brake is set, or if the master cylinder brake fluid level is low.

The cruise control light on the instrument panel cluster comes on after the cruise control has been set to the desired speed.

⚠ CAUTION:

If you leave your cruise control on when you are not using cruise, you might hit a button and go into cruise when you do not want to. You could be startled and even lose control. Keep the cruise control switch off until you want to use cruise control.

1. Press the button.
2. Get up to the desired speed.
3. Press the SET– button located on the steering wheel and release it.
4. Take your foot off the accelerator.

Resuming a Set Speed

If the cruise control is set at a desired speed and then the brakes are applied, this shuts off the cruise control. But it does not need to be reset.

Once the vehicle speed reaches about 25 mph (40 km/h) or more, press the +RES button on the steering wheel. The vehicle returns to the previously set speed and stays there.

Increasing Speed While Using Cruise Control

To increase the cruise speed while using cruise control:

- Press and hold the +RES button on the steering wheel until the desired speed is reached, then release it.
- To increase vehicle speed in small increments, press the +RES button. Each time this is done, the vehicle goes about 1 mph (1.6 km/h) faster.

Reducing Speed While Using Cruise Control

To reduce the vehicle speed while using cruise control:

- Press and hold the SET– button on the steering wheel until the desired lower speed is reached, then release it.
- To slow down in very small amounts, press the SET– button on the steering wheel briefly. Each time this is done, the vehicle goes about 1 mph (1.6 km/h) slower.

Passing Another Vehicle While Using Cruise Control

Use the accelerator pedal to increase the vehicle speed. When you take your foot off the pedal, the vehicle will slow down to the previous set cruise speed.

Using Cruise Control on Hills

How well the cruise control will work on hills depends upon the vehicle speed, load, and the steepness of the hills. When going up steep hills, you might have to step on the accelerator pedal to maintain the vehicle's speed. When going downhill, you might have to brake or shift to a lower gear to keep the vehicle's speed down. When the brakes are applied the cruise control turns off.

Ending Cruise Control

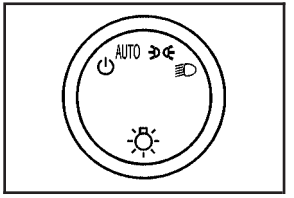
There are three ways to end cruise control:

- Step lightly on the brake pedal.
- Press the button on the steering wheel.
- Press the button on the steering wheel.

Erasing Speed Memory

The cruise control set speed memory is erased when the cruise control or the ignition is turned off.

Exterior Lamps



The exterior lamps control is located on the instrument panel to the left of the steering wheel.

It controls the following systems:

- Headlamps
- Taillamps
- Parking Lamps
- License Plate Lamps
- Instrument Panel Lights

The exterior lamps control has four positions:

(Off): Briefly turn the control to this position to turn the automatic headlamps and daytime running lamps (DRL) off or back on.

For vehicles first sold in Canada, the off position only works for vehicles that are shifted into the P (Park) position.

AUTO (Automatic): Turns on the headlamps automatically at normal brightness, together with the following:

- Parking Lamps
- Instrument Panel Lights
- Taillamps
- License Plate Lamps

(Parking Lamps): Turns on the parking lamps together with the following:

- Instrument Panel Lights
- Taillamps
- License Plate Lamps

(Headlamps): Turns on the headlamps together with the following lamps listed below.

- Parking Lamps
- Instrument Panel Lights
- Taillamps
- License Plate Lamps

If the headlamps are turned on while the vehicle is on, the headlamps turn off automatically 10 minutes after the ignition is turned off. If the headlamps are turned on while the vehicle is off, the headlamps will continue to stay on. To prevent the battery from being drained, turn the control to the ◯ position.

A warning chime sounds if the driver door is opened while the ignition switch is off and the headlamps are on.

To change the headlamps from low beam to high beam, push the turn signal/multifunction lever toward the instrument panel.

Headlamps on Reminder

If a door is open, a reminder chime sounds when the headlamps or parking lamps are manually turned on and the key is out of the ignition. To turn off the chime, turn the headlamp switch to off or auto and then back on, or close and re-open the door. In the auto mode, the headlamps turn off once the ignition is in LOCK/OFF or may remain on until the headlamp delay ends, if enabled in the Driver Information Center (DIC). See “Exit Lighting” under *DIC Vehicle Customization on page 3-57*.

Daytime Running Lamps (DRL)

Daytime Running Lamps (DRL) can make it easier for others to see the front of your vehicle during the day. Fully functional daytime running lamps are required on all vehicles first sold in Canada.

The DRL system comes on in daylight when the following conditions are met:

- The ignition is on.
- The exterior lamps control is in the AUTO position.
- The shift lever is not in P (Park).
- The light sensor determines it is daytime.

When the DRL are on, the taillamps, sidemarker, instrument panel and other lamps will not be on.

The automatic headlamp system automatically switches from DRL to the headlamps depending on the darkness of the surroundings.

To turn off the DRL, turn the exterior lamp control to the off position and then release it. For vehicles first sold in Canada, the transmission must be in the P (Park) position, before the DRL can be turned off.

Automatic Headlamp System

When it is dark enough outside and the headlamp switch is in AUTO, the automatic headlamp system turns on the headlamps, along with the taillamps, sidemarker, parking lamps, roof marker lamps, and the instrument panel lights. The radio lights will also be dim.

To turn off the automatic headlamp system, turn the exterior lamps switch to the off position and then release. For vehicles first sold in Canada, the transmission must be in the P (Park) position, before the automatic headlamp system can be turned off.

The vehicle has a light sensor located on the top of the instrument panel. Do not cover the sensor or the system will come on whenever the ignition is on.

The system may also turn on the headlamps when driving through a parking garage or tunnel.

There is a delay in the transition between the daytime and nighttime operation of the Daytime Running Lamps (DRL) and the automatic headlamp systems so that driving under bridges or bright overhead street lights does not affect the system. The DRL and automatic headlamp system is only affected when the light sensor sees a change in lighting lasting longer than the delay.

If the vehicle is started in a dark garage, the automatic headlamp system comes on immediately. Once the vehicle leaves the garage, it takes approximately 30 seconds for the automatic headlamp system to change to DRL if it is light outside. During that delay, the instrument panel cluster may not be as bright as usual. Make sure the instrument panel brightness control is in the full bright position. See *Instrument Panel Brightness on page 3-15*.

Instrument Panel Brightness

The knob for this feature is located next to the exterior lamps control.

(Instrument Panel Lights): Push the knob to extend and then turn clockwise or counterclockwise to brighten or dim the instrument panel lights and the radio display. This only works if the headlamps or parking lamps are on.

To turn on the dome lamps, with the vehicle doors closed, turn the knob all the way clockwise.

Dome Lamps

The dome lamps come on when any door is opened. They turn off after all the doors are closed.

The dome lamps can also be turned on by turning the instrument panel brightness knob, located on the instrument panel to the left of the steering column, clockwise to the farthest position. In this position, the dome lamps remain on whether a door is opened or closed.

Dome Lamp Override

The dome lamp override button is located next to the exterior lamps control.

The dome lamp override sets the dome lamps to remain off or come on automatically when a door is opened.

(Dome Lamp Override): Press the button in and the dome lamps remain off when a door is opened. Press the button again to return it to the extended position so that the dome lamps come on when a door is opened.

Entry/Exit Lighting

The vehicle has an illuminated entry/exit feature.

The dome lamps come on if the dome override button is in the out position, when a door is opened or the key is removed from the ignition.

Reading Lamps

For vehicles with reading lamps, press the button located next to each lamp to turn it on or off.

The vehicle may also have reading lamps in other locations. The lamps cannot be adjusted.

Electric Power Management

The vehicle has Electric Power Management (EPM) that estimates the battery's temperature and state of charge. It then adjusts the voltage for best performance and extended life of the battery.

When the battery's state of charge is low, the voltage is raised slightly to quickly bring the charge back up. When the state of charge is high, the voltage is lowered slightly to prevent overcharging. If the vehicle has a voltmeter gage or a voltage display on the Driver Information Center (DIC), you may see the voltage move up or down. This is normal. If there is a problem, an alert will be displayed.

The battery can be discharged at idle if the electrical loads are very high. This is true for all vehicles. This is because the generator (alternator) may not be spinning fast enough at idle to produce all the power that is needed for very high electrical loads.

A high electrical load occurs when several of the following are on, such as: headlamps, high beams, fog lamps, rear window defogger, climate control fan at high speed, heated seats, engine cooling fans, trailer loads, and loads plugged into accessory power outlets.

EPM works to prevent excessive discharge of the battery. It does this by balancing the generator's output and the vehicle's electrical needs. It can increase engine idle speed to generate more power, whenever needed. It can temporarily reduce the power demands of some accessories.

Normally, these actions occur in steps or levels, without being noticeable. In rare cases at the highest levels of corrective action, this action may be noticeable to the driver. If so, a Driver Information Center (DIC) message might be displayed, such as BATTERY SAVER ACTIVE, BATTERY VOLTAGE LOW, or LOW BATTERY. If this message is displayed, it is recommended that the driver reduce the electrical loads as much as possible. See *DIC Warnings and Messages on page 3-48*.

Battery Run-Down Protection

This feature shuts off the dome lamps if they are left on for more than 10 minutes when the ignition is in LOCK/OFF. This helps to prevent the battery from running down.

Accessory Power Outlet(s)

The accessory power outlets can be used to connect auxiliary electrical equipment, such as a cellular phone.

The vehicle may have two accessory power outlets located on the instrument panel.

To use the accessory power outlet lift the cover. The spring cap cover closes by itself when the outlet is empty.

Certain power accessory plugs may not be compatible to the accessory power outlet and could result in blown vehicle or adapter fuses. If you experience a problem, see your dealer/retailer for additional information on the accessory power plugs.

Notice: **Adding any electrical equipment to the vehicle can damage it or keep other components from working as they should. The repairs would not be covered by the vehicle warranty. Do not use equipment exceeding maximum amperage rating of 20 amperes. Check with your dealer/retailer before adding electrical equipment.**

When adding electrical equipment, be sure to follow the proper installation instructions included with the equipment.

Notice: **Improper use of the power outlet can cause damage not covered by the warranty. Do not hang any type of accessory or accessory bracket from the plug because the power outlets are designed for accessory power plugs only.**

Ashtray(s) and Cigarette Lighter

If your vehicle has this feature it is located in the center console or on the instrument panel. Pull up on the ashtray door to open it if it is in the console or pull the door open it if it is on the instrument panel.

Notice: **If papers, pins, or other flammable items are put in the ashtray, hot cigarettes or other smoking materials could ignite them and possibly damage the vehicle. Never put flammable items in the ashtray.**

To remove the ashtray, pull it out from the console or from the slide out door. To reinstall the ashtray, slide it back to the original position.

To use the cigarette lighter, if the vehicle has one, push it in all the way, and let go. When it is ready for use, it will pop back out by itself.

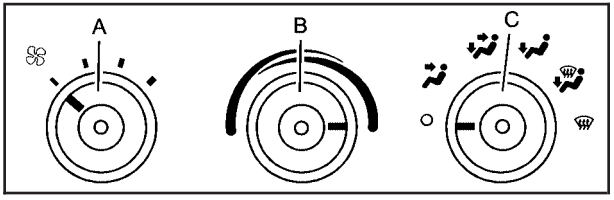
Do not use the lighter to plug in accessory devices. Use the power outlets provided.

Notice: **Holding a cigarette lighter in while it is heating does not let the lighter back away from the heating element when it is hot. Damage from overheating can occur to the lighter or heating element, or a fuse could be blown. Do not hold a cigarette lighter in while it is heating.**

Climate Controls

Climate Control System

The heating, cooling, and ventilation for the vehicle can be controlled with this system.



Vehicles Without Air Conditioning

A. Fan Control
B. Temperature Control
C. Air Delivery Mode Control

(Fan Control): Turn the knob clockwise or counterclockwise to increase or decrease the fan speed.

(Off): Turns the system off.

Temperature Control: Turn the knob clockwise or counterclockwise to increase or decrease the temperature inside the vehicle.

Air Delivery Mode Control: Turn the knob clockwise or counterclockwise to change the current airflow mode.

(Vent): Air is directed to the instrument panel outlets.

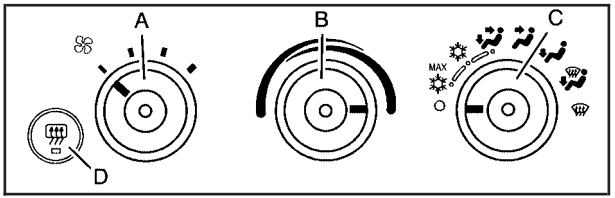
(Bi-Level): Air is divided between the instrument panel and floor outlets, with some air directed toward the windshield.

(Floor): Air is directed to the floor outlets with some air directed to the windshield and side windows.

(Defog): This mode clears the windows of fog or moisture. Outside air is directed to the floor and defroster outlets. Adjust the temperature knob for warmer or cooler air. The air conditioning compressor might turn on in this setting to dehumidify the air.

(Defrost): This mode clears the windshield of fog or frost more quickly. Air is directed to the windshield, with some to the floor outlets and front side windows. The air conditioning compressor might turn on in this setting to dehumidify the air.

Do not drive the vehicle until all the windows are clear.



Vehicles With Air Conditioning

A. Fan Control
B. Temperature Control
C. Air Delivery Mode Control
D. Rear Window Defogger

On hot days, open the windows to let hot inside air escape; then close them. This helps to reduce the time needed for the vehicle to cool down and the system operates more efficiently.

(Air Conditioning): Cools and dehumidifies the air inside of the vehicle.

(Maximum Air Conditioning): Cools the air inside the vehicle faster, by recirculating the inside air.

Rear Window Defogger

For vehicles with a rear window defogger, a warming grid is used to remove fog or frost from the rear window.

It only works when the ignition is in ON/RUN.

(Rear Window Defogger): Press to turn the rear window defogger on or off.

The rear window defogger turns off several minutes after the button is pressed. If turned on again, the defogger will run for several more minutes before turning off. The defogger can also be turned off by turning off the engine.

Do not drive the vehicle until all the windows are clear.

Notice: **Do not use a razor blade or sharp object to clear the inside rear window. Do not adhere anything to the defogger grid lines in the rear glass. These actions may damage the rear defogger. Repairs would not be covered by your warranty.**

Outlet Adjustment

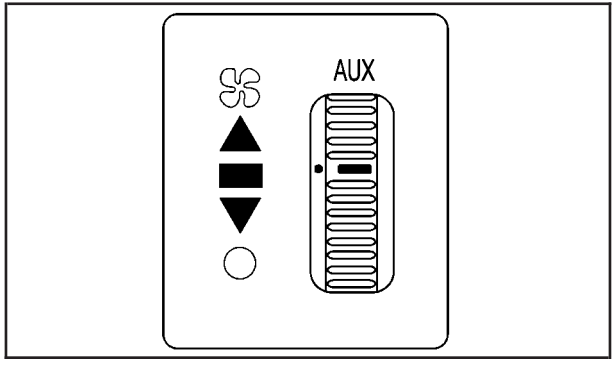
Use the outlets located near the center and on the sides of the instrument panel to change the direction of airflow.

Operation Tips

- Clear away any ice, snow or leaves from the air inlets at the base of the windshield that may block the flow of air into your vehicle.
- Use of non-GM approved hood deflectors may adversely affect the performance of the system.
- Keep the path under the front seats clear of objects to help circulate the air inside of your vehicle more effectively.

Rear Heating System

For vehicles with a rear heating system, it lets you adjust the amount of air flowing into the rear of the vehicle, from the front-seating area. This feature works with the main climate-control system in the vehicle.



AUX: The thumbwheel for this system is located in the switchbank below the audio system.

(Fan): Turn the thumbwheel up or down to increase or decrease the amount of heated air sent to the rear-seating area.

▲ **(High):** This position supplies the most amount of heat to the rear-seating area.

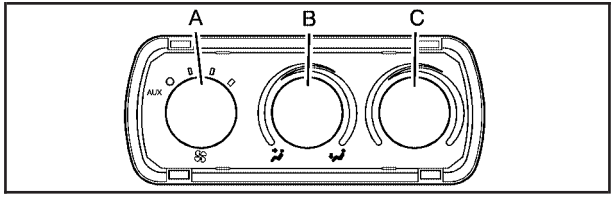
▬ **(Medium):** This position supplies half the amount of heat to the rear-seating area.

▼ **(Low):** This position supplies the least amount of heat to the rear-seating area.

○ **(Off):** Turns the rear heating system off.

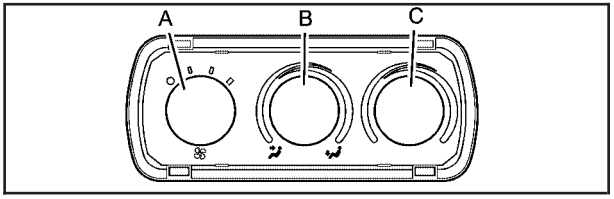
Rear Air Conditioning and Heating System

For vehicles with a rear heating and air-conditioning system, it maintains the temperature, fan speed and air delivery for the rear-seat passengers only. It also works with the main climate-control system in the vehicle.



Front Climate Control Panel

Use this control panel to maintain a separate temperature setting. Adjust the direction of the airflow or adjust the fan speed for the rear seat passenger(s).



Rear Climate Control Panel

A. Fan Control
B. Air Delivery Mode Control
C. Temperature Control

If the vehicle has a 135 inch (343 cm) wheelbase, a rear control panel for this system is located in the second row behind the driver in the rear of the vehicle. The temperature, air delivery mode, and the fan speed can be adjusted for the rear seating area by a rear seat passenger.

AUX (Auxiliary): Turn the fan knob on the front climate control panel to AUX to let rear seat passengers use the control panel in the rear seating area. This disables the front control panel. To return control to the front panel, move the fan knob out of AUX.

: Turns the system off.

(Fan Control): Turn clockwise or counterclockwise to increase or decrease the fan speed in the rear-seating area.

Temperature Control: Turn clockwise or counterclockwise to increase or decrease the temperature in the rear-seating area.

The air-conditioning system on the main climate control panel must be turned on to direct cooled air to the rear of the vehicle. If it is not on, then the temperature in the rear of the vehicle remains at cabin temperature.

Air Delivery Mode Control: Turn clockwise or counterclockwise to change the direction of the airflow in the rear seating area.

To change the current mode, select one of the following:

(Vent): Air is directed to the upper outlets, with some directed to the floor outlets.

(Floor): Air is directed to the floor outlets.

Be sure to keep the area under the front seats clear of any objects so that the air inside of the vehicle can circulate effectively.

For information on how to use the main climate control system, see *Climate Control System on page 3-18*. For information on ventilation, see *Outlet Adjustment on page 3-20*.

Warning Lights, Gages, and Indicators

Warning lights and gages can signal that something is wrong before it becomes serious enough to cause an expensive repair or replacement. Paying attention to the warning lights and gages could prevent injury.

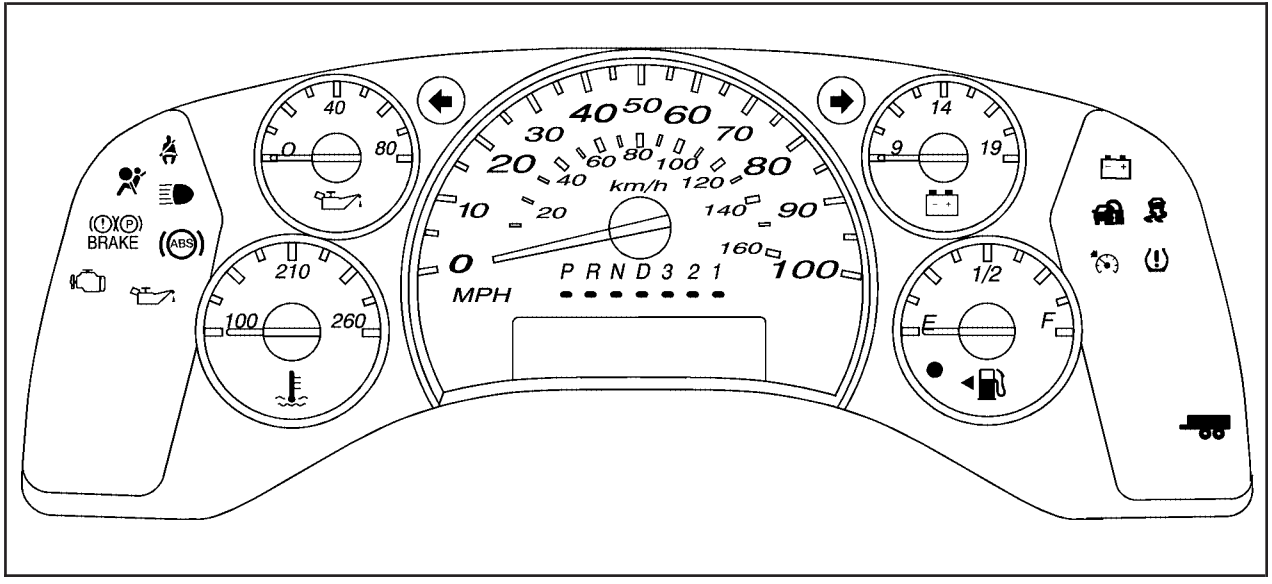
Warning lights come on when there may be or is a problem with one of the vehicle's functions. Some warning lights come on briefly when the engine is started to indicate they are working.

Gages can indicate when there may be or is a problem with one of the vehicle's functions. Often gages and warning lights work together to indicate a problem with the vehicle.

When one of the warning lights comes on and stays on while driving, or when one of the gages shows there may be a problem, check the section that explains what to do. Follow this manual's advice. Waiting to do repairs can be costly and even dangerous.

Instrument Panel Cluster

The instrument panel cluster is designed to display how the vehicle is running. It shows how fast the vehicle is going, how much fuel is being used, and many other things needed to drive safely and economically. If the vehicle has the DURAMAX Diesel engine, see the DURAMAX Diesel manual for more information.



United States version shown, Canada similar

Speedometer and Odometer

The speedometer shows the vehicle speed in both miles per hour (mph) and kilometers per hour (km/h).

The odometer shows how far the vehicle has been driven, in either miles (used in the United States) or kilometers (used in Canada).

This vehicle has a tamper resistant odometer. The digital odometer will read 999,999 if it is turned back.

If the vehicle needs a new odometer installed, it must be set to the mileage total of the old odometer. If that is not possible, then it must be set at zero and a label must be put on the driver door to show the old mileage reading when the new odometer was installed.

Trip Odometer

The trip odometer can show how far the vehicle has been driven since the trip odometer was last set to zero.

Press the Trip/Fuel button on the Driver Information Center (DIC) switch to display the trip odometer and the regular odometer information.

See *DIC Operation and Displays on page 3-41* for more information on resetting the trip odometer.

To display the odometer reading with the ignition off, press the Trip/Fuel button on the Driver Information Center switch.

Safety Belt Reminders

Safety Belt Reminder Light

When the engine is started, a chime sounds for several seconds to remind a driver to fasten the safety belt, unless the driver safety belt is already buckled.

The safety belt light comes on and stays on for several seconds, then flashes for several more.

This chime and light are repeated if the driver remains unbuckled and the vehicle is in motion. If the driver safety belt is already buckled, neither the chime nor the light comes on.

Passenger Safety Belt Reminder Light

Several seconds after the engine is started, a chime sounds for several seconds to remind the front passenger to buckle their safety belt. This only occurs if the passenger airbag is enabled. See *Passenger Sensing System on page 1-71* for more information. The passenger safety belt light, located on the instrument panel, comes on and stays on for several seconds and then flashes for several more.

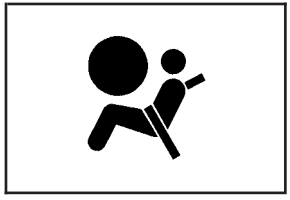
This chime and light are repeated if the passenger remains unbuckled and the vehicle is in motion.

If the passenger safety belt is buckled, neither the chime nor the light comes on.

The front passenger safety belt warning light and chime may turn on if an object is put on the seat such as a briefcase, handbag, grocery bag, laptop or other electronic device. To turn off the warning light and or chime, remove the object from the seat or buckle the safety belt.

Airbag Readiness Light

The system checks the airbag's electrical system for possible malfunctions. If the light stays on it indicates there is an electrical problem. The system check includes the airbag sensor, the pretensioners, the airbag modules, the wiring and the crash sensing and diagnostic module. For more information on the airbag system, see *Airbag System on page 1-58*.



The airbag readiness light flashes for a few seconds when the engine is started. If the light does not come on then, have it fixed immediately.

⚠ CAUTION:

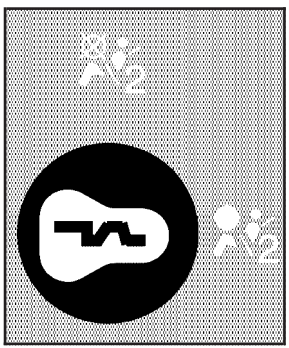
If the airbag readiness light stays on after the vehicle is started or comes on while driving, it means the airbag system might not be working properly. The airbags in the vehicle might not inflate in a crash, or they could even inflate without a crash. To help avoid injury, have the vehicle serviced right away.

If there is a problem with the airbag system, an airbag Driver Information Center (DIC) message can also come on. See *DIC Warnings and Messages on page 3-48* for more information.

Airbag Off Light

When the right front passenger airbag is manually turned off using the airbag on-off switch on the instrument panel, if equipped, the indicator light OFF or the off symbol will come on and stay on as a reminder that the airbag has been turned off. This light will go off when the airbag has been turned on. See *Airbag Off Switch on page 1-67* for more information, including important safety information.

United States



Canada

⚠ CAUTION:

If the right front passenger's airbag is turned off for a person who is not in a risk group identified by the national government, that person will not have the extra protection of an airbag. In a crash, the airbag will not be able to inflate and help protect the person sitting there.

Do not turn off the passenger's airbag unless the person sitting there is in a risk group identified by the national government. See *Airbag Off Switch on page 1-67* for more on this, including important safety information.

⚠ CAUTION:

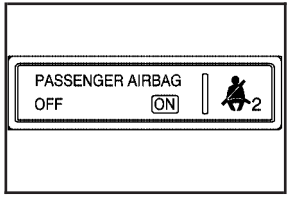
If the airbag readiness light ever comes on and stays on, it means that something may be wrong with the airbag system. For example, the right front passenger airbag could inflate even though the airbag on-off switch is turned off.

To help avoid injury to yourself or others, have the vehicle serviced right away. See *Airbag Readiness Light on page 3-27* for more information, including important safety information.

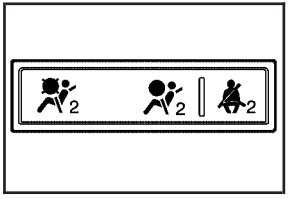
If the word ON or the on symbol is lit, it means that the right front passenger frontal airbag is enabled (may inflate). See *Airbag Off Switch on page 1-67* for more information, including important safety information.

Passenger Airbag Status Indicator

If the vehicle has a passenger sensing system, the instrument panel will have a passenger airbag status indicator. See *Passenger Sensing System on page 1-71* for important safety information. The instrument panel has a passenger airbag status indicator.



United States



Canada

When the vehicle is started, the passenger airbag status indicator will light ON and OFF, or the symbol for on and off, for several seconds as a system check. Then, after several more seconds, the status indicator will light either ON or OFF, or either the on or off symbol to let you know the status of the right front passenger frontal airbag.

If the word ON or the on symbol is lit on the passenger airbag status indicator, it means that the right front passenger frontal airbag is enabled (may inflate).

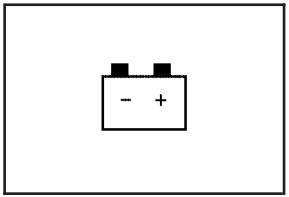
If the word OFF or the off symbol is lit on the airbag status indicator, it means that the passenger sensing system has turned off the right front passenger frontal airbag.

If, after several seconds, both status indicator lights remain on, or if there are no lights at all, there may be a problem with the lights or the passenger sensing system. See your dealer/retailer for service.

⚠ CAUTION:

If the airbag readiness light ever comes on and stays on, it means that something may be wrong with the airbag system. To help avoid injury to yourself or others, have the vehicle serviced right away. See *Airbag Readiness Light on page 3-27* for more information, including important safety information.

Charging System Light

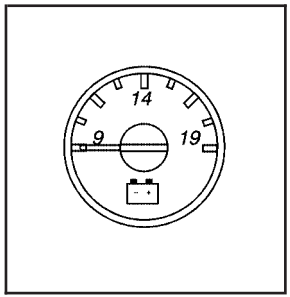


This light comes on briefly when the ignition key is turned to START, but the engine is not running, as a check to show it is working.

If it does not, have the vehicle serviced by your dealer/retailer.

The light should go out once the engine starts. If it stays on, or comes on while driving, there could be a problem with the charging system. A charging system message in the Driver Information Center (DIC) can also appear. See *DIC Warnings and Messages on page 3-48* for more information. This light could indicate that there are problems with a generator drive belt, or that there is an electrical problem. Have it checked right away. If the vehicle must be driven a short distance with the light on, turn off accessories, such as the radio and air conditioner.

Voltmeter Gage



When the engine is not running, but the ignition is on, this gage shows the battery's state of charge in DC volts.

When the engine is running, the gage shows the condition of the charging system. Readings between the low and high warning zones indicate the normal operating range.

Readings in the low warning zone may occur when a large number of electrical accessories are operating in the vehicle and the engine is left at an idle for an extended period. This condition is normal since the charging system is not able to provide full power at engine idle. As engine speeds are increased, this condition should correct itself as higher engine speeds allow the charging system to create maximum power.

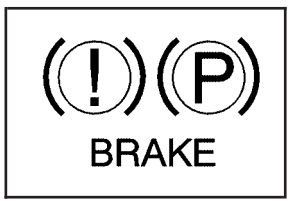
The vehicle can be only driven for a short time with the reading in either warning zone. If it must be driven, turn off all unnecessary accessories.

Readings in either warning zone indicate a possible problem in the electrical system. Have the vehicle serviced as soon as possible.

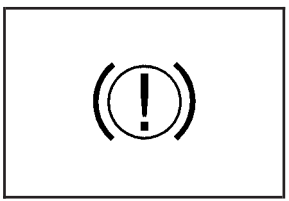
Brake System Warning Light

The vehicle's hydraulic brake system is divided into two parts. If one part is not working, the other part can still work and stop the vehicle. For good braking, both need to work.

If the warning light comes on, there could be a brake problem. Have the brake system inspected right away.



United States



Canada

This light should come on briefly when ignition key is turned to ON/RUN. If it does not come on, have it fixed so it will be ready to warn if there is a problem.

When the ignition is on, the brake system warning light also comes on when the parking brake is set. See *Parking Brake on page 2-26* for more information. The light stays on if the parking brake does not fully release. If it stays on after the parking brake is fully released, it means the vehicle has a brake problem.

If the light comes on while driving, pull off the road and stop carefully. The pedal might be harder to push, or the pedal might go closer to the floor. It could take longer to stop. If the light is still on, have the vehicle towed for service. See *Towing Your Vehicle on page 4-24*.

⚠ CAUTION:

The brake system might not be working properly if the brake system warning light is on. Driving with the brake system warning light on can lead to a crash. If the light is still on after the vehicle has been pulled off the road and carefully stopped, have the vehicle towed for service.

Antilock Brake System (ABS) Warning Light

For vehicles with the Antilock Brake System (ABS), this light comes on briefly when the engine is started.

If it does not, have the vehicle serviced by your dealer/retailer. If the system is working normally the indicator light then goes off.

If the ABS light stays on, turn the ignition off. If the light comes on while driving, stop as soon as it is safely possible and turn the ignition off. Then start the engine again to reset the system. If the ABS light stays on, or comes on again while driving, the vehicle needs service. If the regular brake system warning light is not on, the vehicle still has brakes, but not antilock brakes. If the regular brake system warning light is also on, the vehicle does not have antilock brakes and there is a problem with the regular brakes. See *Brake System Warning Light on page 3-31*.

For vehicles with a Driver Information Center (DIC), see *DIC Warnings and Messages on page 3-48* for all brake related DIC messages.

StabiliTrak® Indicator Light

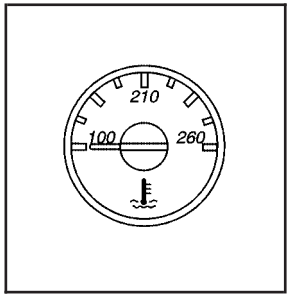
For vehicles with the StabiliTrak® system, this light comes on or flashes, according to the description table for the StabiliTrak system.

For more information, see *StabiliTrak® System on page 4-6*.

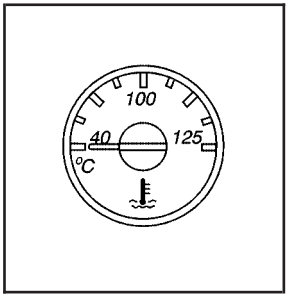
Three chimes sound if the light turns on and one chime if the light turns off.

If this light remains on steady, the vehicle needs to be taken in for service.

Engine Coolant Temperature Gage



United States

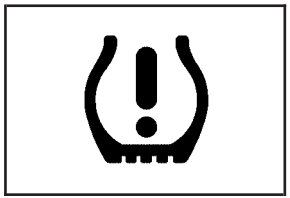


Canada

This gage shows the engine coolant temperature. It also provides an indicator of how hard the vehicle is working. During a majority of the operation, the gage will read 210°F (100°C) or less. If the vehicle is pulling a load or going up hills, it is normal for the temperature to fluctuate and approach the 250°F (122°C) mark. If the gage reaches the 260°F (125°C) mark, it indicates that the cooling system is working beyond its capacity.

See *Engine Overheating on page 5-31*.

Tire Pressure Light



For vehicles with a tire pressure monitoring system, this light comes on briefly when the engine is started.

It provides information about tire pressures and the Tire Pressure Monitoring System.

When the Light is On Steady

This indicates that one or more of the tires is significantly underinflated.

A tire pressure message in the Driver Information Center (DIC), can accompany the light. See *DIC Warnings and Messages on page 3-48* for more information. Stop and check the tires as soon as it is safe to do so. If a tire is underinflated, inflate to the proper pressure. See *Tires on page 5-55* for more information.

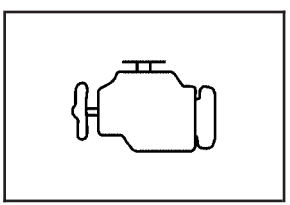
When the Light Flashes First and Then is On Steady

This indicates that there could be a problem with the Tire Pressure Monitor System. The light flashes for about a minute and stays on steady for the remainder of the ignition cycle. This sequence repeats with every ignition cycle. See *Tire Pressure Monitor System on page 5-65* for more information.

Malfunction Indicator Lamp

Check Engine Light

A computer system called OBD II (On-Board Diagnostics-Second Generation) monitors operation of the fuel, ignition, and emission control systems. It ensures that emissions are at acceptable levels for the life of the vehicle, helping to produce a cleaner environment.



This light should come on when the ignition is on, but the engine is not running, as a check to show it is working. If it does not, have the vehicle serviced by your dealer/retailer.

If the check engine light comes on and stays on, while the engine is running, this indicates that there is an OBD II problem and service is required.

Malfunctions often are indicated by the system before any problem is apparent. Being aware of the light can prevent more serious damage to the vehicle. This system assists the service technician in correctly diagnosing any malfunction.

Notice: **If the vehicle is continually driven with this light on, after a while, the emission controls might not work as well, the vehicle's fuel economy might not be as good, and the engine might not run as smoothly. This could lead to costly repairs that might not be covered by the vehicle warranty.**

Notice: **Modifications made to the engine, transmission, exhaust, intake, or fuel system of the vehicle or the replacement of the original tires with other than those of the same Tire Performance Criteria (TPC) can affect the vehicle's emission controls and can cause this light to come on. Modifications to these systems could lead to costly repairs not covered by the vehicle warranty. This could also result in a failure to pass a required Emission Inspection/Maintenance test. See** ***Accessories and Modifications on page 5-3*****.**

This light comes on during a malfunction in one of two ways:

Light Flashing: A misfire condition has been detected. A misfire increases vehicle emissions and could damage the emission control system on the vehicle. Diagnosis and service might be required.

To prevent more serious damage to the vehicle:

- Reduce vehicle speed.
- Avoid hard accelerations.
- Avoid steep uphill grades.
- If towing a trailer, reduce the amount of cargo being hauled as soon as it is possible.

If the light continues to flash, when it is safe to do so, stop the vehicle. Find a safe place to park the vehicle. Turn the key off, wait at least 10 seconds, and restart the engine. If the light is still flashing, follow the previous steps and see your dealer/retailer for service as soon as possible.

Light On Steady: An emission control system malfunction has been detected on the vehicle. Diagnosis and service might be required.

An emission system malfunction might be corrected by doing the following:

- Make sure the fuel cap is fully installed. See *Filling the Tank on page 5-10*. The diagnostic system can determine if the fuel cap has been left off or improperly installed. A loose or missing fuel cap allows fuel to evaporate into the atmosphere. A few driving trips with the cap properly installed should turn the light off.
- If the vehicle has been driven through a deep puddle of water, the vehicle's electrical system might be wet. The condition is usually corrected when the electrical system dries out. A few driving trips should turn the light off.
- Make sure to fuel the vehicle with quality fuel. Poor fuel quality causes the engine not to run as efficiently as designed and can cause: stalling after start-up, stalling when the vehicle is changed into gear, misfiring, hesitation on acceleration, or stumbling on acceleration. These conditions might go away once the engine is warmed up.

  If one or more of these conditions occurs, change the fuel brand used. It will require at least one full tank of the proper fuel to turn the light off.

  See *Gasoline Octane on page 5-6*.

If none of the above have made the light turn off, your dealer/retailer can check the vehicle. The dealer/retailer has the proper test equipment and diagnostic tools to fix any mechanical or electrical problems that might have developed.

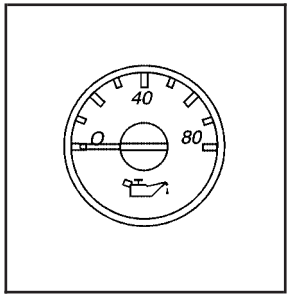
Emissions Inspection and Maintenance Programs

Some state/provincial and local governments have or might begin programs to inspect the emission control equipment on the vehicle. Failure to pass this inspection could prevent getting a vehicle registration.

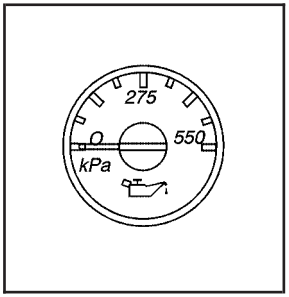
Here are some things to know to help the vehicle pass an inspection:

- The vehicle will not pass this inspection if the check engine light is on with the engine running, or if the key is in ON/RUN and the light is not on.
- The vehicle will not pass this inspection if the OBD II (on-board diagnostic) system determines that critical emission control systems have not been completely diagnosed by the system. The vehicle would be considered not ready for inspection. This can happen if the battery has recently been replaced or if the battery has run down. The diagnostic system is designed to evaluate critical emission control systems during normal driving. This can take several days of routine driving. If this has been done and the vehicle still does not pass the inspection for lack of OBD II system readiness, your dealer/retailer can prepare the vehicle for inspection.

Oil Pressure Gage



United States



Canada

The oil pressure gage shows the engine oil pressure in psi (pounds per square inch) when the engine is running. Canadian vehicles indicate pressure in kPa (kilopascals).

Oil pressure may vary with engine speed, outside temperature and oil viscosity, but readings above the low pressure zone indicate the normal operating range.

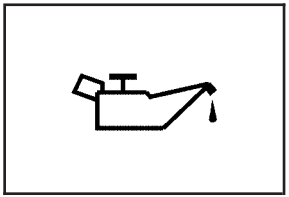
A reading in the low pressure zone may be caused by a dangerously low oil level or other problem causing low oil pressure. Check your oil as soon as possible.

⚠ CAUTION:

Do not keep driving if the oil pressure is low. The engine can become so hot that it catches fire. Someone could be burned. Check the oil as soon as possible and have the vehicle serviced.

Notice: **Lack of proper engine oil maintenance can damage the engine. The repairs would not be covered by the vehicle warranty. Always follow the maintenance schedule in this manual for changing engine oil.**

Oil Pressure Light



⚠ CAUTION:

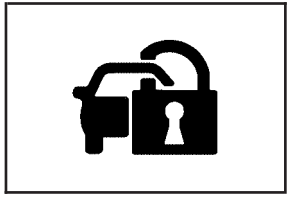
Do not keep driving if the oil pressure is low. The engine can become so hot that it catches fire. Someone could be burned. Check the oil as soon as possible and have the vehicle serviced.

Notice: **Lack of proper engine oil maintenance can damage the engine. The repairs would not be covered by the vehicle warranty. Always follow the maintenance schedule in this manual for changing engine oil.**

This light comes on briefly while starting the engine. If it does not, have the vehicle serviced by your dealer/retailer. If the system is working normally the indicator light then goes off.

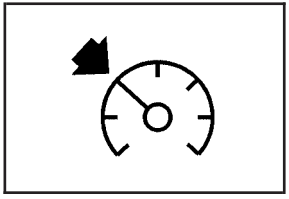
If the light comes on and stays on, it means that oil is not flowing through the engine properly. The vehicle could be low on oil and it might have some other system problem.

Security Light



For information regarding this light and the vehicle's security system, see *PASS-Key® III+ Electronic Immobilizer Operation on page 2-17*.

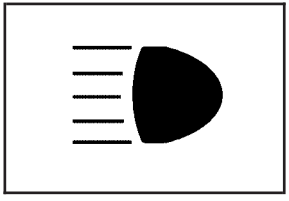
Cruise Control Light



The cruise control light comes on whenever the cruise control is set.

The light goes out when the cruise control is turned off. See *Cruise Control on page 3-9* for more information.

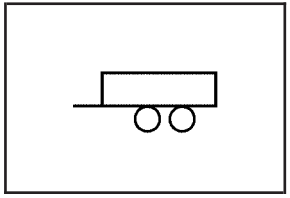
Highbeam On Light



This light comes on when the high-beam headlamps are in use.

See *Headlamp High/Low-Beam Changer on page 3-8* for more information.

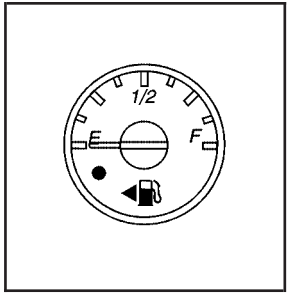
Tow/Haul Mode Light



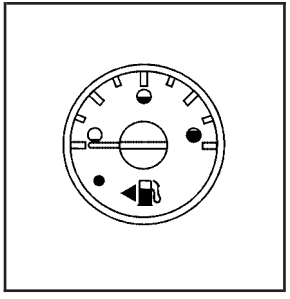
This light comes on when the Tow/Haul mode has been activated.

For more information, see *Tow/Haul Mode on page 2-25*.

Fuel Gage



United States



Canada

The fuel gage, when the ignition is on, indicates how much fuel is left in the vehicle's fuel tank.

An arrow on the fuel gage indicates the side of the vehicle the fuel door is on.

The gage first indicates empty before the vehicle is out of fuel, and the fuel tank should be refueled soon.

Listed are four situations customers might experience with the fuel gage. None of these indicate a problem with the fuel gage:

- At the gas station, the fuel pump shuts off before the gage reads full.
- It takes a little more or less fuel to fill up than the fuel gage indicated. For example, the gage may have indicated the tank was half full, but it actually took a little more or less than half the tank's capacity to fill the tank.
- The gage moves a little while turning a corner or speeding up.
- The gage does not go back to empty when the ignition is turned off.

If the vehicle has the DURAMAX Diesel engine, see the DURAMAX Diesel manual for more information.

Driver Information Center (DIC)

Your vehicle has a Driver Information Center (DIC).

All messages will appear in the DIC display located at the bottom of the instrument panel cluster. The DIC buttons are located on the instrument panel, next to the instrument panel cluster.

The DIC comes on when the ignition is on. After a short delay, the DIC will display the information that was last displayed before the engine was turned off.

The DIC displays trip, fuel, and vehicle system information, and warning messages if a system problem is detected.

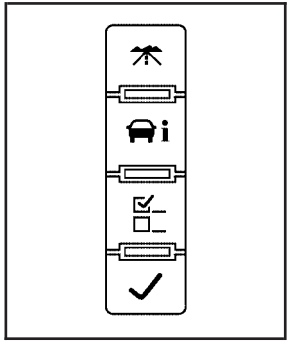
If your vehicle has these features, the DIC also displays the compass direction and the outside air temperature when viewing the trip and fuel information. The compass direction appears on the top right corner of the DIC display. The outside air temperature automatically appears in the bottom right corner of the DIC display. If there is a problem with the system that controls the temperature display, the numbers will be replaced with dashes. If this occurs, have the vehicle serviced by your dealer/retailer.

The DIC also allows some features to be customized. See *DIC Vehicle Customization on page 3-57* for more information.

DIC Operation and Displays

The DIC has different displays which can be accessed by pressing the DIC buttons located on the instrument panel, next to the instrument panel cluster.

DIC Buttons



The buttons are the trip/fuel, vehicle information, customization, and set/reset buttons. The button functions are detailed in the following pages.

(Trip/Fuel): Press this button to display the odometer, trip odometers, fuel range, average economy, fuel used, timer, average speed, and digital tachometer.

(Vehicle Information): Press this button to display the oil life, units, tire pressure readings for vehicles with the Tire Pressure Monitor System (TPMS), engine hours, Tire Pressure Monitor System (TPMS) programming for vehicles with the TPMS and without a Remote Keyless Entry (RKE) transmitter, compass zone and compass calibration on vehicles with this feature, and RKE transmitter programming.

(Customization): Press this button to customize the feature settings on your vehicle. See *DIC Vehicle Customization on page 3-57* for more information.

(Set/Reset): Press this button to set or reset certain functions and to turn off or acknowledge messages on the DIC.

Trip/Fuel Menu Items

(Trip/Fuel): Press this button to scroll through the following menu items:

Odometer

Press the trip/fuel button until XX mi (Km) displays. This display shows the distance the vehicle has been driven in either miles (mi) or kilometers (km).

Trip Odometers

Press the trip/fuel button until A or B displays. This display shows the current distance traveled in either miles (mi) or kilometers (km) since the last reset for each trip odometer. Both trip odometers can be used at the same time.

Each trip odometer can be reset to zero separately by pressing the set/reset button while the desired trip odometer is displayed.

The trip odometer has a feature called the retro-active reset. This can be used to set the trip odometer to the number of miles (kilometers) driven since the ignition was last turned on. This can be used if the trip odometer is not reset at the beginning of the trip.

To use the retro-active reset feature, press and hold the set/reset button for at least four seconds. The trip odometer will display the number of miles (mi) or kilometers (km) driven since the ignition was last turned on and the vehicle was moving. Once the vehicle begins moving, the trip odometer will accumulate mileage. For example, if the vehicle was driven 5 miles (8 km) before it is started again, and then the retro-active reset feature is activated, the display will show 5 miles (8 km). As the vehicle begins moving, the display will then increase to 5.1 miles (8.2 km), 5.2 miles (8.4 km), etc.

If the retro-active reset feature is activated after the vehicle is started, but before it begins moving, the display will show the number of miles (mi) or kilometers (km) that were driven during the last ignition cycle.

Fuel Range

Press the trip/fuel button until FUEL RANGE displays. This display shows the approximate number of remaining miles (mi) or kilometers (km) the vehicle can be driven without refueling. The display will show LOW if the fuel level is low.

The fuel range estimate is based on an average of the vehicle's fuel economy over recent driving history and the amount of fuel remaining in the fuel tank. This estimate will change if driving conditions change. For example, if driving in traffic and making frequent stops, this display may read one number, but if the vehicle is driven on a freeway, the number may change even though the same amount of fuel is in the fuel tank. This is because different driving conditions produce different fuel economies. Generally, freeway driving produces better fuel economy than city driving.

