

2013 Chevrolet Colorado

Submodel: | **Engine Type:** | **Liters:**
Fuel Delivery: | **Fuel:**

The audible warnings alert the driver of a system concern or a critical vehicle condition. The instrument panel cluster generates the audible warnings through an internal speaker located in the instrument panel cluster. The instrument panel cluster receives audible warning requests via serial data. If the instrument panel cluster receives multiple audible warning requests, the warning with the highest priority sounds first. The instrument panel cluster is the chime producer.

Fasten Safety Belt Warning

The chime producer activates the fasten safety belt audible warning as requested by the body control module (BCM). The BCM sends a serial data message to the chime producer indicating the chime as a multiple gong. The fasten safety belt warning sounds and the fasten safety belt indicator illuminates when the following occurs:

- The ignition switch transitions to ON.
- The inflatable restraint sensing and diagnostic module (SDM) detects that the drivers seat belt is not buckled and the signal is low. The SDM sends a serial data message to the BCM indicating the seat belt status. The instrument cluster receives a serial data message from the BCM indicating the driver seat belt status.

If the seat belt is buckled when the ignition is turned ON, the chime does not sound. If the seat belt is buckled while the chime is sounding, the chime stops. If the seat belt is unbuckled after the initial transition to ON, the chime does not sound.

Lights On Warning

The chime producer activates the lights on warning as requested by the BCM. The BCM sends a serial data message to the chime producer indicating the chime as a multiple gong. The lights on warning sounds when the following occurs:

- The ignition is OFF.
- The BCM determines that the driver door is open and the signal circuit is low.
- The BCM determines that the headlamp switch is in the park or head position.

Brake Warning

The chime producer activates the brake audible warning as requested by multiple control modules. The BCM, electronic brake control module or the parking brake control module sends a serial data message to the chime producer indicating the chime as a multiple gong. The brake warning sounds and the BRAKE indicator illuminates when the following occurs:

- The ignition is ON.
- The vehicle speed is greater than 8 km/h (4.9 MPH). The instrument cluster receives a serial data message from the engine control module (ECM) indicating the vehicle speed.
- The BCM determines that the parking brake is engaged and the signal circuit is low.
- The brake fluid is low.

Key-In-Ignition Warning

The chime producer activates the key-in-ignition audible warning as requested by the BCM. The BCM sends a serial data message to the chime producer indicating the chime as a multiple gong. The key-in-ignition warning sounds when the following occurs:

- The ignition switch is OFF.
- The BCM determines that the driver door is open and the signal circuit is low.

Door Ajar Warning

The chime producer activates the door ajar audible warning as requested by the BCM. The BCM sends a serial data message to the chime producer indicating the chime frequency of a medium rate and continuous duration. The door ajar warning sounds and the appropriate door ajar indicator illuminates in the driver information center when the BCM determines that a door is open and the signal circuit is low. The instrument cluster also receives a serial data message from the BCM indicating the door ajar status.

Object Detection

The chime producer activates the object detection audible warning as requested by the object alarm module. When an object is within the measuring range of the sensor, the ultrasonic pulse is reflected and is received by the sending or a neighboring sensor. The sensor converts this signal into a voltage signal and sends this signal to the object alarm module. The object alarm module evaluates the received sensor signals. As soon as an object is within the measuring range, the object alarm module sends a message via CAN-Bus to the chime producer in order to give out the acoustic distance signal. The measuring range is between 30–120 cm (11.81–47.24 in). From a distance of 120 cm (47.24 in), the acoustic signal is active. The frequency of the beep sound increases with decreasing distance. From a distance less than 30 cm (11.81 in), the sound becomes continuous.

Additional Warnings

The following warnings have an associated instrument cluster indicator or driver information center message:

- Turn Signal Indicators—The chime producer activates the audible warning as requested by the BCM. The chime produces two different chimes, one when the turn signal turns off and another when the turn signal turns on.
- Vehicle Overspeed Message—The chime producer activates the audible warning as requested by the BCM. The BCM sends a serial data message to the chime producer.
- Fuel Level Low Message—The chime producer activates the audible warning as requested by the BCM. The BCM sends a serial data message to the chime producer.
- Oil Pressure Indicator—The chime producer activates the audible warning as requested by the BCM. The BCM sends a serial data message to the chime producer.
- Park Assist Fault Clean Rear Bumper Message—The chime producer activates the audible warning as requested by the BCM. The BCM sends a serial data message to the chime producer.
- Tire Pressure Low Indicator—The chime producer activates the audible warning as requested by the BCM. The BCM sends a serial data message to the chime producer.

Refer to Indicator/Warning Message Description and Operation.

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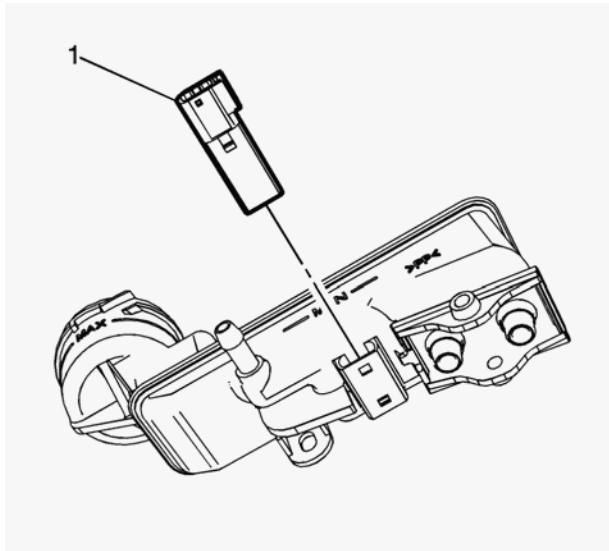
Submodel: | Engine Type: | Liters:
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[Removal Procedure](#)

Warning: Refer to Brake Fluid Irritant Warning.

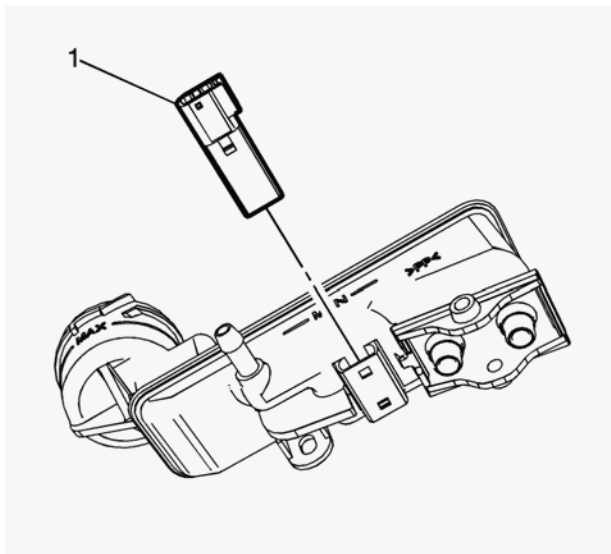
Caution: Refer to Brake Fluid Effects on Paint and Electrical Components Caution.

1. Disconnect the brake fluid level indicator switch electrical connector.



2. Using a small wooden or plastic tool, press upward on the locking tab of the brake fluid level indicator switch (1).
3. Remove the brake fluid level indicator switch from the master cylinder reservoir.

[Installation Procedure](#)



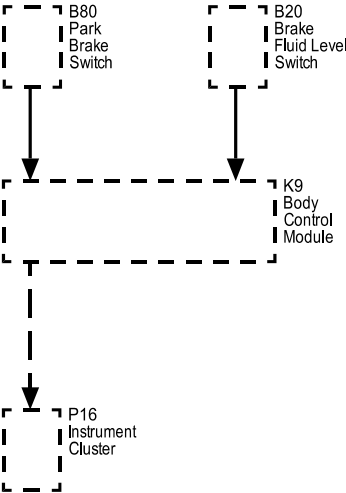
1. Install the brake fluid level indicator switch (1) to the master cylinder reservoir.
2. Push the brake fluid level indicator switch into the master cylinder reservoir until the locking tab is fully seated.
3. Connect the brake fluid level indicator switch electrical connector.

