

2013 Chevrolet Colorado

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

Table 1: [Acronyms](#)

Table 2: [Units](#)

Acronyms

Acronym	Meaning	Definition
2WD	Two-Wheel Drive	Indicates that a vehicle has 2 driven wheels OR that a 4WD vehicle uses only 2 wheels for propulsion. So it can be the description of a vehicle configuration OR the operational mode of the drivetrain.
4WD	Four-Wheel Drive	Four-wheeled vehicle with a drivetrain that allows all four wheels to receive power from the engine simultaneously which provides better control on various surfaces. Can be used to describe the configuration of the vehicle OR as the operational mode of the drivetrain. 4WD vehicles usually can turn 2 wheels off to be in a 2WD mode. See also AWD.
A/C	Air Conditioning	The cooling and dehumidification of indoor air for thermal comfort.
A/D	Analog to Digital	Used in context of converting electrical analog signals to digital signals.
ABS	Antilock Braking System	System on motor vehicles which prevents the wheels from locking while braking which helps the driver maintain control in heavy braking conditions.
AC	Alternating Current	An electrical current whose magnitude and direction vary cyclically.
AM	Amplitude Modulation	Method of impressing data onto an alternating-current (AC) carrier waveform.
APP	Accelerator Pedal Position	A pedal that controls the throttle valve.

Acronym	Meaning	Definition
AWD	All-Wheel Drive	All-wheel-drive systems are designed to function on all types of surfaces, both on- and off-road, and most of them cannot be switched off. This can also be called full-time four wheel drive. See also 4WD.
AWG	American Wire Gauge	American wire gauge is a standardized wire gauge system used since 1857 predominantly in the United States for the diameters of round, solid, nonferrous, electrically conducting wire. E.g. a wire of AWG10 has a diameter of 2.588mm, AWG20 corresponds to a diameter of 0.812mm.
B+	Battery Positive Voltage	The electrical potential on the positive terminal of the battery.
BARO	Barometric Pressure	Atmospheric pressure as measured by a barometer.
BCM	Body Control Module	This module supplies vehicle occupants with visual and audible information and controls various vehicle functions,
BECM	Battery Energy Control Module	Control module used to regulate the battery voltage.
BPP	Brake Pedal Position	Position of the foot pedal that moves a piston in the master brake cylinder.
CAN	Controller Area Network	Serial data connection between control modules by Bosch
CCM	Chassis Control Module	The module that controls various vehicle functions on the Chassis, like Engine/Trans Mount, Active Grille Air Shutter, Load Leveling, etc...
CD	Compact Disc	A small optical disk on which data such as music, text, or graphic images is digitally encoded.
CNG	Compressed Natural Gas	This a substitute for gasoline or diesel fuel. It is made by compressing natural gas (which is mainly composed by methane (CH ₄), in a percentage range of 70% to 98%)
CO	Carbon Monoxide	This is a product of the incomplete combustion of carbon-containing compounds, at room temperature this is a gas. It consists of one carbon atom covalently bonded to one oxygen atom.
CO ₂	Carbon Dioxide	Chemical compound composed of two oxygen atoms covalently bonded to a single carbon atom.

Acronym	Meaning	Definition
CPA	Connector Position Assurance	Part of an electrical connector that prevents the connector from moving out of its socket. Usually needs to be pressed to unlock the connector when disconnecting it.
CPP	Clutch Pedal Position	A lever operated with the foot that controls the coupling that connects or disconnects driving and driven parts of a driving mechanism.
CV	Constant Velocity	Used in conjunction with CV joints, which connect two shafts at an angle while both shafts always have the same rotational speed without variations.
CVT	Continuously Variable Transmission	A transmission in which the ratio of the rotational speeds of two shafts, as the input shaft and output shaft of a vehicle or other machine, can be varied continuously within a given range, providing an infinite number of possible ratios which improves fuel economy.
D	Drive	D on the transmission gear selector lever.
DAB	Digital Audio Broadcast	Technology for broadcasting of audio using digital radio (carries information via digital signal) transmission.
DC	Direct Current	Continuous current, constant flow of electric charge.
DLC	Data Link Connector	This is an electronic connector typically located underneath the driver's side dashboard, just above the pedals. The connector has 16 pins.
DMM	Digital Multimeter	Electronic measuring instrument that combines several functions in one unit. The most basic instruments include an ammeter, voltmeter, and ohmmeter.
DOHC	Dual Overhead Camshaft	Dual overhead camshafts (DOHC) are higher performance engines, they produce more power, and can run at higher speeds because they allow an engine to have four valves per cylinder. Each camshaft operates two of the valves, one camshaft handles the intake valves, and one handles the exhaust valves
DPF	Diesel Particulate Filter	Device designed to remove diesel particulate matter or soot from the exhaust gas of a diesel engine.
DRL	Daytime Running Lamps	White lights mounted on the front of an automobile that automatically switch on when the key is turned and are intended for daytime use, to increase the visibility of the automobile.

Acronym	Meaning	Definition
DSCC	Distance Sensing Cruise Control	A type of cruise control that automatically maintains the distance between vehicles.
DSP	Digital Signal Processor	A specialized microprocessor designed specifically for digital signal processing, generally in real-time computing.
DTC	Diagnostic Trouble Code	An electronic signal stored in an automotive computer, indicating the presence of a fault detected by that computer.
DVD	DVD	A popular optical disc storage media format the size of a CD. Used mainly for movies but also for data. DVD has no spelled out version (officially it does not mean Digital Video Disc or Digital Versatile Disc, it just means DVD).
EBCM	Electronic Brake Control Module	This module contains a microprocessor and software for antilock braking system operation.
ECM	Engine Control Module	This electronic module works with a vehicle's sensors and engine control devices to insure that the engine operates at maximum efficiency and performance. It performs three vital functions. Receives electronic signals from engine sensors. Analyzes the data and makes an engine performance decision (based on the pre-set parameters within the unit). Sends an "output command" to an actuator that adjusts engine performance.
ECT	Engine Coolant Temperature	A measure of how hot or cold the fluid which flows through the engine in order to prevent its overheating, transferring the heat produced by the device to other devices that utilize or dissipate it.
EEPROM	Electrically Erasable Programmable Read-Only Memory	A non-volatile storage chip used in computers and other devices to store small amounts of volatile data, e.g. calibration tables or device configuration.
EGR	Exhaust Gas Recirculation	Is an NOx (nitrogen oxide and nitrogen dioxide) reduction technique used in most gasoline and diesel engines. EGR works by recirculating a portion of an engine's exhaust gas back to the engine cylinders.
EMI	Electromagnetic Interference	Electromagnetic interference (also called radio frequency interference) is a disturbance that affects an electrical circuit due to either electromagnetic conduction or electromagnetic radiation emitted from an external source.
ESD	Electrostatic Discharge	The sudden and momentary electric current that flows between two objects at different electrical potentials.
EV	Electric Vehicle	A category of vehicles that only have an electric drive system.

Acronym	Meaning	Definition
EVAP	Evaporative Emission	A system that controls the fuel fumes in the fuel tank.
FM	Frequency Modulation	In telecommunication this is a way to convey information over a carrier wave by varying its frequency.
FWD	Front-Wheel Drive	A form of engine/transmission layout used in motor vehicles, where the engine drives the front wheels only.
GMLAN	General Motors Local Area Network	A local-area network is a computer network covering a small geographic area, like a home or vehicle. This specific type of LAN connects several controllers inside the vehicle and was developed by General Motors.
GPS	Global Positioning System	Satellite-based navigation system made up of a network of 24 satellites placed into orbit by the U.S. Department of Defense.
GSM	Global System for Mobile Communications	Globally accepted standard for digital cellular communication.
GVW	Gross Vehicle Weight	Maximum total weight of a road vehicle or trailer that is loaded, including the weight of the vehicle itself plus fuel, passengers, cargo, and trailer tongue weight.
HD	Heavy Duty	Robust design to accommodate large work loads.
HID	High Intensity Discharge	A type of light that produces a bright light by using gas filled bulbs. (gas is usually mercury, metal halide, and high-pressure sodium) Uses very little battery power and is a very "cool" light.
HO2S	Heated Oxygen Sensor	Heated oxygen sensors have an internal heater circuit that brings the sensor up to operating temperature more quickly than an unheated sensor. An oxygen sensor must be hot (about 600–650°F) before it will generate a voltage signal. The hot exhaust from the engine will provide enough heat to bring an O2 sensor up to operating temperature.
HVAC	Heating Ventilation Air Conditioning	This system is sometimes referred to as climate control. Ventilation air ducts installed throughout a vehicle that supply conditioned air to a room through rectangular or round outlet vents.
I ² C	Inter-Integrated Circuit	Serial data connection between Integrated Circuits (microchips) inside a control module invented by Phillips
IAT	Intake Air Temperature	Temperature of the air entering intake air flow system of the engine.

Acronym	Meaning	Definition
ICE	Internal Combustion Engine	An engine in which the combustion of fuel and an oxidizer (typically air) occurs in a confined space called a combustion chamber.
ID	Identification	Number or Code that identifies a component or control module. Can be written on the part or be transmitted on a bus or via radio.
ISP	Internet Service Provider	A company that furnishes corporations and individual consumers with various services, mainly access to the Internet.
ISS	Input Shaft Speed	Rotational speed of the input shaft of a transmission.
LAN	Local Area Network	Standard network connection PC's.
LCD	Liquid Crystal Display	A thin, flat display device made up of any number of color or monochrome pixels arrayed in front of a light source or reflector.
LED	Light Emitting Diode	Small light bulbs that fit easily into an electrical circuit they do not have a filament that will burn out, and they do not get especially hot. They are illuminated solely by the movement of electrons in a semiconductor material.
LIN	Local Interconnect Network	Computer networking bus system used within automotive network architectures. Similar to CAN, but cheaper and less powerful.
LPG	Liquefied Petroleum Gas	A mixture of mainly propane and butane, produced commercially and stored under pressure to keep it in a liquid state.
MAF	Mass Air Flow	The amount of air drawn into the engine
MAP	Manifold Absolute Pressure	Pressure in the engine intake system after the throttle valve referenced to a perfect vacuum.
MDI	Multiple Diagnostics Interface	A device used by GM dealers that enables a PC to communicate with the control modules in a vehicle.
MIL	Malfunction Indicator Lamp	An indicator of the internal status of a car engine.
MOST	Media Oriented Systems Transport	Serial communication bus to transmit audio and video information.
N	Neutral	A state of the transmission in which it is not engaged.
NiMH	Nickel Metal Hydride	A type of rechargeable battery that uses a hydrogen absorbing alloy for the negative electrode.

Acronym	Meaning	Definition
NOx	Nitrogen Oxides	Refers to any of the following oxygen compounds of nitrogen or a mixture of them. Nitric Oxide, Nitrogen dioxide, Nitrous Oxide, Dinitrogen trioxide, Dinitrogen tetroxide, Dinitrogen pentoxide.
O2	Oxygen	A colorless, odorless, tasteless, gaseous chemical element with the chemical symbol O and atomic number 8.
O2S	Oxygen Sensor	An electronic device that measures the proportion of oxygen (O2) in the gas or liquid being analyzed.
OBD	On-Board Diagnostic	A generic term referring to a vehicle's self-diagnostic and reporting capability.
OEM	Original Equipment Manufacturer	A producer that provides a product to its customers, who proceed to modify or bundle it before distributing it to their customers.
OSS	Output Shaft Speed	Rotational speed of the output shaft of a transmission.
P	Park	A state in which the transmission is set so one can leave the vehicle.
PCB	Printed Circuit Board	A thin plate on which chips and other electronic components are placed.
PCM	Powertrain Control Module	A control module that features the functions of both, the engine and the transmission control module.
PCMCIA	Personal Computer Memory Card Industry Association	An international standards body and trade association with over 100 member companies that was founded in 1989 to establish standards for Integrated Circuit cards and to promote interchangeability among mobile computers where ruggedness, low power, and small size were critical.
PIN	Personal Identification Number	A secret numeric password shared between a user and a system that can be used to authenticate the user to the system.
PPE	Personal Protective Equipment	Protective clothing, helmets, goggles, or other garment designed to protect the wearer's body from injury.
PRNDL	Park, Reverse, Neutral, Drive, Low	Park, Reverse, Neutral, Drive, Low (automatic transmission positions).
PTC	Positive Temperature Coefficient	Refers to materials that experience an increase in electrical resistance when their temperature is raised.

Acronym	Meaning	Definition
PTO	Power Take-Off	A splined driveshaft, usually on a tractor or truck that can be used to provide power to an attachment or separate machine. This mechanism allows implements to draw energy from the tractor's engine.
PVC	Polyvinyl Chloride	A thermoplastic copolymer.
PWM	Pulse Width Modulation	Square shaped type of signal that carries the information in the ratio between on and off times.
R	Reverse	Rearward: directed or moving toward the rear;
RAM	Random Access Memory	A type of computer data storage. It today takes the form of integrated circuits that allow the stored data to be accessed in any order.
RCT	Radiator Coolant Temperature	This is the heat intensity of the radiator coolant measured in degrees. The radiator is a part of the cooling system that removes the engine heat. Coolant is a mixture of water and antifreeze (ethylene glycol) which lowers the freezing point of the water in the coolant system, this fluid also picks up heat from the engine and transfers it to the air.
RDS	Radio Data System	A standard from the European Broadcasting Union for sending small amounts of digital information using conventional FM radio broadcasts.
RF	Radio Frequency	A frequency or rate of oscillation within the range of about 3 Hz and 300 GHz. This range corresponds to frequency of alternating current electrical signals used to produce and detect radio waves.
ROM	Read-Only Memory	A class of storage media used in computers and other electronic devices. Data stored in ROM cannot be modified.
RPO	Regular Production Option	A three digit/letter code given to parts, assemblies, and systems originally installed on the vehicle. These RPO codes designate options and are assigned by General Motors.
RSA	Rear Seat Audio	An auxiliary set of controls that operate the main audio system from the rear seat. Rear passengers can also operate a different media source than the front passengers.
RWD	Rear-Wheel Drive	A common engine/transmission layout in which the engine is in the front of the vehicle, but the front mid-engine, rear mid-engine and rear engine layouts are also used.

Acronym	Meaning	Definition
SCV	Speed Controlled Volume	The volume control is set for a desired sound level in the vehicle as the vehicle increases its speed, the sound level is adjusted.
SDM	Sensing and Diagnostic Module	The name given to air bag modules used in General Motors vehicles.
SIM	Subscriber Identity Module	Part of a removable smart card Integrated Circuit Card. This is used for mobile cellular telephone devices such as mobile computers and mobile phones. SIM cards securely store the service-subscriber key used to identify a subscriber. The SIM card allows users to change phones by simply removing the SIM card from one mobile phone and inserting it into another mobile phone or broadband telephony device.
SIR	Supplemental Inflatable Restraint	Technical term for the air bag. Air bag is a stretchable membrane, which inflates during an automobile accident to provide cushioning to the passenger's head and torso to prevent injury to the passengers.
SPI	Serial Peripheral Interface	This is an interface that enables the serial (one bit at a time) exchange of data between two devices. An SPI operates in full duplex mode. This means that data can be transferred in both directions at the same time. It is a standard bus technology like CAN or I2C.
SPS	Service Programming System	System that enables repair facilities to update the software in control modules.
SUV	Sport Utility Vehicle	A passenger vehicle which combines the towing capacity of a pickup truck with the passenger-carrying space of a minivan.
SVS	Service Vehicle Soon	Indicator lamp or symbol for a malfunction related to a vehicle component or system.
TA	Traffic Announcement	Message spoken on radio regarding the movement of vehicles or pedestrians through an area or along a route. The buttons on radios that enable this announcements are also often labeled TA.
TAC	Throttle Actuator Control	A motor which moves the engine throttle plate or valve, controlled by the engine control module. A throttle plate limits the amount of air entering a internal combustion gasoline engine.
TAP	Transmission Adaptive Pressure	The transmission control module learns each component's characteristics and adjusts fluid pressure accordingly.
TCC	Torque Converter Clutch	Resides in a torque converter to connect an engine to an automatic transmission. The clutch is applied when conditions are correct to achieve a 1:1 ratio of engine crankshaft to transmission input shaft.

Acronym	Meaning	Definition
TCM	Transmission Control Module	A module that controls electronic automatic transmissions. It uses sensors from the vehicle as well as data provided by the Engine Control Module to calculate how and when to change gears in the vehicle for optimum performance, fuel economy and shift quality.
TDC	Top Dead Center	The piston is in its highest position relative to the combustion chamber.
TIS	Techline Information System	The PC-based global dealership diagnostic software that provides the technician the ability to reference the most recent service information via the service department's computer.
TPA	Terminal Position Assurance	An additional locking mechanism inside an electric connector that holds the pins in place.
TV	Television	A telecommunication system for broadcasting and receiving moving pictures and sound over a distance.
USB	Universal Serial Bus	A type of communication bus connection between a computer and a peripheral device.
VCI	Vehicle Communications Interface	A diagnostic tool that communicates to modules of multiple communication protocols in a vehicle by converting vehicle serial data into PC serial data communication.
VIN	Vehicle Identification Number	Used by manufacturers to uniquely identify motor vehicles using 17 characters.
VSCM	Vehicle Stability Control Module	This module uses information from several sensors to detect a loss of vehicle traction, then works with the antilock brake system to apply individual brakes to help keep the vehicle on its intended path.
VSS	Vehicle Speed Sensor	Sends data regarding how fast the car is traveling at the moment of driving. It is designed to be able to record the rate at which the vehicle's crankshaft is spinning.
WOT	Wide Open Throttle	When the throttle blade or valve is at its maximum open position, allowing maximum air to enter an internal combustion gasoline engine.
WLAN	Wireless Local Area Network	Standard to transmit digital data via radio frequency.

