

ACCESSORIES & EQUIPMENT

Cellular, Entertainment, and Navigation - CTS Sedan

SPECIFICATIONS

FASTENER TIGHTENING SPECIFICATIONS

Fastener Tightening Specifications

Application	Specification	
	Metric	English
Audio Disc Player Fasteners	4.7 N.m	42 lb in
Communication Interface Module Battery Bolt	4 N.m	35 lb in
Communication Interface Module Battery Nuts	6 N.m	53 lb in
Communication Interface Module Bolt	2.5 N.m	22 lb in
Communication Interface Module Nuts	4 N.m	35 lb in
Radio Antenna Amplifier Fastener	8 N.m	71 lb in
Radio Antenna Base Fastener	9 N.m	80 lb in
Radio Antenna Coil Fastener	9 N.m	80 lb in
Radio Antenna Ground Coil Fastener	9 N.m	80 lb in
Radio Bracket Fasteners	2.5 N.m	22 lb in
Radio Control Fasteners	2.5 N.m	22 lb in
Radio Front Side Door Speaker Fastener	2.5 N.m	22 lb in
Radio Front Side Door Upper Speaker Fastener	2.5 N.m	22 lb in
Radio Front Speaker Fastener	2.5 N.m	22 lb in
Radio Rear Side Door Speaker Fastener	2.5 N.m	22 lb in
Radio Rear Speaker Fastener	2.5 N.m	22 lb in
Radio Speaker Amplifier Fasteners	2.5 N.m	22 lb in

SCHEMATIC WIRING DIAGRAMS

RADIO/NAVIGATION SYSTEM WIRING SCHEMATICS

Radio Power, Ground and Serial Data

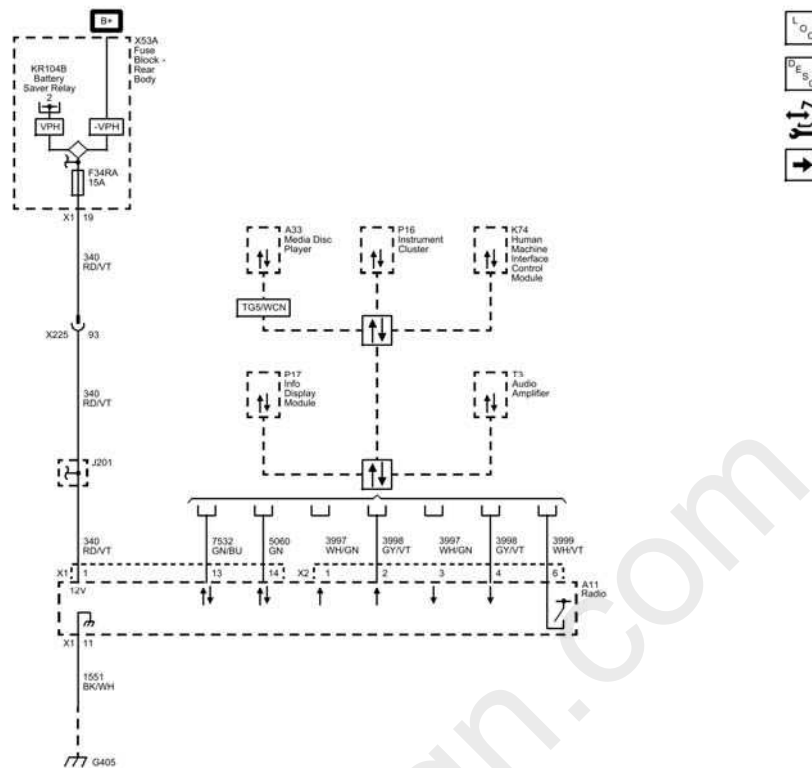


Fig. 1: Radio Power, Ground and Serial Data
Courtesy of GENERAL MOTORS COMPANY

Media Disc Player Power, Ground and Serial Data (TG5 or WCN)

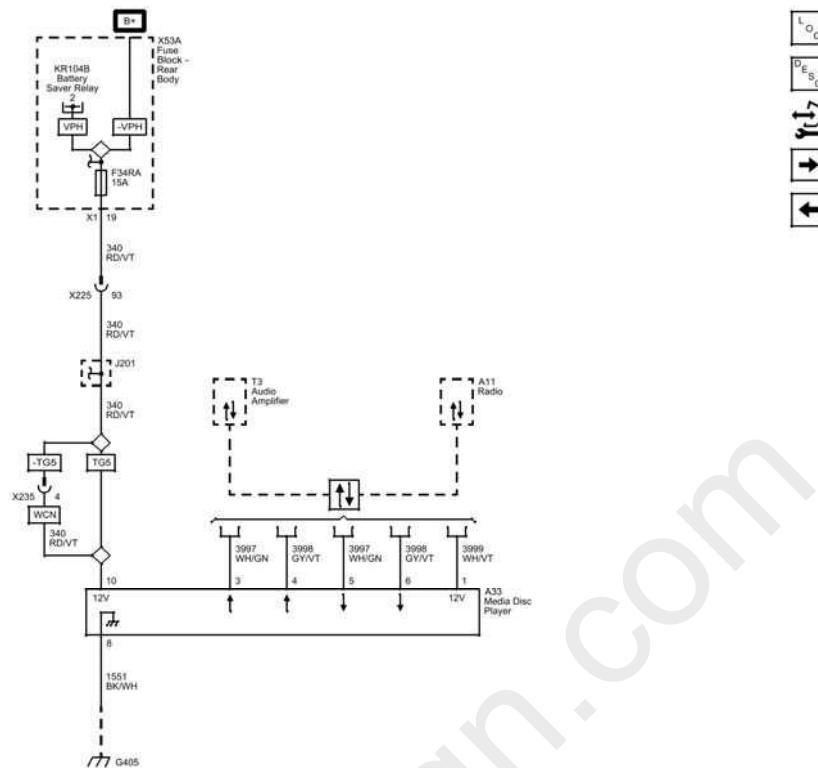
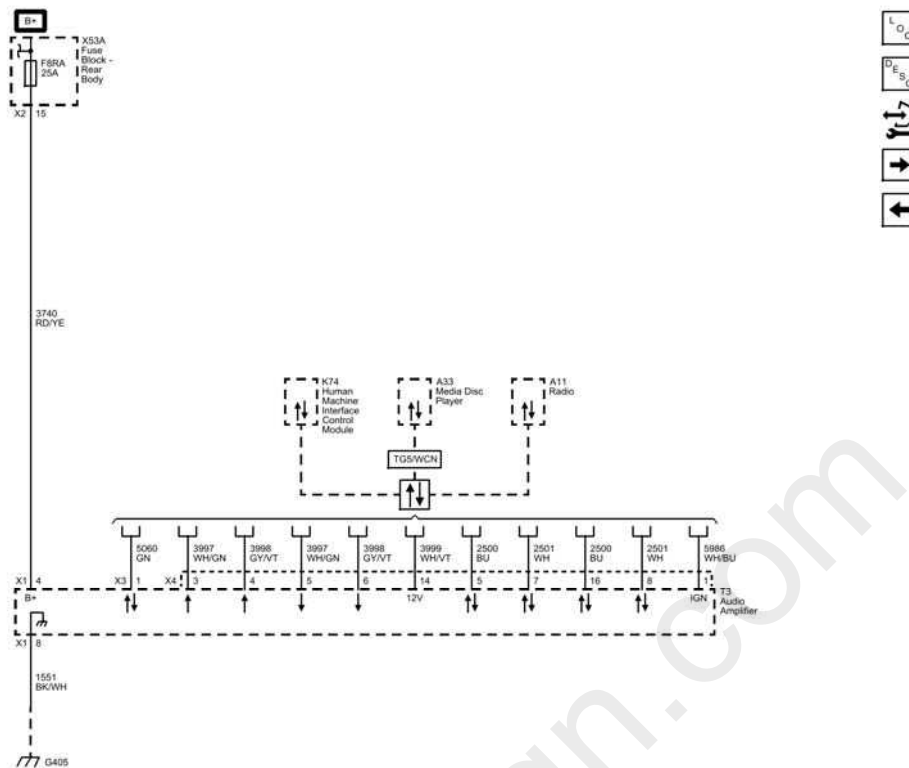


Fig. 2: Media Disc Player Power, Ground and Serial Data (TG5 or WCN)
Courtesy of GENERAL MOTORS COMPANY

Audio Amplifier Power, Ground and Serial Data



Navigation Power, Ground, Serial Data and Signals (IO6 with MAW)

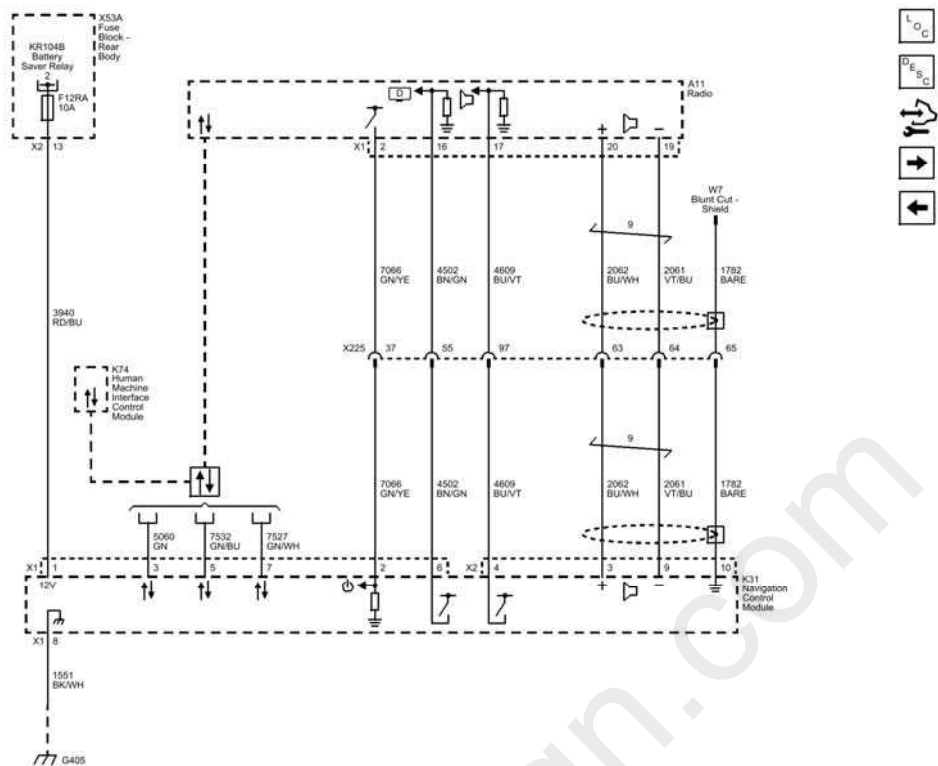


Fig. 5: Navigation Power, Ground, Serial Data and Signals (IO6 with MAW)
Courtesy of GENERAL MOTORS COMPANY

Antennas

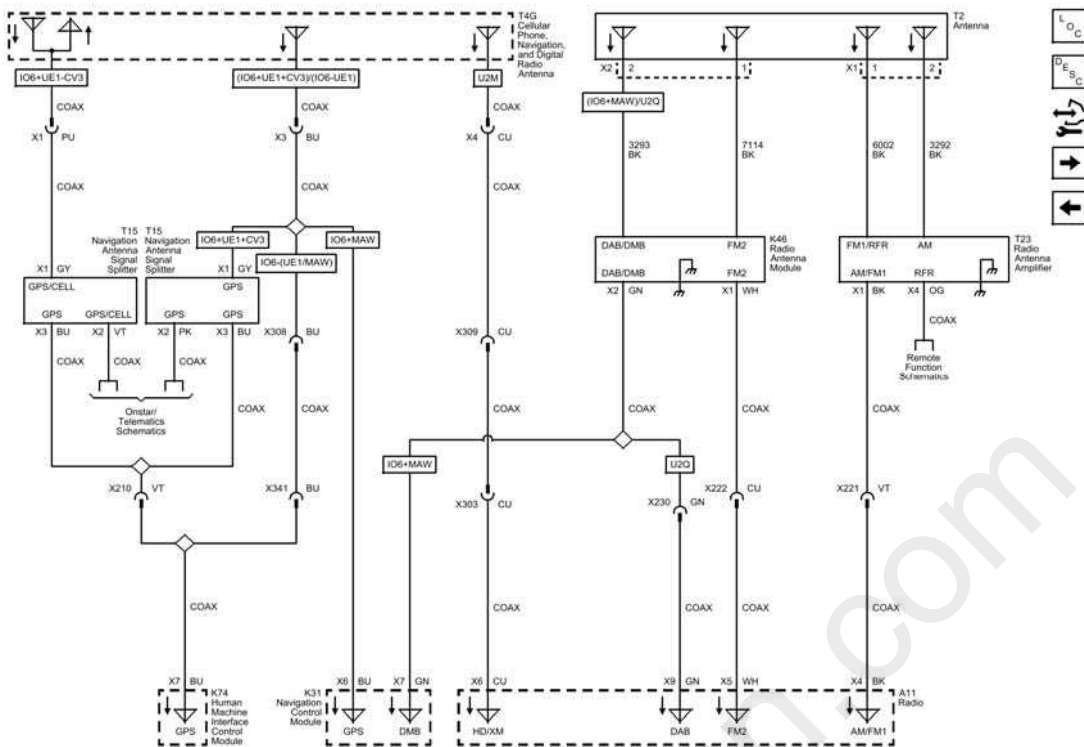


Fig. 6: Antennas
Courtesy of GENERAL MOTORS COMPANY

Speakers

Fig. 7: Speakers
Courtesy of GENERAL MOTORS COMPANY

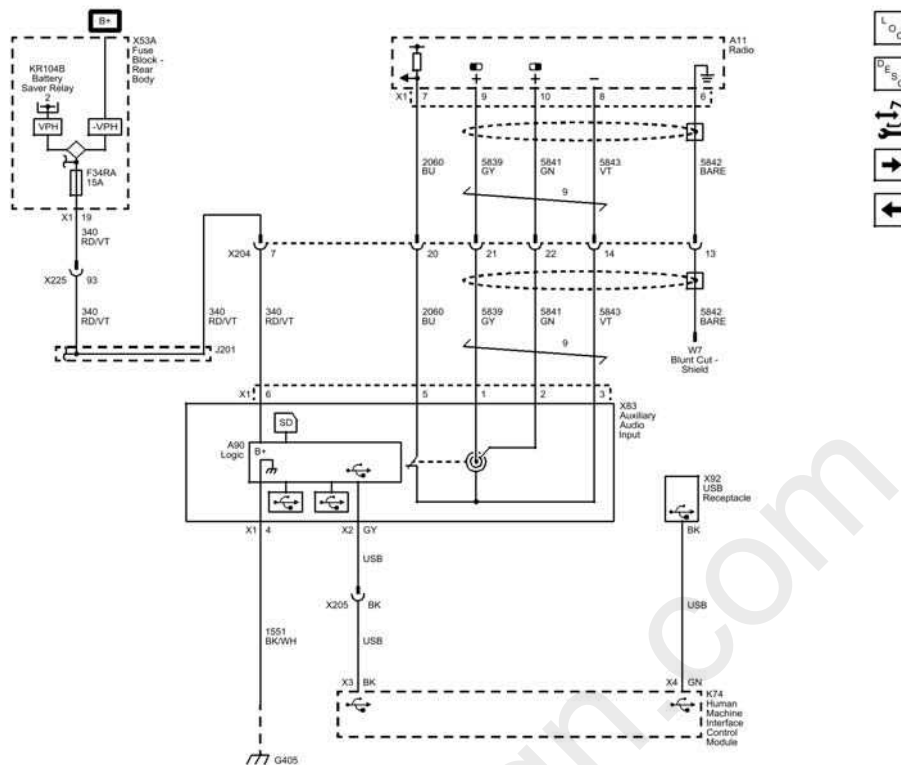


Fig. 8: Auxiliary Inputs (except IO6 with MAW)
 Courtesy of GENERAL MOTORS COMPANY

Auxiliary Inputs (IO6 with MAW)

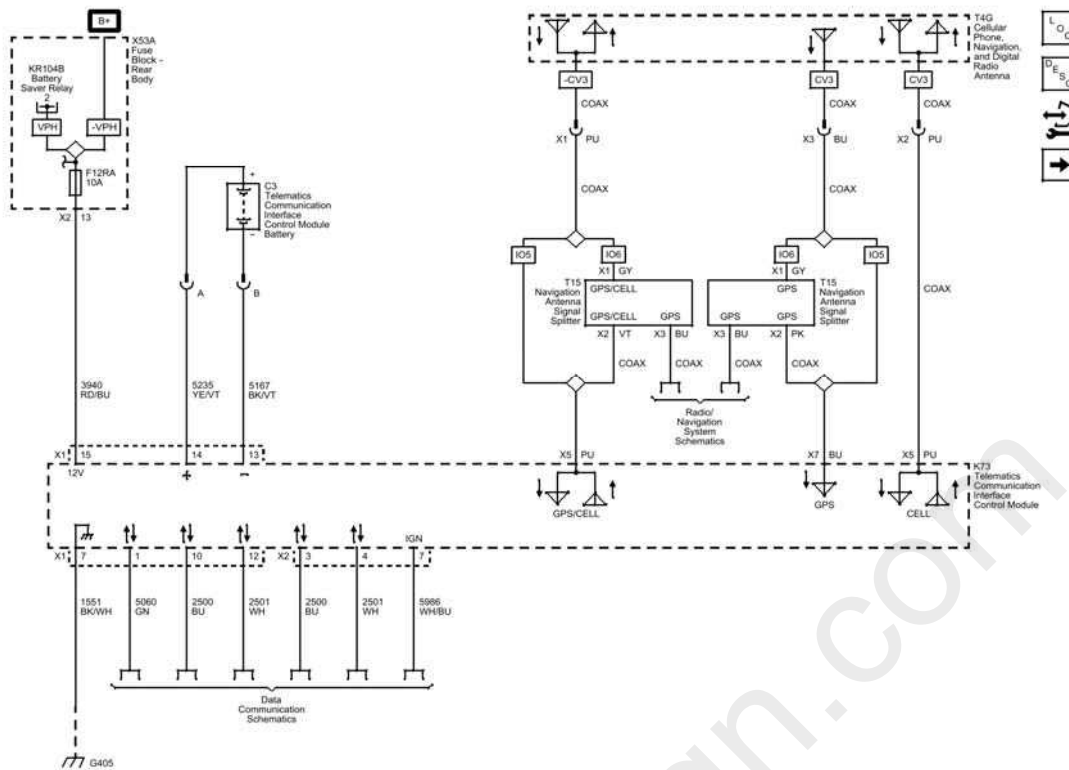


Fig. 10: Power, Ground, Serial Data and Antennas (UE1)
Courtesy of GENERAL MOTORS COMPANY

Controls and Audio Signals (UE1)



DIAGNOSTIC INFORMATION AND PROCEDURES

DIAGNOSTIC CODE INDEX

DIAGNOSTIC CODE INDEX

DTC	Description
<u>DTC B0997</u>	DTC B0997 3A Auxiliary Electronic Control Unit Performance Incorrect Component Installed DTC B0997 39 Auxiliary Electronic Control Unit Performance Internal Electronic Failure
<u>DTC B1024 (Human Machine Interface Control Module)</u>	DTC B1024 53 Circuit Board Temperature Sensor Below Minimum Threshold DTC B1024 54 Circuit Board Temperature Sensor Above Maximum Threshold
<u>DTC B1024 (Audio Amplifier)</u>	DTC B1024 11 Circuit Board Temperature Sensor Above Maximum Threshold
<u>DTC B1025-B1135</u>	DTC B1025 Audio Output 1 Circuit DTC B1035 Audio Output 2 Circuit DTC B1045 Audio Output 3 Circuit DTC B1055 Audio Output 4 Circuit

	DTC B1065 Audio Output 5 Circuit DTC B1075 Audio Output 6 Circuit DTC B1085 Audio Output 7 Circuit DTC B1095 Audio Output 8 Circuit DTC B1105 Audio Output 9 Circuit DTC B1115 Audio Output 10 Circuit
<u>DTC B124F</u>	DTC B124F Universal Serial Bus (USB) Programming
<u>DTC B124B</u>	DTC B124B USB 1 Circuit
<u>DTC B124C</u>	DTC B124C 0B USB 2 Circuit
<u>DTC B125A</u>	DTC B125A 02 Antenna 1 Signal Circuit Short to Ground DTC B125A 04 Antenna 1 Signal Circuit Open Circuit
<u>DTC B125B</u>	DTC B125B 02 Antenna 2 Signal Circuit Short to Ground DTC B125B 04 Antenna 2 Signal Circuit Open Circuit
<u>DTC B125C</u>	DTC B125C 01 Satellite Antenna Circuit Short to Battery DTC B125C 02 Satellite Antenna Circuit Short to Ground DTC B125C 04 Satellite Antenna Circuit Open
<u>DTC B125E</u>	DTC B125E 01 Digital Audio Broadcast (DAB) Short to Battery DTC B125E 02 Digital Audio Broadcast (DAB) Circuit Short to Ground DTC B125E 04 Digital Audio Broadcast (DAB) Circuit Open
<u>DTC B1271</u>	DTC B1271 00 Theft Protection Active
<u>DTC B1277</u>	DTC B1277 Microphone 1 Input Signal Circuit
<u>DTC B127E</u>	DTC B127E 00 Front Video Display Output Signal
<u>DTC B12A7</u>	DTC B12A7 39 Optical Media Drive Internal Electronic Failure DTC B12A7 45 Optical Media Drive Build Variant not Programmed
<u>DTC B12A8</u>	DTC B12A8 00 Optical Media Drive Theft Locked
<u>DTC B1446 or B1447</u>	DTC B1446 Replace Backup Power Source Below Minimum Threshold DTC B1447 Backup Power Source Open Circuit
<u>DTC B2455</u>	DTC B2455 02 Cellular Phone Microphone Circuit Short to Ground DTC B2455 04 Cellular Phone Microphone Circuit Open/High Resistance
<u>DTC B2462 (IO6 without UE1)</u>	DTC B2462 Global Positioning System Signal
<u>DTC B2462 (IO6 with UE1 without CV3)</u>	DTC B2462 Global Positioning System Signal
<u>DTC B2462 (IO6 with UE1 and CV3)</u>	DTC B2462 Global Positioning System Signal
<u>DTC B2462 (UE1 with CV3 without IO6)</u>	DTC B2462 02 Global Positioning System (GPS) Signal Short to Ground DTC B2462 04 Global Positioning System (GPS) Signal Open Circuit
<u>DTC B2470 (without CV3)</u>	DTC B2470 02 Cellular Phone Antenna Circuit Malfunction Short to Ground DTC B2470 04 Cellular Phone Antenna Circuit Malfunction Open Circuit
<u>DTC B2470 (with CV3)</u>	DTC B2470 02 Cellular Phone Antenna Circuit Malfunction Short to Ground DTC B2470 04 Cellular Phone Antenna Circuit Malfunction Open Circuit
<u>DTC B2476 or B2482</u>	DTC B2476 04 Cellular Phone Select Service Switch Open DTC B2476 59 Cellular Phone Select Service Switch Protection Time-out DTC B2482 00 Cellular Phone Select Service Switch Range/Performance

DTC B0997: AUXILIARY ELECTRONIC CONTROL UNIT

Diagnostic Instructions

- Perform the **Diagnostic System Check - Vehicle** prior to using this diagnostic procedure.
- Review **Strategy Based Diagnosis** for an overview of the diagnostic approach.
- **Diagnostic Procedure Instructions** provides an overview of each diagnostic category.

DTC Descriptor

DTC B0997 3A

Auxiliary Electronic Control Unit Performance Incorrect Component Installed

DTC B0997 39

Auxiliary Electronic Control Unit Performance Internal Electronic Failure

Circuit/System Description

The Info Display Module monitors itself for internal failures and reports its condition to the Human Machine Interface Control Module when requested. The info display also reports electronic identification information when requested.

Conditions for Running DTC

- Ignition is ON or in the ACC position
- The system voltage is 9-16 V
- DTC B101E is not set as current in the Human Machine Interface Control Module
- The test is run once during Human Machine Interface Control Module wake up

Conditions for Setting the DTC

B0997 3A

The Info Display Module has reported identification information that differs from the information calibrated in the Human Machine Interface Control Module.

B0997 39

The Info Display Module reports an internal malfunction.

Action Taken When DTC Sets

The Human Machine Interface Control Module will set the DTC and the Info Display Module will have limited or no functionality.

Conditions for Clearing the DTC

The Human Machine Interface Control Module detects a compatible Info Display Module with no internal malfunctions reported.

Reference Information

Schematic Reference

Radio/Navigation System Schematics

Connector End View Reference

COMPONENT CONNECTOR END VIEWS - INDEX - SEDAN

Description and Operation

Radio/Audio System Description and Operation

Electrical Information Reference

- Circuit Testing
- Connector Repairs
- Testing for Intermittent Conditions and Poor Connections
- Wiring Repairs

Scan Tool Reference

Control Module References for scan tool information

Circuit/System Verification

1. Ignition ON, Infotainment system ON.
2. Verify DTC B101E is not set
 - **If DTC B101E is set**

Refer to Diagnostic Trouble Code (DTC) List - Vehicle .

- **If DTC B101E is not set**
3. Verify DTC B0997 is not set
 - **If DTC B0997 is set**

Replace the P17 Info Display Module.

- **If DTC B0997 is not set**

4. All OK

Repair Instructions

Perform the **Diagnostic Repair Verification** after completing the repair.

Radio Control Assembly Replacement

DTC B1024 (HUMAN MACHINE INTERFACE CONTROL MODULE): CIRCUIT BOARD TEMPERATURE SENSOR

Diagnostic Instructions

- Perform the **Diagnostic System Check - Vehicle** prior to using this diagnostic procedure.
- Review **Strategy Based Diagnosis** for an overview of the diagnostic approach.
- **Diagnostic Procedure Instructions** provides an overview of each diagnostic category.

DTC Descriptor

DTC B1024 53

Circuit Board Temperature Sensor Below Minimum Threshold

DTC B1024 54

Circuit Board Temperature Sensor Above Maximum Threshold

Circuit/System Description

The human machine interface control module monitors the internal circuitry for excessive temperature. When a temperature outside of the range is detected, the module sets the DTC and limits its operation to avoid damage.

Conditions for Running the DTC

- Ignition is ON or in the ACC position
- The system voltage is 9-16 V
- The test is run once per second when the infotainment system is operating

Conditions for Setting the DTC

B1024 53

The module senses an internal temperature less than -40°C (-40°F).

B1024 54

The module senses an internal temperature greater than 69°C (156°F).

Action Taken When the DTC Sets

- The human machine interface control module sets the DTC.
- A message is displayed indicating that the system performance is being impacted by the excessive temperature condition.
- The module stops communicating on the MOST Bus network, but does not interrupt communication on the network.
- The infotainment system and the Info Display Module will have limited or no functionality.
- Components or other subsystems that interface with the infotainment system may have limited or no functionality.

Conditions for Clearing the DTC

- The internal temperature is between -40°C (-40°F) and 69°C (156°F).
- A history DTC will clear once 100 consecutive malfunction-free ignition cycles have occurred.

Diagnostic Aids

Under certain conditions it may be normal for this DTC to set to prevent permanent damage to the module.

Reference Information

Schematic Reference

Radio/Navigation System Schematics

Connector End View Reference

COMPONENT CONNECTOR END VIEWS - INDEX - SEDAN

Description and Operation

Radio/Audio System Description and Operation

Electrical Information Reference

- **Circuit Testing**
- **Connector Repairs**
- **Testing for Intermittent Conditions and Poor Connections**
- **Wiring Repairs**

Scan Tool Reference

Control Module References for scan tool information

Circuit/System Verification

NOTE: Allow the vehicle cabin to cool if the temperature inside the vehicle is excessive before proceeding with this diagnostic procedure.

1. Verify the DTC sets outside of the Conditions for Running and Setting. Since most occurrences of this DTC are caused by extreme vehicle cabin temperatures due to ambient conditions, review with the customer the conditions under which the DTC set.
 - **If the DTC sets within the Conditions for Running and Setting.**

The system is operating as designed, All OK.

- **If the DTC sets outside the Conditions for Running and Setting.**
2. Using the scan tool, clear the DTC.
 3. Verify the DTC does not set while operating the infotainment system under the conditions the customer experienced the concern.
 - **If the DTC sets**

Replace the K74 Human Machine Interface Control Module

- **If the DTC does not set**
4. All OK.

Repair Instructions

Perform the **Diagnostic Repair Verification** after completing the repair.

Control Module References for human machine interface control module replacement, programming, and setup.

DTC B1024 (AUDIO AMPLIFIER): CIRCUIT BOARD TEMPERATURE SENSOR

Diagnostic Instructions

- Perform the **Diagnostic System Check - Vehicle** prior to using this diagnostic procedure.
- Review **Strategy Based Diagnosis** for an overview of the diagnostic approach.
- **Diagnostic Procedure Instructions** provides an overview of each diagnostic category.

DTC Descriptor

DTC B1024 11

Circuit Board Temperature Sensor Above Maximum Threshold

Circuit/System Description

The audio amplifier monitors the internal circuitry for excessive temperature. When the amplifier senses an internal circuitry temperature greater than 95°C (203°F), the amplifier will set DTC B1024 11 and shut down

until the internal circuitry cools below 90°C (194°F). No external circuit diagnosis is involved.

Conditions for Running the DTC

- Radio ON.
- Battery voltage must be between 9-16 volts.

Conditions for Setting the DTC

The audio amplifier detects an over-heat condition greater than 95°C (203°F) of the internal amplifier circuitry.

Action Taken When the DTC Sets

The audio amplifier will shut down and all speakers will be inoperative.

Conditions for Clearing the DTC

- The condition responsible for setting the DTC no longer exists.
- A history DTC will clear once 100 consecutive malfunction-free ignition cycles have occurred.

Diagnostic Aids

Extended use or extremely high volume especially in warm weather conditions may cause this DTC to set. Under these conditions it may be normal for this DTC to set to prevent permanent damage to the audio amplifier circuitry.

Reference Information

Schematic Reference

Radio/Navigation System Schematics

Connector End View Reference

COMPONENT CONNECTOR END VIEWS - INDEX - SEDAN

Description and Operation

Radio/Audio System Description and Operation

Electrical Information Reference

- **Circuit Testing**
- **Connector Repairs**
- **Testing for Intermittent Conditions and Poor Connections**
- **Wiring Repairs**

Scan Tool Reference

Control Module References for scan tool information

Circuit/System Verification

NOTE: Allow the vehicle cabin to cool if the temperature inside the vehicle is excessive before proceeding with this diagnostic procedure.

1. Verify the DTC sets outside of the Conditions for Running and Setting. Since most occurrences of this DTC are caused by extreme vehicle cabin temperatures due to ambient conditions, review with the customer the conditions under which the DTC set.
 - **If the DTC sets within the Conditions for Running and Setting.**

The system is operating as designed, All OK.
 - **If the DTC sets outside the Conditions for Running and Setting.**
2. Using the scan tool, clear the DTC.
3. Verify the DTC does not set while operating the infotainment system under the conditions the customer experienced the concern.
 - **If the DTC sets**

Replace the T3 Audio Amplifier
 - **If the DTC does not set**
4. All OK.

Repair Instructions

Perform the **Diagnostic Repair Verification** after completing the diagnostic procedure.

Control Module References for audio amplifier replacement, setup, and programming

DTC B1025-B1135: AUDIO OUTPUT CIRCUIT

Diagnostic Instructions

- Perform the **Diagnostic System Check - Vehicle** prior to using this diagnostic procedure.
- Review **Strategy Based Diagnosis** for an overview of the diagnostic approach.
- **Diagnostic Procedure Instructions** provide an overview of each diagnostic category.

DTC Descriptors

DTC B1025

Audio Output 1 Circuit

DTC B1035

Audio Output 2 Circuit

DTC B1045

Audio Output 3 Circuit

DTC B1055

Audio Output 4 Circuit

DTC B1065

Audio Output 5 Circuit

DTC B1075

Audio Output 6 Circuit

DTC B1085

Audio Output 7 Circuit

DTC B1095

Audio Output 8 Circuit

DTC B1105

Audio Output 9 Circuit

DTC B1115

Audio Output 10 Circuit

For symptom byte information refer to **Symptom Byte List** .

Diagnostic Fault Information

Circuit	Short to Ground	Open/High Resistance	Short to Voltage	Signal Performance
Audio Output 1 Signal Circuits (Left Front Door Woofer and Garnish Molding Tweeter)	B1025 02	B1025 04	B1025 01	-
Audio Output 2 Signal Circuits (Right Front Door Woofer and	B1035 02	B1035 04	B1035 01	-

Garnish Molding Tweeter)				
Audio Output 3 Signal Circuits (Left Rear Deck Woofer)	B1045 02	B1045 04	B1045 01	-
Audio Output 4 Signal Circuits (Right Rear Deck Woofer)	B1055 02	B1055 04	B1055 01	-
Audio Output 5 Signal Circuits (Left Rear Door)	B1065 02	B1065 04	B1065 01	-
Audio Output 6 Signal Circuits (Right Rear Door)	B1075 02	B1075 04	B1075 01	-
Audio Output 7 Signal Circuits (Left Front Door Upper)	B1085 02	B1085 04	B1085 01	-
Audio Output 8 Signal Circuits (Right Front Door Upper)	B1095 02	B1095 04	B1095 01	-
Audio Output 9 Signal Circuits (Center I/P)	B1105 02	B1105 04	B1105 01	-
Audio Output 10 Signal Circuits (UQS only) (Rear Deck Surround Speakers)	B1115 02	B1115 04	B1115 01	-

Circuit/System Description

The Media Oriented Systems Transport (MOST) is a high-speed multimedia network technology. The serial MOST bus uses a ring topology and synchronous data communication to transmit audio, video, data and control information between any devices attached.

The audio amplifier is a participant on the MOST network. The audio amplifier receives audio inputs and control information from the MOST bus.

Each of the audio output channel circuits (+) and (-), at the audio amplifier have a DC bias voltage that is approximately one half of the battery voltage. When using a DMM, each of the audio output channel circuits will measure approximately 6.5V DC. The audio being played on the system is produced by a varying AC voltage that is centered around the DC bias voltage on the same circuit. The AC voltage is what causes the speaker cone to move and produce sound.

Diagnostic Aids

- Improper speaker mounting or loose trim may cause an audible buzz or distortion. Inspect the appropriate speaker and the surrounding interior trim for proper and secure mounting.

The EL-50334-6 Audio System Diagnostic CD contains audio tracks that can be used to duplicate and isolate such concerns. Tracks 11 and 12 contain audio sweep tones for testing for speaker and grill rattles.

If the speaker or surrounding interior trim is found to be loose or improperly secured, correctly secure the item.

- The test tones on the CD may be copied to a USB drive or other device to use during testing.

- Some audio output circuits are connected to more than one speaker, dependant on vehicle equipment. It may be necessary to disconnect one or more speakers during testing of some circuits.

Conditions for Running the DTC

NOTE: DTC B1325 must not be set as current for the amplifier to run any of the following tests.

DTC B1025 01, B1035 01, B1045 01, B1055 01, B1065 01, B1075 01, B1085 01, B1095 01, B1105 01, B1115 01

The test is run initially upon amplifier wake-up, and periodically every one second after amplifier operation begins.

DTC B1025 02, B1035 02, B1045 02, B1055 02, B1065 02, B1075 02, B1085 02, B1095 02, B1105 02, B1115 02

The test is run initially upon amplifier wake-up, and periodically every one second after amplifier operation begins.

DTC B1025 04, B1035 04, B1045 04, B1055 04, B1065 04, B1075 04, B1085 04, B1095 04, B1105 04, B1115 04

The test is run once during amplifier wake-up.

Conditions for Setting the DTC

DTC B1025 01, B1035 01, B1045 01, B1055 01, B1065 01, B1075 01, B1085 01, B1095 01, B1105 01, B1115 01

A short to voltage is detected on the specified (+) or (-) signal circuit

DTC B1025 02, B1035 02, B1045 02, B1055 02, B1065 02, B1075 02, B1085 02, B1095 02, B1105 02, B1115 02

A short to ground is detected on the specified (+) or (-) signal circuit

DTC B1025 04, B1035 04, B1045 04, B1055 04, B1065 04, B1075 04, B1085 04, B1095 04, B1105 04, B1115 04

An open is detected on the specified (+) or (-) signal circuit

Action Taken When the DTC Sets

The amplifier mutes the output channel and no sound is present from the speaker(s) that have a current circuit fault.

Conditions for Clearing the DTC

- The condition for setting the DTC is no longer present.
- A history DTC will clear once 50 consecutive malfunction-free ignition cycles have occurred.

Reference Information

Schematic Reference

Radio/Navigation System Schematics

Connector End View Reference

COMPONENT CONNECTOR END VIEWS - INDEX - SEDAN

Electrical Information Reference

- Circuit Testing
- Connector Repairs
- Testing for Intermittent Conditions and Poor Connections
- Wiring Repairs

Scan Tool Reference

Control Module References for scan tool information

Special Tools

EL-50334-50 USB Cable and Adapter Kit

Circuit/System Verification

1. Ignition ON, infotainment system ON, mute OFF.
2. Verify clear audio is heard from each speaker, adjusting fade and balance controls to test each speaker individually.
 - **If audio is inoperative from one or more speakers, or the audio emitted is not clear**

Refer to Circuit/System Testing.
 - **If clear audio is heard from all speakers**
3. All OK.

Circuit/System Testing

1. Ignition OFF, disconnect the harness connector at the appropriate P19 Speaker. Ignition ON, infotainment system ON, mute OFF.

2. Test for 5-7 V between each audio signal circuit terminal 1 and terminal 2 and ground.
 - **If less than 5 V**
 1. Ignition OFF, disconnect the X1 and X2 harness connectors at the T3 Audio Amplifier.
 2. Test for infinite resistance between the signal circuit and ground.
 - If less than infinite resistance, repair the short to ground on the circuit.
 - If infinite resistance
 3. Test for less than 2 ohms in the signal circuit end to end.
 - If 2 ohms or greater, repair the open/high resistance in the circuit.
 - If less than 2 ohms, replace the T3 Audio Amplifier.
 - **If greater than 7 V**
 1. Ignition OFF, disconnect the X1 and X2 harness connectors at the T3 Audio Amplifier. Ignition ON.
 2. Test for less than 1 V between the signal circuit and ground.
 - If 1 V or greater, repair the short to voltage on the circuit.
 - If less than 1 V, replace the T3 Audio Amplifier.
 - **If between 5-7 V**
3. Test or replace the P19 Speaker.

Repair Instructions

Perform the **Diagnostic Repair Verification** after completing the repair.

- **Speaker Replacement Reference**
- **Control Module References** for audio amplifier replacement, programming, and setup.

DTC B124F: UNIVERSAL SERIAL BUS (USB) PROGRAMMING

Diagnostic Instructions

- Perform the **Diagnostic System Check - Vehicle** prior to using this diagnostic procedure.
- Review **Strategy Based Diagnosis** for an overview of the diagnostic approach.
- **Diagnostic Procedure Instructions** provides an overview of each diagnostic category.

DTC Descriptor

DTC B124F

Universal Serial Bus (USB) Programming

For symptom byte information, refer to **Symptom Byte List** .

Circuit/System Description

Certain devices in the entertainment system must be programmed with specific software and other information to operate correctly. This DTC is the result of an unsuccessful USB programming event of the device. The symptom byte information is for engineering reference only. No external circuit diagnosis is involved

Conditions for Running the DTC

Once upon each USB Programming Event.

Conditions for Setting the DTC

The programming event was incomplete, or completed with errors.

Action Taken When the DTC Sets

The entertainment system has limited or no functionality.

Conditions for Clearing the DTC

The programming event completes successfully.

Circuit/System Verification

1. Ignition ON.
2. Verify DTC B124F is not set.
 - **If DTC B124F is set**
 1. Program the device that set the DTC.
 2. Verify the DTC does not set.
 - If DTC is set, replace the device that set the DTC.
 - If the DTC is not set
 - 3. All OK.
 - **If DTC B124F is not set**
3. All OK

Repair Instructions

Perform the **Diagnostic Repair Verification** after completing the repair.

Control Module References for device replacement, programming, and setup.

DTC B124B: USB 1 CIRCUIT

Diagnostic Instructions

- Perform the **Diagnostic System Check - Vehicle** prior to using this diagnostic procedure.
- Review **Strategy Based Diagnosis** for an overview of the diagnostic approach.

- **Diagnostic Procedure Instructions** provides an overview of each diagnostic category.

DTC Descriptor

DTC B124B

USB 1 Circuit

For symptom byte information refer to **Symptom Byte List** .

Circuit/System Description

The infotainment system has a USB port and SD card reader slot located in the center console. The USB port and the card reader slot interface with a hub device, internal to the auxiliary jack, USB, and memory card receptacle assembly. The auxiliary jack, USB, and memory card receptacle assembly receives fused battery voltage and ground from the harness to power the internal hub device as well as providing additional amperage to power USB devices.

The internal hub device interfaces directly with the human machine interface control module via a standard USB cable. A Mini type USB connector is used to connect the cable at the USB port and at the human machine interface control module and at the auxiliary jack, USB, and memory card receptacle. Standard USB male to female connections are typically used for connecting USB cables together where an in-line connection is required. An in-line cable connection is typically found between the console and I/P harness.

USB Port

The USB port allows connectivity to the infotainment system from portable media players or a USB storage device (memory stick/ flash drive). When a device is connected to the USB port, the system detects the device and switches to USB as the audio source. Once connected, the device can be controlled from the radio controls.

Not all portable media player devices or file types are compatible. Refer to the owner's manual for information on USB devices, control, and operation.

SD Card Reader

The infotainment uses the SD card reader as a mass storage device, similar to a USB storage device.

Refer to the owners manual for information on media types supported via the SD card reader.

Conditions for Running the DTC

- Ignition is ON or in the ACC position
- The system voltage is 9-16 V
- The infotainment system is ON
- The test is run once per second when the infotainment system is operating

Conditions for Setting the DTC

B124B 0B

The human machine interface control module detects an excessive current condition on the USB 5 V circuit.

B124B 04

The human machine interface control module does not detect the vehicle hub device.

B124B 11

The human machine interface control module detects an additional hub device attached to the vehicle USB port.

Action Taken When the DTC Sets

The USB port and SD card reader are inoperative while the DTC is current.

Conditions for Clearing the DTC

- The condition for setting the DTC is no longer present.
- A history DTC will clear once 50 consecutive malfunction-free ignition cycles have occurred.

Diagnostic Aids

- This DTC may be set due to the connection of an incompatible or faulty USB device.
- The human machine interface control module has two available USB connections. The human machine interface control module calibrations determine what is expected to be connected to each of these connection: either a USB port or a USB/SD Card reader HUB. USB 1 and USB 2 refers to the connector at the module that the port or hub is connected to.

Reference Information

Schematic Reference

Radio/Navigation System Schematics

Connector End View Reference

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Description and Operation

Radio/Audio System Description and Operation

Electrical Information Reference

- **Circuit Testing**
- **Connector Repairs**

- **Testing for Intermittent Conditions and Poor Connections**
- **Wiring Repairs**

Scan Tool Reference

Control Module References for scan tool information

Special Tools

EL-50334-20 Multi-Media Interface Tester (MIT)

Circuit/System Verification

1. Verify DTC B124B is not set. Since occurrences of this DTC can be caused by an incompatible or faulty USB device, review with the customer the conditions under which their concern occurred.

- **If DTC B124B is set.**

Refer to Circuit/System Testing.

- **If DTC B124B is not set.**

2. Ignition ON, infotainment system ON.
3. Connect the EL-50334-20 Multi-Media Interface Tester (MIT) to the X83 Auxiliary Audio Input USB port and select the USB test mode.
4. Verify the audio from the EL-50334-20 Multi-Media Interface Tester (MIT) is heard through the infotainment system while operating the system to play audio from the test tool.
 - **If audio is not heard from the test tool**
 1. Insert an SD card with compatible media into the SD card slot.
 2. Verify the media on the SD card can be accessed while operating the system to connect to the SD card.
 - If the SD card reader cannot be accessed, refer to Circuit/System Testing.
 - If the SD card reader can be accessed, replace the X83 Auxiliary Audio Input.
 - **If audio is heard from the test tool**
5. Insert an SD card with compatible media into the SD card slot.
6. Verify the media on the SD card can be accessed while operating the system to connect to the SD card.
 - **If the SD card reader media cannot be accessed**

Refer to Circuit/System Testing

- **If the SD card reader media can be accessed**

7. All OK.

Circuit/System Testing

1. Ignition OFF, disconnect the X1 harness connector at the X83 Auxiliary Audio Input.
2. Test for less than 10 ohms between the ground circuit terminal 4 and ground.
 - **If 10 ohms or greater**
 1. Ignition OFF.
 2. Test for less than 2 ohms in the ground circuit end to end.
 - If 2 ohms or greater, repair the open/high resistance in the circuit.
 - If less than 2 ohms, repair the open/high resistance in the ground connection.
 - **If less than 10 ohms**
3. Verify that a test lamp illuminates between the B+ circuit terminal 6 and ground.
 - **If the test lamp does not illuminate**
 1. Ignition OFF, remove the test lamp.
 2. Test for less than 2 ohms in the B+ circuit end to end.
 - If 2 ohms or greater, repair the open/high resistance in the circuit.
 - **If the test lamp illuminates**
4. Verify the USB cable is properly connected at all components and in-line connections, and there is no damage to the cable or connections.
 - **If connection problems or cable damage is noted.**

Perform the appropriate repair or replacement to correct any issues.

- **If no connection problems or cable damage is noted.**
5. Replace the X83 Auxiliary Audio Input. Connect all harness connectors.
 6. Ignition ON, infotainment system ON.
 7. Connect the EL-50334-20 Multi-Media Interface Tester (MIT) to the X83 Auxiliary Audio Input USB port and select the USB test mode.
 8. Verify the audio from the EL-50334-20 Multi-Media Interface Tester (MIT) is heard through the infotainment system while operating the system to play audio from the test tool.
 - **If audio is not heard from the test tool**
 1. Replace the K74 Human Machine Interface Control Module.
 2. Connect the EL-50334-20 Multi-Media Interface Tester (MIT) to the X83 Auxiliary Audio Input USB port and select the USB test mode.
 3. Verify the audio from the EL-50334-20 Multi-Media Interface Tester (MIT) is heard through the infotainment system while operating the system to play audio from the test tool.
 - If audio is not heard from the test tool, replace the USB cable connected to the X83 Auxiliary Audio Input. Verify audio is heard from the test tool. If audio is not heard from the test tool, replace the USB cable connected to the K74 Human Machine Interface Control Module.
 - If audio is heard from the test tool.
 4. All OK.
 - **If audio is heard from the test tool**
 9. All OK

Repair Instructions

Perform the **Diagnostic Repair Verification** after completing the repair.

- **Audio Disc Player, USB, Auxiliary In, and Memory Card Receptacle Replacement**
- **Control Module References** for human machine interface control module replacement, programming, and setup.

DTC B124C: USB 2 CIRCUIT

Diagnostic Instructions

- Perform the **Diagnostic System Check - Vehicle** prior to using this diagnostic procedure.
- Review **Strategy Based Diagnosis** for an overview of the diagnostic approach.
- **Diagnostic Procedure Instructions** provides an overview of each diagnostic category.

DTC Descriptor

DTC B124C 0B

USB 2 Circuit

For symptom byte information refer to **Symptom Byte List**.

Circuit/System Description

The infotainment system has a USB port and SD card reader slot located in the center console. The USB port and the card reader slot interface with a hub device, internal to the auxiliary jack, USB, and memory card receptacle assembly. The auxiliary jack, USB, and memory card receptacle assembly receives fused battery voltage and ground from the harness to power the internal hub device as well as providing additional amperage to power USB devices.

The internal hub device interfaces directly with the human machine interface control module via a standard USB cable. A mini type USB connector is used to connect the cable at the USB port and at the human machine interface control module and at the auxiliary jack, USB, and memory card receptacle. Standard USB male to female connections are typically used for connecting USB cables together where an in-line connection is required. An in-line cable connection is typically found between the console and I/P harness.