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[Brake Warning Indicator](#)

[Brake Warning Block Diagram](#)



- (HW) Hard-Wired
- (HW) Hard-Wired
- (DA) Serial Data
- (B80) B80 Park Brake Switch
- (B20) B20 Brake Fluid Level Switch
- (K9) K9 Body Control Module
- (P16) P16 Instrument Cluster

The instrument cluster turns the brake warning indicator ON when the following occurs:

- The instrument cluster performs the bulb check. The brake warning indicator illuminates for 5 s.
- When the Electronic Brake Control Module (EBCM) detects low brake fluid level it sends a serial data message to the instrument cluster, which will illuminate the red brake indicator.
- The Body Control Module (BCM) detects that the parking brake is engaged. The instrument cluster receives a serial data message from the BCM requesting illumination.

Driver Information Center Messages

When the Electronic Brake Control Module (EBCM) detects low brake fluid level it sets DTC C0267 and sends a serial data message to the Driver Information Center , which will display Brake Fluid Low message.

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Cruise control is a speed control system that maintains a desired vehicle speed under normal driving conditions at speeds above 40 km/h (25 mph). Steep grades may cause variations in the selected vehicle speeds.

The following are the main components of the Cruise Control System:

- The accelerator pedal
- The brake pedal position (BPP) sensor
- The body control module (BCM)
- The cruise on/off switch
- The cruise control cancel switch
- The + RES switch (equivalent to resume/accel switch)
- The – SET switch (equivalent to set/coast switch)
- The engine control module (ECM)
- The throttle actuator control (TAC) motor
- The vehicle speed sensor

The body control module (BCM) monitors the signal circuit of the cruise control switches, which are located on the steering wheel. The BCM relays the cruise control switch status to the engine control module (ECM) via the serial data circuit. The ECM uses the status of the cruise control switch to determine when to capture and maintain the vehicle speed. The ECM monitors the vehicle speed signal circuit in order to determine the desired vehicle speed.

Voltage is supplied to the cruise control switch via the steering wheel control switch reference voltage circuit supplied by the BCM. The cruise control function switches are arranged in a resistive ladder design, with each cruise control function switch having a different resistance value. The BCM detects a specific voltage value that is associated with the cruise control function switch being activated. The BCM sends a serial data message to the ECM indicating that the on/off switch is active. Similarly, when the normally open + RES switch or the normally open – SET switch are pressed, the switch closes and the BCM detects the predetermined voltage signal on the cruise control resume/accel and set/coast switch signal circuit. The BCM sends a serial data message to the ECM indicating that the + RES switch or the – SET switch is active.

Cruise Control Engaged

The Cruise Control System will engage and adjust vehicle speeds, based on the activation of the following cruise control switches, which are located on the steering wheel:

- On/Off
- + RES
- – SET

To engage the Cruise Control System, ensure that the vehicle speed is above 40.2 km/h (25 mph), turn the cruise On/Off switch ON and momentarily press the – SET switch. The ECM will engage the Cruise Control System and record the vehicle speed. The ECM sends a serial data message to the instrument panel cluster (IPC) in order to illuminate the Cruise Engaged indicator in the IPC. Refer to the vehicle owner's manual for the location and operation of the cruise control On/Off indicators and driver information center (DIC) messages.

Pressing the accelerator pedal while the Cruise Control System is engaged, allows the driver to override the Cruise Control System in order to accelerate the vehicle beyond the current set vehicle speed. When the accelerator pedal is released, the vehicle will decelerate and resume the current set vehicle speed.

The driver can also override the current set vehicle speed via the – SET switch and the + RES switch. When the Cruise Control System is engaged, pressing and holding the – SET switch will allow the vehicle to decelerate from the current set vehicle speed without deactivating the Cruise Control System. When the – SET switch is released, the ECM will record the vehicle speed and maintain the vehicle speed as the new set vehicle speed. When the Cruise Control System is engaged, momentarily pressing the – SET switch will allow the vehicle to decelerate at a vehicle specific calibratable increment, commonly 1.6 km/h (1 mph), each time that the – SET is momentarily pressed, with a minimum vehicle speed of 38 km/h (24 mph). Refer to the vehicle Owner's Manual for more information.

Pressing and holding the + RES switch, when the Cruise Control System is engaged, will allow the vehicle to accelerate to a greater vehicle speed than the current set vehicle speed. When the + RES switch is released, the ECM will record the vehicle speed and maintain the vehicle speed as the new set vehicle speed. When the Cruise Control System is engaged, momentarily pressing the + RES switch will allow the vehicle to accelerate at a vehicle specific calibratable increment, commonly 1.6 km/h (1 mph), each time that the + RES switch is momentarily pressed. Momentarily activating the + RES switch will recall the previous vehicle speed, after the cruise control system has been disengaged by pressing the brake pedal, or CANCEL switch. Refer to the vehicle Owner's Manual for more information.

Cruise Control Disengaged

The engine control module (ECM) disengages the cruise control operation based on the signals from the following switches:

- The brake pedal position (BPP) sensor
- The On/Off switch
- The cruise control cancel switch

The Cruise Control System will disengage when the brake pedal is applied. The body control module (BCM) monitors the BPP sensor via the BPP sensor signal circuit as the voltage signal increases while the pedal is further applied. The ECM monitors the BPP signal through a discrete input and a serial data message signal from the BCM indicating the brake status. When either signal indicates the brake pedal is applied, the ECM will disengage the cruise control system.

The Cruise Control System will also disengage when the cruise control on/off switch is switched OFF, or the cruise control cancel switch is activated. The body control module (BCM) determines when the cruise control cancel switch is activated. When the normally open cancel switch is closed, the BCM detects the predetermined voltage signal on the cruise control function switch circuit. The vehicle speed stored in the memory of the engine control module will be erased when the cruise control On/Off switch is turned OFF, or the ignition switch is turned OFF. The BCM sends a serial data message to the ECM in order to disengage the cruise control system. When the Cruise Control System has been disengaged, the ECM sends a serial message to the instrument panel cluster (IPC) in order to turn OFF the Cruise Engaged indicator.

Every time the Cruise Control System is disengaged, the ECM will keep track of the reason for system disengagement. The last 8 disengagement reasons will be recorded within the ECM memory. The scan tool will display the last 8 Cruise Disengage History parameters, in which one out of approximately 50 possible reasons will be displayed in each of these 8 parameters. For the disengagement reason to be displayed within the scan tool parameter the Cruise Control System is active and disengagement is requested.

When engagement of the system is requested but an engagement inhibit is present, the most recent inhibit reason is recorded in the ECM history. The scan tool will display the most recent inhibit reason, in which one out of approximately 50 possible reasons will be displayed.

Cruise Control Inhibited

The engine control module (ECM) inhibits the cruise control operation when any of the following conditions exist:

- The ECM has not detected a brake pedal activation from the body control module (BCM) this ignition cycle.
- A Cruise Control System DTC has been set.
- The vehicle speed is less than 38.6 km/h (24 mph).
- The vehicle speed is too high.
- The vehicle is in PARK, REVERSE, NEUTRAL, or 1st gear.
- The engine RPM is low.
- The engine RPM is high.

- The system voltage is not between 9 volts and 16 volts.
- The Antilock Brake System (ABS)/Traction Control System (TCS) is active for more than a calibratable time (typically 0.3 to 0.7 seconds).