Acronym	Meaning	Definition
XM	XM (Satellite Radio)	XM Satellite Radio Holdings (XM) is one of two satellite radio services in the United States and Canada. XM provides pay-for-service radio, analogous to cable television. Its service includes 73 different music channels, 39 news, sports, talk, and entertainment channels, 21 regional traffic and weather channels and 23 play-by-play sports channels (2008).
XML	Extensible Markup Language	A markup language that defines a set of rules for encoding documents in a format that is both human-readable and machine-readable.

Units

Unit	Meaning	Definition
m ²	Square Meter	Area
A	Ampere	Electrical
Ah	Ampere Hour	Electrical
C	Coulomb	Electrical
dBm	Decibel Meter	Electrical
dBmV	Decibel Millivolt	Electrical
mV/DIV	Millivolts per Division	Electrical
mV/s	Millivolts per Second	Electrical
Ω	Ohm	Electrical
V	Volt	Electrical
V/DIV	Volts per Division	Electrical
V/ms	Volts per Millisecond	Electrical
W	Watt	Electrical
mm ³ /stroke	Cubic Millimeters per Stroke	Flow

Unit	Meaning	Definition
gal/h	Gallons per Hour	Flow
g/s	grams per second	Flow
g/stroke	Grams per Stroke	Flow
kg/100km	Kilograms per 100 Kilometer	Flow
kg/h	Kilograms per Hour	Flow
km/L	kilometer/liter	Flow
L/100km	Liters per 100 Kilometers	Flow
L/h	Liters per Hour	Flow
L/min	Liters per Minute	Flow
MPG	Miles per Gallon	Flow
mg/s	Milligrams per Second	Flow
mg/stroke	Milligrams per stroke	Flow
ft	feet	Length
in	Inch	Length
m	Meter	Length
mi	Mile	Length
bar	Bar	Mechanical
bar/min	Bars per Minute	Mechanical
in. H2O	Inches of Water	Mechanical
in. H2O/s	Inches of Water per second	Mechanical
kPa/s	Kilopascals per Second	Mechanical

Unit	Meaning	Definition
N	Newton	Mechanical
Y	Newton Meter	Mechanical
Pa	Pascal	Mechanical
Pa/s	Pascals per Second	Mechanical
lb ft	Pound Foot	Mechanical
PSI	Pound-Force per Square Inch	Mechanical
Counts	Counts	Misc.
Cycles	Cycles	Misc.
dB	Decibel	Misc.
°	Degree	Misc.
°C	Degree Centigrade	Misc.
°CA	Degree Crankshaft Angle	Misc.
°F	Degree Fahrenheit	Misc.
°/s	Degree per Second	Misc.
Hz	Hertz	Misc.
kbit/s	Kilobit per second	Misc.
lx	Lux	Misc.
ppm	Parts per Million	Misc.
%	Percent	Misc.
%/min	Percents per Minute	Misc.
%/sec	Percents per Second	Misc.

Unit	Meaning	Definition
Pulses	Pulses	Misc.
:1	Ratio	Misc.
RPM	Revolutions per Minute	Misc.
Steps	Steps	Misc.
W/m ²	Watts per Square Meter	Misc.
g	g (Acceleration)	Movement
km/h	Kilometers per Hour	Movement
m/s	Meters per Second	Movement
m/s ³	Meters per Second Cubed	Movement
m/s ²	Meters per Second Squared	Movement
MPH	Miles per Hour	Movement
mm/s	Millimeters per Second	Movement
d	Day	Time
h	Hour	Time
hh:mm:ss	Hour:Minute:Second	Time
ms/DIV	Milliseconds per Division	Time
min	Minute	Time
s	Second	Time
s/DIV	Seconds per Division	Time
yy-mm-dd	Year-Month-Day (2 digits)	Time
yyyy-mm-dd	Year-Month-Day (4 digits, preferred)	Time

Unit	Meaning	Definition
m ³	Cubic Meter	Volume
gal	Gallon	Volume
L	Liter	Volume
mL	milliliters	Volume
US gal	US Gallon	Volume
US pt	US Pint	Volume
US qt	US Quart	Volume
kg	Kilogram	Weight



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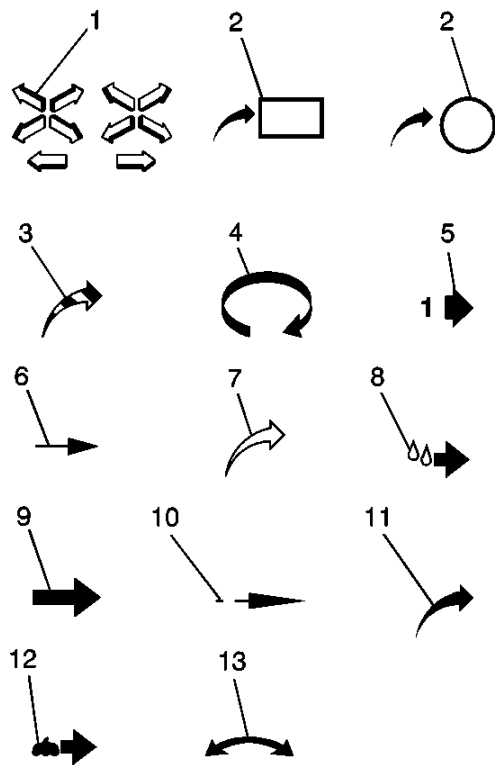
Submodel: | Engine Type: | Liters:
Fuel Delivery: | Fuel:

Warning: To avoid personal injury when exposed to welding flashes or to galvanized (Zinc Oxide) metal toxic fumes while grinding/cutting on any type of metal or sheet molded compound, you must work in a properly ventilated area, wearing an approved respirator, eye protection , earplugs, welding gloves, and protective clothing.

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This service manual uses various symbols in order to describe different service operations.



- (1) Front of Vehicle
- (2) View Detail

- (2) View Detail
- (3) Ambient Air Mixed with Another Gas or Indicate Temperature Change
- (4) Motion or Direction
- (5) View Angle
- (6) Dimension (1:2)
- (7) Ambient/Clean Air Flow or Cool Air Flow
- (8) Lubrication Point– Oil or Fluid
- (9) Task Related
- (10) Sectioning (1:3)
- (11) Gas Other Than Ambient Air or Hot Air Flow
- (12) Lubrication Point– Grease or Jelly
- (13) Multidirectional Arrow

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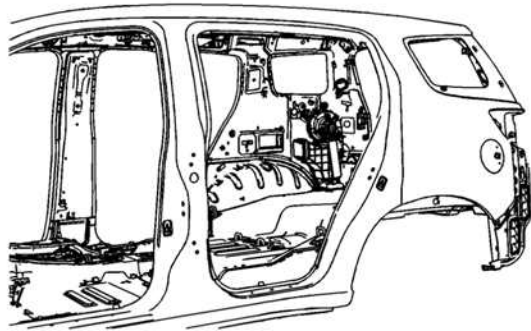
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Warning: An assistant should drive the vehicle while the technician checks for the location of the reported condition. Otherwise, personal injury could result.

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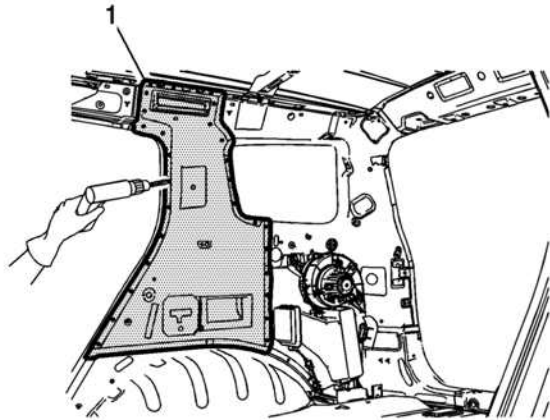
Removal Procedure



Warning: Refer to Approved Equipment for Collision Repair Warning.

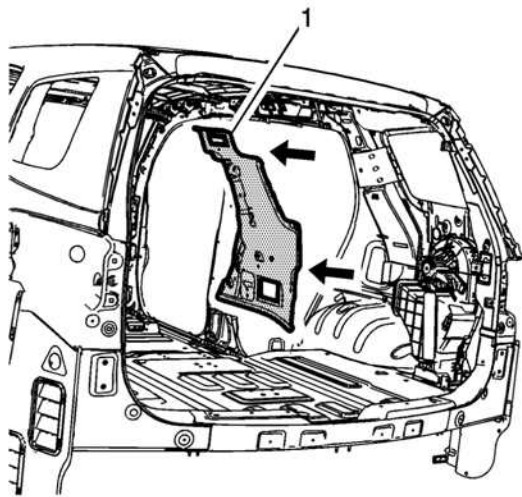
Warning: Refer to Glass and Sheet Metal Handling Warning.

1. Disable the supplemental inflatable restraint (SIR) system. Refer to SIR Disabling and Enabling.
2. Disconnect the negative battery cable. Refer to Battery Negative Cable Disconnection and Connection.
3. Remove all related panels and components.
4. Repair as much of the damage as possible to factory specifications.
5. Note the location and remove the sealers and anti-corrosion materials from the repair area, as necessary. Refer to Anti-Corrosion Treatment and Repair.

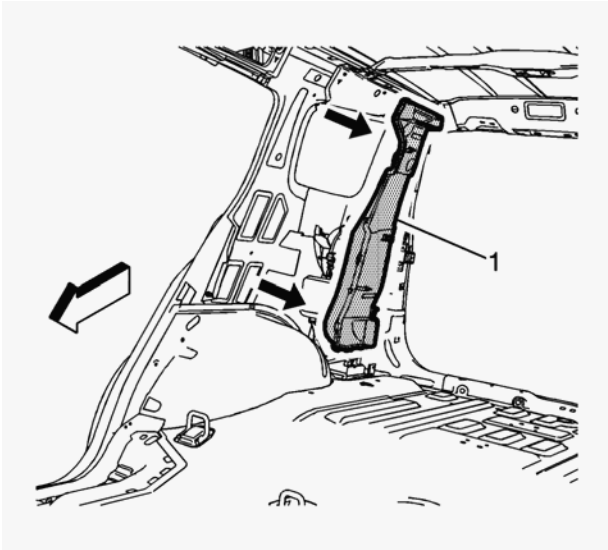


Note: The quarter inner panel will not be removed. The collision repair technician will release the quarter inner panel to access and remove the auxiliary air conditioning air duct.

6. Locate and drill out all factory welds (1). Note the number and location of the welds for installation of the service panel.

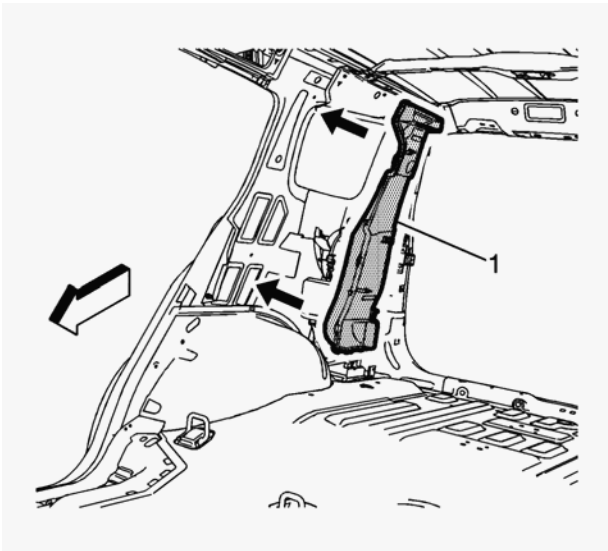


7. Gentle bend the quarter inner panel (1) to gain access to the auxiliary air conditioning air duct.
8. Using the proper tool, release the auxiliary air conditioning air duct clamps.

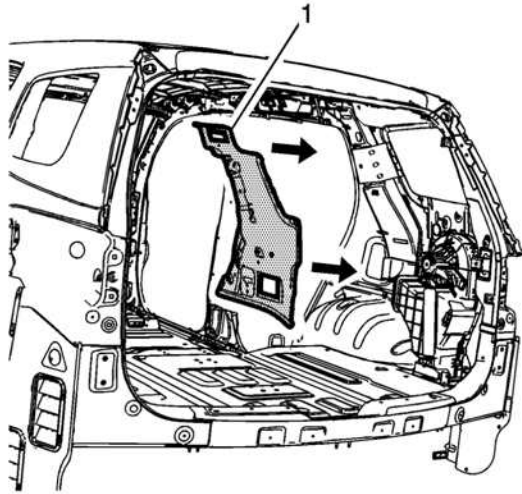


9. Remove the damaged auxiliary air conditioning air duct (1) from the vehicle.

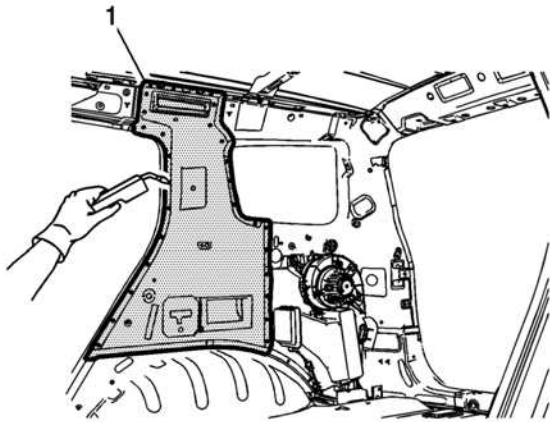
Installation Procedure



1. Position the auxiliary air conditioning air duct (1).
2. Clamp the auxiliary air conditioning air duct (1) in place.



3. Position the inner quarter panel (1) to the vehicle.



4. Plug weld accordingly (1).
5. Apply the sealers and anti-corrosion materials to the repair area, as necessary. Refer to Anti-Corrosion Treatment and Repair.
6. Paint the repair area. Refer to Basecoat/Clearcoat Paint Systems.
7. Install all related panels and components.
8. Connect the negative battery cable. Refer to Battery Negative Cable Disconnection and Connection.
9. Enable the SIR system. Refer to SIR Disabling and Enabling.

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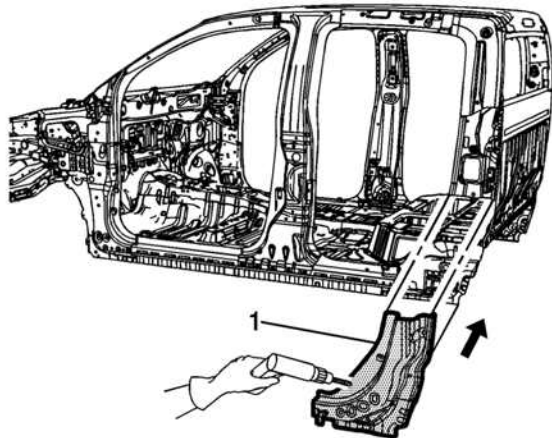
Submodel: | Engine Type: | Liters:
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Removal Procedure

Warning: Refer to Approved Equipment for Collision Repair Warning.

Warning: Refer to Glass and Sheet Metal Handling Warning.

1. Disable the SIR system. Refer to SIR Disabling and Enabling.
2. Disconnect the negative battery cable. Refer to Battery Negative Cable Disconnection and Connection.
3. Remove all related panels and components.
4. Perform additional procedures as necessary. Refer to Rear End Panel Replacement, Rocker Outer Panel Sectioning, Roof Outer Panel Replacement and Outer Door Frame Sectioning.
5. Restore as much of the damage as possible to factory specifications using 3-dimensional measuring equipment.

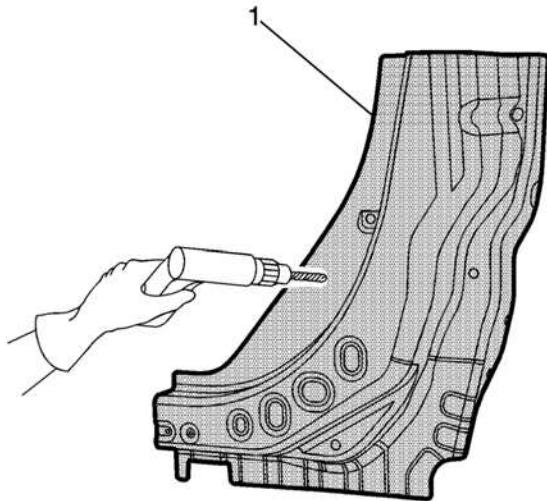


6. Note the location and remove the sealers and anti-corrosion materials from the repair area, as necessary (1). Refer to Anti-Corrosion Treatment and Repair.

Note:

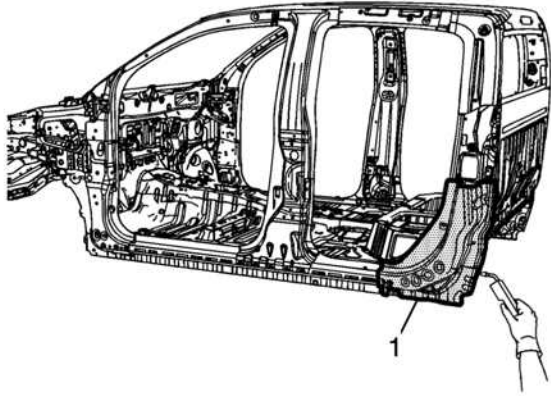
- Do not damage any inner panels or reinforcements.
 - Record the number and location of the original welds for installation of the service part.
7. Locate and drill out all factory welds (1).
 8. Remove the damaged inner rocker panel (1).

Installation Procedure



Note: If the location of the original plug welds cannot be determined or structural weld-thru adhesive was present, space plug weld holes every 40 mm (1 1/2 in) apart.