USB Port

The USB port allows connectivity to the infotainment system from portable media players or a USB storage device (memory stick/ flash drive). When a device is connected to the USB port, the system detects the device and switches to USB as the audio source. Once connected, the device can be controlled from the radio controls.

Not all portable media player devices or file types are compatible. Refer to the owner's manual for information on USB devices, control, and operation.

SD Card Reader

The infotainment uses the SD card reader as a mass storage device, similar to a USB storage device.

Refer to the owners manual for information on media types supported via the SD card reader.

Conditions for Running the DTC

- Ignition is ON or in the ACC position
- The system voltage is 9-16 V
- The infotainment system is ON
- The test is run once per second when the infotainment system is operating

Conditions for Setting the DTC

B124C 0B

The human machine interface control module detects an excessive current condition on the USB 5 V circuit.

B124C 04

The human machine interface control module does not detect the vehicle hub device.

B124C 11

The human machine interface control module detects an additional hub device attached to the vehicle USB port.

Action Taken When the DTC Sets

The USB port and SD card reader are inoperative while the DTC is current.

Conditions for Clearing the DTC

- The condition for setting the DTC is no longer present.
- A history DTC will clear once 50 consecutive malfunction-free ignition cycles have occurred.

Diagnostic Aids

- This DTC may be set due to the connection of an incompatible or faulty USB device.
- The human machine interface control module has two available USB connections. The human machine interface control module calibrations determine what is expected to be connected to each of these connection: either a USB port or a USB/SD Card reader HUB. USB 1 and USB 2 refers to the connector at the module that the port or hub is connected to.

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- **Wiring Repairs**

Scan Tool Reference

Control Module References for scan tool information

Special Tools

EL-50334-20 Multi-Media Interface Tester (MIT)

Circuit/System Verification

1. Verify DTC B124C is not set. Since occurrences of this DTC can be caused by an incompatible or faulty USB device, review with the customer the conditions under which their concern occurred.
 - **If DTC B124C is set.**

Refer to Circuit/System testing.
 - **If DTC B124C is not set.**
2. Ignition ON, infotainment system ON.
3. Connect the EL-50334-20 Multi-Media Interface Tester (MIT) to the X83 Auxiliary Audio Input USB port and select the USB test mode.
4. Verify the audio from the EL-50334-20 Multi-Media Interface Tester (MIT) is heard through the infotainment system while operating the system to play audio from the test tool.
 - **If audio is not heard from the test tool**
 1. Insert an SD card with compatible media into the SD card slot.
 2. Verify the media on the SD card can be accessed while operating the system to connect to the SD card.
 - If the SD card reader cannot be accessed, refer to Circuit/System testing.

- If the SD card reader can be accessed, replace the X83 Auxiliary Audio Input.
- **If audio is heard from the test tool**
- 5. Insert an SD card with compatible media into the SD card slot.
- 6. Verify the media on the SD card can be accessed while operating the system to connect to the SD card.
 - **If the SD card reader media cannot be accessed**

Refer to Circuit/System testing

- **If the SD card reader media can be accessed**
- 7. All OK.

Circuit/System Testing

1. Ignition OFF, disconnect the X1 harness connector at the X83 Auxiliary Audio Input.
2. Test for less than 10 ohms between the ground circuit terminal 4 and ground.
 - **If 10 ohms or greater**
 1. Ignition OFF.
 2. Test for less than 2 ohms in the ground circuit end to end.
 - If 2 ohms or greater, repair the open/high resistance in the circuit.
 - If less than 2 ohms, repair the open/high resistance in the ground connection.
 - **If less than 10 ohms**
3. Verify that a test lamp illuminates between the B+ circuit terminal 6 and ground.
 - **If the test lamp does not illuminate**
 1. Ignition OFF, remove the test lamp.
 2. Test for less than 2 ohms in the B+ circuit end to end.
 - If 2 ohms or greater, repair the open/high resistance in the circuit.
 - **If the test lamp illuminates**
4. Verify the USB cable is properly connected at all components and in-line connections, and there is no damage to the cable or connections.
 - **If connection problems or cable damage is noted.**

Perform the appropriate repair or replacement to correct any issues.

- **If no connection problems or cable damage is noted.**
- 5. Replace the X83 Auxiliary Audio Input. Connect all harness connectors.
- 6. Ignition ON, infotainment system ON.
- 7. Connect the EL-50334-20 Multi-Media Interface Tester (MIT) to the X83 Auxiliary Audio Input USB port and select the USB test mode.
- 8. Verify the audio from the EL-50334-20 Multi-Media Interface Tester (MIT) is heard through the infotainment system while operating the system to play audio from the test tool.
 - **If audio is not heard from the test tool**

1. Replace the K74 Human Machine Interface Control Module.
 2. Connect the EL-50334-20 Multi-Media Interface Tester (MIT) to the X83 Auxiliary Audio Input USB port and select the USB test mode.
 3. Verify the audio from the EL-50334-20 Multi-Media Interface Tester (MIT) is heard through the infotainment system while operating the system to play audio from the test tool.
 - If audio is not heard from the test tool, replace the USB cable connected to the X83 Auxiliary Audio Input. Verify audio is heard from the test tool. If audio is not heard from the test tool, replace the USB cable connected to the K74 Human Machine Interface Control Module.
 - If audio is heard from the test tool.
 4. All OK
 - **If audio is heard from the test tool**
9. All OK

Repair Instructions

Perform the **Diagnostic Repair Verification** after completing the repair.

- **Audio Disc Player, USB, Auxiliary In, and Memory Card Receptacle Replacement**
- **Control Module References** for human machine interface control module replacement, programming, and setup.

DTC B125A: ANTENNA 1 SIGNAL CIRCUIT

Diagnostic Instructions

- Perform the **Diagnostic System Check - Vehicle** prior to using this diagnostic procedure.
- Review **Strategy Based Diagnosis** for an overview of the diagnostic approach.
- **Diagnostic Procedure Instructions** provides an overview of each diagnostic category.

DTC Descriptors

DTC B125A 02

Antenna 1 Signal Circuit Short to Ground

DTC B125A 04

Antenna 1 Signal Circuit Open Circuit

Diagnostic Fault Information

Circuit	Short to Ground	Open/High Resistance	Short to Voltage	Signal Performance
Radio Antenna Coax	B125A 02	B125A 04	1	-

Antenna Amplifier Ground	-	1	-	-
1. May exhibit possible AM/FM interference.				

Circuit/System Description

The diversity antenna system uses antennas applied as applique s to the rear glass and a antenna amplifier and a antenna module. The antenna amplifier receives both AM and FM signals, while the left antenna module receives FM signals only. The antenna amplifier and module receive the signals from the glass antenna. Each antenna amplifier and module is connected to the radio by a coaxial cable.

The radio antenna amplifier and module is enabled when the radio is turned on. The radio provides battery voltage to the antenna amplifier and module using the center conductor of the antenna coaxial cable. When a 12 V signal is present on the center conductor of the antenna coax, the received signals are amplified.

When the AM band is selected on the radio, the antenna 1 amplifier connects the AM antenna to the radio. When the FM band is selected, both the antenna amplifier and module provide FM signals to the radio. The radio switches between the two FM antennas, monitoring the signal strength and combines the signals to create one stronger signal.

Conditions for Running the DTC

- Ignition ON.
- Battery voltage must be between 9-16 V.

Conditions for Setting the DTC

B125A 02

The radio detects a short to ground in the antenna 1 signal circuit center conductor.

B125A 04

The radio detects an open in the antenna 1 signal circuit center conductor.

Action Taken When the DTC Sets

Radio reception may be poor or not available.

Conditions for Clearing the DTC

- The condition responsible for setting the DTC no longer exists.
- A history DTC will clear after 50 consecutive malfunction-free ignition cycles have occurred.

Diagnostic Aids

Poor radio reception may be due to multiple influences, some of which may not be vehicle related. Areas which have high RF traffic or block the signal path may cause a degradation in radio reception. Radio reception may

also be influenced by items within the vehicle, but not part of the radio system. Such examples are aftermarket electrical accessories or other items which may generate noise in the vehicle electrical system. Aftermarket window tinting, especially when there is a metallic in the film, may reduce radio reception.

AM reception is highly dependent on the antenna amplifier receiving battery voltage from the radio and being properly grounded. When the antenna amplifier does not receive power, AM stations may not be received and FM reception may be limited. If the module is not properly grounded, excessive interference in the signal may occur, or reception may be limited.

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- **Wiring Repairs**

Scan Tool Reference

Control Module References for scan tool information

Circuit/System Verification

1. Inspect the antenna located in the rear window. Verify all branches of the antennas are intact, with no scratches or other damage.
 - **If damage is found**

Repair or replace as necessary
 - **If no damage is found**
2. Ignition ON, infotainment system ON.
3. Verify station reception is normal when tuned to several known good AM and FM stations.
 - **If AM or FM reception is poor.**

Refer to Circuit/System Testing

- **If reception is normal**

4. All OK.

Circuit/System Testing

1. Ignition OFF, disconnect the radio antenna coax cable from the A11 Radio and from the T23 Radio Antenna Amplifier.
2. Verify the antenna coax cable passes the coax cable component test. Refer to Component Testing.

- **If the coax cable does not pass the test**

Replace the antenna coax cable

- **If the coax cable passes the test**

3. Connect the antenna coax cable to the A11 Radio. Ignition ON, infotainment system ON.
4. Verify a test lamp illuminates between the antenna coax cable center terminal and ground at the T23 Radio Antenna Amplifier connector.

- **If the test lamp does not illuminate**

Replace the A11 Radio.

- **If the test lamp illuminates**

5. Test or replace the T23 Radio Antenna Amplifier.

Component Testing

CAUTION: Refer to Test Probe Caution .

NOTE: Before testing the coax cable, check the cable exterior for being pinched, cut, damaged, or having loose connections at the components, which can cause reception issues.

To prevent false reading when testing the center coax terminals, use care not to ground the test probe on the outer housing/shield.

Coax Cable Test

1. Ignition OFF, disconnect the coax cable at both components.
2. Test for less than 5 ohms between coax cable center terminal end to end.

- **If 5 ohms or greater**

Replace the coax cable

- **If less than 5 ohms**
- 3. Test for less than 5 ohms between the coax cable outer shield end to end.
- **If 5 ohms or greater**

Replace the coax cable

- **If less than 5 ohms**
- 4. Test for infinite resistance between the coax cable center terminal and the coax cable outer shield.
- **If less than infinite resistance**

Replace the coax cable

- **If infinite resistance**
- 5. All OK

Repair Instructions

Perform the **Diagnostic Repair Verification** after completing the repair.

- **Radio Antenna Amplifier Replacement**
- **Control Module References** for radio replacement, programming, and setup.

DTC B125B: ANTENNA 2 SIGNAL CIRCUIT

Diagnostic Instructions

- Perform the **Diagnostic System Check - Vehicle** prior to using this diagnostic procedure.
- Review **Strategy Based Diagnosis** for an overview of the diagnostic approach.
- **Diagnostic Procedure Instructions** provides an overview of each diagnostic category.

DTC Descriptors

DTC B125B 02

Antenna 2 Signal Circuit Short to Ground

DTC B125B 04

Antenna 2 Signal Circuit Open Circuit

Diagnostic Fault Information

Circuit	Short to Ground	Open/High Resistance	Short to Voltage	Signal Performance
Radio Antenna Coax	B125B 02	B125B 04	1	-

Antenna Module Ground	-	1	-	-
1. May exhibit possible AM/FM interference.				

Circuit/System Description

The diversity antenna system uses antennas applied as applique s to the rear glass and a antenna amplifier and a antenna module. The antenna amplifier receives both AM and FM signals, while the left antenna module receives FM signals only. The antenna amplifier and module receive the signals from the glass antenna. Each antenna amplifier and module is connected to the radio by a coaxial cable.

The radio antenna amplifier and module is enabled when the radio is turned on. The radio provides battery voltage to the antenna amplifier and module using the center conductor of the antenna coaxial cable. When a 12 V signal is present on the center conductor of the antenna coax, the received signals are amplified.

When the AM band is selected on the radio, the antenna 1 amplifier connects the AM antenna to the radio. When the FM band is selected, both the antenna amplifier and module provide FM signals to the radio. The radio switches between the two FM antennas, monitoring the signal strength and combines the signals to create one stronger signal.

Conditions for Running the DTC

- Ignition ON.
- Battery voltage must be between 9-16 V.

Conditions for Setting the DTC

B125B 02

The radio detects a short to ground in the antenna 2 signal circuit center conductor.

B125B 04

The radio detects an open in the antenna 2 signal circuit center conductor.

Action Taken When the DTC Sets

Radio reception may be poor or not available.

Conditions for Clearing the DTC

- The condition responsible for setting the DTC no longer exists.
- A history DTC will clear after 50 consecutive malfunction-free ignition cycles have occurred.

Diagnostic Aids

Poor radio reception may be due to multiple influences, some of which may not be vehicle related. Areas which have high RF traffic or block the signal path may cause a degradation in radio reception. Radio reception may

also be influenced by items within the vehicle, but not part of the radio system. Such examples are aftermarket electrical accessories or other items which may generate noise in the vehicle electrical system. Aftermarket window tinting, especially when there is a metallic in the film, may reduce radio reception.

AM reception is highly dependent on the antenna amplifier receiving battery voltage from the radio and being properly grounded. When the antenna amplifier does not receive power, AM stations may not be received and FM reception may be limited. If the module is not properly grounded, excessive interference in the signal may occur, or reception may be limited.

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Scan Tool Reference

Control Module References for scan tool information

Circuit/System Verification

1. Inspect the antenna located in the rear window. Verify all branches of the antennas are intact, with no scratches or other damage.
 - **If damage is found**

Repair or replace as necessary
 - **If no damage is found**
2. Ignition ON, infotainment system ON.
3. Verify station reception is normal when tuned to several known good AM and FM stations.
 - **If AM or FM reception is poor.**

Refer to Circuit/System Testing

- **If reception is normal**

4. All OK.

Circuit/System Testing

1. Ignition OFF, disconnect the radio antenna coax cable from the A11 Radio and from the K46 Radio Antenna Module.
2. Verify the antenna coax cable passes the coax cable component test. Refer to Component Testing.

- **If the coax cable does not pass the test**

Replace the antenna coax cable

- **If the coax cable passes the test**

3. Connect the antenna coax cable to the A11 Radio. Ignition ON, infotainment system ON.
4. Verify a test lamp illuminates between the antenna coax cable center terminal and ground at the K46 Radio Antenna Module connector.

- **If the test lamp does not illuminate**

Replace the A11 Radio.

- **If the test lamp illuminates**

5. Test or replace the K46 Radio Antenna Module.

Component Testing

CAUTION: Refer to Test Probe Caution .

NOTE: Before testing the coax cable, check the cable exterior for being pinched, cut, damaged, or having loose connections at the components, which can cause reception issues.

To prevent false reading when testing the center coax terminals, use care not to ground the test probe on the outer housing/shield.

Coax Cable Test

1. Ignition OFF, disconnect the coax cable at both components.
2. Test for less than 5 ohms between coax cable center terminal end to end.

- **If 5 ohms or greater**

Replace the coax cable

- **If less than 5 ohms**
- 3. Test for less than 5 ohms between the coax cable outer shield end to end.
 - **If 5 ohms or greater**

Replace the coax cable

 - **If less than 5 ohms**
- 4. Test for infinite resistance between the coax cable center terminal and the coax cable outer shield.
 - **If less than infinite resistance**

Replace the coax cable

 - **If infinite resistance**
- 5. All OK

Repair Instructions

Perform the **Diagnostic Repair Verification** after completing the repair.

- **Radio Antenna Coil Replacement**
- **Control Module References** for radio replacement, programming, and setup.

DTC B125C: SATELLITE ANTENNA CIRCUIT

Diagnostic Instructions

- Perform the **Diagnostic System Check - Vehicle** prior to using this diagnostic procedure.
- Review **Strategy Based Diagnosis** for an overview of the diagnostic approach.
- **Diagnostic Procedure Instructions** provides an overview of each diagnostic category.

DTC Descriptors

DTC B125C 01

Satellite Antenna Circuit Short to Battery

DTC B125C 02

Satellite Antenna Circuit Short to Ground

DTC B125C 04

Satellite Antenna Circuit Open

Circuit/System Description

The digital radio receiver, located inside the radio, receives digital radio information from the digital radio antenna located on the outside of the vehicle. The digital radio receiver is connected to the digital radio antenna via a shielded coax cable. The digital radio antenna contains an amplifier which is powered by the radio through the coax cable.

Conditions for Running the DTC

This DTC is run every 300 milliseconds.

Conditions for Setting the DTC

The radio detects a circuit fault in the digital radio antenna.

Action Taken When the DTC Sets

The radio displays No XM Signal or Check Antenna.

Conditions for Clearing the DTC

- A current DTC clears when the condition for setting the DTC is no longer present.
- A history DTC clears after 100 malfunction-free ignition cycles.

Diagnostic Aids

The digital radio antenna requires a clear line of sight to the sky to operate properly. Reception may be limited, intermittent, or unavailable inside structures.

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- **Wiring Repairs**

Special Tools

EL-48028 Digital Radio Test Antenna

For equivalent regional tools, refer to **Special Tools**, **Special Tools (MIT Tool Instructions)**.

Circuit/System Verification

1. With the vehicle outside in an area with an unobstructed view of the southern sky, tune to XM.
2. Verify DTC B125C is not set as current and the No XM Signal message is not displayed on the radio.
 - **If DTC B125C is set as current or the No XM Signal message is displayed.**

Refer to Circuit/System Testing.

- **If DTC B125C is not set as current and the No XM Signal message is not displayed.**
3. All OK.

Circuit/System Testing

1. Ignition OFF, disconnect the digital radio antenna coax cable from the A11 Radio. Connect the **EL-48028** Digital Radio Test Antenna to the radio and place on the roof of the vehicle.
2. Ignition ON, radio tuned to XM channel 1.
3. Verify DTC B125C is not set as current and XM reception is improved.
 - **If DTC B125C is set as current or XM reception is not improved**

Replace the A11 Radio.

- **If DTC B125C is not set as current and XM reception is improved**
4. Ignition OFF, disconnect the digital radio antenna coax cable from the T4G Cellular Phone, Navigation, and Digital Radio Antenna.
 5. Verify the digital radio antenna coax cable passes the coax cable component test. Refer to Component Testing.
 - **If the coax cable does not pass the test**

Replace the antenna coax cable

- **If the coax cable passes the test**
6. Test or replace the T4G Cellular Phone, Navigation, and Digital Radio Antenna.

Component Testing

CAUTION: Refer to **Test Probe Caution** .

NOTE: Before testing the coax cable, check the cable exterior for being pinched, cut, damaged, or having loose connections at the components, which can cause reception issues.

To prevent false reading when testing the center coax terminals, use care not to ground the test probe on the outer housing/shield.

Coax Cable Test

1. Ignition OFF, disconnect the coax cable at both components.
2. Test for less than 5 ohms between coax cable center terminal end to end.

- If 5 ohms or greater

Replace the coax cable

- If less than 5 ohms

3. Test for less than 5 ohms between the coax cable outer shield end to end.

- If 5 ohms or greater

Replace the coax cable

- If less than 5 ohms

4. Test for infinite resistance between the coax cable center terminal and the coax cable outer shield.

- If less than infinite resistance

Replace the coax cable

- If infinite resistance

5. All OK

Repair Instructions

Perform the **Diagnostic Repair Verification** after completing the repair.

- **Radio Antenna Base Replacement**
- **Control Module References** for radio replacement, programming, and setup.

DTC B125E: DIGITAL AUDIO BROADCAST (DAB)

Diagnostic Instructions

- Perform the **Diagnostic System Check - Vehicle** prior to using this diagnostic procedure.
- Review **Strategy Based Diagnosis** for an overview of the diagnostic approach.
- **Diagnostic Procedure Instructions** provides an overview of each diagnostic category.

DTC Descriptors

DTC B125E 01

Digital Audio Broadcast (DAB) Short to Battery

DTC B125E 02

Digital Audio Broadcast (DAB) Circuit Short to Ground

DTC B125E 04

Digital Audio Broadcast (DAB) Circuit Open

Circuit/System Description

The diversity antenna system uses antennas applied as applique s to the rear glass and a antenna amplifier and a antenna module. The antenna amplifier receives both AM and FM signals, while the left antenna module receives FM signals only. The antenna amplifier and module receive the signals from the glass antenna. Each antenna amplifier and module is connected to the radio by a coaxial cable. when equipped with the digital audio broadcast receiver, the antenna module provides the FM2 signals and the digital audio signals to the radio via two separate coax cables.

The digital audio broadcast receiver, located inside the radio, receives digital radio information from the antenna module. The digital audio broadcast receiver is connected to the antenna module via a shielded coax cable. The module contains an amplifier which is powered by the radio through the coax cable.

Conditions for Running the DTC

This DTC is run every 300 milliseconds.

Conditions for Setting the DTC

The radio detects a circuit fault in the digital radio antenna.

Action Taken When the DTC Sets

The digital radio has limited or no reception.

Conditions for Clearing the DTC

- A current DTC clears when the condition for setting the DTC is no longer present.
- A history DTC clears after 100 malfunction-free ignition cycles.

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- **Testing for Intermittent Conditions and Poor Connections**
- **Wiring Repairs**

Circuit/System Testing

1. Ignition OFF, disconnect the digital radio antenna coax cable from the K46 Radio Antenna Module and the A11 Radio.
2. Verify the digital radio antenna coax cable passes the coax cable component test. Refer to Component Testing.
 - **If the coax cable does not pass the test**

Replace the antenna coax cable
 - **If the coax cable passes the test**
3. Replace the K46 Radio Antenna Module.
4. Ignition ON, A11 radio ON, tune to digital band.
5. Verify DTC B125E is not set as current and digital reception is improved.
 - **If DTC B125E is set as current or digital reception is improved**

Replace the A11 Radio.
 - **If DTC B125E is not set as current and digital reception is improved**
6. All OK.

Component Testing

CAUTION: Refer to **Test Probe Caution** .

NOTE: Before testing the coax cable, check the cable exterior for being pinched, cut,

damaged, or having loose connections at the components, which can cause reception issues.

To prevent false reading when testing the center coax terminals, use care not to ground the test probe on the outer housing/shield.

Coax Cable Test

1. Ignition OFF, disconnect the coax cable at both components.
2. Test for less than 5 ohms between coax cable center terminal end to end.

- If 5 ohms or greater

Replace the coax cable

- If less than 5 ohms

3. Test for less than 5 ohms between the coax cable outer shield end to end.

- If 5 ohms or greater

Replace the coax cable

- If less than 5 ohms

4. Test for infinite resistance between the coax cable center terminal and the coax cable outer shield.

- If less than infinite resistance

Replace the coax cable

- If infinite resistance

5. All OK

Repair Instructions

Perform the **Diagnostic Repair Verification** after completing the repair.

- **Radio Antenna Coil Replacement**
- **Control Module References** for radio replacement, programming, and setup.

DTC B1271: DIGITAL AUDIO BROADCAST (DAB)

Diagnostic Instructions

- Perform the **Diagnostic System Check - Vehicle** prior to using this diagnostic procedure.
- Review **Strategy Based Diagnosis** for an overview of the diagnostic approach.
- **Diagnostic Procedure Instructions** provides an overview of each diagnostic category.

DTC Descriptor

DTC B1271 00

Theft Protection Active

Circuit/System Description

When the radio is initially installed in the vehicle, the radio receives VIN information via serial data. The radio stores a portion of the VIN and compares this sequence to the VIN information received each time the radio powers on. The VIN in the radio is a single one-time learn.

The radio theft deterrent system is intended to disable or limit radio functionality if incorrect vehicle information is received by the radio. The radio disables functionality if the VIN information received by the radio does not match the VIN information that has been learned by the radio. This DTC is generated by the module when the Theft Protection is activated.

Conditions for Running the DTC

This DTC test runs when the radio changes from OFF to ON.

Conditions for Setting the DTC

The radio has learned a correct VIN sequence and the VIN information received via serial data does NOT match the learned VIN sequence.

Action Taken When the DTC Sets

- The radio may be disabled or have limited functionality.
- The radio display will indicate that theft protection is active.

Conditions for Clearing the DTC

The radio receives the correct VIN information via serial data.

Diagnostic Aids

A possible cause of incorrect VIN info could be the radio was originally installed in another vehicle.

Reference Information

Schematic Reference

Radio/Navigation System Schematics

Connector End View Reference

COMPONENT CONNECTOR END VIEWS - INDEX - SEDAN

Description and Operation

Radio/Audio System Description and Operation

Electrical Information Reference

- **Circuit Testing**
- **Connector Repairs**
- **Testing for Intermittent Conditions and Poor Connections**
- **Wiring Repairs**

Scan Tool Reference

Control Module References for scan tool information

Circuit/System Verification

1. Ignition ON, A11 Radio ON.
2. Verify DTC B1271 is not set.
 - **If DTC B1271 is set**

Replace the A11 Radio.
 - **If DTC B1271 is not set**
3. All OK.

Repair Instructions

Perform the **Diagnostic Repair Verification** after completing the repair.

Control Module References for Radio replacement, programming, and setup

DTC B1277: MICROPHONE 1 INPUT SIGNAL CIRCUIT

Diagnostic Instructions

- Perform the **Diagnostic System Check - Vehicle** prior to using this diagnostic procedure.
- Review **Strategy Based Diagnosis** for an overview of the diagnostic approach.
- **Diagnostic Procedure Instructions** provide an overview of each diagnostic category.

DTC Descriptors

DTC B1277

Microphone 1 Input Signal Circuit

For symptom byte information refer to **Symptom Byte List**

Diagnostic Fault Information

Circuit	Short to Ground	Open/High Resistance	Short to Voltage	Signal Performance
Microphone Signal	B1277 02	B1277 04	B1277 04	-
Microphone Low Reference	B1277 02	B1277 04	-	-

Circuit/System Description

The human machine interface control module uses the cellular telephone microphone for voice recognition and cellular features. The human machine interface control module provides a bias voltage to each microphone (+) and (-) signal circuits for operation of the microphone.

Conditions for Running the DTC

The human machine interface control module performs a self diagnostic of the microphone circuits once after initial power up.

Conditions for Setting the DTC

B1277 02

The human machine interface control module detects an short to ground in the cellular phone microphone high signal circuit.

B1277 04

The following conditions will set this DTC:

- The human machine interface control module detects an open/high resistance in the cellular phone microphone high signal circuit.
- The human machine interface control module detects an open/high resistance in the microphone low signal circuit.

Action Taken When the DTC Sets

The voice recognition system malfunctions or is inoperative.

Conditions for Clearing the DTC

- A current DTC clears when the self diagnostic passes on the next ignition cycle.
- A history DTC clears when the ignition cycle counter reaches the reset threshold without a repeat of the malfunction.

Reference Information

Schematic Reference

Radio/Navigation System Schematics

Connector End View Reference

COMPONENT CONNECTOR END VIEWS - INDEX - SEDAN

Description and Operation

Radio/Audio System Description and Operation

Electrical Information Reference

- **Circuit Testing**
- **Connector Repairs**
- **Testing for Intermittent Conditions and Poor Connections**
- **Wiring Repairs**

Scan Tool Reference

Control Module References for scan tool information

Circuit/System Testing

1. Ignition OFF, disconnect the harness connector at the B24 Cellular Phone Microphone. Ignition ON.
2. Test for 9-11 V between the signal circuit terminal B and ground.
 - **If less than 9 V**
 1. Ignition OFF, disconnect the X1 harness connector at the K74 Human Machine Interface Control Module.
 2. Test for infinite resistance between the signal circuit and ground.
 - If less than infinite resistance, repair the short to ground in the circuit.
 - If infinite resistance
 3. Test for less than 2 ohms in the signal circuit end to end.
 - If 2 ohms or greater, repair the open/high resistance in the circuit.
 - If less than 2 ohms, replace the K74 Human Machine Interface Control Module.
 - **If greater than 11 V**
 1. Ignition OFF, disconnect the X1 harness connector at the K74 Human Machine Interface Control Module. Ignition ON.
 2. Test for less than 1 V between the signal circuit and ground.
 - If 1 V or greater, repair the short to voltage on the circuit.
 - If less than 1 V, replace the K74 Human Machine Interface Control Module.
 - **If between 9-11 V**
3. Test for less than 1 V between the signal circuit terminal A and ground.

- **If greater than 1 V**
 1. Ignition OFF, X1 harness connector at the K74 Human Machine Interface Control Module. Ignition ON.
 2. Test for less than 1 V between the signal circuit and ground.
 - If 1 V or greater, repair the short to voltage in the circuit.
 - If less than 1 V, replace the K74 Human Machine Interface Control Module.
 - **If less than 1 V**
- 4. Ignition OFF, disconnect the X1 harness connector at the K74 Human Machine Interface Control Module.
- 5. Test for infinite resistance between the B24 Cellular Phone Microphone signal circuit terminal A and ground.
 - **If less than infinite resistance**

Repair the short to ground in the circuit
 - **If infinite resistance**
- 6. Test for less than 2 ohms in the signal circuit end to end.
 - **If 2 ohms or greater**

Repair the open/high resistance in the circuit
 - **If less than 2 ohms**
- 7. Replace the B24 Cellular Phone Microphone.
- 8. Ignition ON
- 9. Verify the DTC does NOT set.
 - **If the DTC sets**

Replace the K74 Human Machine Interface Control Module
 - **If the DTC does not set**
- 10. All OK.

Repair Instructions

Perform the **Diagnostic Repair Verification** after completing the repair.

- **Mobile Telephone Microphone Replacement**
- **Control Module References** for human machine interface control module replacement, programming, and setup.

DTC B127E: FRONT VIDEO DISPLAY OUTPUT SIGNAL

Diagnostic Instructions

- Perform the **Diagnostic System Check - Vehicle** prior to using this diagnostic procedure.
- Review **Strategy Based Diagnosis** for an overview of the diagnostic approach.
- **Diagnostic Procedure Instructions** provides an overview of each diagnostic category.

DTC Descriptor

DTC B127E 00

Front Video Display Output Signal

Circuit/System Description

The infotainment system Info Display Module is supplied battery voltage and ground . The Human Machine Interface Control Module communicates with the info display via a dedicated cable for the LVDS data circuits. All video information to the display, as well as backlighting dimming level, and screen touch signals, are communicated over the LVDS data circuits.

If the Human Machine Interface Control Module detects the display is not responding to the output on the LVDS circuits, the Human Machine Interface Control Module sets the DTC.

Conditions for Running the DTC

- Ignition is ON or in the ACC position
- The system voltage is 9-16 V
- The infotainment system is ON
- The test is continuously when the infotainment system is operating

Conditions for Setting the DTC

The Human Machine Interface Control Module detects the display is not responding to the output on the LVDS circuits.

Action Taken When the DTC Sets

- The Human Machine Interface Control Module sets this DTC
- No images are shown on the Info Display Module

Conditions for Clearing the DTC

- The Human Machine Interface Control Module detects a properly synced digital video signal.
- A history DTC will clear once 50 consecutive malfunction-free ignition cycles have occurred.

Reference Information

Schematic Reference

Radio/Navigation System Schematics

Connector End View Reference

COMPONENT CONNECTOR END VIEWS - INDEX - SEDAN

Description and Operation

Radio/Audio System Description and Operation

Electrical Information Reference

- **Circuit Testing**
- **Connector Repairs**
- **Testing for Intermittent Conditions and Poor Connections**
- **Wiring Repairs**

Scan Tool Reference

Control Module References for scan tool information

Circuit/System Testing

1. Ignition OFF.
2. Verify the LVDS interface cable is properly connected at the P17 Info Display Module X2 and the K74 Human Machine Interface Control Module X5 connections and there is no damage to the cable or connections.
3. Ignition ON, infotainment system ON.
4. Verify the P17 Info Display Module does not display an image.
 - **If the P17 Info Display Module displays an image.**

All OK.

- **If the P17 Info Display Module does not display an image.**
5. Ignition OFF.
 6. Replace the video interface cable.
 7. Ignition ON, infotainment system ON.
 8. Verify the P17 Info Display Module displays an image.
 - **If the P17 Info Display Module does not display an image**
 1. Replace the P17 Info Display Module. Connect all harness connectors.
 2. Ignition ON, infotainment system ON.
 3. Verify the P17 Info Display Module displays an image.
 - If the P17 Info Display Module still does not display an image, replace the K74 Human

Machine Interface Control Module.

- If the P17 Info Display Module displays an image.

4. All OK.

- **If the P17 Info Display Module displays an image.**

9. All OK.

Repair Instructions

Perform the **Diagnostic Repair Verification** after completing the repair.

- **Radio Control Assembly Replacement**
- **Control Module References** for Human Machine Interface Control Module replacement, programming, and setup.

DTC B12A7: OPTICAL MEDIA DRIVE

Diagnostic Instructions

- Perform the **Diagnostic System Check - Vehicle** prior to using this diagnostic procedure.
- Review **Strategy Based Diagnosis** for an overview of the diagnostic approach.
- **Diagnostic Procedure Instructions** provides an overview of each diagnostic category.

DTC Descriptor

DTC B12A7 39

Optical Media Drive Internal Electronic Failure

DTC B12A7 45

Optical Media Drive Build Variant not Programmed

Circuit/System Description

The Media Disc Player monitors itself for internal failures and reports its condition to the radio via serial data when in use.

Conditions for Running the DTC

This test runs once per second while the Media Disc Player is being accessed.

Conditions for Setting the DTC

B12A7 39

The Media Disc Player reports an internal failure via serial data.

B12A7 45

The Media Disc Player reports a variant mismatch via serial data.

Action Taken When the DTC Sets

The Media Disc Player may be disabled or have limited functionality.

Conditions for Clearing the DTC

- The condition for setting the DTC is no longer present.
- A history DTC will clear once 50 consecutive malfunction-free ignition cycles have occurred.

Reference Information

Schematic Reference

Radio/Navigation System Schematics

Connector End View Reference

COMPONENT CONNECTOR END VIEWS - INDEX - SEDAN

Description and Operation

Radio/Audio System Description and Operation

Electrical Information Reference

- **Circuit Testing**
- **Connector Repairs**
- **Testing for Intermittent Conditions and Poor Connections**
- **Wiring Repairs**

Scan Tool Reference

Control Module References for scan tool information

Circuit/System Verification

B12A7 39

1. Ignition ON.
2. Verify DTC B12A7 39 is not set.
 - **If DTC B12A7 39 is set**

Replace the A33 Media Disc Player.

- **If DTC B12A7 39 is not set**

3. All OK.

B12A7 45

1. Ignition ON.
2. Verify DTC B12A7 45 is not set.
 - **If DTC B12A7 45 is set**
 1. Program the A33 Media Disc Player.
 2. Verify the DTC does not set.
 - If the DTC sets, replace the A33 Media Disc Player.
 - If the DTC does not set
 - 3. All OK.
 - **If DTC B12A7 45 is not set**
3. All OK.

Repair Instructions

Perform the **Diagnostic Repair Verification** after completing the repair.

Control Module References for media disc player replacement, programming, and setup.

DTC B12A8: OPTICAL MEDIA DRIVE

Diagnostic Instructions

- Perform the **Diagnostic System Check - Vehicle** prior to using this diagnostic procedure.
- Review **Strategy Based Diagnosis** for an overview of the diagnostic approach.
- **Diagnostic Procedure Instructions** provides an overview of each diagnostic category.

DTC Descriptor

DTC B12A8 00

Optical Media Drive Theft Locked

Circuit/System Description

When the Media Disc Player is initially installed in the vehicle, it receives VIN information via serial data. The Media Disc Player stores a portion of the VIN and compares this sequence to the VIN information received each time the Media Disc Player powers on. The VIN in the Media Disc Player is a single one-time learn.

The Media Disc Player theft deterrent system is intended to disable or limit Media Disc Player functionality if

incorrect vehicle information is received by the Media Disc Player. The Media Disc Player disables functionality if the VIN information received by the Media Disc Player does not match the VIN information that has been learned by the Media Disc Player. This DTC is generated by the module when the Theft Protection is activated.

Conditions for Running the DTC

This test runs once per second while the Media Disc Player is being accessed.

Conditions for Setting the DTC

The Media Disc Player has learned a correct VIN sequence and the VIN information received via serial data does NOT match the learned VIN sequence.

Action Taken When the DTC Sets

The Media Disc Player may be disabled or have limited functionality.

Conditions for Clearing the DTC

The Media Disc Player receives the correct VIN information via serial data.

Diagnostic Aids

A possible cause of incorrect VIN information could be the Media Disc Player was originally installed in another vehicle.

Reference Information

Schematic Reference

Radio/Navigation System Schematics

Connector End View Reference

COMPONENT CONNECTOR END VIEWS - INDEX - SEDAN

Description and Operation

Radio/Audio System Description and Operation

Electrical Information Reference

- **Circuit Testing**
- **Connector Repairs**
- **Testing for Intermittent Conditions and Poor Connections**
- **Wiring Repairs**

Scan Tool Reference

Control Module References for scan tool information

Circuit/System Verification

1. Ignition ON.
2. Verify DTC B12A8 is not set.
 - **If DTC B12A8 is set**

Replace the A33 Media Disc Player.

- **If DTC B12A8 is not set**
3. All OK.

Repair Instructions

Perform the **Diagnostic Repair Verification** after completing the repair.

Control Module References for media disc player replacement, programming, and setup.

DTC B1446 OR B1447: BACKUP POWER SOURCE

Diagnostic Instructions

- Perform the **Diagnostic System Check - Vehicle** prior to using this diagnostic procedure.
- Review **Strategy Based Diagnosis** for an overview of the diagnostic approach.
- **Diagnostic Procedure Instructions** provides an overview of each diagnostic category.

DTC Descriptors

DTC B1446

Replace Backup Power Source Below Minimum Threshold

DTC B1447

Backup Power Source Open Circuit

For symptom byte information refer to **Symptom Byte List**

Diagnostic Fault Information

Circuit	Short to Ground	Open/High Resistance	Short to Voltage	Signal Performance
Backup Battery B+	B1447 03	B1447 04	-	-

Backup Battery Low Reference	B1447 03	B1447 04	-	-
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Circuit/System Description

The backup power source provides voltage to the telematics communication interface control module , to be able to successfully place a call in the event of a main battery disconnect during a collision event.

Conditions for Running the DTC

B1446 03

- Ignition is ON.
- System voltage is between 9.5 and 15.5 V.
- DTC B1447 is not set.

B1447 04

- Ignition is ON.
- System voltage is between 9.5 and 15.5 V.
- The above conditions are present for greater than 10 s.

Conditions for Setting the DTC

B1446 03

The telematics communication interface control module detects that the backup power source voltage has dropped below the minimum threshold value.

B1447 04

The telematics communication interface control module detects no voltage from the backup power source.

Action Taken When the DTC Sets

B1446 03

The OnStar® status LED turns red.

B1447 04

- The OnStar® status LED turns red.
- The telematics communication interface control module will be unable to place a call in the event of a main battery disconnect during a collision event.

Conditions for Clearing the DTC

- A current DTC B1446 will clear when the telematics communication interface control module detects the voltage of the backup power source is above the minimum threshold value.
- A current DTC B1447 will clear when the telematics communication interface control module detects voltage from the backup power source.
- A history DTC clears after 50 malfunction-free ignition cycles.

Diagnostic Aids

- Shorting the backup power source positive voltage circuit to the backup power source ground circuit or chassis ground will activate the internal circuit protection of the backup power source, rendering the backup power source inoperative.
- DTC B1447 may set if the K73 Telematics Communication Interface Control Module has been incorrectly disconnected or serviced. When disconnecting the K73 Telematics Communication Interface Control Module, disconnect the harness connector X1 at the K73 Telematics Communication Interface Control Module prior to disconnecting any other harness connectors. This will ensure the backup power source is preserved when voltage is removed from the K73 Telematics Communication Interface Control Module.

Reference Information

Schematic Reference

OnStar/Telematics Schematics

Connector End View Reference

COMPONENT CONNECTOR END VIEWS - INDEX - SEDAN

Description and Operation

OnStar Description and Operation

Electrical Information Reference

- **Testing for Intermittent Conditions and Poor Connections**
- **Circuit Testing**
- **Wiring Repairs**
- **Connector Repairs**

Circuit/System Testing

1. Ignition OFF and all vehicle systems OFF, disconnect the X1 harness connector at the K73 Telematics Communication Interface Control Module. It may take up to 2 minutes for all vehicle systems to power down.
2. Test for greater than 9.5 V between the B+ circuit terminal 14 and the low reference circuit terminal 13.

- **If 9.5 V or less**

Test or replace the C3 Telematics Communication Interface Control Module Battery.

- **If greater than 9.5 V**

3. Replace the K73 Telematics Communication Interface Control Module .

Repair Instructions

Perform the **Diagnostic Repair Verification** after completing the repair.

- **Communication Interface Module Battery Replacement**
- **Control Module References** for telematics communication interface control module replacement, programming and setup.

DTC B2455: CELLULAR PHONE MICROPHONE

Diagnostic Instructions

- Perform the **Diagnostic System Check - Vehicle** prior to using this diagnostic procedure.
- Review **Strategy Based Diagnosis** for an overview of the diagnostic approach.
- **Diagnostic Procedure Instructions** provide an overview of each diagnostic category.

DTC Descriptors

DTC B2455 02

Cellular Phone Microphone Circuit Short to Ground

DTC B2455 04

Cellular Phone Microphone Circuit Open/High Resistance

Diagnostic Fault Information

Circuit	Short to Ground	Open/High Resistance	Short to Voltage	Signal Performance
Microphone Signal	B2455 02	B2455 04	B2455 04	-
Microphone Low Signal	B2455 02	B2455 04	B2455 04	-

Circuit/System Description

The telematics communication interface control module provides the cellular phone microphone with a supplied voltage on the cellular phone microphone high signal circuit. When the microphone is in use, voice data from the user is sent back to the telematics communication interface control module on the microphone low signal circuit.

Conditions for Running the DTC

- The ignition must be in the RUN or ACC position.
- The system voltage is at least 9.5 V and no more than 15.5 V.
- All the above conditions are present for greater than 10 s.

Conditions for Setting the DTC

B2455 02

The telematics communication interface control module detects an short to ground in the cellular phone microphone high signal circuit for 10 s or greater.

B2455 04

The following conditions will set this DTC:

- The telematics communication interface control module detects an open/high resistance in the cellular phone microphone high signal circuit for 10 s or greater.
- The telematics communication interface control module detects an open/high resistance in the microphone low signal circuit for 10 s or greater.

Action Taken When the DTC Sets

- The OnStar® status LED turns red.
- The telematics communication interface control module will not receive a signal from the cellular phone microphone.
- Calls can be placed but the caller cannot be heard.

Conditions for Clearing the DTC

- The condition responsible for setting the DTC no longer exists.
- A history DTC will clear once 50 consecutive malfunction-free ignition cycles have occurred.

Reference Information

Schematic Reference

OnStar/Telematics Schematics

Connector End View Reference

COMPONENT CONNECTOR END VIEWS - INDEX - SEDAN

Description and Operation

OnStar Description and Operation

Electrical Information Reference

- **Circuit Testing**
- **Connector Repairs**
- **Testing for Intermittent Conditions and Poor Connections**
- **Wiring Repairs**

Scan Tool Reference

Control Module References for scan tool information

Circuit/System Testing

1. Ignition OFF, disconnect the harness connector at the B24 Cellular Phone Microphone, ignition ON.
2. Test for 8.0-10.5 V between the signal circuit terminal B and ground.
 - **If less than 8.0 V**
 1. Ignition OFF, disconnect the X2 harness connector at the K73 Telematics Communication Interface Control Module.
 2. Test for infinite resistance between the signal circuit and ground.
 - If less than infinite resistance, repair the short to ground in the circuit.
 - If infinite resistance
 3. Test for less than 2 ohms in the signal circuit end to end.
 - If 2 ohms or greater, repair the open/high resistance in the circuit.
 - If less than 2 ohms, replace the vehicle K73 Telematics Communication Interface Control Module.
 - **If greater than 10.5 V**
 1. Ignition OFF, disconnect the X2 harness connector at the K73 Telematics Communication Interface Control Module, ignition ON.
 2. Test for less than 1 V between the signal circuit and ground.
 - If 1 V or greater, repair the short to voltage on the circuit.
 - If less than 1 V, replace the K73 Telematics Communication Interface Control Module.
 - **If between 8.0-10.5 V**
3. Test for less than 1 V between the signal circuit terminal A and ground.
 - **If greater than 1 V**
 1. Ignition OFF, disconnect the X2 harness connector at the K73 Telematics Communication Interface Control Module, ignition ON.
 2. Test for less than 1 V between the signal circuit and ground.
 - If 1 V or greater, repair the short to voltage in the circuit.
 - If less than 1 V, repair the K73 Telematics Communication Interface Control Module.

- **If less than 1 V**
- 4. Test for greater than 8 V between the signal circuit terminal B and the signal circuit terminal A.
 - **If less than 8 V**
 1. Ignition OFF, disconnect the X2 harness connector at the K73 Telematics Communication Interface Control Module.
 2. Test for infinite resistance between the low signal circuit and ground.
 - If less than infinite resistance, repair the short to ground in the circuit.
 - If infinite resistance
 3. Test for less than 2 ohms in the signal circuit end to end.
 - If 2 ohms or greater, repair the open/high resistance in the circuit.
 - If less than 2 ohms, replace the vehicle K73 Telematics Communication Interface Control Module.
 - **If greater than 8 V**
- 5. Test or replace the B24 Cellular Phone Microphone.

Repair Instructions

Perform the **Diagnostic Repair Verification** after completing the repair.

- **Mobile Telephone Microphone Replacement**
- **Control Module References** for telematics communication interface control module replacement, programming and setup.

DTC B2462 (IO6 WITHOUT UE1): CELLULAR PHONE MICROPHONE

Diagnostic Instructions

- Perform the **Diagnostic System Check - Vehicle** prior to using this diagnostic procedure.
- Review **Strategy Based Diagnosis** for an overview of the diagnostic approach.
- **Diagnostic Procedure Instructions** provides an overview of each diagnostic category.

DTC Descriptors

DTC B2462

Global Positioning System Signal

For symptom byte information refer to **Symptom Byte List** .

Circuit Description

The navigation antenna is connected to the human machine interface control module by a shielded coaxial cable. The human machine interface control module supplies 5 V through the coax cable to power the internal antenna amplifier.

Conditions for Running the DTC

- Radio On.
- System voltage is greater than 9 V and less than 16 V.
- The human machine interface control module tests the GPS antenna every 10 seconds.

Conditions for Setting the DTC

B2462 01

The human machine interface control module detects a short to B+ on the GPS antenna signal circuit.

B2462 02

The human machine interface control module detects a short to ground on the GPS antenna signal circuit.

B2462 04

The human machine interface control module detects an open/high resistance on the GPS antenna signal circuit.

Actions Taken When the DTC Sets

- The human machine interface control module uses the last reported position and the vehicle speed signal to calculate the vehicle position.
- Route guidance may be inaccurate.
- Turn by turn navigation may be inaccurate or inoperative.

Conditions for Clearing the DTC

- The condition responsible for setting the DTC no longer exists.
- A history DTC will clear once 50 consecutive malfunction-free ignition cycles have occurred.

Diagnostic Aids

The navigation antenna requires a clear line of sight to the sky to operate properly. The GPS may have limited, intermittent, or no reception near tall buildings or inside structures.

Reference Information

Schematic Reference

Radio/Navigation System Schematics

Connector End View Reference

COMPONENT CONNECTOR END VIEWS - INDEX - SEDAN

Description and Operation

Radio/Audio System Description and Operation

Electrical Information Reference

- **Circuit Testing**
- **Connector Repairs**
- **Testing for Intermittent Conditions and Poor Connections**
- **Wiring Repairs**

Scan Tool Reference

Control Module References for scan tool information

Special Tools

EL-49903 OnStar Antenna Diagnostic Tool Kit

Circuit/System Testing

1. Ignition OFF, disconnect the navigation antenna coax cable connector at the K74 Human Machine Interface Control Module. Connect the **EL-49903** GM OnStar antenna diagnostic tool kit to the K74 Human Machine Interface Control Module, place the test antenna on the roof of the vehicle.
2. Ignition ON, infotainment system ON, navigation selected.
3. Verify DTC B2462 is not set.
 - **If DTC B2462 is set**

Replace the K74 Human Machine Interface Control Module.
 - **If DTC B2462 is not set**
4. Ignition OFF, disconnect the radio navigation coax cable at the T4P Navigation Antenna.
5. Verify the radio navigation coax cable passes the coax cable component test. Refer to Component Testing.
 - **If the coax cable does not pass the test**

Replace the coax cable
 - **If the coax cable passes the test**
6. Test or replace the T4P Navigation Antenna.