[Cruise Control Inhibit Reasons](#)

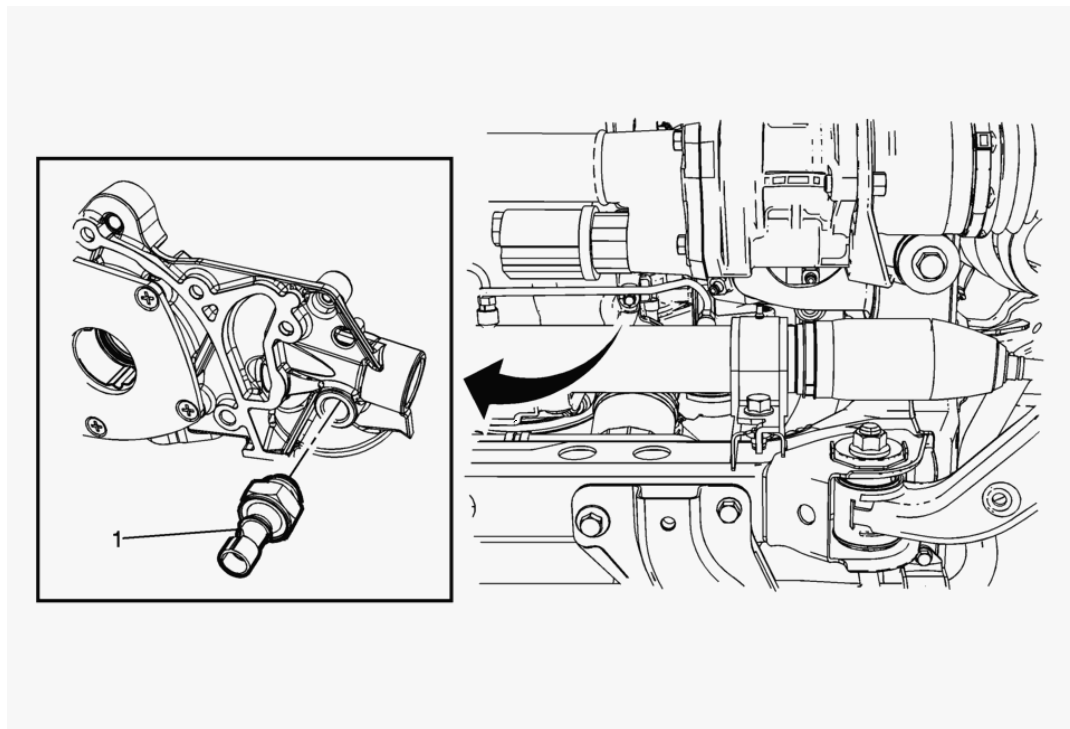
This is a general list of inhibit reasons. Not every inhibit reason is applicable to all vehicles. Refer to the scan tool inhibit reason list for the last 8 reasons that have been recorded during the current ignition cycle.

Scan Tool Name	Description	Long Description
ACC BRAKE INOP	Adaptive Cruise Control Automatic Braking Failed	Adaptive Cruise Control Automatic Braking Inoperative
ACC DATA	Serial data fault for Adaptive Cruise Control Throttle Control and Brake Control signals sent by Adaptive Cruise Control module	Adaptive Cruise Control Module serial data fault is active or communication has been lost between ACC module and ECM.
ACC INHIBIT	Adaptive Cruise Control Inhibited	Adaptive Cruise Control Inhibited
ACC OPTION	Adaptive Cruise Control option mismatch	Cruise control type (adaptive cruise or conventional cruise) mismatched between ECM and BCM.
ACCEL RATE	High acceleration	Vehicle acceleration rate is too high.
Accel Time	Rate Limiting Fault	Cruise torque request rate limiting active too long
APP OVERRIDE	Pedal greater than cruise (override)	Driver has overridden cruise control set speed with accelerator pedal for greater than an allowable time.
Auto Brk Data	Automatic Braking Engine Torque Request Signal Communication Malfunction	ECM to EBCM serial data fault is active or communication has been lost between ECM and EBCM.
AXLE RANGE	Rear Axle Low	Rear axle in low range
BPP DATA	DTC P0703 active or maximum time elapsed without receiving valid Brake Pedal Position signal.	Serial data fault is active or communication has been lost with module sending brake pedal apply state
BPP DTC	Brake Pedal Position signal invalid	Brake Pedal Apply Circuit fault has been detected.
BPP Not Learned	Brake Apply Sensor Home Position Not Learned	Brake Pedal Position Sensor Released Position Not Learned.
BRAKE	Brake pedal apply	Brake Pedal was applied.
Brk Ped Press	Brake Pedal Driver Applied Pressure Detected	A Brake Pedal Apply has been detected based on brake pedal pressure as measured by the EBCM.
Calc Eng Torque	Calculated Torque	Engine torque calculation is incorrect.
CANCEL	Cancel switch active	Cancel Switch was depressed.
CLUTCH	Clutch switch active	Clutch Pedal was applied.
COAST DISENGAGE	Coast disengage	Cruise control is in coast mode with the Set/Coast switch depressed and is requesting no throttle
COAST SPEED LOW	Coast below low speed inhibit	Set / Coast switch was depressed. Vehicle slowed below minimum cruise operating speed.
Cruise Brk Inop	Brake System Malfunction	EBCM has detected a failure that does not allow automatic braking to be performed.
CRUISE S/W	Sequence of completion checks	Cruise control software execution error has occurred.
CRUISE SW DATA	Serial data fault (Cruise switch serial communication fault)	Cruise switch serial data fault is active or communication has been lost with module sending cruise switch states
CRUISE SW. OFF	On/Off switch in Off state	Cruise On/Off switch turned Off
DECEL RATE	High deceleration	Vehicle deceleration rate is too high.
DLC OVERRIDE	ALDL	Scan Tool plugged into ALDL connector
DTC SET	Malfunction in PCM/ECM (DTC active)	DTC is active or in history that inhibits cruise control operation.
D WHL SPD HI	Driven Whl Spd Greater (wheel slip detection)	Driven wheel speed greater than Non Driven wheel speed (slip detection)
D WHL SPD LOW	Un-driven Whl speed Greater	Non Driven wheel speed greater than driven wheel speed
ECM INHIBIT	PCM/ECM inhibit (RAM corruption)	ECM internal communication error
ECM RESET	ECM Running Reset	ECM Running Reset occurred
ECT OVERTEMP	Engine metal overtemp active	Engine over temperature. Overheated.
ENG RUN TIME	Engine run time not elapsed	Engine has not been running long enough, typically five seconds.
ENGINE SPEED	Engine speed too low or too high	Engine RPM too low (near stall) or too high (near engine RPM fuel shutoff).
FIRST GEAR	1st Gear	Transmission is engaged in 1st gear

HIGH SPEED	Vehicle speed exceeds high speed threshold	Vehicle speed has exceeded maximum cruise operating speed
HIGH VOLTAGE	Voltage above high voltage threshold	Ignition Voltage High at ECM (typically 18 volts)
ILLEGAL MODE	Illegal cruise mode	Cruise control mode is incorrect based on switch states.
LOST FWD GEAR	Transmission in neutral. Reverse or park	Gear selector not in forward gear
LOW SPEED	Vehicle speed drops below low speed threshold	Vehicle speed dropped below the cruise control minimum operating speed. May be due to hilly terrain and low vehicle speed. Manual transmission gear selection and engine torque may contribute to this disengagement reason.
LOW VOLTAGE	Voltage below low voltage threshold	Ignition Voltage Low at ECM (typically 9 volts)
MEMORY DTC	Memory Failure	Control module memory failure detected.
MPH LIMIT	MPH Limited Fuel (Vehicle overspeed fuel cut-off active)	Vehicle overspeed protection active with fuel cut off active
M/T Gear Changed	Manual transmission out of gear with no clutch pedal apply	Manual transmission shifted to Neutral without clutch pedal being applied.
NONE	None	This disengagement reason may be displayed after a dead battery repair or module replacement.
OVER SET SPEED	Over schedule	Vehicle speed has exceeded driver selected set speed by more than an allowable amount. This may occur while driving down a significant grade or driver overriding cruise while performing a passing maneuver.
PARK BRAKE	Park Brake Switch signal Active	Parking Brake Applied
PEDAL INITIALIZE	Brake before cruise	The brake pedal has not been seen as applied prior to driver request to engage cruise with set switch. A brake pedal apply must be seen before allowing cruise engagement during each key cycle. On a vehicle equipped with a manual transmission, a clutch pedal apply may satisfy the brake pedal apply criteria.
PTO ACTIVE	Power Take Off Active	Power Take Off is active.
Ram DTC	Processor Integrity Fault (Ram corruption)	ECM software error has occurred
RPM LIMIT	Injectors Disabled (Engine overspeed fuel cut-off active)	Engine RPM limiter active with fuel cut off active.
S/C ON SPEED HI	Over schedule tap-down	Set/Coast switch selected, vehicle speed is above set speed and does not decrease. May be due to traveling down hill
SIMUL S/C-R/A	SET and RESUME switches simultaneously active	Set/Coast and Resume Accelerate switches pressed simultaneously
SL/W Sys On	Speed Limiter / Warning On/Off switch turned on	Driver has turned on the Speed Limiter/Warning on/off switch. Cruise is disabled / inhibited and cruise on/off switch will be set to OFF.
SW. INVALID	Analog cruise switch input out of range	Cruise switch voltage signal in invalid range
TAC INHIBIT	ETC prevents cruise operation	Electronic Throttle Control has detected a failure in the throttle control hardware
TCS	Traction control active	Traction Control was Active
TRANS DTC	Trans Gear Fault	Transmission DTC is active or in history that inhibits cruise control operation
UNDER SET SPEED	Under schedule	Vehicle speed is below cruise control set speed by more than an allowable amount
VSES	Vehicle stability active	Vehicle Stability Control was active
4WD Low	4WD Low	Transfer case in low range

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Engine Oil Pressure Indicator Switch Replacement

Callout

Component Name

Preliminary Procedure

1. Raise and support the vehicle. Refer to Lifting and Jacking the Vehicle.
2. Remove the engine protection shield. Refer to Engine Protection Shield Replacement.