1. Drill 8 mm (5/16 in) plug weld holes in the service part as necessary (1), in the locations noted from the original panel.
2. Prepare all attachment surfaces as necessary.
3. Apply Weld-Thru Coating or equivalent to all mating surfaces. Refer to Anti-Corrosion Treatment and Repair.



4. Position the inner rocker panel (1).
5. Clamp service parts in position.
6. Inspect the vehicle for proper dimensions using 3-dimensional equipment.
7. Plug weld accordingly (1).
8. Clean and prepare all welded surfaces.
9. Apply the sealers and anti-corrosion materials to the repair area, as necessary. Refer to Anti-Corrosion Treatment and Repair.
10. Paint the repair area. Refer to Basecoat/Clearcoat Paint Systems.
11. Install all related panels and components.
12. Connect the negative battery cable. Refer to Battery Negative Cable Disconnection and Connection.
13. Enable the SIR system. Refer to SIR Disabling and Enabling.

2013 Chevrolet Colorado

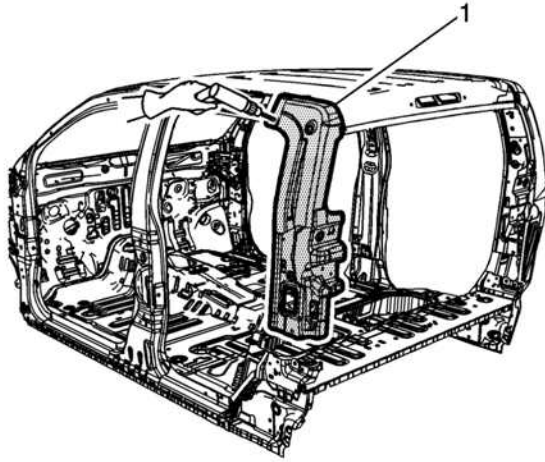
Submodel: | **Engine Type:** | **Liters:**
Fuel Delivery: | **Fuel:**

Removal Procedure

Warning: Refer to Approved Equipment for Collision Repair Warning.

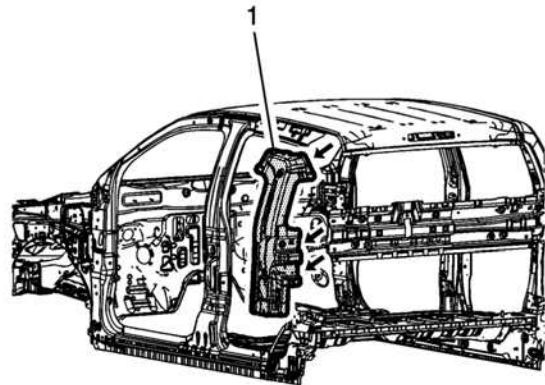
Warning: Refer to Glass and Sheet Metal Handling Warning.

1. Disable the SIR system. Refer to SIR Disabling and Enabling.
2. Disconnect the negative battery cable. Refer to Battery Negative Cable Disconnection and Connection.
3. Remove all related panels and components.
4. Perform additional procedures as necessary. Refer to Rear End Panel Replacement, Rocker Outer Panel Sectioning, Roof Outer Panel Replacement and Outer Door Frame Sectioning.
5. Restore as much of the damage as possible to factory specifications using 3-dimensional measuring equipment.
6. Note the location and remove the sealers and anti-corrosion materials from the repair area, as necessary. Refer to Anti-Corrosion Treatment and Repair.

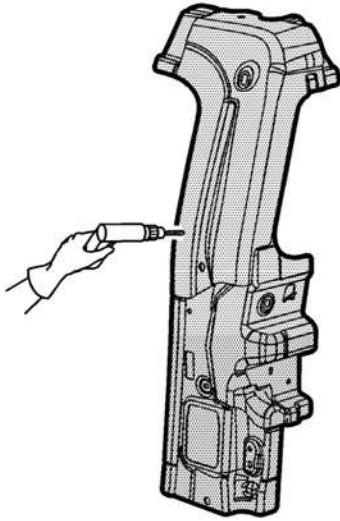


Note:

- Do not damage any inner panels or reinforcements.
 - Record the number and location of the original welds for installation of the service part.
7. Locate and drill out all factory welds (1).

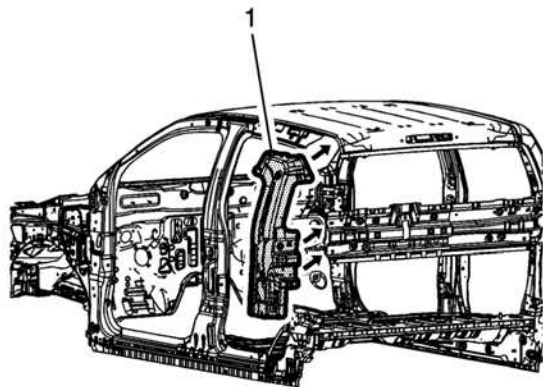


8. Remove the damaged back body pillar inner panel reinforcement (1).

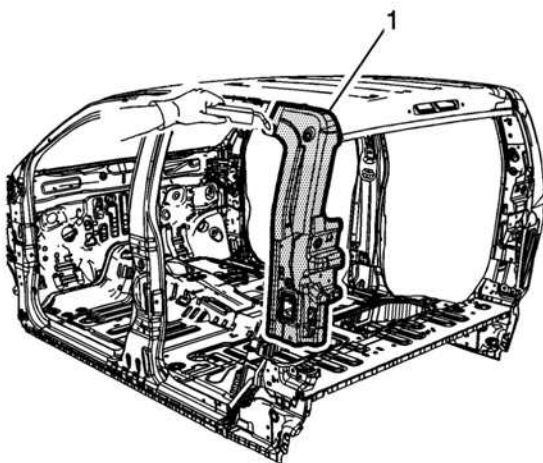


Note: If the location of the original plug welds cannot be determined or structural weld-thru adhesive was present, space plug weld holes every 40 mm (1 1/2 in) apart.

1. Drill 8 mm (5/16 in) plug weld holes in the service part as necessary (1), in the locations noted from the original panel.
2. Prepare all attachment surfaces as necessary.
3. Apply Weld-Thru Coating or equivalent to all mating surfaces. Refer to Anti-Corrosion Treatment and Repair.



4. Position the back body pillar inner panel (1).
5. Clamp service parts in position.
6. Inspect the vehicle for proper dimensions using 3-dimensional equipment.



7. Plug weld accordingly (1).
8. Clean and prepare all welded surfaces.
9. Apply the sealers and anti-corrosion materials to the repair area, as necessary. Refer to Anti-Corrosion Treatment and Repair.

10. Paint the repair area. Refer to Basecoat/Clearcoat Paint Systems.
11. Install all related panels and components.
12. Connect the negative battery cable. Refer to Battery Negative Cable Disconnection and Connection.
13. Enable the SIR system. Refer to SIR Disabling and Enabling.

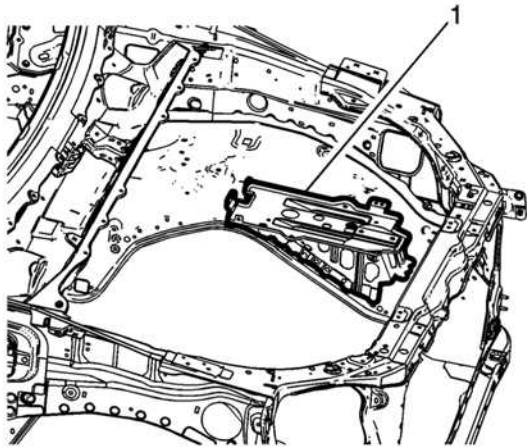
2013 Chevrolet Colorado

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

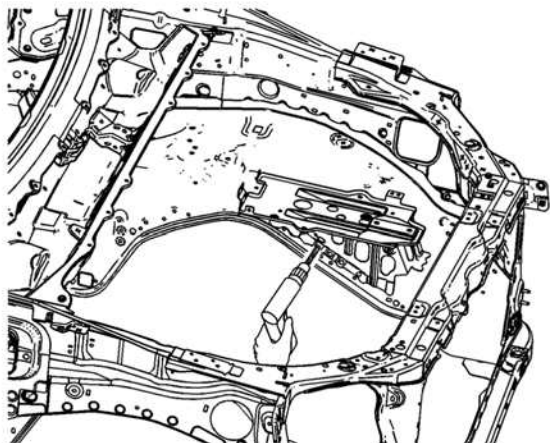
Removal Procedure

Warning: Refer to Approved Equipment for Collision Repair Warning.

1. Disable the SIR system. Refer to SIR Disabling and Enabling.

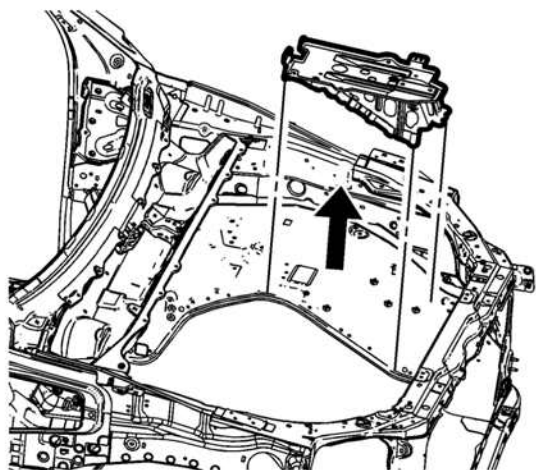


2. Remove all related panels (1) and components.
3. Repair as much of the damage as possible to factory specifications. Refer to Dimensions - Body.
4. Note the location and remove the sealers and anti-corrosion materials from the repair area, as necessary. Refer to Anti-Corrosion Treatment and Repair.



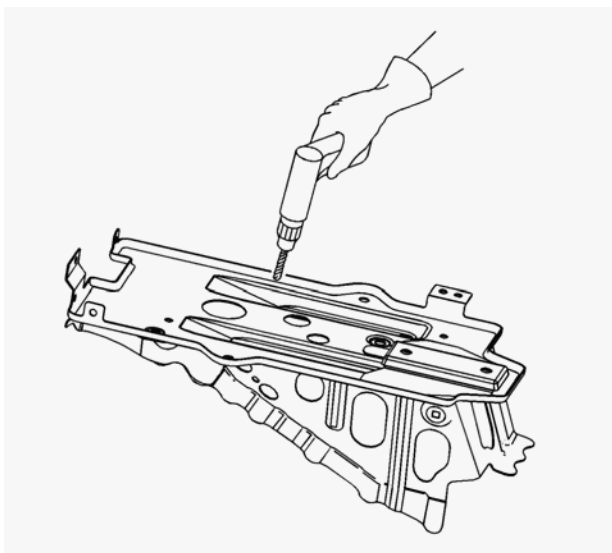
Note: Do not damage any inner panels or reinforcements.

5. Locate and drill out all factory welds. Note the number and location of welds for installation of the battery tray.



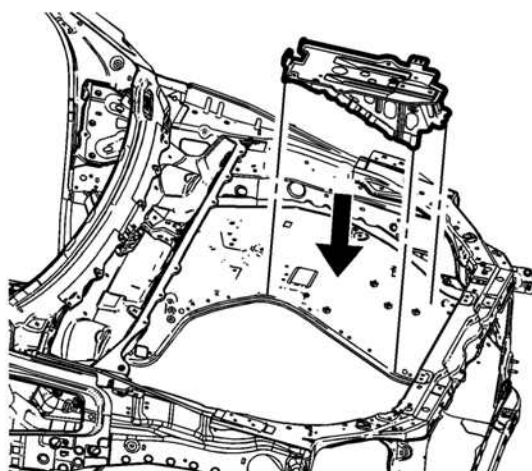
6. Remove the damaged battery tray.

[Installation Procedure](#)



Note: If the location of the original plug weld holes can not be determined, or if structural weld-thru adhesive is present, space the plug weld holes every 40 mm (1½ in) apart.

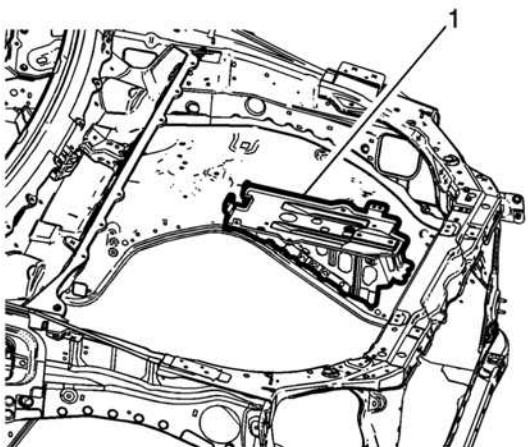
1. Drill 8 mm (5/16 in) plug weld holes as necessary in locations noted from the original battery tray.
2. Prepare all mating surfaces as necessary.
3. Apply Weld-Thru coating or equivalent to all mating surfaces. Refer to Anti-Corrosion Treatment and Repair.



4. Position the battery tray.



5. Plug the weld accordingly.



6. Clean and prepare all welded surfaces (1).
7. Apply the sealers and anti-corrosion materials to the repair area, as necessary. Refer to Anti-Corrosion Treatment and Repair.
8. Paint the repair area. Refer to Basecoat/Clearcoat Paint Systems.
9. Install all related panels and components.
10. Enable the SIR system. Refer to SIR Disabling and Enabling.

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Fuel Delivery: | Fuel:

Caution: Do not use belt dressing on the drive belt. Belt dressing causes the breakdown of the composition of the drive belt. Failure to follow this recommendation will damage the drive belt.

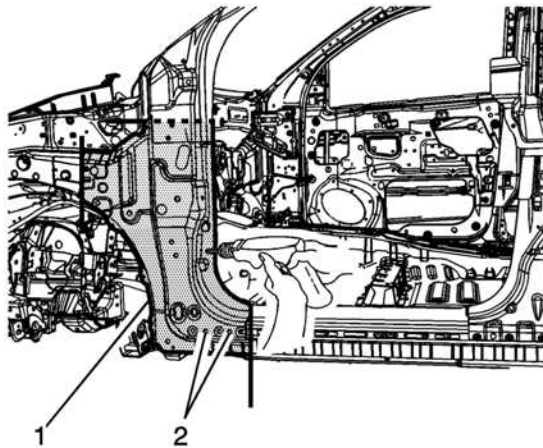
2013 Chevrolet Colorado

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

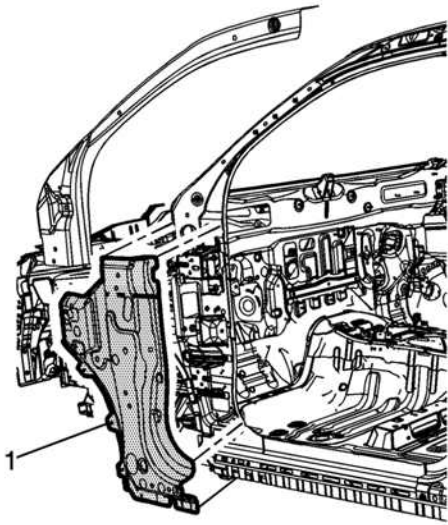
Removal Procedure

Warning: Refer to Approved Equipment for Collision Repair Warning.

1. Disable the SIR system. Refer to SIR Disabling and Enabling.
2. Disconnect the negative battery cable. Refer to Battery Negative Cable Disconnection and Connection.
3. Remove all related panels and components.
4. Repair as much of the damage as possible. Refer to Dimensions - Body.
5. Remove the sealers and anti-corrosion materials from the repair area. Refer to Anti-Corrosion Treatment and Repair.
6. Locate and mark all the necessary factory welds of the front hinge pillar body.



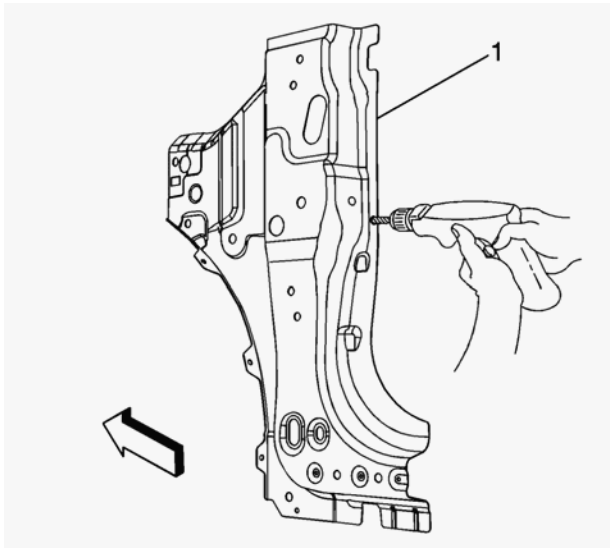
7. Remove the rivets (2).
8. Drill all factory welds (1). Note the number and location of welds for installation of the body hinge pillar lower reinforcement.



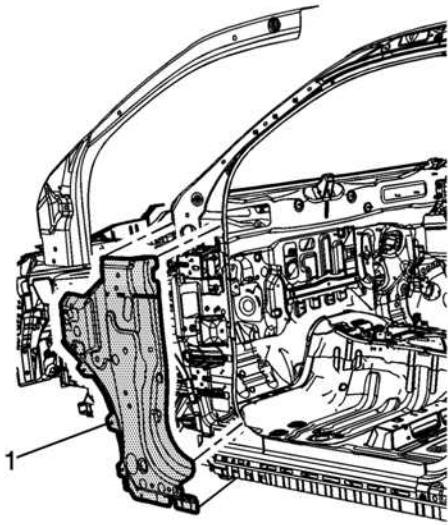
9. Remove the damaged body hinge pillar lower reinforcement (1).