If your vehicle is low on fuel, the FUEL LEVEL LOW message will be displayed. See "FUEL LEVEL LOW" under *DIC Warnings and Messages on page 3-48* for more information.

Average Economy

Press the trip/fuel button until AVG ECONOMY displays. This display shows the approximate average miles per gallon (mpg) or liters per 100 kilometers (L/100 km). This number is calculated based on the number of mpg (L/100 km) recorded since the last time this menu item was reset. To reset AVG ECONOMY, press and hold the set/reset button. The display will return to zero.

Fuel Used

Press the trip/fuel button until FUEL USED displays. This display shows the number of gallons (gal) or liters (L) of fuel used since the last reset of this menu item. To reset the fuel used information, press and hold the set/reset button while FUEL USED is displayed.

Timer

Press the trip/fuel button until TIMER displays. This display can be used as a timer.

To start the timer, press the set/reset button while TIMER is displayed. The display will show the amount of time that has passed since the timer was last reset, not including time the ignition is off. Time will continue to be counted as long as the ignition is on, even if another display is being shown on the DIC. The timer will record up to 99 hours, 59 minutes and 59 seconds (99:59:59) after which the display will return to zero.

To stop the timer, press the set/reset button briefly while TIMER is displayed.

To reset the timer to zero, press and hold the set/reset button while TIMER is displayed.

Average Speed

Press the trip/fuel button until AVERAGE SPEED displays. This display shows the average speed of the vehicle in miles per hour (mph) or kilometers per hour (km/h). This average is calculated based on the various vehicle speeds recorded since the last reset of this value. To reset the value, press and hold the set/reset button. The display will return to zero.

Digital Tachometer

Press the trip/fuel button until Tachometer ##00 RPM displays. This display shows the engine speed in revolutions per minute (RPM).

Blank Display

This display shows no information.

Vehicle Information Menu Items

(Vehicle Information): Press this button to scroll through the following menu items:

Oil Life

Press the vehicle information button until OIL LIFE REMAINING displays. This display shows an estimate of the oil's remaining useful life. If you see 99% OIL LIFE REMAINING on the display, that means 99% of the current oil life remains. The engine oil life system will alert you to change the oil on a schedule consistent with your driving conditions.

When the remaining oil life is low, the CHANGE ENGINE OIL SOON message will appear on the display. See "CHANGE ENGINE OIL SOON" under *DIC Warnings and Messages on page 3-48*. You should change the oil as soon as possible. See *Engine Oil on page 5-15*. In addition to the engine oil life system monitoring the oil life, additional maintenance is recommended in the Maintenance Schedule in this manual. See *Scheduled Maintenance on page 6-4* for more information.

Remember, you must reset the OIL LIFE yourself after each oil change. It will not reset itself. Also, be careful not to reset the OIL LIFE accidentally at any time other than when the oil has just been changed. It cannot be reset accurately until the next oil change. To reset the engine oil life system, see *Engine Oil Life System on page 5-18*.

Units

Press the vehicle information button until UNITS displays. This display allows you to select between English or Metric units of measurement. Once in this display, press the set/reset button to select between ENGLISH or METRIC units.

Tire Pressure

If your vehicle has the Tire Pressure Monitor System (TPMS), the pressure for each tire can be viewed in the DIC. The tire pressure will be shown in either pounds per square inch (psi) or kilopascals (kPa). Press the vehicle information button until the DIC displays FRONT TIRES PSI (kPa) LEFT ## RIGHT ##. Press the vehicle information button again until the DIC displays REAR TIRES PSI (kPa) LEFT ## RIGHT ##.

If a low or high tire pressure condition is detected by the system while driving, a message advising you to check the pressure in a specific tire will appear in the display. See *Inflation - Tire Pressure on page 5-63* and *DIC Warnings and Messages on page 3-48* for more information.

If the tire pressure display shows dashes instead of a value, there may be a problem with your vehicle. If this consistently occurs, see your dealer/retailer for service.

Engine Hours

Press the vehicle information button until ENGINE HOURS displays. This display shows the total number of hours the engine has run.

Relearn Tire Positions

Your vehicle may have this display. To access this display, the vehicle must be in P (Park). If your vehicle has the Tire Pressure Monitor System (TPMS), after rotating the tires or after replacing a tire or sensor, the system must re-learn the tire positions. To re-learn the tire positions, see *Tire Pressure Monitor System on page 5-65*. See *Tire Inspection and Rotation on page 5-70* and *DIC Warnings and Messages on page 3-48* for more information.

Change Compass Zone

Your vehicle may have this feature. To change the compass zone through the DIC, see *DIC Compass on page 3-46*.

Calibrate Compass

Your vehicle may have this feature. The compass can be manually calibrated. To calibrate the compass through the DIC, see *DIC Compass on page 3-46*.

Relearn Remote Key

To access this display, the vehicle must be in P (Park). This display allows you to match Remote Keyless Entry (RKE) transmitters to your vehicle. This procedure will erase all previously learned transmitters. Therefore, they must be relearned as additional transmitters.
To match an RKE transmitter to your vehicle:

1. Press the vehicle information button until PRESS ✓ TO RELEARN REMOTE KEY displays.
2. Press the set/reset button until REMOTE KEY LEARNING ACTIVE is displayed.
3. Press and hold the lock and unlock buttons on the first transmitter at the same time for about 15 seconds.

   A chime will sound indicating that the transmitter is matched.
4. To match additional transmitters at this time, repeat Step 3.

   Each vehicle can have a maximum of four transmitters matched to it.
5. To exit the programming mode, you must cycle the key to LOCK/OFF.

Blank Display

This display shows no information.

DIC Compass

Your vehicle may have a compass in the Driver Information Center (DIC).

Compass Zone

Your dealer/retailer will set the correct zone for your location.

Under certain circumstances, such as during a long distance cross-country trip or moving to a new state or province, it will be necessary to compensate for compass variance by resetting the zone through the DIC if the zone is not set correctly.

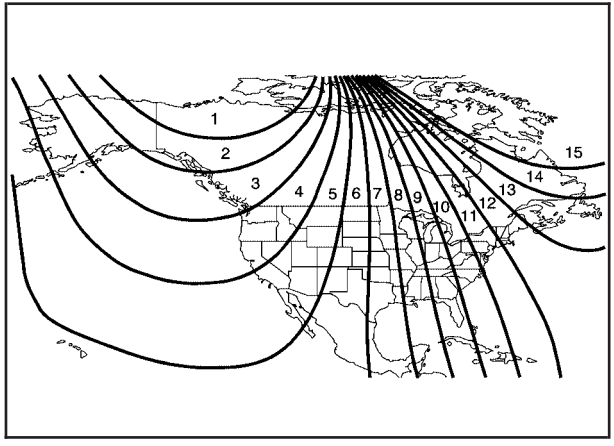
Compass variance is the difference between the earth's magnetic north and true geographic north. If the compass is not set to the zone where you live, the compass may give false readings. The compass must be set to the variance zone in which the vehicle is traveling.

To adjust for compass variance, use the following procedure:

Compass Variance (Zone) Procedure

1. Do not set the compass zone when the vehicle is moving. Only set it when the vehicle is in P (Park).

   Press the vehicle information button until PRESS ✓ TO CHANGE COMPASS ZONE displays.



2. Find the vehicle's current location and variance zone number on the map.

   Zones 1 through 15 are available.

3. Press the set/reset button to scroll through and select the appropriate variance zone.
4. Press the trip/fuel button until the vehicle heading, for example, N for North, is displayed in the DIC.
5. If calibration is necessary, calibrate the compass. See "Compass Calibration Procedure" following.

Compass Calibration

The compass can be manually calibrated. Only calibrate the compass in a magnetically clean and safe location, such as an open parking lot, where driving the vehicle in circles is not a danger. It is suggested to calibrate away from tall buildings, utility wires, manhole covers, or other industrial structures, if possible.

If CAL should ever appear in the DIC display, the compass should be calibrated.

If the DIC display does not show a heading, for example, N for North, or the heading does not change after making turns, there may be a strong magnetic field interfering with the compass. Such interference may be caused by a magnetic CB or cell phone antenna mount, a magnetic emergency light, magnetic note pad holder, or any other magnetic item. Turn off the vehicle, move the magnetic item, then turn on the vehicle and calibrate the compass.

To calibrate the compass, use the following procedure:

Compass Calibration Procedure

1. Before calibrating the compass, make sure the compass zone is set to the variance zone in which the vehicle is located. See “Compass Variance (Zone) Procedure” earlier in this section.

   Do not operate any switches such as window, sunroof, climate controls, seats, etc. during the calibration procedure.

2. Press the vehicle information button until PRESS ✓ TO CALIBRATE COMPASS displays.

3. Press the set/reset button to start the compass calibration.

4. The DIC will display CALIBRATING: DRIVE IN CIRCLES. Drive the vehicle in tight circles at less than 5 mph (8 km/h) to complete the calibration. The DIC will display CALIBRATION COMPLETE for a few seconds when the calibration is complete.

   The DIC display will then return to PRESS ✓ TO CALIBRATE COMPASS.

DIC Warnings and Messages

Messages are displayed on the DIC to notify the driver that the status of the vehicle has changed and that some action may be needed by the driver to correct the condition. Multiple messages may appear one after another.

Some messages may not require immediate action, but you can press any of the DIC buttons on the instrument panel to acknowledge that you received the messages and to clear them from the display.

Some messages cannot be cleared from the DIC display because they are more urgent. These messages require action before they can be cleared. You should take any messages that appear on the display seriously and remember that clearing the messages will only make the messages disappear, not correct the problem.

The following are the possible messages that can be displayed and some information about them.

If your vehicle has the DURAMAX® Diesel engine, see the DURAMAX® Diesel manual for more information.

AUTOMATIC LIGHT CONTROL OFF

This message displays when the automatic headlamps are turned off. See *Exterior Lamps on page 3-12* for more information.

AUTOMATIC LIGHT CONTROL ON

This message displays when the automatic headlamps are turned on. See *Exterior Lamps on page 3-12* for more information.

CALIBRATING: DRIVE IN CIRCLES

This message displays when calibrating the compass. Drive the vehicle in circles at less than 5 mph (8 km/h) to complete the calibration. See *DIC Compass on page 3-46* for more information.

CALIBRATION COMPLETE

This message displays when the compass calibration is complete. See *DIC Compass on page 3-46* for more information.

CARGO DOOR OPEN

This message displays and a chime sounds if the cargo door is open while the ignition is in ON/RUN. Turn off the vehicle and check the cargo door. Restart the vehicle and check for the message on the DIC display.

CHANGE ENGINE OIL SOON

This message displays when the engine oil needs to be changed. When you change the engine oil, be sure to reset the CHANGE ENGINE OIL SOON message. See *Engine Oil Life System on page 5-18* for information on how to reset the message. See *Engine Oil on page 5-15* and *Scheduled Maintenance on page 6-4* for more information.

CHECK TIRE PRESSURE

If your vehicle has the Tire Pressure Monitor System (TPMS), this message displays when the pressure in one or more of the vehicle's tires needs to be checked. This message also displays LEFT FRONT, RIGHT FRONT, LEFT REAR, or RIGHT REAR to indicate which tire needs to be checked. You can receive more than one tire pressure message at a time. To read the other messages that may have been sent at the same time, press the set/reset button. If a tire pressure message appears on the DIC, stop as soon as you can. Have the tire pressures checked and set to those shown on the Tire Loading Information label. See *Tires on page 5-55*, *Loading the Vehicle on page 4-18*, and *Inflation - Tire Pressure on page 5-63*. The DIC also shows the tire pressure values. See *DIC Operation and Displays on page 3-41*. If the tire pressure is low, the low tire pressure warning light comes on. See *Tire Pressure Light on page 3-34*.

DRIVER DOOR OPEN

This message displays and a chime sounds if the driver door is not fully closed and the vehicle is in a drive gear. Stop and turn off the vehicle, check the door for obstructions, and close the door again. Check to see if the message still appears on the DIC.

ENGINE HOT A/C (Air Conditioning) OFF

This message displays when the engine coolant becomes hotter than the normal operating temperature. See *Engine Coolant Temperature Gage on page 3-33*. To avoid added strain on a hot engine, the air conditioning compressor automatically turns off. When the coolant temperature returns to normal, the air conditioning compressor turns back on. You can continue to drive your vehicle.

If this message continues to appear, have the system repaired by your dealer/retailer as soon as possible to avoid damage to the engine.

ENGINE OIL LOW ADD OIL

If your vehicle has an oil level sensor, this message displays if the oil level in the vehicle is low. Check the oil level and correct it as necessary. You may need to let the vehicle cool or warm up and cycle the ignition to be sure this message clears. See *Engine Oil on page 5-15* for additional information.

ENGINE OVERHEATED IDLE ENGINE

Notice: **If you drive your vehicle while the engine is overheating, severe engine damage may occur. If an overheat warning appears on the instrument panel cluster and/or DIC, stop the vehicle as soon as possible. See *Engine Overheating on page 5-31* for more information.**

This message displays when the engine coolant temperature is too hot. Stop and allow the vehicle to idle until it cools down. See *Engine Coolant Temperature Gage on page 3-33*.

ENGINE OVERHEATED STOP ENGINE

Notice: **If you drive your vehicle while the engine is overheating, severe engine damage may occur. If an overheat warning appears on the instrument panel cluster and/or DIC, stop the vehicle as soon as possible. See *Engine Overheating on page 5-31* for more information.**

This message displays and a chime sounds if the engine cooling system reaches unsafe temperatures for operation. Stop and turn off the vehicle as soon as it is safe to do so to avoid severe damage. This message clears when the engine has cooled to a safe operating temperature.

ENGINE POWER IS REDUCED

This message displays and a chime sounds when the cooling system temperature gets too hot and the engine further enters the engine coolant protection mode. See *Engine Overheating on page 5-31* for further information.

This message also displays when the vehicle's engine power is reduced. Reduced engine power can affect the vehicle's ability to accelerate. If this message is on, but there is no reduction in performance, proceed to your destination. The performance may be reduced the next time the vehicle is driven. The vehicle may be driven at a reduced speed while this message is on, but acceleration and speed may be reduced. Anytime this message stays on, the vehicle should be taken to your dealer/retailer for service as soon as possible.

FUEL LEVEL LOW

This message displays if the fuel level is low. Refuel as soon as possible. See *Fuel Gage on page 3-40* and *Fuel on page 5-5* for more information.

ICE POSSIBLE DRIVE WITH CARE

This message displays when the outside air temperature is cold enough to create icy road conditions. Adjust your driving accordingly.

LEFT REAR DOOR OPEN

On some vehicles, this message displays and a chime sounds if the driver side rear door is not fully closed and the vehicle is in a drive gear. Stop and turn off the vehicle, check the door for obstructions, and close the door again. Check to see if the message still appears on the DIC.

OIL PRESSURE LOW STOP ENGINE

Notice: **If you drive your vehicle while the engine oil pressure is low, severe engine damage may occur. If a low oil pressure warning appears on the Driver Information Center (DIC), stop the vehicle as soon as possible. Do not drive the vehicle until the cause of the low oil pressure is corrected. See *Engine Oil on page 5-15* for more information.**

This message displays if low oil pressure levels occur. Stop the vehicle as soon as safely possible and do not operate it until the cause of the low oil pressure has been corrected. Check the oil as soon as possible and have your vehicle serviced by your dealer/retailer. See *Engine Oil on page 5-15*.

PASSENGER DOOR OPEN

This message displays and a chime sounds if the passenger door is not fully closed and the vehicle is in a drive gear. Stop and turn off the vehicle, check the door for obstructions, and close the door again. Check to see if the message still appears on the DIC.

REMOTE KEY LEARNING ACTIVE

This message displays while you are matching a Remote Keyless Entry (RKE) transmitter to your vehicle. See “Matching Transmitter(s) to Your Vehicle” under *Remote Keyless Entry (RKE) System Operation on page 2-4* and *DIC Operation and Displays on page 3-41* for more information.

REPLACE BATTERY IN REMOTE KEY

This message displays if a Remote Keyless Entry (RKE) transmitter battery is low. The battery needs to be replaced in the transmitter. See “Battery Replacement” under *Remote Keyless Entry (RKE) System Operation on page 2-4*.

RIGHT REAR DOOR OPEN

On some vehicles, this message displays and a chime sounds if the passenger side rear door is not fully closed and the vehicle is in a drive gear. Stop and turn off the vehicle, check the door for obstructions, and close the door again. Check to see if the message still appears on the DIC.

SERVICE A/C SYSTEM

This message displays when the electronic sensors that control the air conditioning and heating systems are no longer working. Have the climate control system serviced by your dealer/retailer if you notice a drop in heating and air conditioning efficiency.

SERVICE AIR BAG

This message displays if there is a problem with the airbag system. Have your dealer/retailer inspect the system for problems. See *Airbag Readiness Light on page 3-27* and *Airbag System on page 1-58* for more information.

SERVICE BATTERY CHARGING SYSTEM

On some vehicles, this message displays if there is a problem with the battery charging system. Under certain conditions, the charging system light may also turn on in the instrument panel cluster. See *Charging System Light on page 3-30*. Driving with this problem could drain the battery. Turn off all unnecessary accessories. Have the electrical system checked as soon as possible. See your dealer/retailer.

SERVICE BRAKE SYSTEM

This message displays along with the brake system warning light if there is a problem with the brake system. See *Brake System Warning Light on page 3-31*. If this message appears, stop as soon as possible and turn off the vehicle. Restart the vehicle and check for the message on the DIC display. If the message is still displayed or appears again when you begin driving, the brake system needs service as soon as possible. See your dealer/retailer.

SERVICE STABILITRAK

If your vehicle has StabiliTrak® and this message displays, it means there may be a problem with the StabiliTrak system. If you see this message, try to reset the system. Stop; turn off the engine for at least 15 seconds; then start the engine again. If this message still comes on, it means there is a problem. You should see your dealer/retailer for service. The vehicle is safe to drive, however, you do not have the benefit of StabiliTrak, so reduce your speed and drive accordingly.

SERVICE THEFT DETERRENT SYSTEM

This message displays when there is a problem with the theft-deterrent system. The vehicle may or may not restart so you may want to take the vehicle to your dealer/retailer before turning off the engine. See *PASS-Key® III+ Electronic Immobilizer Operation on page 2-17* for more information.

SERVICE TIRE MONITOR SYSTEM

If your vehicle has the Tire Pressure Monitor System (TPMS), this message displays if a part on the system is not working properly. The tire pressure light also flashes and then remains on during the same ignition cycle. See *Tire Pressure Light on page 3-34*. Several conditions may cause this message to appear. See *Tire Pressure Monitor Operation on page 5-66* for more information. If the warning comes on and stays on, there may be a problem with the TPMS. See your dealer/retailer.

SERVICE TRACTION CONTROL

If your vehicle has StabiliTrak, this message displays when there is a problem with the Traction Control System (TCS). When this message displays, the system will not limit wheel spin. Adjust your driving accordingly. See your dealer/retailer for service. See *StabiliTrak® System on page 4-6* for more information.

SERVICE TRANSMISSION

This message displays when there is a problem with the transmission. See your dealer/retailer for service.

SERVICE VEHICLE SOON

This message displays when a non-emissions related malfunction occurs. Have the vehicle serviced by your dealer/retailer as soon as possible.

STABILITRAK NOT READY

If your vehicle has StabiliTrak, this message may display and the StabiliTrak indicator light on the instrument panel cluster may be on after first driving the vehicle and exceeding 20 mph (32 km/h) for 30 seconds. The StabiliTrak system is not functional until the light has turned off. See *StabiliTrak® System on page 4-6* for more information.

STABILITRAK OFF

If your vehicle has StabiliTrak, this message displays when you turn off StabiliTrak, or when the stability control has been automatically disabled. To limit wheel spin and realize the full benefits of the stability enhancement system, you should normally leave StabiliTrak on. However, you should turn StabiliTrak off if your vehicle gets stuck in sand, mud, ice, or snow and you want to rock your vehicle to attempt to free it, or if you are driving in extreme off-road conditions and require more wheel spin. See *If Your Vehicle is Stuck in Sand, Mud, Ice, or Snow on page 4-17*. To turn the StabiliTrak system on or off, see *StabiliTrak® System on page 4-6*.

There are several conditions that can cause this message to appear.

- One condition is overheating, which could occur if StabiliTrak activates continuously for an extended period of time.
- The message also displays if the brake system warning light is on. See *Brake System Warning Light on page 3-31*.
- The message could display if the stability system takes longer than usual to complete its diagnostic checks due to driving conditions.
- The message displays if an engine or vehicle related problem has been detected and the vehicle needs service. See your dealer/retailer.
- The message also displays if the vehicle is shifted into 4LO.

The message turns off as soon as the conditions that caused the message to be displayed are no longer present.

STARTING DISABLED SERVICE THROTTLE

This message displays if the starting of the engine is disabled due to the electronic throttle control system. Have your vehicle serviced by your dealer/retailer immediately.

This message only appears while the ignition is in ON/RUN, and will not disappear until the problem is resolved.

This message cannot be acknowledged.

TIGHTEN GAS CAP

This message may display and a chime may be heard along with the check engine light on the instrument panel cluster if the vehicle's fuel cap is not tightened properly. See *Malfunction Indicator Lamp on page 3-34*. Reinstall the fuel cap fully. See *Filling the Tank on page 5-10*. The diagnostic system can determine if the fuel cap has been left off or improperly installed. A loose or missing fuel cap allows fuel to evaporate into the atmosphere. A few driving trips with the cap properly installed should turn this light and message off.

TIRE LEARNING ACTIVE

If your vehicle has the Tire Pressure Monitor System (TPMS), this message displays when the system is re-learning the tire positions on your vehicle. See *DIC Operation and Displays on page 3-41* for more information. The tire positions must be re-learned after rotating the tires or after replacing a tire or sensor. See *Tire Inspection and Rotation on page 5-70*, *Tire Pressure Monitor System on page 5-65*, and *Inflation - Tire Pressure on page 5-63* for more information.

TRACTION CONTROL OFF

If your vehicle has StabiliTrak, this message displays when the Traction Control System (TCS) is turned off. Adjust your driving accordingly. See *StabiliTrak® System on page 4-6* for more information.

TRANSMISSION HOT IDLE ENGINE

Notice: **If you drive your vehicle while the transmission fluid is overheating and the transmission temperature warning is displayed on the instrument panel cluster and/or DIC, you can damage the transmission. This could lead to costly repairs that would not be covered by your warranty. Do not drive your vehicle with overheated transmission fluid or while the transmission temperature warning is displayed.**

This message displays along with a chime if the transmission fluid in the vehicle gets hot. Driving with the transmission fluid temperature high can cause damage to the vehicle. Stop the vehicle and let it idle to allow the transmission to cool. This message clears and the chime stops when the fluid temperature reaches a safe level.

TURN SIGNAL ON

This message displays and a chime sounds if a turn signal is left on for 3/4 of a mile (1.2 km). Move the turn signal/multifunction lever to the off position.

WAIT TO START

This message displays briefly when the theft-deterrent system has initially found incorrect conditions within the vehicle and is making a double check. If your vehicle does not start soon after, try to start it again. If it still does not start, have your vehicle serviced by your dealer/retailer.

DIC Vehicle Customization

Your vehicle may have customization capabilities that allow you to program certain features to one preferred setting. Customization features can only be programmed to one setting on the vehicle and cannot be programmed to a preferred setting for two different drivers.

All of the customization options may not be available on your vehicle. Only the options available will be displayed on the DIC.

The default settings for the customization features were set when your vehicle left the factory, but may have been changed from their default state since then.

The customization preferences are automatically recalled.

To change customization preferences, use the following procedure.

Entering the Feature Settings Menu

1. Turn the ignition on and place the vehicle in P (Park).

   To avoid excessive drain on the battery, it is recommended that the headlamps are turned off.

2. Press the customization button to enter the feature settings menu.

   If the menu is not available, FEATURE SETTINGS AVAILABLE IN PARK will display. Before entering the menu, make sure the vehicle is in P (Park).

Feature Settings Menu Items

The following are customization features that allow you to program settings to the vehicle:

DISPLAY IN ENGLISH

This feature will only display if a language other than English has been set. This feature allows you to change the language in which the DIC messages appear to English.

Press the customization button until the PRESS √ TO DISPLAY IN ENGLISH screen appears on the DIC display. Press the set/reset button once to display all DIC messages in English.

LANGUAGE

This feature allows you to select the language in which the DIC messages will appear.

Press the customization button until the LANGUAGE screen appears on the DIC display. Press the set/reset button once to access the settings for this feature. Then press the customization button to scroll through the following settings:

ENGLISH (default): All messages will appear in English.

FRANCAIS: All messages will appear in French.

ESPANOL: All messages will appear in Spanish.

ARABIC: All messages will appear in Arabic.

NO CHANGE: No change will be made to this feature. The current setting will remain.

To select a setting, press the set/reset button while the desired setting is displayed on the DIC. A beep will sound once a language has been selected.

AUTO DOOR LOCK

This feature allows you to select when the vehicle's doors will automatically lock. See *Programmable Automatic Door Locks on page 2-7* for more information.

Press the customization button until AUTO DOOR LOCK appears on the DIC display. Press the set/reset button once to access the settings for this feature. Then press the customization button to scroll through the following settings:

SHIFT OUT OF PARK (default): The doors will automatically lock when the vehicle is shifted out of P (Park).

AT VEHICLE SPEED: The doors will automatically lock when the vehicle speed is above 8 mph (13 km/h) for three seconds.

NO CHANGE: No change will be made to this feature. The current setting will remain.

To select a setting, press the set/reset button while the desired setting is displayed on the DIC.

AUTO DOOR UNLOCK

This feature allows you to select whether or not to turn off the automatic door unlocking feature. It also allows you to select which doors and when the doors will automatically unlock. See *Programmable Automatic Door Locks on page 2-7* for more information.

Press the customization button until AUTO DOOR UNLOCK appears on the DIC display. Press the set/reset button once to access the settings for this feature. Then press the customization button to scroll through the following settings:

OFF: None of the doors will automatically unlock.

DRIVER AT KEY OUT: Only the driver's door will unlock when the key is taken out of the ignition.

DRIVER IN PARK: Only the driver's door will unlock when the vehicle is shifted into P (Park).

ALL AT KEY OUT: All of the doors will unlock when the key is taken out of the ignition.

ALL IN PARK (default): All of the doors will unlock when the vehicle is shifted into P (Park).

NO CHANGE: No change will be made to this feature. The current setting will remain.

To select a setting, press the set/reset button while the desired setting is displayed on the DIC.

REMOTE DOOR LOCK

This feature allows you to select the type of feedback you will receive when locking the vehicle with the Remote Keyless Entry (RKE) transmitter. You will not receive feedback when locking the vehicle with the RKE transmitter if the doors are open. See *Remote Keyless Entry (RKE) System Operation on page 2-4* for more information.

Press the customization button until REMOTE DOOR LOCK appears on the DIC display. Press the set/reset button once to access the settings for this feature. Then press the customization button to scroll through the following settings:

OFF: There will be no feedback when you press the lock button on the RKE transmitter.

LIGHTS ONLY: The exterior lamps will flash when you press the lock button on the RKE transmitter.

HORN ONLY: The horn will sound on the second press of the lock button on the RKE transmitter.

HORN & LIGHTS (default): The exterior lamps will flash when you press the lock button on the RKE transmitter, and the horn will sound when the lock button is pressed again within five seconds of the previous command.

NO CHANGE: No change will be made to this feature. The current setting will remain.

To select a setting, press the set/reset button while the desired setting is displayed on the DIC.

REMOTE DOOR UNLOCK

This feature allows you to select the type of feedback you will receive when unlocking the vehicle with the Remote Keyless Entry (RKE) transmitter. You will not receive feedback when unlocking the vehicle with the RKE transmitter if the doors are open. See *Remote Keyless Entry (RKE) System Operation on page 2-4* for more information.

Press the customization button until REMOTE DOOR UNLOCK appears on the DIC display. Press the set/reset button once to access the settings for this feature. Then press the customization button to scroll through the following settings:

LIGHTS OFF: The exterior lamps will not flash when you press the unlock button on the RKE transmitter.

LIGHTS ON (default): The exterior lamps will flash when you press the unlock button on the RKE transmitter.

NO CHANGE: No change will be made to this feature. The current setting will remain.

To select a setting, press the set/reset button while the desired setting is displayed on the DIC.

DELAY DOOR LOCK

This feature allows you to select whether or not the locking of the vehicle's doors will be delayed. When locking the doors with the power door lock switch and a door is open, this feature will delay locking the doors until five seconds after the last door is closed. You will hear three chimes to signal that the delayed locking feature is in use. The key must be out of the ignition for this feature to work. You can temporarily override delayed locking by pressing the power door lock switch twice or the lock button on the RKE transmitter twice. See *Delayed Locking on page 2-7* for more information.

Press the customization button until DELAY DOOR LOCK appears on the DIC display. Press the set/reset button once to access the settings for this feature. Then press the customization button to scroll through the following settings:

OFF: There will be no delayed locking of the vehicle's doors.

ON (default): The doors will not lock until five seconds after the last door is closed.

NO CHANGE: No change will be made to this feature. The current setting will remain.

To select a setting, press the set/reset button while the desired setting is displayed on the DIC.

EXIT LIGHTING

This feature allows you to select the amount of time you want the exterior lamps to remain on when it is dark enough outside. This happens after the key is turned from ON/RUN to LOCK/OFF.

Press the customization button until EXIT LIGHTING appears on the DIC display. Press the set/reset button once to access the settings for this feature. Then press the customization button to scroll through the following settings:

OFF: The exterior lamps will not turn on.

30 SECONDS (default): The exterior lamps will stay on for 30 seconds.

1 MINUTE: The exterior lamps will stay on for one minute.

2 MINUTES: The exterior lamps will stay on for two minutes.

NO CHANGE: No change will be made to this feature. The current setting will remain.

To select a setting, press the set/reset button while the desired setting is displayed on the DIC.

APPROACH LIGHTING

This feature allows you to select whether or not to have the exterior lights turn on briefly during low light periods after unlocking the vehicle using the Remote Keyless Entry (RKE) transmitter.

Press the customization button until APPROACH LIGHTING appears on the DIC display. Press the set/reset button once to access the settings for this feature. Then press the customization button to scroll through the following settings:

OFF: The exterior lights will not turn on when you unlock the vehicle with the RKE transmitter.

ON (default): If it is dark enough outside, the exterior lights will turn on briefly when you unlock the vehicle with the RKE transmitter. The lights will remain on for 20 seconds or until the lock button on the RKE transmitter is pressed, or the vehicle is no longer off. See *Remote Keyless Entry (RKE) System Operation on page 2-4* for more information.

NO CHANGE: No change will be made to this feature. The current setting will remain.

To select a setting, press the set/reset button while the desired setting is displayed on the DIC.

CHIME VOLUME

This feature allows you to select the volume level of the chime.

Press the customization button until CHIME VOLUME appears on the DIC display. Press the set/reset button once to access the settings for this feature. Then press the customization button to scroll through the following settings:

NORMAL: The chime volume will be set to a normal level.

LOUD: The chime volume will be set to a loud level.

NO CHANGE: No change will be made to this feature. The current setting will remain.

There is no default for chime volume. The volume will stay at the last known setting.

To select a setting, press the set/reset button while the desired setting is displayed on the DIC.

FACTORY SETTINGS

This feature allows you to set all of the customization features back to their factory default settings.

Press the customization button until FACTORY SETTINGS appears on the DIC display. Press the set/reset button once to access the settings for this feature. Then press the customization button to scroll through the following settings:

RESTORE ALL (default): The customization features will be set to their factory default settings.

DO NOT RESTORE: The customization features will not be set to their factory default settings.

To select a setting, press the set/reset button while the desired setting is displayed on the DIC.

EXIT FEATURE SETTINGS

This feature allows you to exit the feature settings menu.

Press the customization button until FEATURE SETTINGS PRESS ✓ TO EXIT appears in the DIC display. Press the set/reset button once to exit the menu.

If you do not exit, pressing the customization button again will return you to the beginning of the feature settings menu.

Exiting the Feature Settings Menu

The feature settings menu will be exited when any of the following occurs:

- The vehicle is no longer in ON/RUN.
- The trip/fuel or vehicle information DIC buttons are pressed.
- The end of the feature settings menu is reached and exited.
- A 40 second time period has elapsed with no selection made.

Audio System(s)

If the vehicle came without a radio, the wiring provisions for a radio and an antenna were installed at the assembly plant, so that if you want, a radio can be installed at the dealer/retailer.

Determine which radio the vehicle has and read the following pages to become familiar with its features.

⚠ CAUTION:

Taking your eyes off the road for extended periods could cause a crash resulting in injury or death to you or others. Do not give extended attention to entertainment tasks while driving.

This system provides access to many audio and non audio listings.

To minimize taking your eyes off the road while driving, do the following while the vehicle is parked:

- Become familiar with the operation and controls of the audio system.
- Set up the tone, speaker adjustments, and preset radio stations.

For more information, see *Defensive Driving on page 4-2*.

Notice: **Contact your dealer/retailer before adding any equipment.**

Adding audio or communication equipment could interfere with the operation of the vehicle's engine, radio, or other systems, and could damage them. Follow federal rules covering mobile radio and telephone equipment.

Notice: **The chime signals related to safety belts, parking brake, and other functions of your vehicle operate through the radio/entertainment system. If that equipment is replaced or additional equipment is added to your vehicle, the chimes may not work. Make sure that replacement or additional equipment is compatible with your vehicle before installing it. See *Accessories and Modifications on page 5-3*.**

The vehicle has Retained Accessory Power (RAP). With RAP, the audio system can be played even after the ignition is turned off. See *Retained Accessory Power (RAP) on page 2-20* for more information.

Setting the Clock

AM/FM Radio with Optional CD Player

If your vehicle has an AM/FM radio with an optional CD player, it has a ◷ button for setting the time. With these types of radios, the clock can be set with either the radio turned on or off.

Set the time by following these steps:

1. Press ◷ until the hour begins flashing on display. Press this button a second time and the minutes begin flashing on display.

   Press ◷ a third time and the 12HR or 24HR time format begins flashing.

2. While either the hour or the minutes are flashing, turn the ♫ knob, located on the upper right side of the radio, clockwise or counterclockwise to increase or decrease the time. While the 12HR or 24HR time format is flashing, turn the ♫ knob clockwise or counterclockwise to select the default time settings.

3. Press ◷ again until the clock display stops flashing to set the currently displayed time; otherwise, the flashing stops after five seconds and the current time displayed is automatically set.

MP3 Radio with a Single CD Player

If your vehicle has a radio with a single CD (MP3) player, the radio has a ◷ button for setting the time and date.

To set the time and date, follow the instructions:

1. Press the ◷ button and the HR, MIN, MM, DD, YYYY (hour, minute, month, day, and year) displays.

2. Press the pushbutton located under any one of the labels that you want to change. Every time the pushbutton is pressed again, the time or the date if selected, increases by one.

   - Another way to increase the time or date, is to press the right ⊳| SEEK arrow or the ▷▷ FWD (forward) button.

3. To decrease, press the left |⊲ SEEK arrow or the ◁◁ REV button. You can also turn the ♫ knob, located on the upper right side of the radio, to adjust the selected setting.

Changing the Time and Date Default Settings

You can change the time default setting from 12 hours to 24 hours or change the date default setting from month/day/year to day/month/year.

To change the time or date default settings, follow these instructions:

1. Press ◷ and then the pushbutton located under the forward arrow that is currently displayed on the radio screen until the time 12H (hour) and 24H (hour), and the date MM/DD (month and day) and DD/MM (day and month) are displayed.
2. Press the pushbutton located under the desired option.
3. Press the ◷ button again to apply the selected default, or let the screen time out.

MP3 Radio with a Six-Disc CD Player

If your vehicle has a radio with a six-disc CD player, the radio has a MENU button instead of the ◷ button to set the time and date.

To set the time and date, follow these instructions:

1. Press the MENU button. Once the ◷ option displays, press the pushbutton located under that label. The HR, MIN, MM, DD, YYYY (hour, minute, month, day, and year) displays.
2. Press the pushbutton located under any one of the labels to change. Every time the pushbutton is pressed again, the time or the date if selected, increases by one.
   - Another way to increase the time or date, is to press the right ⊳| SEEK arrow or the ▷▷ FWD (forward) button.
3. To decrease, press the left |⊲ SEEK arrow or the ◁◁ REV button, or turn the ♫ knob, located on the upper right side of the radio, to adjust the selected setting.

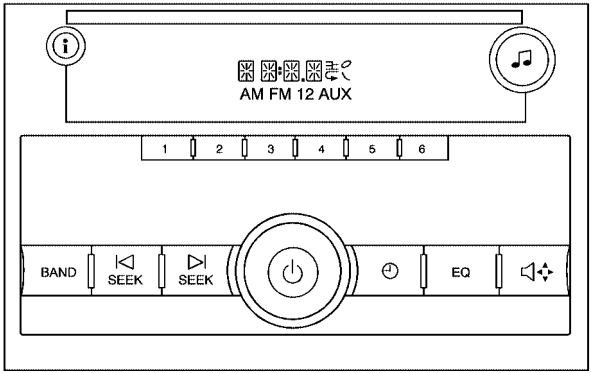
Changing the Time and Date Default Settings

To change the time default setting from 12 hours to 24 hours or change the date default setting from month/day/year to day/month/year.

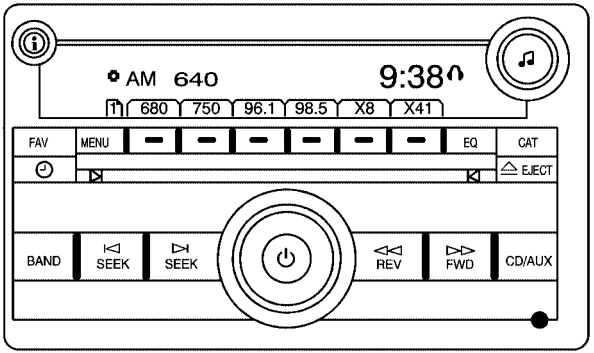
To change the time or date default settings, follow these instructions:

1. Press the MENU button. Once the ◷ option displays, press the pushbutton located under the forward arrow that is currently displayed on the radio screen until the 12H (hour) and 24H (hour), and the date MM/DD (month and day) and DD/MM (day and month) displays.
2. Press the pushbutton located under the desired option.
3. Press the MENU button again to apply the selected default, or let the screen time out.

Radio(s)



AM-FM Radio shown, Radio with CD (Base) similar



Radio with CD (MP3) shown, Radio with Six-Disc CD (MP3) similar

The vehicle has one of these radios as its audio system.

Radio Data System (RDS)

The Radio may have a Radio Data System (RDS). The RDS feature is available for use only on FM stations that broadcast RDS information. This system relies upon receiving specific information from these stations and only works when the information is available. While the radio is tuned to an FM-RDS station, the station name or call letters displays. In rare cases, a radio station could broadcast incorrect information that causes the radio features to work improperly. If this happens, contact the radio station.

Playing the Radio

⏻ **(Power/Volume):** Press to turn the system on and off.

Turn clockwise or counterclockwise to increase or decrease the volume.

When the radio is turned on, it plays at the volume level that was last set. The volume can be adjusted using this knob.

i (Information) (AM-FM Radio and Radio with CD (Base)): Press to switch the display between the radio station frequency and the time. While the ignition is off, press to display the time.

i (Information) (MP3 and RDS Features): Press to display additional text information related to the current FM-RDS station or MP3 song. A choice of additional information such as: Channel, Song, Artist, and CAT (category) can display. Continue pressing to highlight the desired label, or press the pushbutton positioned under any one of the labels and the information about that label displays.

When information is not available, No Info displays.

◴ (Clock) (AM-FM Radio and Radio with CD (Base)): The radio has a clock button for setting the time. With this type of radio, the clock can be set with either the radio turned on or off. See *Setting the Clock on page 3-65* for more information.

Speed Compensated Volume (SCV): Radios with Speed Compensated Volume (SCV) automatically adjusts the radio volume to compensate for road and wind noise as you speed up or slow down while driving. That way, the volume level should sound about the same as you drive.

To activate SCV:

1. Set the radio volume to the desired level.
2. Press the MENU button to display the radio setup menu.
3. Press the pushbutton under the AUTO VOLUM label on the radio display.
4. Press the pushbutton under the desired Speed Compensated Volume setting (OFF, Low, Med, or High) to select the level of radio volume compensation. The display times out after approximately 10 seconds. Each higher setting allows for more radio volume compensation at faster vehicle speeds.

Finding a Station

BAND: Press to switch between FM1 and FM2 and AM. The selection displays.

♫ **(Tune):** Turn clockwise or counterclockwise to increase or decrease the station frequency.

⏮ **SEEK** ⏭ **:** Press the arrows to go to the previous or to the next station and stay there.

To scan stations, press and hold either arrow for two seconds until a beep sounds. The radio goes to a station, plays for a few seconds, then goes to the next station. For AM-FM Radio and Radio with CD (Base), the station frequency flashes while the radio is in the scan mode. Press either arrow again to stop scanning.

The radio seeks and scans stations only with a strong signal that are in the selected band.

For AM-FM Radio and Radio with CD (Base), scan presets within the current selected band by pressing and holding either SEEK arrow for four seconds until a double beep sounds. The radio goes to a stored preset, plays for a few seconds if a strong signal is present, then goes to the next stored preset. The station frequency flashes while the radio is in the scan mode.

Setting Preset Stations

If the radio does not have XM™, up to 18 stations (six FM1, six FM2, and six AM), can be programmed on the six numbered pushbuttons, by performing the following steps:

1. Turn the radio on.
2. Press BAND to select FM1, FM2, or AM.
3. Tune in the desired station.
4. Press and hold one of the six numbered pushbuttons for three seconds until a beep sounds. When that pushbutton is pressed and released, the station that was set, returns.
5. Repeat the Steps 2 through 4 for each pushbutton.

Storing a Radio Station as a Favorite

Drivers are encouraged to set up their radio station favorites while the vehicle is parked. Tune to favorite stations using the presets, favorites button, and steering wheel controls, if the vehicle has this feature. See *Defensive Driving on page 4-2*.

FAV (Favorites): If the vehicle has XM™ and has a FAV button, a maximum of 36 stations can be programmed as favorites using the six pushbuttons positioned below the radio station frequency labels and by using the radio favorites page button (FAV button). Press the FAV button to go through up to six pages of favorites, each having six favorite stations available per page. Each page of favorites can contain any combination of AM and FM stations.

The balance/fade and tone settings that were previously adjusted, are stored with the favorite stations.

To store a station as a favorite:

1. Tune to the desired radio station.
2. Press the FAV button to display the page where the station is to be stored.
3. Press and hold one of the six pushbuttons until a beep sounds. When that pushbutton is pressed and released, the station that was set, returns.
4. Repeat the steps for each pushbutton radio station you want stored as a favorite.

The number of favorites pages can be setup using the MENU button. To setup the number of favorites pages:

1. Press the MENU button to display the radio setup menu.
2. Press the pushbutton located below the FAV 1-6 label.
3. Select the desired number of favorites pages by pressing the pushbutton located below the displayed page numbers.
4. Press the FAV button, or let the menu time out, to return to the original main radio screen showing the radio station frequency labels and to begin the process of programming your favorites for the chosen amount of numbered pages.

Setting the Tone (Bass/Treble) (AM-FM Radio and Radio with CD (Base))

BASS/TREB Bass/Treble: To adjust the bass or treble, press the ♫ knob or the EQ button until the desired tone control label displays. Turn the ♫ knob clockwise or counterclockwise to increase or decrease the setting. The display shows the current bass or treble level. If a station's frequency is weak, or if there is static, decrease the treble.

Unique BASS/TREB settings can be saved for each source.

Setting the Tone (Bass/Midrange/Treble)

BASS/MID/TREB (Bass, Midrange, or Treble): To adjust bass, midrange, or treble, press the ♫ knob until the tone control labels display. Continue pressing to highlight the desired label, or press the pushbutton positioned under the desired label. Turn the ♫ knob clockwise or counterclockwise to adjust the highlighted setting. You can also adjust the highlighted setting by pressing either SEEK arrow, ▷▷ FWD, or ◁◁ REV button until the desired levels are obtained. If a station's frequency is weak or if there is static, decrease the treble.

To quickly adjust bass, midrange, or treble to the middle position, press the pushbutton positioned under the BASS, MID, or TREB label for more than two seconds and the level adjusts to the middle position.

To quickly adjust all tone and speaker controls to the middle position, press the ♫ knob for more than two seconds until a beep sounds.

EQ (Equalization): Press this button to choose bass and treble equalization settings designed for different types of music. The choices are pop, rock, country, talk, jazz, and classical. Selecting MANUAL or changing bass or treble, returns the EQ to the manual bass and treble settings.

Unique EQ settings can be saved for each source.

Adjusting the Speakers (Balance/Fade) (AM-FM Radio and Radio with CD (Base))

(Balance/Fade): To adjust the balance or fade, press the button or the ♫ knob until the desired speaker control label displays. Turn the ♫ knob clockwise or counterclockwise to adjust the setting.

Adjusting the Speakers (Balance/Fade)

BAL/FADE (Balance/Fade): To adjust balance or fade, press the ♫ knob until the speaker control labels display. Continue pressing to highlight the desired label, or press the pushbutton positioned under the desired label. Turn the ♫ knob clockwise or counterclockwise to adjust the highlighted setting.

To quickly adjust balance or fade to the middle position, press the pushbutton positioned under the BAL or FADE label for more than two seconds. A beep sounds and the level adjusts to the middle position.

To quickly adjust all speaker and tone controls to the middle position, press the ♫ knob for more than two seconds until a beep sounds.

Finding a Category (CAT) Station

CAT (Category): The CAT button is used to find XM™ stations while the radio is in the XM™ mode.

XM™ is a satellite radio service that is based in the United States and Canada only.

For this vehicle, the XM™ function is not available.

Radio Messages

Calibration Error: The audio system has been calibrated for the vehicle from the factory. If Calibration Error displays, it means that the radio has not been configured properly for the vehicle and it must be returned to your dealer/retailer for service.

Locked or Loc: One of these messages will display when the THEFTLOCK® system has locked up the radio. Take the vehicle to your dealer/retailer for service.

If any error occurs repeatedly or if an error cannot be corrected, contact your dealer/retailer.

Playing a CD (Single CD Player)

Insert a CD partway into the slot, label side up. The player pulls it in and the CD should begin playing.

Playing a CD(s) (Six-Disc CD Player)

LOAD ▽ : Press to load CDs into the CD player. This CD player holds up to six CDs.

To insert one CD, do the following:

1. Press and release the ▽ button.
2. Wait for the message to insert the disc.
3. Load a CD. Insert the CD partway into the slot, label side up. The player pulls the CD in.

To insert multiple CDs, do the following:

1. Press and hold the ▽ button for two seconds. A beep sounds and Load All Discs displays.
2. Follow the displayed instruction on when to insert the discs. The CD player takes up to six CDs.
3. Press the ▽ button again to cancel loading more CDs.

Insert a CD partway into the slot, label side up. The player pulls it in and the CD should begin playing. If you want to insert a CD with the ignition off, first press the ⏏ button or the DISP knob.

If the ignition or radio is turned off with a CD in the player it stays in the player. When the ignition or radio is turned on, the CD starts to play where it stopped, if it was the last selected audio source.

When the CD is inserted, the CD symbol displays. As each new track starts to play, the track number displays.

The CD player can play the smaller 3 inch (8 cm) single CDs with an adapter ring. Full-size CDs and the smaller CDs are loaded in the same manner.

Care of Your CDs and DVDs

If playing a CD-R, the sound quality can be reduced due to CD-R or CD-RW quality, the method of recording, the quality of the music that has been recorded, and the way the CD-R or CD-RW has been handled. Handle them carefully. Store CD-R(s) or CD-RW(s) in their original cases or other protective cases and away from direct sunlight and dust. The CD or DVD player scans the bottom surface of the disc. If the surface of a CD is damaged, such as cracked, broken, or scratched, the CD does not play properly or not at all. Do not touch the bottom side of a CD while handling it; this could damage the surface. Pick up CDs by grasping the outer edges or the edge of the hole and the outer edge.