Component Testing

CAUTION: Refer to **Test Probe Caution** .

NOTE: Before testing the coax cable, check the cable exterior for being pinched, cut, damaged, or having loose connections at the components, which can cause reception issues.

To prevent false reading when testing the center coax terminals, use care not to ground the test probe on the outer housing/shield.

Coax Cable Test

1. Ignition OFF, disconnect the coax cable at both components.
2. Test for less than 5 ohms between coax cable center terminal end to end.
 - **If 5 ohms or greater**

Replace the coax cable
 - **If less than 5 ohms**
3. Test for less than 5 ohms between the coax cable outer shield end to end.
 - **If 5 ohms or greater**

Replace the coax cable
 - **If less than 5 ohms**
4. Test for infinite resistance between the coax cable center terminal and the coax cable outer shield.
 - **If less than infinite resistance**

Replace the coax cable
 - **If infinite resistance**
5. All OK

Repair Instructions

Perform the **Diagnostic Repair Verification** after completing the diagnostic procedure.

- **Radio Antenna Base Replacement**
- **Control Module References** for human machine interface control module replacement, programming, and setup.

DTC B2462 (IO6 WITH UE1 WITHOUT CV3): GLOBAL POSITIONING SYSTEM SIGNAL

Diagnostic Instructions

- Perform the **Diagnostic System Check - Vehicle** prior to using this diagnostic procedure.

- Review **Strategy Based Diagnosis** for an overview of the diagnostic approach.
- **Diagnostic Procedure Instructions** provides an overview of each diagnostic category.

DTC Descriptors

DTC B2462

Global Positioning System Signal

For symptom byte information refer to **Symptom Byte List** .

Circuit/System Description

The navigation antenna is connected to the telematics communication interface control module and the human machine interface control module through the navigation signal splitter. The navigation signal splitter distributes the navigation signal to both the telematics communication interface control module and the human machine interface control module. The telematics communication interface control module supplies 5 V through the coax cable to power the internal antenna amplifier through the signal splitter. The human machine interface control module supplies 5 V through the center conductor of the coax cable to power the splitter.

Conditions for Running the DTC

- Radio On.
- System voltage is greater than 9 V and less than 16 V.
- The human machine interface control module tests the GPS antenna every 10 seconds.

Conditions for Setting the DTC

B2462 01

The human machine interface control module detects a short to B+ on the GPS antenna signal circuit.

B2462 02

The human machine interface control module detects a short to ground on the GPS antenna signal circuit.

B2462 04

The human machine interface control module detects an open/high resistance on the GPS antenna signal circuit.

Action Taken When the DTC Sets

- The human machine interface control module uses the last reported position and the vehicle speed signal to calculate the vehicle position.
- Route guidance may be inaccurate.
- Turn by turn navigation may be inaccurate or inoperative.

Conditions for Clearing the DTC

- The condition responsible for setting the DTC no longer exists.
- A history DTC will clear once 50 consecutive malfunction-free ignition cycles have occurred.

Diagnostic Aids

- This DTC can only be retrieved from the human machine interface control module. The telematics communication interface control module does not set this DTC.
- The human machine interface control module only monitors the connection between the navigation signal splitter and the human machine interface control module. The human machine interface control module cannot detect faults between the signal splitter and the navigation antenna. Faults between the signal splitter and the navigation antenna will result in a loss of GPS signal without setting DTC B2462.
- The navigation antenna requires a clear line of sight to the sky to operate properly. The GPS may have limited, intermittent, or no reception near tall buildings or inside structures.

Reference Information

Schematic Reference

- **OnStar/Telematics Schematics**
- **Radio/Navigation System Schematics**

Connector End View Reference

COMPONENT CONNECTOR END VIEWS - INDEX - SEDAN

Description and Operation

- **OnStar Description and Operation**
- **Radio/Audio System Description and Operation**

Electrical Information Reference

- **Circuit Testing**
- **Connector Repairs**
- **Testing for Intermittent Conditions and Poor Connections**
- **Wiring Repairs**

Scan Tool Reference

Control Module References for scan tool information

Special Tools

EL-49903 OnStar Antenna Diagnostic Tool Kit

Circuit/System Testing

1. Ignition OFF, disconnect the navigation antenna coax cable connector at the K74 Human Machine Interface Control Module. Connect the **EL-49903** GM OnStar antenna diagnostic tool kit to the K74 Human Machine Interface Control Module, place the test antenna on the roof of the vehicle.
2. Ignition ON, infotainment system ON, navigation selected.
3. Verify DTC B2462 is not set.
 - **If DTC B2462 is set**

Replace the K74 Human Machine Interface Control Module.
 - **If DTC B2462 is not set**
4. Ignition OFF, disconnect the human interface control module navigation coax cable at the T15 Navigation Antenna Signal Splitter.
5. Verify the human interface control module navigation coax cable passes the coax cable component test. Refer to Component Testing.
 - **If the coax cable does not pass the test**

Replace the coax cable
 - **If the coax cable passes the test**
6. Test or replace the T15 Navigation Antenna Signal Splitter.

Component Testing

CAUTION: Refer to Test Probe Caution .

NOTE: Before testing the coax cable, check the cable exterior for being pinched, cut, damaged, or having loose connections at the components, which can cause reception issues.

To prevent false reading when testing the center coax terminals, use care not to ground the test probe on the outer housing/shield.

Coax Cable Test

1. Ignition OFF, disconnect the coax cable at both components.
2. Test for less than 5 ohms between coax cable center terminal end to end.
 - **If 5 ohms or greater**

Replace the coax cable
 - **If less than 5 ohms**

3. Test for less than 5 ohms between the coax cable outer shield end to end.

- **If 5 ohms or greater**

Replace the coax cable

- **If less than 5 ohms**

4. Test for infinite resistance between the coax cable center terminal and the coax cable outer shield.

- **If less than infinite resistance**

Replace the coax cable

- **If infinite resistance**

5. All OK

Repair Instructions

Perform the **Diagnostic Repair Verification** after completing the repair.

- **Navigation Signal Splitter Replacement**
- **Control Module References** for human machine interface control module replacement, programming, and setup.

DTC B2462 (IO6 WITH UE1 AND CV3): GLOBAL POSITIONING SYSTEM SIGNAL

Diagnostic Instructions

- Perform the **Diagnostic System Check - Vehicle** prior to using this diagnostic procedure.
- Review **Strategy Based Diagnosis** for an overview of the diagnostic approach.
- **Diagnostic Procedure Instructions** provides an overview of each diagnostic category.

DTC Descriptors

DTC B2462

Global Positioning System Signal

For symptom byte information refer to **Symptom Byte List** .

Circuit/System Description

The navigation antenna is connected to the telematics communication interface control module. The module supplies 5 V to the antenna to power the internal amplifier through the center conductor of the antenna coax cable.

When the vehicle is equipped with the optional navigation system, a navigation signal splitter is installed to distribute the navigation signal to both the telematics communication interface control module and the human

machine interface control module. The telematics communication interface control module supplies 5 V through the coax cable to power the internal antenna amplifier through the signal splitter.

Conditions for Running the DTC

- Radio On.
- System voltage is greater than 9 V and less than 16 V.
- The human machine interface control module tests the GPS antenna every 10 seconds.

Conditions for Setting the DTC

B2462 01

The human machine interface control module detects a short to B+ on the GPS antenna signal circuit.

B2462 02

The human machine interface control module or telematics communication interface control module detects a short to ground on the GPS antenna signal circuit.

B2462 04

The human machine interface control module or telematics communication interface control module detects an open/high resistance on the GPS antenna signal circuit.

Action Taken When the DTC Sets

Human Machine Interface Control Module

- The human machine interface control module uses the last reported position and the vehicle speed signal to calculate the vehicle position.
- Route guidance may be inaccurate.
- Turn by turn navigation may be inaccurate or inoperative.

Telematics Communication Interface Control Module

- The OnStar® status LED turns red..
- The OnStar® Call Center cannot locate the vehicle.

Conditions for Clearing the DTC

- The condition responsible for setting the DTC no longer exists.
- A history DTC will clear once 50 consecutive malfunction-free ignition cycles have occurred.

Diagnostic Aids

- This DTC can be retrieved from the human machine interface control module or the telematics communication interface control module, dependant the location of the fault.
- The scan tool telematics communication interface control module GPS signal parameter will display Active or Inactive dependent upon whether or not the module sees an increment of the seconds transmitted by GPS signals to the telematics communication interface control module. Upon entering this screen, the GPS signal title will initially display Active, regardless of the presence of time increment, for at least 2 seconds, while the algorithm in the scan tool determines the status of the clock. If increment is found, Active is continually displayed. If the clock remains static, Inactive is displayed. The scan tool looks for increment every second, regardless of current display.
- Inaccurate or aged GPS position concerns which are no longer present may have been due to the temporary loss of GPS signal reception by the vehicle. Conditions such as tunnels or parking structures will restrict the cellular phone and navigation antenna from a clear view of the satellites in the sky and may have caused this temporary data loss.
- The human machine interface control module only monitors the connection between the navigation signal splitter and the human machine interface control module. The human machine interface control module cannot detect faults between the signal splitter and the navigation antenna. Faults between the signal splitter and the navigation antenna will result in a loss of GPS signal for the navigation system without the human machine interface control module setting DTC B2462.
- The navigation antenna requires a clear line of sight to the sky to operate properly. The GPS may have limited, intermittent, or no reception near tall buildings or inside structures.

Reference Information

Schematic Reference

- **OnStar/Telematics Schematics**
- **Radio/Navigation System Schematics**

Connector End View Reference

COMPONENT CONNECTOR END VIEWS - INDEX - SEDAN

Description and Operation

- **OnStar Description and Operation**
- **Radio/Audio System Description and Operation**

Electrical Information Reference

- **Circuit Testing**
- **Connector Repairs**
- **Testing for Intermittent Conditions and Poor Connections**
- **Wiring Repairs**

Scan Tool Reference

Control Module References for scan tool information

Special Tools

EL-49903 OnStar Antenna Diagnostic Tool Kit

Circuit/System Verification

NOTE: The following verification requires the vehicle to be outside with an unobstructed view of the southern sky. Allow 5 minutes after turning the ignition ON for the vehicle to acquire the GPS satellites signal.

1. Ignition ON.
2. Verify DTC B2462 is not set by the K73 Telematics Communication Interface Control Module.
 - **If DTC B2462 is set by the K73 Telematics Communication Interface Control Module.**

Refer to Circuit System Testing.

- **If DTC B2462 is not set by the K73 Telematics Communication Interface Control Module.**
3. Verify DTC B2462 is not set by the K74 Human Machine Interface Control Module.
 - **If DTC B2462 is set by the K74 Human Machine Interface Control Module.**

Refer to Circuit System Testing - Step 9.

- **If DTC B2462 is not set by the K74 Human Machine Interface Control Module.**
4. All OK.

Circuit/System Testing

NOTE: Perform the Circuit/System Verification before proceeding with Circuit/System Testing.

1. Ignition OFF, disconnect the coax cable at the T15 Navigation Antenna Signal Splitter.
2. Connect the **EL-49903** OnStar Antenna Diagnostic Tool Kit to the T15 Navigation Antenna Signal Splitter. Place the test antenna on the roof of the vehicle, ignition ON.
3. Verify DTC B2462 is set by the K73 Telematics Communication Interface Control Module.
 - **If DTC B2462 is not set by the K73 Telematics Communication Interface Control Module.**
 1. Ignition OFF, disconnect the coax cable at the T4E Cellular Phone and Navigation Antenna.
 2. Test the coax cable between the T15 Navigation Antenna Signal Splitter and the T4E Cellular Phone and Navigation Antenna. Refer to Component Testing.
 - If the coax cable does not pass the test

Replace the coax cable.

- If the coax cable passes the test

3. Replace the T4E Cellular Phone and Navigation Antenna.

- **If DTC B2462 is set by the K73 Telematics Communication Interface Control Module.**

4. Ignition OFF, disconnect the GPS coax cable connector at the K73 Telematics Communication Interface Control Module.

5. Connect the **EL-49903** OnStar Antenna Diagnostic Tool Kit to the K73 Telematics Communication Interface Control Module. Place the test antenna on the roof of the vehicle, ignition ON.

6. Verify DTC B2462 is not set by the K73 Telematics Communication Interface Control Module.

- **If DTC B2462 is set by the K73 Telematics Communication Interface Control Module.**

Replace the K73 Telematics Communication Interface Control Module.

- **If DTC B2462 is not set by the K73 Telematics Communication Interface Control Module.**

7. Ignition OFF.

8. Test the coax cable between the T15 Navigation Antenna Signal Splitter and the K73 Telematics Communication Interface Control Module. Refer to Component Testing.

- **If the coax cable does not pass the test**

Replace the coax cable.

- **If the coax cable passes the test**

9. Ignition OFF, disconnect the GPS coax cable at the K74 Human Machine Interface Control Module.

10. Connect the **EL-49903** OnStar Antenna Diagnostic Tool Kit to the K74 Human Machine Interface Control Module and place the test antenna on the roof of the vehicle.

11. Ignition ON.

12. Verify DTC B2462 is not set by the K74 Human Machine Interface Control Module.

- **If DTC B2462 is set by the K74 Human Machine Interface Control Module.**

Replace the K74 Human Machine Interface Control Module

- **If DTC B2462 is not set by the K74 Human Machine Interface Control Module.**

13. Ignition OFF.

14. Test the coax cable between the T15 Navigation Antenna Signal Splitter and the K74 Human Machine Interface Control Module. Refer to Component Testing.

- **If the coax cable does not pass the test**

Replace the coax cable.

- **If the coax cable passes the test**

15. Test or replace the T15 Navigation Antenna Signal Splitter.

Component Testing

CAUTION: Refer to Test Probe Caution .

NOTE: Before testing the coax cable, check the cable exterior for being pinched, cut, damaged, or having loose connections at the components, which can cause reception issues.

To prevent false reading when testing the center coax terminals, use care not to ground the test probe on the outer housing/shield.

Coax Cable Test

1. Ignition OFF, disconnect the coax cable at both components.
2. Test for less than 5 ohms between coax cable center terminal end to end.
 - **If 5 ohms or greater**
Replace the coax cable
 - **If less than 5 ohms**
3. Test for less than 5 ohms between the coax cable outer shield end to end.
 - **If 5 ohms or greater**
Replace the coax cable
 - **If less than 5 ohms**
4. Test for infinite resistance between the coax cable center terminal and the coax cable outer shield.
 - **If less than infinite resistance**
Replace the coax cable
 - **If infinite resistance**
5. All OK

Repair Instructions

Perform the Diagnostic Repair Verification after completing the repair.

- Navigation Signal Splitter Replacement
- Radio Antenna Base Replacement
- Control Module References for human machine interface control module or telematics communication interface control module replacement, programming, and setup.

DTC B2462 (UE1 WITH CV3 WITHOUT IO6): GLOBAL POSITIONING SYSTEM (GPS) SIGNAL

Diagnostic Instructions

- Perform the **Diagnostic System Check - Vehicle** prior to using this diagnostic procedure.
- Review **Strategy Based Diagnosis** for an overview of the diagnostic approach.
- **Diagnostic Procedure Instructions** provides an overview of each diagnostic category.

DTC Descriptors

DTC B2462 02

Global Positioning System (GPS) Signal Short to Ground

DTC B2462 04

Global Positioning System (GPS) Signal Open Circuit

Circuit/System Description

The Telematics Communication Interface Control Module receives information from the GPS antenna located on the outside of the vehicle. The GPS antenna is connected to the Telematics Communication Interface Control Module via a shielded coaxial cable. The telematics communication interface control module supplies 5 V through the coax cable to power the internal antenna amplifier.

Conditions for Running the DTC

- Ignition is in the RUN or ACC position.
- System voltage is between 9.5 V and 15.5 V.
- The above conditions are present for greater than 1 second.

Conditions for Setting the DTC

B2462 02

The Telematics Communication Interface Control Module detects a short to ground on the GPS antenna signal circuit.

B2462 04

The Telematics Communication Interface Control Module detects an open/high resistance on the GPS antenna signal circuit.

Action Taken When the DTC Sets

- The OnStar® status LED turns red.
- The OnStar® Call Center cannot locate the vehicle.

Conditions for Clearing the DTC

- The K73 Telematics Communication Interface Control Module detects the presence of a GPS antenna.
- A history DTC will clear once 50 consecutive malfunction-free ignition cycles have occurred.

Reference Information

Schematic Reference

OnStar/Telematics Schematics

Connector End View Reference

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Description and Operation

OnStar Description and Operation

Electrical Information Reference

- Circuit Testing
- Connector Repairs
- Testing for Intermittent Conditions and Poor Connections
- Wiring Repairs

Scan Tool Reference

Control Module References for scan tool information

Special Tools

EL-49903 GM OnStar Antenna Diagnostic Tool Kit

Circuit/System Testing

1. Ignition OFF, disconnect the GPS coax cable connector at the K73 Telematics Communication Interface Control Module.
2. Connect the **EL-49903** OnStar Antenna Diagnostic Tool Kit to the K73 Telematics Communication Interface Control Module. Place the test antenna on the roof of the vehicle, ignition ON.
3. Verify DTC B2462 is not set.
 - **If DTC B2462 is set**

Replace the K73 Telematics Communication Interface Control Module.

- **If DTC B2462 is not set**
4. Ignition OFF, disconnect the **EL-49903** GM OnStar antenna diagnostic tool kit from the K73 Telematics

Communication Interface Control Module

5. Disconnect the K73 Telematics Communication Interface Control Module GPS coax cable at the T4E Cellular Phone and Navigation Antenna.
6. Test the coax cable between the K73 Telematics Communication Interface Control Module and the T4E Cellular Phone and Navigation Antenna. Refer to component testing.
 - **If the coax cable does not pass the test**

Replace the coax cable.

- **If the coax cable passes the test**

7. Test or replace the T4E Cellular Phone and Navigation Antenna.

Component Testing

CAUTION: Refer to Test Probe Caution

NOTE:

- Before testing the coax cable, check the cable exterior for being pinched, cut, damaged, or having loose connections at the components, which can cause reception issues.
- To prevent false readings when testing the center coax terminals, use care not to ground the test probe on the outer housing/shield.

Coax Cable Test

1. Ignition OFF, disconnect the coax cable at both components.
2. Test for less than 5 ohms between the coax cable center terminal end to end.
 - **If 5 ohms or greater**

Replace the coax cable.

- **If less than 5 ohms**

3. Test for greater than 5 ohms between the coax cable outer shield end to end.
 - **If 5 ohms or greater**

Replace the coax cable.

- **If less than 5 ohms**

4. Test for infinite resistance between the coax cable center terminal and the coax cable outer shield.
 - **If less than infinite resistance**

Replace the coax cable.

- If infinite resistance

5. All OK.

Repair Instructions

Perform the **Diagnostic Repair Verification** after completing the diagnostic procedure.

- **Radio Antenna Base Replacement**
- **Control Module References** for Telematics Communication Interface Control Module replacement, programming and setup.

DTC B2470 (WITHOUT CV3): CELLULAR PHONE ANTENNA CIRCUIT MALFUNCTION

Diagnostic Instructions

- Perform the **Diagnostic System Check - Vehicle** prior to using this diagnostic procedure.
- Review **Strategy Based Diagnosis** for an overview of the diagnostic approach.
- **Diagnostic Procedure Instructions** provides an overview of each diagnostic category.

DTC Descriptors

DTC B2470 02

Cellular Phone Antenna Circuit Malfunction Short to Ground

DTC B2470 04

Cellular Phone Antenna Circuit Malfunction Open Circuit

Diagnostic Fault Information

Circuit	Short to Ground	Open/High Resistance	Short to Voltage	Signal Performance
Cellular Antenna Signal	B2470 02	B2470 04	-	-

Circuit/System Description

The cellular phone and navigation antenna is connected to the telematics communication interface control module. This module supplies 5 V to the cellular phone and navigation antenna to power the internal amplifier. When the vehicle is equipped with the optional navigation radio, a navigation antenna signal splitter is installed to distribute the GPS signal to both the telematics communication interface control module and the navigation radio. The navigation radio supplies 5 V through the GPS antenna coaxial cable to the navigation antenna signal splitter to power the internal navigation radio signal amplifier.

Conditions for Running the DTC

- Ignition in the RUN or ACC position.
- System voltage is between 9.5 volts and 15.5 volts.
- The above conditions are present for greater than 1 s.

Conditions for Setting the DTC

- The telematics communication interface control module does not detect the presence of a cellular antenna.
- The above conditions are present for greater than 1 s.

Action Taken When the DTC Sets

- The vehicle is unable to connect to the OnStar® Call Center.
- The OnStar® status LED turns red.

Conditions for Clearing the DTC

- The telematics communication interface control module detects the presence of a cellular antenna.
- A history DTC clears after 50 malfunction-free ignition cycles.

Reference Information

Schematic Reference

OnStar/Telematics Schematics

Connector End View Reference

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Description and Operation

OnStar Description and Operation

Electrical Information Reference

- **Circuit Testing**
- **Connector Repairs**
- **Testing for Intermittent Conditions and Poor Connections**
- **Wiring Repairs**

Scan Tool Reference

Control Module References for scan tool information

Special Tools

EL-49903 GM OnStar Antenna Diagnostic Tool Kit

Circuit/System Testing

NOTE:

- The vehicle may be equipped with sectioned coax. Test each section and replace only the faulty section, not the entire length of coax.
- The following verification requires the vehicle to be outside with an unobstructed view of the southern sky. Allow 5 minutes after turning the ignition ON for the GPS satellites to acquire vehicle signal.

Without Navigation Radio

1. Ignition OFF and all vehicle systems OFF, disconnect the GPS and cellular coax cable connector at the K73 Telematics Communication Interface Control Module. It may take up to 2 min for all vehicle systems to power down.
2. Using the EL-49903-3 kit (EL-49903-5 adapter and EL-49903-4 coax cable), connect the **EL-49903** GM OnStar antenna diagnostic tool kit to the K73 Telematics Communication Interface Control Module. Place the test antenna on the roof of the vehicle, ignition ON.
3. Verify the DTC does not set while operating the vehicle within the conditions for running the DTC.
 - **If the DTC sets**

Replace the K73 Telematics Communications Interface Control Module.

- **If the DTC does not set**
4. Ignition OFF.
 5. Disconnect the **EL-49903** GM OnStar antenna diagnostic tool kit from the K73 Telematics Communication Interface Control Module
 6. Test the coax cable. Refer to Component Testing.
 - **If the coax cable does not pass the test**

Replace the coax cable.

- **If the coax cable passes the test**
7. Test or replace the T4G Cellular Phone, Navigation, and Digital Radio Antenna.

With Navigation Radio

1. Ignition OFF and all vehicle systems OFF, disconnect the GPS and cellular coax cable connector at the K73 Telematics Communication Interface Control Module. It may take up to 2 min for all vehicle systems to power down.
2. Using the EL-49903-3 kit (EL-49903-5 adapter and EL-49903-4 coax cable), connect the **EL-49903** GM OnStar antenna diagnostic tool kit to the K73 Telematics Communication Interface Control Module. Place the test antenna on the roof of the vehicle, ignition ON.
3. Verify the DTC does not set while operating the vehicle within the conditions for running the DTC.

- **If the DTC sets**

Replace the K73 Telematics Communication Interface Control Module.

- **If the DTC does not set**

4. Ignition OFF.
5. Disconnect the **EL-49903** GM OnStar antenna diagnostic tool kit from the K73 Telematics Communication Interface Control Module
6. Connect the coax cable to the K73 Telematics Communications Interface Control Module and disconnect the coax cable from the T15 Navigation Antenna Signal Splitter, ignition ON.
7. Test for 4.5-5.5 V between the coax cable center conductor and the outer shield.
 - **If less than 4.5 V**
 1. Ignition OFF.
 2. Test the coax cable. Refer to Component Testing.
 - If the coax cable does not pass the test, replace the coax cable.
 - If the coax cable passes the test, test or replace the K73 Telematics Communications Interface Control Module.
 - **If greater than 5.5 V**
 1. Ignition OFF.
 2. Test the coax cable. Refer to Component Testing.
 - If the coax cable does not pass the test, replace the coax cable.
 - If the coax cable passes the test, test or replace the K73 Telematics Communications Interface Control Module.
 - **If between 4.5-5.5 V**
8. Ignition OFF, connect the coax cable to the T15 Navigation Antenna Signal Splitter and disconnect the coax cable from the T4G Cellular Phone, Navigation, and Digital Radio Antenna, ignition ON.
9. Test for 4.5-5.5 V between the coax cable center conductor and the outer shield.
 - **If less than 4.5 V**
 1. Ignition OFF.
 2. Test the coax cable. Refer to Component Testing.
 - If the coax cable does not pass the test, replace the coax cable.
 - If the coax cable passes the test, test or replace the T15 Navigation Antenna Signal Splitter.
 - **If greater than 5.5 V**
 1. Ignition OFF.
 2. Test the coax cable. Refer to Component Testing.
 - If the coax cable does not pass the test, replace the coax cable.
 - If the coax cable passes the test, test or replace the T15 Navigation Antenna Signal Splitter.
 - **If between 4.5-5.5 V**
10. Test or replace the T4G Cellular Phone, Navigation, and Digital Radio Antenna.

Component Testing

CAUTION: Refer to Test Probe Caution

NOTE:

- Before testing the coax cable, check the cable exterior for being pinched, cut, damaged, or having loose connections at the components, which can cause reception issues.
- To prevent false readings when testing the center coax terminals, use care not to ground the test probe on the outer housing/shield.

Coax Cable Test

1. Ignition OFF, disconnect the coax cable at both components.
2. Test for less than 5 ohms between the coax cable center terminal end to end.

- If 5 ohms or greater

Replace the coax cable.

- If less than 5 ohms

3. Test for greater than 5 ohms between the coax cable outer shield end to end.

- If 5 ohms or greater

Replace the coax cable.

- If less than 5 ohms

4. Test for infinite resistance between the coax cable center terminal and the coax cable outer shield.

- If less than infinite resistance

Replace the coax cable.

- If infinite resistance

5. All OK.

Repair Instructions

Perform the Diagnostic Repair Verification after completing the repair.

- Radio Antenna Base Replacement
- Control Module References for Telematics Communication Interface Control Module replacement, programming and setup.

DTC B2470 (WITH CV3): CELLULAR PHONE ANTENNA CIRCUIT MALFUNCTION

Diagnostic Instructions

- Perform the **Diagnostic System Check - Vehicle** prior to using this diagnostic procedure.
- Review **Strategy Based Diagnosis** for an overview of the diagnostic approach.
- **Diagnostic Procedure Instructions** provides an overview of each diagnostic category.

DTC Descriptors

DTC B2470 02

Cellular Phone Antenna Circuit Malfunction Short to Ground

DTC B2470 04

Cellular Phone Antenna Circuit Malfunction Open Circuit

Diagnostic Fault Information

Circuit	Short to Ground	Open/High Resistance	Short to Voltage	Signal Performance
Cellular Antenna Signal	B2470 02	B2470 04	-	-

Circuit/System Description

The cellular phone antenna is connected directly to the telematics communication interface control module. This module supplies 5 V to the cellular phone antenna to power the internal amplifier.

Conditions for Running the DTC

- Ignition in the RUN or ACC position.
- System voltage is between 9.5 volts and 15.5 volts.
- The above conditions are present for greater than 1 s.

Conditions for Setting the DTC

- The telematics communication interface control module does not detect the presence of a cellular antenna.
- The above conditions are present for greater than 1 s.

Action Taken When the DTC Sets

- The vehicle is unable to connect to the OnStar® Call Center.
- The OnStar® status LED turns red.

Conditions for Clearing the DTC

- The telematics communication interface control module detects the presence of a cellular antenna.

- A history DTC clears after 50 malfunction-free ignition cycles.

Reference Information

Schematic Reference

OnStar/Telematics Schematics

Connector End View Reference

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Description and Operation

OnStar Description and Operation

Electrical Information Reference

- Circuit Testing
- Connector Repairs
- Testing for Intermittent Conditions and Poor Connections
- Wiring Repairs

Scan Tool Reference

Control Module References for scan tool information

Special Tools

EL-49903 GM OnStar Antenna Diagnostic Tool Kit

Circuit/System Testing

NOTE: **The vehicle may be equipped with sectioned coax. Test each section and replace only the faulty section, not the entire length of coax.**

1. Ignition OFF and all vehicle systems OFF, disconnect the GPS and cellular coax cable connector at the K73 Telematics Communication Interface Control Module. It may take up to 2 min for all vehicle systems to power down.
2. Using the EL-49903-3 kit (EL-49903-5 adapter and EL-49903-4 coax cable), connect the **EL-49903** GM OnStar antenna diagnostic tool kit to the K73 Telematics Communication Interface Control Module. Place the test antenna on the roof of the vehicle, ignition ON.
3. Verify the DTC does not set while operating the vehicle within the conditions for running the DTC.
 - **If the DTC sets**

Replace the K73 Telematics Communications Interface Control Module.

- **If the DTC does not set**

4. Ignition OFF.
5. Disconnect the **EL-49903** GM OnStar antenna diagnostic tool kit from the K73 Telematics Communication Interface Control Module
6. Test the coax cable. Refer to Component Testing.
 - **If the coax cable does not pass the test**

Replace the coax cable.

- **If the coax cable passes the test**

7. Test or replace the T4E Cellular Phone and Navigation Antenna.

Component Testing

CAUTION: Refer to Test Probe Caution

NOTE:

- Before testing the coax cable, check the cable exterior for being pinched, cut, damaged, or having loose connections at the components, which can cause reception issues.
- To prevent false readings when testing the center coax terminals, use care not to ground the test probe on the outer housing/shield.

Coax Cable Test

1. Ignition OFF, disconnect the coax cable at both components.
2. Test for less than 5 ohms between the coax cable center terminal end to end.
 - **If 5 ohms or greater**

Replace the coax cable.

- **If less than 5 ohms**

3. Test for greater than 5 ohms between the coax cable outer shield end to end.
 - **If 5 ohms or greater**

Replace the coax cable.

- **If less than 5 ohms**

4. Test for infinite resistance between the coax cable center terminal and the coax cable outer shield.
 - **If less than infinite resistance**

Replace the coax cable.

- **If infinite resistance**

5. All OK.

Repair Instructions

Perform the **Diagnostic Repair Verification** after completing the repair.

- **Radio Antenna Base Replacement**
- **Control Module References** for Telematics Communication Interface Control Module replacement, programming and setup.

DTC B2476 OR B2482: CELLULAR PHONE SELECT SERVICE SWITCH

Diagnostic Instructions

- Perform the **Diagnostic System Check - Vehicle** prior to using this diagnostic procedure.
- Review **Strategy Based Diagnosis** for an overview of the diagnostic approach.
- **Diagnostic Procedure Instructions** provides an overview of each diagnostic category.

DTC Descriptors

DTC B2476 04

Cellular Phone Select Service Switch Open

DTC B2476 59

Cellular Phone Select Service Switch Protection Time-out

DTC B2482 00

Cellular Phone Select Service Switch Range/Performance

Diagnostic Fault Information

Circuit	Short to Ground	Open/High Resistance	Short to Voltage	Signal Performance
10 V Reference	3	B2476 04	B2476 04	-
Control Terminal 4	1	1	2	-
Control Terminal 5	1	1	2	-
Signal Terminal 3	B2476 04	B2476 04	B2476 04	B2476 59, B2482 00
Ground	-	B2476 04	-	-

- | |
|---|
| <ol style="list-style-type: none">1. OnStar® LED Inoperative2. LED Illuminated At All Times3. OnStar® Buttons Inoperative |
|---|

Circuit/System Description

The OnStar® button assembly consists of 3 buttons: Call/Answer, OnStar® Call Center, and OnStar® Emergency. The telematics communication interface control module supplies the OnStar® button assembly with 10 V via the 10 V reference circuit . Each of the buttons, when pressed, completes the circuit across a resistor allowing a specific voltage to be returned to the telematics communication interface control module over the keypad signal circuit. Depending upon the voltage range returned, the telematics communication interface control module is able to identify which button has been pressed.

Conditions for Running the DTC

- Ignition ON.
- Battery voltage must be between 9-16 V.

Conditions for Setting the DTC

B2476 04

The telematics communication interface control module detects an open/high resistance on the keypad supply voltage circuit.

B2482 and B2476 59

The telematics communication interface control module detects a valid signal on the keypad signal circuit for longer than 15 s. If one of the OnStar® buttons is held or stuck for 15 s or greater, the telematics communication interface control module will set this DTC.

Action Taken When the DTC Sets

- The OnStar® status LED turns red.
- No calls can be placed.
- The telematics communication interface control module will ignore all inputs from the OnStar® button assembly.

Conditions for Clearing the DTC

- The condition responsible for setting the DTC no longer exists.
- A history DTC will clear once 50 consecutive malfunction-free ignition cycles have occurred.

Reference Information

Schematic Reference

OnStar/Telematics Schematics

Connector End View Reference

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Description and Operation

OnStar Description and Operation

Electrical Information Reference

- Circuit Testing
- Connector Repairs
- Testing for Intermittent Conditions and Poor Connections
- Wiring Repairs

Scan Tool Reference

Control Module References for scan tool information

Circuit/System Verification

NOTE: **Contact the OnStar® Call Center first before pressing the emergency button in order to notify them of the test.**

1. Ignition ON.
2. Verify that each button of the S51 Telematics Button Assembly operates normally by pressing each button individually.
 - **If none of the buttons operate normally**

Refer to Circuit/System testing
 - **If some, but not all, of the buttons operate normally**

Test or replace the S51 Telematics Button Assembly
 - **If all of the buttons operate normally**
3. All OK.

Circuit/System Testing

1. Ignition OFF and all vehicle systems OFF, disconnect the harness connector at the S51 Telematics Button Assembly. It may take up to 2 min for all vehicle systems to power down.
2. Test for less than 10 ohms between the ground circuit terminal 6 and ground.

- **If 10 ohms or greater**
 1. Ignition OFF.
 2. Test for less than 2 ohms in the ground circuit end to end.
 - If 2 ohms or greater, repair the open/high resistance in the circuit.
 - If less than 2 ohms, repair the open/high resistance in the ground connection.
- **If less than 10 ohms**
- 3. Ignition ON.
- 4. Test for 8.0-10.5 V between the 10 V reference circuit terminal 1 and the ground circuit terminal 6.
 - **If less than 8.0 V**
 1. Ignition OFF, disconnect the harness connector at the K73 Telematics Communication Interface Control Module.
 2. Test for infinite resistance between the 10 V reference circuit and ground.
 - If less than infinite resistance, repair the short to ground on the circuit.
 - If infinite resistance
 3. Test for less than 2 ohms in the 10 V reference circuit end to end.
 - If 2 ohms or greater, repair the open/high resistance in the circuit.
 - If less than 2 ohms, replace the K73 Telematics Communication Interface Control Module.
 - **If greater than 10.5 V**
 1. Ignition OFF, disconnect the harness connector at the K73 Telematics Communication Interface Control Module, ignition ON.
 2. Test for less than 1 V between the 10 V reference circuit and ground.
 - If 1 V or greater, repair the short to voltage on the circuit.
 - If less than 1 V, replace the K73 Telematics Communication Interface Control Module.
 - **If between 8.0-10.5 V**
- 5. Ignition OFF.
- 6. Test for 500-900 ohms between the signal circuit terminal 3 and the ground circuit terminal 6.
 - **If less than 500 ohms**
 1. Disconnect the X1 harness connector at the K73 Telematics Communication Interface Control Module.
 2. Test for infinite resistance between the signal circuit and ground.
 - If less than infinite resistance, repair the short to ground on the circuit.
 - If infinite resistance, replace the K73 Telematics Communication Interface Control Module.
 - **If greater than 900 ohms**
 1. Disconnect the X1 harness connector at the K73 Telematics Communication Interface Control Module, ignition ON.
 2. Test for less than 1 V between the signal circuit and ground.
 - If 1 V or greater, repair the short to voltage on the circuit.
 - If less than 1 V

3. Ignition OFF.
4. Test for less than 2 ohms in the signal circuit end to end.
 - If 2 ohms or greater, repair the open/high resistance in the circuit.
 - If less than 2 ohms, replace the K73 Telematics Communication Interface Control Module.
 - **If between 500-900 ohms**
7. Test or replace the S51 Telematics Button Assembly.

Repair Instructions

Perform the **Diagnostic Repair Verification** after completing the repair.

- **Communication Center Call Switch Replacement**
- **Control Module References** for telematics communication interface control module replacement, programming and setup.

SYMPTOMS - CELLULAR COMMUNICATION

NOTE: The following steps must be completed before using the symptom table.

1. Perform the **Diagnostic System Check - Vehicle** before using the Symptom Tables in order to verify that all of the following are true:
 - There are no DTCs set.
 - The control modules can communicate via the serial data link.
2. Review the system operation in order to familiarize yourself with the system functions. Refer to **OnStar Description and Operation**.

Visual/Physical Inspection

- Inspect for aftermarket devices which could affect the operation of the Radio/Audio System. Refer to **Checking Aftermarket Accessories**.
- Inspect for easily accessible or visible system components for obvious damage or conditions which could cause the symptom.

Intermittent

Faulty electrical connections or wiring may be the cause of intermittent conditions. Refer to **Testing for Intermittent Conditions and Poor Connections**.

Symptom List

Refer to a symptom diagnostic procedure from the following list in order to diagnose the symptom:

- **Bluetooth Malfunction**
- **No Global Positioning System (GPS) Reception (IO6 without UE1), No Global Positioning System**

(GPS) Reception (UE1 without CV3), No Global Positioning System (GPS) Reception (UE1 with CV3)

- **OnStar Microphone Malfunction**
- **OnStar Audio Malfunction**
- **OnStar Button LED Malfunction**
- **OnStar Call Center Remote Function Requests Malfunction**
- **OnStar Button Malfunction**
- **Unable to Contact OnStar Call Center**
- **OnStar Voice Recognition Malfunction**
- **OnStar Steering Wheel Control Functions Malfunction**

SYMPTOMS - ENTERTAINMENT

IMPORTANT: The following steps must be completed before using the symptom table.

1. Perform the **Diagnostic System Check - Vehicle** before using the Symptom Tables in order to verify that all of the following are true:
 - There are no DTCs set.
 - The control modules can communicate via the serial data link.
2. Review the system operation in order to familiarize yourself with the system functions. Refer to **Radio/Audio System Description and Operation**.

Visual/Physical Inspection

- Inspect for aftermarket devices which could affect the operation of the Radio/Audio System. Refer to **Checking Aftermarket Accessories**.
- Inspect for easily accessible or visible system components for obvious damage or conditions which could cause the symptom.

Intermittent

Faulty electrical connections or wiring may be the cause of intermittent conditions. Refer to **Testing for Intermittent Conditions and Poor Connections**.

Symptom List

Refer to a symptom diagnostic procedure from the following list in order to diagnose the symptom:

- **Application Malfunction**
- **Auxiliary Audio Input Malfunction**
- **Bluetooth Malfunction**
- **Digital Radio Poor or No Reception (U2M), Digital Radio Poor or No Reception (U2Q)**
- **No Global Positioning System (GPS) Reception (IO6 without UE1), No Global Positioning System**

(GPS) Reception (UE1 without CV3), No Global Positioning System (GPS) Reception (UE1 with CV3)

- **Radio Poor Reception**
- **Speaker Malfunction**
- **Voice Recognition Malfunction (with UE1), Voice Recognition Malfunction (without UE1)**

APPLICATION MALFUNCTION

Diagnostic Instructions

- Perform the **Diagnostic System Check - Vehicle** prior to using this diagnostic procedure.
- Review **Strategy Based Diagnosis** for an overview of the diagnostic approach.
- **Diagnostic Procedure Instructions** provide an overview of each diagnostic category.

Circuit/System Description

The term application refers to any piece of software that works on a system (hardware) that is being operated by its own software. Applications are typically small software programs which uses the hardware to perform a specific task, as opposed to operating the entire system.

Diagnostic Aids

- For an application to be used, it must be installed on both the vehicle infotainment system and a compatible mobile device.
- The application must work correctly on the device to work with the vehicle infotainment system.
- The user may be required to log-in to the application on the mobile device before using the application from the vehicle controls.
- Applications use the mobile device and connection to a service provider to operate. Connection quality issues, or service provider data transmission issues can give the appearance of a vehicle malfunction.
- The device must be connected to the system. This may be done wirelessly via Bluetooth®, or via the vehicle USB port.

When a mobile device is connected via Bluetooth®, some or all of the device controls may be unavailable from the radio controls. This varies dependent upon the device being used. Refer to the vehicle owner manual, supplements, and the device manufacturer's information for information on devices, control, and operation.

Refer to the device manufacturer's information for the preferred connection method.

- The device must be unlocked, and any additional applications should be closed.
- If the device has any sound enhancement features such as noise reduction or echo control, these features should be turned off.
- A low battery condition in the mobile device may not allow the device to connect to the system, or can create communication issues with the device. Verify the device battery state of charge and re-charge or replace as needed.

- If a 'Please See Device' or similar type error message is displayed, this may indicate the device has lost its connection to the vehicle, or the device has lost its external data connection.
- If a cable is used for connection, attempt to connect the device using a different cable; cables can deteriorate over time or become damaged.

Reference Information

Schematic Reference

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Connector End View Reference

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- **Circuit Testing**
- **Connector Repairs**
- **Testing for Intermittent Conditions and Poor Connections**
- **Wiring Repairs**

Scan Tool Reference

Control Module References for scan tool information

Circuit/System Verification

1. Verify the application is installed on the mobile device and is up to date.
 - **If the application is not installed or is not up to date.**
 Install or update the application on the device.
 - **If the application is installed on the mobile device and is up to date**
2. Verify the application operates correctly on the mobile device.
 - **If the application is not operating correctly on the mobile device.**
 Refer to the application web site.
 - **If the application is operating correctly on the mobile device.**
3. Verify the K74 Human Machine Interface Control Module calibrations are current.

- **If the calibrations are not current**

Reprogram the K74 Human Machine Interface Control Module and re-evaluate the concern.

- **If no update calibrations are available**

4. Verify the application is installed on the K74 Human Machine Interface Control Module and is up to date.

- **If the application is not installed or is not up to date.**

Install or update the application and re-evaluate the concern.

- **If the application is installed and is up to date**

5. Ignition ON, infotainment system ON.

6. Verify the mobile device can connect to the infotainment system. Refer to the owner manual for information on the preferred connection method for the device.

- **If the mobile device cannot connect to the vehicle infotainment system.**

- If unable to connect via Bluetooth, refer to **Bluetooth Malfunction**.

- If unable to connect via USB, refer to **Auxiliary Audio Input Malfunction**.

- **If the mobile device connects to the vehicle infotainment system.**

7. Launch the application.

8. Verify the application operates properly with the vehicle infotainment system.

- **If the application does not function properly**

Refer to diagnostic aids.

- **If the application functions properly**

9. All OK.

Repair Instructions

Perform the **Diagnostic Repair Verification** after completing the repair.

AUXILIARY AUDIO INPUT MALFUNCTION

Diagnostic Instructions

- Perform the **Diagnostic System Check - Vehicle** prior to using this diagnostic procedure.
- Review **Strategy Based Diagnosis** for an overview of the diagnostic approach.
- **Diagnostic Procedure Instructions** provide an overview of each diagnostic category.

Diagnostic Fault Information

Circuit	Short to Ground	Open/High Resistance	Short to Voltage	Signal Performance

B+	B124B, 1, 6	1, 5	-	-
Auxiliary Audio Common Signal	-	8	-	-
Auxiliary Detection Signal	7	8	-	-
Left Auxiliary Audio Signal	2	2	2, 4	-
Right Auxiliary Audio Signal	3	3	3, 4	-
USB Cable	B124B	B124B	B124B	-
Ground	-	1	-	-
1. SD Card reader and USB port Inoperative 2. No left side audio from device connected to AUX jack 3. No right side audio from device connected to AUX jack 4. Noticeable distortion may be present in affected audio channel 5. Fault may affect one or more components, dependant on fault location 6. Fault affects multiple components, dependant on vehicle equipment 7. Radio does not detect auxiliary device connection, AUX not available as input selection 8. AUX always available as an input selection, with or without auxiliary device connected				

Circuit/System Description

The infotainment system has a auxiliary jack, USB, and memory card receptacle assembly located in the center console. The two USB ports and the card reader slot interface with a hub device, internal to the assembly. The assembly receives fused battery voltage and ground from the harness to power the internal hub device as well as providing additional amperage to power USB devices.

The internal hub device interfaces directly with the human machine interface control module via a standard USB cable. A Mini type USB connector is used to connect the cable at the human machine interface control module and at the auxiliary jack, USB, and memory card receptacle assembly. Standard USB male to female connections are typically used for connecting USB cables together where an in-line connection is required. An in-line cable connection is typically found between the console and I/P harness.

Auxiliary Audio Input Jack

The 3.5 mm (1/8 in.) auxiliary audio input jack is located in the console. When a portable audio playback device is connected to the auxiliary jack, an internal switch opens the detection signal circuit . The radio detects the device and AUX becomes available as an audio source. Audio signals from the device are sent to the radio from the auxiliary input jack via the left, right, and common audio signal circuits.

USB Port

The USB port allows connectivity to the infotainment system from portable media players or a USB storage device (memory stick/ flash drive). When a device is connected to the USB port, the system detects the device and USB becomes available as an audio source. Once connected, the device can be controlled from the radio controls.

Not all portable media player devices or file types are compatible. Refer to the owner's manual for information on USB devices, control, and operation.

SD Card Reader

The infotainment uses the SD card reader as a mass storage device, similar to a USB storage device.

Refer to the owners manual for information on media types supported via the SD card reader.

Diagnostic Aids

3.5 mm (1/8 in.) Input Jack

- If the system detects the device, but the audio is not heard or is not clear, attempt to connect the device using a different cable; cables can deteriorate over time or become damaged.
- Playback of an audio device that is connected to the 3.5 mm jack can only be controlled using the controls on the device.
- The volume control on the device may need to be adjusted to ensure sufficient playback volume through the infotainment system.

USB Port and SD Card Reader

- A low battery condition in a portable media player may not allow the device to connect to the system, or can create communication issues with the device. Verify the device battery state of charge and re-charge or replace as needed.
- Connect the device directly to the USB port if possible. Only use a cable if it is required to connect the device. The use of extension cables can cause communication issues.
- If a cable is required for connection, attempt to connect the device using a different cable; cables can deteriorate over time or become damaged.
- Attempt audio playback from multiple USB devices when diagnosing USB concerns. Device compatibility can vary based on vehicle equipment. If the infotainment system is capable of operating any USB type device, the cause of the concern is not with the vehicle system. The inoperative device(s) may be incompatible or contain no recognized media types.
- If a 'Device Not Supported' or similar type error message is displayed, this indicates the system has connected to the device but cannot communicate with it properly. This does not indicate an issue with the vehicle system. The device may be incompatible, may require a 'reset', or may require an update to its software/firmware.
- If a 'No Supported Data Found' or similar type error message is displayed, this indicates the system has connected to the device and is communicating, but cannot find any compatible files/data. This does not indicate an issue with the vehicle system. Verify the device contains compatible media/file types.
- Poor connections or damaged USB cables can cause intermittent or no operation of USB devices. Inspect connectors, terminals, and cables for damage and replace components as necessary. Ensure all USB inline connections and connections at components are fully seated and connector position retainers/locks are secure.