Installation Procedure

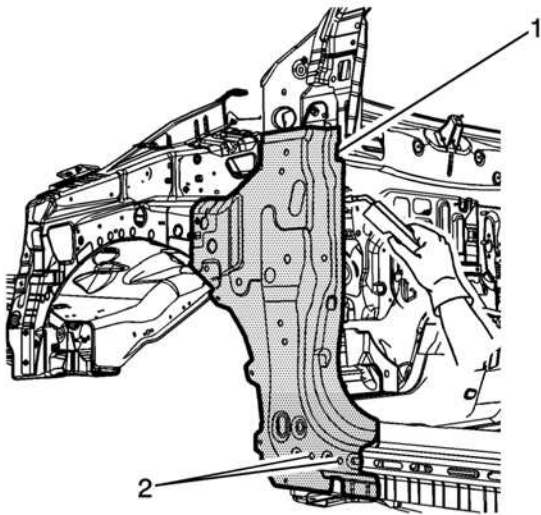
1. Prepare all mating surfaces as necessary.
2. Align the body hinge pillar lower reinforcement.



3. Drill **8 mm (5/16 in)** holes for plug welding along the edges of the front hinge pillar body as noted from the original panel (1).
4. Clean and prepare the attaching surfaces for welding.



5. Position the body hinge pillar lower reinforcement on the vehicle (1).
6. Verify the fit of the front hinge pillar body reinforcement.
7. Clamp the front hinge pillar body reinforcement into position.



8. Plug weld accordingly.
9. Attach the new rivets (2).
10. Apply the sealers and anti-corrosion materials to the repair area, as necessary. Refer to Anti-Corrosion Treatment and Repair.
11. Paint the repaired area. Refer to Basecoat/Clearcoat Paint Systems.

12. Install all related panels and components. Refer to Outer Windshield Frame Pillar Sectioning.
13. Connect the negative battery cable. Refer to Battery Negative Cable Disconnection and Connection.
14. Enable the SIR system. Refer to SIR Disabling and Enabling.

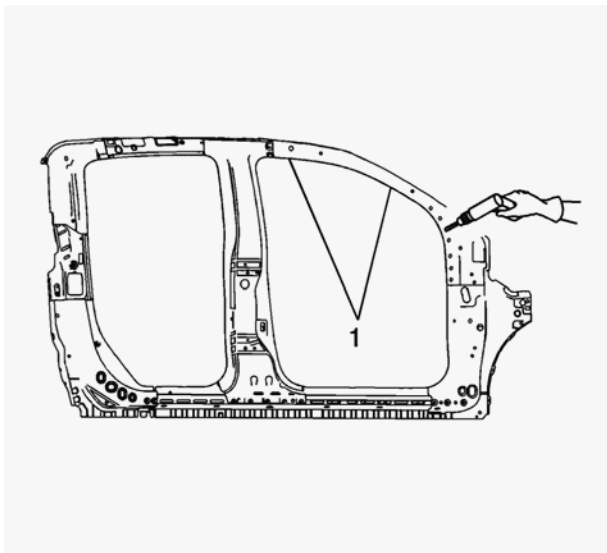
2013 Chevrolet Colorado

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

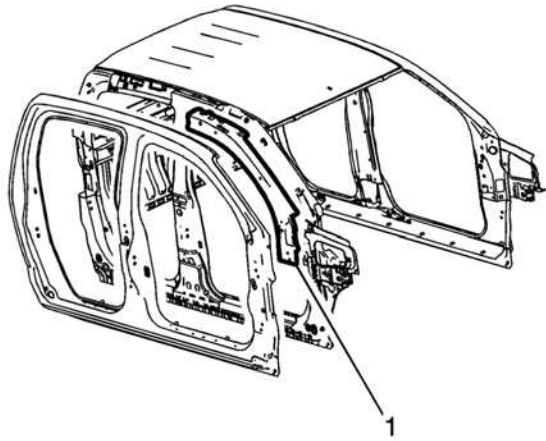
Removal Procedure

Warning: Refer to Approved Equipment for Collision Repair Warning.

1. Disable the SIR system. Refer to SIR Disabling and Enabling.
2. Disconnect the negative battery cable. Refer to Battery Negative Cable Disconnection and Connection.
3. Remove all related panels and components.
4. Repair as much of the damage as possible. Refer to Dimensions - Body.
5. Remove the sealers and anti-corrosion materials from the repair area. Refer to Anti-Corrosion Treatment and Repair.
6. Locate and mark all the necessary factory welds of the body hinge pillar outer panel reinforcement.



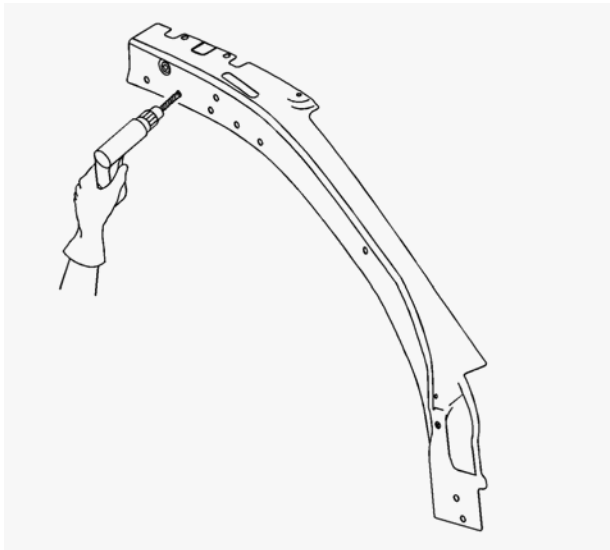
7. Drill all factory welds (1). Note the number and location of welds for installation of the service assembly.



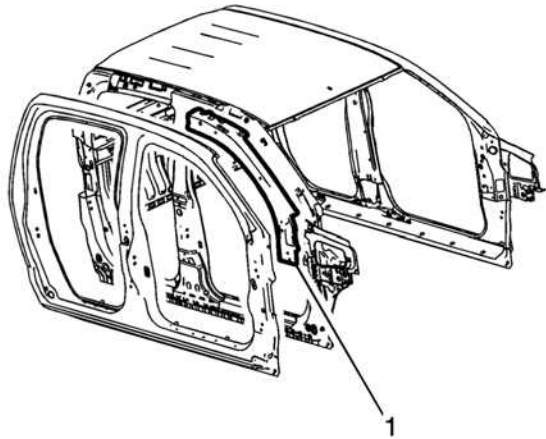
8. Remove the damaged body hinge pillar outer panel reinforcement (1).

Installation Procedure

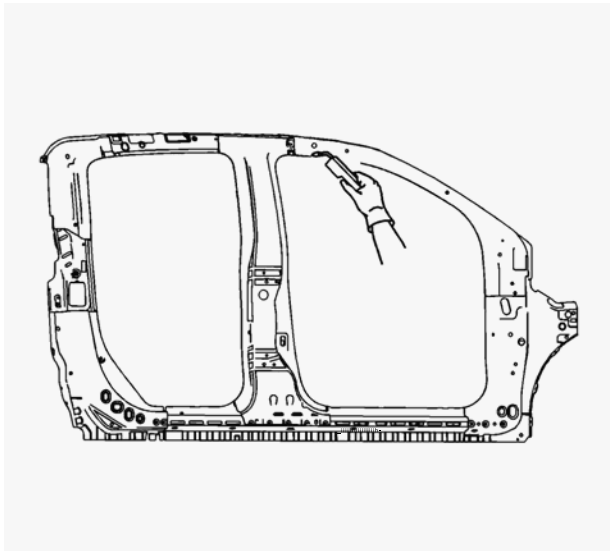
1. Prepare all mating surfaces as necessary.
2. Align the body hinge pillar outer panel reinforcement.



3. Drill **8 mm (5/16 in)** holes for plug welding along the edges of the body hinge pillar outer panel reinforcement as noted from the original panel.
4. Clean and prepare the attaching surfaces for welding.



5. Position the body hinge pillar outer panel reinforcement on the vehicle (1).
6. Verify the fit of the hinge pillar outer panel reinforcement.
7. Clamp the hinge pillar outer panel reinforcement into position.



8. Plug weld accordingly.
9. Apply the sealers and anti-corrosion materials to the repair area, as necessary. Refer to Anti-Corrosion Treatment and Repair.
10. Paint the repaired area. Refer to Basecoat/Clearcoat Paint Systems.
11. Install all related panels and components.

12. Connect the negative battery cable. Refer to Battery Negative Cable Disconnection and Connection.
13. Enable the SIR system. Refer to SIR Disabling and Enabling.

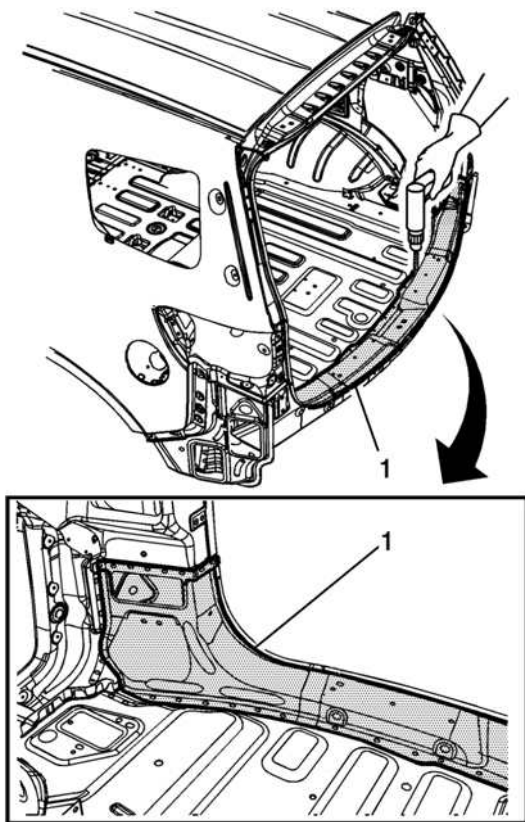
2013 Chevrolet Colorado

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

Removal Procedure

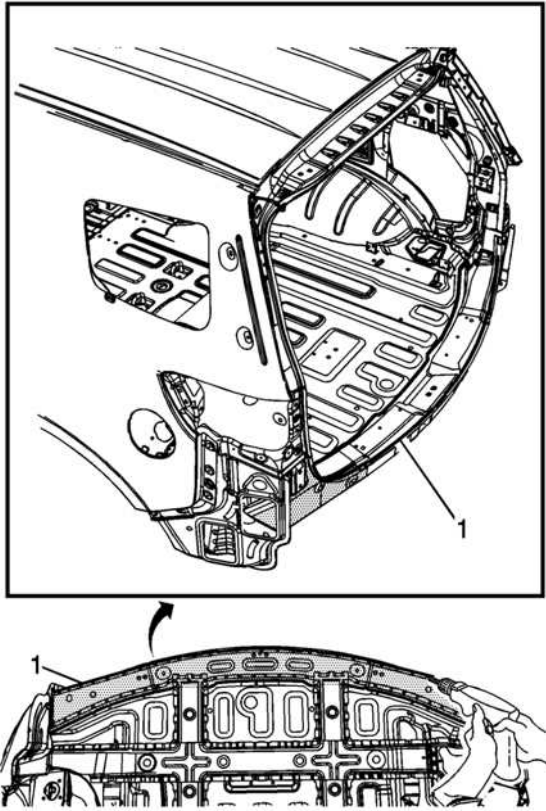
Warning: Refer to Approved Equipment for Collision Repair Warning.

1. Disable the supplemental inflatable restraint (SIR) system. Refer to SIR Disabling and Enabling.
2. Disconnect the negative battery cable. Refer to Battery Negative Cable Disconnection and Connection.
3. Remove all related panels and components.
4. Repair as much of the damage as possible to factory specifications. Refer to Dimensions - Body.
5. Note the location and remove the sealers and anti-corrosion materials from the repair area, as necessary. Refer to Anti-Corrosion Treatment and Repair.

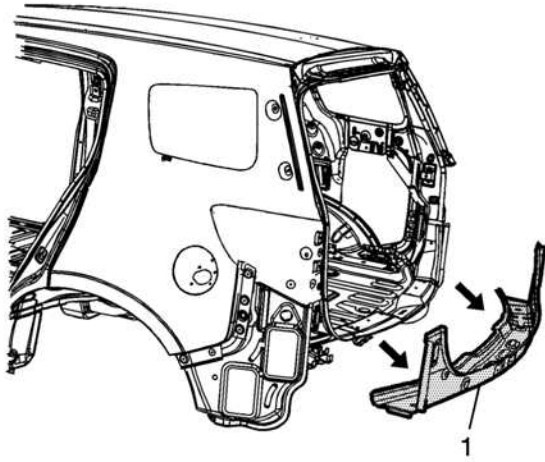


Note: Do not damage any inner panels or reinforcements.

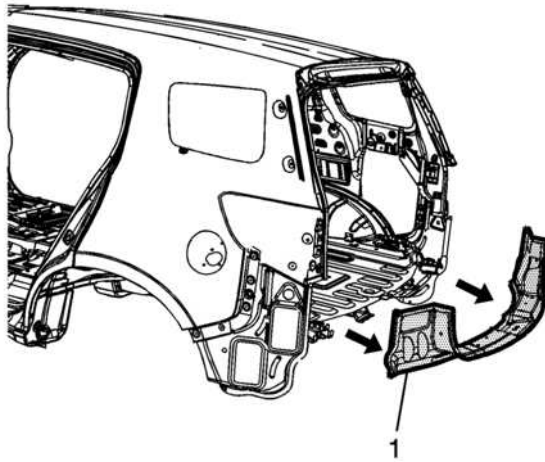
6. Locate and drill out all factory welds (1) on the top of the upper and lower rear end panels. Note the number and location of the welds (1) for installation of the upper and lower rear end panels.



7. Locate and drill out all factory welds (1) on the underneath of the upper and lower rear end panels. Note the number and location of the welds (1) for installation of the upper and lower rear end panels.

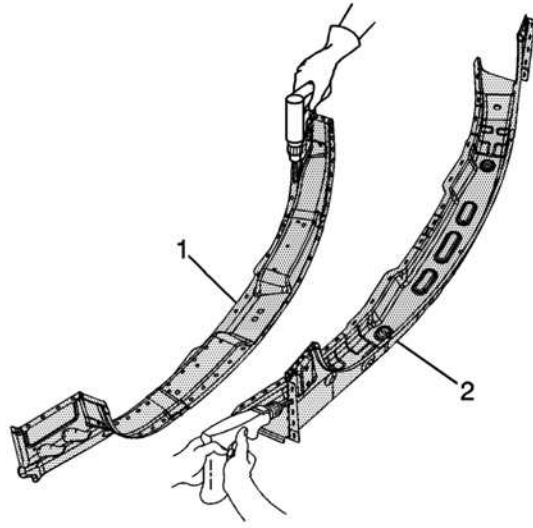


8. Remove the damaged lower body rear end panel (1).



9. Remove the damaged upper body rear end panel (1).

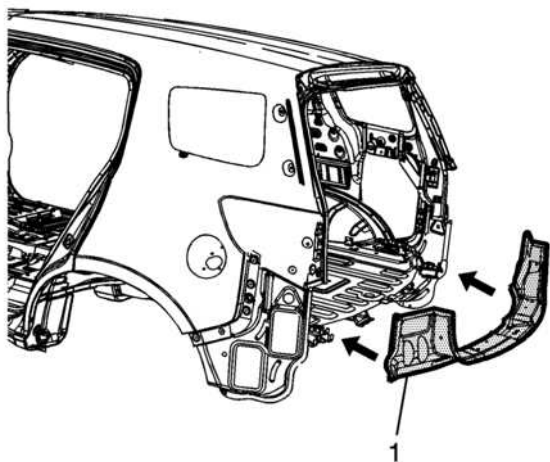
[Installation Procedure](#)



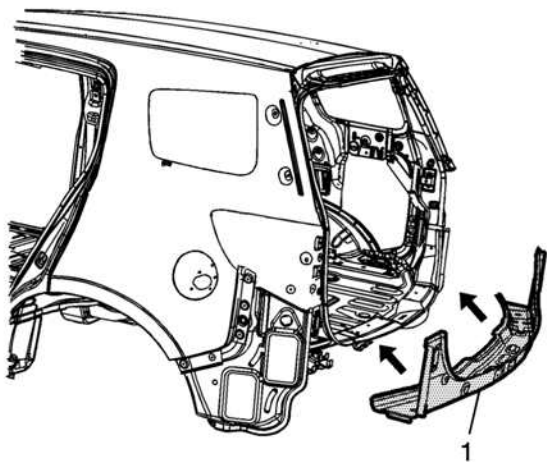
Note: If the location of the original plug weld holes can not be determined, space the plug weld holes every 40 mm (1 ½ in) apart.

Some panels may have structural weld-thru adhesive. It is necessary to replace the weld-thru adhesive with an additional spot weld between each factory spot weld.

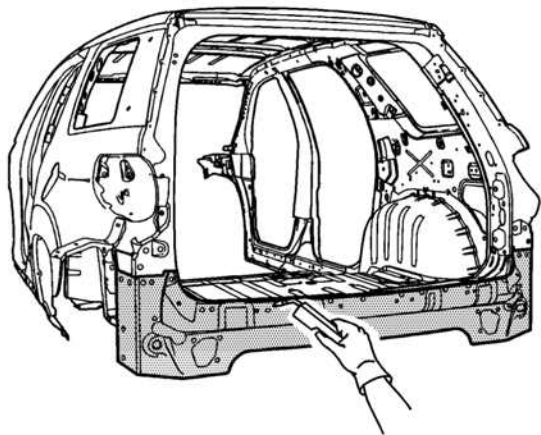
1. Drill 8 mm (5/16 in) plug weld holes in the upper and lower rear end panel (1) and (2) as necessary in the locations noted from the original panels.
2. Prepare all mating surfaces as necessary.
3. Apply GM approved weld-thru coating or equivalent to all mating surfaces. Refer to Anti-Corrosion Treatment and Repair.