If the surface of a CD is soiled, take a soft, lint free cloth or dampen a clean, soft cloth in a mild, neutral detergent solution mixed with water, and clean it. Make sure the wiping process starts from the center to the edge.

Care of Your CD and DVD Player

Do not add any label to a CD, it could get caught in the CD or DVD player. If a CD is recorded on a personal computer and a description label is needed, try labeling the top of the recorded CD with a marking pen.

The use of CD lens cleaners for CDs is not advised, due to the risk of contaminating the lens of the CD optics with lubricants internal to the CD and DVD player mechanism.

Notice: **If a label is added to a CD, or more than one CD is inserted into the slot at a time, or an attempt is made to play scratched or damaged CDs, the CD player could be damaged. While using the CD player, use only CDs in good condition without any label, load one CD at a time, and keep the CD player and the loading slot free of foreign materials, liquids, and debris.**

If an error displays, see “CD Messages” later in this section.

⏏ **EJECT:** Press to eject the CD. If the CD is not removed, after several seconds, the CD automatically pulls back into the player.

For the Six-Disc CD player, press and hold for two seconds to eject all discs.

♫ **(Tune):** Turn to select tracks on the CD currently playing.

⏮ **SEEK** ⏭ **:** Press the left arrow to go to the start of the current track, if more than ten seconds have played. Press the right arrow to go to the next track. If either arrow is held or pressed multiple times, the player continues moving backward or forward through the CD.

◁◁ **REV (Fast Reverse):** Press and hold to reverse playback quickly within a track. Sound is heard at a reduced volume. Release to resume playing the track. The elapsed time of the track displays.

▷▷ **FWD (Fast Forward):** Press and hold to advance playback quickly within a track. Sound is heard at a reduced volume. Release to resume playing the track. The elapsed time of the track displays.

RDM (Random): Tracks can be listened to in random, rather than sequential order, on one CD or all CDs in a six-disc CD player.

To use random on the Base Radio with Single CD player, do the following:

- Press the RDM button to play tracks from a CD in random order. The random icon displays. Press again to turn off random play. The random icon disappears from the display.

To use random on an Uplevel Radio with a Single CD player, do the following:

1. Press the CD/AUX button, insert a disc partway into the slot of the CD player. A RDM label displays.
2. To play the tracks in random order, press the pushbutton positioned under the RDM label until Random Current Disc displays. Press the pushbutton again to turn off random play.

To use random on a Radio with a Six-Disc CD player, do the following:

1. Press the CD/AUX button, press and hold ▽ . A beep sounds and Load All Discs displays. Insert one or more discs partway into the slot of the CD player.
2. To play tracks from all CDs loaded in random order, press the pushbutton positioned under the RDM label until Randomize All Discs displays. Press the same pushbutton again to turn off random play.

RPT (Repeat (Base Radio with CD): With the repeat setting, one track can be repeated. To repeat the track you are listening to, press and release the RPT button. An arrow symbol displays. Press RPT again to turn off repeat play.

i (Information) (Base Radio with CD): Press to switch the display between the track number, elapsed time of the track, and the time. When the ignition is off, press to display the time.

BAND: Press to listen to the radio when a CD is playing. The CD remains inside the radio for future listening.

CD/AUX (CD/Auxiliary): Press to play a CD when listening to the radio. The CD icon and a message showing the disc and/or track number displays when a CD is in the player. Press again and the system automatically searches for an auxiliary input device, such as a portable audio player. If a portable audio player is not connected, “No Input Device Found” may display.

Playing an MP3 CD-R or CD-RW Disc

The radio with a Single CD player or a Six-Disc CD player has the capability of playing an MP3 CD-R or CD-RW disc. For more information on how to play an MP3 CD-R or CD-RW disc, see “Using an MP3” in the index.

CD Messages

REMOVE/CHECK DISC: Radios with a Single CD player or radios with a Six-Disc player displays CHECK DISC and/or ejects the CD if an error occurs.

ERR (Error): If this message displays and/or the CD comes out, it could be for one of the following reasons:

- It is very hot. When the temperature returns to normal, the CD should play.
- You are driving on a very rough road. When the road becomes smoother, the CD should play.
- The CD is dirty, scratched, wet, or upside down.
- The air is very humid. If so, wait about an hour and try again.
- There could have been a problem while burning the CD-R or CD-RW.
- The label could be caught in the CD player.

NO: This message displays if the EJECT or CD/AUX buttons are pressed and a CD has not been inserted into the player.

If the CD is not playing correctly, for any other reason, try a known good CD.

If any error occurs repeatedly or if an error cannot be corrected, contact your dealer/retailer. If the radio displays an error message, write it down and provide it to your dealer/retailer while reporting the problem.

Using the Auxiliary Input Jack

Your radio system has an auxiliary input jack located on the lower right side of the faceplate. This is not an audio output; do not plug the headphone set into the front auxiliary input jack. An external audio device such as an iPod, laptop computer, MP3 player, CD changer, etc. can be connected to the auxiliary input jack for use as another source for audio listening.

Drivers are encouraged to set up any auxiliary device while the vehicle is in P (Park). See *Defensive Driving on page 4-2* for more information on driver distraction.

To use a portable audio player, connect a 3.5 mm (1/8 inch) cable to the radio’s front auxiliary input jack. When a device is connected, press the radio CD/AUX button to begin playing audio from the device over the vehicle speakers.

⏻ **(Power/Volume):** Turn clockwise or counterclockwise to increase or decrease the volume of the portable player. You might need to do additional volume adjustments from the portable device if the volume is not loud or soft enough.

BAND: Press to listen to the radio while a portable audio device is playing. The portable audio device continues playing, so you might want to stop it or turn it off.

CD/AUX (CD/Auxiliary): Press to play a CD while a portable audio device is playing. Press again and the system begins playing audio from the connected portable audio player. If a portable audio player is not connected, the message No Aux Input Device displays.

Using an MP3

MP3 CD-R or CD-RW Disc

The radio plays MP3 files that were recorded on a CD-R or CD-RW disc. The files can be recorded with the following fixed bit rates: 32 kbps, 40 kbps, 56 kbps, 64 kbps, 80 kbps, 96 kbps, 112 kbps, 128 kbps, 160 kbps, 192 kbps, 224 kbps, 256 kbps, and 320 kbps or a variable bit rate. Song title, artist name, and album are available for display by the radio when recorded using ID3 tags version 1 and 2.

Compressed Audio

The radio also plays discs that contain both uncompressed CD audio (.CDA files) and MP3 files. By default the radio shows the MP3 label on the left side of the screen but plays both file formats in the order in which they were recorded to the disc.

MP3 Format

If you burn your own MP3 disc on a personal computer:

- Make sure the MP3 files are recorded on a CD-R or CD-RW disc.
- Do not mix standard audio and MP3 files on one disc.
- The CD player is able to read and play a maximum of 50 folders, 15 playlists, and 512 folders and files.
- Create a folder structure that makes it easy to find songs while driving. Organize songs by albums using one folder for each album. Each folder or album should contain 18 songs or less.
- Avoid subfolders. The system can support up to eight subfolders deep, however, keep the total number of folders to a minimum in order to reduce the complexity and confusion in trying to locate a particular folder during playback.

- Make sure playlists have a .mp3 or .wpl extension (other file extensions might not work).
- Minimize the length of the file, folder, or playlist names. Long file, folder, or playlist names, or a combination of a large number of files and folders, or playlists could cause the player to be unable to play up to the maximum number of files, folders, playlists, or sessions. If you wish to play a large number of files, folders, playlists or sessions, minimize the length of the file, folder, or playlist name. Long names also take up more space on the display, potentially getting cut off.
- Finalize the audio disc before you burn it. Trying to add music to an existing disc could cause the disc not to function in the player.

Playlists can be changed by using the < (previous) and > (next) folder buttons, the ♫ knob, or the |◁ SEEK ▷| arrows. You can also play an MP3 CD-R or CD-RW that was recorded using no file folders. If a CD-R or CD-RW contains more than the maximum of 50 folders, 15 playlists, and 512 folders and files, the player lets you access and navigate up to the maximum, but all items over the maximum are not accessible.

Root Directory

The root directory of the CD-R or CD-RW is treated as a folder. If the root directory has compressed audio files, the directory displays as the CD label. All files contained directly under the root directory are accessed prior to any root directory folders. However, playlists (Px) are always accessed before root folders or files.

If a disc contains both uncompressed CD audio (.CDA) and MP3 files, a folder under the root directory called CD accesses all of the CD audio tracks on the disc.

Empty Directory or Folder

If a root directory or a folder exists somewhere in the file structure that contains only folders/subfolders and no compressed files directly beneath them, the player advances to the next folder in the file structure that contains compressed audio files. The empty folder does not display.

No Folder

When the CD contains only compressed files, the files are located under the root folder. The next and previous folder function does not display on a CD that was recorded without folders or playlists.

When the CD contains only playlists and compressed audio files, but no folders, all files are located under the root folder. The folder down and up buttons search playlists (Px) first and then goes to the root folder.

Order of Play

Tracks recorded to the CD-R or CD-RW are played in the following order:

- Play begins from the first track in the first playlist and continues sequentially through all tracks in each playlist. When the last track of the last playlist has played, play continues from the first track of the first playlist.
- Play begins from the first track in the first folder and continues sequentially through all tracks in each folder. When the last track of the last folder has played, play continues from the first track of the first folder.

When play enters a new folder, the display does not automatically show the new folder name unless you have chosen the folder mode as the default display. The new track name displays.

File System and Naming

The song name that displays is the song name that is contained in the ID3 tag. If the song name is not present in the ID3 tag, then the radio displays the file name without the extension (such as .mp3) as the track name.

Track names longer than 32 characters or four pages are shortened. Parts of words on the last page of text and the extension of the filename does not display.

Preprogrammed Playlists

Preprogrammed playlists that were created using WinAmp™, MusicMatch™, or Real Jukebox™ software can be accessed, however, they cannot be edited using the radio. These playlists are treated as special folders containing compressed audio song files.

Playing an MP3

Insert a CD-R or CD-RW partway into the slot (Single CD Player), or press the load button and wait for the message to insert disc (Six-Disc CD Player), label side up. The player pulls it in, and the CD-R or CD-RW should begin playing.

If the ignition or radio is turned off with a CD-R or CD-RW in the player, it stays in the player. When the ignition or radio is turned on, the CD-R or CD-RW starts to play where it stopped, if it was the last selected audio source.

As each new track starts to play, the track number and song title displays.

⏏ **EJECT:** Press this button to eject CD-R(s) or CD-RW(s). To eject the CD-R or CD-RW that is currently playing, press and release this button. A beep sounds and Ejecting Disc displays. Once the disc is ejected, Remove Disc displays. The CD-R or CD-RW can be removed. If the CD-R or CD-RW is not removed, after several seconds, the CD-R or CD-RW automatically pulls back into the player and begins playing.

For the Six-Disc CD player, press and hold this button for two seconds to eject all discs.

(Tune): Turn this knob to select MP3 files on the CD-R or CD-RW currently playing.

SEEK : Press the left SEEK arrow to go to the start of the current MP3 file, if more than 10 seconds have played. Press the right arrow to go to the next MP3 file. If either SEEK arrow is held or pressed multiple times, the player continues moving backward or forward through MP3 files on the CD.

(Previous Folder): Press the pushbutton positioned under the Folder label to go to the first track in the previous folder.

(Next Folder): Press the pushbutton positioned under the Folder label to go to the first track in the next folder.

REV (Reverse): Press and hold this button to reverse playback quickly within an MP3 file. Sound is heard at a reduced volume. Release this button to resume playing the file. The elapsed time of the file displays.

FWD (Fast Forward): Press and hold this button to advance playback quickly within an MP3 file. Sound is heard at a reduced volume. Release this button to resume playing the file. The elapsed time of the file displays.

RDM (Random): With the random setting, MP3 files on the CD-R or CD-RW can be listened to in random, rather than sequential order, on one CD-R/CD-RW or all discs in a six-disc CD player. To use random, do one of the following:

1. To play MP3 files from the CD-R or CD-RW you are listening to in random order, press the pushbutton positioned under the RDM label until Random Current Disc displays. Press the same pushbutton again to turn off random play.
2. To play songs from all CDs loaded in a six-disc CD player in random order, press the pushbutton positioned under the RDM label until Randomize All Discs displays. Press the same pushbutton again to turn off random play.

(Music Navigator): Use the music navigator feature to play MP3 files on the CD-R or CD-RW in order by artist or album. Press the pushbutton located below the music navigator label. The player scans the disc to sort the files by artist and album ID3 tag information. It could take several minutes to scan the disc depending on the number of MP3 files recorded to the CD-R or CD-RW. The radio can begin playing while it is scanning the disc in the background. When the scan is finished, the CD-R or CD-RW begins playing again.

Once the disc has scanned, the player defaults to playing MP3 files in order by artist. The current artist playing is shown on the second line of the display between the arrows. Once all songs by that artist are played, the player moves to the next artist in alphabetical order on the CD-R/CD-RW and begins playing MP3 files by that artist. If you want to listen to MP3 files by another artist, press the pushbutton located below either arrow button. You will go to the next or previous artist in alphabetical order. Continue pressing either button until the desired artist is displayed.

To change from playback by artist to playback by album, press the pushbutton located below the Sort By label. From the sort screen, push one of the buttons below the album button. Press the pushbutton below the back label to return to the main music navigator screen. Now the album name is displayed on the second line between the arrows and songs from the current album begins to play. Once all songs from that album are played, the player moves to the next album in alphabetical order on the CD-R/CD-RW and begins playing MP3 files from that album.

To exit music navigator mode, press the pushbutton below the Back label to return to normal MP3 playback.

BAND: Press this button to listen to the radio when a CD is playing. The inactive CD remains inside the radio for future listening.

CD/AUX (CD/Auxiliary): Press this button to play a CD when listening to the radio. The CD icon and a message showing disc and/or track number displays when a CD is in the player. Press this button again and the system automatically searches for an auxiliary input device such as a portable audio player. If a portable audio player is not connected, “No Input Device Found” displays.

Theft-Deterrent Feature

Non-RDS Radios

THEFTLOCK® is designed to discourage theft of your vehicle’s radio. The feature works automatically by learning a portion of the Vehicle Identification Number (VIN). If the radio is moved to a different vehicle, it does not operate and LOC displays.

With THEFTLOCK® activated, the radio does not operate if stolen.

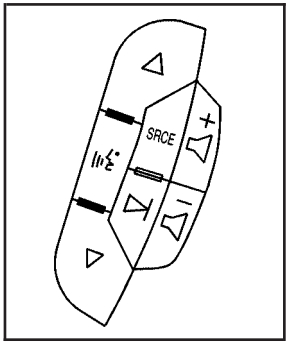
RDS Radios

THEFTLOCK® is designed to discourage theft of your vehicle’s radio. The feature works automatically by learning a portion of the Vehicle Identification Number (VIN). If the radio is moved to a different vehicle, it does not operate and LOCKED displays.

When the radio and vehicle are turned off, the blinking red light indicates that THEFTLOCK® is armed.

With THEFTLOCK® activated, the radio does not operate if stolen.

Audio Steering Wheel Controls



Vehicles with audio steering wheel controls could differ depending on your vehicle's options. Some audio controls can be adjusted at the steering wheel. They include the following:

△ ▽ **(Previous/Next):** Press the arrows to go to the previous or to the next radio station and stay there. Press the arrows to go to the previous or to the next radio station stored as a Favorite. The radio only seeks stations with a strong signal that are in the selected band.

To scan stations, press and hold the down arrow for two seconds until SCAN displays and a beep sounds. The radio goes to a station, plays for a few seconds, then goes to the next station. Press the down arrow again to stop scanning.

When a CD is playing, press either arrow to go to the next or previous track.

(Mute): Press this button to silence the system. Press this button again, to turn the sound on.

SRCE (Source): Press this button to switch between the radio AM, FM, XM™ (if equipped), CD, and auxiliary input jack.

+ – (Volume): Press the plus or minus volume button to increase or to decrease the volume.

(Seek): Press the seek arrow to go to the next radio station while in AM, FM, or XM™ (if equipped). Press the seek arrow to go to the next track while sourced to the CD.

Radio Reception

Frequency interference and static can occur during normal radio reception if items such as cell phone chargers, vehicle convenience accessories, and external electronic devices are plugged into the accessory power outlet. If there is interference or static, unplug the item from the accessory power outlet.

AM

The range for most AM stations is greater than for FM, especially at night. The longer range can cause station frequencies to interfere with each other. For better radio reception, most AM radio stations boost the power levels during the day, and then reduce these levels during the night. Static can also occur when things like storms and power lines interfere with radio reception. When this happens, try reducing the treble on your radio.

FM Stereo

FM stereo gives the best sound, but FM signals reach only about 10 to 40 miles (16 to 65 km). Tall buildings or hills can interfere with FM signals, causing the sound to fade in and out.

Cellular Phone Usage

Cellular phone usage may cause interference with the vehicle's radio. This interference may occur when making or receiving phone calls, charging the phone's battery, or simply having the phone on. This interference causes an increased level of static while listening to the radio. If static is received while listening to the radio, unplug the cellular phone and turn it off.

Fixed Mast Antenna

The fixed mast antenna can withstand most car washes without being damaged as long as it is securely attached to the base. If the mast becomes slightly bent, straighten it out by hand. If the mast is badly bent, replace it.

Occasionally check to make sure the antenna is tightened to its base. If tightening is required, tighten by hand.

Section 4 Driving Your Vehicle

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Your Driving, the Road, and the Vehicle

Driving for Better Fuel Economy

Driving habits can affect fuel mileage. Here are some driving tips to get the best fuel economy possible.

- Avoid fast starts and accelerate smoothly.
- Brake gradually and avoid abrupt stops.
- Avoid idling the engine for long periods of time.
- When road and weather conditions are appropriate, use cruise control, if equipped.
- Always follow posted speed limits or drive more slowly when conditions require.
- Keep vehicle tires properly inflated.
- Combine several trips into a single trip.
- Replace the vehicle's tires with the same TPC Spec number molded into the tire's sidewall near the size.
- Follow recommended scheduled maintenance.

Defensive Driving

Defensive driving means "always expect the unexpected." The first step in driving defensively is to wear your safety belt — See *Safety Belts: They Are for Everyone on page 1-10*.

⚠ CAUTION:

Assume that other road users (pedestrians, bicyclists, and other drivers) are going to be careless and make mistakes. Anticipate what they might do and be ready. In addition:

- Allow enough following distance between you and the driver in front of you.
- Focus on the task of driving.

Driver distraction can cause collisions resulting in injury or possible death. These simple defensive driving techniques could save your life.

Drunk Driving

⚠ CAUTION:

Drinking and then driving is very dangerous. Your reflexes, perceptions, attentiveness, and judgment can be affected by even a small amount of alcohol. You can have a serious — or even fatal — collision if you drive after drinking. Do not drink and drive or ride with a driver who has been drinking. Ride home in a cab; or if you are with a group, designate a driver who will not drink.

Death and injury associated with drinking and driving is a global tragedy.

Alcohol affects four things that anyone needs to drive a vehicle: judgment, muscular coordination, vision, and attentiveness.

Police records show that almost 40 percent of all motor vehicle-related deaths involve alcohol. In most cases, these deaths are the result of someone who was drinking and driving. In recent years, more than 17,000 annual motor vehicle-related deaths have been associated with the use of alcohol, with about 250,000 people injured.

For persons under 21, it is against the law in every U.S. state to drink alcohol. There are good medical, psychological, and developmental reasons for these laws.

The obvious way to eliminate the leading highway safety problem is for people never to drink alcohol and then drive.

Medical research shows that alcohol in a person's system can make crash injuries worse, especially injuries to the brain, spinal cord, or heart. This means that when anyone who has been drinking — driver or passenger — is in a crash, that person's chance of being killed or permanently disabled is higher than if the person had not been drinking.

Control of a Vehicle

The following three systems help to control the vehicle while driving — brakes, steering, and accelerator. At times, as when driving on snow or ice, it is easy to ask more of those control systems than the tires and road can provide. Meaning, you can lose control of the vehicle.

Adding non-dealer/non-retailer accessories can affect vehicle performance. See *Accessories and Modifications on page 5-3*.

Braking

See *Brake System Warning Light on page 3-31*.

Braking action involves perception time and reaction time. Deciding to push the brake pedal is perception time. Actually doing it is reaction time.

Average reaction time is about three-fourths of a second. But that is only an average. It might be less with one driver and as long as two or three seconds or more with another. Age, physical condition, alertness, coordination, and eyesight all play a part. So do alcohol, drugs, and frustration. But even in three-fourths of a second, a vehicle moving at 60 mph (100 km/h) travels 66 feet (20 m). That could be a lot of distance in an emergency, so keeping enough space between the vehicle and others is important.

And, of course, actual stopping distances vary greatly with the surface of the road, whether it is pavement or gravel; the condition of the road, whether it is wet, dry, or icy; tire tread; the condition of the brakes; the weight of the vehicle; and the amount of brake force applied.

Avoid needless heavy braking. Some people drive in spurts — heavy acceleration followed by heavy braking — rather than keeping pace with traffic. This is a mistake. The brakes might not have time to cool between hard stops. The brakes will wear out much faster with a lot of heavy braking. Keeping pace with the traffic and allowing realistic following distances eliminates a lot of unnecessary braking. That means better braking and longer brake life.

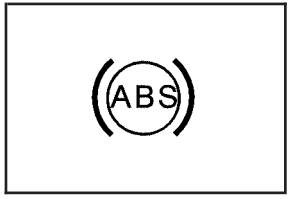
If the engine ever stops while the vehicle is being driven, brake normally but do not pump the brakes. If the brakes are pumped, the pedal could get harder to push down. If the engine stops, there will still be some power brake assist but it will be used when the brake is applied. Once the power assist is used up, it can take longer to stop and the brake pedal will be harder to push.

Adding non-dealer/non-retailer accessories can affect vehicle performance. See *Accessories and Modifications on page 5-3*.

Antilock Brake System (ABS)

This vehicle has the Antilock Brake System (ABS), an advanced electronic braking system that helps prevent a braking skid.

When the engine is started and the vehicle begins to drive away, ABS checks itself. A momentary motor or clicking noise might be heard while this test is going on. This is normal.



If there is a problem with the ABS, this warning light stays on. See *Antilock Brake System (ABS) Warning Light on page 3-32*.

Let us say the road is wet and you are driving safely. Suddenly, an animal jumps out in front of you. You slam on the brakes and continue braking. Here is what happens with ABS:

A computer senses that the wheels are slowing down. If one of the wheels is about to stop rolling, the computer will separately work the brakes at each front wheel and at both rear wheels.

ABS can change the brake pressure to each wheel, as required, faster than any driver could. This can help the driver steer around the obstacle while braking hard.

As the brakes are applied, the computer keeps receiving updates on wheel speed and controls braking pressure accordingly.

Remember: ABS does not change the time needed to get a foot up to the brake pedal or always decrease stopping distance. If you get too close to the vehicle in front of you, there will not be enough time to apply the brakes if that vehicle suddenly slows or stops. Always leave enough room up ahead to stop, even with ABS.

Using ABS

Do not pump the brakes. Just hold the brake pedal down firmly and let antilock work. The brakes might vibrate or some noise might be heard, but this is normal.

Braking in Emergencies

ABS allows the driver to steer and brake at the same time. In many emergencies, steering can help more than even the very best braking.

StabiliTrak® System

The vehicle may have a vehicle stability enhancement system called StabiliTrak. It is an advanced computer controlled system that assists the driver with directional control of the vehicle in difficult driving conditions.

StabiliTrak activates when the computer senses a discrepancy between the intended path and the direction the vehicle is actually traveling. StabiliTrak selectively applies braking pressure at any one of the vehicle's brakes to assist the driver with keeping the vehicle on the intended path.

When the vehicle is started and begins to move, the system performs several diagnostic checks to insure there are no problems. The system may be heard or felt while it is working. This is normal and does not mean there is a problem with the vehicle. The system should initialize before the vehicle reaches 20 mph (32 km/h). In some cases, it may take approximately 2 miles (3.2 km) of driving before the system initializes.

Press and hold the StabiliTrak button located on the instrument panel for more than five seconds to turn off StabiliTrak and part of the traction control system.

The StabiliTrak light comes on the instrument panel cluster when the system is turned off or requires service.

For more information, see *StabiliTrak® Indicator Light on page 3-33*.

For your safety, the system can only be disabled when the vehicle speed is less than 20 mph (32 km/h). Three chimes will be heard and the StabiliTrak light comes on.

To turn on the StabiliTrak system, press the StabiliTrak button again. StabiliTrak will automatically turn back on when the vehicle speed exceeds 20 mph (32 km/h). One chime is heard and the StabiliTrak light will turn off.

When the StabiliTrak system has been turned off, system noises may still be heard as a result of the brake-traction control coming on.

It is recommended to leave the system on for normal driving conditions, but it may be necessary to turn the system off if the vehicle is stuck in sand, mud, ice or snow, and you want to “rock” the vehicle to attempt to free it. See *If Your Vehicle is Stuck in Sand, Mud, Ice, or Snow on page 4-17*.

StabiliTrak System Operation

The StabiliTrak system is normally on, except when the system is initializing or has been disabled with the StabiliTrak button. The StabiliTrak system will automatically activate to assist the driver in maintaining vehicle directional control in most driving conditions. When activated, the StabiliTrak system may reduce engine power to the wheels and apply braking to individual wheels as necessary to assist the driver with vehicle directional control. If cruise control is being used when StabiliTrak activates, the cruise control automatically disengages. The cruise control can be re-engaged when road conditions allow. See *Cruise Control on page 3-9*.

The StabiliTrak system may also turn off automatically if it determines that a problem exists with the system. If the problem does not clear itself after restarting the vehicle, see your dealer/retailer for service.

Traction Control Operation

The traction control system is part of the StabiliTrak system. Traction control limits wheel spin by reducing engine power to the wheels and by applying brakes to each individual wheel as necessary.

If the brake-traction control system activates constantly or if the brakes have heated up due to high speed braking, the brake-traction control will be automatically disabled. The system will come back on after the brakes have cooled. This can take up to two minutes or longer depending on brake usage.

The traction control system may activate on dry or rough roads or under conditions such as heavy acceleration while turning or abrupt upshifts/downshifts of the transmission. When this a reduction in acceleration may be noticed, or a noise or vibration may be heard. This is normal.

Adding non-dealer/non-retailer accessories can affect the vehicle’s performance. See *Accessories and Modifications on page 5-3* for more information.

Locking Rear Axle

Vehicles with a locking rear axle can give more traction on snow, mud, ice, sand or gravel. It works like a standard axle most of the time, but when traction is low, this feature will allow the rear wheel with the most traction to move the vehicle.

All-Wheel Drive (AWD) System

If the vehicle has this feature, engine power is sent to all four wheels when extra traction is needed. This is like four-wheel drive, but there is no separate lever or switch to engage or disengage the front axle. It is fully automatic, and adjusts itself as needed for road conditions.

Steering

Power Steering

If power steering assist is lost because the engine stops or the system is not functioning, the vehicle can be steered but it will take more effort.

Steering Tips

It is important to take curves at a reasonable speed.

Traction in a curve depends on the condition of the tires and the road surface, the angle at which the curve is banked, and vehicle speed. While in a curve, speed is the one factor that can be controlled.

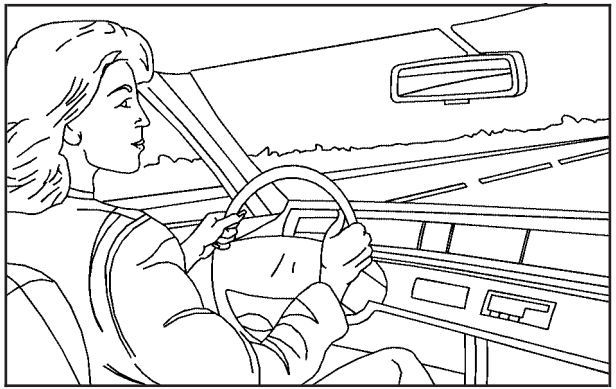
If there is a need to reduce speed, do it before entering the curve, while the front wheels are straight.

Try to adjust the speed so you can drive through the curve. Maintain a reasonable, steady speed. Wait to accelerate until out of the curve, and then accelerate gently into the straightaway.

Steering in Emergencies

There are times when steering can be more effective than braking. For example, you come over a hill and find a truck stopped in your lane, or a car suddenly pulls out from nowhere, or a child darts out from between parked cars and stops right in front of you. These problems can be avoided by braking — if you can stop in time. But sometimes you cannot stop in time because there is no room. That is the time for evasive action — steering around the problem.

The vehicle can perform very well in emergencies like these. First apply the brakes. See *Braking on page 4-4*. It is better to remove as much speed as possible from a collision. Then steer around the problem, to the left or right depending on the space available.

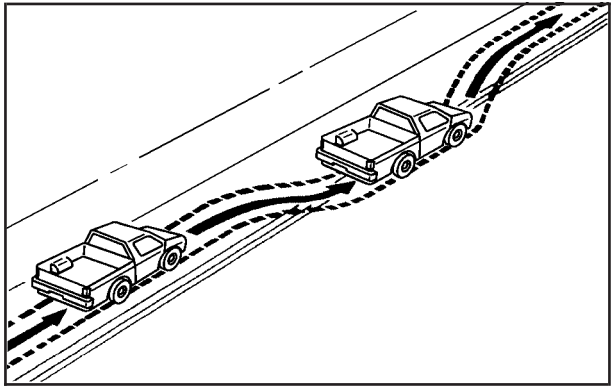


An emergency like this requires close attention and a quick decision. If holding the steering wheel at the recommended 9 and 3 o'clock positions, it can be turned a full 180 degrees very quickly without removing either hand. But you have to act fast, steer quickly, and just as quickly straighten the wheel once you have avoided the object.

The fact that such emergency situations are always possible is a good reason to practice defensive driving at all times and wear safety belts properly.

Off-Road Recovery

The vehicle's right wheels can drop off the edge of a road onto the shoulder while driving.



If the level of the shoulder is only slightly below the pavement, recovery should be fairly easy. Ease off the accelerator and then, if there is nothing in the way, steer so that the vehicle straddles the edge of the pavement. Turn the steering wheel 3 to 5 inches, 8 to 13 cm, (about one-eighth turn) until the right front tire contacts the pavement edge. Then turn the steering wheel to go straight down the roadway.

Passing

Passing another vehicle on a two-lane road can be dangerous. To reduce the risk of danger while passing:

- Look down the road, to the sides, and to crossroads for situations that might affect a successful pass. If in doubt, wait.
- Watch for traffic signs, pavement markings, and lines that could indicate a turn or an intersection. Never cross a solid or double-solid line on your side of the lane.
- Do not get too close to the vehicle you want to pass. Doing so can reduce your visibility.
- Wait your turn to pass a slow vehicle.
- When you are being passed, ease to the right.

Loss of Control

Let us review what driving experts say about what happens when the three control systems — brakes, steering, and acceleration — do not have enough friction where the tires meet the road to do what the driver has asked.

In any emergency, do not give up. Keep trying to steer and constantly seek an escape route or area of less danger.

Skidding

In a skid, a driver can lose control of the vehicle. Defensive drivers avoid most skids by taking reasonable care suited to existing conditions, and by not overdriving those conditions. But skids are always possible.

The three types of skids correspond to the vehicle's three control systems. In the braking skid, the wheels are not rolling. In the steering or cornering skid, too much speed or steering in a curve causes tires to slip and lose cornering force. And in the acceleration skid, too much throttle causes the driving wheels to spin.

If the vehicle starts to slide, ease your foot off the accelerator pedal and quickly steer the way you want the vehicle to go. If you start steering quickly enough, the vehicle may straighten out. Always be ready for a second skid if it occurs.

Of course, traction is reduced when water, snow, ice, gravel, or other material is on the road. For safety, slow down and adjust your driving to these conditions. It is important to slow down on slippery surfaces because stopping distance is longer and vehicle control more limited.

While driving on a surface with reduced traction, try your best to avoid sudden steering, acceleration, or braking, including reducing vehicle speed by shifting to a lower gear. Any sudden changes could cause the tires to slide. You might not realize the surface is slippery until the vehicle is skidding. Learn to recognize warning clues — such as enough water, ice, or packed snow on the road to make a mirrored surface — and slow down when you have any doubt.

Remember: Any Antilock Brake System (ABS) helps avoid only the braking skid.

Driving at Night

Night driving is more dangerous than day driving because some drivers are likely to be impaired — by alcohol or drugs, with night vision problems, or by fatigue.

Night driving tips include:

- Drive defensively.
- Do not drink and drive.
- Reduce headlamp glare by adjusting the inside rearview mirror.
- Slow down and keep more space between you and other vehicles because headlamps can only light up so much road ahead.
- Watch for animals.
- When tired, pull off the road.
- Do not wear sunglasses.
- Avoid staring directly into approaching headlamps.
- Keep the windshield and all glass on your vehicle clean — inside and out.
- Keep your eyes moving, especially during turns or curves.

No one can see as well at night as in the daytime. But, as we get older, these differences increase. A 50-year-old driver might need at least twice as much light to see the same thing at night as a 20-year-old.

Driving in Rain and on Wet Roads

Rain and wet roads can reduce vehicle traction and affect your ability to stop and accelerate. Always drive slower in these types of driving conditions and avoid driving through large puddles and deep-standing or flowing water.

⚠ CAUTION:

Wet brakes can cause crashes. They might not work as well in a quick stop and could cause pulling to one side. You could lose control of the vehicle.

After driving through a large puddle of water or a car/vehicle wash, lightly apply the brake pedal until the brakes work normally.

Flowing or rushing water creates strong forces. Driving through flowing water could cause your vehicle to be carried away. If this happens, you and other vehicle occupants could drown. Do not ignore police warnings and be very cautious about trying to drive through flowing water.

Hydroplaning

Hydroplaning is dangerous. Water can build up under your vehicle's tires so they actually ride on the water. This can happen if the road is wet enough and you are going fast enough. When your vehicle is hydroplaning, it has little or no contact with the road.

There is no hard and fast rule about hydroplaning. The best advice is to slow down when the road is wet.

Other Rainy Weather Tips

Besides slowing down, other wet weather driving tips include:

- Allow extra following distance.
- Pass with caution.
- Keep windshield wiping equipment in good shape.
- Keep the windshield washer fluid reservoir filled.
- Have good tires with proper tread depth. See *Tires on page 5-55*.
- Turn off cruise control.

Before Leaving on a Long Trip

To prepare your vehicle for a long trip, consider having it serviced by your dealer/retailer before departing.

Things to check on your own include:

- *Windshield Washer Fluid:* Reservoir full? Windows clean — inside and outside?
- *Wiper Blades:* In good shape?
- *Fuel, Engine Oil, Other Fluids:* All levels checked?
- *Lamps:* Do they all work and are lenses clean?
- *Tires:* Are treads good? Are tires inflated to recommended pressure?
- *Weather and Maps:* Safe to travel? Have up-to-date maps?

Highway Hypnosis

Always be alert and pay attention to your surroundings while driving. If you become tired or sleepy, find a safe place to park your vehicle and rest.

Other driving tips include:

- Keep the vehicle well ventilated.
- Keep interior temperature cool.
- Keep your eyes moving — scan the road ahead and to the sides.
- Check the rearview mirror and vehicle instruments often.

Hill and Mountain Roads

Driving on steep hills or through mountains is different than driving on flat or rolling terrain. Tips for driving in these conditions include:

- Keep the vehicle serviced and in good shape.
- Check all fluid levels and brakes, tires, cooling system, and transmission.
- Going down steep or long hills, shift to a lower gear.

⚠ CAUTION:

If you do not shift down, the brakes could get so hot that they would not work well. You would then have poor braking or even none going down a hill. You could crash. Shift down to let the engine assist the brakes on a steep downhill slope.

⚠ CAUTION:

Coasting downhill in N (Neutral) or with the ignition off is dangerous. The brakes will have to do all the work of slowing down and they could get so hot that they would not work well. You would then have poor braking or even none going down a hill. You could crash. Always have the engine running and the vehicle in gear when going downhill.

- Stay in your own lane. Do not swing wide or cut across the center of the road. Drive at speeds that let you stay in your own lane.
- Top of hills: Be alert — something could be in your lane (stalled car, accident).
- Pay attention to special road signs (falling rocks area, winding roads, long grades, passing or no-passing zones) and take appropriate action.

Winter Driving

Driving on Snow or Ice

Drive carefully when there is snow or ice between the tires and the road, creating less traction or grip. Wet ice can occur at about 32°F (0°C) when freezing rain begins to fall, resulting in even less traction. Avoid driving on wet ice or in freezing rain until roads can be treated with salt or sand.

Drive with caution, whatever the condition. Accelerate gently so traction is not lost. Accelerating too quickly causes the wheels to spin and makes the surface under the tires slick, so there is even less traction.

Try not to break the fragile traction. If you accelerate too fast, the drive wheels will spin and polish the surface under the tires even more.

The *Antilock Brake System (ABS) on page 4-5* improves vehicle stability during hard stops on a slippery roads, but apply the brakes sooner than when on dry pavement.

Allow greater following distance on any slippery road and watch for slippery spots. Icy patches can occur on otherwise clear roads in shaded areas. The surface of a curve or an overpass can remain icy when the surrounding roads are clear. Avoid sudden steering maneuvers and braking while on ice.

Turn off cruise control, if equipped, on slippery surfaces.

Blizzard Conditions

Being stuck in snow can be in a serious situation. Stay with the vehicle unless there is help nearby. If possible, use the *Roadside Assistance Program on page 7-7*.
To get help and keep everyone in the vehicle safe:

- Turn on the *Hazard Warning Flashers on page 3-6*.
- Tie a red cloth to an outside mirror.

⚠ CAUTION:

Snow can trap engine exhaust under the vehicle. This may cause exhaust gases to get inside. Engine exhaust contains carbon monoxide (CO) which cannot be seen or smelled. It can cause unconsciousness and even death.

If the vehicle is stuck in the snow:

- Clear away snow from around the base of your vehicle, especially any that is blocking the exhaust pipe and/or the fuel operated heater exhaust system, if equipped. If the vehicle has a diesel engine and a fuel operated heater, see “Fuel Operated Heater (FOH)” in the diesel engine supplement.

CAUTION: (Continued)

CAUTION: (Continued)

- Check again from time to time to be sure snow does not collect there.
- Open a window about two inches (5 cm) on the side of the vehicle that is away from the wind to bring in fresh air.
- Fully open the air outlets on or under the instrument panel.
- Adjust the Climate Control system to a setting that circulates the air inside the vehicle and set the fan speed to the highest setting. See Climate Control System in the Index.

For more information about carbon monoxide, see *Engine Exhaust on page 2-30*.

Snow can trap exhaust gases under your vehicle. This can cause deadly CO (carbon monoxide) gas to get inside. CO could overcome you and kill you. You cannot see it or smell it, so you might not know it is in your vehicle. Clear away snow from around the base of your vehicle, especially any that is blocking the exhaust.

Run the engine for short periods only as needed to keep warm, but be careful.

To save fuel, run the engine for only short periods as needed to warm the vehicle and then shut the engine off and close the window most of the way to save heat. Repeat this until help arrives but only when you feel really uncomfortable from the cold. Moving about to keep warm also helps.

If it takes some time for help to arrive, now and then when you run the engine, push the accelerator pedal slightly so the engine runs faster than the idle speed. This keeps the battery charged to restart the vehicle and to signal for help with the headlamps. Do this as little as possible to save fuel.

If Your Vehicle is Stuck in Sand, Mud, Ice, or Snow

Slowly and cautiously spin the wheels to free the vehicle when stuck in sand, mud, ice, or snow. See *Rocking Your Vehicle to Get It Out on page 4-18*.

If the vehicle has a traction system, it can often help to free a stuck vehicle. Refer to the vehicle's traction system in the Index. If stuck too severely for the traction system to free the vehicle, turn the traction system off and use the rocking method.

⚠ CAUTION:

If you let your vehicle's tires spin at high speed, they can explode, and you or others could be injured. The vehicle can overheat, causing an engine compartment fire or other damage. Spin the wheels as little as possible and avoid going above 35 mph (55 km/h) as shown on the speedometer.

For information about using tire chains on the vehicle, see *Tire Chains on page 5-78*.

Rocking Your Vehicle to Get It Out

Turn the steering wheel left and right to clear the area around the front wheels. Turn off any traction or stability system. Shift back and forth between R (Reverse) and a forward gear, spinning the wheels as little as possible. To prevent transmission wear, wait until the wheels stop spinning before shifting gears. Release the accelerator pedal while shifting, and press lightly on the accelerator pedal when the transmission is in gear. Slowly spinning the wheels in the forward and reverse directions causes a rocking motion that could free the vehicle. If that does not get the vehicle out after a few tries, it might need to be towed out. If the vehicle does need to be towed out, see *Towing Your Vehicle on page 4-24*.

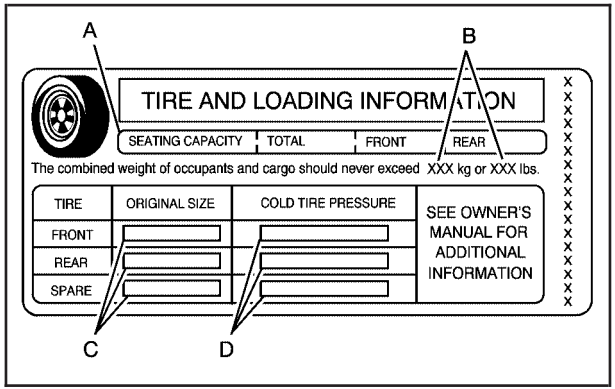
Loading the Vehicle

It is very important to know how much weight your vehicle can carry. This weight is called the vehicle capacity weight and includes the weight of all occupants, cargo, and all nonfactory-installed options. Two labels on your vehicle show how much weight it was designed to carry, the Tire and Loading Information label and the Certification/Tire label.

⚠ CAUTION:

Do not load the vehicle any heavier than the Gross Vehicle Weight Rating (GVWR), or either the maximum front or rear Gross Axle Weight Rating (GAWR). If you do, parts on the vehicle can break, and it can change the way your vehicle handles. These could cause you to lose control and crash. Also, overloading can shorten the life of the vehicle.

Tire and Loading Information Label



Label Example

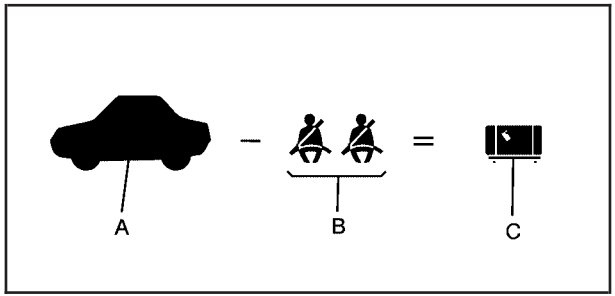
A vehicle specific Tire and Loading Information label is attached to the center pillar (B-pillar). With the driver's door open, you will find the label attached below the door lock post (striker). The tire and loading information label shows the number of occupant seating positions (A), and the maximum vehicle capacity weight (B) in kilograms and pounds.

The Tire and Loading Information label also shows the size of the original equipment tires (C) and the recommended cold tire inflation pressures (D). For more information on tires and inflation see *Tires on page 5-55* and *Inflation - Tire Pressure on page 5-63*.

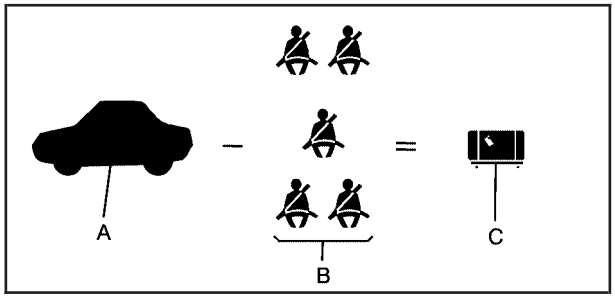
There is also important loading information on the vehicle Certification/Tire label. It tells you the Gross Vehicle Weight Rating (GVWR) and the Gross Axle Weight Rating (GAWR) for the front and rear axle. See "Certification/Tire Label" later in this section.

Steps for Determining Correct Load Limit

1. Locate the statement “The combined weight of occupants and cargo should never exceed XXX kg or XXX lbs” on your vehicle’s placard.
2. Determine the combined weight of the driver and passengers that will be riding in your vehicle.
3. Subtract the combined weight of the driver and passengers from XXX kg or XXX lbs.
4. The resulting figure equals the available amount of cargo and luggage load capacity. For example, if the “XXX” amount equals 1400 lbs and there will be five 150 lb passengers in your vehicle, the amount of available cargo and luggage load capacity is 650 lbs (1400 – 750 (5 x 150) = 650 lbs).
5. Determine the combined weight of luggage and cargo being loaded on the vehicle. That weight may not safely exceed the available cargo and luggage load capacity calculated in Step 4.
6. If your vehicle will be towing a trailer, the load from your trailer will be transferred to your vehicle. Consult this manual to determine how this reduces the available cargo and luggage load capacity of your vehicle. See *Towing a Trailer on page 4-28* for important information on towing a trailer, towing safety rules and trailering tips.



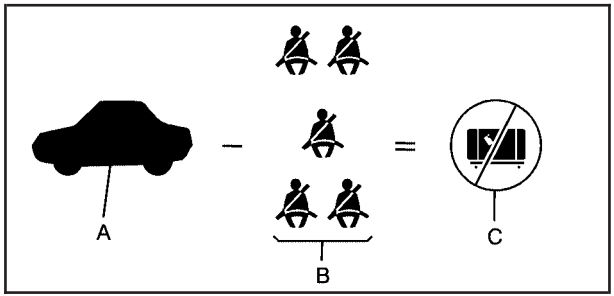
Example 1



Example 2

Item	Description	Total
A	Vehicle Capacity Weight for Example 1 =	1,000 lbs (453 kg)
B	Subtract Occupant Weight 150 lbs (68 kg) × 2 =	300 lbs (136 kg)
C	Available Occupant and Cargo Weight =	700 lbs (317 kg)

Item	Description	Total
A	Vehicle Capacity Weight for Example 2 =	1,000 lbs (453 kg)
B	Subtract Occupant Weight 150 lbs (68 kg) × 5 =	750 lbs (136 kg)
C	Available Cargo Weight =	250 lbs (113 kg)

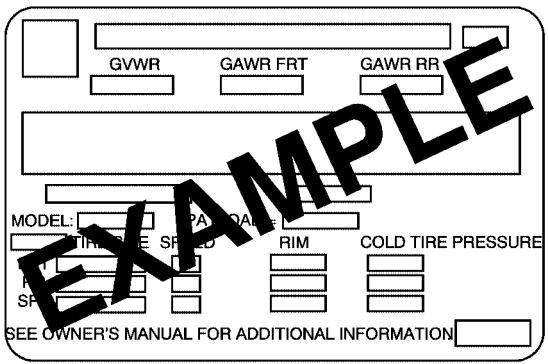


Example 3

Item	Description	Total
A	Vehicle Capacity Weight for Example 3 =	1,000 lbs (453 kg)
B	Subtract Occupant Weight 200 lbs (91 kg) × 5 =	1000 lbs (453 kg)
C	Available Cargo Weight =	0 lbs (0 kg)

Refer to your vehicle's tire and loading information label for specific information about your vehicle's capacity weight and seating positions. The combined weight of the driver, passengers, and cargo should never exceed your vehicle's capacity weight.

Certification/Tire Label



A vehicle specific Certification/Tire label is found on the rear edge of the driver's door. The label shows the size of your vehicle's original tires and the inflation pressures needed to obtain the gross weight capacity of your vehicle. This is called Gross Vehicle Weight Rating (GVWR). The GVWR includes the weight of the vehicle, all occupants, fuel, and cargo.