Note: There were two designs of the engine oil pressure switch for this engine. They are identified by the following:

1. The engine oil pressure switch that has an inscription on the side of the hex portion, need a NEW seal installed every time.
2. The engine oil pressure switch that has an inscription under the hex portion, does not need a NEW seal installed.

Special Tools

CH 35669 Oil Pressure Switch and Remover and Installer.

For equivalent regional tools. Refer to Special Tools.

Engine Oil Pressure Indicator Switch

Caution: Refer to Fastener Caution.

Procedure

1

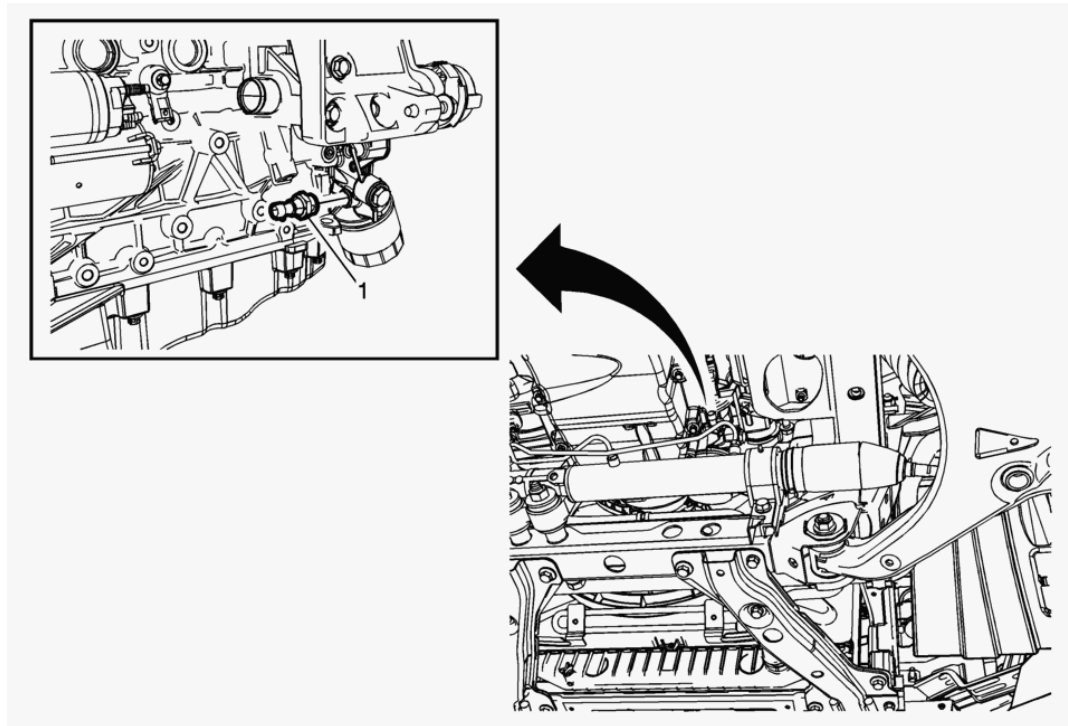
1. Disconnect the engine oil pressure switch electrical connectors.
2. If applicable install a NEW seal whenever a engine oil pressure switch is installed.

Tighten

35 Y (26 lb ft)

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Engine Oil Pressure Indicator Switch Replacement

Callout

Component Name

Note: There were two designs of the engine oil pressure switch for this engine. They are identified by the following:

1. The engine oil pressure switch that has an inscription on the side of the hex portion, need a NEW seal installed every time.
2. The engine oil pressure switch that has an inscription under the hex portion, does not need a NEW seal installed.

Callout

Component Name

Engine Oil Pressure Indicator Switch

Caution: Refer to Component Fastener Tightening Caution.

Procedure

1

1. Disconnect the engine oil pressure switch electrical connectors.
2. If applicable install a NEW seal whenever a engine oil pressure switch is installed.

Tighten

35 Y (26 lb ft)

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[Hood Ajar Switch](#)

The body control module (BCM) applies B+ to the hood ajar signal circuit and monitors the voltage to determine the position of the hood. When the hood is closed, the switch is open and voltage remains high. When the hood is open, the switch is closed and the voltage is pulled low.

The BCM uses the hood ajar switch as a content theft deterrent alarm trigger.

[Hood Ajar Indicator/Message](#)

When the hood is ajar, a message is displayed on the DIC or the hood ajar indicator will be illuminated.

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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
Signal	2	1	1	—
Ground	—	1	—	—
1. Hood ajar indicator/message inoperative				
2. Hood ajar indicator/message always ON				

Circuit/System Description

The body control module (BCM) applies B+ to the hood ajar signal circuit and monitors the voltage to determine the position of the hood. When the hood is closed, the switch is open and voltage remains high. When the hood is open, the switch is closed and the voltage is pulled low.

Reference Information

Schematic Reference

Immobilizer Schematics

Connector End View Reference

Component Connector End Views

Description and Operation

Keyless Entry 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 the scan tool Hood Ajar Switch parameter is Open when the hood is open and Closed when the hood is closed.
- *If the parameter does not change*
Refer to Circuit/System Testing.
 - *If the parameter changes*
 - All OK.

Circuit/System Testing

1. Ignition OFF and all vehicle systems OFF, disconnect the harness connector at the B55 Hood Ajar Switch. It may take up to two minutes for all vehicle systems to power down.
 2. Test for less than 10 Ω between the ground circuit terminal 2 and ground.
- *If 10 Ω or greater*
 1. Ignition OFF
 2. Test for less than 2 Ω in the ground circuit end to end.
 - If 2 Ω or greater, repair the open/high resistance in the circuit.
 - If less than 2 Ω, repair the open/high resistance in the ground connection.
 - *If less than 10 Ω*
 - Ignition ON.
 - Test for B+ between the signal circuit terminal 1 and ground.
 - *If less than B+*

1. Ignition OFF, disconnect the harness connector at the K9 Body Control Module.
2. Test for infinite resistance between the B+ circuit and ground.

- If less than infinite resistance, repair the short to ground on the circuit.
- If Infinite resistance.
 - Test for less than 2 Ω in the B+ circuit end to end.
- If 2 Ω or greater, repair the open/high resistance in the circuit.
- If less than 2 Ω , replace the K9 Body Control Module.
- *If B+*
 - Ignition OFF, disconnect the harness connector at the K9 Body Control Module, ignition ON.
 - Test for less than 1 V between the signal circuit terminal 1 and ground.
- *If 1 V or greater*

Repair the short to voltage on the circuit.
- *If less than 1 V*
 - Test or replace the B55 Hood Ajar Switch.

[Repair Instructions](#)

Perform the Diagnostic Repair Verification after completing the repair.

- Hood Primary and Secondary Latch Replacement
- Control Module References for Body Control Module replacement, programming, and setup

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INDICATOR LIGHT ON

Refer to the OWNER'S MANUAL for the descriptions and explanations of all indicator lights.

For diagnosis and repair information related to an indicator light refer to the System Diagnosis and the Description of Operation that the message relates to.

MESSAGE DISPLAYED

Refer to the OWNER'S MANUAL for descriptions and explanations of all messages displayed.