4. Position the upper body rear end panel (1) to the vehicle using 3-dimensional measuring equipment. Clamp the upper rear end panel into place.



5. Position the lower body rear end panel (1) to the vehicle using 3-dimensional measuring equipment. Clamp the lower rear end panel into place.

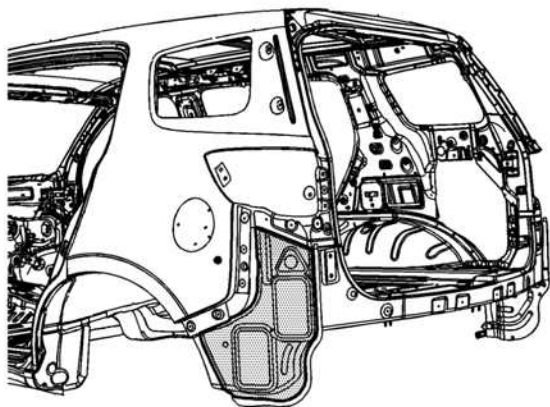


6. Plug weld accordingly.
7. Clean and prepare all welded surfaces.
8. Apply the sealers and anti-corrosion materials to the repair area, as necessary. Refer to Anti-Corrosion Treatment and Repair.
9. Paint the repair area. Refer to Basecoat/Clearcoat Paint Systems.
10. Install all related panels and components.
11. Connect the negative battery cable. Refer to Battery Negative Cable Disconnection and Connection.
12. Enable the SIR system. Refer to SIR Disabling and Enabling.

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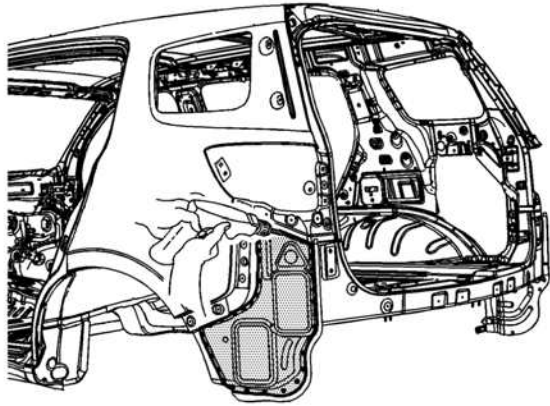
Submodel: | Engine Type: | Liters:
Fuel Delivery: | Fuel:

Removal Procedure



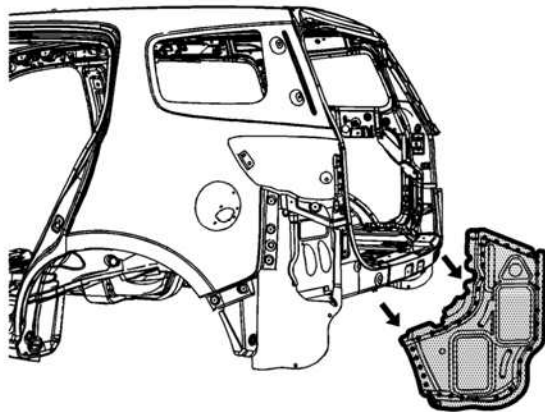
Warning: Refer to Approved Equipment for Collision Repair Warning.

1. Disable the supplemental inflatable restraint (SIR) system. Refer to SIR Disabling and Enabling.
2. Disconnect the negative battery cable. Refer to Battery Negative Cable Disconnection and Connection.
3. Remove all related panels and components.
4. Repair as much of the damage as possible to factory specifications. Refer to Dimensions - Body.
5. Note the location and remove the sealers and anti-corrosion materials from the repair area, as necessary. Refer to Anti-Corrosion Treatment and Repair.



Note: Do not damage any inner panels or reinforcements.

6. Locate and drill out all factory welds on the quarter filler panel. Note the number and location of the welds for installation of the quarter filler panel.

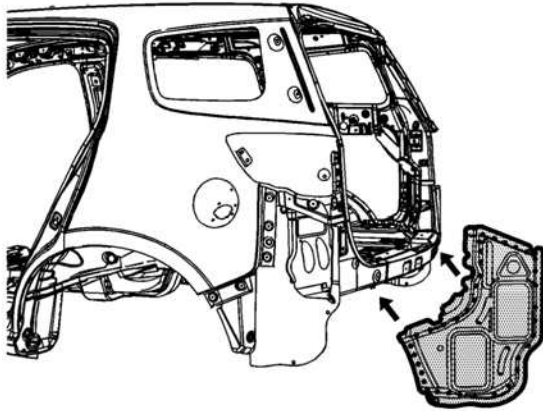


7. Remove the damaged quarter filler panel.

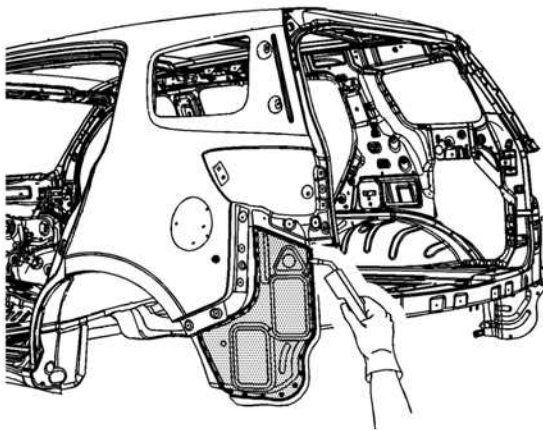
Installation Procedure

1. Prepare all mating surfaces as necessary.

2. Apply GM approved Weld-Thru Coating or equivalent to all mating surfaces. Refer to Anti-Corrosion Treatment and Repair.



3. Position the quarter filler panel to the vehicle using 3-dimensional measuring equipment. Clamp the quarter filler panel into place.



4. Plug weld accordingly.
5. Clean and prepare all welded surfaces.
6. Apply the sealers and anti-corrosion materials to the repair area, as necessary. Refer to Anti-Corrosion Treatment and Repair.
7. Paint the repair area. Refer to Basecoat/Clearcoat Paint Systems.

8. Install all related panels and components.
9. Connect the negative battery cable. Refer to Battery Negative Cable Disconnection and Connection.
10. Enable the SIR system. Refer to SIR Disabling and Enabling.

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Submodel: | Engine Type: | Liters:

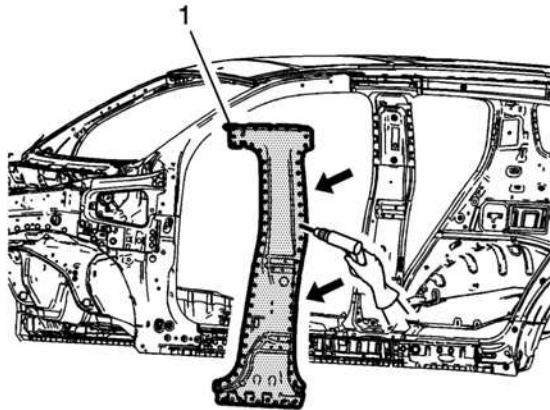
Fuel Delivery: | Fuel:

[Removal Procedure](#)

Warning: Refer to Approved Equipment for Collision Repair Warning.

Warning: Refer to Glass and Sheet Metal Handling Warning.

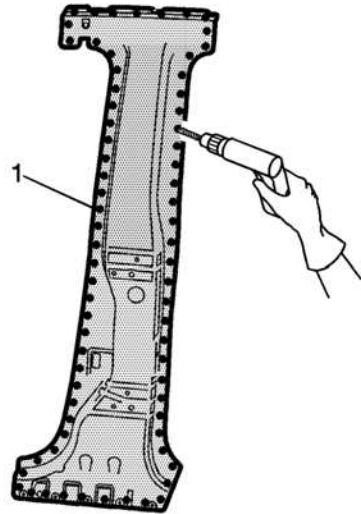
1. Disable the SIR System. Refer to SIR Disabling and Enabling.
2. Disconnect the negative battery cable. Refer to Battery Negative Cable Disconnection and Connection.
3. Remove all related panels and components.
4. Visually inspect the damage. Repair as much of the damage as possible.
5. Remove the sealers and anti-corrosion materials from the repair area, as necessary. Refer to Anti-Corrosion Treatment and Repair.
6. Locate and mark all factory welds.
7. Remove the center pillar. Refer to Center Pillar Sectioning.



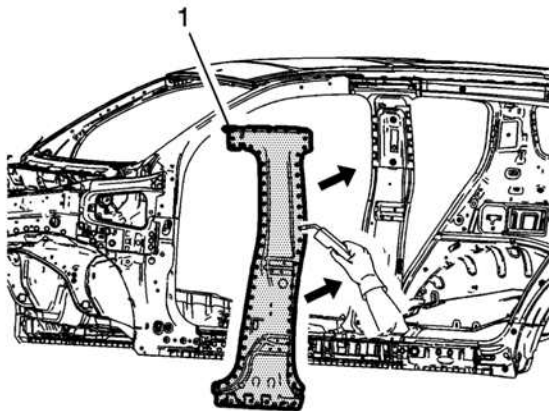
8. Remove the damaged center pillar inner panel (1).

Installation Procedure

1. Prepare all mating surfaces as necessary.
2. Align the center pillar inner panel (1).



3. Drill 8 mm (5/16 in) holes for plug welding along the edges of the center pillar inner panel (1) as noted from the original panel.
4. Clean and prepare the attaching surfaces for welding.



5. Position the center pillar inner panel (1) on the vehicle.
6. Verify the fit of the center pillar inner panel (1).
7. Clamp the center pillar inner panel (1) into position.
8. Install the center pillar. Refer to Center Pillar Sectioning.
9. Connect the negative battery cable. Refer to Battery Negative Cable Disconnection and Connection.
10. Enable the SIR system. Refer to SIR Disabling and Enabling.

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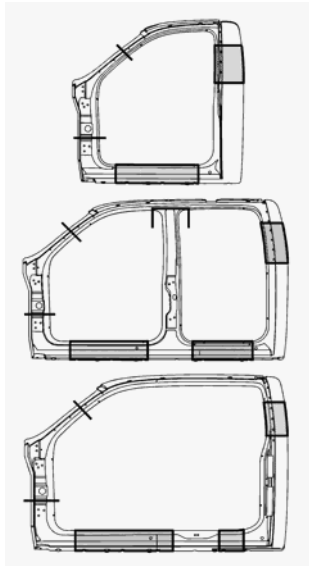
Submodel: | Engine Type: | Liters:
Fuel Delivery: | Fuel:

Removal Procedure

Warning: Refer to Approved Equipment for Collision Repair Warning.

Warning: Refer to Glass and Sheet Metal Handling Warning.

Warning: Refer to Collision Sectioning Warning.

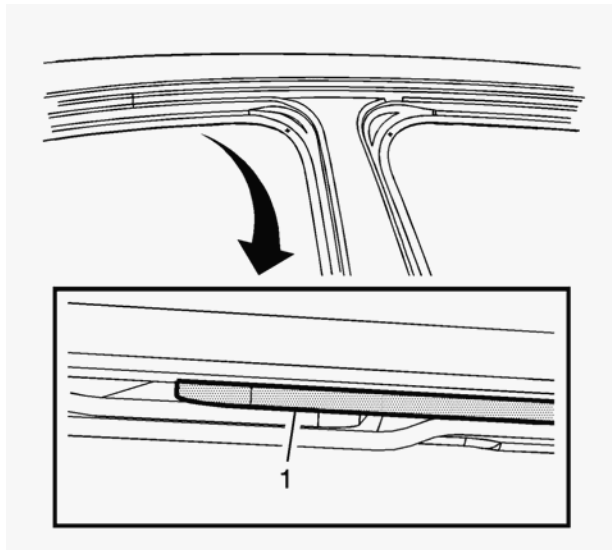


1. Disable the SIR system. Refer to SIR Disabling and Enabling.
2. Disconnect the negative battery cable. Refer to Battery Negative Cable Disconnection and Connection.
3. Remove all related panels and components.
4. Repair as much of the damage as possible to factory specifications. Refer to Dimensions - Body.

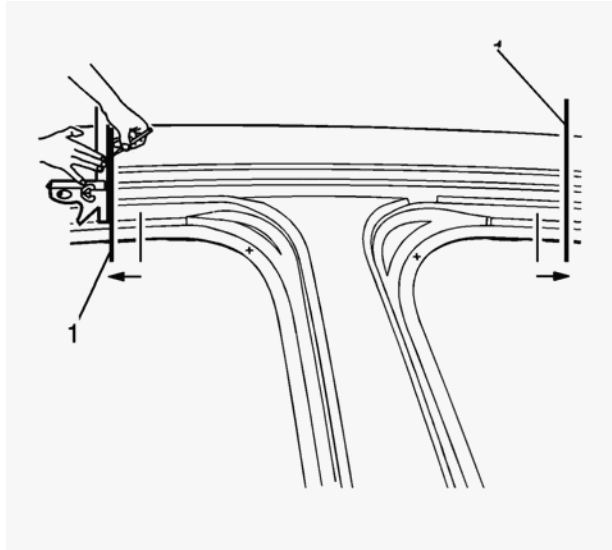
Warning: Refer to Foam Sound Deadeners Warning.

5. Note the location and remove the sealers and anti-corrosion materials from the repair area, as necessary. Refer to Anti-Corrosion Treatment and Repair.
6. Perform additional sectioning procedures as necessary. Refer to the following procedures:

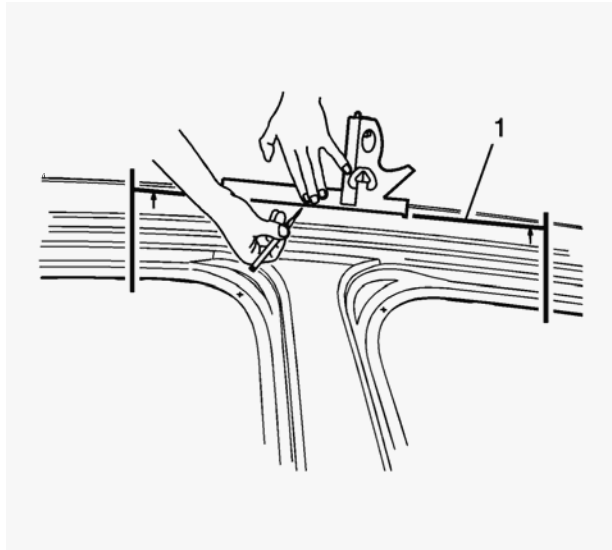
- Outer Windshield Frame Pillar Sectioning
- Front Hinge Pillar Sectioning
- Rocker Outer Panel Sectioning
- Rear Pillar Sectioning



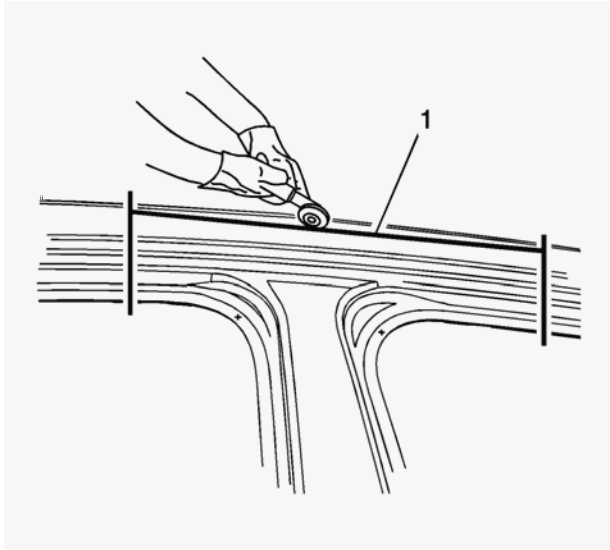
- Remove the weatherstrip, observe the flange in the center pillar area. There will be a 3-metal stack-up. The center layer is the center pillar inner reinforcement (1).



- Measure 30 mm (1.18 in) from the forward and rearward edges of the center pillar inner reinforcement and mark a vertical line (1).

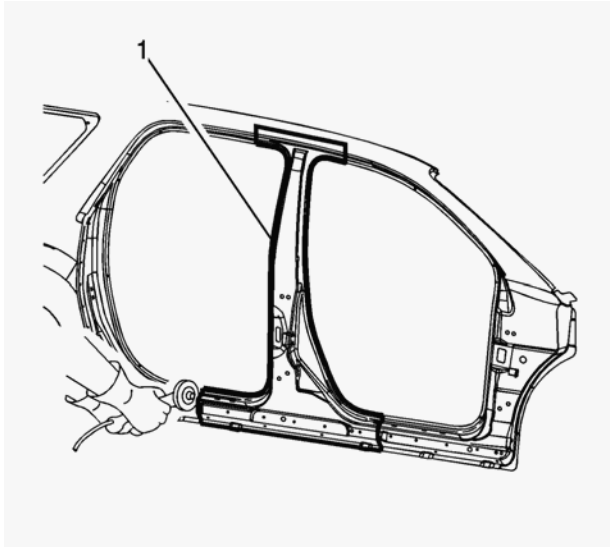


- Measure up 30 mm (1.18 in) from the door opening feature line (1) and mark a horizontal line.