The Certification/Tire label also tells you the maximum weights for the front and rear axles, called Gross Axle Weight Rating (GAWR). To find out the actual loads on your front and rear axles, you need to go to a weigh station and weigh your vehicle. Your dealer can help you with this. Be sure to spread out your load equally on both sides of the centerline.

Never exceed the GVWR for your vehicle, or the GAWR for either the front or rear axle.

And, if you do have a heavy load, you should spread it out.

⚠ CAUTION:

Do not load the vehicle any heavier than the Gross Vehicle Weight Rating (GVWR), or either the maximum front or rear Gross Axle Weight Rating (GAWR). If you do, parts on the vehicle can break, and it can change the way your vehicle handles. These could cause you to lose control and crash. Also, overloading can shorten the life of the vehicle.

⚠ CAUTION:

Things you put inside your vehicle can strike and injure people in a sudden stop or turn, or in a crash.

- Put things in the cargo area of your vehicle. Try to spread the weight evenly.
- Never stack heavier things, like suitcases, inside the vehicle so that some of them are above the tops of the seats.
- Do not leave an unsecured child restraint in your vehicle.
- When you carry something inside the vehicle, secure it whenever you can.
- Do not leave a seat folded down unless you need to.

Add-On Equipment

When you carry removable items, you may need to put a limit on how many people you carry inside your vehicle. Be sure to weigh your vehicle before you buy and install the new equipment.

Towing

Towing Your Vehicle

To avoid damage, the disabled vehicle should be towed with all four wheels off the ground. Consult your dealer/retailer or a professional towing service if the disabled vehicle must be towed. See *Roadside Assistance Program on page 7-7*.

To tow the vehicle behind another vehicle for recreational purposes, such as behind a motorhome, see “Recreational Vehicle Towing” following.

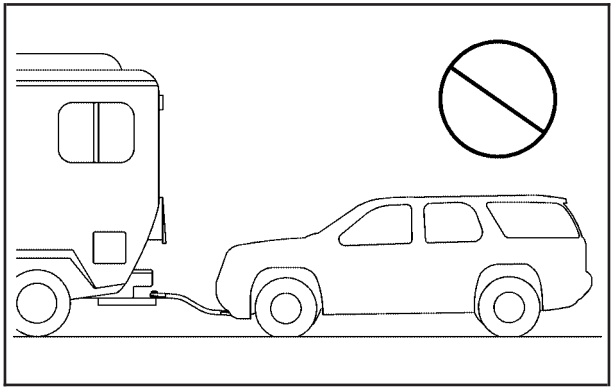
Recreational Vehicle Towing

Recreational vehicle towing means towing the vehicle behind another vehicle – such as behind a motorhome. The two most common types of recreational vehicle towing are known as dinghy towing and dolly towing. Dinghy towing is towing the vehicle with all four wheels on the ground. Dolly towing is towing the vehicle with two wheels on the ground and two wheels up on a device known as a dolly.

Here are some important things to consider before recreational vehicle towing:

- What is the towing capacity of the towing vehicle? Be sure to read the tow vehicle manufacturer’s recommendations.
- What is the distance that will be travelled? Some vehicles have restrictions on how far and how long they can tow.
- Is the proper towing equipment going to be used? See your dealer/retailer or trailering professional for additional advice and equipment recommendations.
- Is the vehicle ready to be towed? Just as preparing the vehicle for a long trip, make sure the vehicle is prepared to be towed. See *Before Leaving on a Long Trip on page 4-13*.

Dinghy Towing



Two-Wheel-Drive Vehicles

Notice: **If the vehicle is towed with all four wheels on the ground, the drivetrain components could be damaged. The repairs would not be covered by the vehicle warranty. Do not tow the vehicle with all four wheels on the ground.**

Two-wheel-drive vehicles should not be towed with all four wheels on the ground. Two-wheel-drive transmissions have no provisions for internal lubrication while being towed.

All-Wheel-Drive Vehicles

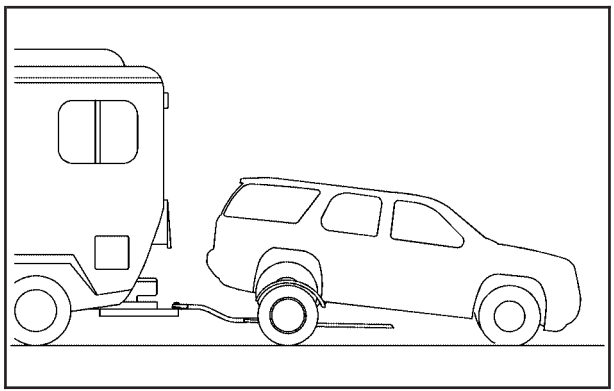
The vehicle was not designed to be towed with all four wheels on the ground. To properly tow these vehicles, they should be placed on a platform trailer with all four wheels off the ground.

Notice: **Towing an all-wheel-drive vehicle with all four wheels on the ground, or even with only two of its wheels on the ground, will damage drivetrain components. Do not tow an all-wheel-drive vehicle with any of its wheels on the ground.**

Dolly Towing

Rear Towing (Rear Wheels Off the Ground)

Two-Wheel-Drive Vehicles

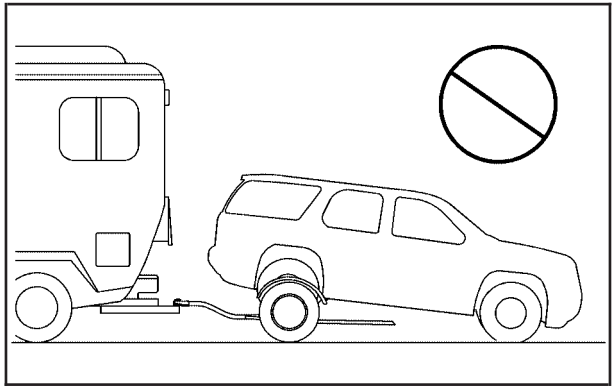


Use the following procedure to tow the vehicle from the rear:

1. Attach the dolly to the tow vehicle following the dolly manufacturer's instructions.
2. Drive the rear wheels onto the dolly.
3. Firmly set the parking brake. See *Parking Brake on page 2-26* for more information.
4. Put the transmission in P (Park).
5. Secure the vehicle to the dolly following the manufacturer's instructions.
6. Use an adequate clamping device designed for towing to ensure that the front wheels are locked into the straight position.
7. Turn the ignition to LOCK/OFF.

   If the tow vehicle will not be started or driven for six weeks or more, remove the battery cable from the negative terminal (post) of the battery to prevent the battery from draining while towing.

All-Wheel-Drive Vehicles



The vehicle was not designed to be towed with two wheels on the ground. To properly tow these vehicles, they should be placed on a platform trailer with all four wheels off the ground.

Notice: **Towing an all-wheel-drive vehicle with all four wheels on the ground, or even with only two of its wheels on the ground, will damage drivetrain components. Do not tow an all-wheel-drive vehicle with any of its wheels on the ground.**

Towing a Trailer

If the vehicle has a diesel engine, see the DURAMAX® Diesel manual for more information.

⚠ CAUTION:

The driver can lose control when pulling a trailer if the correct equipment is not used or the vehicle is not driven properly. For example, if the trailer is too heavy, the brakes may not work well — or even at all. The driver and passengers could be seriously injured. The vehicle may also be damaged; the resulting repairs would not be covered by the vehicle warranty. Pull a trailer only if all the steps in this section have been followed. Ask your dealer/retailer for advice and information about towing a trailer with the vehicle.

Notice: **Pulling a trailer improperly can damage the vehicle and result in costly repairs not covered by the vehicle warranty. To pull a trailer correctly, follow the advice in this section and see your dealer/retailer for important information about towing a trailer with the vehicle.**

To identify the trailering capacity of the vehicle, read the information in “Weight of the Trailer” that appears later in this section.

Trailering is different than just driving the vehicle by itself. Trailering means changes in handling, acceleration, braking, durability and fuel economy. Successful, safe trailering takes correct equipment, and it has to be used properly.

The following information has many time-tested, important trailering tips and safety rules. Many of these are important for your safety and that of your passengers. So please read this section carefully before pulling a trailer.

Pulling A Trailer

Here are some important points:

- There are many different laws, including speed limit restrictions, having to do with trailering. Make sure the rig will be legal, not only where you live but also where you will be driving. A good source for this information can be state or provincial police.
- Consider using a sway control. See “Hitches” later in this section.
- Do not tow a trailer at all during the first 500 miles (800 km) the new vehicle is driven. The engine, axle or other parts could be damaged.

- Then, during the first 500 miles (800 km) that a trailer is towed, do not drive over 50 mph (80 km/h) and do not make starts at full throttle. This helps the engine and other parts of the vehicle wear in at the heavier loads.
- Vehicles with an automatic transmissions can tow in D (Drive). Shift the transmission to a lower gear if the transmission shifts too often under heavy loads and/or hilly conditions.

Three important considerations have to do with weight:

- The weight of the trailer
- The weight of the trailer tongue
- The weight on the vehicle's tires

Also see Tow/Haul later in this section for information about the Tow/Haul button and the Tow/Haul indicator light.

Weight of the Trailer

How heavy can a trailer safely be?

It depends on how the rig is used. For example, speed, altitude, road grades, outside temperature and how much the vehicle is used to pull a trailer are all important. It can depend on any special equipment on the vehicle, and the amount of tongue weight the vehicle can carry. See "Weight of the Trailer Tongue" later in this section for more information.

Maximum trailer weight is calculated assuming only the driver is in the tow vehicle and it has all the required trailering equipment. The weight of additional optional equipment, passengers and cargo in the tow vehicle must be subtracted from the maximum trailer weight.

Use the following chart to determine how much the vehicle can weigh, based upon the vehicle model and options.

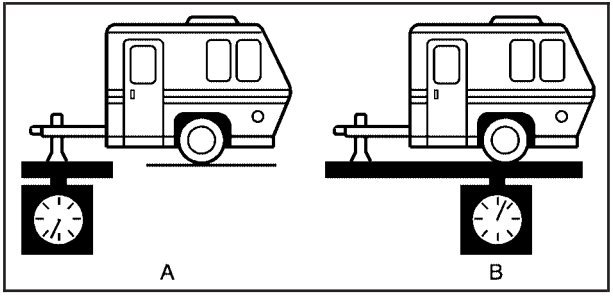
Vehicle	Axle Ratio	Maximum Trailer Weight	GCWR*
G1500 Cargo Van 2WD			
4.3L V6	3.42	4,400 lbs (1 996 kg)	9,500 lbs (4 309 kg)
5.3L V8	3.42 3.73	6,700 lbs (3 039 kg)	12,000 lbs (5 443 kg)
H1500 Cargo Van AWD			
5.3L V8	3.42	6,500 lbs (2 948 kg)	12,000 lbs (5 443 kg)
G1500 Passenger Van 2WD			
5.3L V8	3.73	6,200 lbs (2 812 kg)	12,000 lbs (5 443 kg)
H1500 Passenger Van AWD			
5.3L V8	3.73	6,000 lbs (2 722 kg)	12,000 lbs (5 443 kg)
G2500 Cargo Van 2WD Short Wheelbase			
4.8L V8	3.73 4.10	6,400 lbs (2 903 kg) 7,400 lbs (3 357 kg)	12,000 lbs (5 443 kg) 13,000 lbs (5 897 kg)
6.0L V8	3.73 4.10	8,400 lbs (3 810 kg) 10,000 lbs (4 536 kg)	14,000 lbs (6 350 kg) 16,000 lbs (7 257 kg)
G2500 Cargo Van 2WD Long Wheelbase			
4.8L V8	3.73 4.10	6,200 lbs (2 812 kg) 7,200 lbs (3 266 kg)	12,000 lbs (5 443 kg) 13,000 lbs (5 897 kg)
6.0L V8	3.73 4.10	8,200 lbs (3 719 kg) 9,600 lbs (4 355 kg)	14,000 lbs (6 350 kg) 16,000 lbs (7 257 kg)

Vehicle	Axle Ratio	Maximum Trailer Weight	GCWR*
G2500 Passenger Van 2WD Short Wheelbase			
6.0L V8	3.73	7,600 lbs (3 447 kg)	14,000 lbs (6 350 kg)
6.0L V8	4.10	10,000 lbs (4 536 kg)	16,000 lbs (7 257 kg)
G3500 Cargo Van 2WD Short Wheelbase			
4.8L V8	3.73 4.10	6,400 lbs (2 903 kg) 7,400 lbs (3 295 kg)	12,000 lbs (5 443 kg) 13,000 lbs (5 897 kg)
6.0L V8	3.73 4.10	8,400 lbs (3 810 kg) 10,000 lbs (4 536 kg)	14,000 lbs (6 350 kg) 16,000 lbs (7 257 kg)
G3500 Cargo Van 2WD Long Wheelbase			
4.8L V8	3.73 4.10	6,100 lbs (2 767 kg) 7,100 lbs (3 221 kg)	12,000 lbs (5 443 kg) 13,000 lbs (5 897 kg)
6.0L V8	3.73 4.10	8,200 lbs (3 719 kg) 10,000 lbs (4 536 kg)	14,000 lbs (6 350 kg) 16,000 lbs (7 257 kg)
G3500 Passenger Van 2WD Short Wheelbase			
6.0L V8	3.73	7,600 lbs (3 447 kg)	14,000 lbs (6 350 kg)
G3500 Passenger Van 2WD Long Wheelbase			
6.0L V8	3.73	7,300 lbs (3 311 kg)	14,000 lbs (6 350 kg)
*The Gross Combined Weight Rating (GCWR) is the total allowable weight of the completely loaded vehicle and trailer including any passengers, cargo equipment and conversion. The GCWR for the vehicle should not be exceeded.			

Ask your dealer/retailer for our trailering information or advice, or write us at our Customer Assistance Offices. See *Customer Assistance Offices on page 7-6* for more information.

Weight of the Trailer Tongue

The tongue load (A) of any trailer is an important weight to measure because it affects the total gross weight of the vehicle. The Gross Vehicle Weight (GVW) includes the curb weight of the vehicle, any cargo carried in it, and the people who will be riding in the vehicle. If there are a lot of options, equipment, passengers or cargo in the vehicle, it will reduce the tongue weight the vehicle can carry, which will also reduce the trailer weight the vehicle can tow.
If towing a trailer, the tongue load must be added to the GVW because the vehicle will be carrying that weight, too. See *Loading the Vehicle on page 4-18* for more information about the vehicle's maximum load capacity.



The trailer tongue weight (A) should be 10 percent to 15 percent of the total loaded trailer weight (B), up to a maximum of 400 lbs (181 kg) with a weight carrying hitch. The trailer tongue weight (A) should be 10 percent to 15 percent of the total loaded trailer weight (B), up to a maximum of 1,000 lbs (454 kg) with a weight distributing hitch.

Do not exceed the maximum allowable tongue weight for the vehicle. Choose the shortest hitch extension that will position the hitch ball closest to the vehicle. This will help reduce the effect of trailer tongue weight on the rear axle.

After loading the trailer, weigh the trailer and then the tongue, separately, to see if the weights are proper. If they are not, adjustments might be made by moving some items around in the trailer.

Trailering may be limited by the vehicle's ability to carry tongue weight. Tongue weight cannot cause the vehicle to exceed the GVWR (Gross Vehicle Weight Rating) or the RGAWR (Rear Gross Axle Weight Rating). The effect of additional weight may reduce the trailering capacity more than the total of the additional weight.

Consider the following example:

A vehicle model base weight is 5,500 lbs (2 495 kg); 2,800 lbs (1 270 kg) at the front axle and 2,700 lbs (1 225 kg) at the rear axle. It has a GVWR of 7,200 lbs (3 266 kg), a RGAWR of 4,000 lbs (1 814 kg) and a GCWR (Gross Combination Weight Rating) of 14,000 lbs (6 350 kg). The trailer rating should be:

14,000 lbs (6350 kg)	GCWR
–5,500 lbs (2495 kg)	Vehicle Weight
8,500 lbs (3855 kg)	Trailer Rating

Expect tongue weight to be at least 10 percent of trailer weight (850 lbs (386 kg)) and because the weight is applied well behind the rear axle, the effect on the rear axle is greater than just the weight itself, as much as 1.5 times as much. The weight at the rear axle could be 850 lbs (386 kg) X 1.5 = 1,275 lbs (578 kg). Since the rear axle already weighs 2,700 lbs (1 225 kg), adding 1,275 lbs (578 kg) brings the total to 3,975 lbs (1 803 kg). This is very close to, but within the limit for RGAWR as well. The vehicle is set to trailer up to 8,500 lbs (3 856 kg).

If the vehicle has many options and there is a front seat passenger and two rear seat passengers with some luggage and gear in the vehicle as well. 300 lbs (136 kg) could be added to the front axle weight and 400 lbs (181 kg) to the rear axle weight. The vehicle now weighs:

2,800 lbs (1270 kg)	+	300 lbs (136 kg)	Front
2,700 lbs (1225 kg)	+	400 lbs (181 kg)	Rear
6,200 lbs (2812 kg)			Total

Weight is still below 7,200 lbs (3 266 kg) and you might think 700 additional pounds (318 kg) should be subtracted from the trailering capacity to stay within GCWR limits. The maximum trailer would only be 7,800 lbs (3 538 kg). You may go further and think the tongue weight should be limited to less than 1,000 lbs (454 kg) to avoid exceeding GVWR. But the effect on the rear axle must still be considered. Because the rear axle now weighs 3,100 lbs (1 406 kg), 900 lbs (408 kg) can be put on the rear axle without exceeding RGAWR. The effect of tongue weight is about 1.5 times the actual weight. Dividing the 900 lbs (408 kg) by 1.5 leaves only 600 lbs (272 kg) of tongue weight that can be handled. Since tongue weight is usually at least 10 percent of total loaded trailer weight, expect that the largest trailer the vehicle can properly handle is 6,000 lbs (2 721 kg).

It is important that the vehicle does not exceed any of its ratings — GCWR, GVWR, RGAWR, Maximum Trailer Rating or Tongue Weight. The only way to be sure it is not exceeding any of these ratings is to weigh the vehicle and trailer.

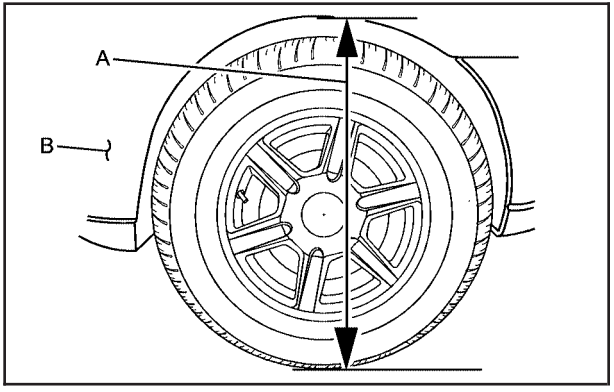
Total Weight on the Vehicle's Tires

Be sure the vehicle's tires are inflated to the upper limit for cold tires. These numbers can be found on the Certification label at the rear edge of the driver's door or see *Loading the Vehicle on page 4-18*. Make sure not to go over the GVW limit for the vehicle, or the GAWR, including the weight of the trailer tongue. If using a weight distributing hitch, make sure not to go over the rear axle limit before applying the weight distribution spring bars.

Hitches

It is important to have the correct hitch equipment. Crosswinds, large trucks going by and rough roads are a few reasons why the right hitch is needed.

Weight-Distributing Hitches and Weight Carrying Hitches



A: Body to Ground Distance

B: Front of Vehicle

When using a weight-distributing hitch, the hitch must be adjusted so the distance (A) remains the same both before and after coupling the trailer to the tow vehicle.

If a step-bumper hitch will be used, the bumper could be damaged in sharp turns. Make sure there is ample room when turning to avoid contact between the trailer and the bumper.

If the loaded trailer being pulled will weigh more than 5,000 lbs (2 270 kg), be sure to use a properly mounted weight-distributing hitch and sway control of the proper size. This equipment is very important for proper vehicle loading and good handling when driving. Always use a sway control if the trailer will weigh more than these limits. Ask a hitch dealer about sway controls.

Will any holes need to be made in the body of the vehicle when a trailer hitch is installed?

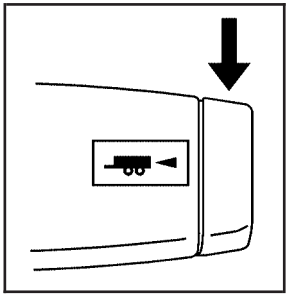
If using the wiring provided with the factory-installed trailering package, no holes need to be made in the body of the vehicle. However, if an aftermarket hitch is installed, holes may need to be made in the body.

If holes are made in the body, then be sure to seal the holes later when the hitch is removed. If the holes are not sealed, deadly carbon monoxide (CO) from the engine's exhaust can get into the vehicle as well as dirt and water. See "Carbon Monoxide" under *Engine Exhaust on page 2-30*.

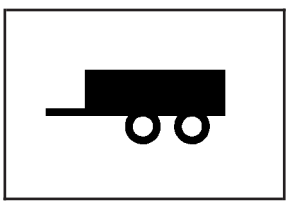
Safety Chains

Always attach chains between the vehicle and the trailer. Cross the safety chains under the tongue of the trailer to help prevent the tongue from contacting the road if it becomes separated from the hitch. Always leave just enough slack so the rig can turn. Never allow safety chains to drag on the ground.

Tow/Haul Mode



Pressing this button at the end of the shift lever turns on and off the tow/haul mode.



This indicator light on the instrument panel cluster comes on when the tow/haul mode is on.

Tow/Haul is a feature that assists when pulling a heavy trailer or a large or heavy load. See *Tow/Haul Mode on page 2-25* for more information.

Tow/Haul is designed to be most effective when the vehicle and trailer combined weight is at least 75 percent of the vehicle's Gross Combined Weight Rating (GCWR). See "Weight of the Trailer" later in the section. Tow/Haul is most useful under the following driving conditions:

- When pulling a heavy trailer or a large or heavy load through rolling terrain.
- When pulling a heavy trailer or a large or heavy load in stop and go traffic.
- When pulling a heavy trailer or a large or heavy load in busy parking lots where improved low speed control of the vehicle is desired.

Operating the vehicle in Tow/Haul when lightly loaded or with no trailer at all will not cause damage. However, there is no benefit to the selection of Tow/Haul when the vehicle is unloaded. Such a selection when unloaded may result in unpleasant engine and transmission driving characteristics and reduced fuel economy. Tow/Haul is recommended only when pulling a heavy trailer or a large or heavy load.

Trailer Brakes

A loaded trailer that weighs more than 1,500 lbs (680 kg) needs to have its own brake system that is adequate for the weight of the trailer. Be sure to read and follow the instructions for the trailer brakes so they are installed, adjusted and maintained properly.

Driving with a Trailer

⚠ CAUTION:

When towing a trailer, exhaust gases may collect at the rear of the vehicle and enter if the liftgate, trunk/hatch, or rear-most window is open.

Engine exhaust contains carbon monoxide (CO) which cannot be seen or smelled. It can cause unconsciousness and even death.

To maximize safety when towing a trailer:

- Have the exhaust system inspected for leaks and make necessary repairs before starting a trip.
- Never drive with the liftgate, trunk/hatch, or rear-most window open.
- Fully open the air outlets on or under the instrument panel.
- Adjust the Climate Control system to a setting that brings in only outside air and set the fan speed to the highest setting. See Climate Control System in the Index.

For more information about carbon monoxide, see *Engine Exhaust on page 2-30*

Towing a trailer requires a certain amount of experience. Get to know the rig before setting out for the open road. Get acquainted with the feel of handling and braking with the added weight of the trailer. And always keep in mind that the vehicle you are driving is now longer and not as responsive as the vehicle is by itself.

Before starting, check all trailer hitch parts and attachments, safety chains, electrical connectors, lamps, tires and mirror adjustments. If the trailer has electric brakes, start the vehicle and trailer moving and then apply the trailer brake controller by hand to be sure the brakes are working. This checks the electrical connection at the same time.

During the trip, check occasionally to be sure that the load is secure, and that the lamps and any trailer brakes are still working.

Following Distance

Stay at least twice as far behind the vehicle ahead as you would when driving the vehicle without a trailer. This can help to avoid situations that require heavy braking and sudden turns.

Passing

More passing distance is needed when towing a trailer. Because the rig is longer, it is necessary to go much farther beyond the passed vehicle before returning to the lane.

Backing Up

Hold the bottom of the steering wheel with one hand. Then, to move the trailer to the left, move that hand to the left. To move the trailer to the right, move your hand to the right. Always back up slowly and, if possible, have someone guide you.

Making Turns

Notice: **Making very sharp turns while trailering could cause the trailer to come in contact with the vehicle. The vehicle could be damaged. Avoid making very sharp turns while trailering.**

When turning with a trailer, make wider turns than normal. Do this so the trailer will not strike soft shoulders, curbs, road signs, trees or other objects. Avoid jerky or sudden maneuvers. Signal well in advance.

Turn Signals When Towing a Trailer

The arrows on the instrument panel flash whenever signaling a turn or lane change. Properly hooked up, the trailer lamps also flash, telling other drivers the vehicle is turning, changing lanes or stopping.

When towing a trailer, the arrows on the instrument panel flash for turns even if the bulbs on the trailer are burned out. For this reason you may think other drivers are seeing the signal when they are not. It is important to check occasionally to be sure the trailer bulbs are still working.

Driving On Grades

Reduce speed and shift to a lower gear *before* starting down a long or steep downgrade. If the transmission is not shifted down, the brakes might have to be used so much that they would get hot and no longer work well.

The vehicle can tow in D (Drive). Shift the transmission to a lower gear if the transmission shifts too often under heavy loads and/or hilly conditions.

When towing at high altitude on steep uphill grades, consider the following: Engine coolant will boil at a lower temperature than at normal altitudes. If the engine is turned off immediately after towing at high altitude on steep uphill grades, the vehicle may show signs similar to engine overheating. To avoid this, let the engine run while parked, preferably on level ground, with the automatic transmission in P (Park) for a few minutes before turning the engine off. If the overheat warning comes on, see *Engine Overheating on page 5-31*.

Parking on Hills

⚠ CAUTION:

Parking the vehicle on a hill with the trailer attached can be dangerous. If something goes wrong, the rig could start to move. People can be injured, and both the vehicle and the trailer can be damaged. When possible, always park the rig on a flat surface.

If parking the rig on a hill:

1. Press the brake pedal, but do not shift the transmission into P (Park) yet. Turn the wheels into the curb if facing downhill or into traffic if facing uphill.
2. Have someone place chocks under the trailer wheels.
3. When the wheel chocks are in place, release the brake pedal until the chocks absorb the load.
4. Reapply the brake pedal. Then apply the parking brake and shift into P (Park).
5. Release the brake pedal.

Leaving After Parking on a Hill

1. Apply and hold the brake pedal while you:
   - start the engine,
   - shift into a gear, and
   - release the parking brake.
2. Let up on the brake pedal.
3. Drive slowly until the trailer is clear of the chocks.
4. Stop and have someone pick up and store the chocks.

Maintenance When Trailer Towing

The vehicle needs service more often when pulling a trailer. See this manual's Maintenance Schedule or Index for more information. Things that are especially important in trailer operation are automatic transmission fluid, engine oil, axle lubricant, belts, cooling system and brake system. It is a good idea to inspect these before and during the trip.

Check periodically to see that all hitch nuts and bolts are tight.

Trailer Wiring Harness

The optional heavy-duty trailer wiring package includes a wiring harness, with a seven-pin connector at the rear of the vehicle and a four-wire harness assembly under the driver side of the instrument panel. The four-wire harness assembly comes without a connector.

If the vehicle does not have a trailer hitch, the seven-wire harness assembly with connector is taped together and located in a frame pocket at the driver side rear left corner of the frame.

If the vehicle has a trailer hitch, the seven-wire harness assembly with connector is attached to a bracket on the hitch platform. In both cases, the seven-wire harness has a connector and includes a 30-amp feed wire.

The seven-wire harness connector contains the following trailer circuits:

- Light Green: Back-up Lamps (10A fuse)**
- White: Ground
- Dark Blue: Trailer Brake Signal
- Dark Green: Right Rear Stop and Turn Signal*
- Red/Black Stripe: Battery Feed (30A Fuse)
- Brown: Trailer Park Lamp Supply Voltage (15A fuse)**
- Yellow: Left Rear Stop and Turn Signal *

The four-wire harness (without connector) contains the following circuits:

- Black: Ground
- Red/White: Battery Feed
- Dark Blue: Trailer Brake Signal
- Light Blue: CHMSL/Stoplamp Supply Voltage

* If the vehicle is a cutaway with trailer provisions, a 15 amp fuse will be shared for both left/stop trailer turn and right/stop trailer turn signals. However, the cutaway lighting connector will have a 10 amp fuse for each signal.

** If the vehicle is a cutaway with trailer provisions, a 15 amp fuse will be shared for trailer park lamps and cutaway rear lighting connector park lamps. Also, a 10 amp fuse will be shared for trailer back-up lamps and cutaway rear lighting connector back-up lamps.

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Service

For service and parts needs, visit your dealer/retailer. You will receive genuine GM parts and GM-trained and supported service people.

Genuine GM parts have one of these marks:

Accessories and Modifications

When non-dealer/non-retailer accessories are added to the vehicle, they can affect vehicle performance and safety, including such things as airbags, braking, stability, ride and handling, emissions systems, aerodynamics, durability, and electronic systems like antilock brakes, traction control, and stability control. Some of these accessories could even cause malfunction or damage not covered by the vehicle warranty.

Damage to vehicle components resulting from the installation or use of non-GM certified parts, including control module modifications, are not covered under the terms of the vehicle warranty and may affect remaining warranty coverage for affected parts.

GM Accessories are designed to complement and function with other systems on the vehicle. Your GM dealer/retailer can accessorize the vehicle using genuine GM Accessories. When you go to your GM dealer/retailer and ask for GM Accessories, you will know that GM-trained and supported service technicians will perform the work using genuine GM Accessories.

Also, see *Adding Equipment to Your Airbag-Equipped Vehicle on page 1-78*.

California Proposition 65 Warning

Most motor vehicles, including this one, contain and/or emit chemicals known to the State of California to cause cancer and birth defects or other reproductive harm. Engine exhaust, many parts and systems (including some inside the vehicle), many fluids, and some component wear by-products contain and/or emit these chemicals.

California Perchlorate Materials Requirements

Certain types of automotive applications, such as airbag initiators, seat belt pretensioners, and lithium batteries contained in remote keyless transmitters, may contain perchlorate materials. Special handling may be necessary. For additional information, see www.dtsc.ca.gov/hazardouswaste/perchlorate.

Doing Your Own Service Work

⚠ CAUTION:

You can be injured and the vehicle could be damaged if you try to do service work on a vehicle without knowing enough about it.

- Be sure you have sufficient knowledge, experience, the proper replacement parts, and tools before attempting any vehicle maintenance task.
- Be sure to use the proper nuts, bolts, and other fasteners. English and metric fasteners can be easily confused. If the wrong fasteners are used, parts can later break or fall off. You could be hurt.

If doing some of your own service work, use the proper service manual. It tells you much more about how to service the vehicle than this manual can. To order the proper service manual, see *Service Publications Ordering Information on page 7-16*.

This vehicle has an airbag system. Before attempting to do your own service work, see *Servicing Your Airbag-Equipped Vehicle on page 1-77*.

Keep a record with all parts receipts and list the mileage and the date of any service work performed. See *Maintenance Record on page 6-18*.

Adding Equipment to the Outside of the Vehicle

Things added to the outside of the vehicle can affect the airflow around it. This can cause wind noise and can affect fuel economy and windshield washer performance. Check with your dealer/retailer before adding equipment to the outside of the vehicle.

Fuel

For diesel engine vehicles, see “Diesel Fuel Requirements and Fuel System” in the DURAMAX® Diesel manual.

For vehicles with gasoline engines, please read this.

Gasoline

Use of the recommended fuel is an important part of the proper maintenance of this vehicle. To help keep the engine clean and maintain optimum vehicle performance, we recommend the use of gasoline advertised as TOP TIER Detergent Gasoline.

The 8th digit of the Vehicle Identification Number (VIN) shows the code letter or number that identifies the vehicle’s engine. The VIN is at the top left of the instrument panel. See *Vehicle Identification Number (VIN) on page 5-103*.

If the vehicle has the 5.3L V8 engine (VIN Code 4) and the N15 flexible fuel option, you can use either regular unleaded gasoline or ethanol fuel containing up to 85% ethanol (E85). See *Fuel E85 (85% Ethanol) on page 5-8*. For the 5.3L V8 engine (VIN Code 4) without the N15 option and all other gasoline engines, use only regular unleaded gasoline.

Gasoline Octane

Use regular unleaded gasoline with a posted octane rating of 87 or higher. If the octane rating is less than 87, you might notice an audible knocking noise when you drive, commonly referred to as spark knock. If this occurs, use a gasoline rated at 87 octane or higher as soon as possible. If you are using gasoline rated at 87 octane or higher and you hear heavy knocking, the engine needs service.

Gasoline Specifications

At a minimum, gasoline should meet ASTM specification D 4814 in the United States or CAN/CGSB-3.5 or 3.511 in Canada. Some gasolines contain an octane-enhancing additive called methylcyclopentadienyl manganese tricarbonyl (MMT). We recommend against the use of gasolines containing MMT. See *Additives on page 5-7* for additional information.

California Fuel

If the vehicle is certified to meet California Emissions Standards, it is designed to operate on fuels that meet California specifications. See the underhood emission control label. If this fuel is not available in states adopting California emissions standards, the vehicle will operate satisfactorily on fuels meeting federal specifications, but emission control system performance might be affected. The malfunction indicator lamp could turn on and the vehicle might fail a smog-check test. See *Malfunction Indicator Lamp on page 3-34*. If this occurs, return to your authorized dealer/retailer for diagnosis. If it is determined that the condition is caused by the type of fuel used, repairs might not be covered by the vehicle warranty.

Additives

To provide cleaner air, all gasolines in the United States are now required to contain additives that help prevent engine and fuel system deposits from forming, allowing the emission control system to work properly. In most cases, you should not have to add anything to the fuel. However, some gasolines contain only the minimum amount of additive required to meet U.S. Environmental Protection Agency regulations. To help keep fuel injectors and intake valves clean, or if the vehicle experiences problems due to dirty injectors or valves, look for gasoline that is advertised as TOP TIER Detergent Gasoline.

For customers who do not use TOP TIER Detergent Gasoline regularly, one bottle of GM Fuel System Treatment PLUS, added to the fuel tank at every engine oil change, can help clean deposits from fuel injectors and intake valves. GM Fuel System Treatment PLUS is the only gasoline additive recommended by General Motors.

Also, your dealer/retailer has additives that will help correct and prevent most deposit-related problems.

Gasolines containing oxygenates, such as ethers and ethanol, and reformulated gasolines might be available in your area. We recommend that you use these gasolines, if they comply with the specifications described earlier. However, E85 (85% ethanol) and other fuels containing more than 10% ethanol must not be used in vehicles that were not designed for those fuels.

Notice: **This vehicle was not designed for fuel that contains methanol. Do not use fuel containing methanol. It can corrode metal parts in the fuel system and also damage plastic and rubber parts. That damage would not be covered under the vehicle warranty.**

Some gasolines that are not reformulated for low emissions can contain an octane-enhancing additive called methylcyclopentadienyl manganese tricarbonyl (MMT); ask the attendant where you buy gasoline whether the fuel contains MMT. We recommend against the use of such gasolines. Fuels containing MMT can reduce the life of spark plugs and the performance of the emission control system could be affected. The malfunction indicator lamp might turn on. If this occurs, return to your dealer/retailer for service.

Fuel E85 (85% Ethanol)

The 8th digit of the Vehicle Identification Number (VIN) shows the code letter or number that identifies the vehicle's engine. The VIN is at the top left of the instrument panel. See *Vehicle Identification Number (VIN) on page 5-103*.

If the vehicle has the 5.3L V8 engine (VIN Code 4) and the N15 flexible fuel option, you can use either unleaded gasoline or ethanol fuel containing up to 85% ethanol (E85). See *Fuel on page 5-5*. For the 5.3L V8 engine (VIN Code 4) without the N15 option and all other gasoline engines, use only the unleaded gasoline described under *Gasoline Octane on page 5-6*.

Only vehicles that have the 5.3L V8 engine (VIN Code 4) and the N15 flexible fuel option can use 85% ethanol fuel (E85). We encourage the use of E85 in vehicles that are designed to use it. The ethanol in E85 is a "renewable" fuel, meaning it is made from renewable sources such as corn and other crops.

Many service stations will not have an 85% ethanol fuel (E85) pump available. The U. S. Department of Energy has an alternative fuels website (www.eere.energy.gov/afdc/infrastructure/locator.html) that can help you find E85 fuel. Those stations that do have E85 should have a label indicating ethanol content. Do not use the fuel if the ethanol content is greater than 85%.

At a minimum, E85 should meet ASTM Specification D 5798. By definition, this means that fuel labeled E85 will have an ethanol content between 70% and 85%. Filling the fuel tank with fuel mixtures that do not meet ASTM specifications can affect driveability and could cause the malfunction indicator lamp to come on.

To ensure quick starts in the wintertime, the E85 fuel must be formulated properly for your climate according to ASTM specification D 5798. If you have trouble starting on E85, it could be because the E85 fuel is not properly formulated for your climate. If this happens, switching to gasoline or adding gasoline to the fuel tank can improve starting. For good starting and heater efficiency below 32°F (0°C), the fuel mix in the fuel tank should contain no more than 70% ethanol. It is best not to alternate repeatedly between gasoline and E85.

If you do switch fuels, it is recommended that you add as much fuel as possible — do not add less than three gallons (11 L) when refueling. You should drive the vehicle immediately after refueling for at least seven miles (11 km) to allow the vehicle to adapt to the change in ethanol concentration.

E85 has less energy per gallon than gasoline, so you will need to refill the fuel tank more often when using E85 than when you are using gasoline. See *Filling the Tank on page 5-10*.

Notice: **Some additives are not compatible with E85 fuel and can harm the vehicle's fuel system. Do not add anything to E85. Damage caused by additives would not be covered by the vehicle warranty.**

Notice: **This vehicle was not designed for fuel that contains methanol. Do not use fuel containing methanol. It can corrode metal parts in the fuel system and also damage plastic and rubber parts. That damage would not be covered under the vehicle warranty.**

Fuels in Foreign Countries

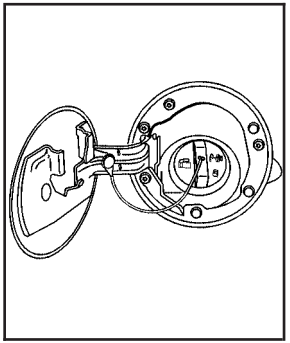
If you plan on driving in another country outside the United States or Canada, the proper fuel might be hard to find. Never use leaded gasoline or any other fuel not recommended in the previous text on fuel. Costly repairs caused by use of improper fuel would not be covered by the vehicle warranty.

To check the fuel availability, ask an auto club, or contact a major oil company that does business in the country where you will be driving.

Filling the Tank

⚠ CAUTION:

Fuel vapor burns violently and a fuel fire can cause bad injuries. To help avoid injuries to you and others, read and follow all the instructions on the pump island. Turn off the engine when you are refueling. Do not smoke if you are near fuel or refueling the vehicle. Do not use cellular phones. Keep sparks, flames, and smoking materials away from fuel. Do not leave the fuel pump unattended when refueling the vehicle. This is against the law in some places. Do not re-enter the vehicle while pumping fuel. Keep children away from the fuel pump; never let children pump fuel.



The tethered fuel cap is located behind a hinged fuel door on the driver side of the vehicle.

If the vehicle has E85 fuel capability, the fuel cap will be yellow and state that E85 or gasoline can be used. See *Fuel E85 (85% Ethanol) on page 5-8*.

To remove the fuel cap, turn it slowly counterclockwise.

While refueling, hang the tethered fuel cap from the hook on the fuel door.

⚠ CAUTION:

Fuel can spray out on you if you open the fuel cap too quickly. If you spill fuel and then something ignites it, you could be badly burned. This spray can happen if the tank is nearly full, and is more likely in hot weather. Open the fuel cap slowly and wait for any hiss noise to stop. Then unscrew the cap all the way.

Be careful not to spill fuel. Do not top off or overfill the tank and wait a few seconds after you have finished pumping before removing the nozzle. Clean fuel from painted surfaces as soon as possible. See *Washing Your Vehicle on page 5-99*.

When replacing the fuel cap, turn it clockwise until it clicks. Make sure the cap is fully installed. The diagnostic system can determine if the fuel cap has been left off or improperly installed. This would allow fuel to evaporate into the atmosphere. See *Malfunction Indicator Lamp on page 3-34*.

⚠ CAUTION:

If a fire starts while you are refueling, do not remove the nozzle. Shut off the flow of fuel by shutting off the pump or by notifying the station attendant. Leave the area immediately.

Notice: **If you need a new fuel cap, be sure to get the right type. Your dealer/retailer can get one for you. If you get the wrong type, it may not fit properly. This may cause the malfunction indicator lamp to light and may damage the fuel tank and emissions system. See *Malfunction Indicator Lamp on page 3-34*.**

Filling a Portable Fuel Container

⚠ CAUTION:

Never fill a portable fuel container while it is in the vehicle. Static electricity discharge from the container can ignite the fuel vapor. You can be badly burned and the vehicle damaged if this occurs. To help avoid injury to you and others:

- Dispense fuel only into approved containers.
- Do not fill a container while it is inside a vehicle, in a vehicle's trunk, pickup bed, or on any surface other than the ground.
- Bring the fill nozzle in contact with the inside of the fill opening before operating the nozzle. Contact should be maintained until the filling is complete.
- Do not smoke while pumping fuel.
- Do not use a cellular phone while pumping fuel.

Checking Things Under the Hood

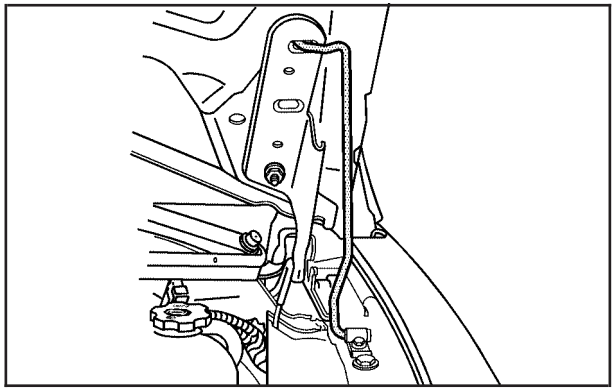
⚠ CAUTION:

Things that burn can get on hot engine or fuel operated heater (FOH) parts and start a fire. These include liquids like fuel, oil, coolant, brake fluid, windshield washer and other fluids, and plastic or rubber. You or others could be burned. Be careful not to drop or spill things that will burn onto a hot engine or fuel operated heater (FOH).

Hood Release

To open the hood:

1. Pull the handle with this symbol on it. It is located in front of the driver's side door frame near the floor.



2. Then go to the front of the vehicle and lift up the secondary hood release, which is located underneath the middle of the hood.

3. Lift the hood, release the hood prop from its retainer and put the hood prop into the slot in the hood.

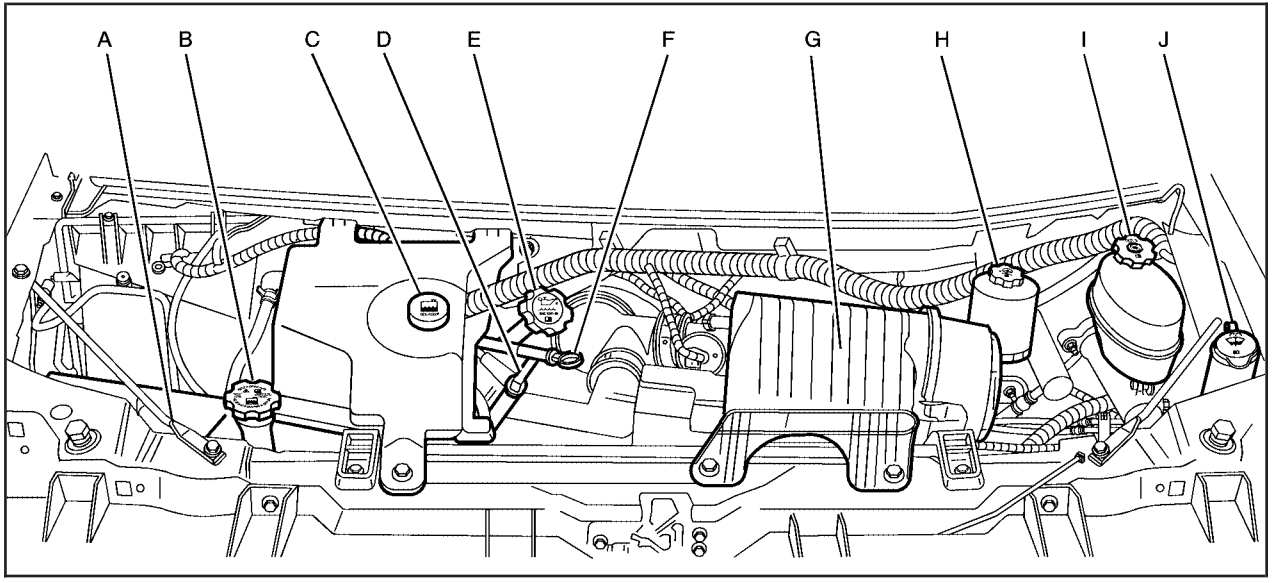
If your vehicle has an underhood lamp, it will automatically come on and stay on until the hood is closed.

Before closing the hood, be sure all of the filler caps are on properly. Then lift the hood to relieve pressure on the hood prop. Remove the hood prop from the slot in the hood and return the prop to its retainer. Let the hood down and close it firmly.

Engine Compartment Overview

If your vehicle has the DURAMAX Diesel engine, see the DURAMAX Diesel manual for more information.

When you lift the hood, here is what you will see:



A. Battery. See *Battery on page 5-39*.

B. Radiator Pressure Cap. See *Radiator Pressure Cap on page 5-31*.

C. Coolant Recovery Tank. See *Cooling System on page 5-24*.

D. Automatic Transmission Fluid Dipstick. See “Checking the Fluid Level” under *Automatic Transmission Fluid on page 5-21*.

E. Engine Oil Fill Cap. See “When to Add Engine Oil” under *Engine Oil on page 5-15*.

F. Engine Oil Dipstick. See “Checking Engine Oil” under *Engine Oil on page 5-15*.

G. Engine Air Cleaner/Filter. See *Engine Air Cleaner/Filter on page 5-20*.

H. Power Steering Fluid Reservoir. See *Power Steering Fluid on page 5-34*.

I. Brake Master Cylinder Reservoir. See “Brake Fluid” under *Brakes on page 5-36*.

J. Windshield Washer Fluid Reservoir. See “Adding Washer Fluid” under *Windshield Washer Fluid on page 5-35*.

Engine Oil

For diesel engine vehicles, see “Engine Oil” in the DURAMAX® Diesel manual.

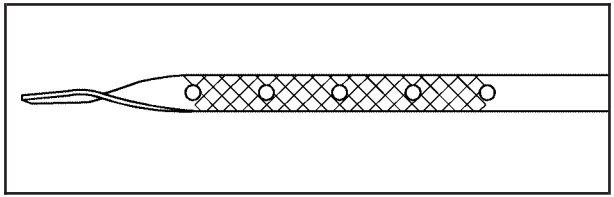
Checking Engine Oil

It is a good idea to check the engine oil level at each fuel fill. In order to get an accurate reading, the oil must be warm and the vehicle must be on level ground.

The engine oil dipstick handle is a yellow loop. See *Engine Compartment Overview on page 5-14* for the location of the engine oil dipstick.

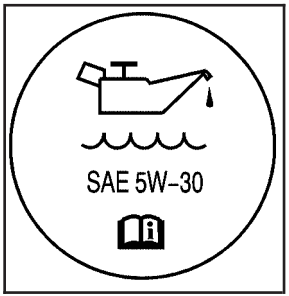
1. Turn off the engine and give the oil several minutes to drain back into the oil pan. If this is not done, the oil dipstick might not show the actual level.
2. Pull out the dipstick and clean it with a paper towel or cloth, then push it back in all the way. Remove it again, keeping the tip down, and check the level.