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- **Wiring Repairs**

Scan Tool Reference

Control Module References for scan tool information

Special Tools

EL-50334-20 Multi-Media Interface Tester (MIT)

Circuit/System Verification

Auxiliary Audio Input Jack

1. Verify no DTCs are present.
 - **If any DTCs are present**

Refer to **Diagnostic Trouble Code (DTC) List - Vehicle** .
 - **If no DTCs are present**
2. Ignition ON, infotainment system ON.
3. Connect the EL-50334-20 Multi-Media Interface Tester (MIT) to the X83 Auxiliary Audio Input 3.5 mm (1/8 in.) input jack and select the AUX test mode.
4. Verify that AUX becomes an available media selection to the infotainment system.
 - **If AUX does not become an available media selection**

Refer to Circuit/System Testing - Auxiliary Audio Input Jack.

- **If AUX becomes an available media selection**
5. Verify the audio from the EL-50334-20 Multi-Media Interface Tester (MIT) is heard through the

infotainment system while operating the system to play audio from the test tool.

- **If audio is not heard from the test tool.**

Refer to Circuit/System Testing - Auxiliary Audio Input Jack.

- **If audio is heard from the test tool.**

6. All OK

USB Port and SD Card Reader

1. Ignition ON, infotainment system ON.
2. Connect the EL-50334-20 Multi-Media Interface Tester (MIT) to the X83 Auxiliary Audio Input USB port and select the USB test mode.
3. Verify the audio from the EL-50334-20 Multi-Media Interface Tester (MIT) is heard through the infotainment system while operating the system to play audio from the test tool.
 - **If audio is not heard from the test tool**
 1. Insert an SD card with compatible media into the SD card slot.
 2. Verify the media on the SD card can be accessed while operating the system to connect to the SD card.
 - If the SD card reader cannot be accessed, refer to Circuit/System Testing - USB Port and SD Card Reader.
 - If the SD card reader can be accessed, replace the X83 Auxiliary Audio Input.
 - **If audio is heard from the test tool**
4. Insert an SD card with compatible media into the SD card slot.
5. Verify the media on the SD card can be accessed while operating the system to connect to the SD card.
 - **If the SD card reader media cannot be accessed**

Refer to Circuit/System Testing - USB Port and SD Card Reader

- **If the SD card reader media can be accessed**

6. All OK.

Circuit/System Testing

Auxiliary Audio Input Jack

1. Ignition OFF, disconnect the X1 harness connector at the X83 Auxiliary Audio Input. Ignition ON, infotainment system ON.
2. Test for 2.5-3.5 V between the signal circuit terminal 5 and ground.
 - **If less than 2.5 V**
 1. Ignition OFF, disconnect the X1 harness connector at the A11 Radio.
 2. Test for infinite resistance between the signal circuit and ground.
 - If less than infinite resistance, repair the short to ground on the circuit.

- If infinite resistance
- 3. Test for less than 2 ohms in the signal circuit end to end.
 - If 2 ohms or greater, repair the open/high resistance in the circuit.
 - If less than 2 ohms, replace the A11 Radio.
 - **If greater than 3.5 V**
- 1. Ignition OFF, disconnect the X1 harness connector at the A11 Radio, ignition ON.
- 2. Test for less than 1 V between the detection circuit and ground.
 - If 1 V or greater, repair the short to voltage on the circuit.
 - If less than 1 V, replace the A11 Radio.
 - **If between 2.5-3.5 V**
- 3. Test for less than 1 V between the signal circuits listed below and ground:
 - Left auxiliary audio signal circuit terminal 1
 - Right auxiliary audio signal circuit terminal 2
 - Auxiliary audio common signal circuit terminal 3
 - **If 1 V or greater**
- 1. Ignition OFF, disconnect the X1 harness connector at the A11 Radio. Ignition ON.
- 2. Test for less than 1 V between the signal circuit and ground.
 - If 1 V or greater, repair the short to voltage on the circuit.
 - If less than 1 V, replace the A11 Radio.
 - **If less than 1 V**
- 4. Ignition OFF, disconnect the X1 harness connector at the A11 Radio.
- 5. Test for infinite resistance between the signal circuits listed below and ground:
 - Auxiliary audio common signal circuit terminal 8
 - Left auxiliary audio signal circuit terminal 9
 - Right auxiliary audio signal circuit terminal 10
 - **If less than infinite resistance**

Repair the short to ground on the circuit.

 - **If infinite resistance**
- 6. Test for less than 5 ohms between the signal circuit terminals listed below:
 - A11 Radio signal circuit terminal 9 X1 and the X83 Auxiliary Audio Input signal circuit terminal 1 X1
 - A11 Radio signal circuit terminal 10 X1 and the X83 Auxiliary Audio Input signal circuit terminal 2 X1
 - A11 Radio signal circuit terminal 8 X1 and the X83 Auxiliary Audio Input signal circuit terminal 3 X1
 - **If 5 ohms or greater**

Repair the open/high resistance in the circuit.

- **If less than 5 ohms**

7. Replace the X83 Auxiliary Audio Input. Connect all harness connectors.
8. Connect the EL-50334-20 Multi-Media Interface Tester (MIT) to the X83 Auxiliary Audio Input 3.5 mm (1/8 in.) input jack and select the AUX test mode.
9. Verify the audio from the EL-50334-20 Multi-Media Interface Tester (MIT) is heard through the infotainment system while operating the system to play audio from the test tool.

- **If audio is not heard from the test tool**

Replace the A11 Radio.

- **If audio is heard from the test tool**

10. All OK.

USB Port and SD Card Reader

1. Ignition OFF, disconnect the X1 harness connector at the X83 Auxiliary Audio Input.
2. Test for less than 10 ohms between the ground circuit terminal 4 and ground.
 - **If 10 ohms or greater**
 1. Ignition OFF.
 2. Test for less than 2 ohms in the ground circuit end to end.
 - If 2 ohms or greater, repair the open/high resistance in the circuit.
 - If less than 2 ohms, repair the open/high resistance in the ground connection.
 - **If less than 10 ohms**

3. Verify that a test lamp illuminates between the B+ circuit terminal 6 and ground.

- **If the test lamp does not illuminate**

1. Ignition OFF, remove the test lamp.
2. Test for less than 2 ohms in the B+ circuit end to end.
 - If 2 ohms or greater, repair the open/high resistance in the circuit.

- **If the test lamp illuminates**

4. Verify the USB cable is properly connected at all components and in-line connections, and there is no damage to the cable or connections.

- **If connection problems or cable damage is noted.**

Perform the appropriate repair or replacement to correct any issues.

- **If no connection problems or cable damage is noted.**

5. Replace the X83 Auxiliary Audio Input. Connect all harness connectors.
6. Ignition ON, infotainment system ON.
7. Connect the EL-50334-20 Multi-Media Interface Tester (MIT) to the X83 Auxiliary Audio Input USB

port and select the USB test mode.

8. Verify the audio from the EL-50334-20 Multi-Media Interface Tester (MIT) is heard through the infotainment system while operating the system to play audio from the test tool.
 - **If audio is not heard from the test tool**
 1. Replace the K74 Human Machine Interface Control Module.
 2. Connect the EL-50334-20 Multi-Media Interface Tester (MIT) to the X83 Auxiliary Audio Input USB port and select the USB test mode.
 3. Verify the audio from the EL-50334-20 Multi-Media Interface Tester (MIT) is heard through the infotainment system while operating the system to play audio from the test tool.
 - If audio is not heard from the test tool, replace the USB cable connected to the X83 Auxiliary Audio Input. Verify audio is heard from the test tool. If audio is not heard from the test tool, replace the USB cable connected to the K74 Human Machine Interface Control Module.
 - If audio is heard from the test tool.
 4. All OK.
 - **If audio is heard from the test tool**
9. All OK

Repair Instructions

Perform the **Diagnostic Repair Verification** after completing the repair.

- **Audio Disc Player, USB, Auxiliary In, and Memory Card Receptacle Replacement**
- **Control Module References** for radio or human machine interface control module replacement, programming, and setup.

BLUETOOTH MALFUNCTION

Diagnostic Instructions

- Perform the **Diagnostic System Check - Vehicle** prior to using this diagnostic procedure.
- Review **Strategy Based Diagnosis** for an overview of the diagnostic approach.
- **Diagnostic Procedure Instructions** provide an overview of each diagnostic category.

Circuit/System Description

Bluetooth ® wireless technology is a short-range communications technology intended to replace the cables connecting portable and/or fixed devices while maintaining high levels of security. The operating range of the signal is approximately 30 feet.

The available features and functions are determined by the type of device and the software within the devices being used. For a feature or function to operate, it must be supported in both devices.

The Bluetooth ® hardware is internal to the human machine interface control module. The human machine interface control module supports streaming of data (music, voice, information) from cellular phones and other

mobile devices that support those features. The human machine interface control module is also capable of interfacing with cellular phones for hands-free features.

Refer to the vehicle owner manual, supplements, and the device manufacturer's information for information on devices, control, operation, and pairing instructions.

Diagnostic Aids

- Verify the mobile device is properly configured for the feature being used. Refer to the device manufacturer's information.
- Verify the function/feature that is being used is supported by the mobile device.
- The device must be paired to the system to use the available Bluetooth® feature(s). The pairing process must only be performed once for each device, unless that device's information is deleted.
- The system can store pairing information for multiple devices, but can only be actively connected to one at any given time.

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- **Wiring Repairs**

Scan Tool Reference

Control Module References for scan tool information

Special Tools

EL-50334-20 Multi-Media Interface Tester (MIT)

Circuit/System Verification

1. Verify no DTCs are present.
 - **If any DTCs are present**

Refer to **Diagnostic Trouble Code (DTC) List - Vehicle** .

- **If no DTCs are present**
2. Verify the K74 Human Machine Interface Control Module calibrations are current.
 - **If the K74 Human Machine Interface Control Module calibrations are not current**

Reprogram the K74 Human Machine Interface Control Module and re-evaluate the concern.

- **If no update calibrations are available**

NOTE: **The MIT tool can be used to test either cellular phone or streaming audio functions. Refer to the tool instructions, and perform the appropriate test (s) related to the customers concern in the following steps.**

3. Ignition ON, infotainment system ON.
4. Verify the infotainment system successfully pairs with the MIT tool.
 - **If the infotainment system does not successfully pair with the MIT tool.**

Replace the K74 Human Machine Interface Control Module.

- **If the infotainment system successfully pairs with the MIT tool.**
5. Verify the infotainment system successfully completes the desired feature test using the MIT tool.
 - **If the feature test is not successful**

Replace the K74 Human Machine Interface Control Module.

- **If the feature test is successful**
6. All OK. Refer to Diagnostic Aids.

Repair Instructions

Perform the **Diagnostic Repair Verification** after completing the repair.

Control Module References for human machine interface control module replacement, programming, and setup

DIGITAL RADIO POOR OR NO RECEPTION (U2M)

Diagnostic Instructions

- Perform the **Diagnostic System Check - Vehicle** prior to using this diagnostic procedure.

- Review **Strategy Based Diagnosis** for an overview of the diagnostic approach.
- **Diagnostic Procedure Instructions** provides an overview of each diagnostic category.

DTC Descriptors

DTC B125C 01

Satellite Antenna Circuit Short to Battery

DTC B125C 02

Satellite Antenna Circuit Short to Ground

DTC B125C 04

Satellite Antenna Circuit Open

Circuit/System Description

The digital radio receiver, located inside the radio, receives digital radio information from the digital radio antenna located on the outside of the vehicle. The digital radio receiver is connected to the digital radio antenna via a shielded coax cable. The digital radio antenna contains an amplifier which is powered by the radio through the coax cable.

Conditions for Running the DTC

This DTC is run every 300 milliseconds.

Conditions for Setting the DTC

The radio detects a circuit fault in the digital radio antenna.

Action Taken When the DTC Sets

The radio displays No XM Signal or Check Antenna.

Conditions for Clearing the DTC

- A current DTC clears when the condition for setting the DTC is no longer present.
- A history DTC clears after 100 malfunction-free ignition cycles.

Diagnostic Aids

The digital radio antenna requires a clear line of sight to the sky to operate properly. Reception may be limited, intermittent, or unavailable inside structures.

Reference Information

Schematic Reference

Radio/Navigation System Schematics

Connector End View Reference

COMPONENT CONNECTOR END VIEWS - INDEX - SEDAN

Description and Operation

Radio/Audio System Description and Operation

Electrical Information Reference

- **Circuit Testing**
- **Connector Repairs**
- **Testing for Intermittent Conditions and Poor Connections**
- **Wiring Repairs**

Special Tools

EL-48028 Digital Radio Test Antenna

For equivalent regional tools, refer to **Special Tools, Special Tools (MIT Tool Instructions)**.

Circuit/System Verification

1. With the vehicle outside in an area with an unobstructed view of the southern sky, tune to XM.
2. Verify DTC B125C is not set as current and the No XM Signal message is not displayed on the radio.
 - **If DTC B125C is set as current or the No XM Signal message is displayed.**

Refer to Circuit/System Testing.

- **If DTC B125C is not set as current and the No XM Signal message is not displayed.**
3. All OK.

Circuit/System Testing

1. Ignition OFF, disconnect the digital radio antenna coax cable from the A11 Radio. Connect the **EL-48028** Digital Radio Test Antenna to the radio and place on the roof of the vehicle.
2. Ignition ON, radio tuned to XM channel 1.
3. Verify DTC B125C is not set as current and XM reception is improved.
 - **If DTC B125C is set as current or XM reception is not improved**

Replace the A11 Radio.

- **If DTC B125C is not set as current and XM reception is improved**

4. Ignition OFF, disconnect the digital radio antenna coax cable from the T4G Cellular Phone, Navigation, and Digital Radio Antenna.
5. Verify the digital radio antenna coax cable passes the coax cable component test. Refer to Component Testing.

- **If the coax cable does not pass the test**

Replace the antenna coax cable

- **If the coax cable passes the test**

6. Test or replace the T4G Cellular Phone, Navigation, and Digital Radio Antenna.

Component Testing

CAUTION: Refer to Test Probe Caution .

NOTE: Before testing the coax cable, check the cable exterior for being pinched, cut, damaged, or having loose connections at the components, which can cause reception issues.

To prevent false reading when testing the center coax terminals, use care not to ground the test probe on the outer housing/shield.

Coax Cable Test

1. Ignition OFF, disconnect the coax cable at both components.
2. Test for less than 5 ohms between coax cable center terminal end to end.

- **If 5 ohms or greater**

Replace the coax cable

- **If less than 5 ohms**

3. Test for less than 5 ohms between the coax cable outer shield end to end.

- **If 5 ohms or greater**

Replace the coax cable

- **If less than 5 ohms**

4. Test for infinite resistance between the coax cable center terminal and the coax cable outer shield.

- **If less than infinite resistance**

Replace the coax cable

- If infinite resistance

5. All OK

Repair Instructions

Perform the **Diagnostic Repair Verification** after completing the repair.

- **Radio Antenna Base Replacement**
- **Control Module References** for radio replacement, programming, and setup.

DIGITAL RADIO POOR OR NO RECEPTION (U2Q)

Diagnostic Instructions

- Perform the **Diagnostic System Check - Vehicle** prior to using this diagnostic procedure.
- Review **Strategy Based Diagnosis** for an overview of the diagnostic approach.
- **Diagnostic Procedure Instructions** provides an overview of each diagnostic category.

DTC Descriptors

DTC B125E 01

Digital Audio Broadcast (DAB) Short to Battery

DTC B125E 02

Digital Audio Broadcast (DAB) Circuit Short to Ground

DTC B125E 04

Digital Audio Broadcast (DAB) Circuit Open

Circuit/System Description

The diversity antenna system uses antennas applied as applique s to the rear glass and a antenna amplifier and a antenna module. The antenna amplifier receives both AM and FM signals, while the left antenna module receives FM signals only. The antenna amplifier and module receive the signals from the glass antenna. Each antenna amplifier and module is connected to the radio by a coaxial cable. when equipped with the digital audio broadcast receiver, the antenna module provides the FM2 signals and the digital audio signals to the radio via two separate coax cables.

The digital audio broadcast receiver, located inside the radio, receives digital radio information from the antenna module. The digital audio broadcast receiver is connected to the antenna module via a shielded coax cable. The module contains an amplifier which is powered by the radio through the coax cable.

Conditions for Running the DTC

This DTC is run every 300 milliseconds.

Conditions for Setting the DTC

The radio detects a circuit fault in the digital radio antenna.

Action Taken When the DTC Sets

The digital radio has limited or no reception.

Conditions for Clearing the DTC

- A current DTC clears when the condition for setting the DTC is no longer present.
- A history DTC clears after 100 malfunction-free ignition cycles.

Reference Information

Schematic Reference

Radio/Navigation System Schematics

Connector End View Reference

COMPONENT CONNECTOR END VIEWS - INDEX - SEDAN

Description and Operation

Radio/Audio System Description and Operation

Electrical Information Reference

- **Circuit Testing**
- **Connector Repairs**
- **Testing for Intermittent Conditions and Poor Connections**
- **Wiring Repairs**

Circuit/System Testing

1. Ignition OFF, disconnect the digital radio antenna coax cable from the K46 Radio Antenna Module and the A11 Radio.
2. Verify the digital radio antenna coax cable passes the coax cable component test. Refer to Component Testing.
 - **If the coax cable does not pass the test**

Replace the antenna coax cable

- **If the coax cable passes the test**

3. Replace the K46 Radio Antenna Module.
4. Ignition ON, A11 radio ON, tune to digital band.
5. Verify DTC B125E is not set as current and digital reception is improved.
 - **If DTC B125E is set as current or digital reception is improved**

Replace the A11 Radio.

- **If DTC B125E is not set as current and digital reception is improved**

6. All OK.

Component Testing

CAUTION: Refer to Test Probe Caution .

NOTE: Before testing the coax cable, check the cable exterior for being pinched, cut, damaged, or having loose connections at the components, which can cause reception issues.

To prevent false reading when testing the center coax terminals, use care not to ground the test probe on the outer housing/shield.

Coax Cable Test

1. Ignition OFF, disconnect the coax cable at both components.
2. Test for less than 5 ohms between coax cable center terminal end to end.
 - **If 5 ohms or greater**

Replace the coax cable

- **If less than 5 ohms**

3. Test for less than 5 ohms between the coax cable outer shield end to end.
 - **If 5 ohms or greater**

Replace the coax cable

- **If less than 5 ohms**

4. Test for infinite resistance between the coax cable center terminal and the coax cable outer shield.
 - **If less than infinite resistance**

Replace the coax cable

- If infinite resistance

5. All OK

Repair Instructions

Perform the **Diagnostic Repair Verification** after completing the repair.

- **Radio Antenna Coil Replacement**
- **Control Module References** for radio replacement, programming, and setup.

ONSTAR MICROPHONE MALFUNCTION

Diagnostic Instructions

- Perform the **Diagnostic System Check - Vehicle** prior to using this diagnostic procedure.
- Review **Strategy Based Diagnosis** for an overview of the diagnostic approach.
- **Diagnostic Procedure Instructions** provides an overview of each diagnostic category.

Diagnostic Fault Information

Circuit	Short to Ground	Open/High Resistance	Short to Voltage	Signal Performance
Microphone High Signal Terminal 9	B2455 02	B2455 04	B2455 04	-
Microphone Low Signal Terminal 10	B2455 02	B2455 04	B2455 04	-

Circuit/System Description

The telematics communication interface control module provides the Cellular Phone Microphone with a supplied voltage on the cellular phone microphone signal circuit. When the cellular phone microphone is in use, voice data from the user is sent back to the telematics communication interface control module on the signal circuit.

Reference Information

Schematic Reference

OnStar/Telematics Schematics

Connector End View Reference

COMPONENT CONNECTOR END VIEWS - INDEX - SEDAN

Description and Operation

OnStar Description and Operation

Electrical Information Reference

- **Circuit Testing**
- **Connector Repairs**
- **Testing for Intermittent Conditions and Poor Connections**
- **Wiring Repairs**

Scan Tool Reference

Control Module References for scan tool information

Circuit/System Verification

1. Ignition ON.
2. Verify that DTC B2455 is not set.
 - **If DTC B2455 is set**

Refer to **DTC B2455**.

- **If DTC B2455 is not set**
3. Verify that a successful OnStar voice command can be made.
 - **If your voice can not be heard clearly.**

Refer to Circuit/System Testing - Microphone Malfunction.

- **If your voice can be heard clearly**
4. All OK.

Circuit/System Testing

Microphone Malfunction

1. Ignition OFF, disconnect the harness connector at the B24 Cellular Phone Microphone, ignition ON.
2. Test for 8.0-10.5 V between the signal circuit terminal B and ground.
 - **If less than 8.0 V**
 1. Ignition OFF, disconnect the X2 harness connector at the K73 Telematics Communication Interface Control Module.
 2. Test for infinite resistance between the signal circuit and ground.
 - If less than infinite resistance, repair the short to ground in the circuit.
 - If infinite resistance
 3. Test for less than 2 ohms in the signal circuit end to end.

- If 2 ohms or greater, repair the open/high resistance in the circuit.
- If less than 2 ohms, replace the vehicle K73 Telematics Communication Interface Control Module.
- **If greater than 10.5 V**
- 1. Ignition OFF, disconnect the X2 harness connector at the K73 Telematics Communication Interface Control Module, ignition ON.
- 2. Test for less than 1 V between the signal circuit and ground.
 - If 1 V or greater, repair the short to voltage on the circuit.
 - If less than 1 V, replace the K73 Telematics Communication Interface Control Module.
- **If between 8.0-10.5 V**
- 3. Test for less than 1 V between the signal circuit terminal A and ground.
 - **If greater than 1 V**
 - 1. Ignition OFF, disconnect the X2 harness connector at the K73 Telematics Communication Interface Control Module, ignition ON.
 - 2. Test for less than 1 V between the signal circuit and ground.
 - If 1 V or greater, repair the short to voltage in the circuit.
 - If less than 1 V, repair the K73 Telematics Communication Interface Control Module.
 - **If less than 1 V**
- 4. Test for greater than 8 V between the signal circuit terminal B and the signal circuit terminal A.
 - **If less than 8 V**
 - 1. Ignition OFF, disconnect the X2 harness connector at the K73 Telematics Communication Interface Control Module.
 - 2. Test for infinite resistance between the signal circuit and ground.
 - If less than infinite resistance, repair the short to ground in the circuit.
 - If infinite resistance
 - 3. Test for less than 2 ohms in the signal circuit end to end.
 - If 2 ohms or greater, repair the open/high resistance in the circuit.
 - If less than 2 ohms, replace the vehicle K73 Telematics Communication Interface Control Module.
 - **If greater than 9 V**
- 5. Test or replace the B24 Cellular Phone Microphone.

Repair Instructions

Perform the **Diagnostic Repair Verification** after completing the repair procedure.

- **Mobile Telephone Microphone Replacement**
- **Control Module References** for radio or telematics communication interface control module replacement, programming, and setup.

ONSTAR AUDIO MALFUNCTION

Diagnostic Instructions

- Perform the **Diagnostic System Check - Vehicle** prior to using this diagnostic procedure.
- Review **Strategy Based Diagnosis** for an overview of the diagnostic approach.
- **Diagnostic Procedure Instructions** provides an overview of each diagnostic category.

Diagnostic Fault Information

Circuit	Short to Ground	Open/High Resistance	Short to Voltage	Signal Performance
Audio High Signal terminal 1	1	1	1	-
Audio Low Signal terminal 2	1	1	1	-
1. No (or Noisy) OnStar® Audio				

Circuit/System Description

When an OnStar® keypress is made, a serial data message is sent to the audio system to mute all radio functions and output OnStar® originated audio. After the audio system is muted, the telematics communication interface control module transmits signals to the audio system on the audio signal and audio common circuits.

Reference Information

Schematic Reference

- **OnStar/Telematics Schematics**
- **Radio/Navigation System Schematics**

Connector End View Reference

COMPONENT CONNECTOR END VIEWS - INDEX - SEDAN

Description and Operation

OnStar Description and Operation

Electrical Information Reference

- **Circuit Testing**
- **Connector Repairs**
- **Testing for Intermittent Conditions and Poor Connections**
- **Wiring Repairs**

Scan Tool Reference

Control Module References for scan tool information

Circuit/System Verification

1. Ignition ON, radio ON.
2. Verify that audio is heard clearly through all speaker channels when tuning radio to a known good station.

- **If audio is not heard clearly**

Refer to **Speaker Malfunction**

- **If audio is heard clearly**

3. Verify that the Connecting to OnStar® message is heard clearly through the audio system when the OnStar® blue button is pressed.

- **If OnStar message is noisy or distorted**

Refer to Circuit/System Testing

- **If OnStar message is heard clearly**

4. All OK.

Circuit/System Testing

1. Ignition OFF and vehicle systems OFF, disconnect the X2 harness connector at the K73 Telematics Communication Interface Control Module, ignition ON.

2. Test for less than 4 V between each of the signal circuits listed below and ground:

- Terminal 1
- Terminal 2

- **If 4 V or greater**

1. Ignition OFF, disconnect the X1 harness connector at the A11 Radio, ignition ON.

2. Test for less than 1 V between the signal circuits and ground.

- If greater than 1 V, repair the short to voltage in the circuit.
- If less than 1 V, replace the A11 Radio.

- **If less than 4 V**

3. Ignition OFF.

4. Test for infinite resistance between each of the signal circuits listed below and ground:

- Terminal 1
- Terminal 2

- **If less than infinite resistance**

Repair the short to ground on the circuit.

- **If infinite resistance**

5. Disconnect the X1 harness connector at the A11 Radio.

6. Test for less than 2 ohms in each of the signal circuits listed below end to end:

- K73 Telematics Communication Interface Control Module Terminal 1 X2
- K73 Telematics Communication Interface Control Module Terminal 2 X2
- **If 2 ohms or greater**

Repair the open/high resistance in the circuit.

- **If less than 2 ohms**

7. Replace the K73 Telematics Communication Interface Control Module.
8. Verify that the Connecting to OnStar® message is heard clearly through the audio system when the OnStar® blue button is pressed.
 - **If audio is not heard clearly**

Replace the A11 Radio.

- **If audio is heard clearly**

9. All OK.

Repair Instructions

Perform the **Diagnostic Repair Verification** after completing the repair procedure.

Control Module References for radio or telematics communication interface control module replacement, programming, and setup.

NO GLOBAL POSITIONING SYSTEM (GPS) RECEPTION (IO6 WITHOUT UE1)

Diagnostic Instructions

- Perform the **Diagnostic System Check - Vehicle** prior to using this diagnostic procedure.
- Review **Strategy Based Diagnosis** for an overview of the diagnostic approach.
- **Diagnostic Procedure Instructions** provides an overview of each diagnostic category.

DTC Descriptors

DTC B2462

Global Positioning System Signal

For symptom byte information refer to **Symptom Byte List** .

Circuit Description

The navigation antenna is connected to the human machine interface control module by a shielded coaxial cable. The human machine interface control module supplies 5 V through the coax cable to power the internal antenna amplifier.

Conditions for Running the DTC

- Radio On.
- System voltage is greater than 9 V and less than 16 V.
- The human machine interface control module tests the GPS antenna every 10 seconds.

Conditions for Setting the DTC

B2462 01

The human machine interface control module detects a short to B+ on the GPS antenna signal circuit.

B2462 02

The human machine interface control module detects a short to ground on the GPS antenna signal circuit.

B2462 04

The human machine interface control module detects an open/high resistance on the GPS antenna signal circuit.

Actions Taken When the DTC Sets

- The human machine interface control module uses the last reported position and the vehicle speed signal to calculate the vehicle position.
- Route guidance may be inaccurate.
- Turn by turn navigation may be inaccurate or inoperative.

Conditions for Clearing the DTC

- The condition responsible for setting the DTC no longer exists.
- A history DTC will clear once 50 consecutive malfunction-free ignition cycles have occurred.

Diagnostic Aids

The navigation antenna requires a clear line of sight to the sky to operate properly. The GPS may have limited, intermittent, or no reception near tall buildings or inside structures.

Reference Information

Schematic Reference

Radio/Navigation System Schematics

Connector End View Reference

COMPONENT CONNECTOR END VIEWS - INDEX - SEDAN

Description and Operation

Radio/Audio System Description and Operation

Electrical Information Reference

- **Circuit Testing**
- **Connector Repairs**
- **Testing for Intermittent Conditions and Poor Connections**
- **Wiring Repairs**

Scan Tool Reference

Control Module References for scan tool information

Special Tools

EL-49903 OnStar Antenna Diagnostic Tool Kit

Circuit/System Testing

1. Ignition OFF, disconnect the navigation antenna coax cable connector at the K74 Human Machine Interface Control Module. Connect the **EL-49903** GM OnStar antenna diagnostic tool kit to the K74 Human Machine Interface Control Module, place the test antenna on the roof of the vehicle.
2. Ignition ON, infotainment system ON, navigation selected.
3. Verify DTC B2462 is not set.
 - **If DTC B2462 is set**

Replace the K74 Human Machine Interface Control Module.
 - **If DTC B2462 is not set**
4. Ignition OFF, disconnect the radio navigation coax cable at the T4P Navigation Antenna.
5. Verify the radio navigation coax cable passes the coax cable component test. Refer to Component Testing.
 - **If the coax cable does not pass the test**

Replace the coax cable
 - **If the coax cable passes the test**
6. Test or replace the T4P Navigation Antenna.

Component Testing

CAUTION: Refer to **Test Probe Caution** .

NOTE: Before testing the coax cable, check the cable exterior for being pinched, cut, damaged, or having loose connections at the components, which can cause reception issues.

To prevent false reading when testing the center coax terminals, use care not to ground the test probe on the outer housing/shield.

Coax Cable Test

1. Ignition OFF, disconnect the coax cable at both components.
2. Test for less than 5 ohms between coax cable center terminal end to end.
 - **If 5 ohms or greater**

Replace the coax cable
 - **If less than 5 ohms**
3. Test for less than 5 ohms between the coax cable outer shield end to end.
 - **If 5 ohms or greater**

Replace the coax cable
 - **If less than 5 ohms**
4. Test for infinite resistance between the coax cable center terminal and the coax cable outer shield.
 - **If less than infinite resistance**

Replace the coax cable
 - **If infinite resistance**
5. All OK

Repair Instructions

Perform the **Diagnostic Repair Verification** after completing the diagnostic procedure.

- **Radio Antenna Base Replacement**
- **Control Module References** for human machine interface control module replacement, programming, and setup.

NO GLOBAL POSITIONING SYSTEM (GPS) RECEPTION (UE1 WITHOUT CV3)

Diagnostic Instructions

- Perform the **Diagnostic System Check - Vehicle** prior to using this diagnostic procedure.

- Review **Strategy Based Diagnosis** for an overview of the diagnostic approach.
- **Diagnostic Procedure Instructions** provides an overview of each diagnostic category.

Circuit/System Description

The navigation antenna is connected to the telematics communication interface control module. The module supplies 5 V to the antenna to power the internal amplifier through the center conductor of the antenna coax cable.

When the vehicle is equipped with the optional navigation system, a navigation signal splitter is installed to distribute the navigation signal to both the telematics communication interface control module and the human machine interface control module. The telematics communication interface control module supplies 5 V through the coax cable to power the internal antenna amplifier through the signal splitter.

Diagnostic Aids

- The scan tool telematics communication interface control module GPS signal parameter will display Active or Inactive dependent upon whether or not the module sees an increment of the seconds transmitted by GPS signals to the telematics communication interface control module. Upon entering this screen, the GPS signal title will initially display Active, regardless of the presence of time increment, for at least 2 seconds, while the algorithm in the scan tool determines the status of the clock. If increment is found, Active is continually displayed. If the clock remains static, Inactive is displayed. The scan tool looks for increment every second, regardless of current display.
- Inaccurate or aged GPS position concerns which are no longer present may have been due to the temporary loss of GPS signal reception by the vehicle. Conditions such as tunnels or parking structures will restrict the cellular phone and navigation antenna from a clear view of the satellites in the sky and may have caused this temporary data loss.
- The GPS requires a clear line of sight to the sky to operate properly. In most cases the GPS will not have reception near tall buildings or inside structures.

Reference Information

Schematic Reference

- **OnStar/Telematics Schematics**
- **Radio/Navigation System Schematics**

Connector End View Reference

COMPONENT CONNECTOR END VIEWS - INDEX - SEDAN

Description and Operation

- **OnStar Description and Operation**
- **Radio/Audio System Description and Operation**

Electrical Information Reference

- **Circuit Testing**
- **Connector Repairs**
- **Testing for Intermittent Conditions and Poor Connections**
- **Wiring Repairs**

Scan Tool Reference

Control Module References for scan tool information

Special Tools

EL-49903 OnStar Antenna Diagnostic Tool Kit

Circuit/System Verification

NOTE: The following verification requires the vehicle to be outside with an unobstructed view of the southern sky. Allow 5 minutes after turning the ignition ON for the vehicle to acquire the GPS satellites signal.

1. Ignition ON.
2. Verify that no DTCs are set.
 - **If any DTCs are set**

Refer to **Diagnostic Trouble Code (DTC) List - Vehicle** .

- **If no DTCs are set**
3. Verify that an OnStar advisor can locate the vehicle after performing a blue button press.
 - **If the advisor can not locate the vehicle and the vehicle is not equipped with a navigation system.**

Refer to Circuit System Testing- Without Navigation System.

- **If the advisor can not locate the vehicle and the vehicle is equipped with a navigation system.**

Refer to Circuit System Testing- With Navigation System.

- **If the advisor can locate the vehicle**
4. Verify that the NO GPS symbol/message is not displayed on the P17 Display Module.
 - **If the NO GPS symbol/message is displayed**

Refer to Circuit System Testing With Navigation System- Step 9.

- **If the NO GPS symbol/message is not displayed**

5. All OK.

Circuit/System Testing

without Navigation System

1. Ignition OFF, disconnect the GPS and cellular coax cable connector at the K73 Telematics Communication Interface Control Module.
2. Using the **EL-49903** OnStar Antenna Diagnostic Tool Kit , connect the EL-49903-3 antenna to the K73 Telematics Communication Interface Control Module. Place the test antenna on the roof of the vehicle, ignition ON.
3. Verify that an OnStar advisor can locate the vehicle after performing a blue button press.
 - **If the advisor can not locate the vehicle**

Replace the K73 Telematics Communication Interface Control Module.

- **If the advisor can locate the vehicle**
4. Ignition OFF, disconnect the **EL-49903** GM OnStar antenna diagnostic tool kit from the K73 Telematics Communication Interface Control Module
 5. Disconnect the K73 Telematics Communication Interface Control Module coax at the T4G Cellular Phone, Navigation, and Digital Radio Antenna.
 6. Test the coax cable between the K73 Telematics Communication Interface Control Module and the T4G Cellular Phone, Navigation, and Digital Radio Antenna. Refer to component testing.
 - **If the coax cable does not pass the test**
- Replace the coax cable.
- **If the coax cable passes the test**
7. Test or replace the T4G Cellular Phone, Navigation, and Digital Radio Antenna.

with Navigation System

NOTE: **Perform the Circuit/System Verification before proceeding with Circuit/System Testing.**

1. Ignition OFF, disconnect the coax cable at the T15 Navigation Antenna Signal Splitter.
 2. Connect the **EL-49903** OnStar Antenna Diagnostic Tool Kit to the T15 Navigation Antenna Signal Splitter. Place the test antenna on the roof of the vehicle, ignition ON.
 3. Verify that an OnStar advisor can not locate the vehicle after performing a blue button press.
 - **If the advisor can locate the vehicle**
1. Ignition OFF, disconnect the coax cable at the T4G Cellular Phone, Navigation, and Digital Radio Antenna.
 2. Test the coax cable between the T15 Navigation Antenna Signal Splitter and the T4G Cellular Phone, Navigation, and Digital Radio Antenna. Refer to Component Testing.

- If the coax cable does not pass the test

Replace the coax cable.

- If the coax cable passes the test

3. Replace the T4G Cellular Phone, Navigation, and Digital Radio Antenna.

- **If the advisor can not locate the vehicle**

4. Ignition OFF, disconnect the GPS and cellular coax cable connector at the K73 Telematics Communication Interface Control Module.

5. Connect the **EL-49903** OnStar Antenna Diagnostic Tool Kit to the K73 Telematics Communication Interface Control Module. Place the test antenna on the roof of the vehicle, ignition ON.

6. Verify that an OnStar advisor can locate the vehicle after performing a blue button press.

- **If the advisor can not locate the vehicle**

Replace the K73 Telematics Communication Interface Control Module.

- **If the advisor can locate the vehicle**

7. Ignition OFF.

8. Test the coax cable between the T15 Navigation Antenna Signal Splitter and the K73 Telematics Communication Interface Control Module. Refer to Component Testing.

- **If the coax cable does not pass the test**

Replace the coax cable.

- **If the coax cable passes the test**

9. Ignition OFF, disconnect the GPS coax cable at the K74 Human Machine Interface Control Module.

10. Connect the **EL-49903** OnStar Antenna Diagnostic Tool Kit to the K74 Human Machine Interface Control Module and place the test antenna on the roof of the vehicle.

11. Ignition ON.

12. Verify that the NO GPS symbol/message is not displayed on the P17 Display Module.

- **If the NO GPS symbol/message is displayed**

Replace the K74 Human Machine Interface Control Module

- **If the NO GPS symbol/message is not displayed**

13. Ignition OFF.

14. Test the coax cable between the T15 Navigation Antenna Signal Splitter and the K74 Human Machine Interface Control Module. Refer to Component Testing.

- **If the coax cable does not pass the test**

Replace the coax cable.

- **If the coax cable passes the test**

15. Test or replace the T15 Navigation Antenna Signal Splitter.

Component Testing

CAUTION: Refer to Test Probe Caution .

NOTE:

- Before testing the coax cable, check the cable exterior for being pinched, cut, damaged, or having loose connections at the components, which can cause reception issues.
- To prevent false reading when testing the center coax terminals, use care not to ground the test probe on the outer housing/shield.
- The vehicle may be equipped with sectioned coax. Test each section and replace only the faulty section, not the entire length of coax.

Coax Cable Test

1. Ignition OFF, disconnect the coax cable at both components.
2. Test for less than 5 ohms between the coax cable center terminal end to end.
 - **If 5 ohms or greater**

Replace the coax cable.

- **If less than 5 ohms**

3. Test for greater than 5 ohms between the coax cable outer shield end to end.
 - **If 5 ohms or greater**

Replace the coax cable.

- **If less than 5 ohms**

4. Test for infinite resistance between the coax cable center terminal and the coax cable outer shield.
 - **If less than infinite resistance**

Replace the coax cable.

- **If infinite resistance**

5. All OK.

Repair Instructions

Perform the Diagnostic Repair Verification after completing the repair.

- Navigation Signal Splitter Replacement

- **Radio Antenna Base Replacement**
- **Control Module References** for human machine interface control module or telematics communication interface control module replacement, programming, and setup.

NO GLOBAL POSITIONING SYSTEM (GPS) RECEPTION (UE1 WITH CV3)

Diagnostic Instructions

- Perform the **Diagnostic System Check - Vehicle** prior to using this diagnostic procedure.
- Review **Strategy Based Diagnosis** for an overview of the diagnostic approach.
- **Diagnostic Procedure Instructions** provides an overview of each diagnostic category.

Circuit/System Description

The navigation antenna is connected to the telematics communication interface control module. The module supplies 5 V to the antenna to power the internal amplifier through the center conductor of the antenna coax cable.

When the vehicle is equipped with the optional navigation system, a navigation signal splitter is installed to distribute the navigation signal to both the telematics communication interface control module and the human machine interface control module. The telematics communication interface control module supplies 5 V through the coax cable to power the internal antenna amplifier through the signal splitter.

Diagnostic Aids

- The scan tool telematics communication interface control module GPS signal parameter will display Active or Inactive dependent upon whether or not the module sees an increment of the seconds transmitted by GPS signals to the telematics communication interface control module. Upon entering this screen, the GPS signal title will initially display Active, regardless of the presence of time increment, for at least 2 seconds, while the algorithm in the scan tool determines the status of the clock. If increment is found, Active is continually displayed. If the clock remains static, Inactive is displayed. The scan tool looks for increment every second, regardless of current display.
- Inaccurate or aged GPS position concerns which are no longer present may have been due to the temporary loss of GPS signal reception by the vehicle. Conditions such as tunnels or parking structures will restrict the cellular phone and navigation antenna from a clear view of the satellites in the sky and may have caused this temporary data loss.
- The GPS requires a clear line of sight to the sky to operate properly. In most cases the GPS will not have reception near tall buildings or inside structures.

Reference Information

Schematic Reference

- **OnStar/Telematics Schematics**
- **Radio/Navigation System Schematics**

Connector End View Reference

COMPONENT CONNECTOR END VIEWS - INDEX - SEDAN

Description and Operation

- **OnStar Description and Operation**
- **Radio/Audio System Description and Operation**

Electrical Information Reference

- **Circuit Testing**
- **Connector Repairs**
- **Testing for Intermittent Conditions and Poor Connections**
- **Wiring Repairs**

Scan Tool Reference

Control Module References for scan tool information

Special Tools

EL-49903 OnStar Antenna Diagnostic Tool Kit

Circuit/System Verification

NOTE: The following verification requires the vehicle to be outside with an unobstructed view of the southern sky. Allow 5 minutes after turning the ignition ON for the vehicle to acquire the GPS satellites signal.

1. Ignition ON.
2. Verify that no DTCs are set.
 - **If any DTCs are set**

Refer to **Diagnostic Trouble Code (DTC) List - Vehicle** .

- **If no DTCs are set**
3. Verify that an OnStar advisor can locate the vehicle after performing a blue button press.
 - **If the advisor can not locate the vehicle and the vehicle is not equipped with a navigation system.**

Refer to Circuit System Testing- Without Navigation System.

- **If the advisor can not locate the vehicle and the vehicle is equipped with a navigation system.**

Refer to Circuit System Testing- With Navigation System.

- **If the advisor can locate the vehicle**

4. Verify that the NO GPS symbol/message is not displayed on the P17 Display Module.

- **If the NO GPS symbol/message is displayed**

Refer to Circuit System Testing With Navigation System- Step 9.

- **If the NO GPS symbol/message is not displayed**

5. All OK.

Circuit/System Testing

without Navigation System

1. Ignition OFF, disconnect the GPS coax cable connector at the K73 Telematics Communication Interface Control Module.
2. Connect the **EL-49903** OnStar Antenna Diagnostic Tool Kit to the K73 Telematics Communication Interface Control Module. Place the test antenna on the roof of the vehicle, ignition ON.
3. Verify that an OnStar advisor can locate the vehicle after performing a blue button press.
 - **If the advisor can not locate the vehicle**

Replace the K73 Telematics Communication Interface Control Module.

- **If the advisor can locate the vehicle**

4. Ignition OFF, disconnect the **EL-49903** GM OnStar antenna diagnostic tool kit from the K73 Telematics Communication Interface Control Module
5. Disconnect the K73 Telematics Communication Interface Control Module coax at the T4E Cellular Phone and Navigation Antenna.
6. Test the coax cable between the K73 Telematics Communication Interface Control Module and the T4E Cellular Phone and Navigation Antenna. Refer to component testing.
 - **If the coax cable does not pass the test**

Replace the coax cable.

- **If the coax cable passes the test**

7. Test or replace the T4E Cellular Phone and Navigation Antenna.

with Navigation System

NOTE: **Perform the Circuit/System Verification before proceeding with Circuit/System Testing.**

1. Ignition OFF, disconnect the coax cable at the T15 Navigation Antenna Signal Splitter.

2. Connect the **EL-49903** OnStar Antenna Diagnostic Tool Kit to the T15 Navigation Antenna Signal Splitter. Place the test antenna on the roof of the vehicle, ignition ON.
3. Verify that an OnStar advisor can not locate the vehicle after performing a blue button press.
 - **If the advisor can locate the vehicle**
 1. Ignition OFF, disconnect the coax cable at the T4E Cellular Phone and Navigation Antenna.
 2. Test the coax cable between the T15 Navigation Antenna Signal Splitter and the T4E Cellular Phone and Navigation Antenna. Refer to Component Testing.
 - If the coax cable does not pass the test

Replace the coax cable.

- If the coax cable passes the test
 - 3. Replace the T4E Cellular Phone and Navigation Antenna.
 - **If the advisor can not locate the vehicle**
- 4. Ignition OFF, disconnect the GPS coax cable connector at the K73 Telematics Communication Interface Control Module.
- 5. Connect the **EL-49903** OnStar Antenna Diagnostic Tool Kit to the K73 Telematics Communication Interface Control Module. Place the test antenna on the roof of the vehicle, ignition ON.
- 6. Verify that an OnStar advisor can locate the vehicle after performing a blue button press.
 - **If the advisor can not locate the vehicle**

Replace the K73 Telematics Communication Interface Control Module.

- **If the advisor can locate the vehicle**
- 7. Ignition OFF.
- 8. Test the coax cable between the T15 Navigation Antenna Signal Splitter and the K73 Telematics Communication Interface Control Module. Refer to Component Testing.
 - **If the coax cable does not pass the test**

Replace the coax cable.

- **If the coax cable passes the test**
- 9. Ignition OFF, disconnect the GPS coax cable at the K74 Human Machine Interface Control Module.
- 10. Connect the **EL-49903** OnStar Antenna Diagnostic Tool Kit to the K74 Human Machine Interface Control Module and place the test antenna on the roof of the vehicle.
- 11. Ignition ON.
- 12. Verify that the NO GPS symbol/message is not displayed on the P17 Display Module.
 - **If the NO GPS symbol/message is displayed**

Replace the K74 Human Machine Interface Control Module

- **If the NO GPS symbol/message is not displayed**

13. Ignition OFF.
14. Test the coax cable between the T15 Navigation Antenna Signal Splitter and the K74 Human Machine Interface Control Module. Refer to Component Testing.
 - **If the coax cable does not pass the test**

Replace the coax cable.
 - **If the coax cable passes the test**
15. Test or replace the T15 Navigation Antenna Signal Splitter.

Component Testing

CAUTION: Refer to Test Probe Caution .

NOTE:

- Before testing the coax cable, check the cable exterior for being pinched, cut, damaged, or having loose connections at the components, which can cause reception issues.
- To prevent false reading when testing the center coax terminals, use care not to ground the test probe on the outer housing/shield.
- The vehicle may be equipped with sectioned coax. Test each section and replace only the faulty section, not the entire length of coax.

Coax Cable Test

1. Ignition OFF, disconnect the coax cable at both components.
2. Test for less than 5 ohms between the coax cable center terminal end to end.
 - **If 5 ohms or greater**

Replace the coax cable.
 - **If less than 5 ohms**
3. Test for greater than 5 ohms between the coax cable outer shield end to end.
 - **If 5 ohms or greater**

Replace the coax cable.
 - **If less than 5 ohms**
4. Test for infinite resistance between the coax cable center terminal and the coax cable outer shield.
 - **If less than infinite resistance**

Replace the coax cable.

- If infinite resistance

5. All OK.

Repair Instructions

Perform the **Diagnostic Repair Verification** after completing the repair.

- **Navigation Signal Splitter Replacement**
- **Radio Antenna Base Replacement**
- **Control Module References** for human machine interface control module or telematics communication interface control module replacement, programming, and setup.

ONSTAR BUTTON LED MALFUNCTION

Diagnostic Instructions

- Perform the **Diagnostic System Check - Vehicle** prior to using this diagnostic procedure.
- Review **Strategy Based Diagnosis** for an overview of the diagnostic approach.
- **Diagnostic Procedure Instructions** provides an overview of each diagnostic category.

Diagnostic Fault Information

Circuit	Short to Ground	Open/High Resistance	Short to Voltage	Signal Performance
10 V Reference	3	B2476 04	B2476 04	-
Control Terminal 4	1	1	2	-
Control Terminal 5	1	1	2	-
Signal Terminal 3	B2476 04	B2476 04	B2476 59	B2476 59, B2482 00
Ground	-	B2476 04	-	-
1. OnStar® Indicator Inoperative 2. Indicator Illuminated At All Times 3. OnStar® Buttons Inoperative				

Circuit Description

The OnStar® status Indicators are located in the button assembly. The Green Indicator is illuminated when the system is ON and operating normally. When the Green Indicator is green and flashing, it is an indication that a call is in progress. When the Red Indicator is illuminated, a system malfunction is present. In the event there is a system malfunction and the OnStar® system is still able to make a call, the Indicator will flash red during the call. The OnStar® Indicators are controlled by the telematics communication interface control module via the keypad Green Indicator control circuit and the keypad Red Indicator control circuit.