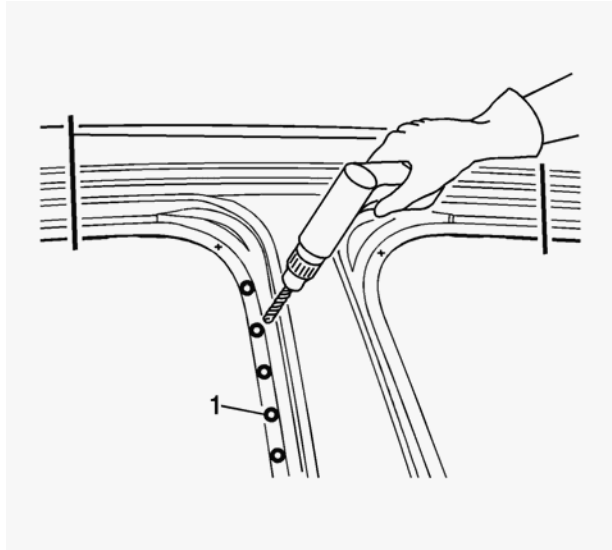


Note: Do not damage any inner panels or reinforcements.

- Cut the panel in the locations where sectioning is to be performed.

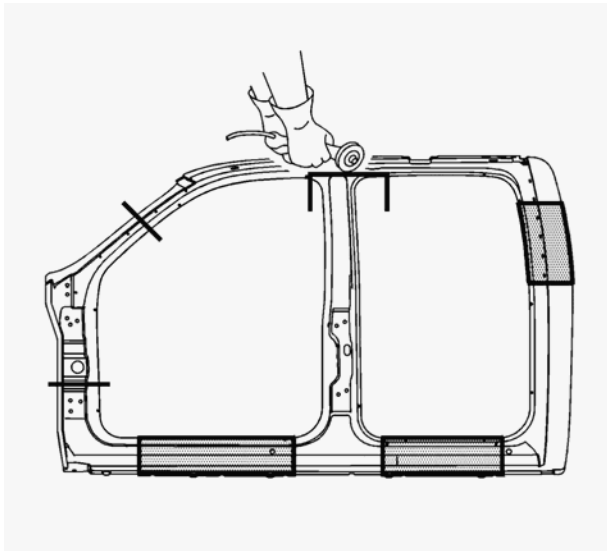


- Measure 30 mm (1.18 in) from the forward and rearward edges of the center pillar inner reinforcement and mark a vertical line (1).

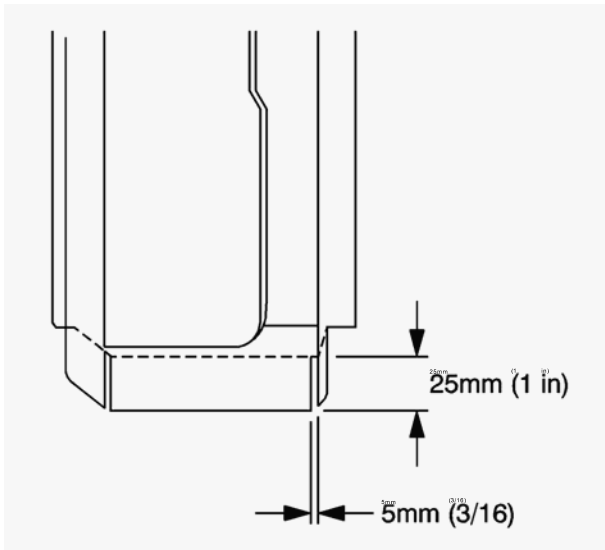


- Locate and drill out all factory welds (1). Note the number and location of the welds for installation of the service part.
- Remove the damaged pillar section.

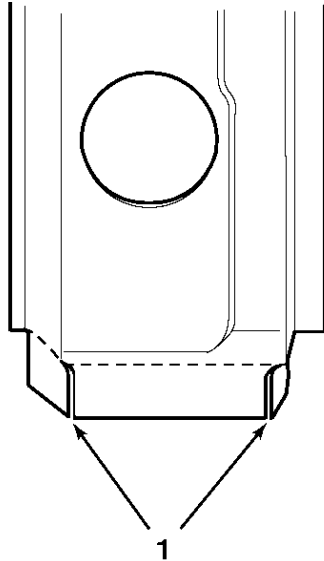
Installation Procedure



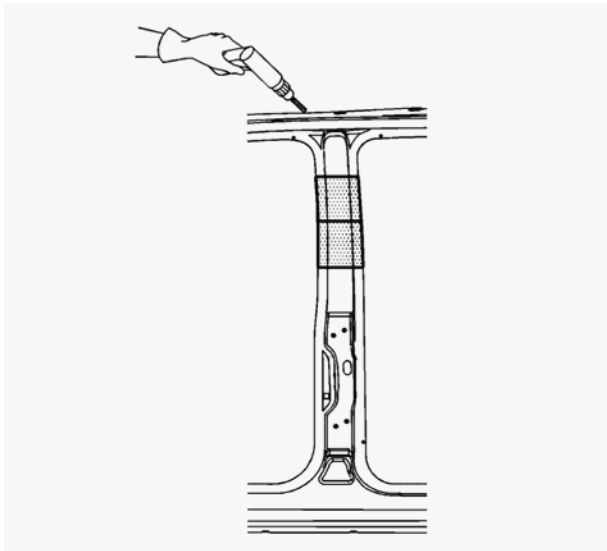
1. From the service part, cut the panel in corresponding locations to overlap the remaining original panel by 25 mm (1 in) at each joint location.



2. Cut and remove 25 mm (1 in) from the flanges on either side of the remaining section of the original pillar. Cut 5 mm (3/16 in) wide gaps in the bottom corners.

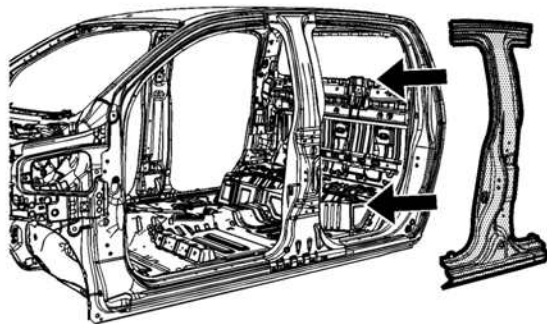


3. Step the tabs (1) inward to allow the door frame opening service section to fit over the original hinge pillar.

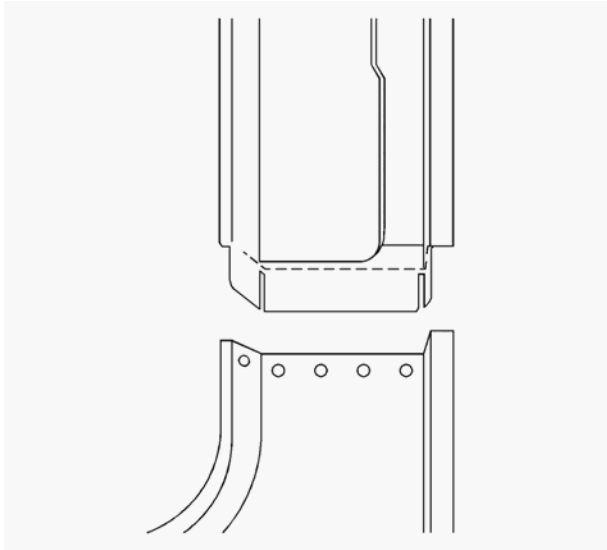


Note: If the location of the original plug weld holes cannot be determined, or if structural weld-thru adhesive was present, space the plug weld holes every 40 mm (1 1/2 in) apart.

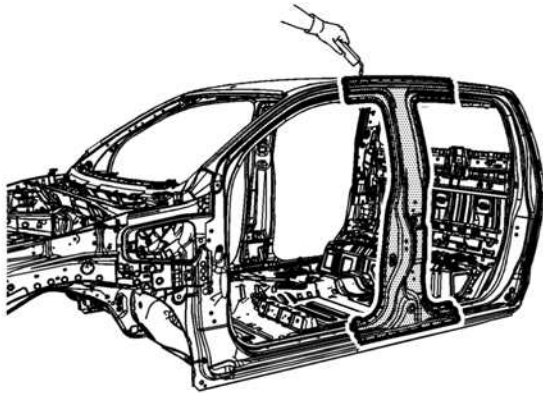
4. Drill 8 mm (5/16 in) plug weld holes in the service part as necessary in the locations noted from the original panel and along the sectioning cut.
5. Prepare all attachment surfaces, as necessary.
6. Apply Weld-Thru Coating or equivalent to all mating surfaces. Refer to Anti-Corrosion Treatment and Repair.



7. Position the center pillar to the vehicle using 3-dimensional measuring equipment. Clamp in place.



8. Fit the new part on the original panel.



9. Plug weld accordingly.

Note: To create a solid weld with minimum heat distortion, make 25 mm (1 in) stitch welds along the seam with 25 mm (1 in) gaps between them. Complete the stitch weld.

10. Clean and prepare all welded surfaces.
11. Apply the sealers and anti-corrosion materials to the repair area, as necessary. Refer to Anti-Corrosion Treatment and Repair.
12. Paint the repair area. Refer to Basecoat/Clearcoat Paint Systems.

13. Install all related panels and components.
14. Connect the negative battery cable. Refer to [Battery Negative Cable Disconnection and Connection](#).
15. Enable the SIR system. Refer to [SIR Disabling and Enabling](#).

2013 Chevrolet Colorado

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

Warning: Refer to SIR Warning.

Caution: The OBD II symbol is used on the circuit diagrams in order to alert the technician that the circuit is essential for proper OBD II emission control circuit operation. Any circuit which fails and causes the malfunction indicator lamp (MIL) to turn ON, or causes emissions-related component damage, is identified as an OBD II circuit.

Do not connect aftermarket accessories into the following circuits:

- SIR circuits, all such circuits are indicated on circuit diagrams with the SIR symbol.
- OBD II circuits, all such circuits are indicated on circuit diagrams with the OBD II symbol.

Always check for aftermarket accessories (non-OEM) as the first step in diagnosing electrical problems. If the vehicle is so equipped, disconnect the system to verify that these add-on accessories are not the cause of the problems.

Possible causes of vehicle problems related to aftermarket accessories include:

- Power feeds connected to points other than the battery
- Antenna location
- Transceiver wiring located too close to vehicle electronic modules or wiring
- Poor shielding or poor connectors on antenna feed line
- Check for recent service bulletins detailing installation guidelines for aftermarket accessories.

2013 Chevrolet Colorado

Submodel: | Engine Type: | Liters:

Fuel Delivery: | Fuel:

Caution: Removing more than 0.5 mils of the clearcoat can result in early paint failure. The clearcoat contains ultraviolet screeners. Do not finesse sand more than what is required to remove the defect.

2013 Chevrolet Colorado

Submodel: | Engine Type: | Liters:

Fuel Delivery: | Fuel:

Warning: Sectioning should be performed only in the recommended areas. Failure to do so may compromise the structural integrity of the vehicle and cause personal injury if the vehicle is in a collision.

2013 Chevrolet Colorado

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

Caution: Replacement components must be the correct part number for the application. Components requiring the use of the thread locking compound, lubricants, corrosion inhibitors, or sealants are identified in the service procedure. Some replacement components may come with these coatings already applied. Do not use these coatings on components unless specified. These coatings can affect the final torque, which may affect the operation of the component. Use the correct torque specification when installing components in order to avoid damage.

2013 Chevrolet Colorado

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

Note: This procedure is not used in Brazil.

The GM Customer Concern Verification Sheets have been designed to improve communications between the service customer and the technician. The more clearly the technician understands the concern and its symptoms, the more likely the concern will be fixed right the first time.

The GM-wide Customer Concern Verification Sheets are available in DealerWorld. The Customer Concern Verification Sheets may be printed and reproduced locally.

2013 Chevrolet Colorado

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

Danger: In order to reduce the chance of death, personal injury and/or property damage, carefully observe the instructions that follow:

The service manuals of General Motors are intended for use by professional, qualified technicians. Attempting repairs or service without the appropriate training, tools, and equipment could cause death or injury to you or others. This could also damage the vehicle, or cause the vehicle to operate improperly.

Proper vehicle service and repair are important to the safety of the service technician and to the safe, reliable operation of all motor vehicles. If you need to replace a part, use the same part number or an equivalent part. Do not use a replacement part of lesser quality.

The service procedures we recommend and describe in this service manual are effective methods of performing service and repair. Some of the procedures require the use of tools that are designed for specific purposes.

Accordingly, any person who intends to use a replacement part, a service procedure, or a tool that is not recommended by General Motors, must first establish that there is no jeopardy to personal safety or the safe operation of the vehicle.

This manual contains various "Dangers", "Warnings" and "Cautions" that you must observe carefully in order to reduce the risk of personal injury during service or repair. Improper service or repair may damage the vehicle or render the vehicle unsafe. These "Dangers", "Warnings" and "Cautions" are not exhaustive. General Motors can not possibly warn of all the potentially hazardous consequences of your failure to follow these instructions.

This manual covers service procedures to vehicles that are equipped with a Supplemental Inflatable Restraint. Refer to the "Warnings" in Dangers, Warnings and Cautions in Supplemental Inflatable Restraint. Refer to Supplemental Inflatable Restraint component and wiring location views in Supplemental Inflatable Restraint before performing a service on or around Supplemental Inflatable Restraint components or wiring. Failure to follow these "Dangers", "Warnings" and "Cautions" could cause air bag deployment, personal injury, or otherwise unnecessary Supplemental Inflatable Restraint repairs.

In order to help avoid accidental air bag deployment and personal injury, whenever you service a vehicle that requires repair of the Supplemental Inflatable Restraint and another vehicle system, we recommend that you first repair the Supplemental Inflatable Restraint, then go on to the other system.

2013 Chevrolet Colorado

Submodel: | Engine Type: | Liters:

Fuel Delivery: | Fuel:

The diagnosis and repair procedures in a GM Service Manual contain both general and specific Dangers, Warnings, Cautions, Notes or Importants. GM is dedicated to the presentation of service information that helps the technician to diagnose and repair the systems necessary for the proper operation of the vehicle, however, certain procedures may present a hazard to the technician if they are not followed in the recommended manner. Dangers, Warnings, Cautions and Notes or Importants are elements designed to prevent these hazards, however, not all hazards can be foreseen. This information is placed at strategic locations within the service manual. This information is designed to prevent the following from occurring:

- Serious bodily injury or death to the technician
- Damage to the vehicle
- Unnecessary vehicle repairs
- Unnecessary component replacement
- Improper repair or replacement of vehicle components.
- Any warning or caution that appears in this service category is referenced from the individual service categories.

DANGER Defined

When encountering a DANGER, you will be asked to take a necessary action or not to take a prohibited action. If a DANGER is not heeded, the following consequences may occur:

- Serious bodily injury or death to the technician
- Serious bodily injury or death to other technicians in the workplace area

WARNING Defined

When encountering a WARNING, you will be asked to take a necessary action or not to take a prohibited action. If a WARNING is not heeded, the following consequences may occur:

- Serious bodily injury to the technician
- Serious bodily injury to other technicians in the workplace area
- Serious bodily injury to the driver and/or passenger(s) of the vehicle, if the vehicle has been improperly repaired

CAUTION Defined

CAUTIONS call special attention to a necessary action or to a prohibited action. If a CAUTION is not heeded, the following consequences may occur:

- Damage to the vehicle
- Unnecessary vehicle repairs
- Unnecessary component replacement
- Improper operation or performance of the system or component under repair
- Damage to any systems or components which are dependent upon the proper operation of the system or component under repair
- Improper operation or performance of any systems or components which are dependent upon the proper operation or performance of the system or component under repair
- Damage to fasteners, basic tools, or special tools
- The leakage of coolant, lubricant, or other vital fluids

NOTE or IMPORTANT Defined

NOTE and IMPORTANT statements emphasize a necessary characteristic of a diagnostic or repair procedure. NOTE or IMPORTANT statements are designed to do the following:

- Clarify a procedure
- Present additional information for accomplishing a procedure
- Give insight into the reason or reasons for performing a procedure in the manner recommended
- Present information that will help to accomplish a procedure in a more effective manner
- Present information that gives the technician the benefit of past experience in accomplishing a procedure with greater ease

2013 Chevrolet Colorado

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

Warning: If broken glass falls into the defroster outlets, it can be blown into the passenger compartment and cause personal injury.