When to Add Engine Oil



If the oil is below the cross-hatched area at the tip of the dipstick, add at least one quart/liter of the recommended oil. This section explains what kind of oil to use. For engine oil crankcase capacity, see *Capacities and Specifications on page 5-110*.

Notice: **Do not add too much oil. If the engine has so much oil that the oil level gets above the cross-hatched area that shows the proper operating range, the engine could be damaged.**

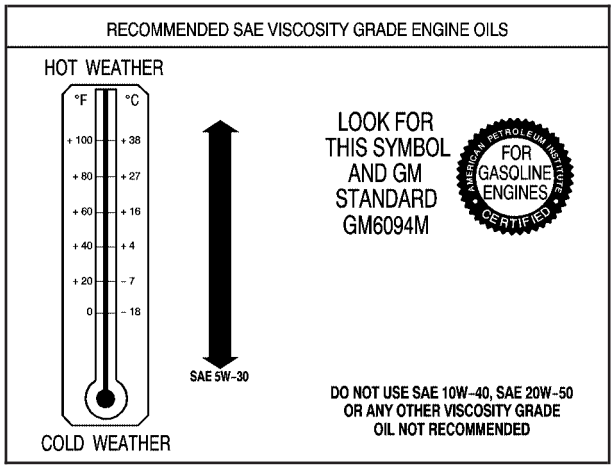


See *Engine Compartment Overview on page 5-14* for the location of the engine oil fill cap.

Add enough oil to put the level somewhere in the proper operating range. Push the dipstick all the way back in when through.

What Kind of Engine Oil to Use

Look for three things:



- GM6094M

  Use only an oil that meets GM Standard GM6094M.

- SAE 5W-30

  SAE 5W-30 is best for the vehicle. These numbers on an oil container show its viscosity, or thickness. Do not use other viscosity oils such as SAE 20W-50.

- American Petroleum Institute (API) starburst symbol

Oils meeting these requirements should have the starburst symbol on the container. This symbol indicates that the oil has been certified by the American Petroleum Institute (API).

Notice: **Use only engine oil identified as meeting GM Standard GM6094M and showing the American Petroleum Institute Certified For Gasoline Engines starburst symbol. Failure to use the recommended oil can result in engine damage not covered by the vehicle warranty.**

Cold Temperature Operation

If in an area of extreme cold, where the temperature falls below –20°F (–29°C), use either an SAE 5W-30 synthetic oil or an SAE 0W-30 engine oil. Both provide easier cold starting for the engine at extremely low temperatures. Always use an oil that meets the required specification, GM6094M. See “What Kind of Engine Oil to Use” for more information.

Engine Oil Additives / Engine Oil Flushes

Do not add anything to the oil. The recommended oils with the starburst symbol that meet GM Standard GM6094M are all that is needed for good performance and engine protection.

Engine oil system flushes are not recommended and could cause engine damage not covered by the vehicle warranty.

Engine Oil Life System

When to Change Engine Oil

This vehicle has a computer system that indicates when to change the engine oil and filter. This is based on engine revolutions and engine temperature, and not on mileage. Based on driving conditions, the mileage at which an oil change is indicated can vary considerably. For the oil life system to work properly, the system must be reset every time the oil is changed.

When the system has calculated that oil life has been diminished, it indicates that an oil change is necessary. A CHANGE ENGINE OIL SOON message comes on. See *DIC Warnings and Messages on page 3-48*. Change the oil as soon as possible within the next 600 miles (1 000 km). It is possible that, if driving under the best conditions, the oil life system might not indicate that an oil change is necessary for over a year. However, the engine oil and filter must be changed at least once a year and at this time the system must be reset. Your dealer/retailer has trained service people who will perform this work using genuine parts and reset the system. It is also important to check the oil regularly and keep it at the proper level.

If the system is ever reset accidentally, the oil must be changed at 3,000 miles (5 000 km) since the last oil change. Remember to reset the oil life system whenever the oil is changed.

How to Reset the Engine Oil Life System

The Engine Oil Life System calculates when to change the engine oil and filter based on vehicle use. Whenever the oil is changed, reset the system so it can calculate when the next oil change is required. If a situation occurs where the oil is changed prior to a CHANGE ENGINE OIL SOON message being turned on, reset the system.

To reset the CHANGE ENGINE OIL SOON message:

1. Turn the ignition key to ON/RUN with the engine off.
2. Fully press and release the accelerator pedal slowly three times within five seconds.
3. Turn the key to LOCK/OFF.

If the message comes back on when the vehicle is started, the engine oil life system has not reset. Repeat the procedure. If it still does not reset, see your dealer/retailer for service.

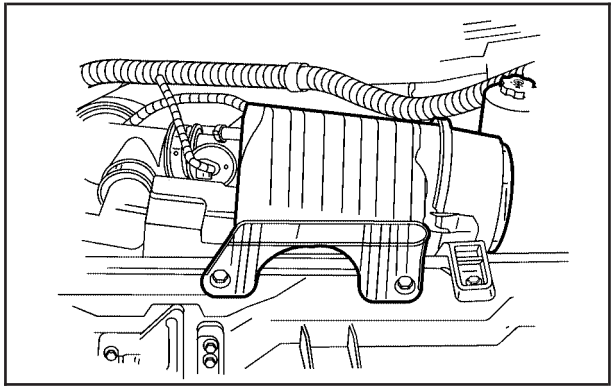
What to Do with Used Oil

Used engine oil contains certain elements that can be unhealthy for your skin and could even cause cancer. Do not let used oil stay on your skin for very long. Clean your skin and nails with soap and water, or a good hand cleaner. Wash or properly dispose of clothing or rags containing used engine oil. See the manufacturer's warnings about the use and disposal of oil products.

Used oil can be a threat to the environment. If you change your own oil, be sure to drain all the oil from the filter before disposal. Never dispose of oil by putting it in the trash, pouring it on the ground, into sewers, or into streams or bodies of water. Recycle it by taking it to a place that collects used oil.

Engine Air Cleaner/Filter

If your vehicle has the DURAMAX Diesel engine, see the DURAMAX Diesel manual for more information.



The engine air cleaner/filter is located near the center of the engine compartment. See *Engine Compartment Overview on page 5-14* for more information on location.

When to Inspect the Engine Air Cleaner/Filter

Inspect the air cleaner/filter at the Maintenance II intervals and replace it at the first oil change after each 50,000 mile (80 000 km) interval. See *Scheduled Maintenance on page 6-4* for more information.
If you are driving in dusty/dirty conditions, inspect the filter at each engine oil change.

How to Inspect the Engine Air Cleaner/Filter

To inspect the air cleaner/filter, remove the filter from the vehicle and lightly shake the filter to release loose dust and dirt. If the filter remains caked with dirt, a new filter is required. Never use compressed air to clean the filter.

To inspect or replace the engine air cleaner/filter, do the following:

1. Unhook the retainer clips and remove the cover.
2. Lift the filter out of the engine air cleaner/filter housing. Care should be taken to dislodge as little dirt as possible.
3. Clean the engine air cleaner/filter housing.
4. Inspect or replace the engine air cleaner/filter. Make sure that the filter fits properly into the housing.
5. Reinstall the cover and fasten the retaining clips.

⚠ CAUTION:

Operating the engine with the air cleaner/filter off can cause you or others to be burned. The air cleaner not only cleans the air; it helps to stop flames if the engine backfires. If it is not there and the engine backfires, you could be burned. Do not drive with it off, and be careful working on the engine with the air cleaner/filter off.

Notice: **If the air cleaner/filter is off, a backfire can cause a damaging engine fire. And, dirt can easily get into the engine, which will damage it. Always have the air cleaner/filter in place when you are driving.**

Automatic Transmission Fluid

If your vehicle has the DURAMAX Diesel engine, see the DURAMAX Diesel manual for more information.

When to Check and Change Automatic Transmission Fluid

A good time to check your automatic transmission fluid level is when the engine oil is changed.

Change the fluid and filter at the intervals listed in *Additional Required Services on page 6-6*, and be sure to use the transmission fluid listed in *Recommended Fluids and Lubricants on page 6-14*.

How to Check Automatic Transmission Fluid

Because this operation can be a little difficult, you may choose to have this done at the dealer/retailer service department.

If you do it yourself, be sure to follow all the instructions here, or you could get a false reading on the dipstick.

Notice: **Too much or too little fluid can damage your transmission. Too much can mean that some of the fluid could come out and fall on hot engine parts or exhaust system parts, starting a fire. Too little fluid could cause the transmission to overheat. Be sure to get an accurate reading if you check your transmission fluid.**

Wait at least 30 minutes before checking the transmission fluid level if you have been driving:

- When outside temperatures are above 90°F (32°C).
- At high speed for quite a while.
- In heavy traffic — especially in hot weather.
- While pulling a trailer.

To get the right reading, the fluid should be at normal operating temperature, which is 180°F to 200°F (82°C to 93°C).

Get the vehicle warmed up by driving about 15 miles (24 km) when outside temperatures are above 50°F (10°C). If it is colder than 50°F (10°C), drive the vehicle in D (DRIVE) until the engine temperature gage moves and then remains steady for 10 minutes.

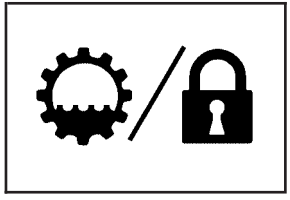
A cold fluid check can be made after the vehicle has been sitting for eight hours or more with the engine off, but this is used only as a reference. Let the engine run at idle for five minutes if outside temperatures are 50°F (10°C) or more. If it is colder than 50°F (10°C), you may have to idle the engine longer. Should the fluid level be low during this cold check, you must check the fluid hot before adding fluid. Checking the fluid hot will give you a more accurate reading of the fluid level.

Checking the Fluid Level

Prepare your vehicle as follows:

1. Park your vehicle on a level place. Keep the engine running.
2. With the parking brake applied, place the shift lever in P (PARK).
3. With your foot on the brake pedal, move the shift lever through each gear range, pausing for about three seconds in each range. Then, position the shift lever in P (PARK).
4. Let the engine run at idle for three minutes or more.

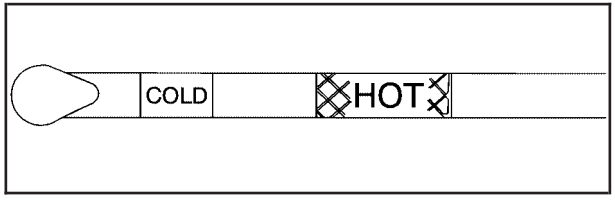
Then, without shutting off the engine, follow these steps:



The transmission dipstick is located near the center of the engine compartment and will be labeled with the graphic shown.

See *Engine Compartment Overview on page 5-14* for more information on location.

1. Flip the handle up and then pull out the dipstick and wipe it with a clean rag or paper towel.
2. Push it back in all the way, wait three seconds and then pull it back out again.



3. Check both sides of the dipstick, and read the lower level. The fluid level must be in the COLD area for a cold check or in the HOT or cross-hatched area for a hot check. Be sure to keep the dipstick pointed down to get an accurate reading.
4. If the fluid level is in the acceptable range, push the dipstick back in all the way; then flip the handle down to lock the dipstick in place.

How to Add Automatic Transmission Fluid

Refer to the Maintenance Schedule to determine what kind of transmission fluid to use. See *Recommended Fluids and Lubricants on page 6-14*.

Using a funnel, add fluid down the transmission dipstick tube only after checking the transmission fluid while it is hot. A cold check is used only as a reference. If the fluid level is low, add only enough of the proper fluid to bring the level up to the HOT area for a hot check. It does not take much fluid, generally less than one pint (0.5 L). Do not overfill.

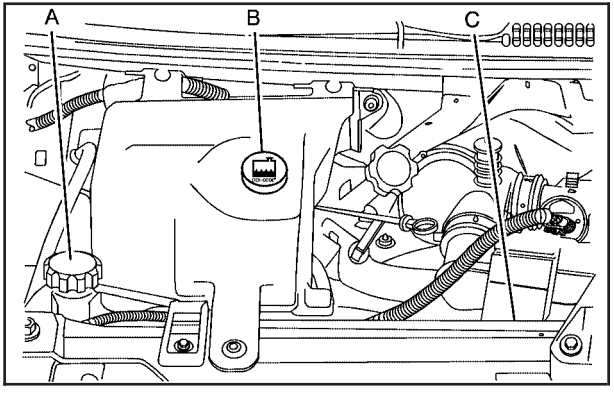
Notice: **Use of the incorrect automatic transmission fluid may damage the vehicle, and the damages may not be covered by the vehicle's warranty. Always use the automatic transmission fluid listed in *Recommended Fluids and Lubricants on page 6-14*.**

- After adding fluid, recheck the fluid level as described under "How to Check Automatic Transmission Fluid," earlier in this section.
- When the correct fluid level is obtained, push the dipstick back in all the way; then flip the handle down to lock the dipstick in place.

Cooling System

If your vehicle has a diesel engine, see "Van Models" under "Cooling System" in the DURAMAX® Diesel Supplement.

The Cooling System allows the engine to maintain the correct working temperature.



A. Radiator Pressure Cap
B. Coolant Recovery Tank
C. Engine Cooling Fan(s)

⚠ CAUTION:

An electric engine cooling fan under the hood can start up even when the engine is not running and can cause injury. Keep hands, clothing, and tools away from any underhood electric fan.

⚠ CAUTION:

Heater, fuel operated heater (FOH), radiator hoses, and other engine parts, can be very hot. Do not touch them. If you do, you can be burned.

Do not run the engine if there is a leak. If you run the engine, it could lose all coolant. That could cause an engine fire, and you could be burned. Get any leak fixed before you drive the vehicle.

Notice: **Using coolant other than DEX-COOL may cause premature engine, heater core, radiator and fuel operated heater (FOH) corrosion. In addition, the engine coolant may require changing sooner, at 30,000 miles (50 000 km) or 24 months, whichever occurs first. Any repairs would not be covered by your warranty. Always use DEX-COOL (silicate-free) coolant in your vehicle.**

Engine Coolant

The cooling system in the vehicle is filled with DEX-COOL® engine coolant. This coolant is designed to remain in the vehicle for five years or 150,000 miles (240 000 km), whichever occurs first.

The following explains the cooling system and how to check and add coolant when it is low. If there is a problem with engine overheating, see *Engine Overheating on page 5-31*.

What to Use

⚠ CAUTION:

Adding only plain water to the cooling system can be dangerous. Plain water, or some other liquid such as alcohol, can boil before the proper coolant mixture will. The vehicle's coolant warning system is set for the proper coolant mixture. With plain water or the wrong mixture, the engine could get too hot but you would not get the overheat warning. The engine could catch fire and you or others could be burned. Use a 50/50 mixture of clean, drinkable water and DEX-COOL® coolant.

Use a 50/50 mixture of clean, drinkable water and DEX-COOL® coolant. If using this mixture, nothing else needs to be added. This mixture:

- Gives freezing protection down to –34°F (–37°C), outside temperature.
- Gives boiling protection up to 265°F (129°C), engine temperature.
- Protects against rust and corrosion.
- Will not damage aluminum parts.
- Helps keep the proper engine temperature.

Notice: **If an improper coolant mixture is used, the engine could overheat and be badly damaged. The repair cost would not be covered by the vehicle warranty. Too much water in the mixture can freeze and crack the engine, radiator, heater core, and other parts.**

Notice: **If extra inhibitors and/or additives are used in the vehicle's cooling system, the vehicle could be damaged. Use only the proper mixture of the engine coolant listed in this manual for the cooling system. See *Recommended Fluids and Lubricants on page 6-14* for more information.**

Checking Coolant

The vehicle must be on a level surface when checking the coolant level.

Check to see if coolant is visible in the coolant recovery tank. If the coolant inside the coolant recovery tank is boiling, do not do anything else until it cools down. If coolant is visible but the coolant level is not at or above the COLD FILL mark, add a 50/50 mixture of clean, drinkable water and DEX-COOL® coolant at the coolant recovery tank, but be sure the cooling system is cool before this is done.

When the engine is cold, the coolant level should be at or above the COLD FILL mark. If it is not, there could be a leak in the cooling system.

If the coolant is low, add the coolant or take the vehicle to a dealer/retailer for service.

How to Add Coolant to the Recovery Tank for Gasoline Engines

If your vehicle has a diesel engine, see “How to Add Coolant to the Coolant Recovery Tank” under “Van Models” in the Cooling System section of the DURAMAX® Diesel Supplement for the proper coolant fill procedure.

⚠ CAUTION:

You can be burned if you spill coolant on hot engine parts. Coolant contains ethylene glycol and it will burn if the engine parts are hot enough. Do not spill coolant on a hot engine.

Notice: **This vehicle has a specific coolant fill procedure. Failure to follow this procedure could cause the engine to overheat and be severely damaged.**

If coolant is needed, add the proper DEX-COOL® coolant mixture at the coolant recovery tank.

How to Add Coolant to the Radiator

If your vehicle has a diesel engine, see “How to Add Coolant to the Radiator” under “Van Models” in the Cooling System section of the DURAMAX® Diesel Supplement for the proper radiator fill procedure.

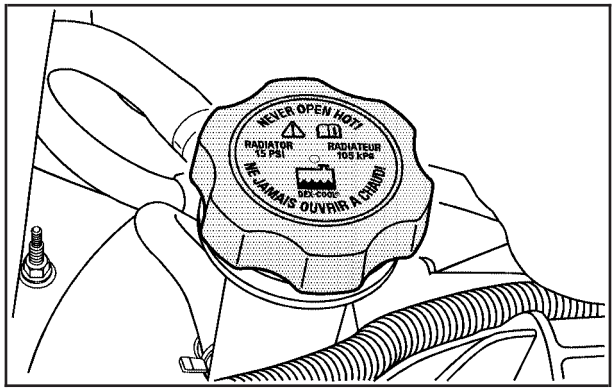
⚠ CAUTION:

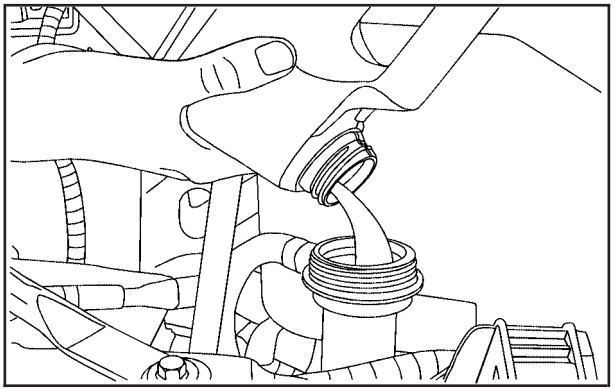
An electric engine cooling fan under the hood can start up even when the engine is not running and can cause injury. Keep hands, clothing, and tools away from any underhood electric fan.

⚠ CAUTION:

Steam and scalding liquids from a hot cooling system can blow out and burn you badly. They are under pressure, and if you turn the surge tank pressure cap — even a little — they can come out at high speed. Never turn the cap when the cooling system, including the surge tank pressure cap, is hot. Wait for the cooling system and surge tank pressure cap to cool if you ever have to turn the pressure cap.

If coolant is needed, add the proper mixture directly to the radiator, but be sure the cooling system is cool before this is done.



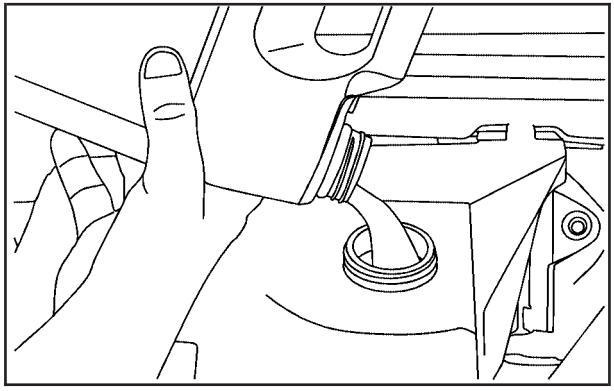


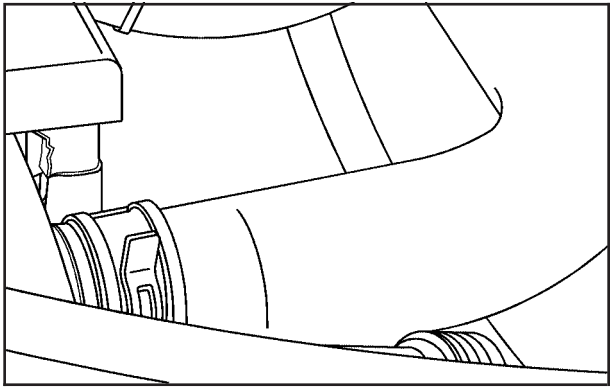
1. You can remove the radiator pressure cap when the cooling system, including the radiator pressure cap and upper radiator hose, is no longer hot. Turn the pressure cap slowly counterclockwise until it first stops. Do not press down while turning the pressure cap.

   If you hear a hiss, wait for that to stop. A hiss means there is still some pressure left.

2. Then keep turning the pressure cap, but now push down as you turn it. Remove the pressure cap.

3. Fill the radiator with the proper DEX-COOL® coolant mixture, up to the base of the filler neck. See *Engine Coolant on page 5-25* for more information about the proper coolant mixture.





4. Then fill the coolant recovery tank to the COLD FILL mark.
5. Put the cap back on the coolant recovery tank, but leave the radiator pressure cap off.
6. Start the engine and let it run until you can feel the upper radiator hose getting hot. Watch out for the engine cooling fan.
7. By this time, the coolant level inside the radiator filler neck may be lower. If the level is lower, add more of the proper DEX-COOL® coolant mixture through the filler neck until the level reaches the base of the filler neck.
8. Then replace the pressure cap. At any time during this procedure if coolant begins to flow out of the filler neck, reinstall the pressure cap.

Notice: **If the pressure cap is not tightly installed, coolant loss and possible engine damage may occur. Be sure the cap is properly and tightly secured.**

Radiator Pressure Cap

The radiator pressure cap is located near the center of the engine compartment. See *Engine Compartment Overview on page 5-14* for more information on location.

Notice: **If the pressure cap is not tightly installed, coolant loss and possible engine damage may occur. Be sure the cap is properly and tightly secured.**

Engine Overheating

If your vehicle has the DURAMAX Diesel engine, see the DURAMAX Diesel manual for more information.

The vehicle has an indicator to warn of engine overheating.

You will find an engine coolant temperature gage on your vehicle's instrument panel. See *Engine Coolant Temperature Gage on page 3-33* for more information.

You may decide not to lift the hood when this warning appears, but instead get service help right away. See *Roadside Assistance Program on page 7-7*.

If you do decide to lift the hood, make sure the vehicle is parked on a level surface.

Then check to see if the engine cooling fans are running. If the engine is overheating, both fans should be running. If they are not, do not continue to run the engine and have the vehicle serviced.

See if the engine cooling fan speed increases when idle speed is doubled by pushing the accelerator pedal down. If it does not, your vehicle needs service. Turn off the engine.

Notice: **Engine damage from running the engine without coolant is not covered by the warranty.**

Notice: **If the engine catches fire because of being driven with no coolant, your vehicle can be badly damaged. The costly repairs would not be covered by the vehicle warranty.**

If Steam Is Coming From The Engine Compartment

⚠ CAUTION:

Steam from an overheated engine can burn you badly, even if you just open the hood. Stay away from the engine if you see or hear steam coming from it. Just turn it off and get everyone away from the vehicle until it cools down. Wait until there is no sign of steam or coolant before you open the hood.

If you keep driving when your engine is overheated, the liquids in it can catch fire. You or others could be badly burned. Stop your engine if it overheats, and get out of the vehicle until the engine is cool.

If No Steam Is Coming From The Engine Compartment

If an engine overheat warning is displayed but no steam can be seen or heard, the problem may not be too serious. Sometimes the engine can get a little too hot when the vehicle:

- Climbs a long hill on a hot day.
- Stops after high-speed driving.
- Idles for long periods in traffic.
- Tows a trailer. See “Driving on Grades” under *Towing a Trailer on page 4-28*.

If the overheat warning is displayed with no sign of steam:

1. Turn the air off.
2. Turn the heater on to the highest temperature and to the highest fan speed. Open the windows as necessary.
3. In heavy traffic, let the engine idle in N (Neutral) while stopped. If it is safe to do so, pull off the road, shift to P (Park) or N (Neutral) and let the engine idle.

If the temperature overheat gage is no longer in the overheat zone or an overheat warning no longer displays, the vehicle can be driven. Continue to drive the vehicle slow for about 10 minutes. Keep a safe vehicle distance from the car in front of you. If the warning does not come back on, continue to drive normally.

If the warning continues, pull over, stop, and park the vehicle right away.

If there is still no sign of steam, push down the accelerator until the engine speed is about twice as fast as normal idle speed for at least three minutes while you are parked. If you still have the warning, turn off the engine until it cools down.

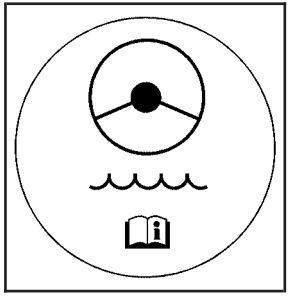
You may decide not to lift the hood but to get service help right away.

Engine Fan Noise

Your vehicle has a clutched engine cooling fan. When the clutch is engaged, the fan spins faster to provide more air to cool the engine. In most everyday driving conditions, the fan is spinning slower and the clutch is not fully engaged. This improves fuel economy and reduces fan noise. Under heavy vehicle loading, trailer towing, and/or high outside temperatures, the fan speed increases as the clutch more fully engages, so you may hear an increase in fan noise. This is normal and should not be mistaken as the transmission slipping or making extra shifts. It is merely the cooling system functioning properly. The fan will slow down when additional cooling is not required and the clutch partially disengages.

You may also hear this fan noise when you start the engine. It will go away as the fan clutch partially disengages.

Power Steering Fluid



The power steering fluid reservoir is located in the engine compartment on the driver's side of the vehicle. See *Engine Compartment Overview on page 5-14* for reservoir location.

When to Check Power Steering Fluid

It is not necessary to regularly check power steering fluid unless you suspect there is a leak in the system or you hear an unusual noise. A fluid loss in this system could indicate a problem. Have the system inspected and repaired.

How to Check Power Steering Fluid

To check the power steering fluid, do the following:

1. Turn the key off and let the engine compartment cool down.
2. Wipe the cap and the top of the reservoir clean.
3. Unscrew the cap and wipe the dipstick with a clean rag.
4. Replace the cap and completely tighten it.
5. Then remove the cap again and look at the fluid level on the dipstick.

The level should be at the COLD FILL mark.
If necessary, add only enough fluid to bring the level up to the mark.

To prevent contamination of brake fluid, never check or fill the power steering reservoir with the brake master cylinder cover off.

What to Use

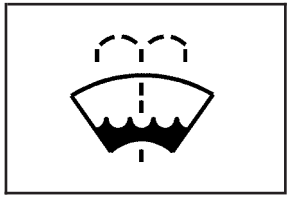
To determine what kind of fluid to use, see *Recommended Fluids and Lubricants on page 6-14*. Always use the proper fluid. Failure to use the proper fluid can cause leaks and damage hoses and seals.

Windshield Washer Fluid

What to Use

When you need windshield washer fluid, be sure to read the manufacturer's instructions before use. If you will be operating your vehicle in an area where the temperature may fall below freezing, use a fluid that has sufficient protection against freezing.

Adding Washer Fluid



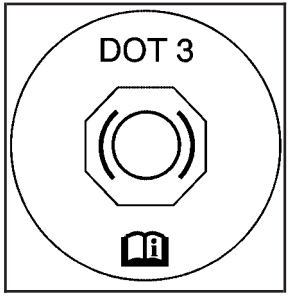
Open the cap with the washer symbol on it. Add washer fluid until the tank is full. See *Engine Compartment Overview on page 5-14* for reservoir location.

Notice:

- **When using concentrated washer fluid, follow the manufacturer's instructions for adding water.**
- **Do not mix water with ready-to-use washer fluid. Water can cause the solution to freeze and damage your washer fluid tank and other parts of the washer system. Also, water does not clean as well as washer fluid.**
- **Fill the washer fluid tank only three-quarters full when it is very cold. This allows for fluid expansion if freezing occurs, which could damage the tank if it is completely full.**
- **Do not use engine coolant (antifreeze) in your windshield washer. It can damage the vehicle's windshield washer system and paint.**

Brakes

Brake Fluid



The brake master cylinder reservoir is filled with DOT 3 brake fluid. See *Engine Compartment Overview on page 5-14* for the location of the reservoir.

There are only two reasons why the brake fluid level in the reservoir might go down:

- The brake fluid level goes down because of normal brake lining wear. When new linings are installed, the fluid level goes back up.
- A fluid leak in the brake hydraulic system can also cause a low fluid level. Have the brake hydraulic system fixed, since a leak means that sooner or later the brakes will not work well.

Do not top off the brake fluid. Adding fluid does not correct a leak. If fluid is added when the linings are worn, there will be too much fluid when new brake linings are installed. Add or remove brake fluid, as necessary, only when work is done on the brake hydraulic system.

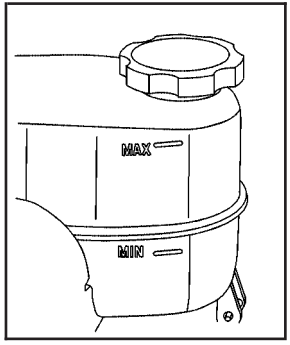
⚠ CAUTION:

If too much brake fluid is added, it can spill on the engine and/or fuel operated heater parts, if equipped. If the vehicle has a diesel engine and a fuel operated heater, see “Fuel Operated Heater (FOH)” in the diesel engine supplement. The fluid will burn if the engine is hot enough. You or others could be burned, and the vehicle could be damaged. Add brake fluid only when work is done on the brake hydraulic system. See “Checking Brake Fluid” in this section.

Refer to the Maintenance Schedule to determine when to check the brake fluid. See *Scheduled Maintenance on page 6-4*.

Checking Brake Fluid

Check brake fluid by looking at the brake fluid reservoir. See *Engine Compartment Overview on page 5-14*.



The fluid level should be above MIN. If it is not, have the brake hydraulic system checked to see if there is a leak.

After work is done on the brake hydraulic system, make sure the level is above the MIN but not over the MAX mark.

What to Add

Use only new DOT 3 brake fluid from a sealed container. See *Recommended Fluids and Lubricants on page 6-14*.

Always clean the brake fluid reservoir cap and the area around the cap before removing it. This helps keep dirt from entering the reservoir.

⚠ CAUTION:

With the wrong kind of fluid in the brake hydraulic system, the brakes might not work well. This could cause a crash. Always use the proper brake fluid.

Notice:

- **Using the wrong fluid can badly damage brake hydraulic system parts. For example, just a few drops of mineral-based oil, such as engine oil, in the brake hydraulic system can damage brake hydraulic system parts so badly that they will have to be replaced. Do not let someone put in the wrong kind of fluid.**
- **If brake fluid is spilled on the vehicle's painted surfaces, the paint finish can be damaged. Be careful not to spill brake fluid on the vehicle. If you do, wash it off immediately. See *Washing Your Vehicle on page 5-99*.**

Brake Wear

This vehicle has disc brakes. Disc brake pads have built-in wear indicators that make a high-pitched warning sound when the brake pads are worn and new pads are needed. The sound can come and go or be heard all the time the vehicle is moving, except when applying the brake pedal firmly.

⚠ CAUTION:

The brake wear warning sound means that soon the brakes will not work well. That could lead to an accident. When the brake wear warning sound is heard, have the vehicle serviced.

Notice: **Continuing to drive with worn-out brake pads could result in costly brake repair.**

Some driving conditions or climates can cause a brake squeal when the brakes are first applied or lightly applied. This does not mean something is wrong with the brakes.

Properly torqued wheel nuts are necessary to help prevent brake pulsation. When tires are rotated, inspect brake pads for wear and evenly tighten wheel nuts in the proper sequence to torque specifications in *Capacities and Specifications on page 5-110*.

Brake linings should always be replaced as complete axle sets.

Brake Pedal Travel

See your dealer/retailer if the brake pedal does not return to normal height, or if there is a rapid increase in pedal travel. This could be a sign that brake service might be required.

Brake Adjustment

Every brake stop, the brakes adjust for wear.

Replacing Brake System Parts

The braking system on a vehicle is complex. Its many parts have to be of top quality and work well together if the vehicle is to have really good braking. The vehicle was designed and tested with top-quality brake parts. When parts of the braking system are replaced — for example, when the brake linings wear down and new ones are installed — be sure to get new approved replacement parts. If this is not done, the brakes might not work properly. For example, if someone puts in brake linings that are wrong for the vehicle, the balance between the front and rear brakes can change — for the worse. The braking performance expected can change in many other ways if the wrong replacement brake parts are installed.

Battery

This vehicle has a maintenance free battery. When it is time for a new battery, see your dealer/retailer for one that has the replacement number shown on the original battery's label. See *Engine Compartment Overview on page 5-14* for battery location.

Warning: Battery posts, terminals, and related accessories contain lead and lead compounds, chemicals known to the State of California to cause cancer and reproductive harm. Wash hands after handling.

Vehicle Storage

⚠ CAUTION:

Batteries have acid that can burn you and gas that can explode. You can be badly hurt if you are not careful. See *Jump Starting on page 5-40* for tips on working around a battery without getting hurt.

Infrequent Usage: If the vehicle is driven infrequently, remove the black, negative (–) cable from the battery. This helps keep the battery from running down.

Extended Storage: For extended storage of the vehicle, remove the black, negative (–) cable from the battery or use a battery trickle charger. This helps maintain the charge of the battery over an extended period of time.

Jump Starting

If the vehicle battery has run down, you may want to use another vehicle and some jumper cables to start your vehicle. Be sure to use the following steps to do it safely.

⚠ CAUTION:

Batteries can hurt you. They can be dangerous because:

- They contain acid that can burn you.
- They contain gas that can explode or ignite.
- They contain enough electricity to burn you.

If you do not follow these steps exactly, some or all of these things can hurt you.

Notice: **Ignoring these steps could result in costly damage to the vehicle that would not be covered by the warranty.**

Trying to start the vehicle by pushing or pulling it will not work, and it could damage the vehicle.

1. Check the other vehicle. It must have a 12-volt battery with a negative ground system.

Notice: **If the other vehicle's system is not a 12-volt system with a negative ground, both vehicles can be damaged. Only use vehicles with 12-volt systems with negative grounds to jump start your vehicle.**

2. Get the vehicles close enough so the jumper cables can reach, but be sure the vehicles are not touching each other. If they are, it could cause a ground connection you do not want. You would not be able to start your vehicle, and the bad grounding could damage the electrical systems.

   To avoid the possibility of the vehicles rolling, set the parking brake firmly on both vehicles involved in the jump start procedure. Put an automatic transmission in P (PARK) or a manual transmission in NEUTRAL before setting the parking brake.

Notice: **If you leave the radio or other accessories on during the jump starting procedure, they could be damaged. The repairs would not be covered by the warranty. Always turn off the radio and other accessories when jump starting the vehicle.**

3. Turn off the ignition on both vehicles. Unplug unnecessary accessories plugged into the cigarette lighter or the accessory power outlet. Turn off the radio and all lamps that are not needed. This will avoid sparks and help save both batteries. And it could save the radio!

4. Open the hoods and locate the positive (+) and negative (–) terminal locations of the other vehicle.

   Your vehicle has a remote positive (+) jump starting terminal and a remote negative (–) jump starting terminal. You should always use these remote terminals instead of the terminals on the battery.

   The remote positive (+) terminal is located behind a red plastic cover near the engine accessory drive bracket on the driver's side of the engine compartment, below the alternator. To uncover the remote positive (+) terminal, open the red plastic cover.

   The remote negative (–) terminal is located on the engine drive bracket on all V8 engines and is marked GND (Ground).

   On V6 engines the remote negative (–) terminal is located on a tab attached to the engine accessory drive bracket and is marked GND (Ground).

⚠ CAUTION:

Using a match near a battery can cause battery gas to explode. People have been hurt doing this, and some have been blinded. Use a flashlight if you need more light.

Be sure the battery has enough water. You do not need to add water to the battery installed in your new vehicle. But if a battery has filler caps, be sure the right amount of fluid is there. If it is low, add water to take care of that first. If you do not, explosive gas could be present.

Battery fluid contains acid that can burn you. Do not get it on you. If you accidentally get it in your eyes or on your skin, flush the place with water and get medical help immediately.

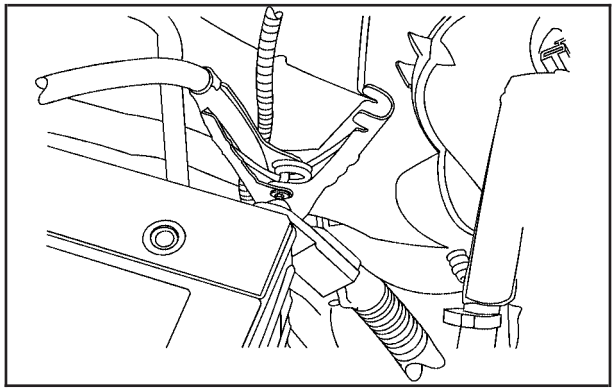
⚠ CAUTION:

Fans or other moving engine parts can injure you badly. Keep your hands away from moving parts once the engine is running.

5. Check that the jumper cables do not have loose or missing insulation. If they do, you could get a shock. The vehicles could be damaged too.

   Before you connect the cables, here are some basic things you should know. Positive (+) will go to positive (+) or to a remote positive (+) terminal if the vehicle has one. Negative (–) will go to a heavy, unpainted metal engine part or to a remote negative (–) terminal if the vehicle has one.

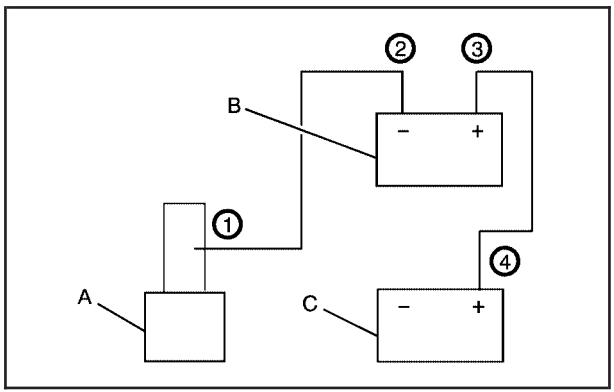
   Do not connect positive (+) to negative (–) or you will get a short that would damage the battery and maybe other parts too. And do not connect the negative (–) cable to the negative (–) terminal on the dead battery because this can cause sparks.



6. Connect the red positive (+) cable to the positive (+) terminal of the dead battery. Use a remote positive (+) terminal if the vehicle has one.
7. Do not let the other end touch metal. Connect it to the positive (+) terminal of the good battery. Use a remote positive (+) terminal if the vehicle has one.
8. Now connect the black negative (–) cable to the negative (–) terminal of the good battery. Use a remote negative (–) terminal if the vehicle has one.

   Do not let the other end touch anything until the next step. The other end of the negative (–) cable does not go to the dead battery. It goes to a heavy, unpainted metal engine part or to a remote negative (–) terminal on the vehicle with the dead battery.
9. Connect the other end of the negative (–) cable to the negative (–) terminal location on the vehicle with the dead battery. Your vehicle has a remote negative (–) terminal for this purpose. It is marked GND.
10. Now start the vehicle with the good battery and run the engine for a while.
11. Try to start the vehicle that had the dead battery. If it will not start after a few tries, it probably needs service.

Notice: **If the jumper cables are connected or removed in the wrong order, electrical shorting may occur and damage the vehicle. The repairs would not be covered by the vehicle warranty. Always connect and remove the jumper cables in the correct order, making sure that the cables do not touch each other or other metal.**



Jumper Cable Removal

A. Heavy, Unpainted Metal Engine Part or Remote Negative (–) Terminal

B. Good Battery or Remote Positive (+) and Remote Negative (–) Terminals

C. Dead Battery or Remote Positive (+) Terminal

To disconnect the jumper cables from both vehicles, do the following:

1. Disconnect the black negative (–) cable from the vehicle that had the dead battery.
2. Disconnect the black negative (–) cable from the vehicle with the good battery.
3. Disconnect the red positive (+) cable from the vehicle with the good battery.
4. Disconnect the red positive (+) cable from the other vehicle.
5. Return the remote positive (+) terminal cover to its original position.

All-Wheel Drive

Lubricant checks in this section also apply to these vehicles. However, there are two additional systems that need lubrication.

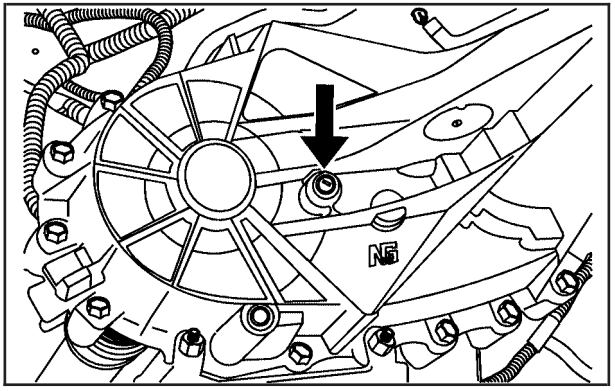
Transfer Case

When to Check Lubricant

Refer to the Maintenance Schedule to determine how often to check the lubricant. See *Scheduled Maintenance on page 6-4*.

How to Check Lubricant

To get an accurate reading, the vehicle should be on a level surface.



If the level is below the bottom of the filler plug hole, you'll need to add some lubricant. Add enough lubricant to raise the level to the bottom of the filler plug hole. Use care not to overtighten the plug.

What to Use

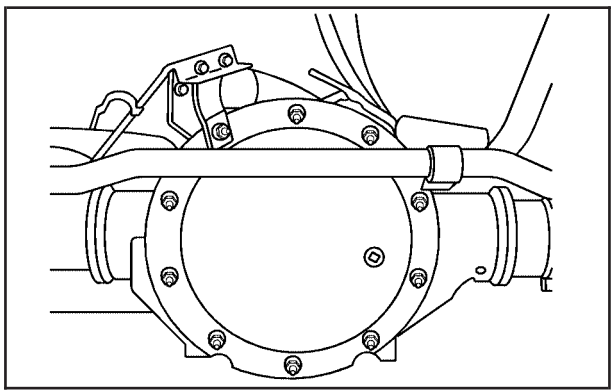
Refer to the Maintenance Schedule to determine what kind of lubricant to use. See *Recommended Fluids and Lubricants on page 6-14*.

Rear Axle

When to Check Lubricant

Refer to the Maintenance Schedule to determine how often to check the lubricant. See *Scheduled Maintenance on page 6-4*.

How to Check Lubricant



To get an accurate reading, the vehicle should be on a level surface.

If you have the 1500 Series, the proper level is from 5/8 inch (15 mm) to 1 5/8 inch (40 mm) below the bottom of the filler plug hole. The proper level for the 2500 and 3500 Series is from 0 to 1/4 (6 mm) below the bottom of the filler plug hole. Add only enough fluid to reach the proper level.

What to Use

Refer to the Maintenance Schedule to determine what kind of lubricant to use. See *Recommended Fluids and Lubricants on page 6-14*.

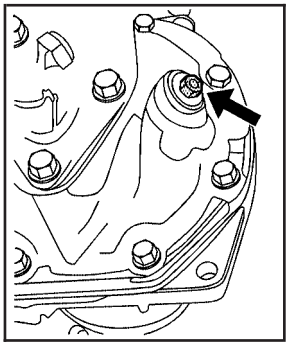
Front Axle

When to Check and Change Lubricant

Refer to the Maintenance Schedule to determine how often to check the lubricant and when to change it. See *Scheduled Maintenance on page 6-4*.

How to Check Lubricant

To get an accurate reading, the vehicle should be on a level surface.



If the level is below the bottom of the filler plug hole, you may need to add some lubricant.

When the differential is cold, add enough lubricant to raise the level to 3/8 inch (10 mm) below the filler plug hole.

When the differential is at operating temperature (warm), add enough lubricant to raise the level to the bottom of the filler plug hole.

What to Use

Refer to the Maintenance Schedule to determine what kind of lubricant to use. See *Recommended Fluids and Lubricants on page 6-14*.

Noise Control System

Tampering with Noise Control System Prohibited

The following information relates to compliance with federal noise emission standards for vehicles with a Gross Vehicle Weight Rating (GVWR) of more than 10,000 lbs (4 536 kg). The Maintenance Schedule provides information on maintaining the noise control system to minimize degradation of the noise emission control system during the life of your vehicle. The noise control system warranty is given in your warranty booklet.

These standards apply only to vehicles sold in the United States.

Federal law prohibits the following acts or the causing thereof:

1. The removal or rendering inoperative by any person, other than for purposes of maintenance, repair or replacement, of any device or element of design incorporated into any new vehicle for the purpose of noise control, prior to its sale or delivery to the ultimate purchaser or while it is in use; or
2. The use of the vehicle after such device or element of design has been removed or rendered inoperative by any person.

Among those acts presumed to constitute tampering are the acts listed below.

Insulation:

- Removal of the noise shields or any underhood insulation.

Engine:

- Removal or rendering engine speed governor, if the vehicle has one, inoperative so as to allow engine speed to exceed manufacturer specifications.

Fan and Drive:

- Removal of fan clutch, if the vehicle has one, or rendering clutch inoperative.
- Removal of the fan shroud, if the vehicle has one.

Air Intake:

- Removal of the air cleaner silencer.
- Modification of the air cleaner.

Exhaust:

- Removal of the muffler and/or resonator.
- Removal of the exhaust pipes and exhaust pipe clamps.

Fuel Operated Heater (FOH) — Diesel Engine:

- Removal of the muffler.

Bulb Replacement

For the proper type of replacement bulbs, see *Replacement Bulbs on page 5-53*.

For any bulb changing procedure not listed in this section, contact your dealer/retailer.

Halogen Bulbs

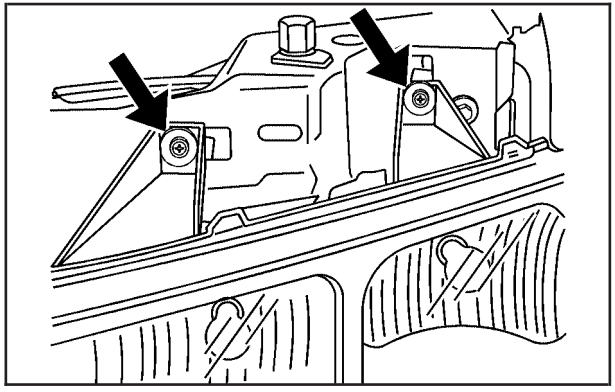
⚠ CAUTION:

Halogen bulbs have pressurized gas inside and can burst if you drop or scratch the bulb. You or others could be injured. Be sure to read and follow the instructions on the bulb package.

Headlamps

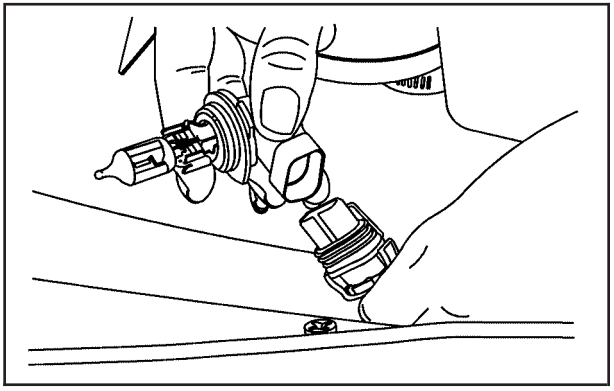
To remove the headlamp assembly from the vehicle and access the bulbs:

1. Open the hood. See *Hood Release on page 5-13* for more information.
2. Remove the two bolts from the headlamp assembly.