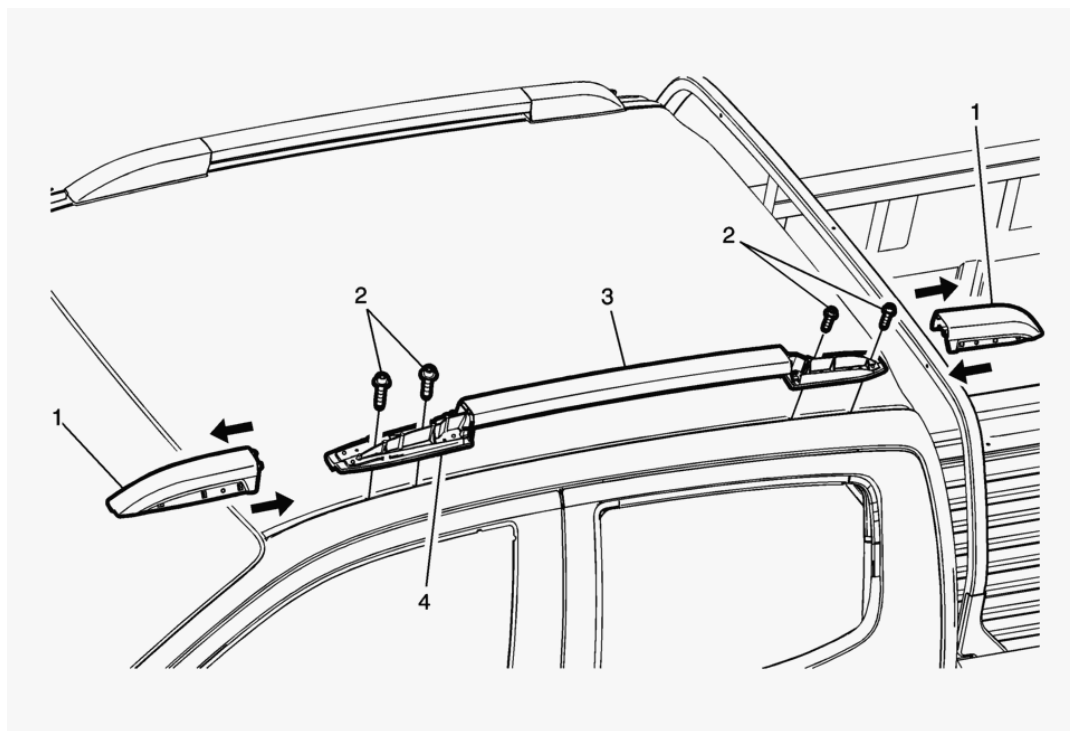
For diagnosis and repair information related to a displayed message refer to the System Diagnosis and the Description of Operation that the message relates to.

CHANGE TIMING BELT MESSAGE

The Instrument Cluster monitors the odometer mileage to determine when timing belt (if equipped) replacement may be necessary. After the vehicle has accumulated approximately 100,000 miles (160,000 kilometers), the Instrument Cluster may display the CHANGE TIMING BELT message. After the engine timing belt has been replaced, reset the CHANGE TIMING BELT message by locating and removing the fuses that supply power to the Instrument Cluster for two minutes.

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Luggage Carrier Side Rail Replacement

Callout

Component Name

1

Luggage Carrier Side Rail Bolt Cover (Qty: 2)

Note: Use a suitable tool between the edge of the luggage carrier side rail and the end cover. Push downward in the center top releasing the retaining tabs that lock the cover into the luggage rail end.

Callout

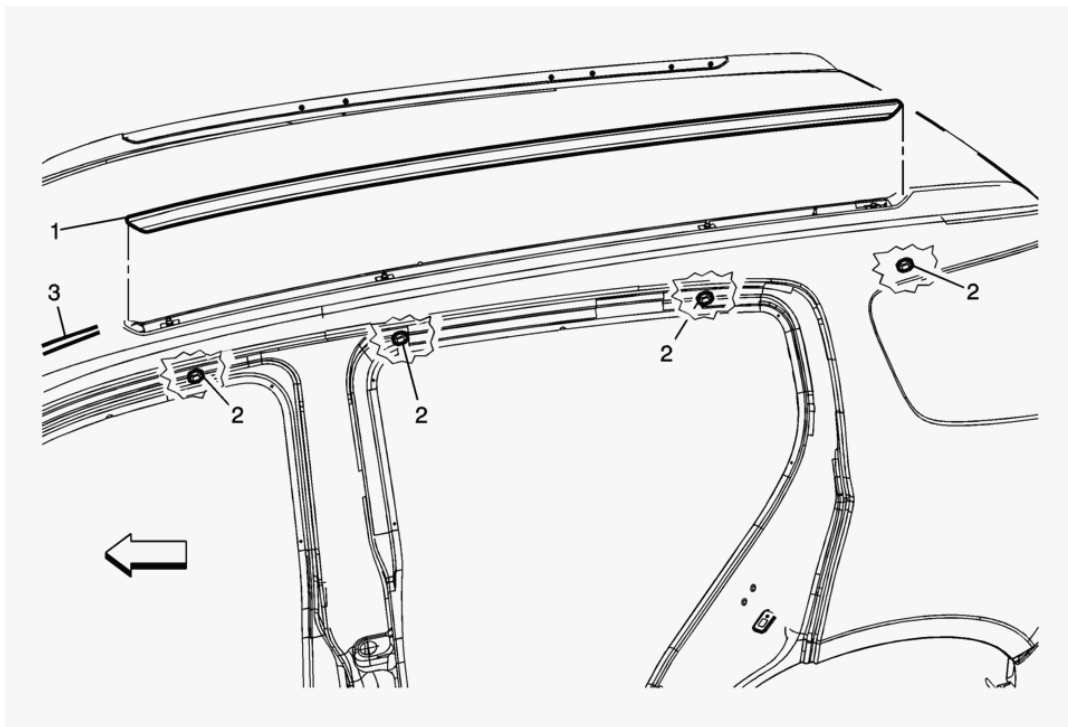
Component Name

- 2 Luggage Carrier Side Rail Bolt (Qty: 4)
Caution: Refer to Fastener Caution.
Tighten
9 Y (80 lb in)
- 3 Luggage Carrier Side Rail
- 4 Luggage Carrier Side Rail Support Pads (Qty: 2)
Note: Transfer the support pads to the new luggage carrier rail.

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Luggage Carrier Side Rail Replacement

Callout

Component Name

Preliminary Procedures

Remove the headliner to access nuts as necessary. Refer to Headlining Trim Panel Replacement.

Callout

Component Name

1

Luggage Carrier Side Rail Bolt Cover

Note: Use a suitable tool between the edge of the luggage carrier side rail and the end cover. Push downward in the center top releasing the retaining tab that lock the cover into the luggage rail end.

2

Luggage Carrier Side Rail Bolt (Qty: 4)

Caution: Refer to Fastener Caution.
Tighten

9 Y (80 lb in)

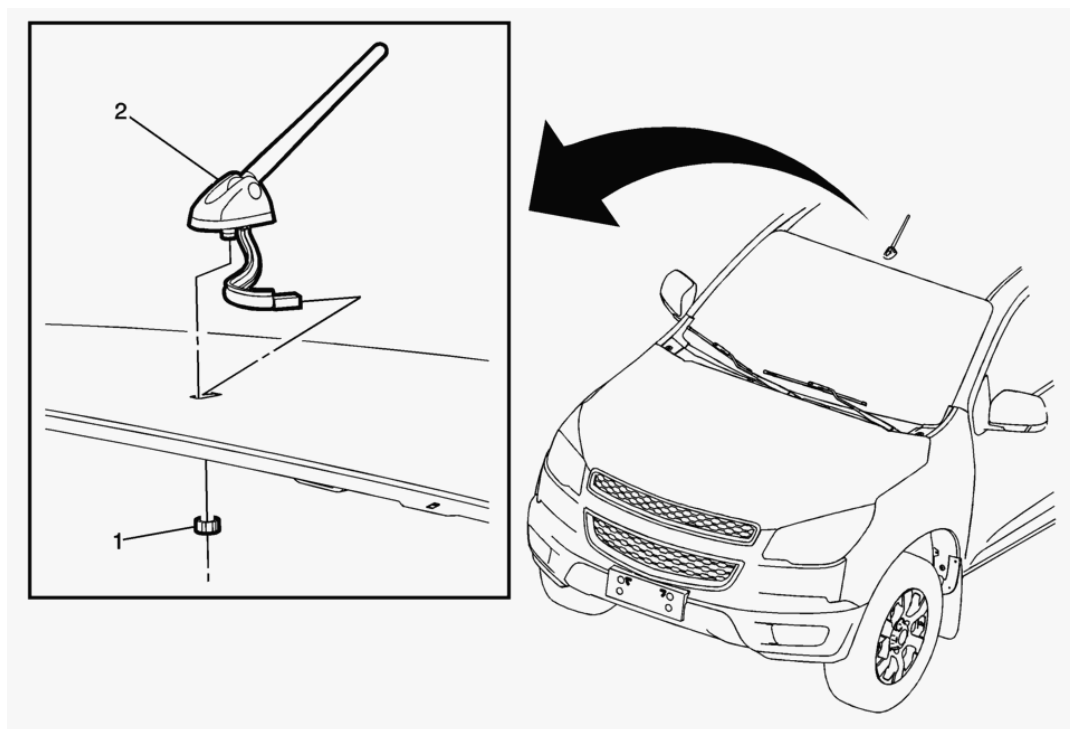
3

Luggage Carrier Side Rail

Note: Transfer the support pads to the new luggage carrier rail.