Reference Information

Schematic Reference

OnStar/Telematics Schematics

Connector End View Reference

COMPONENT CONNECTOR END VIEWS - INDEX - SEDAN

Description and Operation

OnStar Description and Operation

Electrical Information Reference

- **Circuit Testing**
- **Connector Repairs**
- **Testing for Intermittent Conditions and Poor Connections**
- **Wiring Repairs**

Scan Tool Reference

Control Module References for scan tool information

Circuit/System Verification

NOTE: If the green LED is off with the ignition ON and the LED does not function when commanded with the scan tool, contact the OnStar Center to confirm the vehicle has a current subscription.

1. Ignition ON.
2. Verify no DTCs are set.
 - **If any DTCs are set**

Refer to **Diagnostic Trouble Code (DTC) List - Vehicle**

- **If no DTCs are set**
3. Verify that the Green Indicator turns ON and OFF when commanding the Green Indicator ON and OFF with a scan tool.
 - **If the Green Indicator does not turn ON and OFF**

Refer to Circuit/System Testing - Green Indicator Test

- **If the Green Indicator turns ON and OFF**
4. Verify that the Red Indicator turns ON and OFF when commanding the Red Indicator ON and OFF with a scan tool.

- **If the Red Indicator does not turn ON and OFF**

Refer to Circuit/System Testing - Red Indicator Test

- **If the Red Indicator turns ON and OFF**

5. All OK.

Circuit/System Testing

Green Indicator Test

1. Ignition OFF, and all vehicle systems OFF, disconnect the harness connector at the S51 Telematics Button Assembly. It may take up to 2 min for all vehicle systems to power down.
2. Test for less than 10 ohms between the ground circuit terminal 6 and ground.
 - **If 10 ohms or greater**
 1. Ignition OFF.
 2. Test for less than 2 ohms in the ground circuit end to end.
 - If 2 ohms or greater, repair the open/high resistance in the circuit.
 - If less than 2 ohms, repair the open/high resistance in the ground connection.
 - **If less than 10 ohms**
3. Ignition ON.
4. Test for less than 1 V between the control circuit terminal 4 and ground while commanding the Green Indicator OFF with a scan tool.
 - **If 1 V or greater**
 1. Ignition OFF, disconnect the X1 harness connector at the K73 Telematics Communication Interface Control Module, ignition ON.
 2. Test for less than 1 V between the control circuit and ground.
 - If 1 V or greater, repair the short to voltage on the circuit.
 - If less than 1 V, replace the K73 Telematics Communication Interface Control Module.
 - **If less than 1 V**
5. Test for greater than 8 V between the control circuit terminal 4 and ground while commanding the Green Indicator ON with a scan tool.
 - **If 8 V or less**
 1. Ignition OFF, disconnect the X1 harness connector at the K73 Telematics Communication Interface Control Module.
 2. Test for infinite resistance between the control circuit and ground.
 - If less than infinite resistance, repair the short to ground on the circuit.
 - If infinite resistance
 3. Test for less than 2 ohms in the control circuit end to end.
 - If 2 ohms or greater, repair the open/high resistance in the circuit.
 - If less than 2 ohms, replace the K73 Telematics Communication Interface Control Module.

- **If greater than 8 V**

6. Test or replace the S51 Telematics Button Assembly.

Red Indicator Test

1. Ignition OFF, and all vehicle systems OFF, disconnect the harness connector at the S51 Telematics Button Assembly. It may take up to 2 min for all vehicle systems to power down.
2. Test for less than 10 ohms between the ground circuit terminal 6 and ground.
 - **If 10 ohms or greater**
 1. Ignition OFF.
 2. Test for less than 2 ohms in the ground circuit end to end.
 - If 2 ohms or greater, repair the open/high resistance in the circuit.
 - If less than 2 ohms, repair the open/high resistance in the ground connection.
 - **If less than 10 ohms**
3. Ignition ON.
4. Test for less than 1 V between the control circuit terminal 5 and ground while commanding the Red Indicator OFF with a scan tool.
 - **If 1 V or greater**
 1. Ignition OFF, disconnect the X1 harness connector at the K73 Telematics Communication Interface Control Module, ignition ON.
 2. Test for less than 1 V between the control circuit and ground.
 - If 1 V or greater, repair the short to voltage on the circuit.
 - If less than 1 V, replace the K73 Telematics Communication Interface Control Module.
 - **If less than 1 V**
5. Test for greater than 8 V between the control circuit terminal 5 and ground while commanding the Red Indicator ON with a scan tool.
 - **If 8 V or less**
 1. Ignition OFF, disconnect the X1 harness connector at the K73 Telematics Communication Interface Control Module.
 2. Test for infinite resistance between the control circuit and ground.
 - If less than infinite resistance, repair the short to ground on the circuit.
 - If infinite resistance
 3. Test for less than 2 ohms in the control circuit end to end.
 - If 2 ohms or greater, repair the open/high resistance in the circuit.
 - If less than 2 ohms, replace the K73 Telematics Communication Interface Control Module.
 - **If greater than 8 V**
6. Test or replace the S51 Telematics Button Assembly.

Repair Instructions

Perform the **Diagnostic Repair Verification** after completing the repair.

- **Communication Center Call Switch Replacement**
- **Control Module References** for telematics communication interface control module replacement, programming and setup.

ONSTAR CALL CENTER REMOTE FUNCTION REQUESTS MALFUNCTION

Diagnostic Instructions

- Perform the **Diagnostic System Check - Vehicle** prior to using this diagnostic procedure.
- Review **Strategy Based Diagnosis** for an overview of the diagnostic approach.
- **Diagnostic Procedure Instructions** provides an overview of each diagnostic category.

Circuit/System Description

The telematics communication interface control module has the capability of commanding the horn, initiating door lock/unlock, or operating the exterior lamps using the serial data circuits. These functions are commanded by the OnStar® Call Center per a customer request.

Diagnostic Aids

The customer concern may have been due to a lack of cellular service in a given area, or a failure in the National Cellular Network infrastructure that has since been corrected.

Reference Information

Schematic Reference

OnStar/Telematics Schematics

Connector End View Reference

COMPONENT CONNECTOR END VIEWS - INDEX - SEDAN

Description and Operation

OnStar Description and Operation

Electrical Information Reference

- **Circuit Testing**
- **Connector Repairs**
- **Testing for Intermittent Conditions and Poor Connections**
- **Wiring Repairs**

Scan Tool Reference

Control Module References for scan tool information

Circuit/System Verification

NOTE:

- It is necessary to inform the OnStar® Call Center advisor that this call is for vehicle diagnostic purposes.
- It is necessary to have the vehicle in an open outside area where a cellular call can be successfully placed and GPS data can be received from satellites.

1. Ignition ON.
2. Verify that the horn, lights, and the door locks on the vehicle operate properly.
 - If an applicable vehicle system does not operate properly

Refer to **Diagnostic System Check - Vehicle** .

- If all applicable vehicle systems operate properly
3. Verify that a call can be successfully placed to the OnStar Call Center by pressing the blue OnStar button.
 - If unable to contact the OnStar® call center

Refer to **Unable to Contact OnStar Call Center**

- If able to contact the OnStar Call Center
4. Verify with the OnStar advisor that all remote functions (door locks, lights, and horn) work.
 - If the remote functions do not operate when requested

Replace the K73 Telematics Communication Interface Control Module

- If the remote functions operate when requested
5. All OK.

Repair Instructions

Perform the **Diagnostic Repair Verification** after completing the repair.

Control Module References for telematics communication interface control module replacement, programming and setup.

ONSTAR BUTTON MALFUNCTION

Diagnostic Instructions

- Perform the **Diagnostic System Check - Vehicle** prior to using this diagnostic procedure.

- Review **Strategy Based Diagnosis** for an overview of the diagnostic approach.
- **Diagnostic Procedure Instructions** provides an overview of each diagnostic category.

Diagnostic Fault Information

Circuit	Short to Ground	Open/High Resistance	Short to Voltage	Signal Performance
10 V Reference	3	B2476 04	B2476 04	-
Control Terminal 4	1	1	2	-
Control Terminal 5	1	1	2	-
Signal Terminal 3	B2476 04	B2476 04	B2476 59	B2476 59, B2482 00
Ground	-	B2476 04	-	-
1. OnStar® LED Inoperative 2. LED Illuminated At All Times 3. OnStar® Buttons Inoperative				

Circuit/System Description

The OnStar® button assembly consists of 3 buttons: Call/Answer, OnStar® Call Center, and OnStar® Emergency. The telematics communication interface control module supplies the OnStar® button assembly with 10 V via the keypad supply voltage circuit . Each of the buttons, when pressed, completes the circuit across a resistor allowing a specific voltage to be returned to the telematics communication interface control module over the keypad signal circuit. Depending upon the voltage range returned, the telematics communication interface control module is able to identify which button has been activated.

Reference Information

Schematic Reference

OnStar/Telematics Schematics

Connector End View Reference

COMPONENT CONNECTOR END VIEWS - INDEX - SEDAN

Description and Operation

OnStar Description and Operation

Electrical Information Reference

- **Circuit Testing**
- **Connector Repairs**
- **Testing for Intermittent Conditions and Poor Connections**

- **Wiring Repairs**

Scan Tool Reference

Control Module References for scan tool information

Circuit/System Verification

NOTE: **Contact the OnStar® Call Center first before pressing the emergency button in order to notify them of the test.**

1. Ignition ON.
2. Verify no DTCs are set.
 - **If any DTCs are set**

Refer to **Diagnostic Trouble Code (DTC) List - Vehicle**

- **If no DTCs are set**
3. Verify that each button of the S51 Telematics Button Assembly operates normally by pressing each button individually.
 - **If none of the buttons operate normally**
Refer to Circuit/System Testing.
 - **If some, but not all, of the buttons operate normally**
Test or replace the S51 Telematics Button Assembly.
 - **If all of the buttons operate normally**
 4. All OK.

Circuit/System Testing

1. Ignition OFF and all vehicle systems OFF, disconnect the harness connector at the S51 Telematics Button Assembly. It may take up to 2 min for all vehicle systems to power down.
2. Test for less than 10 ohms between the ground circuit terminal 6 and ground.
 - **If 10 ohms or greater**
 1. Ignition OFF.
 2. Test for less than 2 ohms in the ground circuit end to end.
 - If 2 ohms or greater, repair the open/high resistance in the circuit.
 - If less than 2 ohms, repair the open/high resistance in the ground connection.
 - **If less than 10 ohms**
3. Ignition ON.

4. Test for 8.0-10.5 V between the 10 V reference circuit terminal 1 and ground.
 - **If less than 8.0 V**
 1. Ignition OFF, disconnect the harness connector at the K73 Telematics Communication Interface Control Module.
 2. Test for infinite resistance between the 10 V reference circuit and ground.
 - If less than infinite resistance, repair the short to ground on the circuit.
 - If infinite resistance
 3. Test for less than 2 ohms in the 10 V reference circuit end to end.
 - If 2 ohms or greater, repair the open/high resistance in the circuit.
 - If less than 2 ohms, replace the K73 Telematics Communication Interface Control Module.
 - **If greater than 10.5 V**
 1. Ignition OFF, disconnect the harness connector at the K73 Telematics Communication Interface Control Module, ignition ON.
 2. Test for less than 1 V between the 10 V reference circuit and ground.
 - If 1 V or greater, repair the short to voltage on the circuit.
 - If less than 1 V, replace the K73 Telematics Communication Interface Control Module.
 - **If between 8.0-10.5 V**
5. Ignition OFF.
6. Test for 500-900 ohms between the signal circuit terminal 3 and ground.
 - **If less than 500 ohms**
 1. Disconnect the X1 harness connector at the K73 Telematics Communication Interface Control Module.
 2. Test for infinite resistance between the signal circuit and ground.
 - If less than infinite resistance, repair the short to ground on the circuit.
 - If infinite resistance, replace the K73 Telematics Communication Interface Control Module.
 - **If greater than 900 ohms**
 1. Disconnect the X1 harness connector at the K73 Telematics Communication Interface Control Module, ignition ON.
 2. Test for less than 1 V between the signal circuit and ground.
 - If 1 V or greater, repair the short to voltage on the circuit.
 - If less than 1 V
 3. Ignition OFF.
 4. Test for less than 2 ohms in the signal circuit end to end.
 - If 2 ohms or greater, repair the open/high resistance in the circuit.
 - If less than 2 ohms, replace the K73 Telematics Communication Interface Control Module.
 - **If between 500-900 ohms**
7. Test or replace the S51 Telematics Button Assembly.

Repair Instructions

Perform the **Diagnostic Repair Verification** after completing the repair.

- **Communication Center Call Switch Replacement**
- **Control Module References** for telematics communication interface control module replacement, programming and setup.

ONSTAR STEERING WHEEL CONTROL FUNCTIONS MALFUNCTION

Some vehicles equipped with the OnStar® system have the capability of accessing voice mailboxes and other automated phone systems by means of the steering wheel controls, while the OnStar® Personal Calling feature is in use. If the "Talk" or "Mute" button (depending upon the vehicle) on the steering wheel controls is depressed during an OnStar® Personal Calling call, the telematics communication interface control module receives the message on the serial data bus from either the radio or body control module. This message is interpreted as a request to turn any spoken numbers into dual tone multi-frequency tones to be delivered over the airwaves to the phone system the user is communicating with. Complete instructions for operation of these features can be found in the information provided to the customer with the OnStar® system.

The steering wheel controls are a resistor network that consist of multiple momentary contact switches and a series of resistors. The switches and resistor network are arranged so that each switch has a different resistance value. When a switch is pressed, a voltage drop occurs in the resistor network, which produces a specific voltage value unique to the switch selected, to be interpreted by either the radio or BCM. In the event the OnStar® steering wheel control functions are inoperative, technicians should refer to **Steering Wheel Controls Malfunction**, to begin diagnosis of the steering wheel control concern.

RADIO POOR RECEPTION

Diagnostic Instructions

- Perform the **Diagnostic System Check - Vehicle** prior to using this diagnostic procedure.
- Review **Strategy Based Diagnosis** for an overview of the diagnostic approach.
- **Diagnostic Procedure Instructions** provides an overview of each diagnostic category.

DTC Descriptors

DTC B125A 02

Antenna 1 Signal Circuit Short to Ground

DTC B125A 04

Antenna 1 Signal Circuit Open Circuit

Diagnostic Fault Information

Circuit	Short to Ground	Open/High Resistance	Short to Voltage	Signal Performance
Radio Antenna Coax	B125A 02	B125A 04	1	-

Antenna Amplifier Ground	-	1	-	-
1. May exhibit possible AM/FM interference.				

Circuit/System Description

The diversity antenna system uses antennas applied as applique s to the rear glass and a antenna amplifier and a antenna module. The antenna amplifier receives both AM and FM signals, while the left antenna module receives FM signals only. The antenna amplifier and module receive the signals from the glass antenna. Each antenna amplifier and module is connected to the radio by a coaxial cable.

The radio antenna amplifier and module is enabled when the radio is turned on. The radio provides battery voltage to the antenna amplifier and module using the center conductor of the antenna coaxial cable. When a 12 V signal is present on the center conductor of the antenna coax, the received signals are amplified.

When the AM band is selected on the radio, the antenna 1 amplifier connects the AM antenna to the radio. When the FM band is selected, both the antenna amplifier and module provide FM signals to the radio. The radio switches between the two FM antennas, monitoring the signal strength and combines the signals to create one stronger signal.

Conditions for Running the DTC

- Ignition ON.
- Battery voltage must be between 9-16 V.

Conditions for Setting the DTC

B125A 02

The radio detects a short to ground in the antenna 1 signal circuit center conductor.

B125A 04

The radio detects an open in the antenna 1 signal circuit center conductor.

Action Taken When the DTC Sets

Radio reception may be poor or not available.

Conditions for Clearing the DTC

- The condition responsible for setting the DTC no longer exists.
- A history DTC will clear after 50 consecutive malfunction-free ignition cycles have occurred.

Diagnostic Aids

Poor radio reception may be due to multiple influences, some of which may not be vehicle related. Areas which have high RF traffic or block the signal path may cause a degradation in radio reception. Radio reception may

also be influenced by items within the vehicle, but not part of the radio system. Such examples are aftermarket electrical accessories or other items which may generate noise in the vehicle electrical system. Aftermarket window tinting, especially when there is a metallic in the film, may reduce radio reception.

AM reception is highly dependent on the antenna amplifier receiving battery voltage from the radio and being properly grounded. When the antenna amplifier does not receive power, AM stations may not be received and FM reception may be limited. If the module is not properly grounded, excessive interference in the signal may occur, or reception may be limited.

Reference Information

Schematic Reference

Radio/Navigation System Schematics

Connector End View Reference

COMPONENT CONNECTOR END VIEWS - INDEX - SEDAN

Description and Operation

Radio/Audio System Description and Operation

Electrical Information Reference

- **Circuit Testing**
- **Connector Repairs**
- **Testing for Intermittent Conditions and Poor Connections**
- **Wiring Repairs**

Scan Tool Reference

Control Module References for scan tool information

Circuit/System Verification

1. Inspect the antenna located in the rear window. Verify all branches of the antennas are intact, with no scratches or other damage.
 - **If damage is found**

Repair or replace as necessary
 - **If no damage is found**
2. Ignition ON, infotainment system ON.
3. Verify station reception is normal when tuned to several known good AM and FM stations.
 - **If AM or FM reception is poor.**

Refer to Circuit/System Testing

- **If reception is normal**

4. All OK.

Circuit/System Testing

1. Ignition OFF, disconnect the radio antenna coax cable from the A11 Radio and from the T23 Radio Antenna Amplifier.
2. Verify the antenna coax cable passes the coax cable component test. Refer to Component Testing.

- **If the coax cable does not pass the test**

Replace the antenna coax cable

- **If the coax cable passes the test**

3. Connect the antenna coax cable to the A11 Radio. Ignition ON, infotainment system ON.
4. Verify a test lamp illuminates between the antenna coax cable center terminal and ground at the T23 Radio Antenna Amplifier connector.

- **If the test lamp does not illuminate**

Replace the A11 Radio.

- **If the test lamp illuminates**

5. Test or replace the T23 Radio Antenna Amplifier.

Component Testing

CAUTION: Refer to Test Probe Caution .

NOTE: Before testing the coax cable, check the cable exterior for being pinched, cut, damaged, or having loose connections at the components, which can cause reception issues.

To prevent false reading when testing the center coax terminals, use care not to ground the test probe on the outer housing/shield.

Coax Cable Test

1. Ignition OFF, disconnect the coax cable at both components.
2. Test for less than 5 ohms between coax cable center terminal end to end.

- **If 5 ohms or greater**

Replace the coax cable

- **If less than 5 ohms**
- 3. Test for less than 5 ohms between the coax cable outer shield end to end.
 - **If 5 ohms or greater**

Replace the coax cable

 - **If less than 5 ohms**
- 4. Test for infinite resistance between the coax cable center terminal and the coax cable outer shield.
 - **If less than infinite resistance**

Replace the coax cable

 - **If infinite resistance**
- 5. All OK

Repair Instructions

Perform the **Diagnostic Repair Verification** after completing the repair.

- **Radio Antenna Amplifier Replacement**
- **Control Module References** for radio replacement, programming, and setup.

SPEAKER REPLACEMENT REFERENCE

Speaker Replacement Reference

Component	Repair Instruction
Center I/P Speaker	<u>Radio Front Speaker Replacement</u>
Front Tweeter Speaker	<u>Radio Windshield Side Garnish Molding Speaker Replacement</u>
Front Door Speaker	<u>Radio Front Side Door Speaker Replacement</u>
Front Door Tweeter Speaker	<u>Radio Front Side Door Upper Speaker Replacement</u>
Rear Door Speaker	<u>Radio Rear Side Door Speaker Replacement</u>
Rear Surround Speaker	<u>Radio Rear Speaker Replacement (UQS), Radio Rear Speaker Replacement (UQA/UQS)</u>
Subwoofer Speaker	<u>Radio Rear Speaker Replacement (UQS), Radio Rear Speaker Replacement (UQA/UQS)</u>

SPEAKER MALFUNCTION

Diagnostic Instructions

- Perform the **Diagnostic System Check - Vehicle** prior to using this diagnostic procedure.
- Review **Strategy Based Diagnosis** for an overview of the diagnostic approach.
- **Diagnostic Procedure Instructions** provide an overview of each diagnostic category.

DTC Descriptors

DTC B1025

Audio Output 1 Circuit

DTC B1035

Audio Output 2 Circuit

DTC B1045

Audio Output 3 Circuit

DTC B1055

Audio Output 4 Circuit

DTC B1065

Audio Output 5 Circuit

DTC B1075

Audio Output 6 Circuit

DTC B1085

Audio Output 7 Circuit

DTC B1095

Audio Output 8 Circuit

DTC B1105

Audio Output 9 Circuit

DTC B1115

Audio Output 10 Circuit

For symptom byte information refer to **Symptom Byte List** .

Diagnostic Fault Information

	Short to	Open/High	Short to	Signal
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Circuit	Ground	Resistance	Voltage	Performance
Audio Output 1 Signal Circuits (Left Front Door Woofer and Garnish Molding Tweeter)	B1025 02	B1025 04	B1025 01	-
Audio Output 2 Signal Circuits (Right Front Door Woofer and Garnish Molding Tweeter)	B1035 02	B1035 04	B1035 01	-
Audio Output 3 Signal Circuits (Left Rear Deck Woofer)	B1045 02	B1045 04	B1045 01	-
Audio Output 4 Signal Circuits (Right Rear Deck Woofer)	B1055 02	B1055 04	B1055 01	-
Audio Output 5 Signal Circuits (Left Rear Door)	B1065 02	B1065 04	B1065 01	-
Audio Output 6 Signal Circuits (Right Rear Door)	B1075 02	B1075 04	B1075 01	-
Audio Output 7 Signal Circuits (Left Front Door Upper)	B1085 02	B1085 04	B1085 01	-
Audio Output 8 Signal Circuits (Right Front Door Upper)	B1095 02	B1095 04	B1095 01	-
Audio Output 9 Signal Circuits (Center I/P)	B1105 02	B1105 04	B1105 01	-
Audio Output 10 Signal Circuits (UQS only) (Rear Deck Surround Speakers)	B1115 02	B1115 04	B1115 01	-

Circuit/System Description

The Media Oriented Systems Transport (MOST) is a high-speed multimedia network technology. The serial MOST bus uses a ring topology and synchronous data communication to transmit audio, video, data and control information between any devices attached.

The audio amplifier is a participant on the MOST network. The audio amplifier receives audio inputs and control information from the MOST bus.

Each of the audio output channel circuits (+) and (-), at the audio amplifier have a DC bias voltage that is approximately one half of the battery voltage. When using a DMM, each of the audio output channel circuits will measure approximately 6.5V DC. The audio being played on the system is produced by a varying AC voltage that is centered around the DC bias voltage on the same circuit. The AC voltage is what causes the speaker cone to move and produce sound.

Diagnostic Aids

- Improper speaker mounting or loose trim may cause an audible buzz or distortion. Inspect the appropriate speaker and the surrounding interior trim for proper and secure mounting.

The EL-50334-6 Audio System Diagnostic CD contains audio tracks that can be used to duplicate and

isolate such concerns. Tracks 11 and 12 contain audio sweep tones for testing for speaker and grill rattles.

If the speaker or surrounding interior trim is found to be loose or improperly secured, correctly secure the item.

- The test tones on the CD may be copied to a USB drive or other device to use during testing.
- Some audio output circuits are connected to more than one speaker, dependant on vehicle equipment. It may be necessary to disconnect one or more speakers during testing of some circuits.

Conditions for Running the DTC

NOTE: **DTC B1325 must not be set as current for the amplifier to run any of the following tests.**

DTC B1025 01, B1035 01, B1045 01, B1055 01, B1065 01, B1075 01, B1085 01, B1095 01, B1105 01, B1115 01

The test is run initially upon amplifier wake-up, and periodically every one second after amplifier operation begins.

DTC B1025 02, B1035 02, B1045 02, B1055 02, B1065 02, B1075 02, B1085 02, B1095 02, B1105 02, B1115 02

The test is run initially upon amplifier wake-up, and periodically every one second after amplifier operation begins.

DTC B1025 04, B1035 04, B1045 04, B1055 04, B1065 04, B1075 04, B1085 04, B1095 04, B1105 04, B1115 04

The test is run once during amplifier wake-up.

Conditions for Setting the DTC

DTC B1025 01, B1035 01, B1045 01, B1055 01, B1065 01, B1075 01, B1085 01, B1095 01, B1105 01, B1115 01

A short to voltage is detected on the specified (+) or (-) signal circuit

DTC B1025 02, B1035 02, B1045 02, B1055 02, B1065 02, B1075 02, B1085 02, B1095 02, B1105 02, B1115 02

A short to ground is detected on the specified (+) or (-) signal circuit

DTC B1025 04, B1035 04, B1045 04, B1055 04, B1065 04, B1075 04, B1085 04, B1095 04, B1105 04, B1115 04

An open is detected on the specified (+) or (-) signal circuit

Action Taken When the DTC Sets

The amplifier mutes the output channel and no sound is present from the speaker(s) that have a current circuit fault.

Conditions for Clearing the DTC

- The condition for setting the DTC is no longer present.
- A history DTC will clear once 50 consecutive malfunction-free ignition cycles have occurred.

Reference Information

Schematic Reference

Radio/Navigation System Schematics

Connector End View Reference

COMPONENT CONNECTOR END VIEWS - INDEX - SEDAN

Electrical Information Reference

- Circuit Testing
- Connector Repairs
- Testing for Intermittent Conditions and Poor Connections
- Wiring Repairs

Scan Tool Reference

Control Module References for scan tool information

Special Tools

EL-50334-50 USB Cable and Adapter Kit

Circuit/System Verification

1. Ignition ON, infotainment system ON, mute OFF.
2. Verify clear audio is heard from each speaker, adjusting fade and balance controls to test each speaker individually.
 - **If audio is inoperative from one or more speakers, or the audio emitted is not clear**

Refer to Circuit/System Testing.
 - **If clear audio is heard from all speakers**
3. All OK.

Circuit/System Testing

1. Ignition OFF, disconnect the harness connector at the appropriate P19 Speaker. Ignition ON, infotainment system ON, mute OFF.
2. Test for 5-7 V between each audio signal circuit terminal 1 and terminal 2 and ground.
 - **If less than 5 V**
 1. Ignition OFF, disconnect the X1 and X2 harness connectors at the T3 Audio Amplifier.
 2. Test for infinite resistance between the signal circuit and ground.
 - If less than infinite resistance, repair the short to ground on the circuit.
 - If infinite resistance
 3. Test for less than 2 ohms in the signal circuit end to end.
 - If 2 ohms or greater, repair the open/high resistance in the circuit.
 - If less than 2 ohms, replace the T3 Audio Amplifier.
 - **If greater than 7 V**
 1. Ignition OFF, disconnect the X1 and X2 harness connectors at the T3 Audio Amplifier. Ignition ON.
 2. Test for less than 1 V between the signal circuit and ground.
 - If 1 V or greater, repair the short to voltage on the circuit.
 - If less than 1 V, replace the T3 Audio Amplifier.
 - **If between 5-7 V**
3. Test or replace the P19 Speaker.

Repair Instructions

Perform the **Diagnostic Repair Verification** after completing the repair.

- **Speaker Replacement Reference**
- **Control Module References** for audio amplifier replacement, programming, and setup.

UNABLE TO CONTACT ONSTAR CALL CENTER

Diagnostic Instructions

- Perform the **Diagnostic System Check - Vehicle** prior to using this diagnostic procedure.
- Review **Strategy Based Diagnosis** for an overview of the diagnostic approach.
- **Diagnostic Procedure Instructions** provides an overview of each diagnostic category.

Circuit/System Description

The navigation antenna is connected to the telematics communication interface control module directly or through the navigation signal splitter if the vehicle is equipped with a navigation radio. The navigation signal splitter distributes the navigation signal to both the telematics communication interface control module and the human machine interface control module or radio. The telematics communication interface control module

supplies 5 V through the coax cable to power the internal antenna amplifier through the signal splitter. The Human Machine Interface Control Module supplies 5 V through the center conductor of the coax cable to power the splitter.

Diagnostic Aids

- The telematics communication interface control module only monitors the connection between the navigation signal splitter and the telematics communication interface control module. The telematics communication interface control module cannot detect faults between the signal splitter and the other modules.
- The navigation antenna requires a clear line of sight to the sky to operate properly. The GPS may have limited, intermittent, or no reception near tall buildings or inside structures.

Reference Information

Schematic Reference

OnStar/Telematics Schematics

Connector End View Reference

COMPONENT CONNECTOR END VIEWS - INDEX - SEDAN

Description and Operation

OnStar Description and Operation

Electrical Information Reference

- **Circuit Testing**
- **Connector Repairs**
- **Testing for Intermittent Conditions and Poor Connections**
- **Wiring Repairs**

Scan Tool Reference

Control Module References for scan tool information

Special Tools

EL-49903 GM OnStar Antenna Diagnostic Tool Kit

Circuit/System Testing

NOTE:

- The vehicle may be equipped with sectioned coax. Test each section and replace only the faulty section, not the entire length of coax.

- **The following verification requires the vehicle to be outside with an unobstructed view of the southern sky. Allow 5 min after turning the ignition ON for the GPS satellites to acquire vehicle signal.**

Without Navigation Radio

1. Ignition OFF, disconnect the GPS and cellular coax cable connector at the Telematics Communication Interface Control Module.
2. Using the EL-49903-3 kit (EL-49903-5 adapter and EL-49903-4 coax cable), connect the **EL-49903** GM OnStar antenna diagnostic tool kit to the K73 Telematics Communication Interface Control Module. Place the test antenna on the roof of the vehicle, ignition ON.
3. Verify the DTC does not set while operating the vehicle within the conditions for running the DTC.
 - **If the DTC sets**

Replace the K73 Telematics Communication Interface Control Module.

- **If the DTC does not set**
4. Ignition OFF.
 5. Disconnect the **EL-49903** GM OnStar antenna diagnostic tool kit from the K73 Telematics Communication Interface Control Module
 6. Connect the GPS and cellular coax cable connector at the K73 Telematics Communication Interface Control Module.
 7. Test the coax cable between the K73 Telematics Communication Interface Control Module and the T4G Cellular Phone, Navigation, and Digital Radio Antenna. Refer to Component Testing.
 - **If the coax cable does not pass the test**

Replace the coax cable.

- **If the coax cable passes the test**
8. Test or replace the T4G Cellular Phone, Navigation, and Digital Radio Antenna.

With Navigation Radio

1. Ignition OFF, disconnect the GPS and cellular coax cable connector at the K73 Telematics Communication Interface Control Module.
2. Using the EL-49903-3 kit (EL-49903-5 adapter and EL-49903-4 coax cable), connect the **EL-49903** GM OnStar antenna diagnostic tool kit to the K73 Telematics Communication Interface Control Module. Place the test antenna on the roof of the vehicle, ignition ON.
3. Verify the DTC does not set while operating the vehicle within the conditions for running the DTC.
 - **If the DTC sets**

Replace the K73 Telematics Communication Interface Control Module.

- **If the DTC does not set**

4. Ignition OFF, disconnect the **EL-49903** GM OnStar antenna diagnostic tool kit. Connect the coax cable to the K73 Telematics Communication Interface Control Module and disconnect the coax cable from the T15 Navigation Antenna Signal Splitter, ignition ON.
5. Test for 4.5-5.5 V between the coax cable center conductor and the outer shield.
 - **If less than 4.5 V**
 1. Ignition OFF.
 2. Test the coax cable. Refer to Component Testing.
 - If the coax cable does not pass the test, replace the coax cable.
 - If the coax cable passes the test, test or replace the K73 Telematics Communications Interface Control Module.
 - **If greater than 5.5 V**
 1. Ignition OFF.
 2. Test the coax cable. Refer to Component Testing.
 - If the coax cable does not pass the test, replace the coax cable.
 - If the coax cable passes the test, test or replace the K73 Telematics Communications Interface Control Module.
 - **If between 4.5-5.5 V**
6. Ignition OFF, connect the coax cable to the T15 Navigation Antenna Signal Splitter and disconnect the coax cable from the T4G Cellular Phone, Navigation, and Digital Radio Antenna, ignition ON.
7. Test for 4.5-5.5 V between the coax cable center conductor and the outer shield.
 - **If less than 4.5 V**
 1. Ignition OFF.
 2. Test the coax cable. Refer to Component Testing.
 - If the coax cable does not pass the test, replace the coax cable.
 - If the coax cable passes the test, test or replace the T15 Navigation Antenna Signal Splitter.
 - **If greater than 5.5 V**
 1. Ignition OFF.
 2. Test the coax cable. Refer to Component Testing.
 - If the coax cable does not pass the test, replace the coax cable.
 - If the coax cable passes the test, test or replace the T15 Navigation Antenna Signal Splitter.
 - **If between 4.5-5.5 V**
8. Replace the T4G Cellular Phone, Navigation, and Digital Radio Antenna.

Component Testing

CAUTION: Refer to Test Probe Caution .

NOTE: Before testing the coax cable, check the cable exterior for being pinched, cut,

damaged, or having loose connections at the components, which can cause reception issues.

To prevent false reading when testing the center coax terminals, use care not to ground the test probe on the outer housing/shield.

Coax Cable Test

1. Ignition OFF, disconnect the coax cable at both components.
2. Test for less than 5 ohms between the coax cable center terminal end to end.

- **If 5 ohms or greater**

Replace the coax cable.

- **If less than 5 ohms**

3. Test for greater than 5 ohms between the coax cable outer shield end to end.

- **If 5 ohms or greater**

Replace the coax cable.

- **If less than 5 ohms**

4. Test for infinite resistance between the coax cable center terminal and the coax cable outer shield.

- **If less than infinite resistance**

Replace the coax cable.

- **If infinite resistance**

5. All OK.

Repair Instructions

Perform the **Diagnostic Repair Verification** after completing the repair.

- **Navigation Signal Splitter Replacement**
- **Radio Antenna Base Replacement**
- **Control Module References** for telematics communication interface control module replacement, programming and setup.

ONSTAR VOICE RECOGNITION MALFUNCTION

Diagnostic Instructions

- Perform the **Diagnostic System Check - Vehicle** prior to using this diagnostic procedure.
- Review **Strategy Based Diagnosis** for an overview of the diagnostic approach.

- **Diagnostic Procedure Instructions** provides an overview of each diagnostic category.

Circuit/System Description

The telematics communication interface control module is capable of interpreting voice commands received over the cellular microphone circuit. Speech recognition allows the user to speak to one computer in the vehicle, and one reached over the cellular communication network. The module attempts to understand the users command, and responds by speaking back, or by taking the appropriate action, e.g. dialing the phone.

Reference Information

Schematic Reference

OnStar/Telematics Schematics

Connector End View Reference

COMPONENT CONNECTOR END VIEWS - INDEX - SEDAN

Description and Operation

OnStar Description and Operation

Electrical Information Reference

- **Circuit Testing**
- **Connector Repairs**
- **Testing for Intermittent Conditions and Poor Connections**
- **Wiring Repairs**

Circuit/System Verification

NOTE:

- It is necessary to have the vehicle in an open outside area where a cellular call can be successfully placed and GPS data can be received from satellites.
- The vehicle should be located in a quiet area.

1. Ignition ON, press the blue OnStar Call button.
2. Verify that your voice is heard clearly by the OnStar Call center.
 - **If your voice can not be heard clearly**

Refer to **OnStar Microphone Malfunction**

- **If your voice can be heard clearly**
3. Verify that the system responds appropriately to all voice commands by pressing the voice command

button and attempting to operate the system using multiple voice commands.

- **If the OnStar system does not respond to any voice commands**

Replace the K73 Telematics Communication Interface Control Module

- **If the OnStar system responds to some, but not all voice commands**

Refer to **OnStar Description and Operation** for tips on proper pronunciation

- **If the OnStar system responds to all voice commands**

4. All OK.

Repair Instructions

Perform the **Diagnostic Repair Verification** after completing the repair procedure.

Control Module References for telematics communication interface control module replacement, programming, and setup.

VOICE RECOGNITION MALFUNCTION (WITH UE1)

Diagnostic Instructions

- Perform the **Diagnostic System Check - Vehicle** prior to using this diagnostic procedure.
- Review **Strategy Based Diagnosis** for an overview of the diagnostic approach.
- **Diagnostic Procedure Instructions** provide an overview of each diagnostic category.

Diagnostic Fault Information

Circuit	Short to Ground	Open/High Resistance	Short to Voltage	Signal Performance
Voice Recognition Audio Signal	1	1	1	-
Voice Recognition Audio Low Reference	-	1	-	-
1. infotainment system voice recognition inoperative				

Circuit/System Description

When voice recognition for the infotainment system is started, voice signals from the cellular phone microphone are passed through the telematics communication interface control module to the Human Machine Interface Control Module via the voice recognition audio circuits.

Diagnostic Aids

- Refer to the Owners Manual and/or the Navigation System Owners Manual for voice recognition use and commands.

- When the system recognizes the command the system will either perform the function or ask to confirm the choice by clearly saying "yes" or "no".
- If experiencing difficulty with the system recognizing a command, confirm that the command is correct.
- Background noise such as a climate control fan positioned on high, open windows, or very loud outside noises, can cause voice commands to be misunderstood.

Reference Information

Schematic Reference

Radio/Navigation System Schematics

Connector End View Reference

COMPONENT CONNECTOR END VIEWS - INDEX - SEDAN

Description and Operation

Radio/Audio System Description and Operation

Electrical Information Reference

- Circuit Testing
- Connector Repairs
- Testing for Intermittent Conditions and Poor Connections
- Wiring Repairs

Scan Tool Reference

Control Module References for scan tool information

Circuit/System Verification

1. Verify the OnStar ® voice recognition system is operating normally.
 - **If the OnStar ® voice recognition system is not operating normally.**

Refer to OnStar Voice Recognition Malfunction.

- **If the OnStar ® voice recognition system is operating normally.**
2. Ignition ON, infotainment system ON.

NOTE: Refer to the Owners Manual and/or the Navigation System Owners Manual for voice recognition use and commands.

3. Begin voice recognition for the infotainment system and clearly speak one of the available commands.

4. Verify the infotainment system responds correctly to the command.
 - **If the infotainment system does not respond correctly to the command.**
 1. Clearly speak a different command.
 2. Verify the infotainment system responds correctly to the command.
 - If the infotainment system does not respond correctly to any commands, refer to Circuit/System Testing.
 - If the infotainment system responds correctly to the command.
 3. Refer to the Owners Manual and/or the Navigation System Owners Manual for hints on speaking commands.
 - **If the infotainment system responds correctly to the command.**
5. All OK

Circuit/System Testing

1. Ignition OFF, disconnect the X1 harness connector at the K74 Human Machine Interface Control Module.
2. Test for less than 10 ohms between the low reference circuit terminal 2 and ground.
 - **If 10 ohms or greater**
 1. Ignition OFF, disconnect the X2 harness connector at the K73 Telematics Communication Interface Control Module.
 2. Test for less than 2 ohms in the low reference circuit end to end.
 - If 2 ohms or greater, repair the open/high resistance in the circuit.
 - If less than 2 ohms, replace the K73 Telematics Communication Interface Control Module.
 - **If less than 10 ohms**
3. Ignition OFF, disconnect the X2 harness connector at the K73 Telematics Communication Interface Control Module. Ignition ON.
4. Test for less than 1 V between the signal circuit terminal listed below and ground.
 - Voice recognition audio signal terminal 6
 - Voice recognition audio low reference terminal 12
 - **If 1 V greater**

Repair the short to voltage on the circuit.
 - **If less than 1 V**
5. Ignition OFF.
6. Test for infinite resistance between the signal circuits listed below and ground:
 - Voice recognition audio signal terminal 6
 - Voice recognition audio low reference terminal 12
 - **If less than infinite resistance**

Repair the short to ground on the circuit.

- **If infinite resistance**

7. Test for less than 5 ohms between the terminals listed below:

- K74 Human Machine Interface Control Module signal circuit terminal 1 X1 and the K73 Telematics Communication Interface Control Module signal circuit terminal 6 X2
- K74 Human Machine Interface Control Module low reference circuit terminal 2 X1 and the K73 Telematics Communication Interface Control Module low reference circuit terminal 12 X2

- **If 5 ohms greater**

Repair the open/high resistance in the circuit.

- **If less than 5 ohms**

8. Replace the K74 Human Machine Interface Control Module. Connect all harness connectors.

NOTE: Refer to the Owners Manual and/or the Navigation System Owners Manual for voice recognition use and commands.

9. Begin voice recognition for the infotainment system and clearly speak one of the available commands.

10. Verify the infotainment system responds correctly to the command.

- **If the infotainment system does not respond correctly to the command**

1. Clearly speak a different command.

2. Verify the infotainment system responds correctly to the command.

- If the infotainment system does not respond correctly to any commands, replace the K73 Telematics Communication Interface Control Module.

- **If the infotainment system responds correctly to the command**

11. All OK

Repair Instructions

Perform the **Diagnostic Repair Verification** after completing the repair.

Control Module References for Human Machine Interface Control Module or Telematics Communication Interface Control replacement, programming and setup.

VOICE RECOGNITION MALFUNCTION (WITHOUT UE1)

Diagnostic Instructions

- Perform the **Diagnostic System Check - Vehicle** prior to using this diagnostic procedure.
- Review **Strategy Based Diagnosis** for an overview of the diagnostic approach.
- **Diagnostic Procedure Instructions** provide an overview of each diagnostic category.

Diagnostic Fault Information

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Circuit	Short to Ground	Open/High Resistance	Short to Voltage	Signal Performance
Microphone Signal	B1277 02	B1277 04	B1277 04	-
Microphone Low Reference	B1277 02	B1277 04	-	-

Circuit/System Description

The human machine interface control module uses the cellular telephone microphone for voice recognition and cellular features. The human machine interface control module provides a bias voltage to each microphone (+) and (-) signal circuits for operation of the microphone.

Diagnostic Aids

- Refer to the Owners Manual and/or the Navigation System Owners Manual for voice recognition use and commands.
- When the system recognizes the command the system will either perform the function or ask to confirm the choice by clearly saying "yes" or "no".
- If experiencing difficulty with the system recognizing a command, confirm that the command is correct.
- Background noise such as a climate control fan positioned on high, open windows, or very loud outside noises, can cause voice commands to be misunderstood.

Reference Information

Schematic Reference

Radio/Navigation System Schematics

Connector End View Reference

COMPONENT CONNECTOR END VIEWS - INDEX - SEDAN

Description and Operation

Radio/Audio System Description and Operation

Electrical Information Reference

- Circuit Testing
- Connector Repairs
- Testing for Intermittent Conditions and Poor Connections
- Wiring Repairs

Scan Tool Reference

Control Module References for scan tool information

Circuit/System Verification

1. Ignition ON, infotainment system ON.

NOTE: Refer to the Owners Manual and/or the Navigation System Owners Manual for voice recognition use and commands.

2. Begin voice recognition for the infotainment system and clearly speak one of the available commands.
3. Verify the infotainment system responds correctly to the command.
 - **If the infotainment system does not respond correctly to the command.**
 1. Clearly speak a different command.
 2. Verify the infotainment system responds correctly to the command.
 - If the infotainment system does not respond correctly to any commands, refer to Circuit/System Testing.
 - If the infotainment system responds correctly to the command.
 - 3. Refer to the Owners Manual and/or the Navigation System Owners Manual for hints on speaking commands.
 - **If the infotainment system responds correctly to the command.**
4. All OK

Circuit/System Testing

1. Ignition OFF, disconnect the harness connector at the B24 Cellular Phone Microphone. Ignition ON.
2. Test for 9-11 V between the signal circuit terminal B and ground.
 - **If less than 9 V**
 1. Ignition OFF, disconnect the X1 harness connector at the K74 Human Machine Interface Control Module.
 2. Test for infinite resistance between the signal circuit and ground.
 - If less than infinite resistance, repair the short to ground in the circuit.
 - If infinite resistance
 3. Test for less than 2 ohms in the signal circuit end to end.
 - If 2 ohms or greater, repair the open/high resistance in the circuit.
 - If less than 2 ohms, replace the K74 Human Machine Interface Control Module.
 - **If greater than 11 V**
 1. Ignition OFF, disconnect the X1 harness connector at the K74 Human Machine Interface Control Module. Ignition ON.
 2. Test for less than 1 V between the signal circuit and ground.
 - If 1 V or greater, repair the short to voltage on the circuit.
 - If less than 1 V, replace the K74 Human Machine Interface Control Module.
 - **If between 9-11 V**
3. Test for less than 1 V between the signal circuit terminal A and ground.

- **If greater than 1 V**
- 1. Ignition OFF, X1 harness connector at the K74 Human Machine Interface Control Module. Ignition ON.
- 2. Test for less than 1 V between the signal circuit and ground.
 - If 1 V or greater, repair the short to voltage in the circuit.
 - If less than 1 V, replace the K74 Human Machine Interface Control Module.
- **If less than 1 V**
- 4. Ignition OFF, disconnect the X1 harness connector at the K74 Human Machine Interface Control Module.
- 5. Test for infinite resistance between the B24 Cellular Phone Microphone signal circuit terminal A and ground.
 - **If less than infinite resistance**

Repair the short to ground in the circuit
 - **If infinite resistance**
- 6. Test for less than 2 ohms in the signal circuit end to end.
 - **If 2 ohms or greater**

Repair the open/high resistance in the circuit
 - **If less than 2 ohms**
- 7. Replace the B24 Cellular Phone Microphone.
- 8. Ignition ON, infotainment system ON.
- 9. Begin voice recognition for the infotainment system and clearly speak one of the available commands.
- 10. Verify the infotainment system responds correctly to the command.
 - **If the infotainment system does not respond correctly to the command.**
 1. Clearly speak a different command.
 2. Verify the infotainment system responds correctly to the command.
 - If the infotainment system does not respond correctly to any commands, replace the K74 Human Machine Interface Control Module.
 - If the infotainment system responds correctly to the command.
 3. Refer to the Owners Manual and/or the Navigation System Owners Manual for hints on speaking commands.
 - **If the infotainment system responds correctly to the command.**
- 11. All OK.

Repair Instructions

Perform the **Diagnostic Repair Verification** after completing the repair.

- **Mobile Telephone Microphone Replacement**

- **Control Module References** for human machine interface control module replacement, programming, and setup.

REPAIR INSTRUCTIONS

MOBILE TELEPHONE MICROPHONE REPLACEMENT

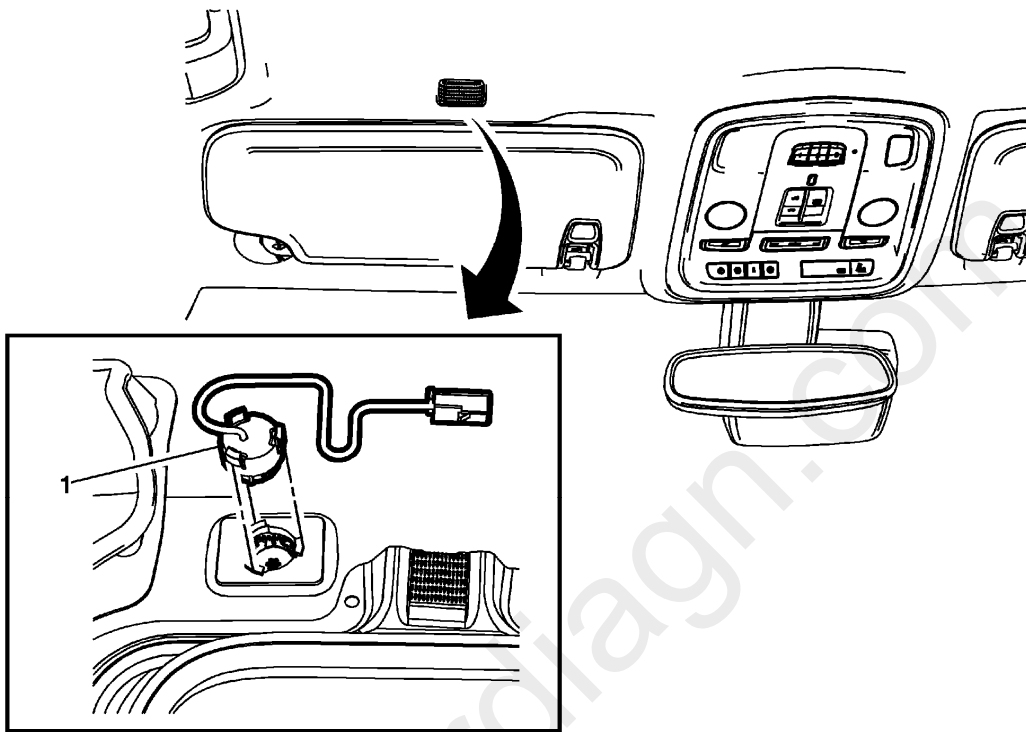


Fig. 12: Mobile Telephone Microphone
Courtesy of GENERAL MOTORS COMPANY

Mobile Telephone Microphone Replacement

Callout	Component Name
Preliminary Procedure Lower the front of the headlining trim panel to access the microphone. Refer to <u>Headlining Trim Panel Replacement (With Sunroof)</u> , <u>Headlining Trim Panel Replacement (Without Sunroof)</u> .	
1	Mobile Telephone Microphone Procedure 1. Disconnect the electrical connector. 2. Depress three tabs to release the microphone from the grille.