3. Remove the two pins on the top of the headlamp assembly. To remove the pins, turn the outer pin clockwise and pull it straight up. To remove the inner pin, turn it counterclockwise and pull it straight up.

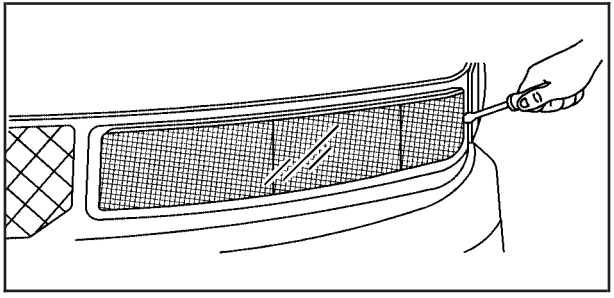
4. Lift the inboard side of the headlamp to release the inboard tab from the radiator support.
5. Lift the outboard side of the headlamp to release the outboard tab from the radiator support.
6. Lower the headlamp to allow the vertical adjustor to clear the tie bar.
7. Turn the headlamp forward and upward to remove it from the grille.
8. Turn the bulb connector counterclockwise and pull it out of the housing.
9. Without removing the headlamp assembly itself, remove the bulb socket from the back of the headlamp on the driver's side.
10. Turn the bulb counterclockwise one quarter turn to remove it from the socket.
11. On the passenger's side, turn the bulb clockwise one turn.



12. Install the new bulb into the socket then reinstall it into the headlamp assembly.
13. Reverse the steps to reinstall the headlamp assembly.

Front Turn Signal, Sidemarker and Parking Lamps

To replace the front turn signal, sidemarker and/or parking lamp bulb(s):

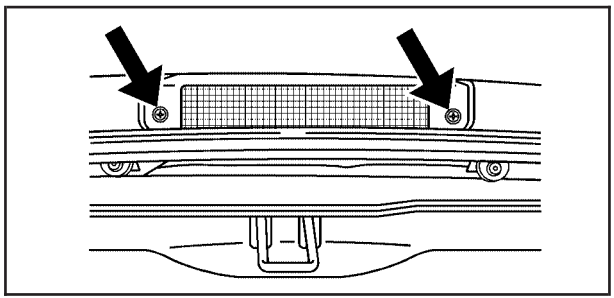


1. Use a small tool to unlatch the outboard clip on the lamp.
2. Pull the lamp forward to completely unlatch the clip. Move the lamp to the outboard side to loosen the tabs.
3. Remove the lamp from the grille.
4. Squeeze the tab on the side of the bulb socket while turning it counterclockwise.
5. Remove the bulb socket from the back of the lamp assembly.
6. Replace the bulb.
7. Turn the bulb socket clockwise to reinstall it in the lamp assembly.

Center High-Mounted Stoplamp (CHMSL)

The Center High-Mounted Stoplamp (CHMSL) is located above the rear doors at the center of the vehicle.

To replace a bulb:

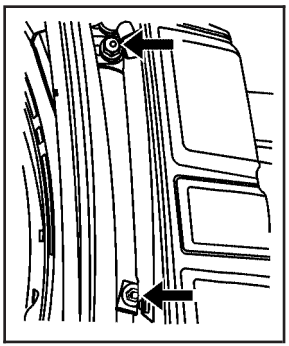


1. Remove the two screws from the CHMSL assembly.
2. Remove the CHMSL assembly.
3. Turn the bulb counterclockwise one quarter turn to remove it from the socket.
4. Turn the bulb clockwise one quarter turn to install it in the socket.
5. Reinstall the CHMSL assembly and two screws.

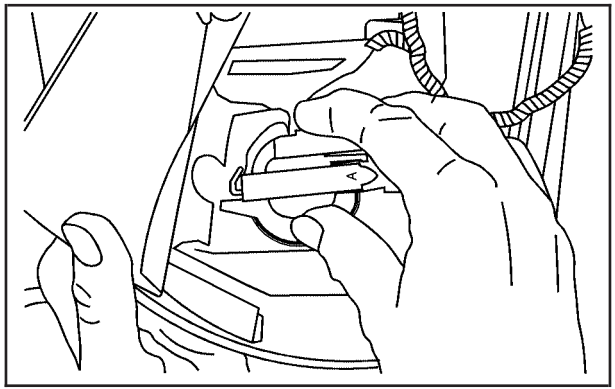
Do not block or damage the CHMSL when items are loaded on the roof of the vehicle.

Taillamps

To replace one of these bulbs:



1. Remove the two inboard nuts from the inside of the taillamp assembly.
2. Pull the taillamp assembly straight back to clear the studs.
3. Slide the taillamp assembly slightly upward to release the lower clip.
4. Remove the three nuts on the taillamp assembly.
5. Remove the taillamp assembly from the vehicle.



6. Remove the bulb socket by squeezing the tab on the side of the socket while turning it counterclockwise.
7. Turn the bulb counterclockwise to remove it.
8. Turn the bulb clockwise to install it in the socket.
9. Reinstall the bulb socket by squeezing the tab while turning it clockwise.
10. Reinstall the taillamp assembly and three nuts on the vehicle.
11. Slide the taillamp slightly downward to reengage the lower clip.
12. Push the taillamp straight forward to reengage the studs.
13. Reinstall the two inboard nuts from the inside of the taillamp assembly.

Replacement Bulbs

Exterior Lamp	Bulb Number
Back-up, Rear Parking, Stoplamp, and Turn Signal Lamp	3157
Center High Mounted Stop Lamp (CHMSL)	912
Front Parking and Turn Signal Lamp	3157KX
Front Sidemarker Lamp	194
Headlamps	
Composite High-Beam Headlamp	9005
Composite Low-Beam Headlamp	9006GS
Sealed Beam Headlamp	H6054

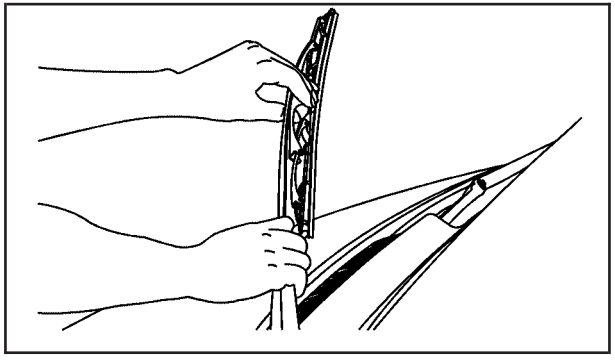
For replacement bulbs not listed here, contact your dealer/retailer.

Windshield Wiper Blade Replacement

Windshield wiper blades should be inspected for wear and cracking. See *Scheduled Maintenance on page 6-4* for more information on wiper blade inspection.

Replacement blades come in different types and are removed in different ways. To remove the type with a release clip, do the following:

1. Lift the wiper arm until it locks into a vertical position.



2. Press down on the blade assembly pivot locking tab. Pull down on the blade assembly to release it from the wiper arm hook.
3. The insert has two notches at one end that are locked by bottom claws of the blade assembly. At the notched end, pull the insert from the blade assembly.
4. To install the new wiper insert, slide the notched end last, into the end with two blade claws. Then slide the insert all the way through the blade claws at the opposite end.
5. Make sure that the notches are locked by the bottom claws. Make sure that all other claws are properly locked on both sides of the insert slot.
6. Put the blade assembly pivot in the wiper arm hook. Pull it up until the pivot locking tab locks in the hook slot.
7. Carefully lower the wiper arm and blade assembly into the windshield.

Tires

Your new vehicle comes with high-quality tires made by a leading tire manufacturer. If you ever have questions about your tire warranty and where to obtain service, see your vehicle Warranty booklet for details. For additional information refer to the tire manufacturer.

⚠ CAUTION:

Poorly maintained and improperly used tires are dangerous.

- Overloading your vehicle's tires can cause overheating as a result of too much flexing. You could have an air-out and a serious accident. See *Loading the Vehicle on page 4-18*.

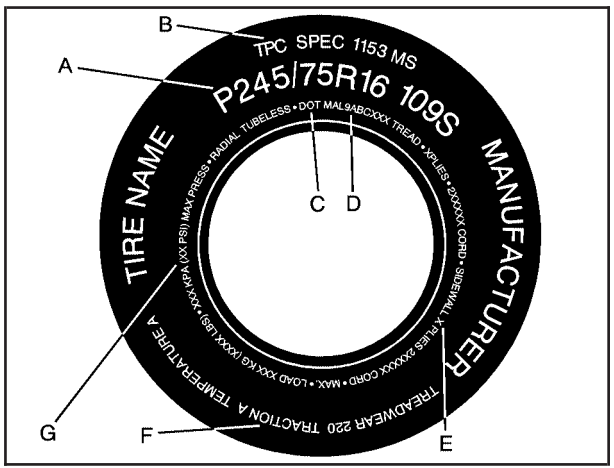
CAUTION: (Continued)

CAUTION: (Continued)

- Underinflated tires pose the same danger as overloaded tires. The resulting accident could cause serious injury. Check all tires frequently to maintain the recommended pressure. Tire pressure should be checked when your vehicle's tires are cold. See *Inflation - Tire Pressure on page 5-63*.
- Overinflated tires are more likely to be cut, punctured, or broken by a sudden impact — such as when you hit a pothole. Keep tires at the recommended pressure.
- Worn, old tires can cause accidents. If the tire's tread is badly worn, or if your vehicle's tires have been damaged, replace them.

Tire Sidewall Labeling

Useful information about a tire is molded into the sidewall. The following illustrations are examples of a typical P-Metric and a LT-Metric tire sidewall.



Passenger (P-Metric) Tire

(A) Tire Size: The tire size code is a combination of letters and numbers used to define a particular tire's width, height, aspect ratio, construction type, and service description. See the "Tire Size" illustration later in this section for more detail.

(B) TPC Spec (Tire Performance Criteria Specification): Original equipment tires designed to GM's specific tire performance criteria have a TPC specification code molded onto the sidewall. GM's TPC specifications meet or exceed all federal safety guidelines.

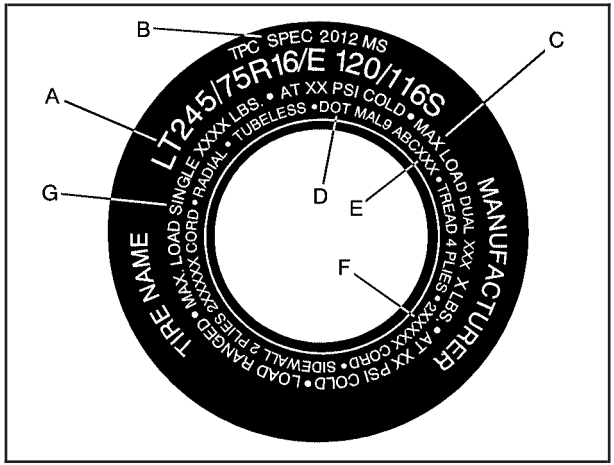
(C) DOT (Department of Transportation): The Department of Transportation (DOT) code indicates that the tire is in compliance with the U.S. Department of Transportation Motor Vehicle Safety Standards.

(D) Tire Identification Number (TIN): The letters and numbers following DOT code are the Tire Identification Number (TIN). The TIN shows the manufacturer and plant code, tire size, and date the tire was manufactured. The TIN is molded onto both sides of the tire, although only one side may have the date of manufacture.

(E) Tire Ply Material: The type of cord and number of plies in the sidewall and under the tread.

(F) Uniform Tire Quality Grading (UTQG): Tire manufacturers are required to grade tires based on three performance factors: treadwear, traction, and temperature resistance. For more information, see *Uniform Tire Quality Grading on page 5-75*.

(G) Maximum Cold Inflation Load Limit: Maximum load that can be carried and the maximum pressure needed to support that load. For information on recommended tire pressure see *Inflation - Tire Pressure on page 5-63* and *Loading the Vehicle on page 4-18*.



Light Truck (LT-Metric) Tire

(A) Tire Size: The tire size code is a combination of letters and numbers used to define a particular tire's width, height, aspect ratio, construction type, and service description. See the "Tire Size" illustration later in this section for more detail.

(B) TPC Spec (Tire Performance Criteria Specification): Original equipment tires designed to GM's specific tire performance criteria have a TPC specification code molded onto the sidewall. GM's TPC specifications meet or exceed all federal safety guidelines. This does not apply to Goodyear LT225/75R16 G949 RSA and Goodyear LT225/75R16 G933 RSD commercial truck tires.

(C) Dual Tire Maximum Load: Maximum load that can be carried and the maximum pressure needed to support that load when used in a dual configuration. For information on recommended tire pressure see *Inflation - Tire Pressure on page 5-63* and *Loading the Vehicle on page 4-18*.

(D) DOT (Department of Transportation): The Department of Transportation (DOT) code indicates that the tire is in compliance with the U.S. Department of Transportation Motor Vehicle Safety Standards.

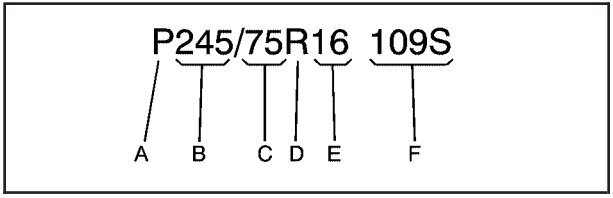
(E) Tire Identification Number (TIN): The letters and numbers following DOT code are the Tire Identification Number (TIN). The TIN shows the manufacturer and plant code, tire size, and date the tire was manufactured. The TIN is molded onto both sides of the tire, although only one side may have the date of manufacture.

(F) Tire Ply Material: The type of cord and number of plies in the sidewall and under the tread.

(G) Single Tire Maximum Load: Maximum load that can be carried and the maximum pressure needed to support that load when used as a single. For information on recommended tire pressure see *Inflation - Tire Pressure on page 5-63* and *Loading the Vehicle on page 4-18*.

Tire Size

The following examples show the different parts of a tire size.



Passenger (P-Metric) Tire

(A) Passenger (P-Metric) Tire: The United States version of a metric tire sizing system. The letter P as the first character in the tire size means a passenger vehicle tire engineered to standards set by the U.S. Tire and Rim Association.

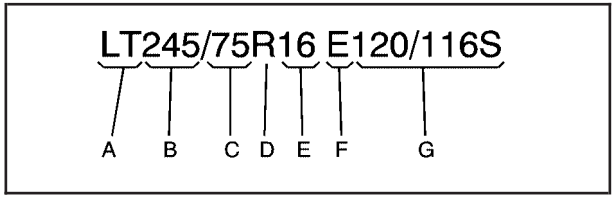
(B) Tire Width: The three-digit number indicates the tire section width in millimeters from sidewall to sidewall.

(C) Aspect Ratio: A two-digit number that indicates the tire height-to-width measurements. For example, if the tire size aspect ratio is 75, as shown in item C of the illustration, it would mean that the tire's sidewall is 75 percent as high as it is wide.

(D) Construction Code: A letter code is used to indicate the type of ply construction in the tire. The letter R means radial ply construction; the letter D means diagonal or bias ply construction; and the letter B means belted-bias ply construction.

(E) Rim Diameter: Diameter of the wheel in inches.

(F) Service Description: These characters represent the load index and speed rating of the tire. The load index represents the load carry capacity a tire is certified to carry. The speed rating is the maximum speed a tire is certified to carry a load.



Light Truck (LT-Metric) Tire

(A) Light Truck (LT-Metric) Tire: The United States version of a metric tire sizing system. The letters LT as the first two characters in the tire size means a light truck tire engineered to standards set by the U.S. Tire and Rim Association.

(B) Tire Width: The three-digit number indicates the tire section width in millimeters from sidewall to sidewall.

(C) Aspect Ratio: A two-digit number that indicates the tire height-to-width measurements. For example, if the tire size aspect ratio is 75, as shown in item C of the light truck (LT-Metric) tire illustration, it would mean that the tire's sidewall is 75 percent as high as it is wide.

(D) Construction Code: A letter code is used to indicate the type of ply construction in the tire. The letter R means radial ply construction; the letter D means diagonal or bias ply construction; and the letter B means belted-bias ply construction.

(E) Rim Diameter: Diameter of the wheel in inches.

(F) Load Range: Load Range.

(G) Service Description: The service description indicates the load index and speed rating of a tire. If two numbers are given as in the example, 120/116, then this represents the load index for single versus dual wheel usage (single/dual). The speed rating is the maximum speed a tire is certified to carry a load. This does not apply to Goodyear LT225/75R16 G949 RSA and Goodyear LT225/75R16 G933 RSD commercial truck tires; see the dual tire and single tire maximum load and load range letter designations on the tire sidewall.

Tire Terminology and Definitions

Air Pressure: The amount of air inside the tire pressing outward on each square inch of the tire. Air pressure is expressed in pounds per square inch (psi) or kilopascal (kPa).

Accessory Weight: This means the combined weight of optional accessories. Some examples of optional accessories are, automatic transmission, power steering, power brakes, power windows, power seats, and air conditioning.

Aspect Ratio: The relationship of a tire's height to its width.

Belt: A rubber coated layer of cords that is located between the plies and the tread. Cords may be made from steel or other reinforcing materials.

Bead: The tire bead contains steel wires wrapped by steel cords that hold the tire onto the rim.

Bias Ply Tire: A pneumatic tire in which the plies are laid at alternate angles less than 90 degrees to the centerline of the tread.

Cold Tire Pressure: The amount of air pressure in a tire, measured in pounds per square inch (psi) or kilopascals (kPa) before a tire has built up heat from driving. See *Inflation - Tire Pressure on page 5-63*.

Curb Weight: The weight of a motor vehicle with standard and optional equipment including the maximum capacity of fuel, oil, and coolant, but without passengers and cargo.

DOT Markings: A code molded into the sidewall of a tire signifying that the tire is in compliance with the U.S. Department of Transportation (DOT) motor vehicle safety standards. The DOT code includes the Tire Identification Number (TIN), an alphanumeric designator which can also identify the tire manufacturer, production plant, brand, and date of production.

GVWR: Gross Vehicle Weight Rating. See *Loading the Vehicle on page 4-18*.

GAWR FRT: Gross Axle Weight Rating for the front axle. See *Loading the Vehicle on page 4-18*.

GAWR RR: Gross Axle Weight Rating for the rear axle. See *Loading the Vehicle on page 4-18*.

Intended Outboard Sidewall: The side of an asymmetrical tire, that must always face outward when mounted on a vehicle.

Kilopascal (kPa): The metric unit for air pressure.

Light Truck (LT-Metric) Tire: A tire used on light duty trucks and some multipurpose passenger vehicles.

Load Index: An assigned number ranging from 1 to 279 that corresponds to the load carrying capacity of a tire.

Maximum Inflation Pressure: The maximum air pressure to which a cold tire can be inflated. The maximum air pressure is molded onto the sidewall.

Maximum Load Rating: The load rating for a tire at the maximum permissible inflation pressure for that tire.

Maximum Loaded Vehicle Weight: The sum of curb weight, accessory weight, vehicle capacity weight, and production options weight.

Normal Occupant Weight: The number of occupants a vehicle is designed to seat multiplied by 150 lbs (68 kg). See *Loading the Vehicle on page 4-18*.

Occupant Distribution: Designated seating positions.

Outward Facing Sidewall: The side of an asymmetrical tire that has a particular side that faces outward when mounted on a vehicle. The side of the tire that contains a whitewall, bears white lettering, or bears manufacturer, brand, and/or model name molding that is higher or deeper than the same moldings on the other sidewall of the tire.

Passenger (P-Metric) Tire: A tire used on passenger cars and some light duty trucks and multipurpose vehicles.

Recommended Inflation Pressure: Vehicle manufacturer's recommended tire inflation pressure as shown on the tire placard. See *Inflation - Tire Pressure on page 5-63* and *Loading the Vehicle on page 4-18*.

Radial Ply Tire: A pneumatic tire in which the ply cords that extend to the beads are laid at 90 degrees to the centerline of the tread.

Rim: A metal support for a tire and upon which the tire beads are seated.

Sidewall: The portion of a tire between the tread and the bead.

Speed Rating: An alphanumeric code assigned to a tire indicating the maximum speed at which a tire can operate.

Traction: The friction between the tire and the road surface. The amount of grip provided.

Tread: The portion of a tire that comes into contact with the road.

Treadwear Indicators: Narrow bands, sometimes called wear bars, that show across the tread of a tire when only 1/16 inch (1.6 mm) of tread remains. See *When It Is Time for New Tires on page 5-72*.

UTQGS (Uniform Tire Quality Grading Standards): A tire information system that provides consumers with ratings for a tire's traction, temperature, and treadwear. Ratings are determined by tire manufacturers using government testing procedures. The ratings are molded into the sidewall of the tire. See *Uniform Tire Quality Grading on page 5-75*.

Vehicle Capacity Weight: The number of designated seating positions multiplied by 150 lbs (68 kg) plus the rated cargo load. See *Loading the Vehicle on page 4-18*.

Vehicle Maximum Load on the Tire: Load on an individual tire due to curb weight, accessory weight, occupant weight, and cargo weight.

Vehicle Placard: A label permanently attached to a vehicle showing the vehicle's capacity weight and the original equipment tire size and recommended inflation pressure. See "Tire and Loading Information Label" under *Loading the Vehicle on page 4-18*.

Inflation - Tire Pressure

Tires need the correct amount of air pressure to operate effectively.

Notice: **Do not let anyone tell you that under-inflation or over-inflation is all right. It is not. If your tires do not have enough air (under-inflation), you can get the following:**

- **Too much flexing**
- **Too much heat**
- **Tire overloading**
- **Premature or irregular wear**
- **Poor handling**
- **Reduced fuel economy**

If your tires have too much air (over-inflation), you can get the following:

- **Unusual wear**
- **Poor handling**
- **Rough ride**
- **Needless damage from road hazards**

A vehicle specific Tire and Loading Information label is attached to your vehicle. This label shows your vehicle's original equipment tires and the correct inflation pressures for your tires when they are cold. The recommended cold tire inflation pressure, shown on the label, is the minimum amount of air pressure needed to support your vehicle's maximum load carrying capacity.

For additional information regarding how much weight your vehicle can carry, and an example of the Tire and Loading Information label, see *Loading the Vehicle on page 4-18*. How you load your vehicle affects vehicle handling and ride comfort. Never load your vehicle with more weight than it was designed to carry.

When to Check

Check your tires once a month or more.

Do not forget to check the pressure of the spare tire. See *Spare Tire on page 5-95* for additional information.

How to Check

Use a good quality pocket-type gage to check tire pressure. You cannot tell if your tires are properly inflated simply by looking at them. Radial tires may look properly inflated even when they are underinflated. Check the tire's inflation pressure when the tires are cold. Cold means your vehicle has been sitting for at least three hours or driven no more than 1 mile (1.6 km).

Remove the valve cap from the tire valve stem. Press the tire gage firmly onto the valve to get a pressure measurement. If the cold tire inflation pressure matches the recommended pressure on the Tire and Loading Information label, no further adjustment is necessary. If the pressure is low, add air until you reach the recommended amount.

If you overfill the tire, release air by pushing on the metal stem in the center of the tire valve. Recheck the tire pressure with the tire gage.

Be sure to put the valve caps back on the valve stems. They help prevent leaks by keeping out dirt and moisture.

Dual Tire Operation

When the vehicle is new, or whenever a wheel, wheel bolt or wheel nut is replaced, check the wheel nut torque after 100, 1,000 and 6,000 miles (160, 1 600 and 10 000 km) of driving. For proper wheel nut tightening information, see "Removing the Flat Tire and Installing the Spare Tire" later in this section, under *Changing a Flat Tire on page 5-80*. Also see "Wheel Nut Torque" under *Capacities and Specifications on page 5-110*.

The outer tire on a dual wheel setup generally wears faster than the inner tire. Your tires will wear more evenly and last longer if you rotate the tires periodically. See *Tire Inspection and Rotation on page 5-70*. Also see *Scheduled Maintenance on page 6-4*.

⚠ CAUTION:

If you operate your vehicle with a tire that is badly underinflated, the tire can overheat. An overheated tire can lose air suddenly or catch fire. You or others could be injured. Be sure all tires (including the spare) are properly inflated.

See *Tires on page 5-55* and *Inflation - Tire Pressure on page 5-63* for more information on proper tire inflation.

Tire Pressure Monitor System

The Tire Pressure Monitor System (TPMS) uses radio and sensor technology to check tire pressure levels. The TPMS sensors monitor the air pressure in your vehicle's tires and transmit tire pressure readings to a receiver located in the vehicle.

Each tire, including the spare (if provided), should be checked monthly when cold and inflated to the inflation pressure recommended by the vehicle manufacturer on the vehicle placard or tire inflation pressure label. (If your vehicle has tires of a different size than the size indicated on the vehicle placard or tire inflation pressure label, you should determine the proper tire inflation pressure for those tires.)

As an added safety feature, your vehicle has been equipped with a tire pressure monitoring system (TPMS) that illuminates a low tire pressure telltale when one or more of your tires is significantly under-inflated.

Accordingly, when the low tire pressure telltale illuminates, you should stop and check your tires as soon as possible, and inflate them to the proper pressure. Driving on a significantly under-inflated tire causes the tire to overheat and can lead to tire failure. Under-inflation also reduces fuel efficiency and tire tread life, and may affect the vehicle's handling and stopping ability.

Please note that the TPMS is not a substitute for proper tire maintenance, and it is the driver's responsibility to maintain correct tire pressure, even if under-inflation has not reached the level to trigger illumination of the TPMS low tire pressure telltale.

Your vehicle has also been equipped with a TPMS malfunction indicator to indicate when the system is not operating properly. The TPMS malfunction indicator is combined with the low tire pressure telltale. When the system detects a malfunction, the telltale will flash for approximately one minute and then remain continuously illuminated. This sequence will continue upon subsequent vehicle start-ups as long as the malfunction exists.

When the malfunction indicator is illuminated, the system may not be able to detect or signal low tire pressure as intended. TPMS malfunctions may occur for a variety of reasons, including the installation of replacement or alternate tires or wheels on the vehicle that prevent the TPMS from functioning properly. Always check the TPMS malfunction telltale after replacing one or more tires or wheels on your vehicle to ensure that the replacement or alternate tires and wheels allow the TPMS to continue to function properly.

See *Tire Pressure Monitor Operation on page 5-66* for additional information.

Federal Communications Commission (FCC) and Industry and Science Canada

The Tire Pressure Monitor System (TPMS) operates on a radio frequency and complies with Part 15 of the FCC Rules. Operation is subject to the following two conditions:

1. This device may not cause harmful interference.
2. This device must accept any interference received, including interference that may cause undesired operation.

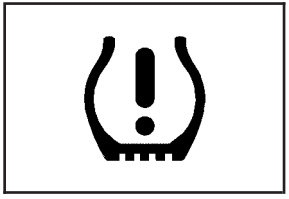
Vehicles with TPMS operate on a radio frequency and comply with RSS-210 of Industry and Science Canada. Operation is subject to the following two conditions:

1. This device may not cause interference.
2. This device must accept any interference received, including interference that may cause undesired operation of the device.

Changes or modifications to this system by other than an authorized service facility could void authorization to use this equipment.

Tire Pressure Monitor Operation

This vehicle may have a Tire Pressure Monitor System (TPMS). The TPMS is designed to warn the driver when a low tire pressure condition exists. TPMS sensors are mounted onto each tire and wheel assembly, excluding the spare tire and wheel assembly. The TPMS sensors monitor the air pressure in the vehicle's tires and transmits the tire pressure readings to a receiver located in the vehicle.



When a low tire pressure condition is detected, the TPMS will illuminate the low tire pressure warning symbol located on the instrument panel cluster.

At the same time a message to check the pressure in a specific tire appears on the Driver Information Center (DIC) display. The low tire pressure warning light and the DIC warning message come on at each ignition cycle until the tires are inflated to the correct inflation pressure. If your vehicle has DIC buttons, tire pressure levels can be viewed by the driver.

For additional information and details about the DIC operation and displays see *DIC Operation and Displays on page 3-41* and *DIC Warnings and Messages on page 3-48*.

The low tire pressure warning light may come on in cool weather when the vehicle is first started, and then turn off as you start to drive. This could be an early indicator that the air pressure in the tire(s) are getting low and need to be inflated to the proper pressure.

A Tire and Loading Information label, attached to your vehicle, shows the size of your vehicle's original equipment tires and the correct inflation pressure for your vehicle's tires when they are cold. See *Loading the Vehicle on page 4-18*, for an example of the Tire and Loading Information label and its location on your vehicle. Also see *Inflation - Tire Pressure on page 5-63*.

Your vehicle's TPMS can warn you about a low tire pressure condition but it does not replace normal tire maintenance. See *Tire Inspection and Rotation on page 5-70* and *Tires on page 5-55*.

Notice: **Liquid tire sealants could damage the Tire Pressure Monitor System (TPMS) sensors. Sensor damage caused by using a tire sealant is not covered by your warranty. Do not use liquid tire sealants.**

TPMS Malfunction Light and Message

The TPMS will not function properly if one or more of the TPMS sensors are missing or inoperable. When the system detects a malfunction, the low tire warning light flashes for about one minute and then stays on for the remainder of the ignition cycle. A DIC warning message is also displayed. The low tire warning light and DIC warning message come on at each ignition cycle until the problem is corrected. Some of the conditions that can cause the malfunction light and DIC message to come on are:

- One of the road tires has been replaced with the spare tire. The spare tire does not have a TPMS sensor. The TPMS malfunction light and DIC message should go off once you re-install the road tire containing the TPMS sensor.
- The TPMS sensor matching process was started but not completed or not completed successfully after rotating the vehicle's tires. The DIC message and TPMS malfunction light should go off once the TPMS sensor matching process is performed successfully. See "TPMS Sensor Matching Process" later in this section.

- One or more TPMS sensors are missing or damaged. The DIC message and the TPMS malfunction light should go off when the TPMS sensors are installed and the sensor matching process is performed successfully. See your dealer/retailer for service.
- Replacement tires or wheels do not match your vehicle's original equipment tires or wheels. Tires and wheels other than those recommended for your vehicle could prevent the TPMS from functioning properly. See *Buying New Tires on page 5-73*.
- Operating electronic devices or being near facilities using radio wave frequencies similar to the TPMS could cause the TPMS sensors to malfunction.

If the TPMS is not functioning it cannot detect or signal a low tire condition. See your dealer/retailer for service if the TPMS malfunction light and DIC message comes on and stays on.

TPMS Sensor Matching Process

Each TPMS sensor has a unique identification code. Any time you rotate your vehicle's tires or replace one or more of the TPMS sensors, the identification codes will need to be matched to the new tire/wheel position. The sensors are matched to the tire/wheel positions in the following order: driver side front tire, passenger side front tire, passenger side rear tire, and driver side rear tire using a TPMS diagnostic tool. See your dealer/retailer for service.

The TPMS sensors can also be matched to each tire/wheel position by increasing or decreasing the tire's air pressure. If increasing the tire's air pressure, do not exceed the maximum inflation pressure indicated on the tire's sidewall.

To decrease air-pressure out of a tire you can use the pointed end of the valve cap, a pencil-style air pressure gage, or a key.

You have two minutes to match the first tire/wheel position, and five minutes overall to match all four tire/wheel positions. If it takes longer than two minutes, to match the first tire and wheel, or more than five minutes to match all four tire and wheel positions the matching process stops and you need to start over.

The TPMS sensor matching process is outlined below:

1. Set the parking brake.
2. Turn the ignition switch to ON/RUN with the engine off.
3. Press the Remote Keyless Entry (RKE) transmitter's LOCK and UNLOCK buttons at the same time for approximately five seconds. The horn sounds twice to signal the receiver is in relearn mode and TIRE LEARNING ACTIVE message displays on the DIC screen.

   If your vehicle does not have RKE, press the Driver Information Center (DIC) vehicle information button until the PRESS ✓ TO RELEARN TIRE POSITIONS message displays. The horn sounds twice to signal the receiver is in relearn mode and TIRE LEARNING ACTIVE message displays on the DIC screen.

   If your vehicle does not have RKE or DIC buttons, press the trip odometer reset stem located on the instrument panel cluster until the PRESS ✓ TO RELEARN TIRE POSITIONS message displays. The horn sounds twice to signal the receiver is in relearn mode and TIRE LEARNING ACTIVE message displays on the DIC screen.
4. Start with the driver side front tire.
5. Remove the valve cap from the valve cap stem. Activate the TPMS sensor by increasing or decreasing the tire's air pressure for five seconds, or until a horn chirp sounds. The horn chirp, which may take up to 30 seconds to sound, confirms that the sensor identification code has been matched to this tire and wheel position.
6. Proceed to the passenger side front tire, and repeat the procedure in Step 5.
7. Proceed to the passenger side rear tire, and repeat the procedure in Step 5.
8. Proceed to the driver side rear tire, and repeat the procedure in Step 5. The horn sounds two times to indicate the sensor identification code has been matched to the driver side rear tire, and that the TPMS sensor matching process is no longer active. The TIRE LEARNING ACTIVE message on the DIC display screen goes off.
9. Turn the ignition switch to LOCK/OFF.
10. Set all four tires to the recommended air pressure level as indicated on the Tire and Loading Information label.
11. Put the valve caps back on the valve stems.

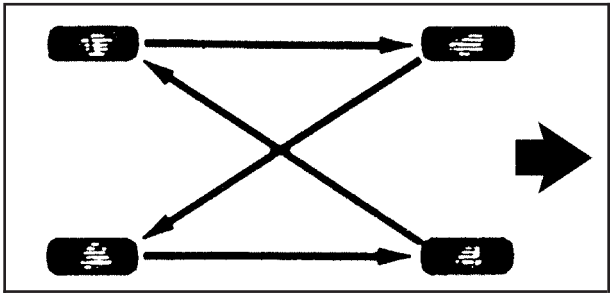
Tire Inspection and Rotation

Inspect tires regularly for signs of wear or damage. Also inspect the spare tire. For more information on tire inspection, see *When It Is Time for New Tires on page 5-72*.

Tires should be rotated every 5,000 to 8,000 miles (8 000 to 13 000 km). See *Scheduled Maintenance on page 6-4*.

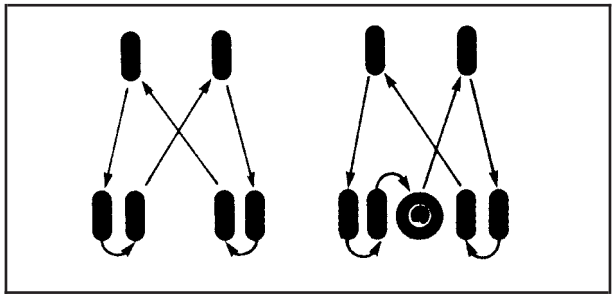
The purpose of a regular tire rotation is to achieve a uniform wear for all tires on the vehicle. This will ensure that the vehicle continues to perform most like it did when the tires were new.

Any time you notice unusual wear, rotate the tires as soon as possible and check wheel alignment. Also check for damaged tires or wheels. See *When It Is Time for New Tires on page 5-72* and *Wheel Replacement on page 5-77*.



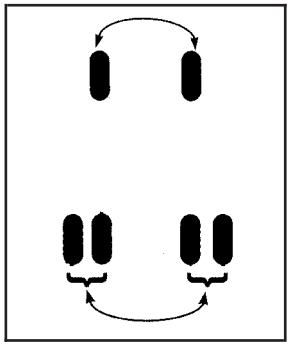
Single Rear Wheels

If your vehicle has single rear wheels, always use the correct rotation pattern shown here when rotating the vehicle's tires. Do not include the spare tire in the tire rotation.



Dual Rear Wheels

If the vehicle has dual rear wheels and the tread design for the front tires is the same as the rear tires, always use one of the correct rotation patterns shown here when rotating the tires.



If the vehicle has dual rear wheels and the tread design for the front tires is different from the dual rear tires, always use the correct rotation pattern shown here when rotating the tires. The dual tires are rotated as a pair and the inside rear tires become the outside rear tires.

When you install dual wheels, be sure that vent holes in the inner and outer wheels on each side are lined up.

Also see *Dual Tire Operation on page 5-64* for additional information.

After the tires have been rotated, adjust the front and rear inflation pressures as shown on the Tire and Loading Information label.

See *Inflation - Tire Pressure on page 5-63* and *Loading the Vehicle on page 4-18*. Make certain that all wheel nuts are properly tightened. See “Wheel Nut Torque” under *Capacities and Specifications on page 5-110*.

⚠ CAUTION:

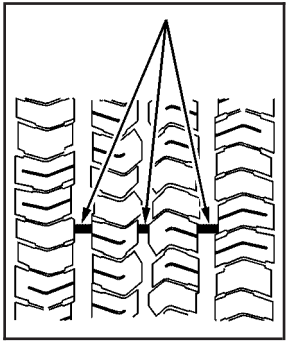
Rust or dirt on a wheel, or on the parts to which it is fastened, can make wheel nuts become loose after time. The wheel could come off and cause an accident. When you change a wheel, remove any rust or dirt from places where the wheel attaches to the vehicle. In an emergency, you can use a cloth or a paper towel to do this; but be sure to use a scraper or wire brush later, if needed, to get all the rust or dirt off. See *Changing a Flat Tire on page 5-80*.

If your vehicle has a Tire Pressure Monitor System (TPMS), reset the TPMS sensors after rotating the tires. See *Tire Pressure Monitor Operation on page 5-66*.

Make sure the spare tire is stored securely. Push, pull, and then try to rotate or turn the tire. If it moves, tighten the cable. See *Storing a Flat or Spare Tire and Tools on page 5-94*.

When It Is Time for New Tires

Various factors, such as maintenance, temperatures, driving speeds, vehicle loading, and road conditions, influence when you need new tires.



One way to tell when it is time for new tires is to check the treadwear indicators, which appear when your tires have only 1/16 inch (1.6 mm) or less of tread remaining.

Some commercial truck tires, including Goodyear LT225/75R16 G949 RSA and Goodyear LT225/75R16 G933 RSD, may not have treadwear indicators.
If the tires do not have treadwear indicators, replace the tires when the tread depth is down to 1/8 inch (3.2 mm) for the front tires, or 1/16 inch (1.6 mm) for the rear tires.

You need new tires if any of the following statements are true:

- You can see the indicators at three or more places around the tire.
- You can see cord or fabric showing through the tire's rubber.
- The tread or sidewall is cracked, cut, or snagged deep enough to show cord or fabric.
- The tire has a bump, bulge, or split.
- The tire has a puncture, cut, or other damage that cannot be repaired well because of the size or location of the damage.

The rubber in tires degrades over time, even if they are not being used. This is also true for the spare tire, if your vehicle has one. Multiple conditions affect how fast this aging takes place, including temperatures, loading conditions, and inflation pressure maintenance. With proper care and maintenance tires will typically wear out before they degrade due to age. If you are unsure about the need to replace your tires as they get older, consult the tire manufacturer for more information.

Buying New Tires

GM has developed and matched specific tires for your vehicle. The original equipment tires installed on your vehicle, when it was new, were designed to meet General Motors Tire Performance Criteria Specification (TPC spec) system rating. If you need replacement tires, GM strongly recommends that you get tires with the same TPC Spec rating. This way, your vehicle will continue to have tires that are designed to give the same performance and vehicle safety, during normal use, as the original tires.

GM's exclusive TPC Spec system considers over a dozen critical specifications that impact the overall performance of your vehicle, including brake system performance, ride and handling, traction control, and tire pressure monitoring performance. GM's TPC Spec number is molded onto the tire's sidewall near the tire size. If the tires have an all-season tread design, the TPC spec number will be followed by a MS, for mud and snow. See *Tire Sidewall Labeling on page 5-56* for additional information.

GM recommends replacing tires in sets of four (or six if your vehicle has dual rear wheels). This is because uniform tread depth on all tires will help keep your vehicle performing most like it did when the tires were new. Replacing less than a full set of tires can affect the braking and handling performance of your vehicle. See *Tire Inspection and Rotation on page 5-70* for information on proper tire rotation.

⚠ CAUTION:

Mixing tires could cause you to lose control while driving. If you mix tires of different sizes, brands, or types (radial and bias-belted tires) the vehicle may not handle properly, and you could have a crash. Using tires of different sizes, brands, or types may also cause damage to your vehicle. Be sure to use the correct size, brand, and type of tires on your vehicle's wheels.

⚠ CAUTION:

If you use bias-ply tires on the vehicle, the wheel rim flanges could develop cracks after many miles of driving. A tire and/or wheel could fail suddenly, causing a crash. Use only radial-ply tires with the wheels on the vehicle.

If you must replace your vehicle's tires with those that do not have a TPC Spec number, make sure they are the same size, load range, speed rating, and construction type (radial and bias-belted tires) as your vehicle's original tires.

Vehicles that have a tire pressure monitoring system could give an inaccurate low-pressure warning if non-TPC Spec rated tires are installed on your vehicle. Non-TPC Spec rated tires may give a low-pressure warning that is higher or lower than the proper warning level you would get with TPC Spec rated tires. See *Tire Pressure Monitor System on page 5-65*.

Your vehicle's original equipment tires are listed on the Tire and Loading Information label. See *Loading the Vehicle on page 4-18*, for more information about the Tire and Loading Information label and its location on your vehicle.

Different Size Tires and Wheels

If you add wheels or tires that are a different size than your original equipment wheels and tires, this could affect the way your vehicle performs, including its braking, ride and handling characteristics, stability, and resistance to rollover. Additionally, if your vehicle has electronic systems such as anti-lock brakes, rollover airbags, traction control, and electronic stability control, the performance of these systems can be affected.

⚠ CAUTION:

If you add different sized wheels, your vehicle may not provide an acceptable level of performance and safety if tires not recommended for those wheels are selected. You may increase the chance that you will crash and suffer serious injury. Only use GM specific wheel and tire systems developed for your vehicle, and have them properly installed by a GM certified technician.

See *Buying New Tires on page 5-73* and *Accessories and Modifications on page 5-3* for additional information.

Uniform Tire Quality Grading

Quality grades can be found where applicable on the tire sidewall between tread shoulder and maximum section width. For example:

Treadwear 200 Traction AA Temperature A

The following information relates to the system developed by the United States National Highway Traffic Safety Administration (NHTSA), which grades tires by treadwear, traction, and temperature performance. This applies only to vehicles sold in the United States. The grades are molded on the sidewalls of most passenger car tires. The Uniform Tire Quality Grading (UTQG) system does not apply to deep tread, winter-type snow tires, space-saver, or temporary use spare tires, tires with nominal rim diameters of 10 to 12 inches (25 to 30 cm), or to some limited-production tires.

While the tires available on General Motors passenger cars and light trucks may vary with respect to these grades, they must also conform to federal safety requirements and additional General Motors Tire Performance Criteria (TPC) standards.

Treadwear

The treadwear grade is a comparative rating based on the wear rate of the tire when tested under controlled conditions on a specified government test course. For example, a tire graded 150 would wear one and a half (1.5) times as well on the government course as a tire graded 100. The relative performance of tires depends upon the actual conditions of their use, however, and may depart significantly from the norm due to variations in driving habits, service practices, and differences in road characteristics and climate.

Traction – AA, A, B, C

The traction grades, from highest to lowest, are AA, A, B, and C. Those grades represent the tire's ability to stop on wet pavement as measured under controlled conditions on specified government test surfaces of asphalt and concrete. A tire marked C may have poor traction performance.

Temperature – A, B, C

The temperature grades are A (the highest), B, and C, representing the tire's resistance to the generation of heat and its ability to dissipate heat when tested under controlled conditions on a specified indoor laboratory test wheel. Sustained high temperature can cause the material of the tire to degenerate and reduce tire life, and excessive temperature can lead to sudden tire failure. The grade C corresponds to a level of performance which all passenger car tires must meet under the Federal Motor Vehicle Safety Standard No. 109. Grades B and A represent higher levels of performance on the laboratory test wheel than the minimum required by law. It should be noted that the temperature grade for this tire is established for a tire that is properly inflated and not overloaded. Excessive speed, underinflation, or excessive loading, either separately or in combination, can cause heat buildup and possible tire failure.

Wheel Alignment and Tire Balance

The tires and wheels on your vehicle were aligned and balanced carefully at the factory to give you the longest tire life and best overall performance. Adjustments to wheel alignment and tire balancing will not be necessary on a regular basis. However, if you notice unusual tire wear or your vehicle pulling to one side or the other, the alignment might need to be checked. If you notice your vehicle vibrating when driving on a smooth road, the tires and wheels might need to be rebalanced. See your dealer/retailer for proper diagnosis.

Wheel Replacement

Replace any wheel that is bent, cracked, or badly rusted or corroded. If wheel nuts keep coming loose, the wheel, wheel bolts and wheel nuts should be replaced. If the wheel leaks air, replace it (except some aluminum wheels, which can sometimes be repaired). See your dealer/retailer if any of these conditions exist.

Your dealer/retailer will know the kind of wheel you need.

Each new wheel should have the same load-carrying capacity, diameter, width, offset and be mounted the same way as the one it replaces.

If you need to replace any of the wheels, wheel bolts, wheel nuts or Tire Pressure Monitor System (TPMS) sensors, replace them only with new GM original equipment parts. This way, you will be sure to have the right wheel, wheel bolts, wheel nuts, and TPMS sensors for the vehicle.

⚠ CAUTION:

Using the wrong replacement wheels, wheel bolts, or wheel nuts on your vehicle can be dangerous. It could affect the braking and handling of your vehicle, make your tires lose air and make you lose control. You could have a collision in which you or others could be injured. Always use the correct wheel, wheel bolts, and wheel nuts for replacement.

Notice: **The wrong wheel can also cause problems with bearing life, brake cooling, speedometer or odometer calibration, headlamp aim, bumper height, vehicle ground clearance, and tire or tire chain clearance to the body and chassis.**

Whenever a wheel, wheel bolt or wheel nut is replaced on a dual wheel setup, check the wheel nut torque after 100, 1,000 and 6,000 miles (160, 1 600 and 10 000 km) of driving. For proper torque, see “Wheel Nut Torque” under *Capacities and Specifications on page 5-110*.

See *Changing a Flat Tire on page 5-80* for more information.

Used Replacement Wheels

⚠ CAUTION:

Putting a used wheel on the vehicle is dangerous. You cannot know how it has been used or how far it has been driven. It could fail suddenly and cause a crash. If you have to replace a wheel, use a new GM original equipment wheel.

Tire Chains

⚠ CAUTION:

If your vehicle has dual wheels or P245/70R17 or LT245/75R16 size tires, do not use tire chains. They can damage your vehicle because there is not enough clearance. Tire chains used on a

CAUTION: (Continued)

CAUTION: (Continued)

vehicle without the proper amount of clearance can cause damage to the brakes, suspension, or other vehicle parts. The area damaged by the tire chains could cause you to lose control of your vehicle and you or others may be injured in a crash.

Use another type of traction device only if its manufacturer recommends it for use on your vehicle and tire size combination and road conditions. Follow that manufacturer's instructions. To help avoid damage to your vehicle, drive slowly, readjust, or remove the device if it is contacting your vehicle, and do not spin the vehicle's wheels.

If you do find traction devices that will fit, install them on the rear tires.

Notice: **If your vehicle does not have dual wheels and has a tire size other than P245/70R17 or LT245/75R16, use tire chains only where legal and only when you must. Use chains that are the proper size for your tires. Install them on the tires of the rear axle. Do not use chains on the tires of the front axle. Tighten them as tightly as possible with the ends securely fastened. Drive slowly and follow the chain manufacturer's instructions. If you can hear the chains contacting your vehicle, stop and retighten them. If the contact continues, slow down until it stops. Driving too fast or spinning the wheels with chains on will damage your vehicle.**

If a Tire Goes Flat

It is unusual for a tire to blowout while you are driving, especially if you maintain your vehicle's tires properly. If air goes out of a tire, it is much more likely to leak out slowly. But if you should ever have a blowout, here are a few tips about what to expect and what to do:

If a front tire fails, the flat tire creates a drag that pulls the vehicle toward that side. Take your foot off the accelerator pedal and grip the steering wheel firmly. Steer to maintain lane position, and then gently brake to a stop well out of the traffic lane.