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Radio Antenna Base Replacement

Callout

Component Name

Preliminary Procedure

Lower the front of the headlining trim panel. Refer to Headlining Trim Panel Replacement.

Callout

Component Name

1

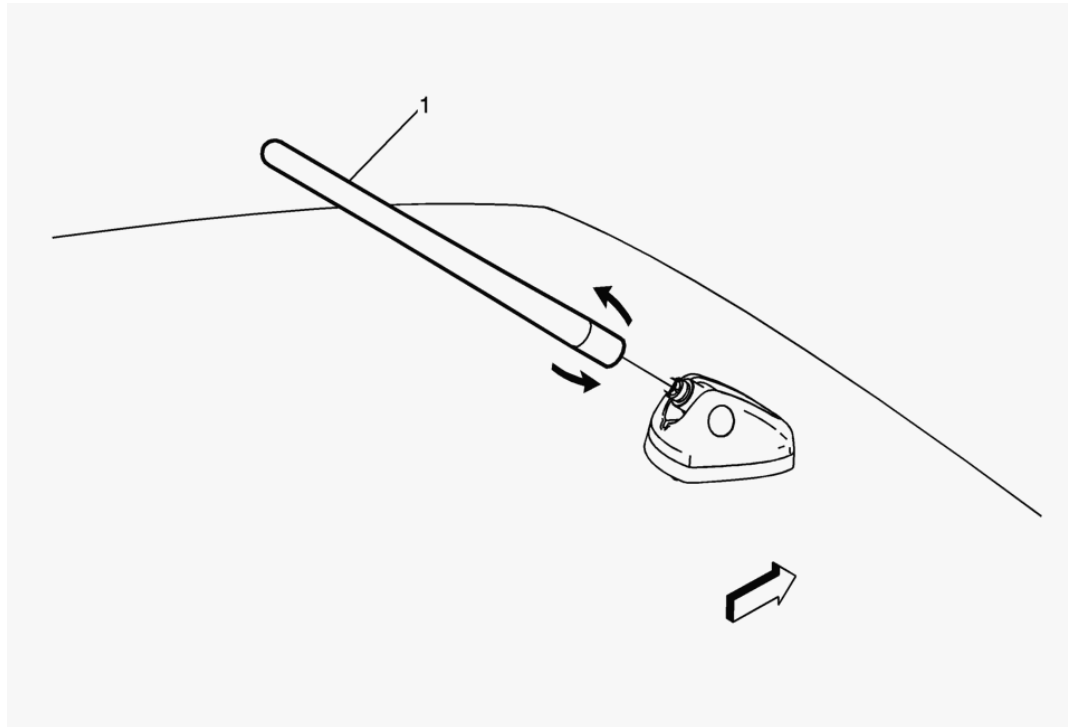
Radio Antenna Base Fastener
Caution: Refer to Fastener Caution.
Tighten
9 Y (80 lb in)

2

Radio Antenna Base
Procedure
Disconnect the electrical connector.

2013 Chevrolet Colorado

Submodel: | Engine Type: | Liters:
Fuel Delivery: | Fuel:



Radio Antenna Replacement

Callout

1

Radio Antenna

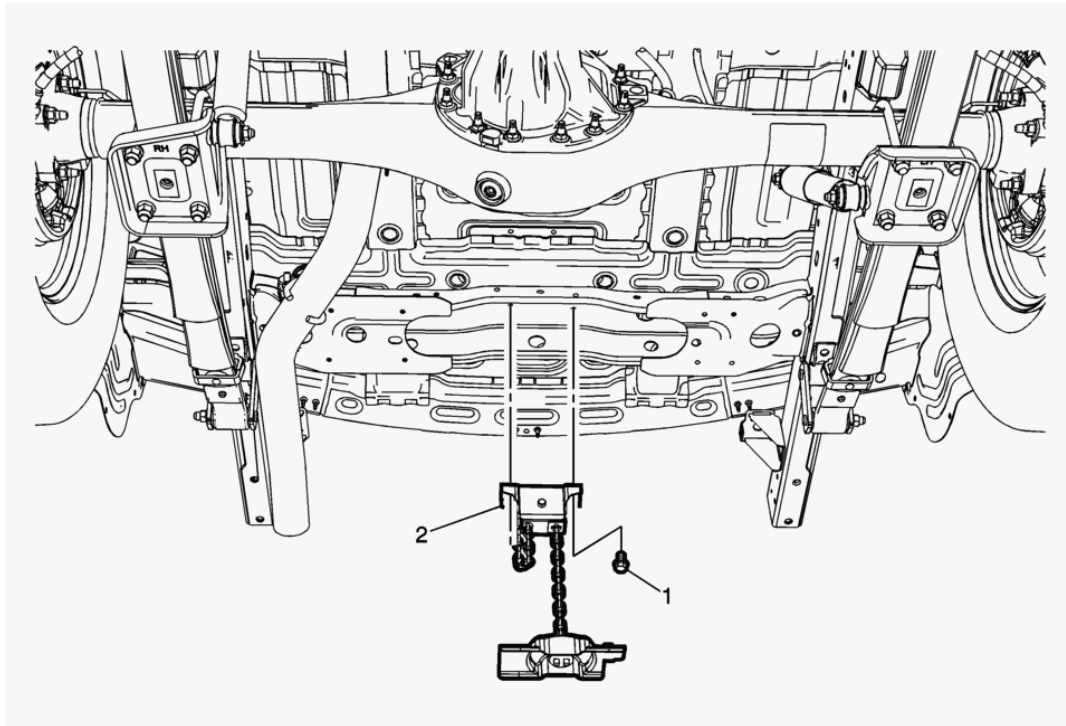
Component Name

Procedure

Rotate the mast counterclockwise in order to release the mast from the antenna base.

2013 Chevrolet Colorado

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Fuel Delivery: | Fuel:



Spare Wheel Carrier Hanger Replacement

Callout

Component Name

Preliminary Procedure

1. Raise and support the vehicle. Refer to Lifting and Jacking the Vehicle.
2. Remove the spare tire.

Callout

Component Name

1

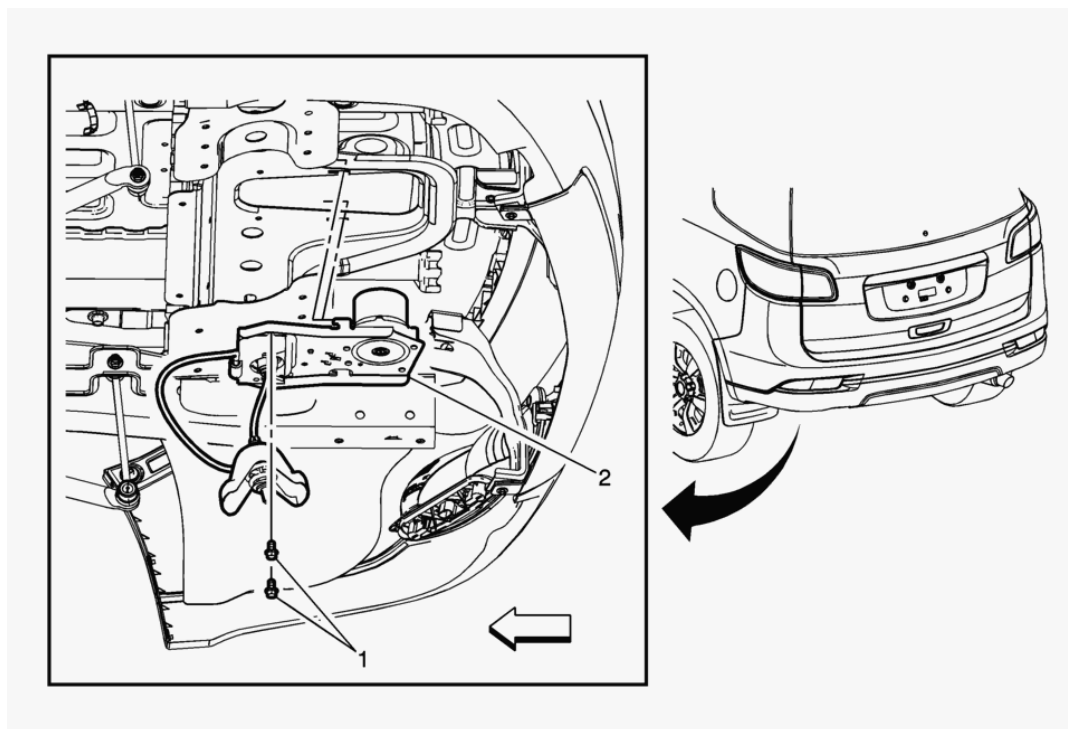
Spare Wheel Carrier Hanger Bolt (Qty: 2)
Caution: Refer to Fastener Caution.
Tighten
22 Y (16 lb ft)

2

Spare Wheel Carrier Hanger

2013 Chevrolet Colorado

Submodel: | Engine Type: | Liters:
Fuel Delivery: | Fuel:



Spare Wheel Carrier Hanger Replacement

Callout

Preliminary Procedure

1. Raise and support the vehicle. Refer to Lifting and Jacking the Vehicle.
2. Remove the spare tire.

Component Name

Callout

Component Name

1

Spare Wheel Carrier Hanger Bolt (Qty: 2)
Caution: Refer to Fastener Caution.
Tighten
22 Y (16 lb ft)

2

Spare Wheel Carrier Hanger

2013 Chevrolet Colorado

Submodel: | Engine Type: | Liters:
Fuel Delivery: | Fuel:

Installation Instructions Part Number

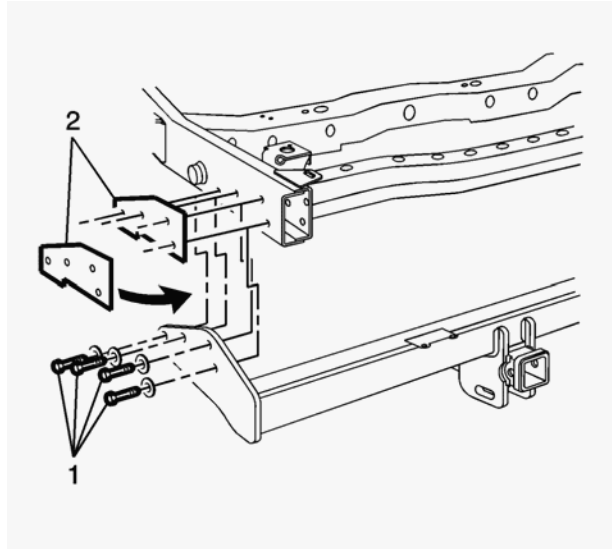
92266872

Kit Contents

Qty	Description
1	Towbar welded assembly
1	Tongue
1	Pin - lock
1	R clip
1	ADR label
8	Bolts M12
8	Washers M12
1	Bolt - Anti rattle M10
1	Nut M10
2	Shim plates
2	D shackles
1	Instructions

Tools Required

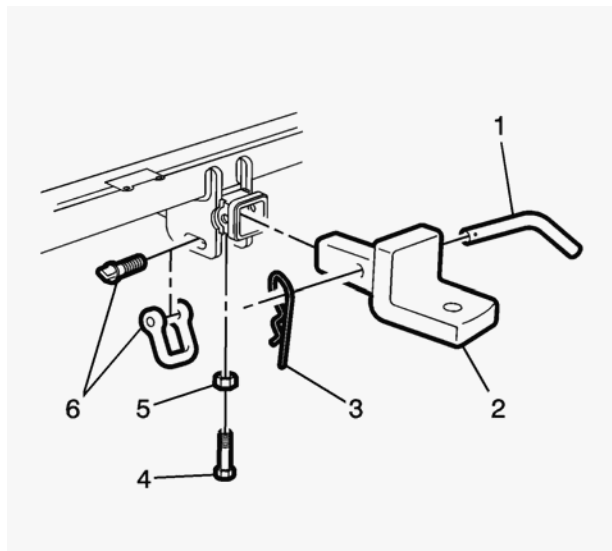
- 19mm, 17mm, Socket
- Torque Wrench
- Ratchet



Note: Ensure all mating surfaces are clean prior to starting the installation.

1. Align the towbar with the 4 fixing holes with weld nuts at the rear of the chassis rails.
2. Fit the washers to the bolts and start the M12 bolts (1) in the side plates of the towbar, tighten the M12 bolts to 75 ± 5 Y of torque.

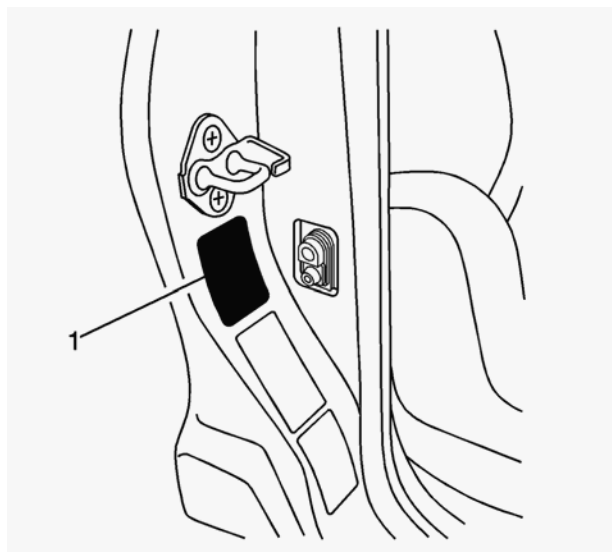
Note: The two shims (2) in the kit are used to fill any excessive gap between the chassis rails and the attachment plates of the towbar. If two shims are required, one shim should be installed at each end of the towbar.



3. Fit the towbar tongue (2) into the towbar receiver tube and fix in place with the locking pin (1). Use the retaining clip (3) to secure the locking pin.
4. Place the “D” shackles (6) supplied in the vehicle glove box.

Note:

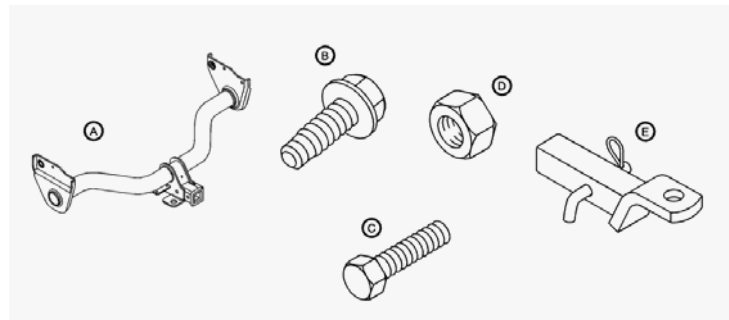
- When not towing, loosen the lock nut (5), tighten the anti-rattle bolt (4) against the tow bar tongue and retighten the lock nut against the towbar.
- The M10 nut and anti-rattle bolt must be removed when the towbar is in use.
- The “D” shackles may rattle if left on the vehicle when not in use.



5. Open the driver's door, clean and apply the ADR compliance label (1) above the vehicle compliance label on the drivers "B" pillar.
6. Place the fitting instructions in the glove box of the vehicle.