2013 Chevrolet Colorado

Submodel: | Engine Type: | Liters:

Fuel Delivery: | Fuel:

Special Tools

GE-7872 Magnetic Base Dial Indicator Set , or equivalent

Note: This measurement procedure is intended to measure drive axle pinion input shaft runout for systems with a constant velocity (CV) joint, rubber coupling or bolt-on U-joint yoke at the drive axle

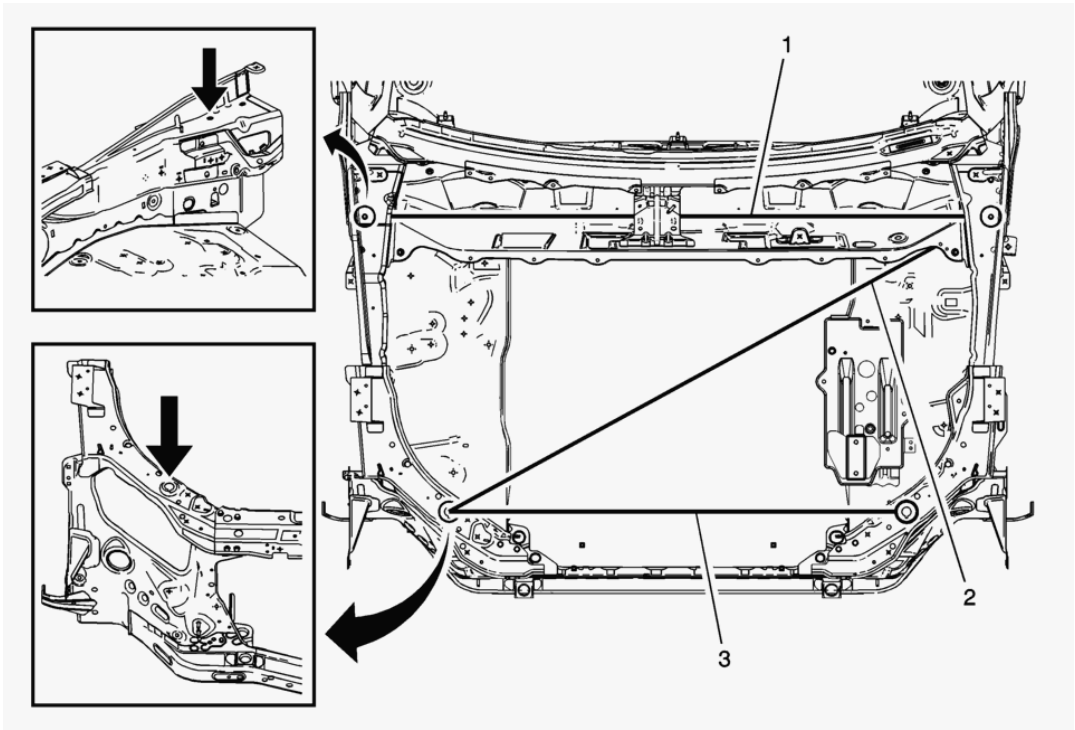
1. Place the transmission in NEUTRAL.
2. Raise and support the vehicle. Refer to Lifting and Jacking the Vehicle.
3. If equipped with a CV joint, measure the drive axle pinion input shaft radial runout on the splined surface of the prop shaft rear CV joint housing, as close to the flange as possible:
 1. Clean the surface of the prop shaft rear CV joint housing just ahead of the torque tube input flange.
 2. Mount a dial indicator set, GE-7872 Magnetic Base Dial Indicator Set , or equivalent, and position the dial indicator to contact the prop shaft rear CV joint housing as close to the drive axle input flange as possible.
4. If equipped with a rubber coupling or bolt-on U-joint yoke, measure the differential pinion input shaft radial runout on the machined surface of the flange pilot area:
 1. Mark the position of the prop shaft to the drive axle input flange.
 2. Separate the propshaft from the drive axle input flange.
 3. Clean the surface of the flange pilot area.
 4. Mount a dial indicator set, GE-7872 Magnetic Base Dial Indicator Set , or equivalent, and position the dial indicator to contact the pilot area as close to the drive axle input flange as possible.
5. If equipped with a torque tube, measure the radial runout on the machined surface of the splined shaft:
 1. Remove the torque tube assembly from the vehicle.
 2. Clean the surface of the splined shaft.
 3. Mount a dial indicator set, GE-7872 Magnetic Base Dial Indicator Set , or equivalent, and position the dial indicator to contact the machined area as close to the end of the shaft as possible.
6. Rotate the drive axle input shaft by hand to locate the low spot.
7. Set the dial indicator to zero on the low spot.
8. Rotate the shaft by hand and record the amount of radial runout.
9. Compare the runout of the shaft to the runout tolerance specifications guidelines.
10. If the drive axle input shaft runout exceeds the specification, the flange requires replacement.

2013 Chevrolet Colorado

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

Table 1: [Dimensions - Body](#)
Table 2: [Dimensions - Body](#)

Engine Compartment Point to Point Measurements



Dimensions - Body

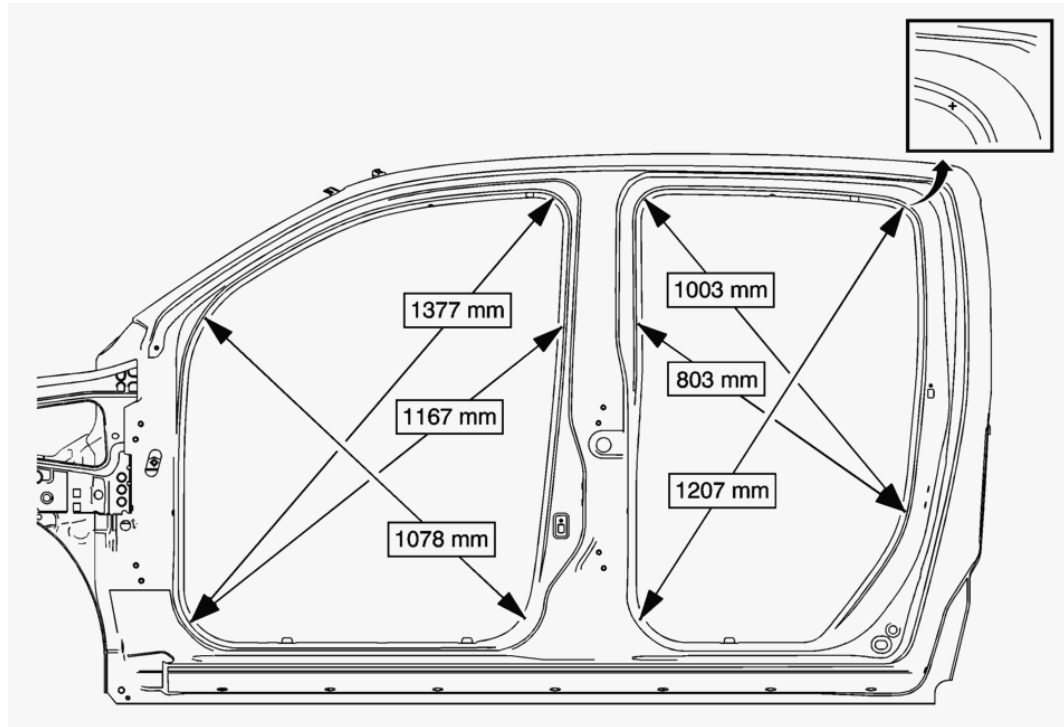
Location

Length

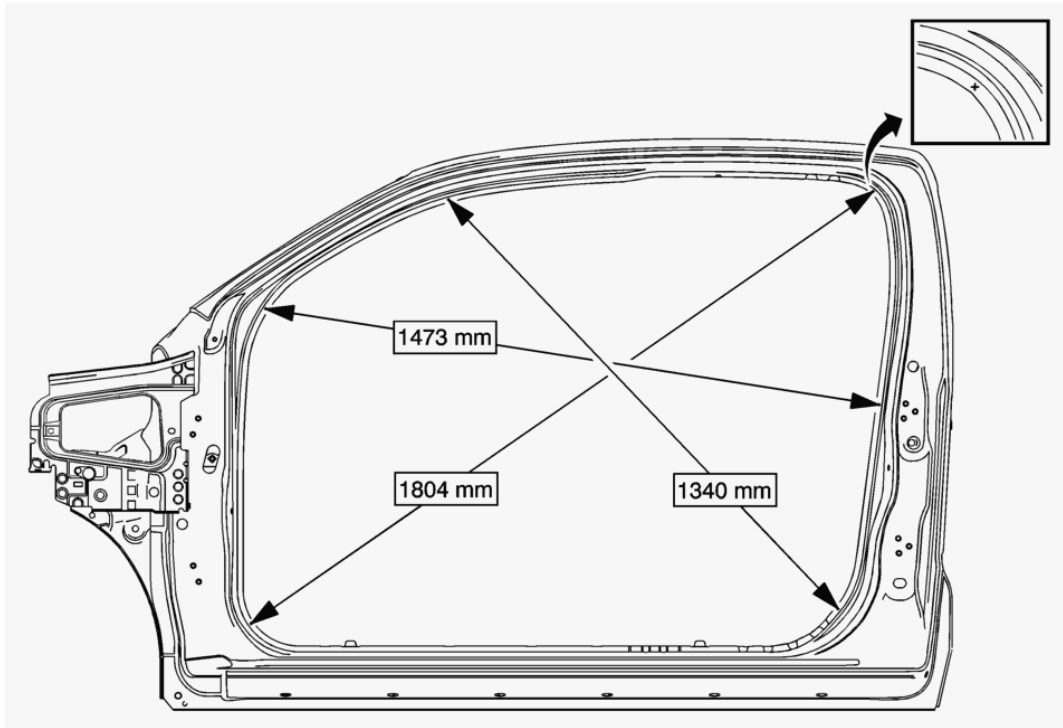
1	1498 mm
2	1472 mm
3	1093 mm

All dimensions are measured from a zero line, a center line, and a common datum. All dimensions are symmetrical unless otherwise specified.

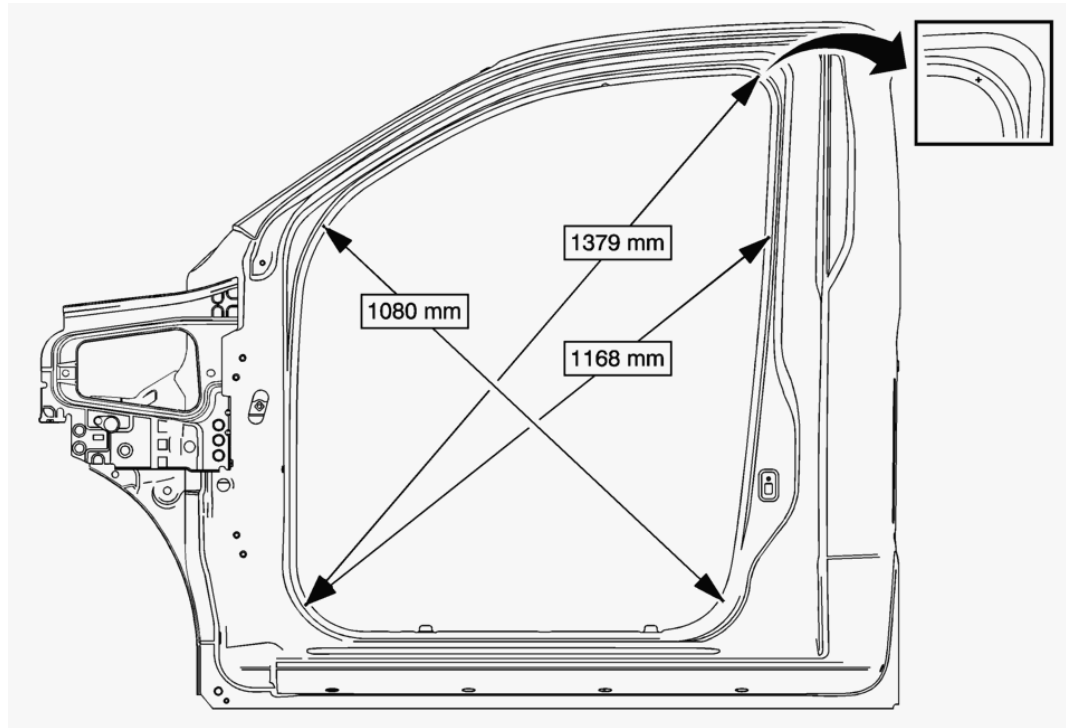
Body Side Dimensions (Crew Cab)



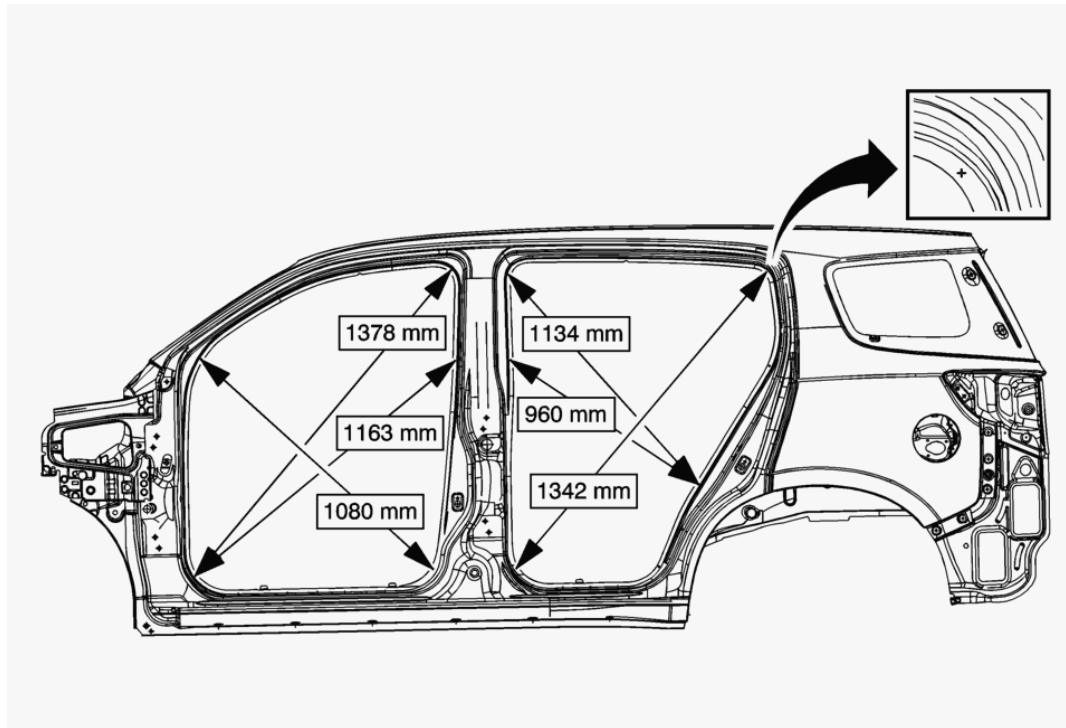
Body Side Dimensions (Extended Cab)



Body Side Dimensions (Regular Cab)



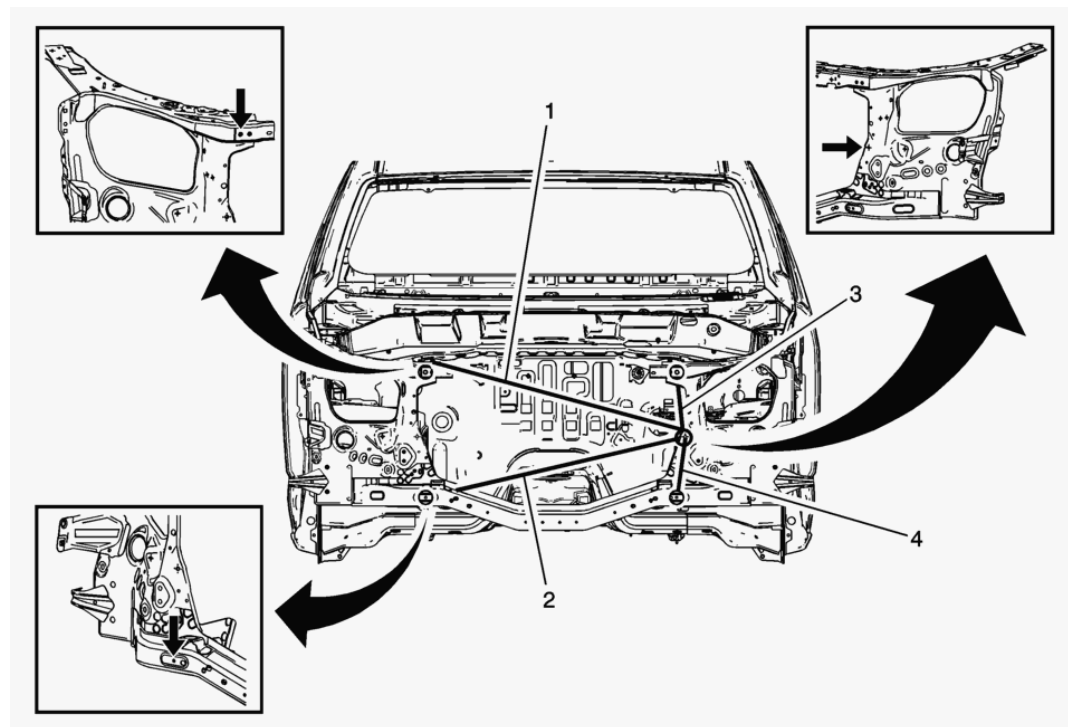
Body Side Dimensions (SUV)



Point to Point Measurements

Point-to-point measurements are for reference only. All measurements are given in millimeters. Use these measurements for diagnosing and estimating. Point-to-point measurements are duplicated with tram bar pointers set at equal lengths. All die marks, holes, slots, and fasteners are measured to the center. All dimensions are symmetrical unless otherwise specified.

Front End



Dimensions - Body

Location

- 1
- 2
- 3
- 4

Length

- 865.11 mm
- 862.10 mm
- 205 mm
- 198.01 mm

2013 Chevrolet Colorado

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

This information provides repair recommendations and general guidelines for steel classified as Dual Phase Steel, also known as DP. This type of steel normally has a tensile strength below 780 MPa.

General Motors recommends the following when repairing or replacing this type of steel during collision repair.

Note: The use of heat to repair damage is not recommended for this classification of steel.

Recommended Repairs

- Cold repairs can be performed on this type of steel, unless the damage includes kinks. If the damage includes kinks, the part should be replaced.
- Sectioning or partial replacement of this type of steel is recommended only at approved locations, in a specific sectioning procedure.
- This type of steel can be used as a sleeve, or backer plate, when recommended in a specific sectioning procedure.
- Squeeze Resistance Spot Welding can be used to replace factory spot welds, where applicable.
- MIG plug welding and MIG stitch welding can be used on this type of steel.
- MIG Brazing can be used on this type of steel.

2013 Chevrolet Colorado

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

Special Tools

- *EL-38792-25* Inductive Pickup Timing Light
- *EL-38792-A* Electronic Vibration Analyzer 2 (EVA 2)

For equivalent regional tools, refer to Special Tools and Equipment.

The *EL-38792-A* Electronic Vibration Analyzer 2 (EVA 2), is a 12-volt powered hand-held device, similar to a scan tool, which receives input from an attached vibration sensor or accelerometer and displays the most dominate input frequency(ies) (up to three) on its liquid crystal display. The vibration concern frequency(ies) are obtained through the use of the *EL-38792-A* Electronic Vibration Analyzer 2 (EVA 2) while following the Vibration Analysis Diagnostic Tables. The frequency(ies) obtained, when applied to the Vibration Analysis Diagnostic Tables, are used as a primary input to help determine the source of the vibration concern.