A rear blowout, particularly on a curve, acts much like a skid and may require the same correction you would use in a skid. In any rear blowout remove your foot from the accelerator pedal. Get the vehicle under control by steering the way you want the vehicle to go. It may be very bumpy and noisy, but you can still steer. Gently brake to a stop, well off the road if possible.

⚠ CAUTION:

Lifting a vehicle and getting under it to do maintenance or repairs is dangerous without the appropriate safety equipment and training. If a jack is provided with the vehicle, it is designed only for changing a flat tire. If it is used for anything else, you or others could be badly injured or killed if the vehicle slips off the jack. If a jack is provided with the vehicle, only use it for changing a flat tire.

If a tire goes flat, the next part shows how to use the jacking equipment to change a flat tire safely.

Changing a Flat Tire

If a tire goes flat, avoid further tire and wheel damage by driving slowly to a level place. Turn on the hazard warning flashers. See *Hazard Warning Flashers on page 3-6*.

⚠ CAUTION:

Changing a tire can be dangerous. The vehicle can slip off the jack and roll over or fall on you or other people. You and they could be badly injured or even killed. Find a level place to change your tire. To help prevent the vehicle from moving:

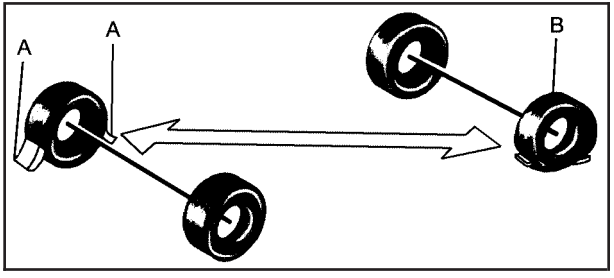
1. Set the parking brake firmly.
2. Put the shift lever in P (Park).
3. Turn off the engine and do not restart while the vehicle is raised.
4. Do not allow passengers to remain in the vehicle.

CAUTION: (Continued)

CAUTION: (Continued)

To be even more certain the vehicle will not move, you should put blocks at the front and rear of the tire farthest away from the one being changed. That would be the tire, on the other side, at the opposite end of the vehicle.

When the vehicle has a flat tire (B), use the following example as a guide to assist you in the placement of wheel blocks (A).



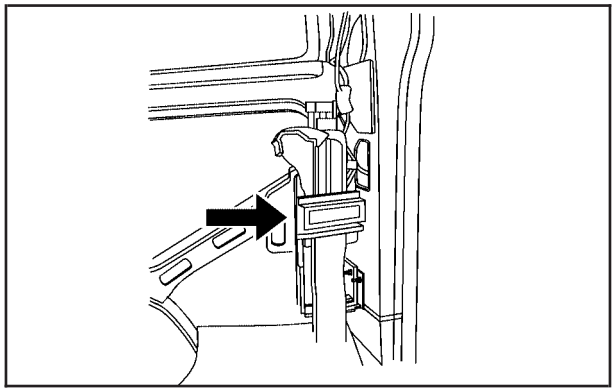
A. Wheel Block

B. Flat Tire

The following information explains how to use the jack and change a tire.

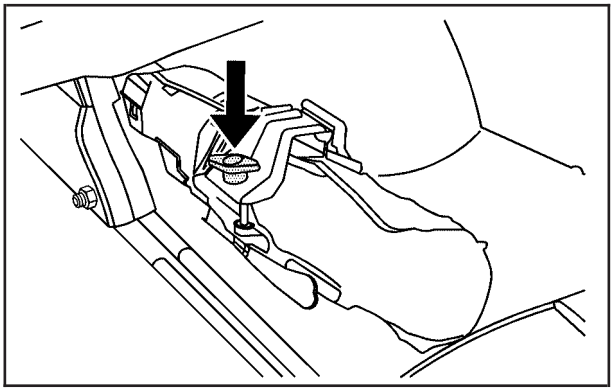
Removing the Spare Tire and Tools

If you have a cargo van or a passenger van, the equipment you will need is located in the passenger side rear corner of the vehicle.

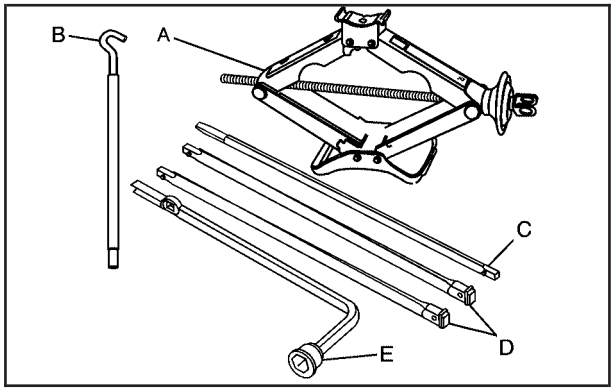


Remove the retaining wing bolt and lift it off of the mounting bracket.

If you have a van with the 15-passenger seating arrangement, the equipment you will need is secured on the rear floor of the passenger side of the vehicle.



To access the equipment, remove the retaining wing bolt and lift it out of the mounting bracket.

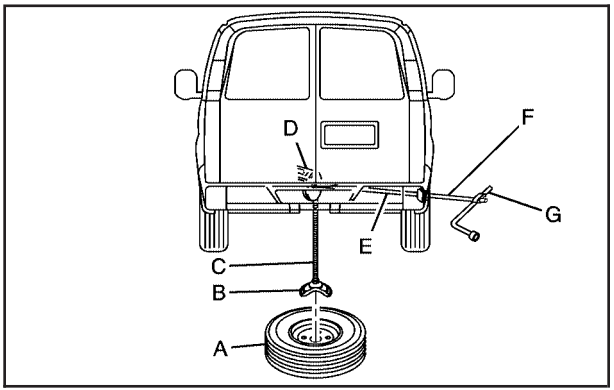


The tools you will be using include the jack (A), jack handle (B), hoist extension (C), jack handle extension (D), and the wheel wrench (E).

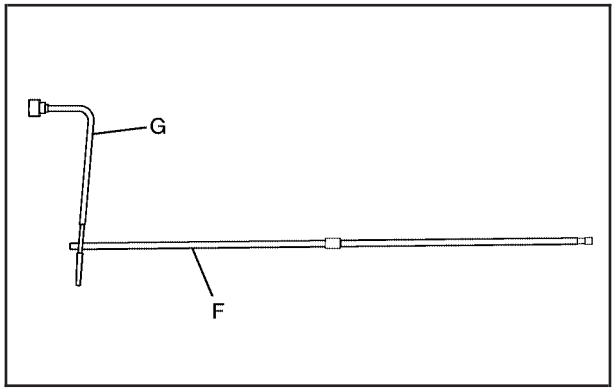
The spare tire is mounted in the rear underbody of the vehicle.

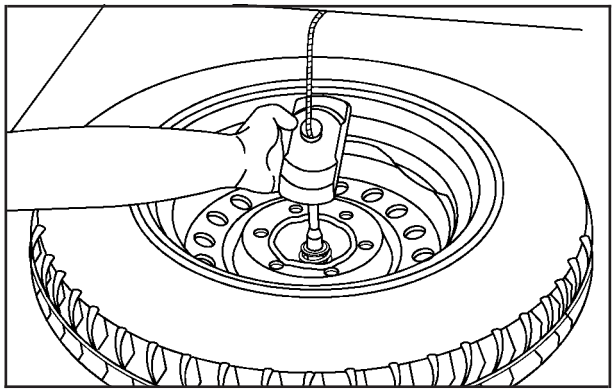
You will use the hoist extension, the jack handle extensions and the wheel wrench to remove the underbody-mounted spare tire.

To lower the spare tire from the vehicle:



A. Spare Tire
B. Tire/Wheel Retainer
C. Hoist Cable
D. Hoist Assembly
E. Hoist Shaft
F. Jack Handle and Hoist Extensions
G. Wheel Wrench





1. Assemble the wheel wrench (G) to one or two of the jack handle extensions and the hoist extension. Insert the hoist extension end through the hole in the rear bumper.
2. Be sure the hoist extension end connects to the hoist shaft (E). The chiseled end of the extension is used to lower the spare tire.
3. Turn the wheel wrench counterclockwise to lower the spare tire to the ground. Continue to turn the wheel wrench until the spare tire can be pulled out from under the vehicle.

   If the spare tire does not lower to the ground, the secondary latch is engaged causing the tire not to lower. See *Secondary Latch System on page 5-91*.
4. When the tire has been lowered, pull the tire toward you so you can reach the tire retainer and pull it up through the wheel opening.

   If you have a vehicle which was completed from a cab and chassis, refer to the information from body supplier/installer.

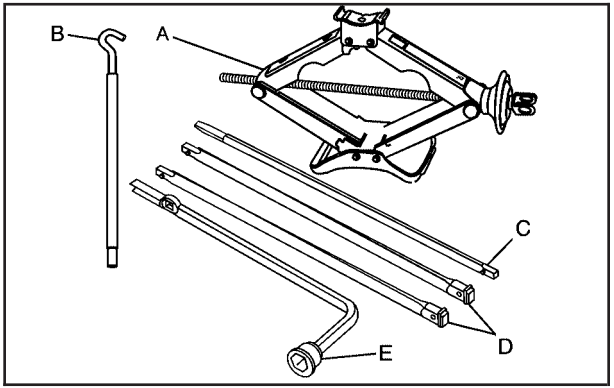
   The spare tire is a full-size tire, like the other tires on the vehicle.
5. Put the spare tire near the flat tire.

Removing the Flat Tire and Installing the Spare Tire

If your vehicle has plastic wheel nut caps, loosen them by turning the wheel wrench counterclockwise. The wheel nut caps are designed to remain with the center cap. Remove the center cap.

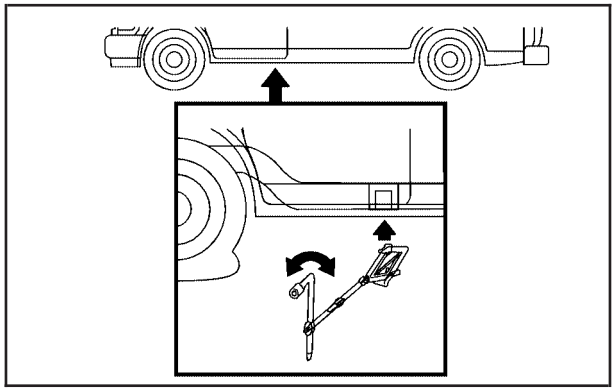
If the wheel has a smooth center piece, place the chisel end of the wheel wrench in the slot on the wheel and gently pry it out.

1. Do a safety check before proceeding. See *Changing a Flat Tire on page 5-80* for more information.
2. Loosen all the wheel nuts with the wheel wrench. Do not remove them yet.
3. Assemble the jack and tools:

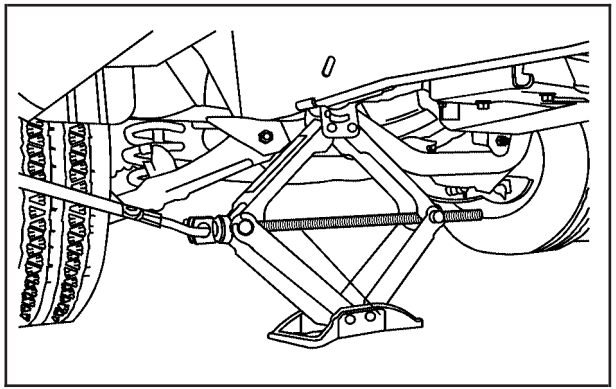


Front Flat: Assemble the jack (A) together with the jack handle (B), 1 or 2 jack handle extensions (D) and the wheel wrench (E).

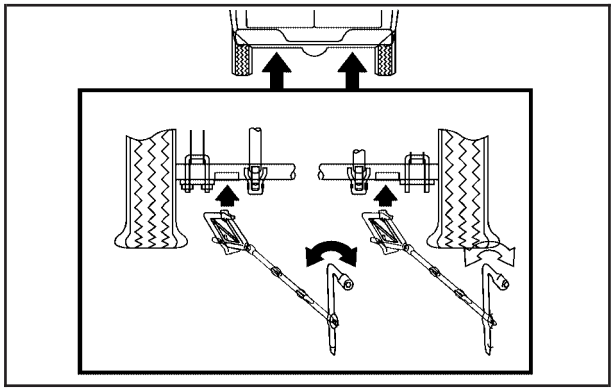
Rear Flat: Assemble the jack (A) together with the jack handle (B), 2 jack handle extensions (D), and the wheel wrench (E).



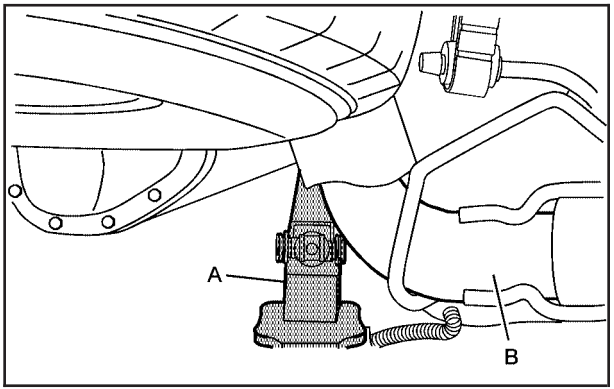
Front Position



Front Position



Rear Position



Rear Alternative Position (Diesel Vehicles)

4. Position the jack under the vehicle as shown.

   The front position jacking point is on the frame. The rear position jacking point is on the rear axle.

   If the exhaust system interferes in the jack location in the rear axle, such as in Diesel vehicles, place the jack (A) on the rear axle between the axle housing and the shock absorber bracket in order to avoid any interference with the exhaust pipe (B).

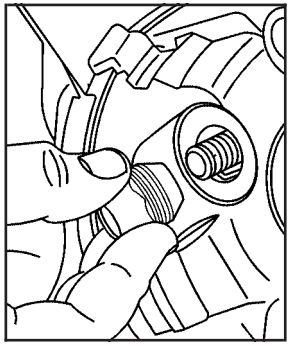
⚠ CAUTION:

Getting under a vehicle when it is jacked up is dangerous. If the vehicle slips off the jack you could be badly injured or killed. Never get under a vehicle when it is supported only by a jack.

⚠ CAUTION:

Raising your vehicle with the jack improperly positioned can damage the vehicle and even make the vehicle fall. To help avoid personal injury and vehicle damage, be sure to fit the jack lift head into the proper location before raising the vehicle.

5. Raise the vehicle by turning the wheel wrench clockwise. Raise the vehicle far enough off the ground so there is enough room for the spare tire to fit.

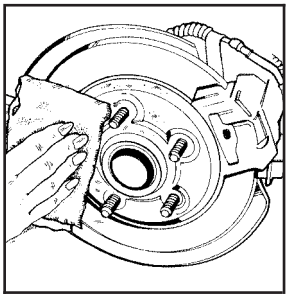


6. Remove all the wheel nuts.

7. Take flat tire off of the mounting surface.

⚠ CAUTION:

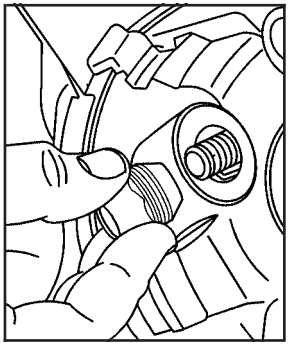
Rust or dirt on a wheel, or on the parts to which it is fastened, can make wheel nuts become loose after time. The wheel could come off and cause an accident. When changing a wheel, remove any rust or dirt from places where the wheel attaches to the vehicle. In an emergency, use a cloth or a paper towel to do this; but be sure to use a scraper or wire brush later, if needed, to get all the rust or dirt off. See *Changing a Flat Tire on page 5-80*.



8. Remove any rust or dirt from the wheel bolts, mounting surfaces and spare wheel.

⚠ CAUTION:

Never use oil or grease on bolts or nuts because the nuts might come loose. The vehicle's wheel could fall off, causing a crash.



9. Put the wheel nuts back on with the rounded end of the nuts toward the wheel. Tighten each wheel nut by hand until the wheel is held against the hub.

10. Lower the vehicle by turning the jack handle counterclockwise. Lower the jack completely.

⚠ CAUTION:

Wheel nuts that are not tight can work loose. If all the nuts on a wheel come off, the wheel can come off the vehicle, causing a crash. All wheel nuts must be properly tightened. Follow the rules in this section to be sure they are.

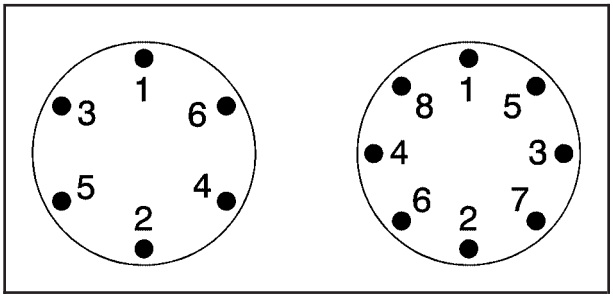
⚠ CAUTION:

If wheel studs are damaged, they can break. If all the studs on a wheel broke, the wheel could come off and cause a crash. If any stud is damaged because of a loose-running wheel, it could be that all of the studs are damaged. To be sure, replace all studs on the wheel. If the stud holes in a wheel have become larger, the wheel could collapse in operation. Replace any wheel if its stud holes have become larger or distorted in any way. Inspect hubs and hub-piloted wheels for damage. Because of loose running wheels, piloting pad damage may occur and require replacement of the entire hub, for proper centering of the wheels. When replacing studs, hubs, wheel nuts or wheels, be sure to use GM original equipment parts.

⚠ CAUTION:

Wheel nuts that are improperly or incorrectly tightened can cause the wheels to become loose or come off. The wheel nuts should be tightened with a torque wrench to the proper torque specification after replacing. Follow the torque specification supplied by the aftermarket manufacturer when using accessory locking wheel nuts. See *Capacities and Specifications on page 5-110* for original equipment wheel nut torque specifications.

Notice: **Improperly tightened wheel nuts can lead to brake pulsation and rotor damage. To avoid expensive brake repairs, evenly tighten the wheel nuts in the proper sequence and to the proper torque specification. See *Capacities and Specifications on page 5-110* for the wheel nut torque specification.**



11. Use the wheel wrench to tighten the nuts firmly. Turn the wheel wrench clockwise and in a crisscross sequence as shown.
12. Put the wheel cover or the center cap and plastic wheel nut caps back on. Remove any wheel blocks.

    Have a technician check the wheel nut tightness of all wheels with a torque wrench after the first 100 miles (160 km) and then 1,000 miles (1600 km) after that. Repeat this service whenever you have a tire removed or serviced. See *Capacities and Specifications on page 5-110* for more information.

Secondary Latch System

Your vehicle has an underbody-mounted tire hoist assembly equipped with a secondary latch system. It is designed to stop the spare tire from suddenly falling off the vehicle if the cable holding the spare tire is damaged. For the secondary latch to work, the tire must be stowed with the valve stem pointing down.

See *Storing a Flat or Spare Tire and Tools on page 5-94* for instructions on storing the spare tire correctly.

⚠ CAUTION:

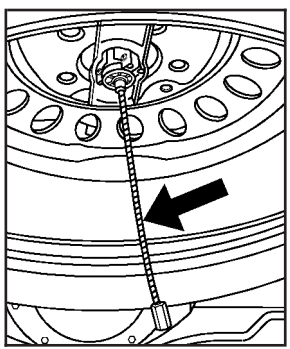
Before beginning this procedure read all the instructions. Failure to read and follow the instructions could damage the hoist assembly and you and others could get hurt. Read and follow the instructions listed next.

To release the spare tire from the secondary latch:

⚠ CAUTION:

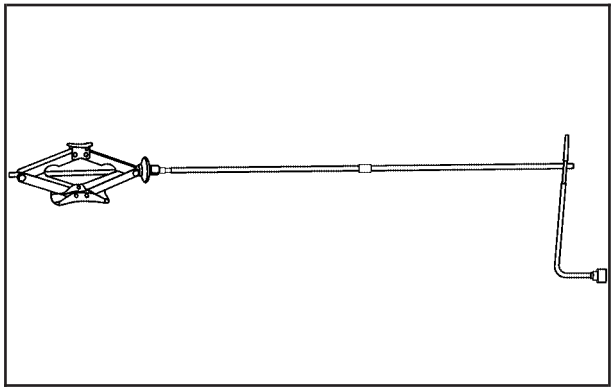
Someone standing too close during the procedure could be injured by the jack. If the spare tire does not slide off the jack completely, make sure no one is behind you or on either side of you as you pull the jack out from under the spare.

1. Check under the vehicle to see if the cable end is visible.

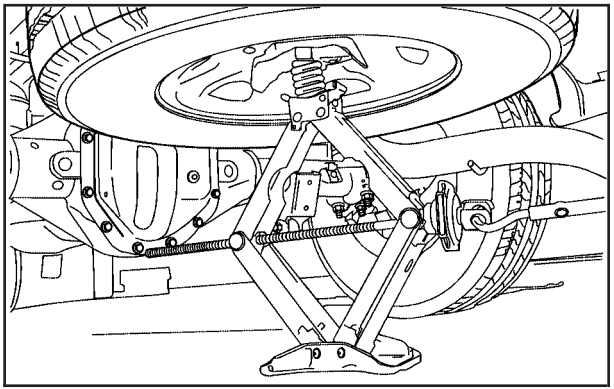


If the cable is not visible, start this procedure at Step 6.

2. Turn the hoist extension counterclockwise until approximately 6 inches (15 cm) of cable is exposed.



3. Attach the jack handle/jack handle extension and wheel wrench to the jack.



4. Place the jack under the vehicle, ahead of the rear bumper. Position the center lift point of the jack under the center of the spare tire and turn the handle clockwise to raise the jack until it lifts the secondary latch spring.

5. Keep raising the jack until the spare tire stops moving upward and is held firmly in place. This lets you know that the secondary latch has released. The spare tire is now balancing on the jack.
6. Lower the jack by turning the wheel wrench counterclockwise. Keep lowering the jack until the spare tire slides off the jack or is hanging by the cable.
7. Disconnect the jack handle from the jack and carefully remove the jack. Use one hand to push against the spare while firmly pulling the jack out from under the spare tire with the other hand.

   If the spare tire is hanging from the cable, assembly the wheel wrench onto the hoist extension and insert the chisel end of the hoist extension into the hoist shaft hole above the bumper. Turn the wheel wrench counterclockwise to lower the spare the rest of the way.
8. Tilt the retainer at the end of the cable and pull it through the wheel opening. Pull the tire out from under the vehicle.

Notice: **If you drive away before the spare tire or secondary latch system cable has been reinstalled, you could damage your vehicle. Always reinstall this cable before driving your vehicle.**

9. If the cable is hanging under the vehicle, turn the wheel wrench in the hoist shaft hole in the bumper clockwise to raise the cable back up.

Have the hoist assembly inspected as soon as you can. You will not be able to store a spare or flat tire using the hoist assembly until it has been repaired or replaced.

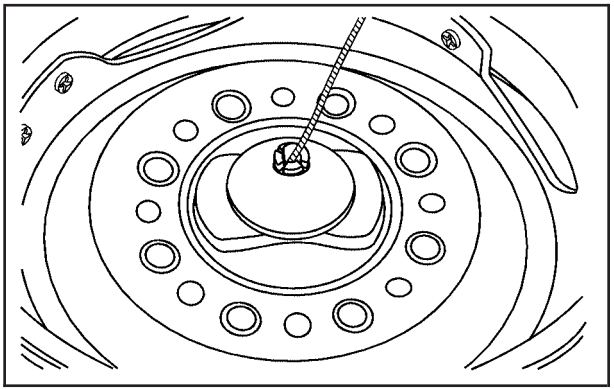
To continue changing the flat tire, return to Step 4 of *Removing the Flat Tire and Installing the Spare Tire on page 5-84*.

Storing a Flat or Spare Tire and Tools

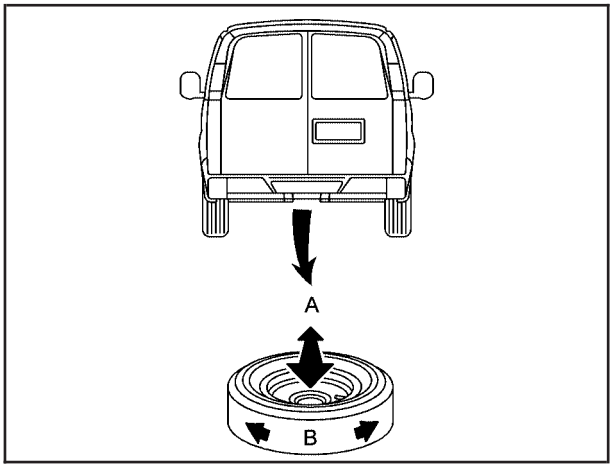
⚠ CAUTION:

Storing a jack, a tire, or other equipment in the passenger compartment of the vehicle could cause injury. In a sudden stop or collision, loose equipment could strike someone. Store all these in the proper place.

1. Put the tire on the ground at the rear of the vehicle with the valve stem pointed down.



2. Pull the retaining bar through the center of the wheel, making sure it is properly attached.
3. Pull the wheel toward the rear of the vehicle, keeping the cable tight.
4. Put the chisel end of the hoist extension on an angle through the hole in the rear door frame, above the bumper.
5. Raise the tire fully against the underside of the vehicle. Continue turning the wheel wrench until the tire is secure and the cable is tight. The spare tire hoist cannot be overtightened.



6. Make sure the tire is stored securely. Push, pull (A), and then try to turn (B) the tire. If the tire moves, use the wheel wrench to tighten the cable.

   You will hear two clicks when the tire is up all the way.

7. Return the jacking equipment to the proper location. Secure the items and replace the jack cover.

Spare Tire

This vehicle, when new, may have had a fully-inflated spare tire. A spare tire may lose air over time, so check its inflation pressure regularly. See *Inflation - Tire Pressure on page 5-63* and *Loading the Vehicle on page 4-18* for information regarding proper tire inflation and loading the vehicle. For instruction on how to remove, install or store a spare tire, see *Removing the Flat Tire and Installing the Spare Tire on page 5-84* and *Storing a Flat or Spare Tire and Tools on page 5-94*.

After installing the spare tire on the vehicle, you should stop as soon as possible and make sure the spare is correctly inflated. The spare tire is made to perform well at speeds up to 70 mph (112 km/h) at the recommended inflation pressure, so you can finish your trip.

Have the damaged or flat road tire repaired or replaced as soon as you can and installed back onto the vehicle. This way, a spare tire will be available in case you need it again. Do not mix tires and wheels of different sizes, because they will not fit. Keep the spare tire and its wheel together.

Appearance Care

Interior Cleaning

The vehicle's interior will continue to look its best if it is cleaned often. Although not always visible, dust and dirt can accumulate on the upholstery. Dirt can damage carpet, fabric, leather, and plastic surfaces. Regular vacuuming is recommended to remove particles from the upholstery. It is important to keep the upholstery from becoming and remaining heavily soiled. Soils should be removed as quickly as possible. The vehicle's interior may experience extremes of heat that could cause stains to set rapidly.

Lighter colored interiors may require more frequent cleaning. Use care because newspapers and garments that transfer color to home furnishings may also transfer color to the vehicle's interior.

When cleaning the vehicle's interior, only use cleaners specifically designed for the surfaces being cleaned. Permanent damage may result from using cleaners on surfaces for which they were not intended. Use glass cleaner only on glass. Remove any accidental over-spray from other surfaces immediately. To prevent over-spray, apply cleaner directly to the cleaning cloth.

Notice: **Using abrasive cleaners when cleaning glass surfaces on the vehicle, could scratch the glass and/or cause damage to the rear window defogger. When cleaning the glass on the vehicle, use only a soft cloth and glass cleaner.**

Many cleaners contain solvents that may become concentrated in the vehicle's breathing space. Before using cleaners, read and adhere to all safety instructions on the label. While cleaning the vehicle's interior, maintain adequate ventilation by opening the vehicle's doors and windows.

Dust may be removed from small buttons and knobs using a small brush with soft bristles.

Products that remove odors from the vehicle's upholstery and clean the vehicle's glass can be obtained from your dealer/retailer.

Do not clean the vehicle using:

- A knife or any other sharp object to remove a soil from any interior surface.
- A stiff brush. It can cause damage to the vehicle's interior surfaces.
- Heavy pressure or aggressive rubbing with a cleaning cloth. Use of heavy pressure can damage the interior and does not improve the effectiveness of soil removal.
- Laundry detergents or dishwashing soaps with degreasers can leave residue that streaks and attracts dirt. For liquid cleaners, about 20 drops per gallon (3.78 L) of water is a good guide. Use only mild, neutral-pH soaps.
- Too much cleaner that saturates the upholstery.
- Organic solvents such as naptha, alcohol, etc. that can damage the vehicle's interior.

Fabric/Carpet

Use a vacuum cleaner with a soft brush attachment frequently to remove dust and loose dirt. A canister vacuum with a beater bar in the nozzle may only be used on floor carpet and carpeted floor mats. For any soil, always try to remove it first with plain water or club soda. Before cleaning, gently remove as much of the soil as possible using one of the following techniques:

- For liquids: gently blot the remaining soil with a paper towel. Allow the soil to absorb into the paper towel until no more can be removed.
- For solid dry soils: remove as much as possible and then vacuum.

To clean:

1. Saturate a lint-free, clean white cloth with water or club soda.
2. Wring the cloth to remove excess moisture.
3. Start on the outside edge of the soil and gently rub toward the center. Continue cleaning, using a clean area of the cloth each time it becomes soiled.
4. Continue to gently rub the soiled area until the cleaning cloth remains clean.
5. If the soil is not completely removed, use a mild soap solution and repeat the cleaning process that was used with plain water.

If any of the soil remains, a commercial fabric cleaner or spot lifter may be necessary. When a commercial upholstery cleaner or spot lifter is to be used, test a small hidden area for colorfastness first. If the locally cleaned area gives any impression that a ring formation may result, clean the entire surface.

After the cleaning process has been completed, a paper towel can be used to blot excess moisture from the fabric or carpet.

Instrument Panel, Vinyl, and Other Plastic Surfaces

A soft cloth dampened with water may be used to remove dust. If a more thorough cleaning is necessary, a clean soft cloth dampened with a mild soap solution can be used to gently remove dust and dirt. Never use spot lifters or removers on plastic surfaces. Many commercial cleaners and coatings that are sold to preserve and protect soft plastic surfaces may permanently change the appearance and feel of the interior and are not recommended. Do not use silicone or wax-based products, or those containing organic solvents to clean the vehicle's interior because they can alter the appearance by increasing the gloss in a non-uniform manner.

Some commercial products may increase gloss on the instrument panel. The increase in gloss may cause annoying reflections in the windshield and even make it difficult to see through the windshield under certain conditions.

Care of Safety Belts

Keep belts clean and dry.

⚠ CAUTION:

Do not bleach or dye safety belts. It may severely weaken them. In a crash, they might not be able to provide adequate protection. Clean safety belts only with mild soap and lukewarm water.

Weatherstrips

Silicone grease on weatherstrips will make them last longer, seal better, and not stick or squeak. Apply silicone grease with a clean cloth. During very cold, damp weather frequent application may be required. See *Recommended Fluids and Lubricants on page 6-14*.

Washing Your Vehicle

The best way to preserve the vehicle's finish is to keep it clean by washing it often.

Notice: **Certain cleaners contain chemicals that can damage the emblems or nameplates on the vehicle. Check the cleaning product label. If it states that it should not be used on plastic parts, do not use it on the vehicle or damage may occur and it would not be covered by the warranty.**

Do not wash the vehicle in direct sunlight. Use a car washing soap. Do not use cleaning agents that are petroleum based or that contain acid or abrasives, as they can damage the paint, metal or plastic on the vehicle. Approved cleaning products can be obtained from your dealer/retailer. Follow all manufacturers' directions regarding correct product usage, necessary safety precautions and appropriate disposal of any vehicle care product.

Rinse the vehicle well, before washing and after to remove all cleaning agents completely. If they are allowed to dry on the surface, they could stain.

Dry the finish with a soft, clean chamois or an all-cotton towel to avoid surface scratches and water spotting.

High pressure car washes may cause water to enter the vehicle. Avoid using high pressure washes closer than 12 inches (30 cm) to the surface of the vehicle. Use of power washers exceeding 1,200 psi (8 274 kPa) can result in damage or removal of paint and decals.

Cleaning Exterior Lamps/Lenses

Use only lukewarm or cold water, a soft cloth and a car washing soap to clean exterior lamps and lenses. Follow instructions under *Washing Your Vehicle on page 5-99*.

Finish Care

Occasional waxing or mild polishing of the vehicle by hand may be necessary to remove residue from the paint finish. Approved cleaning products can be obtained from your dealer/retailer.

If the vehicle has a basecoat/clearcoat paint finish, the clearcoat gives more depth and gloss to the colored basecoat. Always use waxes and polishes that are non-abrasive and made for a basecoat/clearcoat paint finish.

Notice: **Machine compounding or aggressive polishing on a basecoat/clearcoat paint finish may damage it. Use only non-abrasive waxes and polishes that are made for a basecoat/clearcoat paint finish on the vehicle.**

Foreign materials such as calcium chloride and other salts, ice melting agents, road oil and tar, tree sap, bird droppings, chemicals from industrial chimneys, etc., can damage the vehicle's finish if they remain on painted surfaces. Wash the vehicle as soon as possible. If necessary, use non-abrasive cleaners that are marked safe for painted surfaces to remove foreign matter.

Exterior painted surfaces are subject to aging, weather and chemical fallout that can take their toll over a period of years. To help keep the paint finish looking new, keep the vehicle garaged or covered whenever possible.

Protecting Exterior Bright Metal Parts

Bright metal parts should be cleaned regularly to keep their luster. Washing with water is all that is usually needed. However, chrome polish may be used on chrome or stainless steel trim, if necessary.

Use special care with aluminum trim. To avoid damaging protective trim, never use auto or chrome polish, steam or caustic soap to clean aluminum. A coating of wax, rubbed to high polish, is recommended for all bright metal parts.

Windshield and Wiper Blades

Clean the outside of the windshield with glass cleaner.

Clean the rubber blades using a lint free cloth or paper towel soaked with windshield washer fluid or a mild detergent. Wash the windshield thoroughly when cleaning the blades. Bugs, road grime, sap, and a buildup of vehicle wash/wax treatments may cause wiper streaking. Replace the wiper blades if they are worn or damaged.

Wipers can be damaged by:

- Extreme dusty conditions
- Sand and salt
- Heat and sun
- Snow and ice, without proper removal

Aluminum Wheels

Notice: **Using strong soaps, chemicals, abrasive polishes, cleaners, brushes, or cleaners that contain acid on aluminum or chrome-plated wheels, could damage the surface of the wheel(s). The repairs would not be covered by the warranty. Use only approved cleaners on aluminum or chrome-plated wheels.**

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.

Notice: **Using chrome polish on aluminum wheels could damage the wheels. The repairs would not be covered by the warranty. Use chrome polish on chrome wheels only.**

The surface of these wheels is similar to the painted surface of the vehicle. Do not use strong soaps, chemicals, abrasive polishes, abrasive cleaners, cleaners with acid, or abrasive cleaning brushes on them because the surface could be damaged. Do not use chrome polish on aluminum wheels.

Notice: **Driving the vehicle through an automatic car wash that has silicone carbide tire cleaning brushes, could damage the aluminum or chrome-plated wheels. The repairs would not be covered by the warranty. Never drive a vehicle equipped with aluminum or chrome-plated wheels through an automatic car wash that uses silicone carbide tire cleaning brushes.**

Tires

To clean the tires, use a stiff brush with tire cleaner.

Notice: **Using petroleum-based tire dressing products on the vehicle may damage the paint finish and/or tires. When applying a tire dressing, always wipe off any overspray from all painted surfaces on the vehicle.**

Sheet Metal Damage

If the vehicle is damaged and requires sheet metal repair or replacement, make sure the body repair shop applies anti-corrosion material to parts repaired or replaced to restore corrosion protection.

Original manufacturer replacement parts will provide the corrosion protection while maintaining the vehicle warranty.

Finish Damage

Any stone chips, fractures or deep scratches in the finish should be repaired right away. Bare metal will corrode quickly and may develop into major repair expense.

Minor chips and scratches can be repaired with touch-up materials available from your dealer/retailer. Larger areas of finish damage can be corrected in your dealer's/retailer's body and paint shop.

Underbody Maintenance

Chemicals used for ice and snow removal and dust control can collect on the underbody. If these are not removed, corrosion and rust can develop on the underbody parts such as fuel lines, frame, floor pan, and exhaust system even though they have corrosion protection.

At least every spring, flush these materials from the underbody with plain water. Clean any areas where mud and debris can collect. Dirt packed in close areas of the frame should be loosened before being flushed. Your dealer/retailer or an underbody car washing system can do this.

Chemical Paint Spotting

Some weather and atmospheric conditions can create a chemical fallout. Airborne pollutants can fall upon and attack painted surfaces on the vehicle. This damage can take two forms: blotchy, ring-shaped discolorations, and small, irregular dark spots etched into the paint surface.

Although no defect in the paint job causes this, we will repair, at no charge to the owner, the surfaces of new vehicles damaged by this fallout condition within 12 months or 12,000 miles (20 000 km) of purchase, whichever occurs first.

Vehicle Identification

Vehicle Identification Number (VIN)

This is the legal identifier for the vehicle. It appears on a plate in the front corner of the instrument panel, on the driver side. It can be seen through the windshield from outside the vehicle. The VIN also appears on the Certification/Tire and Service Parts labels and the certificates of title and registration.

Engine Identification

The eighth character in the VIN is the engine code. This code helps identify the vehicle's engine, specifications, and replacement parts. See "Engine Specifications" under *Capacities and Specifications on page 5-110* for the vehicle's engine code.

Service Parts Identification Label

This label is on the front passenger door frame. It is very helpful if parts need to be ordered. The label has the following information:

- Vehicle Identification Number (VIN)
- Model designation
- Paint information
- Production options and special equipment

Do not remove this label from the vehicle.

Electrical System

Add-On Electrical Equipment

Notice: **Do not add anything electrical to the vehicle unless you check with your dealer/retailer first. Some electrical equipment can damage the vehicle and the damage would not be covered by the vehicle's warranty. Some add-on electrical equipment can keep other components from working as they should.**

Add-on equipment can drain the vehicle battery, even if the vehicle is not operating.

The vehicle has an airbag system. Before attempting to add anything electrical to the vehicle, see *Servicing Your Airbag-Equipped Vehicle on page 1-77*.

Headlamp Wiring

The headlamp wiring is protected by fuses in the engine compartment fuse block. An electrical overload will cause the lamps to flicker on and off, or in some cases to remain off. If this happens, have your headlamp wiring checked right away.

Windshield Wiper Fuses

The windshield wiper motor is protected by a circuit breaker and a fuse. If the motor overheats due to heavy snow, etc., the wiper will stop until the motor cools. Although the circuit is protected from electrical overload, overload due to heavy snow, etc., may cause wiper linkage damage. Always clear ice and heavy snow from the windshield before using the windshield wipers. If the overload is caused by some electrical problem and not snow, etc., be sure to get it fixed.

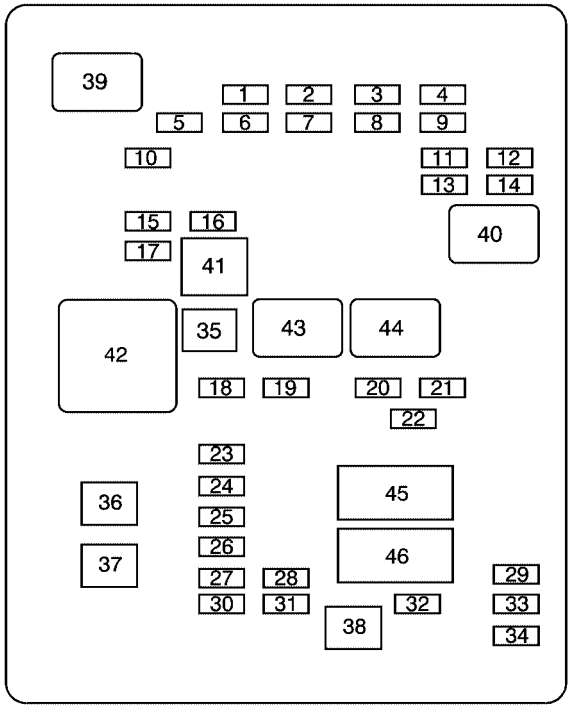
Fuses and Circuit Breakers

The wiring circuits in the vehicle are protected from short circuits by a combination of fuses and circuit breakers. This greatly reduces the chance of fires caused by electrical problems.

Look at the silver-colored band inside the fuse. If the band is broken or melted, replace the fuse. Be sure you replace a bad fuse with a new one of the identical size and rating.

Floor Console Fuse Block

The floor console fuse block is located under the driver seat.



Fuse	Usage
1	Climate Control 2 (HVAC)
2	Compass
3	Ignition Switch, Theft Deterrent System Module (PK3)
4	Upfitter Courtesy Lamps
5	Climate Control 1 (HVAC)
6	Empty
7	Instrument Panel Cluster
8	Audio System, Chime
9	Auxiliary Park Lamp
10	Auxiliary Trailer Back-up Lamps
11	Remote Function Actuator, Tire Pressure Monitor (TPM)
12	Climate Control (HVAC) Controls
13	Trailer Park Lamps
14	Front Park Lamps
15	Taillamps, Back-up Lamps
16	Empty
17	Steering Wheel Sensor
18	Outside Rearview Mirror Switch
19	Empty
20	Empty
21	Rear Defogger
22	Outside Rearview Mirror Heater

Fuse	Usage
23	Empty
24	Empty
25	Cargo Door Unlock
26	Rear Door Lock
27	Front Door Lock
28	Rear Passenger Door Unlock
29	Upfitter Park Lamps
30	Front Passenger Door Unlock
31	Driver Door Unlock
32	Airbag System, Automatic Occupant Sensing (AOS) System
33	Right Rear Park Lamp
34	Left Rear Park Lamp
35	Upfitter Auxiliary 2 (J-Case)
36	Upfitter Auxiliary 1 (J-Case)
37	Rear Blower (J-Case)
38	Empty (J-Case)

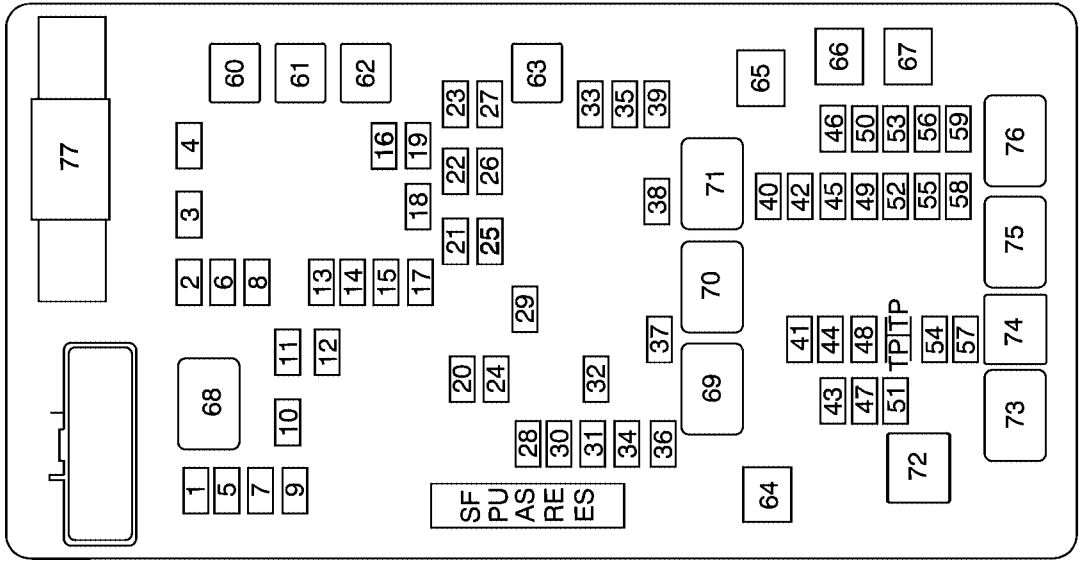
Relays	Usage
39	Run (High Current Micro)
40	Park Lamps (High Current Micro)
41	Empty (Mini Micro)
42	Upfitter Auxiliary 2 (High Current ISO Relay)
43	Retained Accessory Power (RAP) (High Current Micro)
44	Rear Defogger (High Current Micro)

Circuit Breaker	Usage
45	Power Window
46	Power Seats

Engine Compartment Fuse Block

The fuse block is located in the engine compartment on the driver side of the vehicle.

Notice: **Spilling liquid on any electrical components on the vehicle may damage it. Always keep the covers on any electrical component.**



Fuse	Usage
1	Left High-Beam Headlamp
2	Fuel Pump
3	Empty
4	Fuel Heater (Diesel)

Fuse	Usage
5	Right High-Beam Headlamp
6	Empty
7	Left Low-Beam Headlamp
8	Right Stoplamp, Trailer Turn Signal

Fuse	Usage
9	Right Low-Beam Headlamp
10	Daytime Running Lamps 2 (DRL)
11	Fuel System Control Module Ignition (Gas)
12	Daytime Running Lamps 1 (DRL)
13	Auxiliary Stoplamp
14	Fuel Operated Heater Module (Diesel)
15	Fuel System Control Module Battery (Gas)
16	Left Stoplamp, Trailer Turn Signal
17	Canister Vent Solenoid (Gas)
18	Empty
19	Empty
20	Body Control Module 1
21	Special Equipment Option (SEO)
22	Body Control Module 4
23	Body Control Module 6
24	Empty
25	Body Control Module 7
26	Body Control Module 3
27	Body Control Module 5
28	Empty
29	Empty

Fuse	Usage
30	Instrument Panel Cluster
31	Empty
32	Brake Switch
33	Auxiliary Power Outlet
34	Airbag
35	Trailer Wiring
36	Steering Wheel Sensor (Gas)
37	Body Control Module 2
38	Cigarette Lighter, Data Link Controller
39	Windshield Wiper
40	Empty
41	Windshield Washer
42	Empty
43	Horn
44	Transmission Control Module Battery
45	Empty
46	Oxygen Sensor 1 (Gas)
47	Transmission Control Module Ignition
48	Engine Control Module Ignition
49	Mass Airflow Sensor, Canister Vent
50	Engine Control Module, Powertrain

Fuse	Usage
51	Transmission
52	Even Ignition Injectors (Gas)
53	Glow Plug Module (Diesel)
54	Engine Control Module Battery
55	Odd Ignition Injectors (Gas)
56	Oxygen Sensor 2 (Gas)
57	Air Conditioning Compressor
58	Fan Clutch (Diesel)
59	V6 Fuel Injectors (Gas)
60	Antilock Brake System Module (J-Case)
61	Antilock Brake System Motor (J-Case)
62	Trailer Wiring (J-Case)
63	Empty
64	Starter Solenoid (J-Case)
65	Engine Control Module (ECM), Powertrain (Diesel) (J-Case)

Fuse	Usage
66	Front Blower (J-Case)
67	Empty
77	Body BEC (Mega Fuse)

Relays	Usage
68	Empty
69	Run, Crank (High Current Micro)
70	Windshield Wiper High (High Current Micro)
71	Windshield Wiper (High Current Micro)
72	Fuel Pump (Mini Micro)
73	Crank (High Current Micro)
74	Air Conditioning Compressor (Mini Micro)
75	Fan Clutch (Diesel) (Solid State)
76	Powertrain (High Current Micro)

Capacities and Specifications

If your vehicle has the DURAMAX Diesel engine, see the DURAMAX Diesel manual for more information.

The following approximate capacities are given in English and metric conversions. See *Recommended Fluids and Lubricants on page 6-14* for more information.