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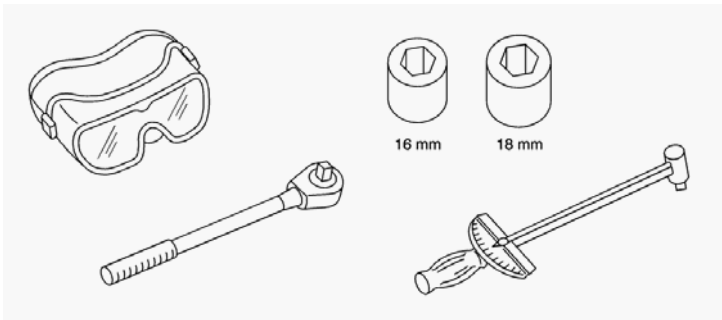
Note: Installation of this accessory requires installation of additional GM Genuine Part(s) – TRAILER WIRE HARNESS.

Note: Refer to separate instructions for installing the trailer wire harness.

Kit Contents

Item	Qty	Description
A	1	TOWBAR ASSEMBLY
B	6	M12 X 1.25MM X 30MM HVY HEX BOLT WITH FLANGE
C	1	M10 X 1.5MM X 35 HEX BOLT
D	1	M10 X 1.5MM HEX NUT
E	1	TONGUE ASSEMBLY

Tools Needed



- Safety Glasses
- Socket Wrench
- 16mm Socket
- 18mm Socket
- Torque Wrench

Procedure

PRE - INSTALLATION CAUTIONS/NOTES:

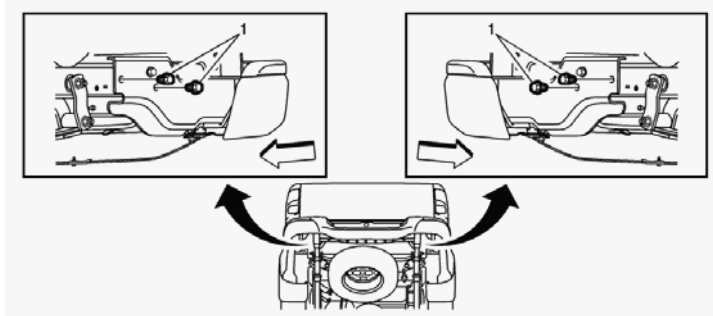
- Dealer Installation Recommended.
- This product complies with SAE J684 & AS 4177.1
- 2.5 LITRE DIESEL ENGINE MAX GROSS TRAILER WEIGHT: 3,000 KG
- 2.8 LITRE DIESEL ENGINE MAX GROSS TRAILER WEIGHT: 3,500 KG
- MAX BALL LOAD: 350 KG
- Vehicle towing capacity may differ from hitch rating.
- See owner's manual for vehicle towing capacity.
- Be careful of sharp edges under vehicle.
- Bolts must be tightened according to the specified torque values.

Caution: Perform the following steps before beginning any vehicle lifting or jacking procedure:

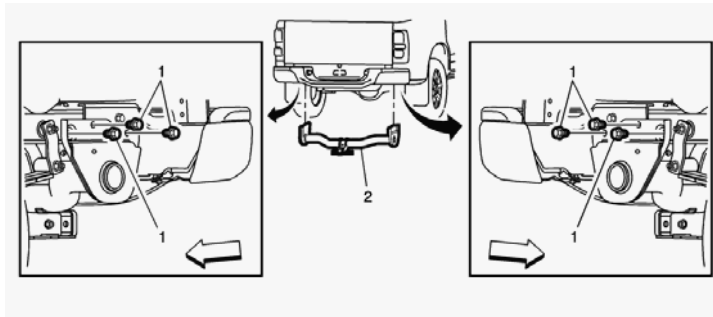
- Remove or secure all of the vehicle contents in order to avoid any shifting or any movement that may occur during the vehicle lifting or jacking procedure.
- The lifting equipment or the jacking equipment weight rating must meet or exceed the weight of the vehicle and any vehicle contents.
- The lifting equipment or the jacking equipment must meet the operational standards of the lifting equipment or jacking equipment manufacturer.
- Perform the vehicle lifting or jacking procedure on a clean, hard, dry, level surface.
- Perform the vehicle lifting or jacking procedure only at the identified lift points. DO NOT allow the lifting equipment or jacking equipment to contact any other vehicle components.

Failure to perform the previous steps could result in damage to the lifting equipment or the jacking equipment, the vehicle, and/or the vehicle contents.

1. Raise and secure the vehicle on the lift.



2. Remove the two bumper bracket M12 bolts (1) from each side of the vehicle.



3. With the aid of an assistant, raise the hitch (2) into position on frame and align the three mounting holes on bracket with existing holes in vehicle frame on each side.

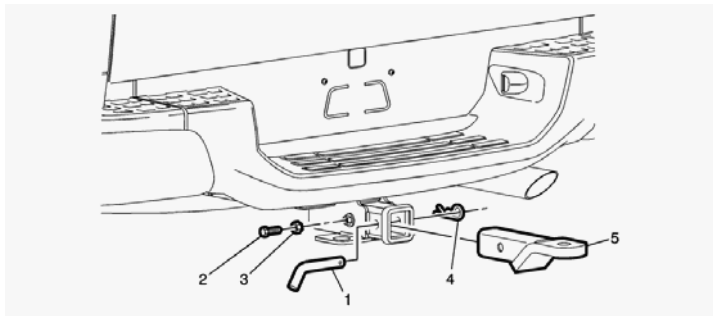
Caution: Use the correct fastener in the correct location. Replacement fasteners must be the correct part number for that application. Fasteners requiring replacement or fasteners requiring the use of thread locking compound or sealant are identified in the service procedure. Do not use paints, lubricants, or corrosion inhibitors on fasteners or fastener joint surfaces unless specified. These coatings affect fastener torque and joint clamping force and may damage the fastener. Use the correct tightening sequence and specifications when installing fasteners in order to avoid damage to parts and systems.

4. Install the three M12 bolts (1) in the mounting holes on each side of vehicle.

Tighten

Tighten the M12 bolts to 100 Y (74 ft lb).

5. Install wiring harness per harness installation instructions.
6. Lower the vehicle.

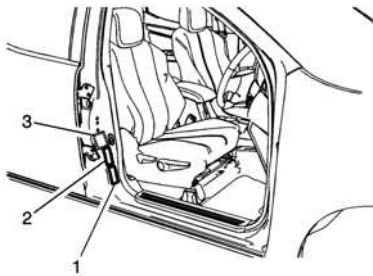


7. Insert tow-bar (5) into receiver tube. Secure tow-bar by inserting locking pin (1) and 'R' clip (4).
8. Insert anti-rattle nut (3) and M10 bolt (2)

Tighten

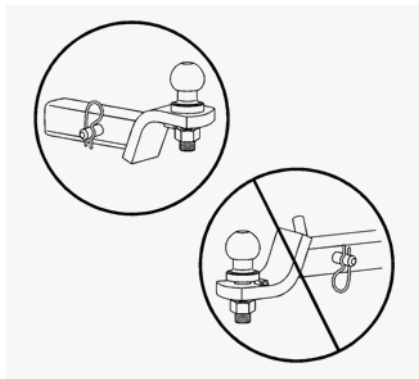
Tighten the M10 bolt to 22 Y (16 ft lb).

Note: When not towing, loosen the lock nut, tighten the anti-rattle bolt against the towbar tongue. This feature must be removed when towbar is in use.



9. Apply the towbar information label (2) above the tire pressure label (1) on the 'B' pillar.

Note: Any additional labels should be applied to the area as shown (3).



10. The towbar tongue must be used as shown to comply with Australian regulations. The triangle feature was added to ensure correct orientation.

Note: Place the installation instructions in the vehicle glove box.

2013 Chevrolet Colorado

Submodel: | **Engine Type:** | **Liters:**
Fuel Delivery: | **Fuel:**

The following transmission-related indicators and messages may be displayed on the Instrument Panel Cluster (IPC). For a complete listing and description of all vehicle indicators and messages, refer to Indicator/Warning Message Description and Operation.

"TRANSMISSION HOT IDLE ENGINE"

This message is displayed when the TCM detects a transmission fluid temperature (TFT) equal to or greater than 132°C (270°F) for 5 seconds.

"SERVICE TRANSMISSION"

This message displays when there is a problem with the transmission.