HUMAN MACHINE INTERFACE CONTROL MODULE REPLACEMENT

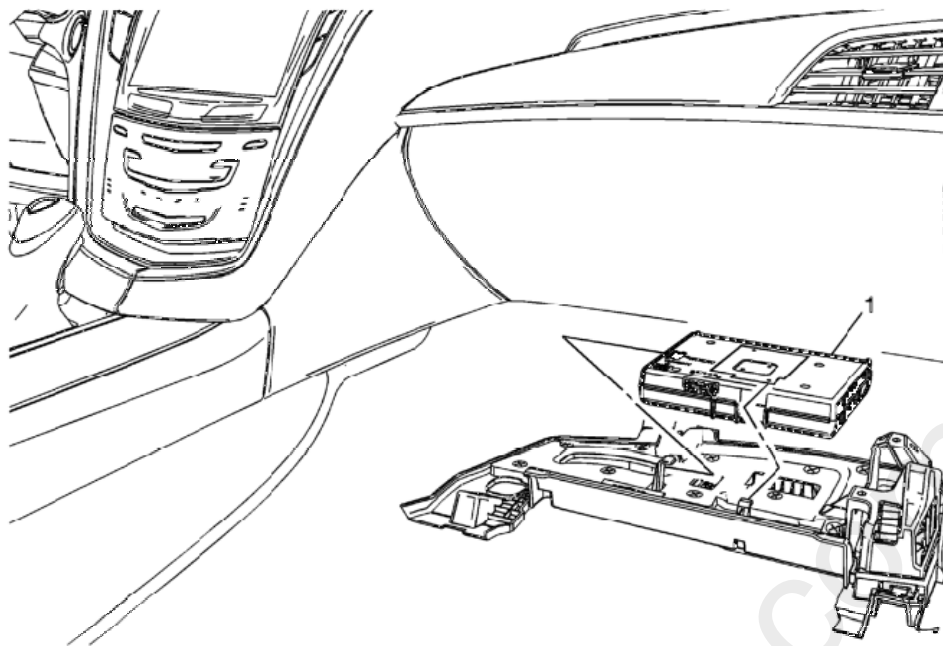


Fig. 13: Human Machine Interface Control Module
 Courtesy of GENERAL MOTORS COMPANY

Human Machine Interface Control Module Replacement

Callout	Component Name
Preliminary Procedure Remove the instrument panel lower trim panel insulator - right side. Refer to <u>Instrument Panel Lower Trim Panel Insulator Replacement - Right Side</u> .	
1	Human Machine Interface Control Module Procedure 1. Disconnect the electrical connections. 2. Unclip the module from the insulator panel. 3. Refer to <u>Control Module References</u> for programming and setup information.

COMMUNICATION CENTER CALL SWITCH REPLACEMENT

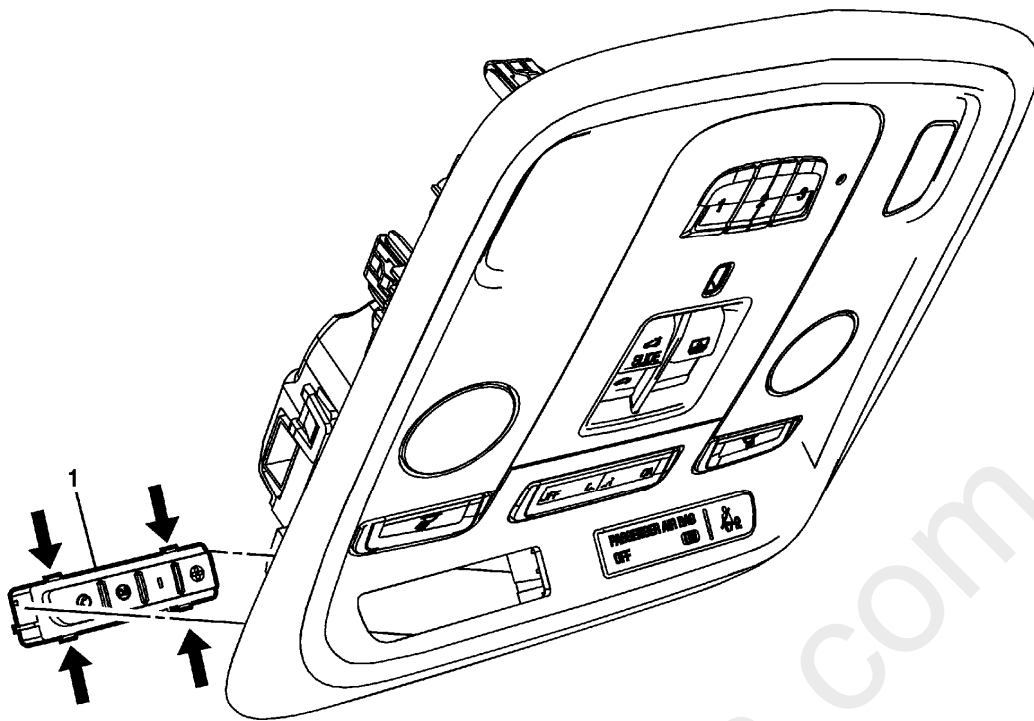


Fig. 14: Communication Center Call Switch
 Courtesy of GENERAL MOTORS COMPANY

Communication Center Call Switch Replacement

Callout	Component Name
Preliminary Procedure	
Remove the roof console. Refer to Roof Console Replacement .	
1	Communication Center Call Switch Procedure Depress four tabs to release from roof console.

COMMUNICATION INTERFACE MODULE REPLACEMENT

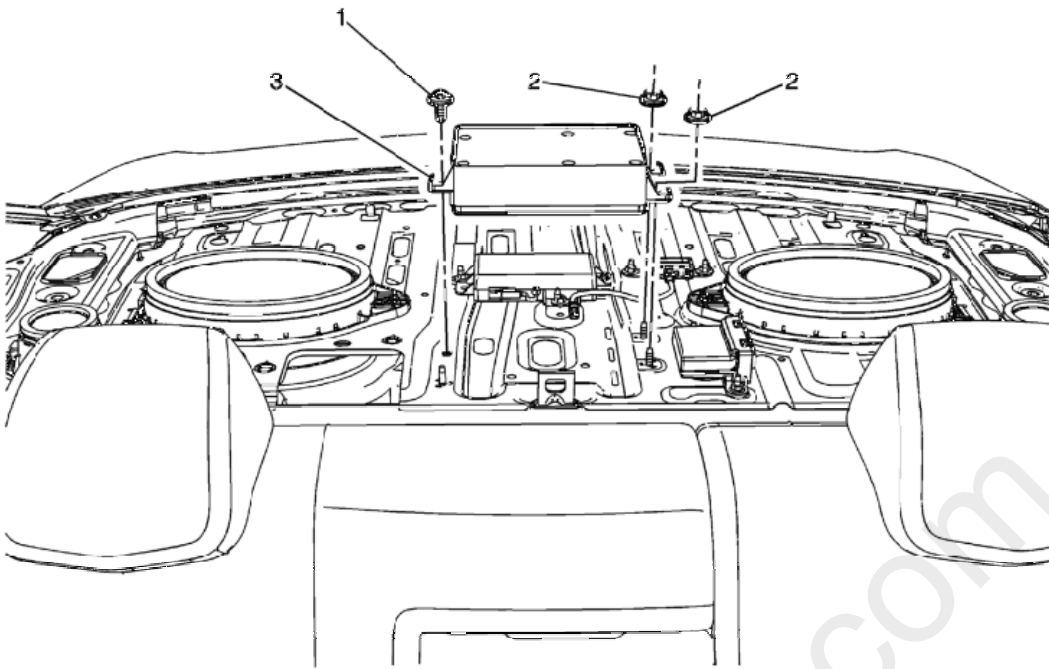


Fig. 15: Communication Interface Module
Courtesy of GENERAL MOTORS COMPANY

Communication Interface Module Replacement

Callout	Component Name
Preliminary Procedure Remove the rear window panel trim. Refer to <u>Rear Window Panel Trim Replacement (With DB3)</u> , <u>Rear Window Panel Trim Replacement (Without DB3)</u> .	
1	Communication Interface Module Bolt CAUTION: Refer to <u>Fastener Caution</u> . Tighten 2.5 N.m (22 lb in)
2	Communication Interface Module Nuts (Qty: 2) Tighten 4.0 N.m (35 lb in)
3	Communication Interface Module Procedure 1. Disconnect the electrical connectors. 2. For programming and set up, refer to <u>Control Module References</u> .

COMMUNICATION INTERFACE MODULE BATTERY REPLACEMENT

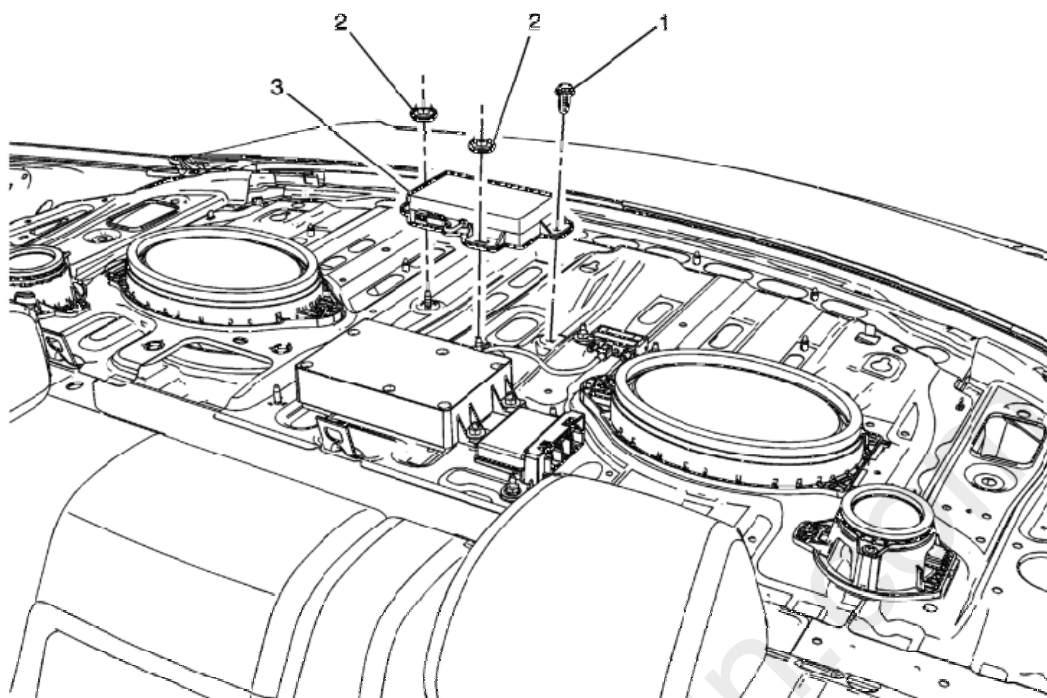


Fig. 16: Communication Interface Module Battery
Courtesy of GENERAL MOTORS COMPANY

Communication Interface Module Battery Replacement

Callout	Component Name
Preliminary Procedure Remove the rear window panel trim. Refer to <u>Rear Window Panel Trim Replacement (With DB3)</u> , <u>Rear Window Panel Trim Replacement (Without DB3)</u> .	
1	Communication Interface Module Battery Bolt CAUTION: Refer to <u>Fastener Caution</u> . Tighten 4.0 N.m (35 lb in)
2	Communication Interface Module Battery Nuts (Qty: 2) Tighten 6.0 N.m (53 lb in)
3	Communication Interface Module Battery Procedure Disconnect the electrical connector.

RADIO BRACKET REPLACEMENT

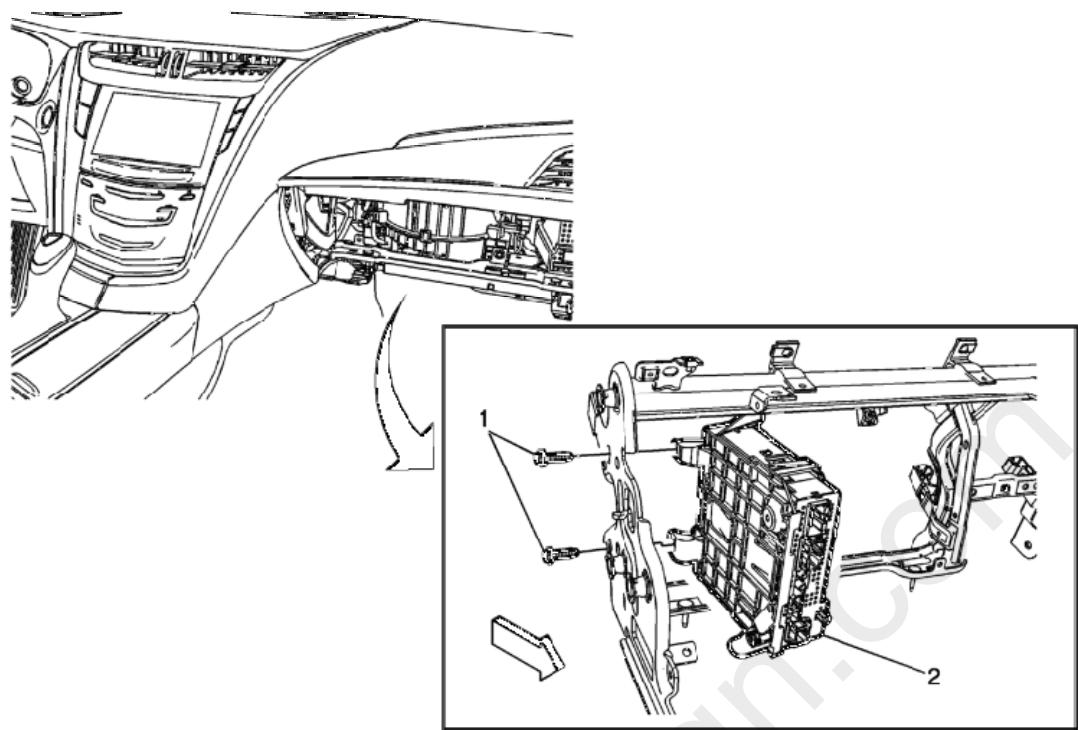


Fig. 17: Radio Bracket
Courtesy of GENERAL MOTORS COMPANY

Radio Bracket Replacement

Callout	Component Name
Preliminary Procedure Remove the radio. Refer to Radio Replacement .	
1	Radio Bracket Fasteners (Qty: 2) CAUTION: Refer to Fastener Caution . Tighten 2.5 N.m (22 lb in)
2	Radio Bracket Procedure 1. Disconnect the electrical connections. 2. Transfer components as necessary.

RADIO REPLACEMENT

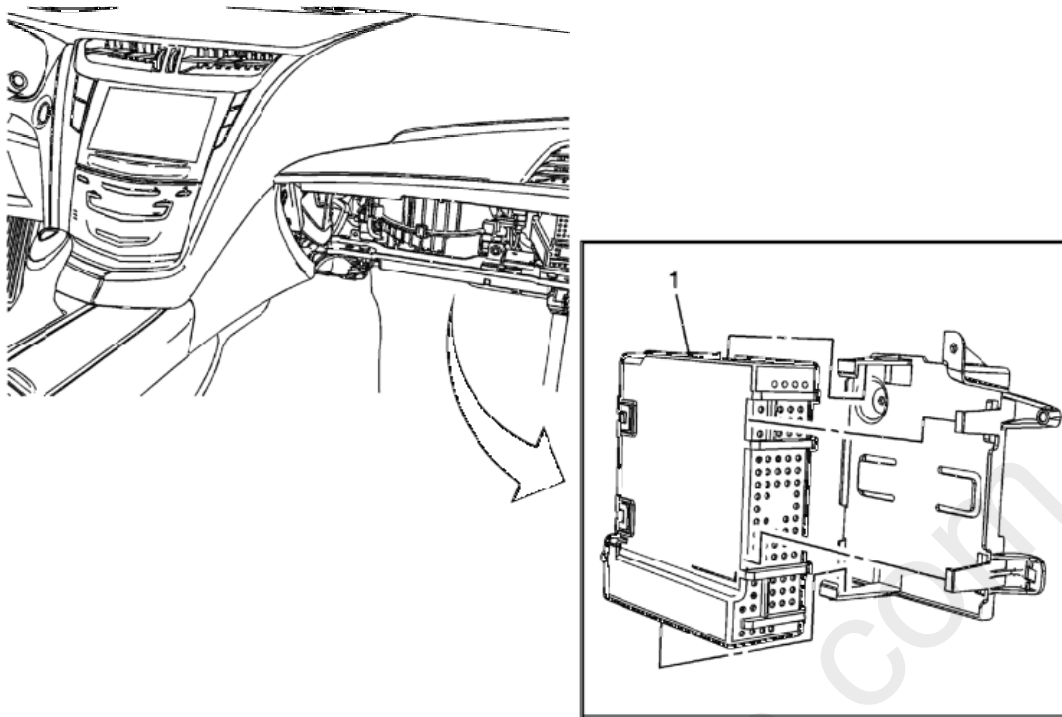


Fig. 18: Radio

Courtesy of GENERAL MOTORS COMPANY

Radio Replacement

Callout	Component Name
Preliminary Procedure	
Remove the instrument panel compartment. Refer to <u>Instrument Panel Compartment Replacement</u> .	
1	Radio Procedure 1. Disconnect the electrical connections. 2. Reposition the carpet as necessary to allow enough clearance for module removal. 3. Slide module downward to release from bracket. 4. Refer to <u>Control Module References</u> for programming and setup information.

RADIO CONTROL ASSEMBLY REPLACEMENT

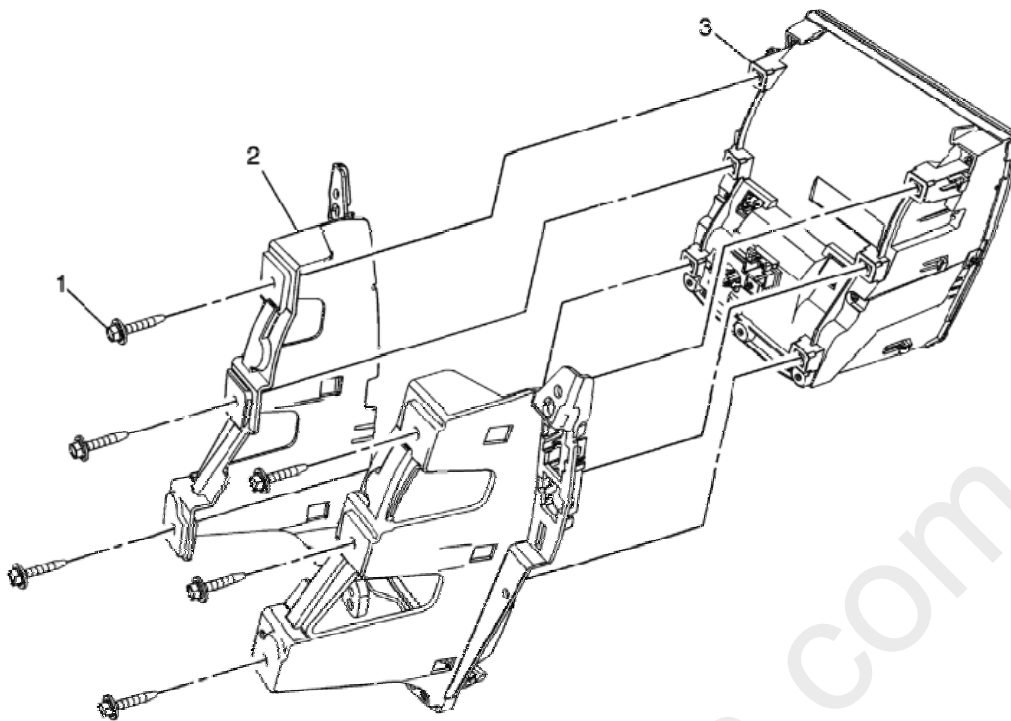


Fig. 19: Radio Control Assembly
 Courtesy of GENERAL MOTORS COMPANY

Radio Control Assembly Replacement

Callout	Component Name
Preliminary Procedure Remove the instrument panel accessory bracket. Refer to <u>Instrument Panel Accessory Bracket Replacement</u> .	
1	Radio Control Fasteners (Qty: 6) CAUTION: Refer to <u>Fastener Caution</u> . Tighten 2.5 N.m (22 lb in)
2	Instrument Panel Accessory Bracket
3	Radio Control Assembly Procedure 1. Remove the radio control from the bracket assembly. 2. Refer to <u>Control Module References</u> for programming and setup information.

RADIO VOLUME COMPENSATOR INTERIOR NOISE MICROPHONE REPLACEMENT

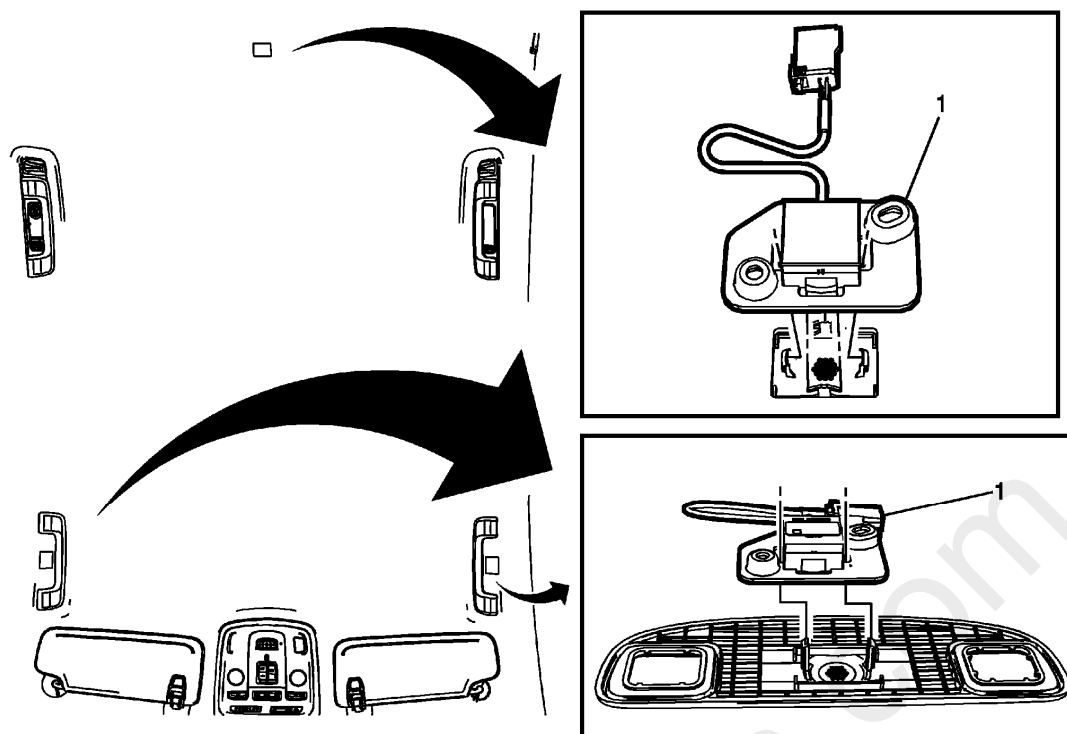


Fig. 20: Radio Volume Compensator Interior Noise Microphone
Courtesy of GENERAL MOTORS COMPANY

Radio Volume Compensator Interior Noise Microphone Replacement

Callout	Component Name
Preliminary Procedure Lower the front or rear of the headlining trim panel enough to gain access to the microphone. Refer to <u>Headlining Trim Panel Replacement (With Sunroof)</u> , <u>Headlining Trim Panel Replacement (Without Sunroof)</u> .	
1	Radio Volume Compensator Interior Noise Microphone (Qty: 3) Procedure 1. Disconnect the electrical connectors. 2. Unsnap the microphone from the grille.

ACTIVE NOISE CANCELLATION MICROPHONE GRILLE REPLACEMENT

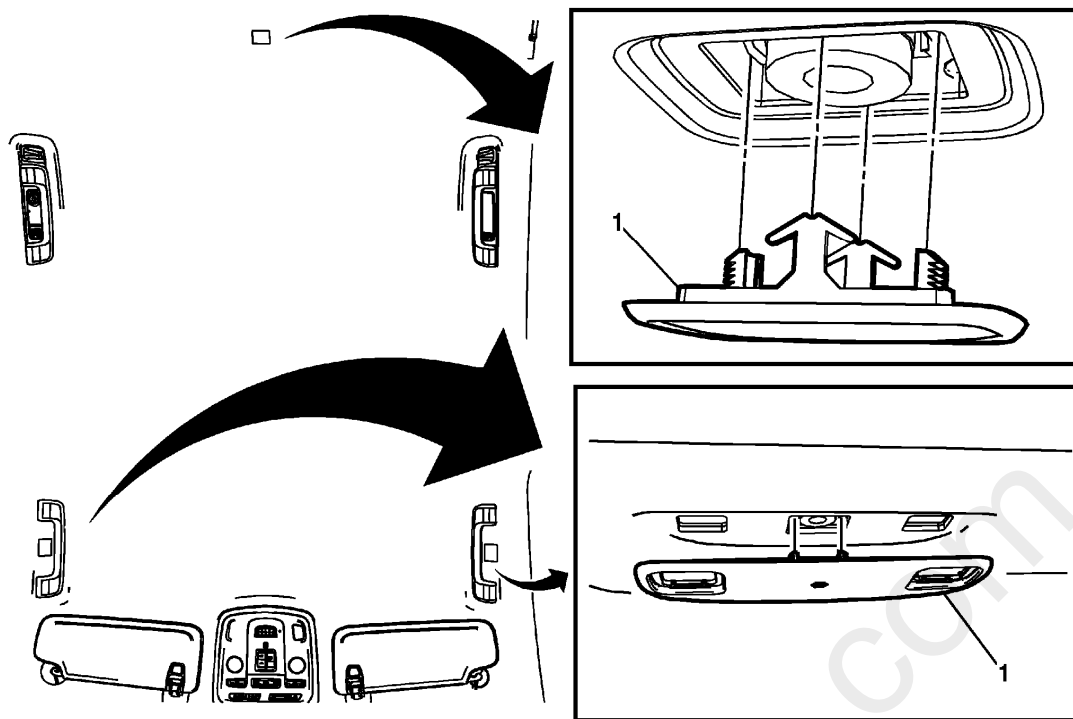


Fig. 21: Active Noise Cancellation Microphone Grille
Courtesy of GENERAL MOTORS COMPANY

Active Noise Cancellation Microphone Grille Replacement

Callout	Component Name
Preliminary Procedure Lower the headlining trim panel in the location of the microphone grille to be replaced. Refer to <u>Headlining Trim Panel Replacement (With Sunroof)</u> , <u>Headlining Trim Panel Replacement (Without Sunroof)</u> .	
1	Active Noise Cancellation Microphone Grille (Qty: 3) Procedure Using the appropriate tool, gently remove grille from the headlining trim panel.

DISC PLAYER REPLACEMENT

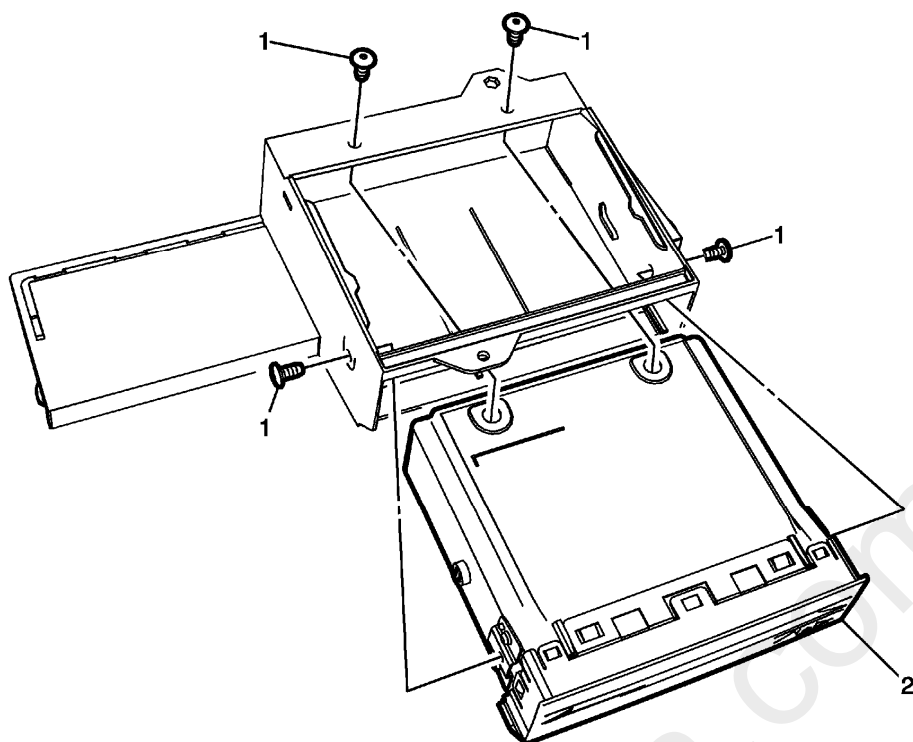


Fig. 22: Disc Player
 Courtesy of GENERAL MOTORS COMPANY

Disc Player Replacement

Callout	Component Name
Preliminary Procedure Remove the instrument panel compartment shelf. Refer to <u>Instrument Panel Compartment Shelf Replacement</u> .	
1	Audio Disc Player Fasteners (Qty: 4) CAUTION: Refer to <u>Fastener Caution</u> . Tighten 4.7 N.m (42 lb in)
2	Audio Disc Player

AUDIO DISC PLAYER, USB, AUXILIARY IN, AND MEMORY CARD RECEPTACLE REPLACEMENT

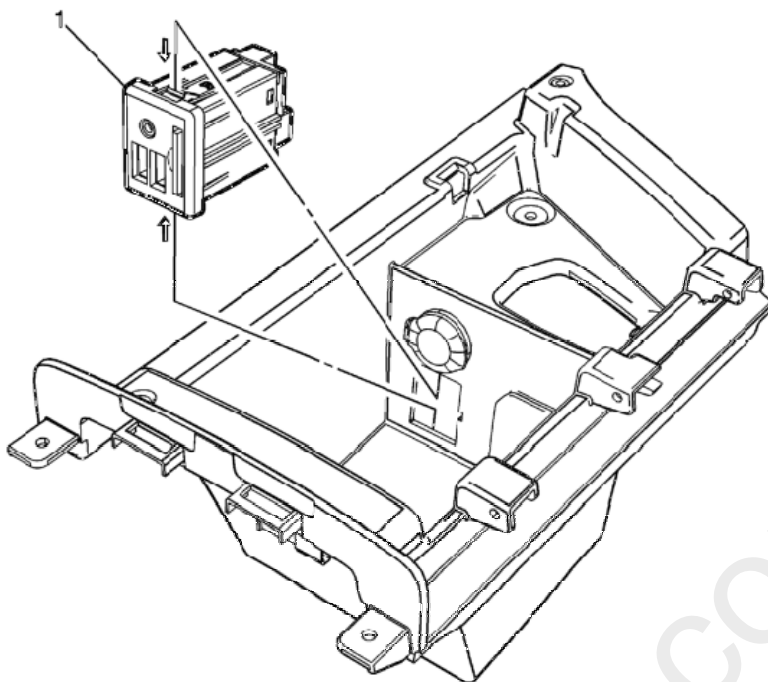


Fig. 23: Audio Disc Player, USB, Auxiliary In, and Memory Card Receptacle
 Courtesy of GENERAL MOTORS COMPANY

Audio Disc Player, USB, Auxiliary In, and Memory Card Receptacle Replacement

Callout	Component Name
Preliminary Procedure Remove the front floor console compartment. Refer to <u>Front Floor Console Compartment Replacement</u> .	
1	Audio Player, USB, Auxiliary In, and Memory Card Receptacle Procedure Depress the tabs on the receptacle to remove.

RADIO SPEAKER AMPLIFIER REPLACEMENT

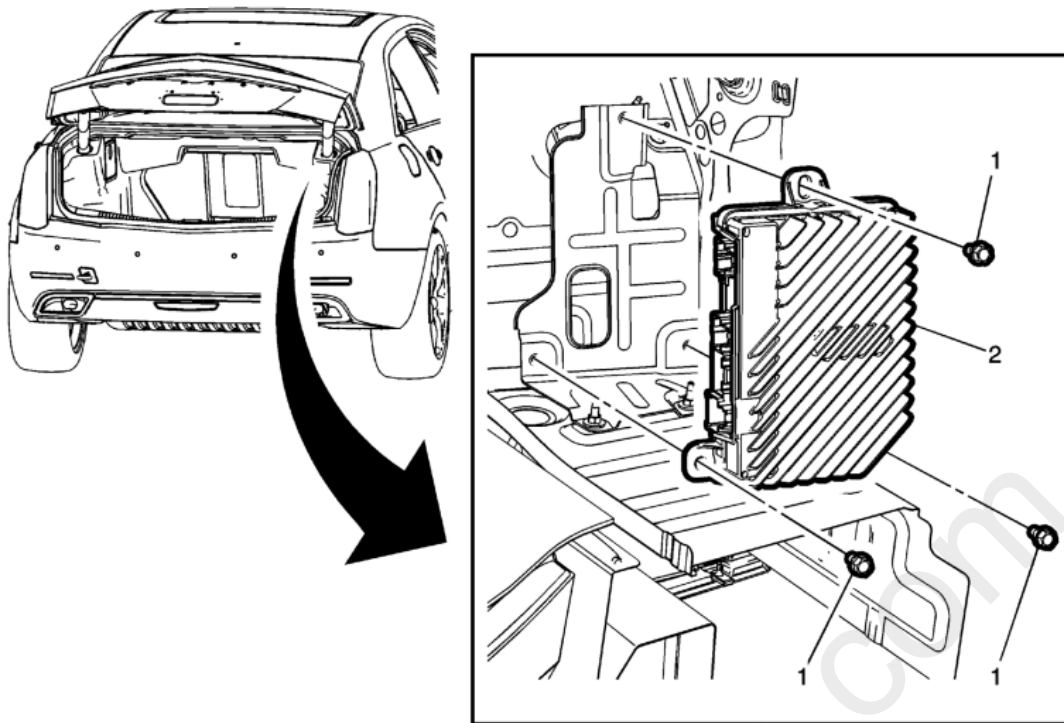


Fig. 24: Radio Speaker Amplifier
 Courtesy of GENERAL MOTORS COMPANY

Radio Speaker Amplifier Replacement

Callout	Component Name
Preliminary Procedure Reposition the rear compartment side trim panel - right. Refer to <u>Rear Compartment Side Trim Replacement - Right Side</u> .	
1	Radio Speaker Amplifier Fasteners (Qty: 3) CAUTION: Refer to <u>Fastener Caution</u> . Tighten 2.5 N.m (22 lb in)
2	Radio Speaker Amplifier Procedure 1. Disconnect the electrical connectors. 2. For programming and set up information, refer to <u>Control Module References</u> .

NAVIGATION SIGNAL SPLITTER REPLACEMENT

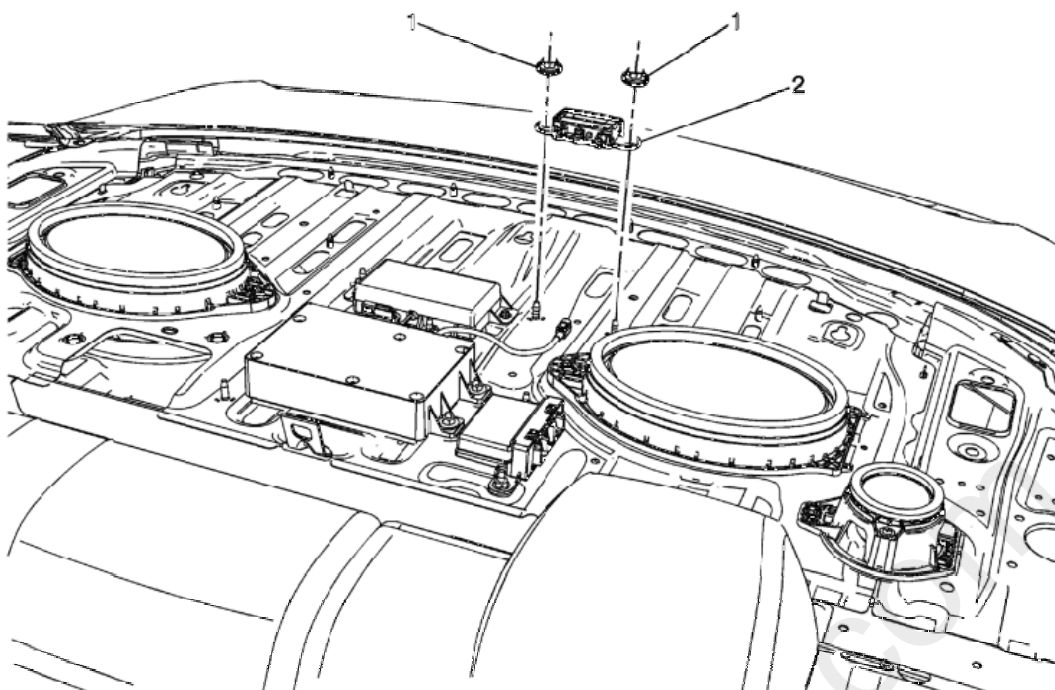


Fig. 25: Navigation Signal Splitter
 Courtesy of GENERAL MOTORS COMPANY

Navigation Signal Splitter Replacement

Callout	Component Name
Preliminary Procedure Remove the rear window panel trim. Refer to <u>Rear Window Panel Trim Replacement (With DB3)</u> , <u>Rear Window Panel Trim Replacement (Without DB3)</u> .	
1	Navigation Signal Splitter Fastener (Qty: 2) CAUTION: Refer to <u>Fastener Caution</u> .
2	Navigation Signal Splitter Procedure Disconnect the electrical connector.

RADIO ANTENNA COIL REPLACEMENT

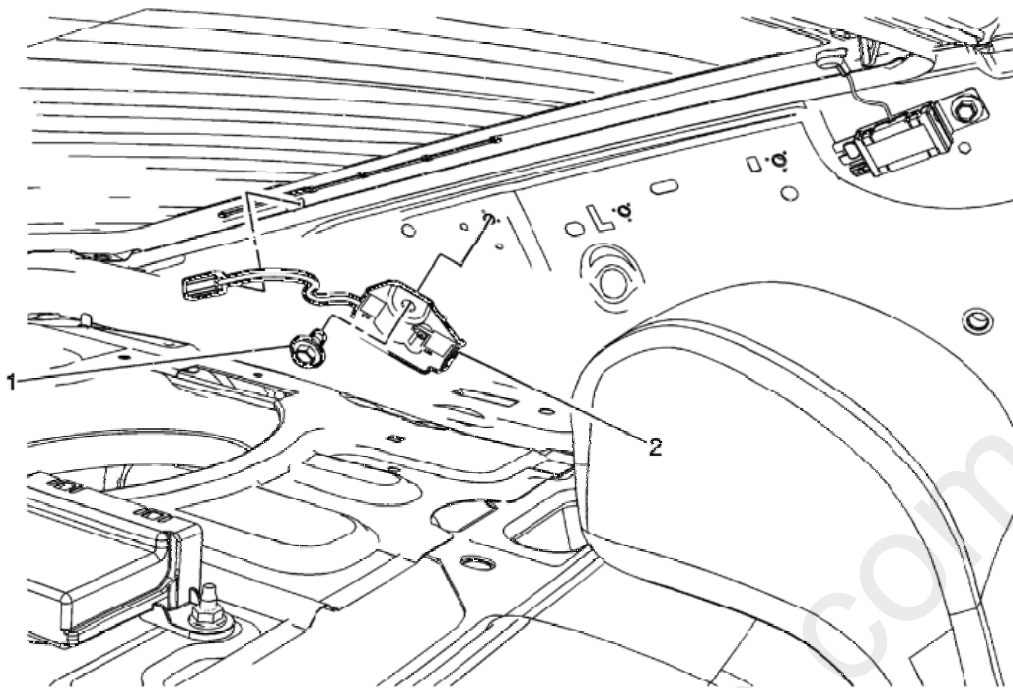


Fig. 26: Radio Antenna Coil
 Courtesy of GENERAL MOTORS COMPANY

Radio Antenna Coil Replacement

Callout	Component Name
Preliminary Procedure Remove the body side rear window garnish molding - left. Refer to <u>Body Side Rear Window Garnish Molding Replacement</u> .	
1	Radio Antenna Coil Fastener CAUTION: Refer to <u>Fastener Caution</u> . Tighten 9 N.m (80 lb in)
2	Radio Antenna Coil Procedure Disconnect the electrical connector.

RADIO ANTENNA GROUND COIL REPLACEMENT

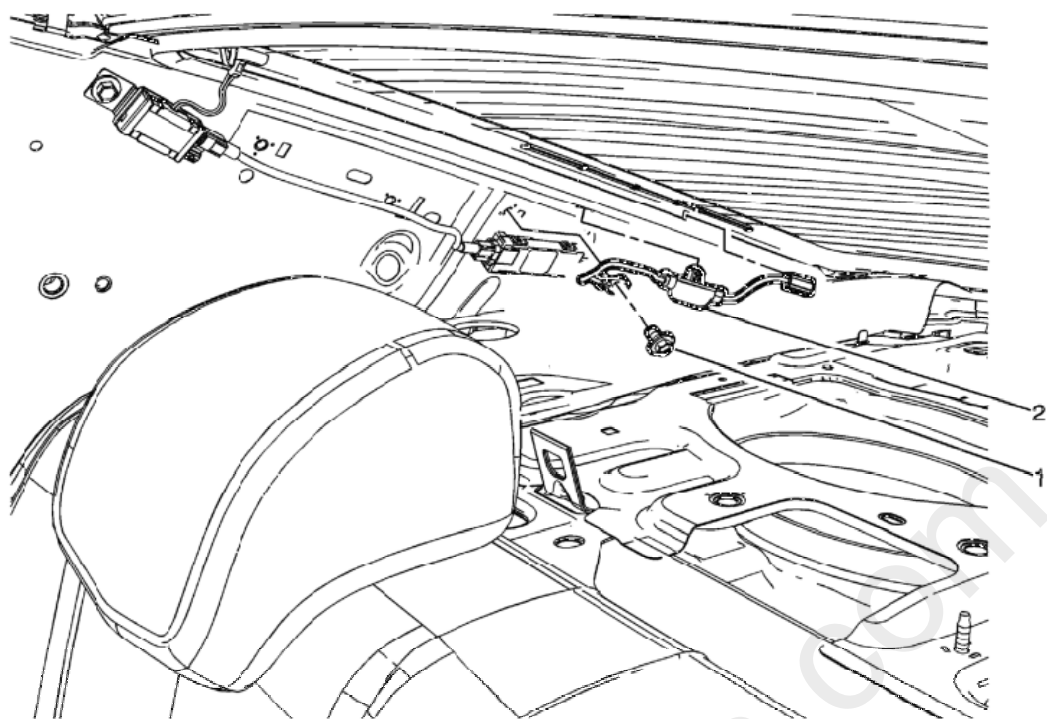


Fig. 27: Radio Antenna Ground Coil
 Courtesy of GENERAL MOTORS COMPANY

Radio Antenna Ground Coil Replacement

Callout	Component Name
Preliminary Procedure Remove the body side rear window garnish molding - right side. Refer to <u>Body Side Rear Window Garnish Molding Replacement</u> .	
1	Radio Antenna Ground Coil Fastener CAUTION: Refer to <u>Fastener Caution</u> . Tighten 9 N.m(80 lb in)
2	Radio Antenna Ground Coil Procedure Disconnect the electrical connector.

RADIO ANTENNA BASE REPLACEMENT

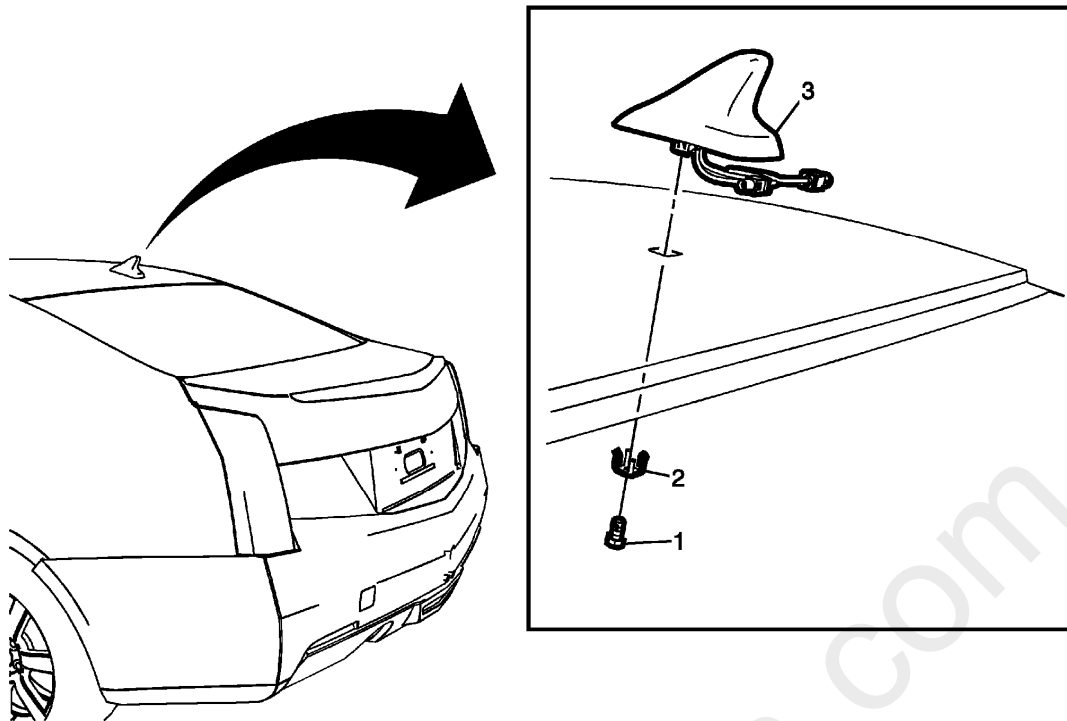


Fig. 28: Radio Antenna Base
 Courtesy of GENERAL MOTORS COMPANY

Radio Antenna Base Replacement

Callout	Component Name
Preliminary Procedure Lower the rear of the headlining trim panel. Refer to Headlining Trim Panel Replacement (With Sunroof) , Headlining Trim Panel Replacement (Without Sunroof) .	
1	Radio Antenna Base Fastener CAUTION: Refer to Fastener Caution . Tighten 9 N.m (80 lb in)
2	Radio Antenna Base Retainer
3	Radio Antenna Base Procedure Disconnect the electrical connectors.