Application	Capacities	
	English	Metric
Air Conditioning Refrigerant R134a	For the air conditioning system refrigerant charge amount, see the refrigerant caution label located under the hood. See your dealer/retailer for more information.	
Cooling System		
4.3L V6	10.0 qt	9.5 L
4.8L V8, 5.3L V8	12.4 qt	11.8 L
6.0L V8	13.8 qt	13.1 L
Cooling System with Rear Heat		
4.3L V6	13.0 qt	12.3 L
4.8L V8, 5.3L V8	15.4 qt	14.6 L
6.0L V8	17.0 qt	16.1 L
Engine Oil with Filter		
4.3L V6	4.5 qt	4.3 L
4.8L V8, 5.3L V8, 6.0L V8	6.0 qt	5.7 L

Application	Capacities	
	English	Metric
Fuel Tank		
Standard Tank (Passenger and Cargo)	31.0 gal	117.3 L
Standard Tank (Cab and Chassis)	33.0 gal	124.9 L
Optional Tank (Cab and Chassis)*	57.0 gal	215.7 L
* 159 inch (4 039 mm) wheelbase or 177 inch (4 496 mm) wheelbase only		
Transmission Fluid		
4-SPD 4L60-E	5.0 qt	4.7 L
4-SPD 4L80-E (Standard and Heavy Duty)	7.7 qt	7.3 L
Wheel Nut Torque	140 ft lb	190 N•m
All capacities are approximate. When adding, be sure to fill to the approximate level, as recommended in this manual. Recheck fluid level after filling.		

Engine Specifications

Engine	VIN Code	Transmission	Spark Plug Gap
4.3L V6	X	Automatic	0.060 in (1.52 mm)
4.8L V8	C	Automatic	0.040 in (1.01 mm)
5.3L V8	4	Automatic	0.040 in (1.01 mm)
6.0L V8	K	Automatic	0.040 in (1.01 mm)

✍ NOTES

Section 6 Maintenance Schedule

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Maintenance Schedule

Introduction

This maintenance section applies to vehicles with a gasoline engine. For diesel engine vehicles, see the maintenance schedule section in the DURAMAX Diesel manual.

Important: Keep engine oil at the proper level and change as recommended.

Have you purchased the GM Protection Plan? The Plan supplements the vehicle warranties. See the Warranty and Owner Assistance booklet or your dealer/retailer for details.

Maintenance Requirements

Notice: **Maintenance intervals, checks, inspections, replacement parts, and recommended fluids and lubricants as prescribed in this manual are necessary to keep this vehicle in good working condition. Any damage caused by failure to follow scheduled maintenance might not be covered by the vehicle warranty.**

Your Vehicle and the Environment

Proper vehicle maintenance not only helps to keep the vehicle in good working condition, but also helps the environment. All recommended maintenance is important. Improper vehicle maintenance can even affect the quality of the air we breathe. Improper fluid levels or the wrong tire inflation can increase the level of emissions from the vehicle. To help protect the environment, and to keep the vehicle in good condition, be sure to maintain the vehicle properly.

Using the Maintenance Schedule

We want to help keep this vehicle in good working condition. But we do not know exactly how you will drive it. You might drive very short distances only a few times a week. Or you might drive long distances all the time in very hot, dusty weather. You might use the vehicle in making deliveries. Or you might drive it to work, to do errands, or in many other ways.

Because of all the different ways people use their vehicles, maintenance needs vary. You might need more frequent checks and replacements. So please read the following and note how you drive. If you have any questions on how to keep the vehicle in good condition, see your dealer/retailer.

This schedule is for vehicles that:

- carry passengers and cargo within recommended limits on the Tire and Loading Information label. See *Loading the Vehicle on page 4-18*.
- are driven on reasonable road surfaces within legal driving limits.
- use the recommended fuel. See *Gasoline Octane on page 5-6*.

The services in *Scheduled Maintenance on page 6-4* should be performed when indicated. See *Additional Required Services on page 6-6* and *Maintenance Footnotes (Gasoline Engine) on page 6-8* for further information.

⚠ CAUTION:

Performing maintenance work on a vehicle can be dangerous. In trying to do some jobs, you can be seriously injured. Do your own maintenance work only if you have the required know-how and the proper tools and equipment for the job. If you have any doubt, see your dealer/retailer to have a qualified technician do the work. See *Doing Your Own Service Work on page 5-4*.

Some maintenance services can be complex. So, unless you are technically qualified and have the necessary equipment, have your dealer/retailer do these jobs.

When you go to your dealer/retailer for service, trained and supported service technicians will perform the work using genuine parts.

To purchase service information, see *Service Publications Ordering Information on page 7-16*.

Owner Checks and Services on page 6-10 tells what should be checked, when to check it, and what can easily be done to help keep the vehicle in good condition.

The proper replacement parts, fluids, and lubricants to use are listed in *Recommended Fluids and Lubricants on page 6-14* and *Maintenance Replacement Parts on page 6-16*. When the vehicle is serviced, make sure these are used. All parts should be replaced and all necessary repairs done before you or anyone else drives the vehicle. We recommend the use of genuine parts from your dealer/retailer.

Scheduled Maintenance

This maintenance section applies to vehicles with a gasoline engine. For diesel engine vehicles, see the maintenance schedule section in the DURAMAX® Diesel manual.

When the CHANGE ENGINE OIL SOON message displays, service is required for the vehicle. Have the vehicle serviced as soon as possible within the next 600 miles (1 000 km). It is possible that, if driving under the best conditions, the engine oil life system may not indicate that vehicle service is necessary for over a year. However, the engine oil and filter must be changed at least once a year and at this time the system must be reset. Your dealer/retailer has trained service technicians who will perform this work using genuine parts and reset the system.

If the engine oil life system is ever reset accidentally, service the vehicle within 3,000 miles (5 000 km) since the last service. Remember to reset the oil life system whenever the oil is changed. See *Engine Oil Life System on page 5-18* for information on the Engine Oil Life System and resetting the system.

When the CHANGE ENGINE OIL SOON message appears, certain services, checks, and inspections are required. Required services are described in the following for “Maintenance I” and “Maintenance II.” Generally, it is recommended that the first service be Maintenance I, the second service be Maintenance II, and then alternate Maintenance I and Maintenance II thereafter. However, in some cases, Maintenance II may be required more often.

Maintenance I — Use Maintenance I if the CHANGE ENGINE OIL SOON message displays within 10 months since the vehicle was purchased or Maintenance II was performed.

Maintenance II — Use Maintenance II if the previous service performed was Maintenance I. Always use Maintenance II whenever the message displays 10 months or more since the last service or if the message has not come on at all for one year.

Scheduled Maintenance

Service	Maintenance I	Maintenance II
Change engine oil and filter. See *Engine Oil on page 5-15*. Reset oil life system. See *Engine Oil Life System on page 5-18*. *An Emission Control Service.*	•	•
Lubricate chassis components. *See footnote #.*	•	•
Visually check for any leaks or damage. *See footnote (j).*	•	•
Inspect engine air cleaner filter. If necessary, replace filter. See *Engine Air Cleaner/Filter on page 5-20*. *See footnote (l).*		•
Rotate tires and check inflation pressures and wear. See *Tire Inspection and Rotation on page 5-70* and “Tire Wear Inspection” in *At Least Once a Month on page 6-11*.	•	•
Inspect brake system. *See footnote (a).*	•	•
Check engine coolant and windshield washer fluid levels and add fluid as needed.	•	•
Perform any needed additional services. See “Additional Required Services” in this section.	•	•
Inspect suspension and steering components. *See footnote (b).*		•
Inspect engine cooling system. *See footnote (c).*		•
Inspect wiper blades. *See footnote (d).*		•
Inspect restraint system components. *See footnote (e).*		•
Lubricate body components. *See footnote (f).*		•
Check transmission fluid level and add fluid as needed.		•
Inspect shields, vehicles with GVWR above 10,000 lbs (4 536 kg) only. *See footnote (g).*		•
Inspect throttle system. *See footnote (m).*		•

Additional Required Services

This maintenance section applies to vehicles with a gasoline engine. If your vehicle has a diesel engine, see the maintenance schedule section in the DURAMAX® Diesel manual.

The following services should be performed at the first maintenance service (I or II) after the indicated miles (kilometers) shown for each item.

Additional Required Services

Service and Miles (Kilometers)	25,000 (40 000)	50,000 (80 000)	75,000 (120 000)	100,000 (160 000)	125,000 (200 000)	150,000 (240 000)
Inspect fuel system for damage or leaks.	•	•	•	•	•	•
Inspect exhaust system for loose or damaged components.	•	•	•	•	•	•
Replace engine air cleaner filter. See *Engine Air Cleaner/Filter on page 5-20*.		•		•		•
Change automatic transmission fluid and filter (severe service). *See footnote (h).*		•		•		•
Change automatic transmission fluid and filter (normal service).				•		
Four-wheel drive: Change transfer case fluid (severe service). *See footnotes (o) and (p).*		•		•		•
Four-wheel drive: Change transfer case fluid (normal service). *See footnote (o).*				•		

Additional Required Services (cont'd)

Service and Miles (Kilometers)	25,000 (40 000)	50,000 (80 000)	75,000 (120 000)	100,000 (160 000)	125,000 (200 000)	150,000 (240 000)
Replace spark plugs and inspect spark plug wires. *An Emission Control Service.*				•		
Engine cooling system service (or every five years, whichever occurs first). *An Emission Control Service. See footnote (i).*						•
Inspect engine accessory drive belt. *An Emission Control Service. See footnote (n).*						•
Inspect evaporative control system. *An Emission Control Service. See footnotes † and (k).*		•		•		•

Maintenance Footnotes (Gasoline Engine)

This maintenance section applies to vehicles with a gasoline engine. For diesel engine vehicles, see the maintenance schedule section in the DURAMAX® Diesel manual.

† *The U.S. Environmental Protection Agency or the California Air Resources Board has determined that the failure to perform this maintenance item will not nullify the emission warranty or limit recall liability prior to the completion of the vehicle's useful life. We, however, urge that all recommended maintenance services be performed at the indicated intervals and the maintenance be recorded.*

Lubricate the front suspension, kingpin bushings, steering linkage, and rear driveline center splines.

(a) *Visually inspect brake lines and hoses for proper hook-up, binding, leaks, cracks, chafing, etc. Inspect disc brake pads for wear and rotors for surface condition. Inspect other brake parts, including calipers, parking brake, etc.*

(b) *Visually inspect front and rear suspension and steering system for damaged, loose, or missing parts, signs of wear, or lack of lubrication. Inspect power steering lines and hoses for proper hook-up, binding, leaks, cracks, chafing, etc.*

(c) *Visually inspect hoses and have them replaced if they are cracked, swollen, or deteriorated. Inspect all pipes, fittings, and clamps; replace with genuine parts as needed. To help ensure proper operation, a pressure test of the cooling system and pressure cap and cleaning the outside of the radiator and air conditioning condenser is recommended at least once a year.*

(d) *Inspect wiper blades for wear, cracking, or contamination. Clean the windshield and wiper blades, if contaminated. Replace wiper blades that are worn or damaged. See Windshield Wiper Blade Replacement on page 5-54 and Windshield and Wiper Blades on page 5-100 for more information.*

(e) *Make sure the safety belt reminder light and safety belt assemblies are working properly. Look for any other loose or damaged safety belt system parts. If you see anything that might keep a safety belt system from doing its job, have it repaired. Have any torn or frayed safety belts replaced. Also see Checking the Restraint Systems on page 1-79*.

(f) *Lubricate all key lock cylinders, hood hinges, hood prop rod pivot, hood latch assembly, secondary latch, pivots, spring anchor, release pawl, rear compartment hinges, latches, locks, fuel door hinge, and any moving seat hardware. More frequent lubrication may be required when exposed to a corrosive environment. Applying silicone grease on weatherstrips with a clean cloth will make them last longer, seal better, and not stick or squeak.*

(g) *Vehicles with Gross Vehicle Weight Rating (GVWR) above 10,000 lbs (4 536 kg) only: Inspect shields for damage or looseness. Adjust or replace as required. This is a Noise Emission Control Service. Applicable to vehicles sold in the United States and recommended for vehicles sold in Canada.*

(h) *Change automatic transmission fluid and filter if the vehicle is mainly driven under one or more of these conditions:*

- *In heavy city traffic where the outside temperature regularly reaches 90°F (32°C) or higher.*
- *In hilly or mountainous terrain.*
- *When doing frequent trailer towing.*
- *Uses such as found in taxi, police, or delivery service.*

(i) *Drain, flush, and refill cooling system. This service can be complex; you should have your dealer/retailer perform this service. See Engine Coolant on page 5-25 for what to use. Inspect hoses. Clean radiator, condenser, pressure cap, and filler neck. Pressure test the cooling system and pressure cap.*

(j) *A fluid loss in any vehicle system could indicate a problem. Have the system inspected and repaired and the fluid level checked. Add fluid if needed.*

(k) *Inspect system. Check all fuel and vapor lines and hoses for proper hook-up, routing, and condition. Check that the purge valve works properly, if equipped. Replace as needed.*

(l) *If driving regularly under dusty conditions, inspect the filter at each engine oil change.*

(m) *Check system for interference or binding and for damaged or missing parts. Replace parts as needed. Replace any components that have high effort or excessive wear. Do not lubricate accelerator or cruise control cables.*

(n) *Visually inspect belt for fraying, excessive cracks, or obvious damage. Replace belt if necessary.*

(o) *Check vent hose at transfer case for kinks and proper installation. Check to be sure vent hose is unobstructed, clear, and free of debris. During any maintenance, if a power washer is used to clean mud and dirt from the underbody, care should be taken to not directly spray the transfer case output seals. High pressure water can overcome the seals and contaminate the transfer case fluid. Contaminated fluid will decrease the life of the transfer case and should be replaced.*

(p) *Severe Service: Change transfer case fluid if the vehicle is mainly used for trailer towing or driven in city traffic, wet environment, or high ambient temperatures.*

Owner Checks and Services

These owner checks and services should be performed at the intervals specified to help ensure vehicle safety, dependability, and emission control performance. Your dealer/retailer can assist with these checks and services.

Be sure any necessary repairs are completed at once. Whenever any fluids or lubricants are added to the vehicle, make sure they are the proper ones, as shown in *Recommended Fluids and Lubricants on page 6-14*.

At the First 100, 1,000 and 6,000 Miles (160, 1 600 and 10 000 km)

For vehicles with dual wheels, check dual wheel nut torque. For proper torque, see *Capacities and Specifications on page 5-110*.

At Each Fuel Fill

It is important to perform these underhood checks at each fuel fill.

Engine Oil Level Check

Notice: **It is important to check the engine oil regularly and keep it at the proper level. Failure to keep the engine oil at the proper level can cause damage to the engine not covered by the vehicle warranty.**

Check the engine oil level and add the proper oil if necessary. See *Engine Oil on page 5-15*.

Engine Coolant Level Check

Check the engine coolant level and add DEX-COOL® coolant mixture if necessary. See *Engine Coolant on page 5-25*.

Windshield Washer Fluid Level Check

Check the windshield washer fluid level in the windshield washer fluid reservoir and add the proper fluid if necessary.

At Least Once a Month

Tire Inflation Check

Inspect the vehicle's tires and make sure they are inflated to the correct pressures. Do not forget to check the spare tire. See *Inflation - Tire Pressure on page 5-63*. Check to make sure the spare tire is stored securely. See *Changing a Flat Tire on page 5-80*.

Tire Wear Inspection

Tire rotation may be required for high mileage highway drivers prior to the Engine Oil Life System service notification. Check the tires for wear and, if necessary, rotate the tires. See *Tire Inspection and Rotation on page 5-70*.

At Least Once a Year

Starter Switch Check

⚠ CAUTION:

When you are doing this inspection, the vehicle could move suddenly. If the vehicle moves, you or others could be injured.

1. Before starting this check, be sure there is enough room around the vehicle.
2. Firmly apply both the parking brake and the regular brake. See *Parking Brake on page 2-26*.

   Do not use the accelerator pedal, and be ready to turn off the engine immediately if it starts.
3. Try to start the engine in each gear. The vehicle should start only in P (Park) or N (Neutral). If the vehicle starts in any other position, contact your dealer/retailer for service.

Automatic Transmission Shift Lock Control System Check

⚠ CAUTION:

When you are doing this inspection, the vehicle could move suddenly. If the vehicle moves, you or others could be injured.

1. Before starting this check, be sure there is enough room around the vehicle. It should be parked on a level surface.
2. Firmly apply the parking brake. See *Parking Brake on page 2-26*.

   Be ready to apply the regular brake immediately if the vehicle begins to move.
3. With the engine off, turn the ignition to ON/RUN, but do not start the engine. Without applying the regular brake, try to move the shift lever out of P (Park) with normal effort. If the shift lever moves out of P (Park), contact your dealer/retailer for service.

Ignition Transmission Lock Check

While parked, and with the parking brake set, try to turn the ignition to LOCK/OFF in each shift lever position.

- The ignition should turn to LOCK/OFF only when the shift lever is in P (Park).
- The ignition key should come out only in LOCK/OFF.

Contact your dealer/retailer if service is required.

Parking Brake and Automatic Transmission P (Park) Mechanism Check

⚠ CAUTION:

When you are doing this check, the vehicle could begin to move. You or others could be injured and property could be damaged. Make sure there is room in front of the vehicle in case it begins to roll. Be ready to apply the regular brake at once should the vehicle begin to move.

Park on a fairly steep hill, with the vehicle facing downhill. Keeping your foot on the regular brake, set the parking brake.

- To check the parking brake's holding ability: With the engine running and the transmission in N (Neutral), slowly remove foot pressure from the regular brake pedal. Do this until the vehicle is held by the parking brake only.
- To check the P (Park) mechanism's holding ability: With the engine running, shift to P (Park). Then release the parking brake followed by the regular brake.

Contact your dealer/retailer if service is required.

Underbody Flushing Service

At least every spring, use plain water to flush any corrosive materials from the underbody. Take care to clean thoroughly any areas where mud and other debris can collect.

Recommended Fluids and Lubricants

This maintenance section applies to vehicles with a gasoline engine. If your vehicle has a diesel engine, see the maintenance schedule section in the DURAMAX® Diesel manual.

Fluids and lubricants identified below by name, part number, or specification can be obtained from your dealer/retailer.

Usage	Fluid/Lubricant
Engine Oil	Engine oil which meets GM Standard GM6094M and displays the American Petroleum Institute Certified for Gasoline Engines starburst symbol. To determine the proper viscosity for your vehicle's engine, see *Engine Oil on page 5-15*.
Engine Coolant	50/50 mixture of clean, drinkable water and use only DEX-COOL® Coolant. See *Engine Coolant on page 5-25*.
Hydraulic Brake System	DOT 3 Hydraulic Brake Fluid (GM Part No. U.S. 12377967, in Canada 89021320).
Windshield Washer	Optikleen® Washer Solvent.
Parking Brake Cable Guides	Chassis Lubricant (GM Part No. U.S. 12377985, in Canada 88901242) or lubricant meeting requirements of NLGI #2, Category LB or GC-LB.
Power Steering System	GM Power Steering Fluid (GM Part No. U.S. 89021184, in Canada 89021186).
Automatic Transmission	DEXRON®-VI Automatic Transmission Fluid.
Key Lock Cylinders	Multi-Purpose Lubricant, Superlube (GM Part No. U.S. 12346241, in Canada 10953474).
Chassis Lubrication	Chassis Lubricant (GM Part No. U.S. 12377985, in Canada 88901242) or lubricant meeting requirements of NLGI #2, Category LB or GC-LB.

Usage	Fluid/Lubricant
Front Wheel Bearings	Wheel bearing lubricant meeting requirements of NLGI #2, Category GC or GC-LB (GM Part No. U.S. 1051344, in Canada 993037).
Front and Rear Axle	SAE 75W-90 Synthetic Axle Lubricant (GM Part No. U.S. 89021677, in Canada 89021678) or equivalent meeting GM Specification 9986115.
Transfer Case	DEXRON®-VI Automatic Transmission Fluid.
One-Piece Propshaft Slip Yoke Spline, Two-Piece Propshaft Slip-in-Tube Spline	Spline Lubricant, Special Lubricant (GM Part No. U.S. 12345879, in Canada 10953511) or lubricant meeting requirements of GM 9985830.

Usage	Fluid/Lubricant
Hood Hinges	Multi-Purpose Lubricant, Superlube (GM Part No. U.S. 12346241, in Canada 10953474).
Weatherstrip Conditioning	Weatherstrip Lubricant (GM Part No. U.S. 3634770, in Canada 10953518) or Dielectric Silicone Grease (GM Part No. U.S. 12345579, in Canada 992887).
Weatherstrip Squeaks	Synthetic Grease with Teflon, Superlube (GM Part No. U.S. 12371287, in Canada 10953437).

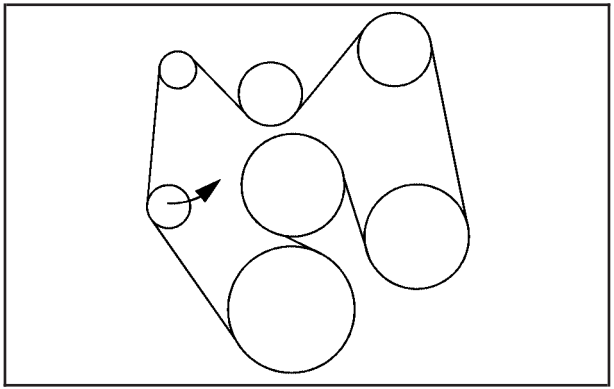
Maintenance Replacement Parts

If the vehicle has the DURAMAX Diesel engine, see the DURAMAX Diesel manual for more information.

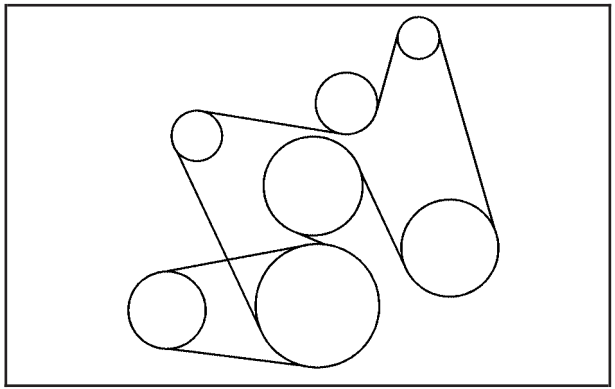
Replacement parts identified below by name, part number, or specification can be obtained by your dealer/retailer.

Part	GM Part Number	ACDelco Part Number
Engine Air Cleaner/Filter	15950115	A3097C
Engine Oil Filter		
4.3L V6	25010792	PF47
4.8L V8, 5.3L V8, 6.0L V8	89017524	PF48
Spark Plugs		
4.3L V6	12607234	41-993
4.8L V8, 5.3L V8, 6.0L V8	12609877	41-985
Wiper Blades — 22 in (56.0 cm)	25949887	—

Engine Drive Belt Routing



V6 Engines



V8 Engines

If your vehicle has the DURAMAX ® Diesel engine, see the DURAMAX ® Diesel manual for more information.

Maintenance Record

After the scheduled services are performed, record the date, odometer reading, who performed the service, and the type of services performed in the boxes provided. See *Maintenance Requirements on page 6-2*. Any additional information from *Owner Checks and Services on page 6-10* can be added on the following record pages. You should retain all maintenance receipts.

Maintenance Record

Date	Odometer Reading	Serviced By	Maintenance I or Maintenance II	Services Performed

Maintenance Record (cont'd)

Date	Odometer Reading	Serviced By	Maintenance I or Maintenance II	Services Performed

Maintenance Record (cont'd)

Date	Odometer Reading	Serviced By	Maintenance I or Maintenance II	Services Performed

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Customer Assistance and Information

Customer Satisfaction Procedure

Your satisfaction and goodwill are important to your dealer and to GMC. Normally, any concerns with the sales transaction or the operation of the vehicle will be resolved by the dealer's sales or service departments. Sometimes, however, despite the best intentions of all concerned, misunderstandings can occur. If your concern has not been resolved to your satisfaction, the following steps should be taken:

STEP ONE: Discuss your concern with a member of dealership management. Normally, concerns can be quickly resolved at that level. If the matter has already been reviewed with the sales, service or parts manager, contact the owner of the dealership or the general manager.

STEP TWO: If after contacting a member of dealership management, it appears your concern cannot be resolved by the dealership without further help, in the U.S., call the GMC Consumer Relations Manager at 1-800-GMC-8782 (1-800-462-8782, Customer Assistance prompt). In Canada, call General Motors of Canada Customer Communication at 1-800-263-3777 (English) or 1-800-263-7854 (French).

We encourage you to call the toll-free number in order to give your inquiry prompt attention. Have the following information available to give the Customer Assistance Representative:

- Vehicle Identification Number (VIN). This is available from the vehicle registration or title, or the plate at the top left of the instrument panel and visible through the windshield.
- Dealership name and location.
- Vehicle delivery date and present mileage.

When contacting GMC, remember that your concern will likely be resolved at a dealer's facility. That is why we suggest following Step One first.

STEP THREE — U.S. Owners: Both General Motors and your dealer are committed to making sure you are completely satisfied with your new vehicle. However, if you continue to remain unsatisfied after following the procedure outlined in Steps One and Two, you can file with the Better Business Bureau (BBB) Auto Line Program to enforce your rights.

The BBB Auto Line Program is an out of court program administered by the Council of Better Business Bureaus to settle automotive disputes regarding vehicle repairs or the interpretation of the New Vehicle Limited Warranty. Although you may be required to resort to this informal dispute resolution program prior to filling out a court action, use of the program is free of charge and your case will generally be heard within 40 days. If you do not agree with the decision given in your case, you may reject it and proceed with any other venue for relief available to you.

You may contact the BBB Auto Line Program using the toll-free telephone number or write them at the following address:

BBB Auto Line Program
Council of Better Business Bureaus, Inc.
4200 Wilson Boulevard
Suite 800
Arlington, VA 22203-1838

Telephone: 1-800-955-5100
dr.bbb.org/goauto

This program is available in all 50 states and the District of Columbia. Eligibility is limited by vehicle age, mileage, and other factors. General Motors reserves the right to change eligibility limitations and/or discontinue its participation in this program.

STEP THREE — Canadian Owners: In the event that you do not feel your concerns have been addressed after following the procedure outlined in Steps One and Two, General Motors of Canada Limited wants you to be aware of its participation in a no-charge Mediation/Arbitration Program. General Motors of Canada Limited has committed to binding arbitration of owner disputes involving factory-related vehicle service claims. The program provides for the review of the facts involved by an impartial third party arbiter, and may include an informal hearing before the arbiter. The program is designed so that the entire dispute settlement process, from the time you file your complaint to the final decision, should be completed in approximately 70 days. We believe our impartial program offers advantages over courts in most jurisdictions because it is informal, quick, and free of charge.

For further information concerning eligibility in the Canadian Motor Vehicle Arbitration Plan (CAMVAP), call toll-free 1-800-207-0685, or call the General Motors Customer Communication Centre, 1-800-263-3777 (English), 1-800-263-7854 (French), or write to:

Mediation/Arbitration Program
c/o Customer Communication Centre
General Motors of Canada Limited
Mail Code: CA1-163-005
1908 Colonel Sam Drive
Oshawa, Ontario L1H 8P7

Telephone: 1-800-955-5100

Your inquiry should be accompanied by the Vehicle Identification Number (VIN).

Online Owner Center

Online Owner Center (U.S.) — www.gmownercenter.com/gmc

Information and services customized for your specific vehicle — all in one convenient place.

- Digital owner manual, warranty information, and more
- Online service and maintenance records
- Find GMC dealers for service nationwide
- Exclusive privileges and offers
- Recall notices for your specific vehicle
- OnStar® and GM Cardmember Services Earnings summaries

Other Helpful Links:

GMC — www.gmc.com

GMC Merchandise — www.gmccollection.com

Help Center — www.gmc.com/helpcenter

- FAQ
- Contact Us

My GM Canada (Canada) — www.gm.ca

My GM Canada is a password-protected section of www.gm.ca where you can save information on GM vehicles, get personalized offers, and use handy tools and forms with greater ease.

Here are a few of the valuable tools and services you will have access to:

- My Showroom: Find and save information on vehicles and current offers in your area.
- My Dealers/Retailers: Save details such as address and phone number for each of your preferred GM dealers/retailers.
- My Driveway: Access quick links to parts and service estimates, check trade-in values, or schedule a service appointment by adding the vehicles you own to your driveway profile.
- My Preferences: Manage your profile and use tools and forms with greater ease.

To sign up, visit the My GM Canada section within www.gm.ca.

Customer Assistance for Text Telephone (TTY) Users

To assist customers who are deaf, hard of hearing, or speech-impaired and who use the Text Telephones (TTYs), GMC has TTY equipment available at its Customer Assistance Center. Any TTY user can communicate with GMC by dialing: 1-800-GMC-8583 (462-8583). (TTY users in Canada can dial 1-800-263-3830.)

Customer Assistance Offices

GMC encourages customers to call the toll-free number for assistance. However, if a customer wishes to write or e-mail GMC, the letter should be addressed to:

United States

GMC Customer Assistance Center
P.O. Box 33172
Detroit, MI 48232-5172

www.GMC.com
1-800-GMC-8782 (462-8782)
1-800-GMC-8583 (462-8583)
(For Text Telephone devices (TTYs))
Roadside Assistance: 1-800-GMC-8782 (462-8782)

From Puerto Rico
1-800-496-9992 (English)
1-800-496-9993 (Spanish)

U.S. Virgin Islands:
1-800-496-9994

Canada

General Motors of Canada Limited
Customer Communication Centre, CA1-163-005
1908 Colonel Sam Drive
Oshawa, Ontario L1H 8P7

www.gmcanada.com
1-800-263-3777 (English)
1-800-263-7854 (French)
1-800-263-3830 (For Text Telephone devices (TTYs))
Roadside Assistance: 1-800-268-6800

All Overseas Locations

Please contact the local General Motors Business Unit.

Mexico, Central America and Caribbean Islands/Countries (Except Puerto Rico and U.S. Virgin Islands)

General Motors de Mexico, S. de R.L. de C.V.
Customer Assistance Center
Paseo de la Reforma # 2740
Col. Lomas de Bezares
C.P. 11910, Mexico, D.F.
01-800-508-0000
Long Distance: 011-52-53 29 0 800

GM Mobility Reimbursement Program

GM MOBILITY℠

This program, available to qualified applicants, can reimburse you up to $1,000 of the cost of eligible aftermarket adaptive equipment required for your vehicle, such as hand controls or a wheelchair/scooter lift.

The offer is available for a very limited period of time from the date of vehicle purchase/lease. For more details, or to determine your vehicle's eligibility, visit gmmobility.com or call the GM Mobility Assistance Center at 1-800-323-9935. Text telephone (TTY) users, call 1-800-833-9935.

General Motors of Canada also has a Mobility Program. Call 1-800-GM-DRIVE (463-7483) for details.
TTY users call 1-800-263-3830.

Roadside Assistance Program

For U.S. purchased vehicles, call **1-800-GMC-8782 (1-800-462-8782); (Text telephone (TTY): 1-888-889-2438)**.

For Canadian purchased vehicles, call **1-800-268-6800**.

Service is available 24 hours a day, 365 days a year.

Calling for Assistance

When calling Roadside Assistance, have the following information ready:

- Your name, home address, and home telephone number
- Telephone number of your location
- Location of the vehicle
- Model, year, color, and license plate number of the vehicle
- Odometer reading, Vehicle Identification Number (VIN), and delivery date of the vehicle
- Description of the problem

Coverage

Services are provided up to 5 years/100,000 miles (160 000 km), whichever comes first.

In the U.S., anyone driving the vehicle is covered. In Canada, a person driving the vehicle without permission from the owner is not covered.

Roadside Assistance is not a part of the New Vehicle Limited Warranty. GMC and General Motors of Canada Limited reserve the right to make any changes or discontinue the Roadside Assistance program at any time without notification.

GMC and General Motors of Canada Limited reserve the right to limit services or payment to an owner or driver if they decide the claims are made too often, or the same type of claim is made many times.

Services Provided

- **Emergency Fuel Delivery:** Delivery of enough fuel for the vehicle to get to the nearest service station.
- **Lock-Out Service:** Service is provided to unlock the vehicle if you are locked out. A remote unlock may be available if you have OnStar®. For security reasons, the driver must present identification before this service is given.
- **Emergency Tow From a Public Road or Highway:** Tow to the nearest GMC dealer for warranty service, or if the vehicle was in a crash and cannot be driven. Assistance is also given when the vehicle is stuck in the sand, mud, or snow.
- **Flat Tire Change:** Service is provided to change a flat tire with the spare tire. The spare tire, if equipped, must be in good condition and properly inflated. It is the owner's responsibility for the repair or replacement of the tire if it is not covered by the warranty.
- **Battery Jump Start:** Service is provided to jump start a dead battery.

- **Trip Routing Service:** Detailed maps of North America are provided when requested either with the most direct route or the most scenic route. Additional travel information is also available. Allow three weeks for delivery.
- **Trip Interruption Benefits and Assistance:** If your trip is interrupted due to a warranty failure, incidental expenses may be reimbursed during the 5 years/ 100,000 miles (160 000 km) Powertrain warranty period. Items considered are hotel, meals, and rental car.

Services Not Included in Roadside Assistance

- Impound towing caused by violation of any laws.
- Legal fines.
- Mounting, dismounting or changing of snow tires, chains, or other traction devices.
- Towing or services for vehicles driven on a non-public road or highway.

Services Specific to Canadian Purchased Vehicles

- **Fuel delivery:** Reimbursement is approximately $5 Canadian. Diesel fuel delivery may be restricted. Propane and other fuels are not provided through this service.
- **Lock-Out Service:** Vehicle registration is required.
- **Trip Routing Service:** Limit of six requests per year.
- **Trip Interruption Benefits and Assistance:** Must be over 250 kilometres from where your trip was started to qualify. General Motors of Canada Limited requires pre-authorization, original detailed receipts, and a copy of the repair orders. Once authorization has been received, the Roadside Assistance advisor will help you make arrangements and explain how to receive payment.
- **Alternative Service:** If assistance cannot be provided right away, the Roadside Assistance advisor may give you permission to get local emergency road service. You will receive payment, up to $100, after sending the original receipt to Roadside Assistance. Mechanical failures may be covered, however any cost for parts and labor for repairs not covered by the warranty are the owner responsibility.

Scheduling Service Appointments

When your vehicle requires warranty service, contact your dealer/retailer and request an appointment. By scheduling a service appointment and advising your service consultant of your transportation needs, your dealer/retailer can help minimize your inconvenience.

If your vehicle cannot be scheduled into the service department immediately, keep driving it until it can be scheduled for service, unless, of course, the problem is safety-related. If it is, please call your dealership/retailer, let them know this, and ask for instructions.

If the dealer/retailer requests you to bring the vehicle for service, you are urged to do so as early in the work day as possible to allow for the same day repair.

Courtesy Transportation

To enhance your ownership experience, we and our participating dealers are proud to offer Courtesy Transportation, a customer support program for vehicles with the Bumper to Bumper (Base Warranty Coverage period in Canada) and extended powertrain, and hybrid specific warranty in both the U.S. and Canada.

Several courtesy transportation options are available to assist in reducing your inconvenience when warranty repairs are required.

Courtesy Transportation is not a part of the New Vehicle Limited Warranty. A separate booklet entitled “Warranty and Owner Assistance Information” furnished with each new vehicle provides detailed warranty coverage information.

Transportation Options

Warranty service can generally be completed while you wait. However, if you are unable to wait, GM helps to minimize your inconvenience by providing several transportation options. Depending on the circumstances, your dealer can offer you one of the following:

Shuttle Service

Shuttle service is the preferred means of offering Courtesy Transportation. Dealers may provide you with shuttle service to get you to your destination with minimal interruption of your daily schedule. This includes one-way or round trip shuttle service within reasonable time and distance parameters of the dealer’s area.

Public Transportation or Fuel Reimbursement

If your vehicle requires overnight warranty repairs, and public transportation is used instead of the dealer's shuttle service, the expense must be supported by original receipts and can only be up to the maximum amount allowed by GM for shuttle service. In addition, for U.S. customers, should you arrange transportation through a friend or relative, limited reimbursement for reasonable fuel expenses may be available. Claim amounts should reflect actual costs and be supported by original receipts. See your dealer for information regarding the allowance amounts for reimbursement of fuel or other transportation costs.

Courtesy Rental Vehicle

Your dealer may arrange to provide you with a courtesy rental vehicle or reimburse you for a rental vehicle that you obtain if your vehicle is kept for an overnight warranty repair. Rental reimbursement will be limited and must be supported by original receipts. This requires that you sign and complete a rental agreement and meet state/provincial, local, and rental vehicle provider requirements.

Requirements vary and may include minimum age requirements, insurance coverage, credit card, etc. You are responsible for fuel usage charges and may also be responsible for taxes, levies, usage fees, excessive mileage, or rental usage beyond the completion of the repair.

It may not be possible to provide a like-vehicle as a courtesy rental.

Additional Program Information

All program options, such as shuttle service, may not be available at every dealer. Please contact your dealer for specific information about availability. All Courtesy Transportation arrangements will be administered by appropriate dealer personnel.

General Motors reserves the right to unilaterally modify, change or discontinue Courtesy Transportation at any time and to resolve all questions of claim eligibility pursuant to the terms and conditions described herein at its sole discretion.

Collision Damage Repair

If your vehicle is involved in a collision and it is damaged, have the damage repaired by a qualified technician using the proper equipment and quality replacement parts. Poorly performed collision repairs diminish your vehicle's resale value, and safety performance can be compromised in subsequent collisions.

Collision Parts

Genuine GM Collision parts are new parts made with the same materials and construction methods as the parts with which your vehicle was originally built. Genuine GM Collision parts are your best choice to ensure that your vehicle's designed appearance, durability, and safety are preserved. The use of Genuine GM parts can help maintain your GM New Vehicle Warranty.

Recycled original equipment parts may also be used for repair. These parts are typically removed from vehicles that were total losses in prior crashes. In most cases, the parts being recycled are from undamaged sections of the vehicle.

A recycled original equipment GM part, may be an acceptable choice to maintain your vehicle's originally designed appearance and safety performance, however, the history of these parts is not known. Such parts are not covered by your GM New Vehicle Limited Warranty, and any related failures are not covered by that warranty.

Aftermarket collision parts are also available. These are made by companies other than GM and may not have been tested for your vehicle. As a result, these parts may fit poorly, exhibit premature durability/corrosion problems, and may not perform properly in subsequent collisions. Aftermarket parts are not covered by your GM New Vehicle Limited Warranty, and any vehicle failure related to such parts are not covered by that warranty.

Repair Facility

We recommend that you choose a collision repair facility that meets your needs before you ever need collision repairs. Your dealer/retailer may have a collision repair center with GM-trained technicians and state of the art equipment, or be able to recommend a collision repair center that has GM-trained technicians and comparable equipment.

Insuring Your Vehicle

Protect your investment in your GM vehicle with comprehensive and collision insurance coverage. There are significant differences in the quality of coverage afforded by various insurance policy terms. Many insurance policies provide reduced protection to your GM vehicle by limiting compensation for damage repairs by using aftermarket collision parts. Some insurance companies will not specify aftermarket collision parts. When purchasing insurance, we recommend that you assure your vehicle will be repaired with GM original equipment collision parts. If such insurance coverage is not available from your current insurance carrier, consider switching to another insurance carrier.

If your vehicle is leased, the leasing company may require you to have insurance that assures repairs with Genuine GM Original Equipment Manufacturer (OEM) parts or Genuine Manufacturer replacement parts. Read your lease carefully, as you may be charged at the end of your lease for poor quality repairs.

If a Crash Occurs

Here is what to do if you are involved in a crash.

- Check to make sure that you are all right. If you are uninjured, make sure that no one else in your vehicle, or the other vehicle, is injured.
- If there has been an injury, call emergency services for help. Do not leave the scene of a crash until all matters have been taken care of. Move your vehicle only if its position puts you in danger or you are instructed to move it by a police officer.
- Give only the necessary and requested information to police and other parties involved in the crash. Do not discuss your personal condition, mental frame of mind, or anything unrelated to the crash. This will help guard against post-crash legal action.
- If you need roadside assistance, call GM Roadside Assistance. See *Roadside Assistance Program on page 7-7* for more information.
- If your vehicle cannot be driven, know where the towing service will be taking it. Get a card from the tow truck operator or write down the driver's name, the service's name, and the phone number.
- Remove any valuables from your vehicle before it is towed away. Make sure this includes your insurance information and registration if you keep these items in your vehicle.

- Gather the important information you will need from the other driver. Things like name, address, phone number, driver's license number, vehicle license plate, vehicle make, model and model year, Vehicle Identification Number (VIN), insurance company and policy number, and a general description of the damage to the other vehicle.
- If possible, call your insurance company from the scene of the crash. They will walk you through the information they will need. If they ask for a police report, phone or go to the police department headquarters the next day and you can get a copy of the report for a nominal fee. In some states/provinces with "no fault" insurance laws, a report may not be necessary. This is especially true if there are no injuries and both vehicles are driveable.
- Choose a reputable collision repair facility for your vehicle. Whether you select a dealer/retailer or a private collision repair facility to fix the damage, make sure you are comfortable with them. Remember, you will have to feel comfortable with their work for a long time.
- Once you have an estimate, read it carefully and make sure you understand what work will be performed on your vehicle. If you have a question, ask for an explanation. Reputable shops welcome this opportunity.

Managing the Vehicle Damage Repair Process

In the event that your vehicle requires damage repairs, GM recommends that you take an active role in its repair. If you have a pre-determined repair facility of choice, take your vehicle there, or have it towed there. Specify to the facility that any required replacement collision parts be original equipment parts, either new Genuine GM parts or recycled original GM parts. Remember, recycled parts will not be covered by your GM vehicle warranty.

Insurance pays the bill for the repair, but you must live with the repair. Depending on your policy limits, your insurance company may initially value the repair using aftermarket parts. Discuss this with your repair professional, and insist on Genuine GM parts. Remember if your vehicle is leased you may be obligated to have the vehicle repaired with Genuine GM parts, even if your insurance coverage does not pay the full cost.

If another party's insurance company is paying for the repairs, you are not obligated to accept a repair valuation based on that insurance company's collision policy repair limits, as you have no contractual limits with that company. In such cases, you can have control of the repair and parts choices as long as cost stays within reasonable limits.

Reporting Safety Defects

Reporting Safety Defects to the United States Government

If you believe that your vehicle has a defect which could cause a crash or could cause injury or death, you should immediately inform the National Highway Traffic Safety Administration (NHTSA) in addition to notifying General Motors.

If NHTSA receives similar complaints, it may open an investigation, and if it finds that a safety defect exists in a group of vehicles, it may order a recall and remedy campaign. However, NHTSA cannot become involved in individual problems between you, your dealer/retailer, or General Motors.

To contact NHTSA, you may call the Vehicle Safety Hotline toll-free at 1-888-327-4236 (TTY: 1-800-424-9153); go to safercar.gov; or write to:

Administrator, NHTSA
1200 New Jersey Avenue, S.E.
Washington D.C., 20590

You can also obtain other information about motor vehicle safety from safercar.gov.

Reporting Safety Defects to the Canadian Government

If you live in Canada, and you believe that your vehicle has a safety defect, notify Transport Canada immediately, in addition to notifying General Motors of Canada Limited. Call them at 1-800-333-0510 or write to:

Transport Canada
Road Safety Branch
2780 Sheffield Road
Ottawa, Ontario K1B 3V9

Reporting Safety Defects to General Motors

In addition to notifying NHTSA (or Transport Canada) in a situation like this, please notify General Motors.

Call 1-800-GMC-8782 (1-800-462-8782), or write:

GMC Customer Assistance Center
P.O. Box 33172
Detroit, MI 48232-5172

In Canada, call 1-800-263-3777 (English) or 1-800-263-7854 (French), or write:

General Motors of Canada Limited
Customer Communication Centre, CA1-163-005
1908 Colonel Sam Drive
Oshawa, Ontario L1H 8P7

Service Publications Ordering Information

Service Manuals

Service Manuals have the diagnosis and repair information on engines, transmission, axle suspension, brakes, electrical, steering, body, etc.

Service Bulletins

Service Bulletins give additional technical service information needed to knowledgeably service General Motors cars and trucks. Each bulletin contains instructions to assist in the diagnosis and service of your vehicle.

Owner Information

Owner publications are written specifically for owners and intended to provide basic operational information about the vehicle. The owner manual includes the Maintenance Schedule for all models.

In-Portfolio: Includes a Portfolio, Owner Manual, and Warranty Booklet.

RETAIL SELL PRICE: $35.00 (U.S.) plus processing fee

Without Portfolio: Owner Manual only.

RETAIL SELL PRICE: $25.00 (U.S.) plus processing fee

Current and Past Model Order Forms

Technical Service Bulletins and Manuals are available for current and past model GM vehicles. To request an order form, specify year and model name of the vehicle.

ORDER TOLL FREE: 1-800-551-4123
Monday-Friday 8:00 AM - 6:00 PM
Eastern Time

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Prices are subject to change without notice and without incurring obligation. Allow ample time for delivery.

Note to Canadian Customers: All listed prices are quoted in U.S. funds. Canadian residents are to make checks payable in U.S. funds.

Vehicle Data Recording and Privacy

Your GM vehicle has a number of sophisticated computers that record information about the vehicle's performance and how it is driven. For example, your vehicle uses computer modules to monitor and control engine and transmission performance, to monitor the conditions for airbag deployment and deploy airbags in a crash and, if so equipped, to provide antilock braking to help the driver control the vehicle. These modules may store data to help your dealer/retailer technician service your vehicle. Some modules may also store data about how you operate the vehicle, such as rate of fuel consumption or average speed. These modules may also retain the owner's personal preferences, such as radio pre-sets, seat positions, and temperature settings.

Event Data Recorders

This vehicle has an Event Data Recorder (EDR). The main purpose of an EDR is to record, in certain crash or near crash-like situations, such as an airbag deployment or hitting a road obstacle, data that will assist in understanding how a vehicle's systems performed. The EDR is designed to record data related to vehicle dynamics and safety systems for a short period of time, typically 30 seconds or less. The EDR in this vehicle is designed to record such data as:

- How various systems in your vehicle were operating
- Whether or not the driver and passenger safety belts were buckled/fastened
- How far, if at all, the driver was pressing the accelerator and/or brake pedal
- How fast the vehicle was traveling

This data can help provide a better understanding of the circumstances in which crashes and injuries occur.

Important: EDR data is recorded by your vehicle only if a non-trivial crash situation occurs; no data is recorded by the EDR under normal driving conditions and no personal data (e.g., name, gender, age, and crash location) is recorded. However, other parties, such as law enforcement, could combine the EDR data with the type of personally identifying data routinely acquired during a crash investigation.

To read data recorded by an EDR, special equipment is required, and access to the vehicle or the EDR is needed. In addition to the vehicle manufacturer, other parties, such as law enforcement, that have the special equipment, can read the information if they have access to the vehicle or the EDR.

GM will not access this data or share it with others except: with the consent of the vehicle owner or, if the vehicle is leased, with the consent of the lessee; in response to an official request of police or similar government office; as part of GM's defense of litigation through the discovery process; or, as required by law. Data that GM collects or receives may also be used for GM research needs or may be made available to others for research purposes, where a need is shown and the data is not tied to a specific vehicle or vehicle owner.

OnStar®

If your vehicle has OnStar and you subscribe to the OnStar services, please refer to the OnStar Terms and Conditions for information on data collection and use.

Navigation System

If your vehicle has a navigation system, use of the system may result in the storage of destinations, addresses, telephone numbers, and other trip information. Refer to the navigation system operating manual for information on stored data and for deletion instructions.

Radio Frequency Identification (RFID)

RFID technology is used in some vehicles for functions such as tire pressure monitoring and ignition system security, as well as in connection with conveniences such as key fobs for remote door locking/unlocking and starting, and in-vehicle transmitters for garage door openers. RFID technology in GM vehicles does not use or record personal information or link with any other GM system containing personal information.

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