RADIO ANTENNA AMPLIFIER REPLACEMENT

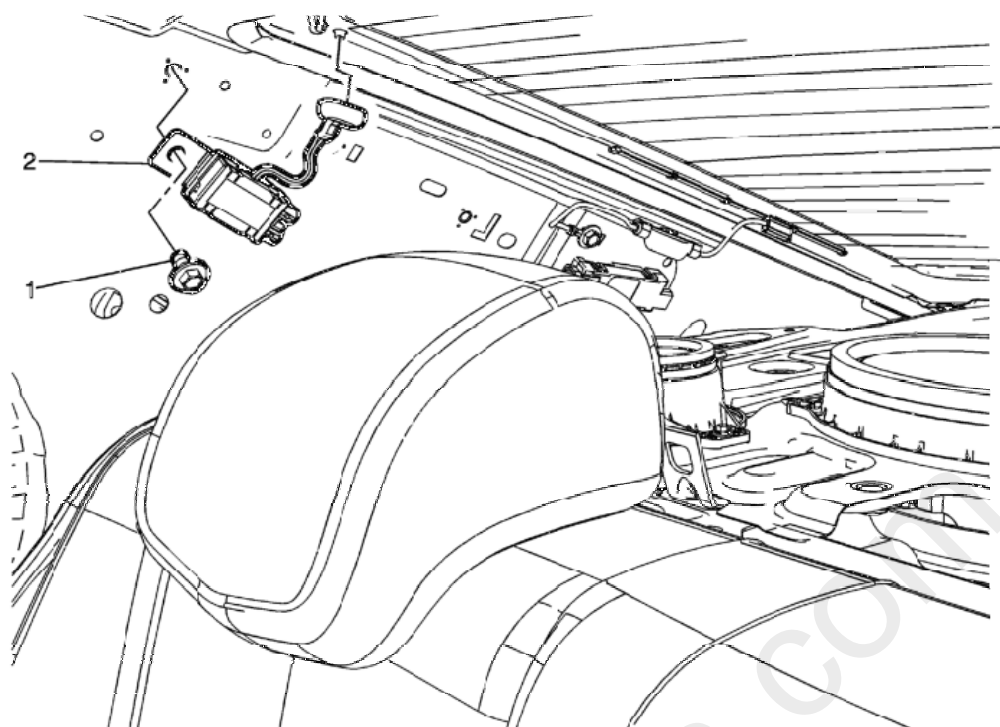


Fig. 29: Radio Antenna Amplifier

Courtesy of GENERAL MOTORS COMPANY

Radio Antenna Amplifier Replacement

Callout	Component Name
Preliminary Procedures 1. Remove the body side rear window garnish molding. Refer to <u>Body Side Rear Window Garnish Molding Replacement</u> . 2. Lower the rear of the headliner enough to gain access to the amplifier fastener. Refer to <u>Headlining Trim Panel Replacement (With Sunroof)</u> , <u>Headlining Trim Panel Replacement (Without Sunroof)</u> .	
1	Radio Antenna Amplifier Fastener CAUTION: Refer to <u>Fastener Caution</u> . Tighten 8 N.m (71 lb in)
2	Radio Antenna Amplifier Procedure 1. Disconnect the electrical connection.

2. Unsnap the wire from the glass.

DIGITAL RADIO ANTENNA CABLE REPLACEMENT

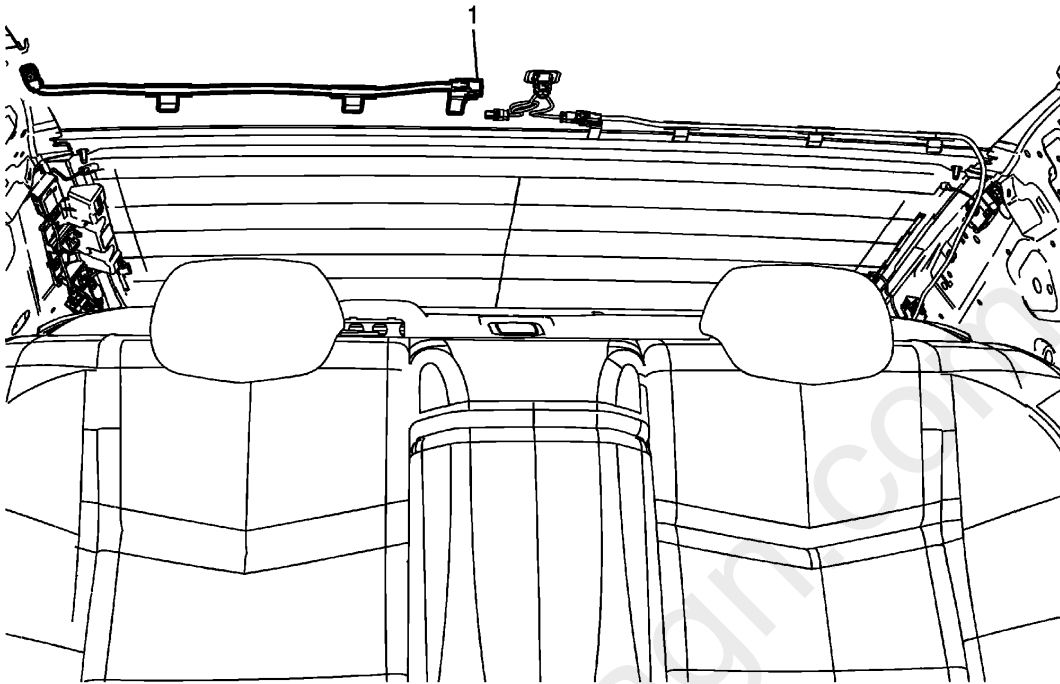


Fig. 30: Digital Radio Antenna Cable
Courtesy of GENERAL MOTORS COMPANY

Digital Radio Antenna Cable Replacement

Callout	Component Name
Preliminary Procedures	
1. Remove the body side rear window garnish molding. Refer to <u>Body Side Rear Window Garnish Molding Replacement</u> . 2. Lower the rear of the headliner as needed. Refer to <u>Headlining Trim Panel Replacement (With Sunroof)</u> , <u>Headlining Trim Panel Replacement (Without Sunroof)</u> .	
1	Digital Radio Antenna Cable Procedure 1. Disconnect the electrical connectors at each end of the antenna. 2. If the antenna cable is taped into the wiring harness then cut the ends off the old antenna and route the new antenna as close to the old one as possible using tie straps to secure the new cable.

RADIO, MOBILE TELEPHONE, AND VEHICLE LOCATION ANTENNA CABLE REPLACEMENT

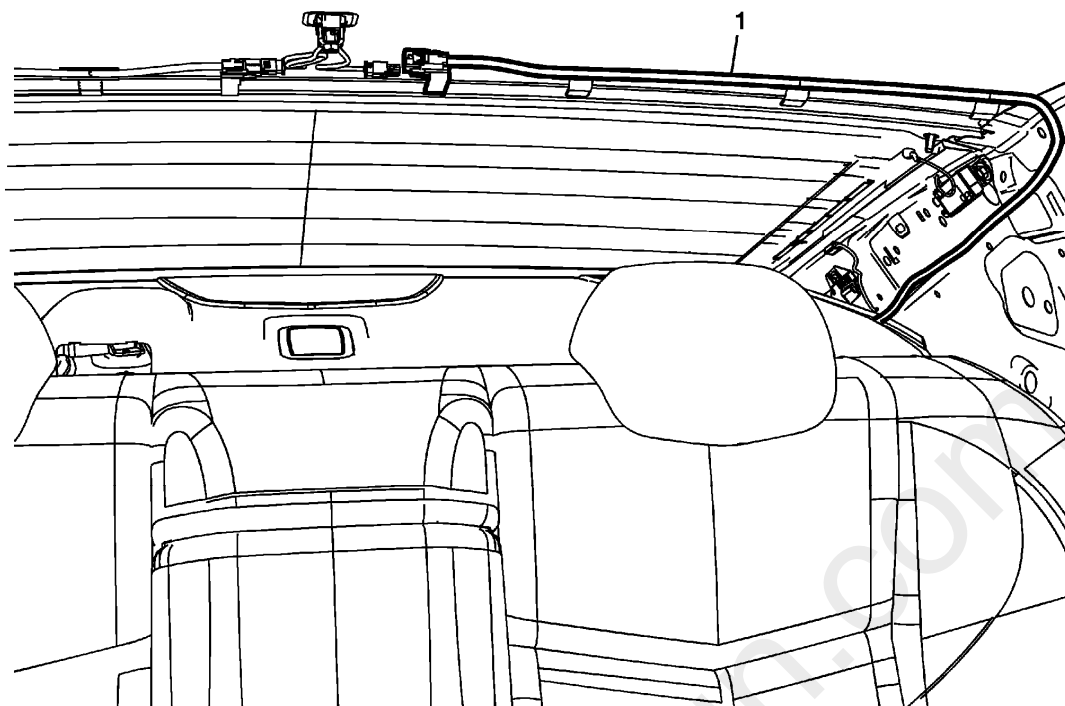


Fig. 31: Radio, Mobile Telephone, and Vehicle Location Antenna Cable
Courtesy of GENERAL MOTORS COMPANY

Radio, Mobile Telephone, and Vehicle Location Antenna Cable Replacement

Callout	Component Name
Preliminary Procedures	
1. Remove the rear window trim panel. Refer to <u>Rear Window Panel Trim Replacement (With DB3)</u> , <u>Rear Window Panel Trim Replacement (Without DB3)</u> . 2. Lower the rear of the headliner as needed. Refer to <u>Headlining Trim Panel Replacement (With Sunroof)</u> , <u>Headlining Trim Panel Replacement (Without Sunroof)</u> .	
1	Radio, Mobile Telephone, and Vehicle Location Antenna Cable Procedure 1. Disconnect the electrical connectors at each end of the antenna. 2. If the antenna cable is taped into the wiring harness then cut the ends off the old antenna and route the new antenna as close to the old one as possible using tie straps to secure the new cable.

MOBILE TELEPHONE AND NAVIGATION ANTENNA COAXIAL CABLE REPLACEMENT

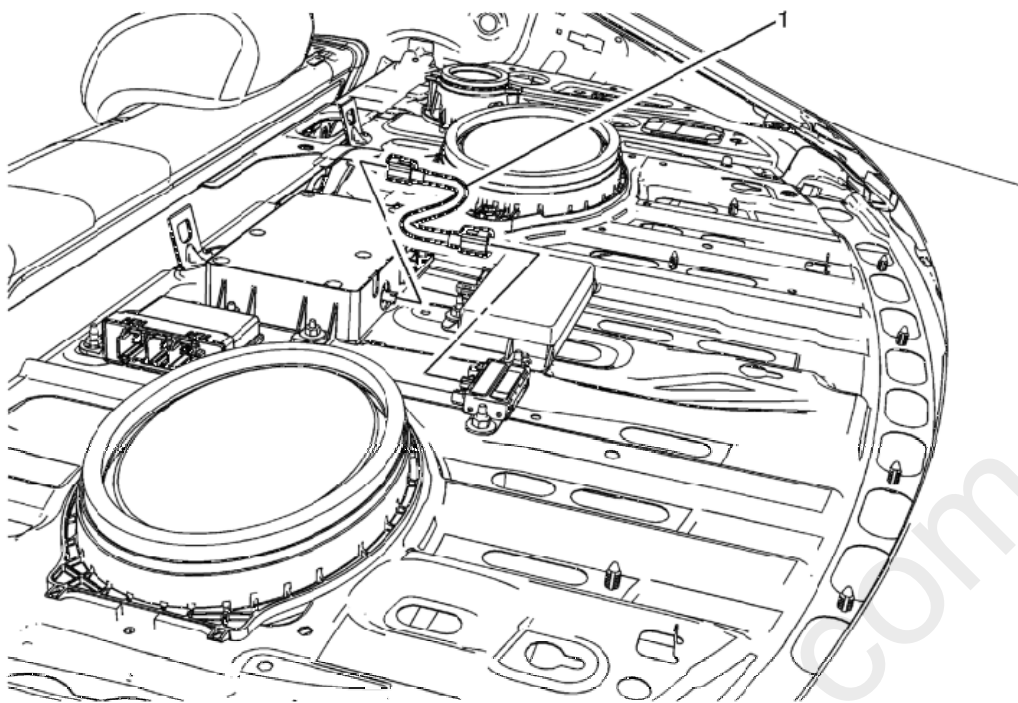


Fig. 32: Mobile Telephone and Navigation Antenna Coaxial Cable
 Courtesy of GENERAL MOTORS COMPANY

Mobile Telephone and Navigation Antenna Coaxial Cable Replacement

Callout	Component Name
Preliminary Procedure Remove the rear window panel trim. Refer to <u>Rear Window Panel Trim Replacement (With DB3)</u> , <u>Rear Window Panel Trim Replacement (Without DB3)</u> .	
1	Mobile Telephone and Navigation Antenna Coaxial Cable Procedure Disconnect the cable connectors at both ends.

RADIO FRONT SPEAKER REPLACEMENT

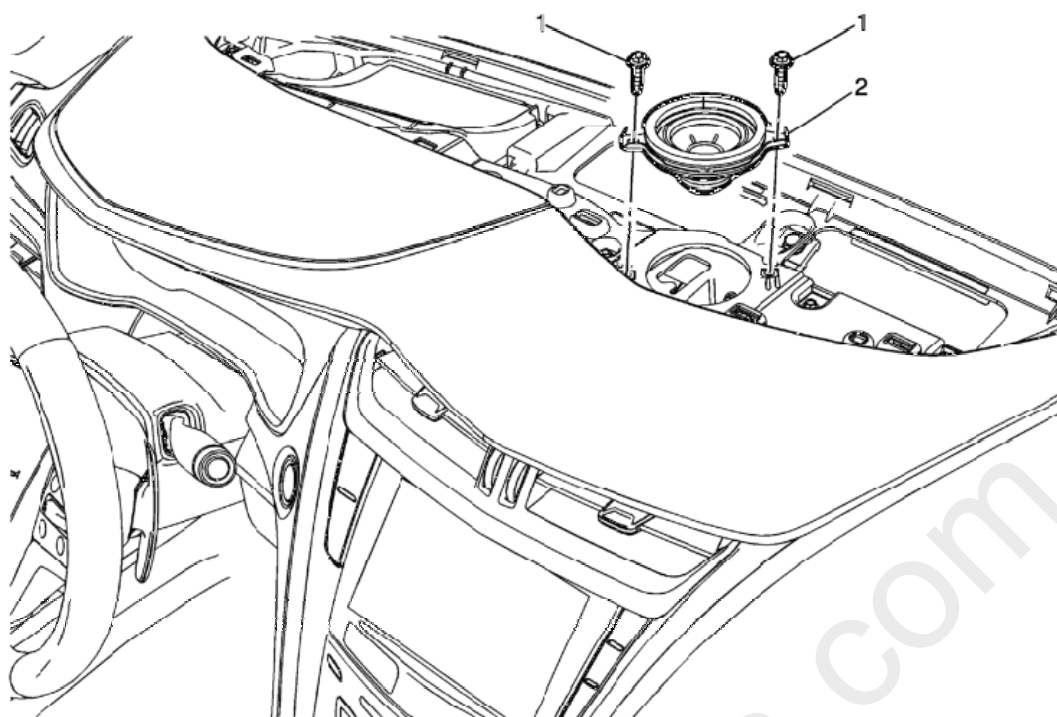


Fig. 33: Radio Front Speaker

Courtesy of GENERAL MOTORS COMPANY

Radio Front Speaker Replacement

Callout	Component Name
Preliminary Procedure Remove the instrument panel extension. Refer to <u>Instrument Panel Extension Replacement</u> .	
1	Radio Front Speaker Fastener (Qty: 2) CAUTION: Refer to <u>Fastener Caution</u> . Tighten 2.5 N.m (22 lb in)
2	Radio Front Speaker Procedure Disconnect the electrical connector.

RADIO WINDSHIELD SIDE GARNISH MOLDING SPEAKER REPLACEMENT

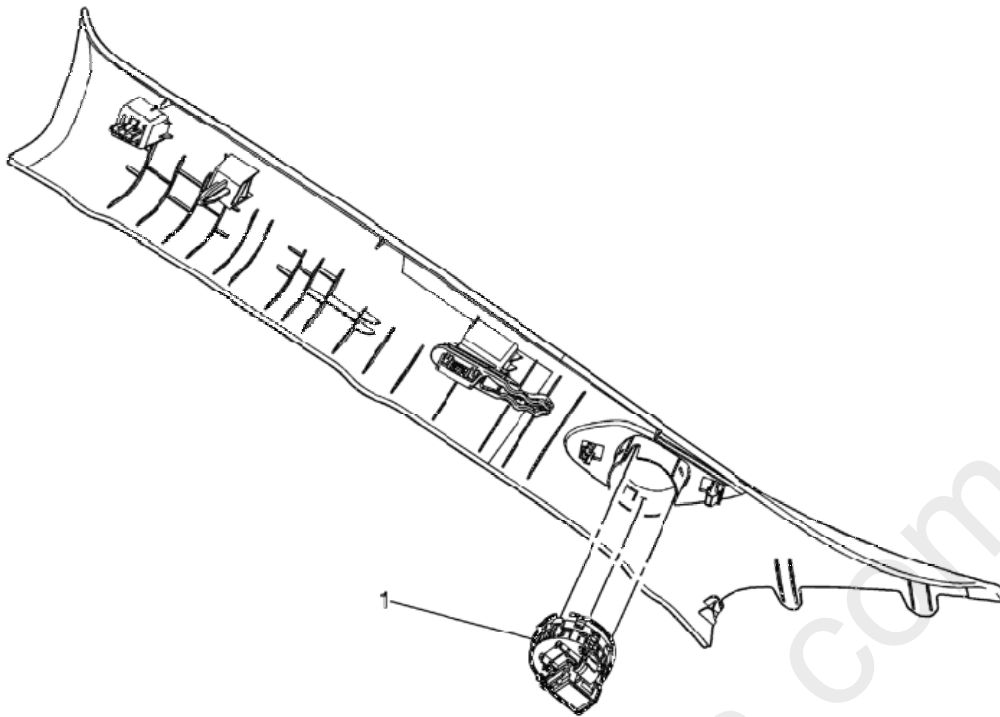


Fig. 34: Radio Windshield Side Garnish Molding Speaker
 Courtesy of GENERAL MOTORS COMPANY

Radio Windshield Side Garnish Molding Speaker Replacement

Callout	Component Name
Preliminary Procedure	
Remove the windshield garnish molding. Refer to <u>Windshield Garnish Molding Replacement</u> .	
1	Radio Windshield Side Garnish Molding Speaker
Procedure	
Depress tabs to remove speaker from the grille.	

RADIO FRONT SIDE DOOR UPPER SPEAKER REPLACEMENT

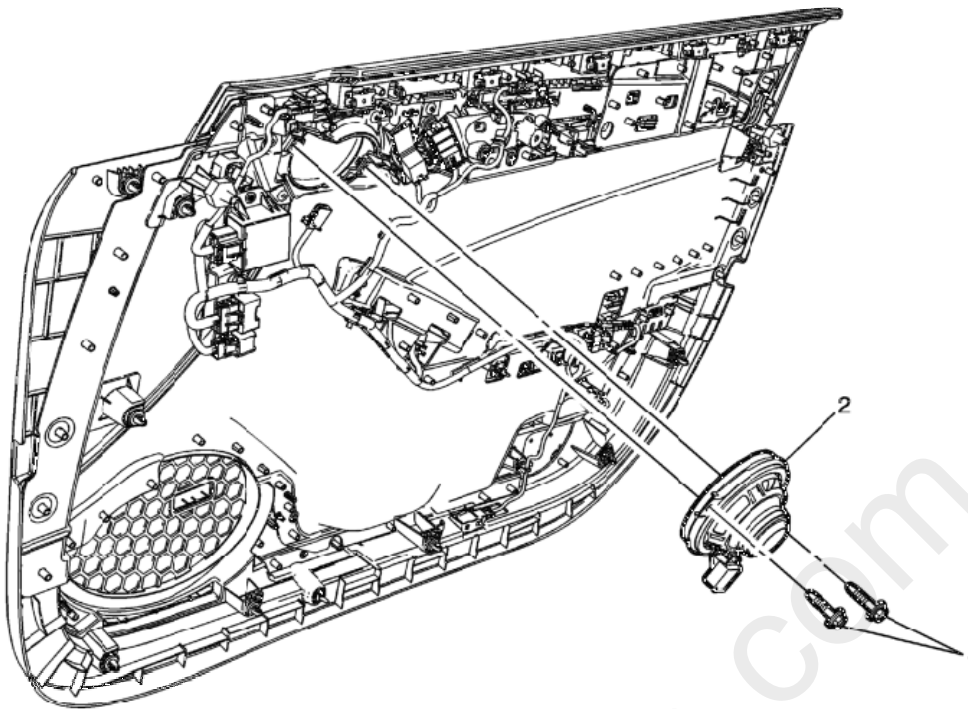


Fig. 35: Radio Front Side Door Upper Speaker
 Courtesy of GENERAL MOTORS COMPANY

Radio Front Side Door Upper Speaker Replacement

Callout	Component Name
Preliminary Procedure Remove the front side door trim. Refer to Front Side Door Trim Replacement .	
1	Radio Front Side Door Speaker Fastener (Qty: 2) CAUTION: Refer to Fastener Caution . Tighten 2.5 N.m (22 lb in)
2	Radio Front Side Door Upper Speaker Procedure Disconnect the electrical connector.

RADIO FRONT SIDE DOOR SPEAKER REPLACEMENT

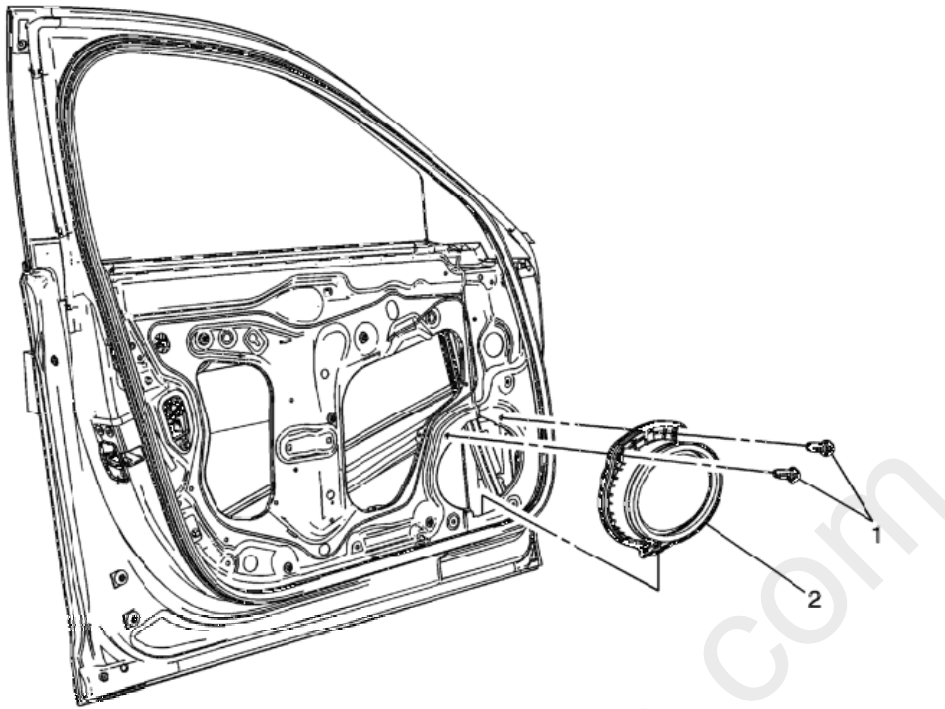


Fig. 36: Radio Front Side Door Speaker
 Courtesy of GENERAL MOTORS COMPANY

Radio Front Side Door Speaker Replacement

Callout	Component Name
Preliminary Procedure Remove the front side door trim. Refer to Front Side Door Trim Replacement .	
1	Radio Front Side Door Speaker Fastener (Qty: 2) CAUTION: Refer to Fastener Caution . Tighten 2.5 N.m (22 lb in)
2	Radio Front Side Door Speaker Procedure 1. Release the clip retaining the speaker to the door frame. 2. Disconnect the electrical connector. 3. Unclip the wire harness from the speaker.

RADIO REAR SPEAKER REPLACEMENT (UQS)

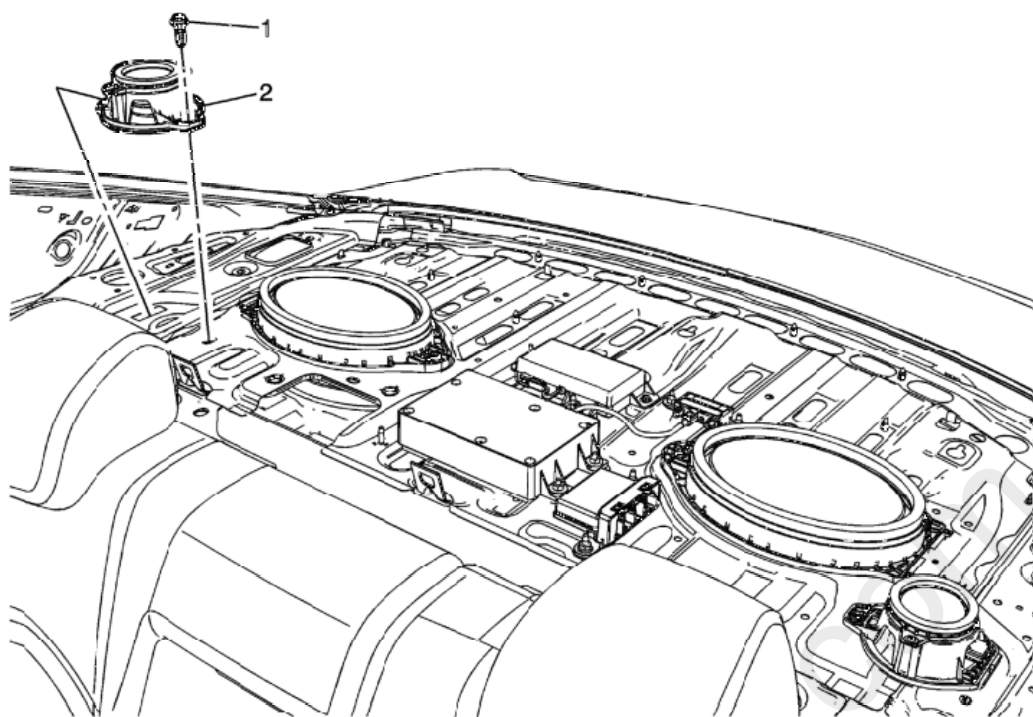


Fig. 37: Radio Rear Speaker (UQS)
 Courtesy of GENERAL MOTORS COMPANY

Radio Rear Speaker Replacement (UQS)

Callout	Component Name
Preliminary Procedure Remove the rear window panel trim. Refer to <u>Rear Window Panel Trim Replacement (With DB3)</u> , <u>Rear Window Panel Trim Replacement (Without DB3)</u> .	
1	Radio Rear Speaker Fastener CAUTION: Refer to <u>Fastener Caution</u> . Tighten 2.5 N.m (22 lb in)
2	Radio Rear Speaker Procedure Disconnect the electrical connector.

RADIO REAR SPEAKER REPLACEMENT (UQA/UQS)

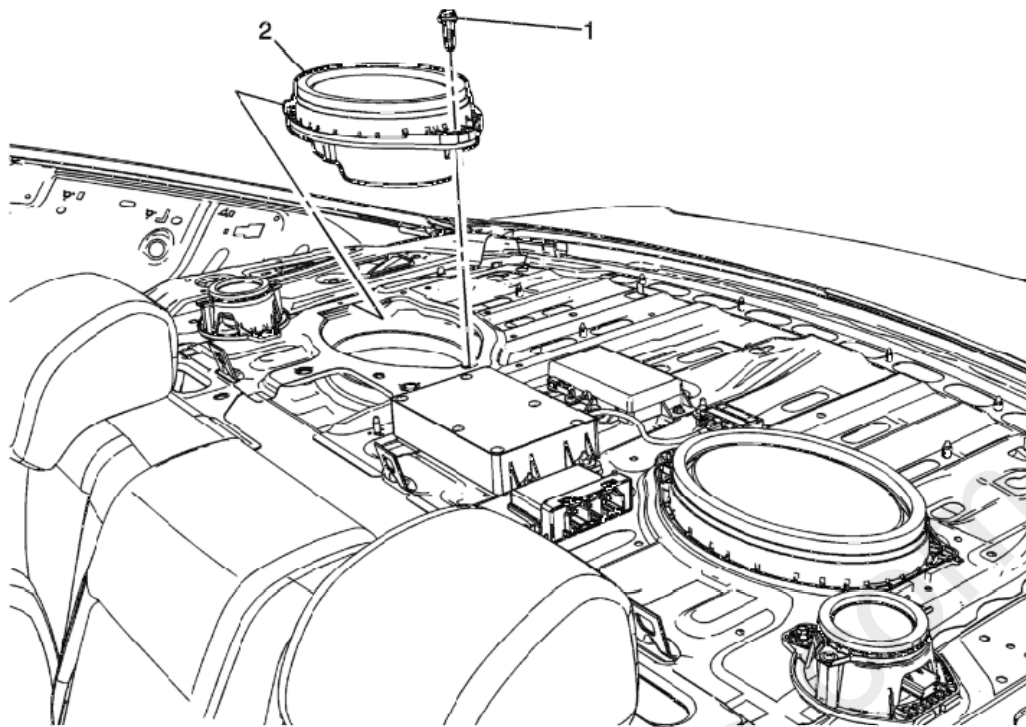


Fig. 38: Radio Rear Speaker (UQA/UQS)
 Courtesy of GENERAL MOTORS COMPANY

Radio Rear Speaker Replacement (UQA/UQS)

Callout	Component Name
Preliminary Procedure Remove the rear window panel trim. Refer to <u>Rear Window Panel Trim Replacement (With DB3)</u> , <u>Rear Window Panel Trim Replacement (Without DB3)</u> .	
1	Radio Rear Speaker Fastener CAUTION: Refer to <u>Fastener Caution</u> . Tighten 2.5 N.m (22 lb in)
2	Radio Rear Speaker Procedure 1. Release the spring clip retaining the speaker to the rear window panel. 2. Disconnect the electrical connector.

RADIO CONTROL SWITCH REPLACEMENT - STEERING WHEEL

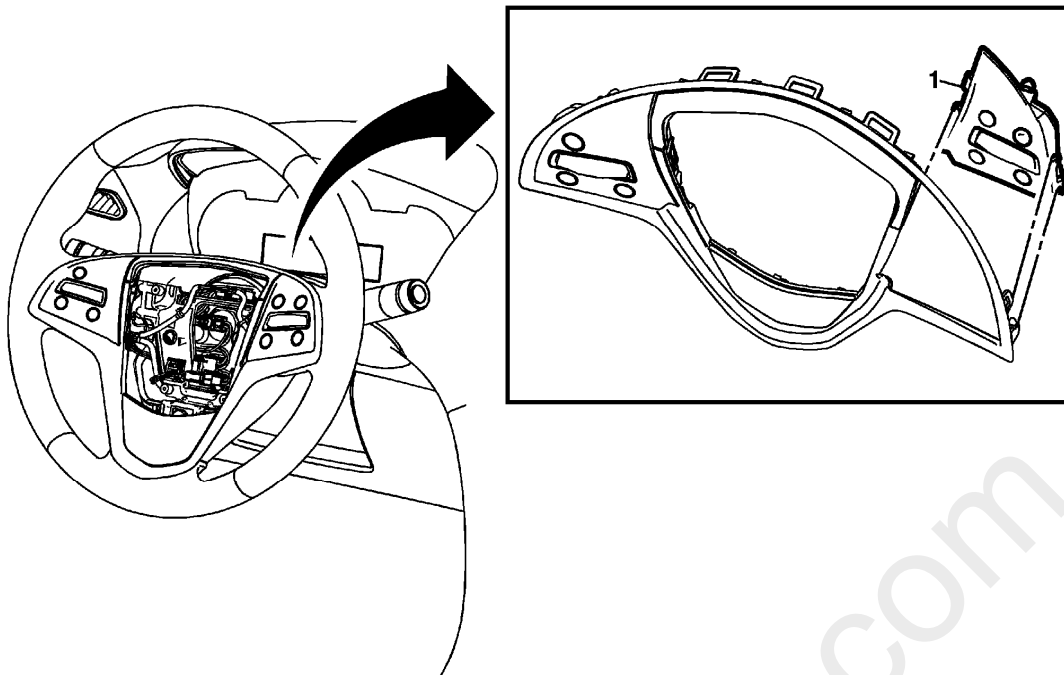


Fig. 39: Radio Control Switch - Steering Wheel
 Courtesy of GENERAL MOTORS COMPANY

Radio Control Switch Replacement - Steering Wheel

Callout	Component Name
Preliminary Procedures	
1. Remove the steering wheel airbag. Refer to <u>Steering Wheel Airbag Replacement</u> . 2. Remove the steering wheel spoke cover. Refer to <u>Steering Wheel Spoke Cover Replacement</u> .	
1	Radio Control Switch Procedure Use the appropriate tool to depress the tabs and release the switch from the cover.

RADIO REAR SIDE DOOR SPEAKER REPLACEMENT

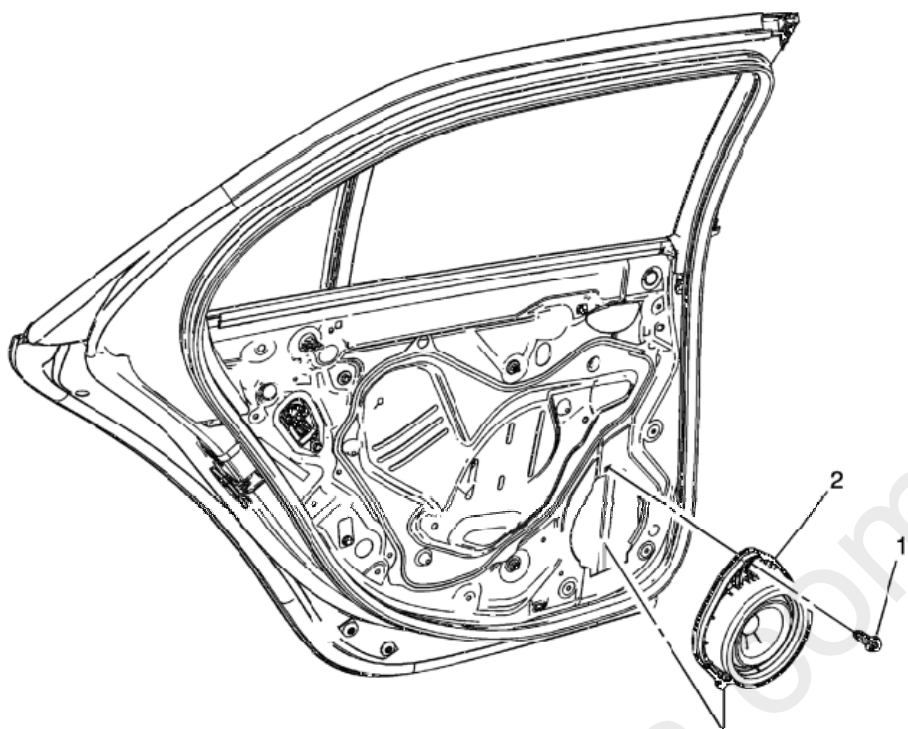


Fig. 40: Radio Rear Side Door Speaker
 Courtesy of GENERAL MOTORS COMPANY

Radio Rear Side Door Speaker Replacement

Callout	Component Name
Preliminary Procedure Remove the rear side door trim. Refer to <u>Rear Side Door Trim Replacement</u> .	
1	Radio Rear Side Door Speaker Fastener CAUTION: Refer to <u>Fastener Caution</u> . Tighten 2.5 N.m (22 lb in)
2	Radio Rear Side Door Speaker Procedure 1. Release the spring clip retaining the speaker to the door. 2. Disconnect the electrical connector. 3. Unclip the wire harness retainers from the speaker.

DESCRIPTION AND OPERATION

ONSTAR DESCRIPTION AND OPERATION

This OnStar® system consists of the following components:

- Telematics communication interface control module
- OnStar® three button assembly
- Microphone
- Cellular antenna
- Navigation antenna
- Bluetooth® antenna (If equipped)
- Back up battery (If equipped)

This system also interfaces with the factory installed vehicle audio system.

Onstar Block Diagram

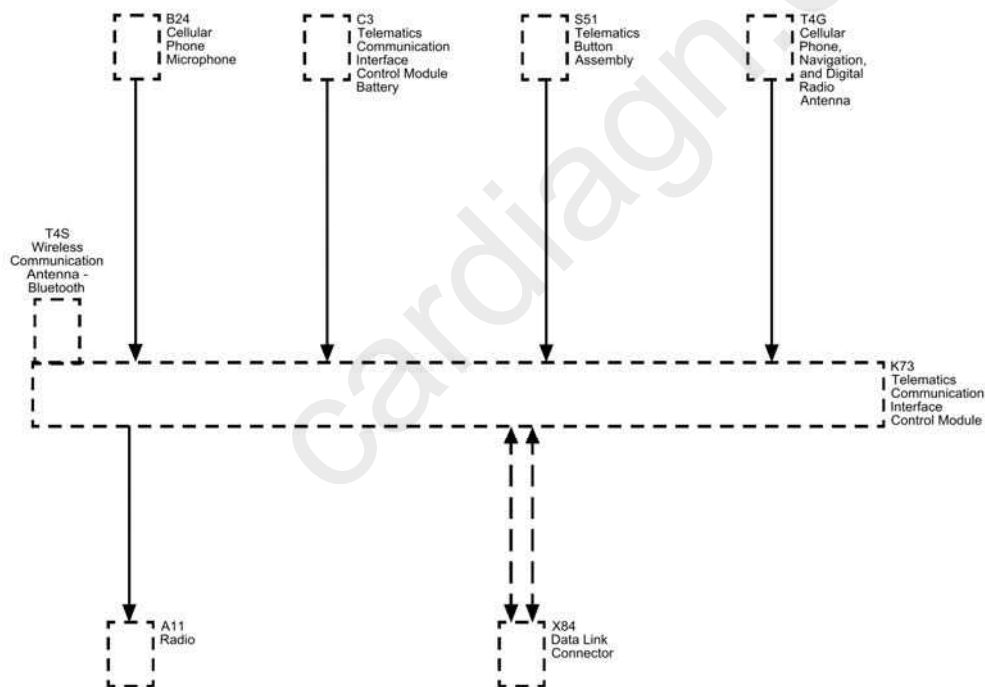


Fig. 41: Identifying Onstar Block Diagram

Courtesy of GENERAL MOTORS COMPANY

Callout	Component Name
HW	Hard-Wired
HW	Hard-Wired
HW	Hard-Wired
HW	Hard-Wired
HW	Hard-Wired
DB	Serial Data - GMLAN Low Speed
DD	Serial Data - GMLAN High Speed
B24	B24 Cellular Phone Microphone
C3	C3 Telematics Communication Interface Control Module Battery
S51	S51 Telematics Button Assembly
T4G	T4G Cellular Phone, Navigation, and Digital Radio Antenna
T4S	T4S Wireless Communication Antenna - Bluetooth
K73	K73 Telematics Communication Interface Control Module
A11	A11 Radio
X84	X84 Data Link Connector

Telematics Communication Interface Control Module

The telematics communication interface control module is a cellular device that allows the user to communicate data and voice signals over the national cellular network. Power is provided by a dedicated, fused B+ circuit. Ground is provided through the vehicle wiring harness attached to the module. The ignition state is determined by the telematics communication interface control module through serial data messaging.

Dedicated circuits are used to connect the telematics communication interface control module to a microphone, the button assembly, and to command the status LED. The telematics communication interface control module communicates with the rest of the vehicle over the serial data bus.

The module houses 2 technology systems, one to process GPS data, and another for cellular information. The cellular system connects the OnStar® system to the cellular carrier's communication system by interacting with the national cellular infrastructure. The module sends and receives all cellular communications over the cellular antenna and cellular antenna coax. GPS satellites orbiting earth are constantly transmitting signals of their current location. The OnStar® system uses the GPS signals to provide location on demand.

The module also has the capability of activating the horn, initiating door lock/unlock, or activating the exterior lamps using the serial data circuits. These functions can be commanded by the OnStar® Call Center per a customer request.

OnStar® Three Button Assembly

Base Mirror

- The OnStar® button assembly may be part of the rearview mirror, or a separate, stand alone unit. The

button assembly is comprised of 3 buttons and a status LED. The buttons are defined as follows:

- The answer/end call button, which is black with a white phone icon, allows the user to answer and end calls or initiate speech recognition.
- The blue OnStar® call center button, which displays the OnStar® logo, allows the user to connect to the OnStar® call center.
- The emergency button, which displays a white cross with a red background, sends a high priority emergency call to the OnStar® call center when pressed.

The telematics communication interface control module supplies 10 volts to the OnStar® button assembly on the keypad supply voltage circuit. When pressed, each button completes a circuit across a resistor allowing a specific voltage to be returned to the telematics communication interface control module on the keypad signal circuit. Depending upon the voltage range returned the telematics communication interface control module is able to identify which button has been pressed.

The OnStar® status LED is located with the button assembly. The LED is green when the system is ON and operating normally. When the status LED is green and flashing, it is an indication that a call is in progress. When the LED is red, this indicates a system malfunction is present. In the event there is a system malfunction and the OnStar® system is still able to make a call, the LED will flash red during the call.

If the mirror has the rear vision camera display in the mirror, the LED's are then interior to the mirror and controlled via data communication on the Low Speed GMLAN bus from the Telematics Communication Interface Control Module to the mirror.

If the LED does not illuminate, this may indicate that the customers OnStar® subscription is not active or has expired. Push the blue OnStar button to connect to an advisor who can then verify the account status.

Each LED is controlled by the telematics communication interface control module over dedicated LED signal circuits. Ground for the LED is provided by the wiring harness attached to the button assembly.

Prismatic Mirror (If Equipped)

- The OnStar® button assembly is a part of the rearview mirror. The button assembly is comprised of 3 capacitive touch buttons and a status LED. The buttons are defined as follows:
 - The answer/end call button, which is a white driver figure seated with voice signals near it's face, allows the user to answer and end calls or initiate speech recognition.
 - The blue OnStar® call center button, which displays the blue OnStar® logo, allows the user to connect to the OnStar® call center.
 - The emergency button, which displays red letters "SOS" as an illuminated Indicator, sends a high priority emergency call to the OnStar® call center when pressed.

The telematics communication interface control module supplies 10 volts to the OnStar® button assembly on the keypad supply voltage circuit. When pressed, each button press is processed and completes a circuit across an internal resistor allowing a specific voltage to be returned to the telematics communication interface control module on the keypad signal circuit. Depending upon the voltage range returned the telematics communication interface control module is able to identify which button has been pressed.

The OnStar® status LED is located within the mirror near the buttons. The LED is green when the system is ON and operating normally. When the status LED is green and flashing, it is an indication that a call is in progress. When the LED is red, this indicates a system malfunction is present. In the event there is a system malfunction and the OnStar® system is still able to make a call, the LED will flash red during the call.

If the LED does not illuminate, this may indicate that the customers OnStar® subscription is not active or has expired. Push the blue OnStar button to connect to an advisor who can then verify the account status.

Each LED is controlled by the telematics communication interface control module over dedicated LED signal circuits. Ground for the LED is provided by the wiring harness attached to the button assembly.

Electrochromic Mirror (If Equipped)

- The OnStar® button assembly is a part of the rearview mirror. The button assembly is comprised of 3 capacitive touch buttons and an error indicator. The buttons are defined as follows:
 - The answer/end call button, which is a white driver figure seated with voice signals near it's face, allows the user to answer and end calls or initiate speech recognition.
 - The blue OnStar® call center button, which displays the blue OnStar® logo, allows the user to connect to the OnStar® call center.
 - The emergency button, which displays red letters "SOS" as an illuminated Indicator, sends a high priority emergency call to the OnStar® call center when pressed.

The telematics communication interface control module supplies 10 volts to the OnStar® button assembly on the keypad supply voltage circuit. When pressed, each button press is processed and completes a circuit across an internal resistor allowing a specific voltage to be returned to the telematics communication interface control module on the keypad signal circuit. Depending upon the voltage range returned the telematics communication interface control module is able to identify which button has been pressed and illuminate associated indicator above each button.

The OnStar® error indicator is located within the mirror above the buttons between the OnStar® indicator and emergency "SOS" indicator. All three indicators associated with a button press are illuminated when the system is ON and operating normally. When any indicator is illuminated and flashing, it is an indication that a call is in progress. When the OnStar® error indicator is illuminated, this indicates a system malfunction is present. In the event there is a system malfunction and the OnStar® system is still able to make a call, the OnStar® error indicator will remain illuminated during the call.

If the indicators do not illuminate, this may indicate that the customers OnStar® subscription is not active or has expired. Push the blue OnStar button to connect to an advisor who can then verify the account status.

Secondary OnStar® Controls

Some vehicles may have an additional button that when pushed can engage the OnStar® system. The button may be a symbol of a face with sound waves, or may say MUTE, or be a symbol of a radio speaker with a slash through it.

By engaging the OnStar® system with this feature, the user can interact with the system by use of voice commands. A complete list of these commands is supplied in the information provided to the customer. If the

information is not available for reference, at any command prompt the user can say "HELP" and the telematics communication interface control module will return an audible list of available commands.

OnStar® Microphone

The OnStar®, or cellular microphone, can be a part of the rearview mirror assembly, or on some vehicle lines, a separate, stand alone unit. In either case, the telematics communication interface control module supplies approximately 10 volts to the microphone on the cellular microphone signal circuit, and voice data from the user is sent back to the telematics communication interface control module over the same circuit. A cellular microphone low reference circuit or a drain wire provides a ground for the microphone.

Cellular and GPS Antennas

This vehicle will be equipped with one of the following types of antennas:

- A combination cellular and navigation antenna, which brings the functions of both into a single part
- A cellular, GPS, and digital radio receiver antenna, which also incorporates the functionality of the digital radio receiver satellite antenna (XM).
- A cellular, GPS, and digital radio receiver antenna, which also incorporates the AM/FM antenna.

The cellular antenna is the component that allows the OnStar® system to send and receive data over airwaves by means of cellular technology. The antenna is connected at the base to a coax cable that plugs directly into the telematics communication interface control module.

The GPS antenna is used to collect the signals of the orbiting GPS satellites. Within the antenna is housed a low noise amplifier that allows for a more broad and precise reception of this data. The antenna is connected at the base to a coax cable that plugs directly into the telematics communication interface control module. The cable also provides a path for DC current for powering the antenna.

The OnStar® Call Center also has the capability of communicating with the vehicle during an OnStar® call to retrieve the latest GPS location and transmit it to the OnStar® Call Center. A history location of the last recorded position of the vehicle is stored in the module and marked as aged, for as long as the module power is not removed. Actual GPS location may take up to 10 minutes to register in the event of a loss of power.

OnStar® RemoteLink

OnStar® RemoteLink is a mobile app to link mobile devices to a vehicle for limited diagnostics and feature controls. After downloading the app and registering the device, vehicle owners with an eligible vehicle can use their mobile devices to access real-time data from their vehicle and perform specific commands remotely.

All communication between the app and the vehicle is powered by OnStar's® advanced connected vehicle technology. An active OnStar® account as well as a valid OnStar® username and password are required to use the app. The remote commands must be enabled by logging into the user's OnStar® account prior to using the app.

Vehicle Control Features

- Lock/Unlock doors
- Start vehicle remotely
- Activate your Horn & Lights
- Contact an OnStar Advisor, Roadside Assistance or your Preferred Dealer

Available Vehicle Data:

- Real-time fuel information, including fuel range, fuel remaining, and lifetime MPG
- Lifetime mileage
- Remaining oil life
- Current tire pressure information
- OnStar® account information

Compass Heading

The telematics communication interface module has a compass feature to calculate vehicle direction which is displayed via the instrument panel cluster or designated display. The compass heading is determined by dead reckoning until the GPS 3d fix is established. The dead reckoning is accomplished by using the yaw rate sensors and wheel ticks to determine heading changes from a GPS known heading. The GPS 3d fix heading is determined by the deferential of two locations.

Bluetooth® (If Equipped)

Bluetooth® wireless technology is a short-range communications technology intended to replace the cables connecting portable and/or fixed devices while maintaining high levels of security. Only vehicles with steering wheel controls will have Bluetooth® functionality. In order to utilize the vehicle's Bluetooth® system, a Bluetooth® equipped cellular phone is required.

The Bluetooth® antenna is a small fixed antenna connected directly to the telematics communication interface control module and is used to send and receive signals from a Bluetooth® enabled cellular phone. The antenna utilizes no cabling and is not external to the vehicle. The available features and functions are determined by the software within the device being used and the telematics communication interface control module. The operating range of the signal from the vehicle is approximately 30 feet. Note that the operating range is dependent upon the cellular phone being used and battery level of the phone.

With Bluetooth® technology customers can experience hands-free calling as their Bluetooth® capable cellular phones are wirelessly connected to the vehicle. It will allow customers to place and receive calls using the steering wheel controls and voice recognition. The vehicle audio system will allow you to listen to your call through the vehicle speakers and adjust volume through steering wheel or radio controls.

Not all Bluetooth® cellular phones are guaranteed to work with the vehicle's Bluetooth® system. Based on the cellular phone's service provider and the manufacturer's implementation of Bluetooth®, not all phones support all available Bluetooth® functionality. Bluetooth® enabled cellular phones will be tested for vehicle compatibility and a feature compatibility list will be provided via the GM Bluetooth® website:

<http://www.gm.com/vc/bluetooth/>

Bluetooth® Features Supported

The following is a list of features supported by the Bluetooth® system. Note that not all devices will support all of the listed functions.

- Automatic reconnection - highest priority phone will automatically be connected to vehicle when vehicle ignition is on
- Hands-free dialing- via digits, redial, name tags (phone number saved to a nametag via voice recognition)
- Answering a call
- Ending a call
- Mute a Call
- Rejecting a call - ignore an incoming call
- Call Waiting
- Three-way Calling - initiated from hands-free system
- Send Number During a Call - this is used when calling a menu-driven phone system
- Transfer a Call - transfer call from vehicle to cellular phone and visa versa
- Voice Pass-Thru - allow access to the voice recognition commands on the cellular phone

Pairing a Bluetooth® Cellular Phone to the Vehicle

In order to use hands-free calling, the cellular phone must be paired to the vehicle. Up to five devices can be paired to the vehicle at one time, but only one can be connected at any given time. To pair a phone, the customer must know how to operate the Bluetooth® functionality of their phone. The pairing process must only be done one time for each phone, unless that phone's information is deleted. For safety reasons, the pairing process is disabled while the vehicle is moving.

Once the Bluetooth® cellular phone has been paired with vehicle, it will automatically connect to the vehicle when the ignition is on and the device is on. When more than one paired phone is in the vehicle, the phone with the highest priority will be connected. If the cellular phone is in use while getting into the vehicle, the phone can be switched to hands-free mode with the press of a button. In addition, a call in progress can be transferred from the vehicle hands-free mode to the phone to continue the call as the customer exits the vehicle.

Complete pairing instructions are provided in the Vehicle Owners Manual.

Back-up Battery (If Equipped)

IMPORTANT: Do not disconnect the main vehicle battery or remove the OnStar® fuse with the ignition key in any position other than OFF. Disconnecting power to the OnStar® module in any way while the ignition is ON or with retained accessory power activated may cause activation of the OnStar® Back-Up Battery. This action is per design as the back-up battery is designed to provide power to the telematics communication interface control module so an emergency notification call can be made after an event where the main battery is disabled. Once the Back-Up Battery is activated it will stay on until the power is restored back to the telematics communication interface control module. The telematics

communication interface control module naturally chooses the main supply voltage as it's default supply, but if the main supply is removed or lost for any reason the OnStar® module will use the Back-Up Battery as a power supply as long as the default supply can not be detected. The back-up battery is not rechargeable and once discharged below 9.5 volts the back-up battery must be replaced.

Certain OnStar® equipped vehicles may also be equipped with a back-up battery. The back-up battery is a non-rechargeable, lithium battery intended to provide an auxiliary power source for the telematics communication interface control module in the event where power from the main vehicle battery is lost.

The back-up battery is intended to have a limited life span of approximately 4 years and is designed to maintain an open circuit voltage between 16 V and 9 V throughout this period. This allows the battery to power the basic functions of the telematics communication interface control module for least one 200 second (5 minute) call at the end of the 4 year span, should the main vehicle battery be lost. In the case of a vehicle losing vehicle battery power, OnStar will switch over to the backup battery based on an internal algorithm. It will look for an air-bag deploy, or near-deploy, messages from the SDM. If there are no messages the OnStar module will stay wake for a few minutes longer and monitor the buttons in the mirror. If not pressed, the modules will power down and shut off completely.

The back-up battery is connected to the telematics communication interface control module through the back-up battery positive voltage circuit and back-up battery ground circuit and is protected from a short circuit by means of an internal fuse. In the event the back-up battery, battery positive voltage circuit is shorted to the back-up battery ground circuit or chassis ground, the fuse will open and render the back-up battery permanently inoperable. The status of the back-up battery and its associated wiring is monitored by the telematics communication interface control module.

Audio System Interface

When the OnStar® requires audio output, a serial data message is sent to the audio system to mute all radio functions and transmit OnStar® originated audio. The OnStar® audio is transmitted to the vehicle audio system by a dedicated signal circuit and a low reference circuit.

The audio system will mute and an audible ring will be heard through the speakers if the vehicle receives a call with the radio ON.

On some vehicles, the HVAC blower speed may be reduced when the OnStar® system is active to aid in reducing interior noise. When the system is no longer active, the blower speed will return to its previous setting.

OnStar® Sleep Cycle

The OnStar® system uses a unique sleep cycle to allow the system to receive cellular calls while the ignition is in the OFF position and retained accessory power mode has ended. This cycle enables the telematics communication interface control module to perform remote functions, such as door unlock, as commanded over the air by the OnStar® Call Center, and to continue to maintain an acceptable level of battery electrical drain.

The OnStar® system uses 4 states of readiness, depending upon the type of cellular market the vehicle is in when the ignition is put into the OFF state:

- High power
- Low power
- Sleep
- Digital standby

The high power state is in effect whenever the ignition is in the ON or RUN position, or retained accessory power is enabled, and the OnStar® system is sending or receiving calls or when the system is performing a remote function.

The low power state is in effect when the OnStar® system is idle with the ignition in the ON or RUN position, or with retained accessory power enabled.

The sleep state is entered after the vehicle has been shut off and the retained accessory power has timed out while in an analog cellular area. At a predetermined time recorded within the telematics communication interface control module, the system re-enters the low power state to listen for a call from the OnStar® Call Center for 1 minute. After this interval, the system will again return to the sleep state for 9 minutes. If a call is sent during the 1 minute interval, the OnStar® system will receive the call and immediately go into the high power mode to perform any requested functions. If no call is received during the 1 minute interval, the system will go back into the sleep mode for another 9 minutes. This process will continue for up to 48 hours, after which the OnStar® system will turn off until the ignition is turned to the ON or RUN position.

The digital standby power state is entered after the vehicle has been shut off and the retained accessory power has timed out while in a digital cellular area. When in digital standby mode, the OnStar® module is able to perform all remote functions as commanded by an OnStar® advisor at any time, for a continuous 120 hours. After 120 hours, the OnStar® module will go into sleep mode until a wake up signal from the vehicle is seen by the telematics communication interface control module. If the OnStar module loses the digital cellular signal it will revert to analog mode and follow the standard sleep state (9 minutes OFF, 1 minute standby) based on the time of the GPS signals, this will continue until a digital cellular signal is again received.

If the OnStar® system loses battery power while the system is in a standby or sleep mode, the system will remain OFF until battery power is restored and the ignition is turned to the ON or RUN position.

Features

OnStar® Personal Calling

The hands free, OnStar® personal calling cellular phone feature is an additional feature of the OnStar® system. This feature is embedded within the telematics communication interface control module; however it must be activated by an OnStar® advisor. OnStar® personal calling operates similar to most hand held cellular phones in that the availability for its usage is based on minutes or units. The customer must have a current OnStar® subscription, as this feature cannot be utilized without it. To use OnStar® personal calling, the customer must also purchase units (minutes) as outlined in the owners guide provided with the OnStar® system. Units begin to deplete, 1 unit is equal to 1 minute, as the customer makes outbound phone calls, answers inbound phone calls, or while connected to the OnStar® virtual advisor. In addition, units may also have an expiration date, depending upon the type of units purchased.

Customers have the ability to store telephone numbers within the module, referenced by a nametag for the

convenience of frequently dialed numbers. After storing a nametag, the user can dial this number by initiating the OnStar® personal calling feature, speaking the word "call," and repeating the nametag assigned.

Turn by Turn Navigation

Turn by Turn Navigation allows the driver to contact OnStar® to obtain directions for driving from a current location to a desired location. The Turn by Turn Navigation system stores your planned route and continually checks your position along that route, when you deviate from the planned route, the system will recognize this and prompt the driver with verbal prompts for how to proceed. The driver then responds verbally to direct the system to continue the current routing or to recalculate the route because of a missed turn.

Advisor Record Feature

The Advisor Record Feature allows the user to store any information given during a call with an OnStar® Advisor. Recording is activated by pressing the blue OnStar button during a call; pressing the button a second time stops the recording. The stored information can be played back by pressing the phone button on the three button assembly and using the voice command "Advisor Playback".

Deactivated OnStar® Accounts

In the event a customer has not renewed their OnStar® account after expiration or the account was never activated, OnStar® will make a discrete cellular call to the vehicle to deactivate the OnStar® system. Before taking this action, customers are notified that the OnStar® system in their vehicle will be deactivated unless they elect to renew the account. After the OnStar® account has been deactivated, customers will experience the following:

- The OnStar® status LED will not illuminate.
- The OnStar® system will NOT attempt to connect to the OnStar® Call Center in the event of a collision or if the vehicle's front air bags deploy for any other reason.
- An emergency button press will play a demo message indicating the service has been deactivated.
- An OnStar® Call Center button press will connect the customer with a dedicated sales team who can sell an OnStar® subscription and reactivate the vehicle. Depending on the type of OnStar® hardware in the vehicle, the customer may first hear a demonstration message stating there is no current OnStar® subscription for the vehicle, and directing the customer what to do to activate services.
- OnStar® personal calling will not be available, as this feature requires the customer to have a current OnStar® account. Attempts to use this feature may result in cellular connection failure messages and the inability to connect to the number dialed.

Certain vehicles that have never had an active OnStar® account, or that have been deactivated, may be unable to establish a connection with the OnStar® Call Center. When normal published diagnostic procedures do not indicate a possible cause for the no connect concern, the vehicle may have been deactivated. For deactivated vehicles, a no connect response should be considered normal operation. Further diagnosis and subsequent repair is only necessary should the customer elect to become an active OnStar® subscriber or renew the account subscription.

OnStar® Cellular, GPS, and Diagnostic Limitations

The proper operation of the OnStar® System is dependent on several elements outside the components integrated into the vehicle. These include the National Cellular Network Infrastructure, the cellular telephone carriers within the network, and the GPS.

The cellular operation of the OnStar® system may be inhibited by factors such as the users range from an analog or digital cellular tower, the state of the cellular carrier's equipment, and the location where the call is placed. Making an OnStar® key press in areas that lack sufficient cellular coverage or have a temporary equipment failure will result in either the inability of a call to complete with a data transfer or the complete inability to connect to the OnStar® Call Center. The OnStar® system may also experience connection issues if the identification numbers for the module, station identification number, electronic serial number or manufacturers electronic ID, are not recognized by the cellular carriers local signal receiving towers.

The satellites that orbit earth providing the OnStar system with GPS data have almost no failures associated with them. In the event of a no GPS concern, the failure will likely lie with the inability of the system to gain GPS signals because of its location, i.e. in a parking structure, hardware failure, or being mistaken with an OnStar® call which has reached the Call Center without vehicle data.

During diagnostic testing of the OnStar® system, the technician should ensure the vehicle is located in an area that has a clear unobstructed view of the open sky, and preferably, an area where analog or digital cellular calls have been successfully placed. These areas can be found by successfully making an OnStar® keypress in a known good OnStar® equipped vehicle and confirming success with the OnStar® Call Center advisor. Such places can be used as a permanent reference for future OnStar® testing.

Mobile Identification Number and Mobile Directory Number

The telematics communication interface control module utilizes 2 numbers for cellular device identification, call routing and connection, a mobile identification number and a mobile directory number. The mobile identification number represents the number used by the cellular carrier for call routing purposes while the mobile directory number represents the number dialed to reach the cellular device.

Operation of the OnStar® Speech Recognition Systems

OnStar® users communicate with 2 speech recognition systems. Speech recognition allows the user to speak to one computer in the vehicle, and one reached over a phone line. The computer tries to understand the users command, and responds by speaking back, or by taking the appropriate action, e.g. dialing the phone.

- Personal Calling uses a speech recognition system that resides in the vehicle. When the user presses the phone button, the system states, Ready, and listens for the user's command. The user can speak commands to control the hands-free phone.
- Virtual advisor is a remote speech recognition system that the caller can access by making a phone call. The user connects to virtual advisor by requesting it during personal calling use. The user is then transferred to the virtual advisor server and talks to it via a cellular connection.

The OnStar® speech recognition systems use speech technology that is designed to understand a wide range of American English speakers. Although there is no one right way to speak English, the system will work best when users try to modify their pronunciation should they encounter difficulty. Users who do not obtain good results are advised to try the tips and workarounds found in this section.

General Tips for Better Speech Recognition

Concern	Tip for Better Result
Noise	Noise may confuse the speech recognition system. You usually get better performance from the system in quieter conditions: • The HVAC fan creates noise. Turn it down or OFF for better speech system performance. • Driving at high speeds creates louder engine noise and wind noise. You may get better results at lower speeds. • An open window or an open sunroof allows more noise to enter the vehicle. Close all windows for better results. • Noisy rainstorms can also reduce performance. • If passengers are talking while you use the speech system, it may be confused by their speech. You will get better results if all occupants of the vehicle are quiet while the system is listening for commands.
When to Speak	In Personal Calling, the system is only listening after it prompts you to speak with a beep. • When the system prompts you to speak, you have about 5 seconds to respond. If the system does not hear a response, it will prompt you again, or cancel the transaction. • If you begin to speak too soon, try pausing for a half second before speaking after the beep. • In the Virtual Advisor, the system is always listening for commands, even while it is speaking.
How to Speak	Speak forcefully, and clearly. • The noisier the environment, the louder you need to speak. If you are in the driver seat, speak facing the front of the car. If you are a passenger, speak facing the rearview mirror. • Speak calmly, and naturally. The system may sometimes fail your repeated attempts to give a command. If your speech is distorted by shouting or frustration, this may cause more errors. • People with high-pitched voices may have better results by speaking in a deeper, lower-pitched voice. However, do not lower the volume of the voice. • Avoid speaking with a rising intonation, like asking a question. Use a flat or falling intonation, like giving an answer.
What to Say	Personal Calling: One-word commands • The Personal Calling system listens for only one word at a time. There are some exceptions, 2-word phrases that are spoken and understood as a single word, e.g. "virtual advisor", "voice feedback", and "my number". You can enter phone numbers only one digit at a

	time, and the system repeats each digit as it hears it. • Say "Help" at the Ready prompt to hear the list of Personal Calling commands. • Virtual Advisor can understand sentences with more than one word. It also expects to hear a 4-digit number all at once when it asks for your PIN. • Say, "What are my choices?" to hear a list of commands that the Virtual Advisor understands.
Entering a phone number	• If you have trouble getting numbers correctly into the system, store your frequently-called number in the directory, so the system will remember them. After you have stored a number with a nametag, then you simply say "call" and the nametag in order to call the number. • If the system cannot understand your numbers, ask another person to help you enter your frequently-called numbers. This person can speak the numbers, then you can speak the nametag.
Storing or dialing a number	When you have finished speaking your phone number, you do not need to say "store" or "dial" to indicate that you are done. If you pause and say nothing, the system will ask you if you want to store or dial. Say "yes".
Creating nametags	• Short nametags that are similar may be easily confused by the system. You may get better recognition of your nametags if you make them longer, for example "George Washington" without pause, instead of "George" only. • If you want to use nametags while driving, it is best to store the nametag with some vehicle noise in the background. If you are in park while you are storing nametags, you can turn the fan on low or open windows in order to create some background noise.
Virtual Advisor 4-digit PIN	Say the 4 digits in a natural way, without pausing between digits.
Interrupting	• When the Virtual Advisor is speaking, you can interrupt it with another command. The first word in your command helps to get its attention. • If the Virtual Advisor has trouble understanding your commands when you interrupt, try speaking the first word loudly and clearly, then pause for an instant, then continue with the rest of the command. For example: "Get ... my weather" or "Lookup... a quote for General Motors".

RADIO/AUDIO SYSTEM DESCRIPTION AND OPERATION

The entertainment system on this vehicle may have several different configurations available to it. To determine the specific configuration of the vehicle, please see the Service Parts ID Label, and refer to **RPO Code List** .

Each item in the list below represents topics covered in detail below.

- Data Communications
- Remote Radio Receiver
- Human Machine Interface Module
- Media Disc Player
- Audio Amplifier (If equipped)
- Speaker Operation
- Infotainment Controls and Display
- Antenna System
- Radio Reception
- Theft Deterrent
- Bluetooth ® (if equipped)
- Applications (if equipped)
- Auxiliary Audio Input Jack
- USB Port and SD Card Reader
- Navigation System Components and Features (if equipped)
- Valet Mode
- OnStar ®
- Steering Wheel Controls (If equipped)
- Auto Volume Control

Data Communications

The infotainment system communicates with other devices on multiple serial data networks during operation.

Infotainment Communications Block Diagram

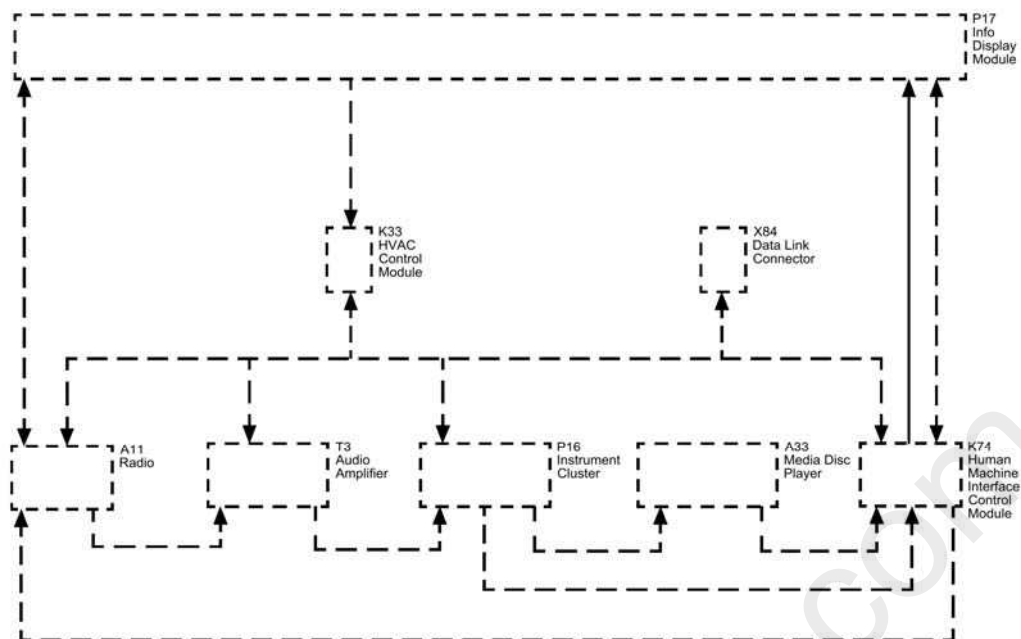


Fig. 42: Infotainment Communications Block Diagram
 Courtesy of GENERAL MOTORS COMPANY

Callout	Component Name
DJ	Serial Data - Local Interconnect Network
DJ	Serial Data - Local Interconnect Network
DJ	Serial Data - Local Interconnect Network
HW	Hard-Wired
DA	Serial Data
DK	Serial Data - MOST
DK	Serial Data - MOST
DK	Serial Data - MOST
DK	Serial Data - MOST
DK	Serial Data - MOST
DK	Serial Data - MOST
P17	P17 Info Display Module

K33	K33 HVAC Control Module
X84	X84 Data Link Connector
A11	A11 Radio
T3	T3 Audio Amplifier
P16	P16 Instrument Cluster
A33	Media Disc Player
K74	Human Machine Interface Control Module

Media Oriented Systems Transport (MOST)

At the core of the infotainment system is the Media Oriented Systems Transport (MOST) bus, a high-speed multimedia network technology. The serial MOST bus uses a ring topology and synchronous data communication to transmit audio, video, data and control information between any devices attached. The MOST bus uses a dual wire structure to communicate among these devices.

A MOST communication enable circuit is also connected to all components on the MOST bus. The MOST enable circuit is used to wake the network and trigger network diagnostics. Any component on the MOST bus may assert the enable circuit, but communications are initiated by the MOST bus master.

The MOST bus master is the device responsible for normal wake up and initialization of communication on the network. The MOST bus master receives vehicle power state information from the vehicle power mode master. The MOST bus master uses this information to control the power state of the infotainment system.

The MOST bus master is also responsible for maintaining known good network configuration. The MOST bus master will be the device that reports MOST bus errors/DTCs.

The Remote Radio Receiver, Human Machine Interface Module, Remote Optical Drive, Audio Amplifier and the Instrument Panel Cluster all communicate on the MOST bus.

Local Interconnect Network (LIN)

The Local Interconnect Network (LIN) Bus is a single wire communication system. This bus is used to exchange information between a master control module and other smart devices which provide supporting functionality.

The Remote Radio Receiver, Human Machine Interface Module, Information Display, Infotainment Controls and the Multifunction (tunnel) Controls all communicate on the LIN bus.

GMLAN

The Remote Radio Receiver, Audio Amplifier, and the Human Machine Interface Module communicate with other components and systems in the vehicle via GMLAN.

Remote Radio Receiver

The radio is the MOST BUS master. The radio also communicates with other components and systems within

the vehicle via GMLAN.

The remote radio receiver is responsible for receiving all broadcast audio bands. Broadcast signals from AM, FM, and XM bands are transmitted to the radio via the vehicle antenna systems.

Radio Power

The radio receives battery power and ground from the vehicle harness.

The radio does not use a discrete ignition feed circuit for power moding. The power mode master provides the system power mode to the radio via serial data messages. The power mode master determines the system power mode by processing power mode information from ignition switch inputs. Serial data power modes supported by the radio are OFF, ACCESSORY, RUN, and CRANK REQUEST.

Radio Audio Outputs

The radio outputs all audio signals digitally over the MOST bus.

Human Machine Interface Module

The human machine interface module is responsible for the following: Video for the infotainment display, Bluetooth®, USB, memory card reader, and speech recognition functions.

The human machine interface module communicates with the info display module via the LIN bus for control information, touch communications and dimming level. Digital video data is sent to the display through a dedicated video cable.

Media Disc Player

The media disc player receives control information and outputs digital audio over the MOST bus.

The media disc player receives battery power and ground from the vehicle harness.

Audio Amplifier (If equipped)

Amplifier Interface

A fused battery voltage circuit provides the main amplifier power. The audio amplifier is a participant on the MOST network. The audio amplifier receives audio signals and control information from the MOST bus.

Amplifier Operation

The purpose of the amplifier is to increase the power of a voltage or current signal. The output signal of an amplifier may consist of the same frequencies as the input signal or it may consist of only a portion of the frequencies as in the case of a subwoofer or midrange speaker. The audio amplifier amplifies the signal and sends it to the appropriate speakers.

Each of the audio output channel circuits (+) and (-), at the audio amplifier have a DC bias voltage that is

approximately one half of the battery voltage. When using a DMM, each of the audio output channel circuits will measure approximately 6.5V DC. The audio being played on the system is produced by a varying AC voltage that is centered around the DC bias voltage on the same circuit. The AC voltage is what causes the speaker cone to move and produce sound. Both the DC bias voltage and the AC voltage signals are needed for the audio system to properly produce sound.

The audio amplifier is also responsible for operation of active noise cancellation. Refer to **Active Noise Cancellation Description and Operation** for more information.

Speaker Operation

Speakers turn electrical energy into mechanical energy to move air, using a permanent magnet and an electromagnet. The electromagnet is energized when the radio or amplifier (if equipped) delivers current to the voice coil on the speaker. The voice coil will form a north and south pole that will cause the voice coil and the speaker cone to move in relation to the permanent magnet. The current delivered to the speaker is rapidly changing alternating current (A/C). This causes the speaker cone to move in two directions producing sound.

Infotainment Controls and Display

The infotainment display and controls are a separate component from the radio, combined into an assembly. The assembly contains the control knobs and buttons for all audio and HVAC functions and the information display. The assembly is supplied battery voltage and ground from the vehicle harness.

Control information, touch communications and dimming level for the display are communicated via a LIN serial data circuit to the human machine interface module.

The human machine interface module sends the display digital video data for on-screen display through a dedicated video cable.

The information display provides a feedback on the touch screen and certain controls. Buttons pulse when pressed to affirm that the command is being carried out,

When not actively in use, the screen reverts to minimal images. Proximity Sensing awakens the LCD screen when a hand approaches it.

The controls communicate via a LIN serial data circuit with the remote radio receiver . Messages communicated include the following:

- Wake-up/power state messages
- Diagnostic information
- Button presses/knob rotations
- Commands for the state of indicators
- Back-lighting dimming level

HVAC data for controls and status indicators is communicated between the HVAC controls and the HVAC control module with a separate LIN serial data circuit. HVAC status screen information from the HVAC control module is transmitted to the radio on the GMLAN serial data circuit. The radio communicates the desired

screen information to the human machine interface module to be sent to the information display using the video data circuits.

Antenna System

Multi-Band Antenna

The multi-band antenna is located on the roof of the vehicle. This type of antenna may be used with the AM/FM radio, but is primarily for cellular and GPS signals, if the vehicle has these features. Keep this antenna clear of snow and ice build up for clear reception. If the vehicle has a sunroof, the performance of the system may be affected if the sunroof is open. Loading items onto the roof of the vehicle can interfere with the performance of the system, ensure the multi-band antenna is not obstructed.

Diversity Antenna

The diversity antenna system uses antennas applied as applique s to the rear glass and two antenna amplifiers. The right antenna 1 receives both AM and FM signals, while the left antenna 2 receives FM signals only. The antenna amplifier receives the signals from the glass antenna. Each antenna amplifier is connected to the radio by a coaxial cable.

The radio antenna amplifier is enabled when the radio is turned on. The radio provides battery voltage to the antenna amplifier using the center conductor of the antenna coaxial cable. When a 12 V signal is seen by the amplifier on the center conductor of the antenna coax, the received signals are amplified.

When the AM band is selected on the radio, the antenna 1 amplifier connects the AM antenna to the radio. When the FM band is selected, both antenna amplifiers provide FM signals to the radio. The radio switches between the two FM antennas, monitoring the signal strength and combines the signals to create one stronger signal.

Radio Reception

AM/FM Radio Signal

The radio signal is sent from a broadcast station and is then received by an antenna. The strength of the signal received depends on the following:

- The power output (wattage) of the broadcasting station
- The location of the vehicle (or receiver) relative to the broadcast tower.
- Height of the broadcast antenna
- Height of the receiving antenna
- Obstacles between the tower and the receiver
- Atmospheric conditions
- What band (AM or FM) the station is broadcasting
- Type of antenna and the ground plane

Digital Radio Receiver (If equipped)

The XM satellite receiver is integrated into the radio. XM satellite radio provides digital radio reception. The XM signal is broadcast from two satellites and, where necessary, terrestrial repeaters. The high power satellites allow the antenna to receive the XM signal even when foliage and other partial obstructions block the antennas view of the satellite. Terrestrial repeaters are used in dense urban areas. These repeaters will receive the satellite signal and re-broadcast them at much higher power levels in order to ensure reception in areas with densely packed tall buildings. A service fee is required in order to receive the XM service.

Radio Data System (RDS)

The RDS feature is available 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 display. RDS data is carried in what is known as a "subcarrier". A subcarrier is a frequency that the FM broadcaster is authorized to use to send data that is not audible in the main audio program.

RDS functions will only work with FM broadcast stations that are broadcasting RDS data. Not all FM Broadcast stations broadcast RDS data or offer all of the RDS services.

The information displayed is dependent upon the information broadcast by the particular station. The information may vary greatly between stations. RDS functions may not work properly when reception is weak, reception is of poor quality, or RDS is not implemented properly by the FM Broadcaster. In some cases, a radio station broadcasting incorrect information may cause the RDS features of the radio to appear to work improperly.

With RDS, the radio can do the following:

- Display text information such as: station identification, type of programming, and general information (artist and song title, station messages, call in phone numbers, etc.).
- Seek to stations broadcasting the selected type of programming
- Receive announcements concerning local and national emergencies
- Receive alert warnings of local or national emergencies. When an alert announcement comes on the current radio station, ALERT! displays. You will hear the announcement, even if the volume is low or a CD is playing. If a CD is playing, play stops during the announcement. Alert announcements cannot be turned off. ALERT! is not affected by tests of the emergency broadcast system. This feature is not supported by all RDS stations.

Theft Deterrent

The radio theft deterrent system is intended to disable or limit radio functionality if incorrect vehicle information is received by the radio. The radio disables functionality if the VIN information received by the radio does not match the VIN information that has been learned by the radio. The radio receives this information via serial data. A possible cause of incorrect VIN info could be the radio was originally installed in another vehicle.

The radio has the following theft operating modes as part of the theft deterrent system:

- Normal Mode: The radio has learned a correct VIN sequence and the VIN information received via serial

data matches the learned VIN sequence. In this mode the radio has full functionality.

- No VIN Mode: The radio has not received or learned a correct VIN sequence. In this mode the radio has limited functionality.
- Theft Detected Mode: The radio has learned a correct VIN sequence and the VIN information received via serial data does NOT match the learned VIN sequence. In this mode the radio may be disabled or have limited functionality. The radio display will indicate that theft protection is active.

Bluetooth ® (If equipped)

Bluetooth ® wireless technology is a short-range communications technology intended to replace the cables connecting portable and/or fixed devices while maintaining high levels of security. The operating range of the signal is approximately 30 feet.

The available features and functions are determined by the type of device and the software within the devices being used. For a feature or function to operate, it must be supported in both devices.

The first connection between devices is established through a process called pairing. In order to pair two devices, a password (passkey) has to be exchanged between the two devices. One device will generate the password, the other device accepts the password to complete the process. Once the devices are paired, future connections between the devices will occur automatically when the devices are on and within range of each other.

The Bluetooth ® hardware is internal to the human machine interface module. The human machine interface module supports streaming of data (music, voice, information) from cellular phones and other mobile devices that support those features. The human machine interface module is also capable of interfacing with cellular phones for hands-free features.

- The device must be paired to the system to use the available Bluetooth ® feature(s). The pairing process must only be performed once for each device, unless that device's information is deleted.
- Up to five devices can be paired, but only one can be connected at any given time.
- Streaming Audio allows playing music from the mobile device wirelessly. Music stored on the mobile device can be viewed and controlled from the display.
- To stream audio from a mobile device, the device must be unlocked, and any additional applications should be closed.

Refer to the vehicle owners manual, supplements, and the device manufacturers information for pairing instructions.

Applications (If equipped)

When the system is equipped with Bluetooth ®, the system is capable of using applications, commonly referred to as apps.

The term application refers to any piece of software that works on a system (hardware) that is being operated by its own software. Applications are typically small software programs which use the hardware to perform a specific task, as opposed to operating the entire system.

- For an application to be used, it must be installed on both the vehicle infotainment system and a compatible mobile device.
- The device must be connected to the system. this may be done wirelessly via Bluetooth ®, or via the vehicle USB port. Refer to the device manufacturers information for the proper connection method.
- When the device is connected, the vehicle infotainment system is used to remotely access and control the application on the mobile device.
- The application must work correctly on the device to work with the vehicle infotainment system.
- The user may be required to log-in to the application on the mobile device before using the application from the vehicle controls.
- Using applications will use the device's data plan.
- The device must be unlocked, and any additional applications should be closed.

Refer to the owner's manual and supplements for information on mobile devices, control, and operation.

Auxiliary Audio Input Jack (If equipped)

The infotainment system may have a 3.5mm (1/8 in.) auxiliary audio input jack located in the center console. The auxiliary audio input jack interfaces directly with the radio. When a portable audio playback device is connected to the auxiliary jack, an internal switch detects the connection and the radio will switch to AUX as the audio source. Audio signals from the device are sent to the radio from the auxiliary jack via the left, right, and common audio signal circuits.

- When a device is first connected to the 3.5mm (1/8 in.) input jack the infotainment system automatically switches to that device. If an auxiliary device has already been connected, press the AUX or CD/AUX button to select the device.
- Playback of an audio device that is connected to the 3.5mm jack can only be controlled using the controls on the device.
- The volume control on the device may need to be adjusted to ensure sufficient playback volume through the infotainment system.

USB Port and SD Card Reader

The infotainment system has a USB port and SD card reader slot located in the center console. The USB port and the card reader slot interface with a hub device, internal to the auxiliary jack, USB, and memory card receptacle assembly. The auxiliary jack, USB, and memory card receptacle assembly receives fused battery voltage and ground from the harness to power the internal hub device as well as providing additional amperage to power USB devices.

The internal hub device interfaces directly with the human machine interface module via a standard USB cable. A Mini type USB connector is used to connect the cable at the USB port and at the human machine interface module and at the auxiliary jack, USB, and memory card receptacle. Standard USB male to female connections are typically used for connecting USB cables together where an in-line connection is required. An in-line cable connection is typically found between the console and I/P harness.

USB Port

The USB port allows connectivity to the infotainment system from portable media players or a USB storage device (memory stick/ flash drive). When a device is connected to the USB port, the system detects the device and switches to USB as the audio source. Once connected, the device can be controlled from the radio controls.

Not all portable media player devices or file types are compatible. Connection to USB HUB devices is not supported.

Refer to the owner's manual for information on USB devices, control, and operation.

SD Card Reader

The infotainment system uses the SD card reader as a mass storage device, similar to a USB storage device.

Refer to the owners manual for information on media types supported via the SD card reader.

Navigation System Components and Features (if equipped)

The human machine interface module provides navigation functionality, if equipped. The human machine interface module provides the following:

- Connection to the global positioning system (GPS) antenna, which provides the vehicle position information.
- Map data for navigation and map route guidance, stored in the human machine interface modules internal memory.
- Route guidance with verbal prompts to the operator.
- Traffic and weather information for display on the navigation system map (with active subscription, where available).

Global Positioning System (GPS) Antenna

The global positioning system (GPS) antenna is part of the multi-band antenna located on the roof of the vehicle. The GPS antenna is used to collect the signals of the orbiting GPS satellites. Within the antenna is housed a low noise amplifier that allows for a more broad and precise reception of this data. The GPS antenna amplifier is powered through the coaxial cable.

The antenna is connected to the human machine interface module through a signal splitter. The signal splitter is a component for dividing the navigation signal into two paths without any transmission loss. This allows the use of a single GPS antenna to provide a signal to both the human machine interface module and the telematics communication interface module.

Route Guidance

The map will display the route to the selected destination. Voice prompts alert the operator of upcoming events (turns) and arrivals at the destination. The navigation system will automatically recalculate if the route is not followed. The human machine interface module uses data received from the global positioning system (GPS) satellites, the vehicle speed signal, and serial data information to accurately display the current position of the vehicle.

Points of Interest

The map database provides point of interest information. Points of interests are locations that are frequently visited. Points of interest can be displayed on the map or set as a destination. The following are some of the available Points of interests:

- Gas Station
- Restaurant
- College
- Police Station

Valet Mode

Valet Mode is a customer enabled feature of the infotainment system, found in the settings menu, if equipped. The customer creates and inputs a four digit code using the infotainment controls. Confirming the code and selecting LOCK will lock the infotainment system, steering wheel controls and other vehicle features, dependant on vehicle equipment. The vehicle will remain in valet mode until the same four digit code is reentered.

In the event that the four digit code is forgotten, the scan tool can be used to clear the Valet Mode Code.

OnStar ® (If equipped)

When OnStar is activated, a serial data message is sent to the radio that activates a software program. When the software begins its process, the fade goes to the front, Bass and Treble are set to the mid range, the outputs are mono, and the audio source is OnStar. OnStar takes priority over any other audio source. All of these actions are preset values stored in the radio.

For additional OnStar information, refer to **OnStar Description and Operation**.

Steering Wheel Controls (If equipped)

Some audio functions are available using the steering wheel controls. The steering wheel controls duplicate the function of the primary controls available on the radio.

For additional information on steering wheel controls, refer to **Steering Wheel Controls Description and Operation** .

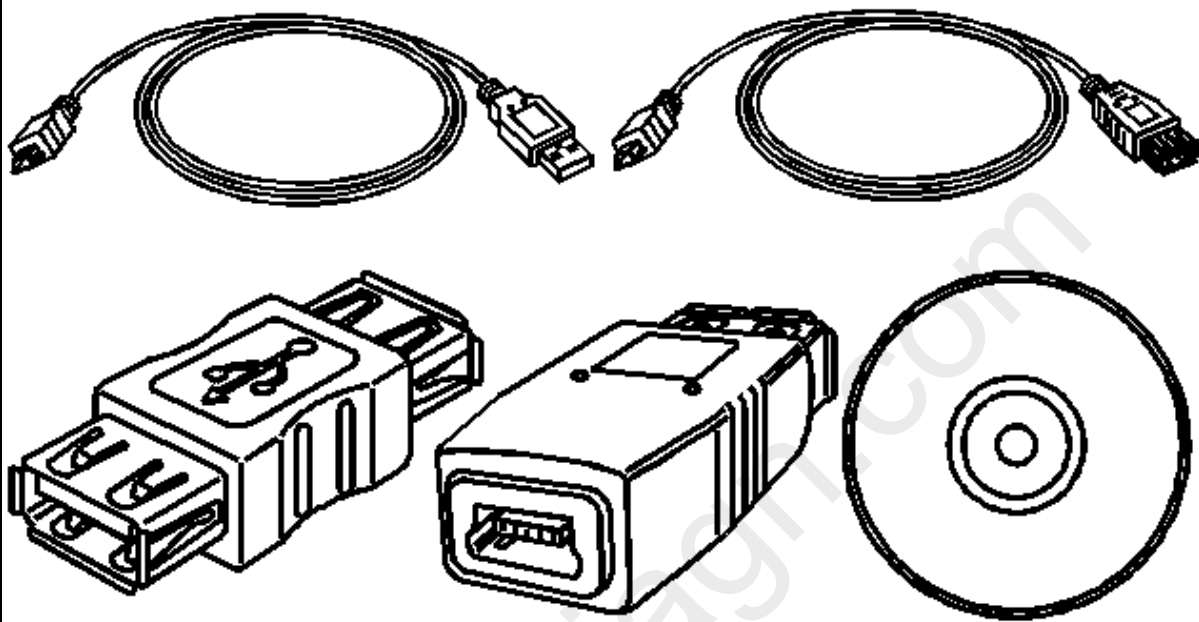
Auto Volume Control

With auto volume control, the audio system will adjust automatically to make up for road and wind noise as you drive, by increasing the volume as vehicle speed increases. To use auto volume control, set the volume at the desired level, and then select either Low, Medium, or High. To turn auto volume control off, select the Off screen button.

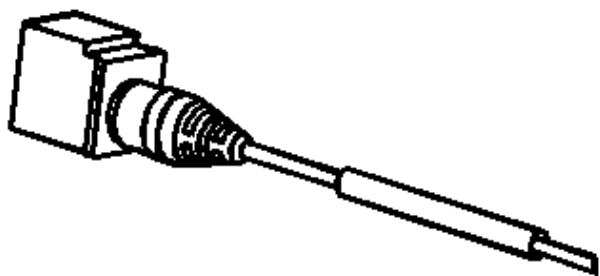
SPECIAL TOOLS AND EQUIPMENT

SPECIAL TOOLS

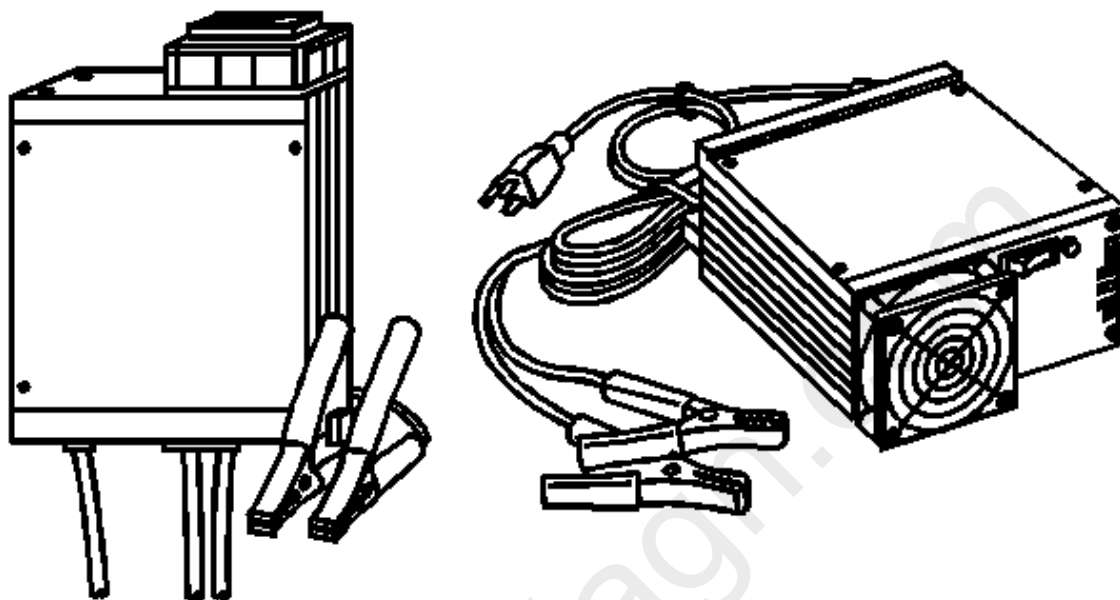
Illustration	Tool Number/Descrip
	EL-50334-20 Multi-Media Interface Teste (MIT)



EL-50334-50
USB Cable and
Adapter Kit



EL-48028
Digital Radio Telemetry
Antenna



EL-49903
OnStar Antenn
Diagnostic Tool

SPECIAL TOOLS (MIT TOOL INSTRUCTIONS)

Bluetooth Pairing for Vehicles with Radio RPO: UF7

Either reset the pin code on the radio to 0000, or go under Device Info on the radio and see what the pin code is (to enter it later on the MIT).

1. Turn the BT discoverable ON in the radio Bluetooth settings.
2. Press Pair Device on radio (DO NOT PRESS SEARCH BLUETOOTH DEVICES ON THE RADIO).
3. Press the Pair button on the MIT.
4. When the three LED lights begin flashing on the MIT, enter the pin code (either 0000 if you reset it to that or what the radio pin code was).

5. MIT will then automatically connect with the radio and should show "MIT Connected" message.

Make test call and the audio streaming test.

Holden Radio Bluetooth Pairing Instructions

1. Using the radio controls, place the radio into "Discoverable Mode".
2. Place the MIT into Bluetooth mode by pressing TEST SELECTOR until the Bluetooth LED is illuminated.
3. With the MIT in Bluetooth mode Press and Release the #1 button (the Bluetooth LED will begin to slowly blink).
4. Now Press and release the PAIR/CALL button on the MIT (the Bluetooth LED will begin to blink a little faster).
5. On the radio Enter the PASSKEY when prompted: (press "0000" then Press "OK").
6. The MIT and radio will PAIR and CONNECT (the Bluetooth LED will be Fast Flashing).
7. Use as regular MIT at this point.

For all other Radios

Testing the Bluetooth Function

1. Verify connection of the MIT to the USB port.
2. Press and release the TEST SELECTOR button until the Bluetooth LED illuminates.
3. Disable all other Bluetooth devices present in the vehicle (ie. cell phones, laptops, etc.).

Standard Bluetooth Pairing/Bonding

1. Use the vehicle controls to place the radio into Bluetooth Pairing mode. The vehicle will prompt you with a security code.
2. Press and release the PAIR/CALL button. The Bluetooth LED will blink slowly while preparing to have a security code entered.
3. Wait for the all three LEDs to blink confirming it is ready to have the security code entered.
4. Enter the code with the MIT keypad and hit ENTER.
5. The Bluetooth LED will blink slowly while pairing/bonding and move to a quick flash once paired/bonded.

The vehicle should confirm pairing/bonding is complete.

Streaming Audio

1. Confirm pairing/bonding is complete - the Bluetooth LED will be in a quick flash mode.
2. On some radios the MIT automatically begins streaming audio via A2DP. The audio playback will confirm that the Bluetooth connection using streaming and the audio is working correctly.
3. On other radios you will need to select Bluetooth Audio from the Source menu to verify Audio

Streaming.

4. Audio playback confirms that the Bluetooth connection using Streaming Audio is working correctly.
5. Placing a test call will temporarily stop the streaming audio function, but upon disconnection of that test call,

the streaming audio from the MIT will resume.

To Place a Test Call

1. Confirm pairing/bonding is complete - the Bluetooth LED will be in a quick flash mode. If the vehicle is equipped with streaming audio, and the radio is set to play a Bluetooth audio file, the streaming audio playback will be audible.
2. Press and release PAIR/CALL button to place a test call. Streaming audio will be temporarily turned off.
3. Use the vehicle controls to answer the call.

NOTE: If the call is not answered within several rings, the MIT's audio files will not transmit, even though an active call is occurring.

4. Audio playback confirms that the Bluetooth connectivity is working correctly.

NOTE: The MIT will remain paired/bonded when the call is ended by the vehicle. To re-test the call function, place the MIT in Bluetooth mode and press and release the Pair button to reconnect. When testing is completed, delete MIT from the audio system before returning the vehicle to the customer.

5. Use the vehicle controls to end the call. If applicable, streaming audio will resume.

Testing the AUX/Line-In Function

1. Verify connection of the MIT as stated above.
2. Press and release the TEST SELECTOR button until the MIT AUX LED illuminates.
3. Use the vehicle controls to put the audio system into Audio (Line-In) mode.
4. Audio playback confirms that the audio input is working correctly.

Testing the USB Function

1. Verify connection of the MIT as stated above.
2. Press and release the TEST SELECTOR button until the MIT USB LED illuminates.
3. Use the vehicle controls to put the audio system into USB mode.

NOTE: Volume levels may vary dependent upon vehicle audio system.

4. Audio playback confirms that the USB is working correctly.

Troubleshooting Guide

If the MIT unit is still not working properly after following the below troubleshooting, the unit is malfunctioning and should be repaired or replaced.

Unit not Working

- Verify the MIT is powered on correctly as indicated by the green Power LED.
- If Power LED is not illuminated, verify USB power source is working properly.
- If USB power adapter is being used to power the MIT, check and, if necessary, replace the fuse in adapter.

Problem with Aux/Line-In Test

- Verify Aux/Line- In test cable is inserted properly into the vehicle audio input jack. Verify the MIT is in Aux/Line-In mode as indicated by the red AUX LED.
- Verify the vehicle audio system is in Auxiliary or Line-in mode. Verify the vehicle audio system volume is turned up and not in mute mode.

Problem with USB Test

- Verify MIT is in USB mode as indicated by the red USB LED. Verify the vehicle audio system is in USB mode.
- Verify the vehicle audio system volume is turned up and not in mute mode.

Problem with Bluetooth Pairing

- Delete previous devices stored in the device list of the radio and the pair the MIT
- Remove USB cable, and then reconnect to reset the MIT. Carefully follow the bonding instructions for the correct Passkey procedure.

Problem with Bluetooth Test Call Audio

- Verify the MIT is paired with the vehicle. This is indicated by the quick flashing Bluetooth LED.
- Audio system should have indicated the MIT is bonded.