EVA Vibration Sensor

The *EL-38792-A* Electronic Vibration Analyzer 2 (EVA 2) vibration sensor incorporates a 6.1 m (20 ft) cord, that allows the sensor to be placed on virtually any component of the vehicle where a vibration concern is felt.

The *EL-38792-A* Electronic Vibration Analyzer 2 (EVA 2) contains 2 sensor input ports which can be activated individually to allow for 2 individual vibration sensor inputs. The vibration sensors can then be placed in 2 different locations in the vehicle and their individual inputs can be read without having to stop a test, move the sensor and resume the test. The use of 2 vibration sensors can help in more quickly finding and recording an accurate frequency of the vibration concern, and in more quickly making comparisons between 2 different areas of a single component, or a vehicle system, during the diagnostic process.

EVA Vibration Sensor Placement

Proper placement of the *EL-38792-A* Electronic Vibration Analyzer 2 (EVA 2) vibration sensor (accelerometer) is critical to ensure that proper vibration readings are obtained by the *EL-38792-A* Electronic Vibration Analyzer 2 (EVA 2). The vibration sensor should be placed on the specific vehicle component identified as being the most respondent to the vibration. If no component has been identified, install the sensor to the steering column as a starting point.

EVA Vibration Sensor-to-Component Attachment

Note: The *EL-38792-A* Electronic Vibration Analyzer 2 (EVA 2) vibration sensor must be attached to vehicle components in the manner indicated in order to achieve accurate frequency readings of the vibration disturbance.

The vibration sensor of the *EL-38792-A* Electronic Vibration Analyzer 2 (EVA 2) is designed to pickup disturbances which primarily occur in the vertical plane, since most vibrations are felt in that same up-and-down direction. The *EL-38792-A* Electronic Vibration Analyzer 2 (EVA 2) vibration sensor is therefore directional sensitive and must be attached to vehicle components such that the side of the sensor marked UP is always facing upright and the sensor body is as close to horizontal as possible. The sensor must be installed in the exact same position each time tests are repeated or comparisons are made to other vehicles.

The *EL-38792-A* Electronic Vibration Analyzer 2 (EVA 2) vibration sensor can be attached to vehicle components in various ways. For non-ferrous surfaces, such as the shroud of a steering column, the sensor can be attached using putty, or hook and loop fasteners. For ferrous surfaces, the sensor can be attached using a magnet supplied with the sensor.

EVA Software Cartridge

The *EL-38792-A* Electronic Vibration Analyzer 2 (EVA 2) uses a software cartridge, the GE-38792-60, which provides various information to the *EL-38792-A* Electronic Vibration Analyzer 2 (EVA 2). The GE-38792-60 provides the *EL-38792-A* Electronic Vibration Analyzer 2 (EVA 2) with an additional feature which can be selected and utilized to assist in diagnosing vibration concerns.

Note: The Auto-Mode function of the *EL-38792-A* Electronic Vibration Analyzer 2 (EVA 2) cartridge, GE-38792-60, is designed to be used in SUPPORT of the Vibration Analysis Diagnostic Tables ONLY.

This support-feature is available through the *EL-38792-A* Electronic Vibration Analyzer 2 (EVA 2) Auto-Mode function. When selected, the *EL-38792-A* Electronic Vibration Analyzer 2 (EVA 2) will prompt the user to select which one of 2 vehicle systems (vehicle speed or engine speed), is the SUSPECTED source of the vibration concern. Using the inputted vehicle data parameters along with the most dominate vibration frequency obtained, it will identify a SUSPECTED source of the vibration concern, such as first-order tire and wheel. This can be a useful feature when used in conjunction with the Vibration Analysis Diagnostic Tables, to confirm results obtained through the diagnostic process.

EVA Smart Strobe Function

The *EL-38792-A* Electronic Vibration Analyzer 2 (EVA 2) can be used to identify some rotating components/systems which exhibit imbalance IF the component rotational speed is the dominant frequency of the vibration concern. The *EL-38792-A* Electronic Vibration Analyzer 2 (EVA 2) is equipped with a strobe light trigger wire which can be used with an inductive pickup timing light, *EL-38792-25* Inductive Pickup Timing Light, or equivalent included with the GE-38792-25-KIT, or available separately. Using the Smart Strobe function enables the user to input the vibration frequency to which the strobe will flash. By marking the suspected rotating component, such as a pulley, adjusting the strobe frequency to match the dominant vibration frequency at the engine RPM noted during diagnosis, and then operating the engine at that specific RPM, the mark on the object will appear to be stationary if that object is imbalanced.

EVA Strobe Balancing Function

The *EL-38792-A* Electronic Vibration Analyzer 2 (EVA 2) can be used to identify the light spot on a propeller shaft IF the propeller shaft rotational speed is the dominant frequency of the vibration concern. The *EL-38792-A* Electronic Vibration Analyzer 2 (EVA 2) is equipped with a strobe light trigger wire which can be used with an inductive pickup timing light, *GE-38792-25* Inductive Pickup Timing Light, or equivalent included with the J-38792-25-KIT, or available separately, and in conjunction with the *EL-38792-A* Electronic Vibration Analyzer 2 (EVA 2) vibration sensor to identify the light spot on a propeller shaft and to help in making a determination as to when propeller shaft balance is obtained.

Averaging/Non-Averaging Modes

The EVA provides 2 modes of displaying the most dominate frequencies which the EVA vibration sensor (accelerometer) detects; averaging and non-averaging (instantaneous).

The averaging mode uses multiple vibration samples taken over a period of time and then displays the most dominant frequencies which have been averaged-out. Using the averaging mode minimizes the distractions caused by a sudden vibration frequency being displayed that is not related to the concern vibration, such as from pot holes or from uneven road surfaces.

The non-averaging (instantaneous) mode is more sensitive to vibration disturbances than the averaging mode. Using the non-averaging mode will generate instantaneous frequency displays which are not averaged across multiple samples over a period of time; the specific vibration frequencies that occur at a specific moment during diagnostic testing will be displayed at that moment. The non-averaging (instantaneous) mode is useful when measuring a vibration disturbance that exists for only a short period of time or during acceleration/deceleration testing.

When operating the EVA in the averaging mode along with the Auto Mode, "A" will be displayed along the top of the screen to the left of the vibration sensor input port being used. When operating the EVA in the averaging mode and the Manual Mode, "AVG" will be displayed along the top center of the screen.

2013 Chevrolet Colorado

Submodel: | **Engine Type:** | **Liters:**

Fuel Delivery: | **Fuel:**

If you find an error in a GM Service manual, or if you have a suggestion about a GM service manual, we want to hear from you.

When calling, be prepared with the following information:

- Your name
- The name of your dealership
- The phone number of your dealership
- The model year and the vehicle line
- The publication part number, if present
- The vehicle identification number of the vehicle on which you are working
- The service category and page numbers
- Any applicable electronic information element identification numbers
- A descriptive explanation of your concern

The GM service manual phone personnel will respond to your concerns in the following ways:

- By delivering your concern to the author of the information
- By eliciting a response from the author
- By supplying you with an answer to your concerns

For paper manual users: The GM service manual phone personnel will also explain how to send in examples or marked-up pages.

For Electronic Manual users: Be prepared to provide any applicable identification numbers pertaining to the electronic information in question.

The GM service manual comment telephone numbers do not provide technical assistance. For technical assistance, contact your regular technical assistance source.

[United States and Canada General Motors Dealer Employees](#)

Please call the following number with your comments: 1-800-828-6860.

You may call Monday through Friday, 8 a.m.–8 p.m. Eastern Time. In order to send a fax, use the following number: 248-265-9327.

[Canada, French Speaking General Motors Dealer Employees](#)

Please call the following number with your comments: 1-800-503-3222.

You may call Monday through Friday, 8 a.m.–5 p.m. Eastern Time. In order to send a fax, use the following number: 248-265-9327.

[International English Speaking General Motors Dealer Employees](#)

Please call the following number with your comments: 248-265-0840.

You may call Monday through Friday, 8 a.m.–8 p.m. Eastern Time. In order to send a fax, use the following number: 248-265-9327.

[United States and Canadian Vehicle Owner/Operator](#)

Vehicle owners or operators are encouraged to address their comments and concerns to the applicable Customer Assistance Center. The phone number and address of the Customer Assistance Center are in the Owner's Manual.

2013 Chevrolet Colorado

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

Warning: In order to avoid being burned, do not service the exhaust system while it is still hot. Service the system when it is cool.

2013 Chevrolet Colorado

Submodel: | Engine Type: | Liters:

Fuel Delivery: | Fuel:

Warning: Approved safety glasses and gloves should be worn when performing this procedure to reduce the chance of personal injury.

2013 Chevrolet Colorado

Submodel: | Engine Type: | Liters:

Fuel Delivery: | Fuel:

Caution: Use the correct fastener in the correct location. Replacement fasteners must be the correct part number for that application. 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. When using fasteners that are threaded directly into plastic, use extreme care not to strip the mating plastic part(s). Use hand tools only, and do not use any kind of impact or power tools. Fastener should be hand tightened, fully seated, and not stripped.

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

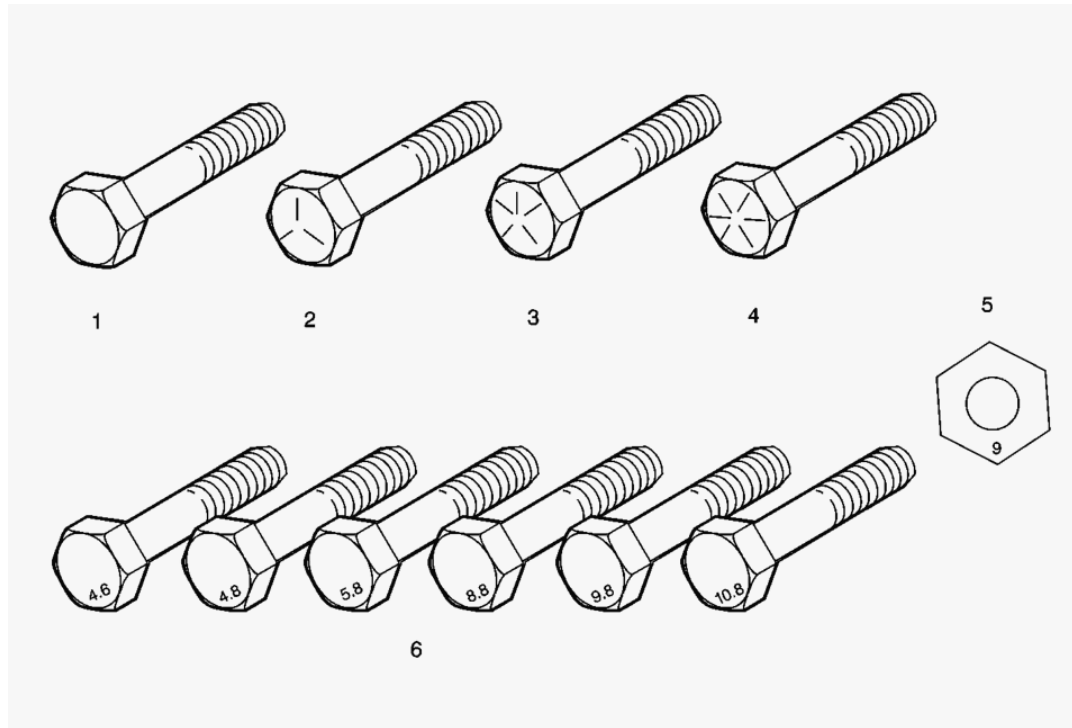
Table 1: [Metric Prevailing Torque Fastener Minimum Torque Development](#)
 Table 2: [English Prevailing Torque Fastener Minimum Torque Development](#)

This vehicle provides fastener dimensions using the metric system. Most metric fasteners are approximate in diameter to equivalent English fasteners. Make replacements using fasteners of the same nominal diameter, thread pitch, and strength.

A number marking identifies the OE metric fasteners except cross-recess head screws. The number also indicates the strength of the fastener material. A Posidrive® or Type 1A cross-recess identifies a metric cross-recess screw. For best results, use a Type 1A cross-recess screwdriver, or equivalent, in Posidrive® recess head screws.

GM Engineering Standards and North American Industries have adopted a portion of the ISO-defined standard metric fastener sizes. The purpose was to reduce the number of fastener sizes used while retaining the best thread qualities in each thread size. For example, the metric M6.0 X 1 screw, with nearly the same diameter and 25.4 threads per inch replaced the English 1/4-20 and 1/4-28 screws. The thread pitch is midway between the English coarse and fine thread pitches.

Fastener Strength Identification



- (1) English Bolt, Grade 2 (Strength Class)
- (2) English Bolt, Grade 5 (Strength Class)
- (3) English Bolt, Grade 7 (Strength Class)
- (4) English Bolt, Grade 8 (Strength Class)
- (5) Metric Nut, Strength Class 9
- (6) Metric Bolts, Strength Class Increases as Numbers Increase

The most commonly used metric fastener strength property classes are 9.8 and 10.9. The class identification is embossed on the head of each bolt. The English, inch strength classes range from grade 2 to grade 8. Radial lines are embossed on the head of each bolt in order to identify the strength class. The number of lines on the head of the bolt is 2 lines less than the actual grade. For example, a grade 8 bolt will have 6 radial lines on the bolt head. Some metric nuts are marked with a single digit strength identification number on the nut face.

The correct fasteners are available through GM SPO. Many metric fasteners available in the aftermarket parts channels are designed to metric standards of countries other than the United States, and may exhibit the following:

- Lower strength
- No numbered head marking system
- Wrong thread pitch

The metric fasteners on GM products are designed to new, international standards. The following are the common sizes and pitches, except for special applications:

- M6.0 X 1
- M8 X 1.25
- M10 X 1.5
- M12 X 1.75
- M14 X 2.00
- M16 X 2.00

Prevailing Torque Fasteners

Prevailing torque fasteners create a thread interface between the fastener and the fastener counterpart in order to prevent the fastener from loosening.

All Metal Prevailing Torque Fasteners

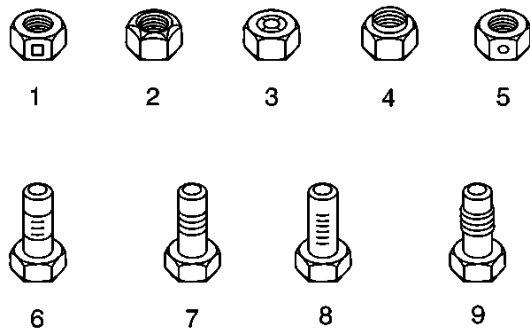
These fasteners accomplish the thread interface by a designed distortion or deformation in the fastener.

Nylon Interface Prevailing Torque Fasteners

These fasteners accomplish the thread interface by the presence of a nylon material on the fastener threads.

Adhesive Coated Fasteners

These fasteners accomplish the thread interface by the presence of a thread-locking compound on the fastener threads. Refer to the appropriate repair procedure in order to determine if the fastener may be reused and the applicable thread-locking compound to apply to the fastener.



- (1) Prevailing Torque Nut, Center Lock Type
(2) Prevailing Torque Nut, Top Lock Type

- (3) Prevailing Torque Nut, Nylon Patch Type
- (4) Prevailing Torque Nut, Nylon Washer Insert Type
- (5) Prevailing Torque Nut, Nylon Insert Type
- (6) Prevailing Torque Bolt, Dry Adhesive Coating Type
- (7) Prevailing Torque Bolt, Thread Profile Deformed Type
- (8) Prevailing Torque Bolt, Nylon Strip Type
- (9) Prevailing Torque Bolt, Out-of-Round Thread Area Type

A prevailing torque fastener may be reused ONLY if:

- The fastener and the fastener counterpart are clean and not damaged
- There is no rust on the fastener
- The fastener develops the specified minimum torque against its counterpart prior to the fastener seating

Metric Prevailing Torque Fastener Minimum Torque Development

Application	Specification	
	Metric	English
All Metal Prevailing Torque Fasteners		
• 6 mm	0.4 Y	4 lb in
• 8 mm	0.8 Y	7 lb in
• 10 mm	1.4 Y	12 lb in
• 12 mm	2.1 Y	19 lb in
• 14 mm	3 Y	27 lb in
• 16 mm	4.2 Y	37 lb in

Application	Specification	
	Metric	English
• 20 mm	7 Y	62 lb in
• 24 mm	10.5 Y	93 lb in
Nylon Interface Prevailing Torque Fasteners		
• 6 mm	0.3 Y	3 lb in
• 8 mm	0.6 Y	5 lb in
• 10 mm	1.1 Y	10 lb in
• 12 mm	1.5 Y	13 lb in
• 14 mm	2.3 Y	20 lb in
• 16 mm	3.4 Y	30 lb in
• 20 mm	5.5 Y	49 lb in
• 24 mm	8.5 Y	75 lb in

English Prevailing Torque Fastener Minimum Torque Development

Application	Specification	
	Metric	English
All Metal Prevailing Torque Fasteners		
• 1/4 in	0.5 Y	4.5 lb in
• 5/16 in	0.8 Y	7.5 lb in
• 3/8 in	1.3 Y	11.5 lb in
• 7/16 in	1.8 Y	16 lb in
• 1/2 in	2.3 Y	20 lb in
• 9/16 in	3.2 Y	28 lb in
• 5/8 in	4 Y	36 lb in
• 3/4 in	7 Y	54 lb in
Nylon Interface Prevailing Torque Fasteners		
• 1/4 in	0.3 Y	3 lb in

	Application	Specification	
		Metric	English
• 5/16 in • 3/8 in • 7/16 in • 1/2 in • 9/16 in • 5/8 in • 3/4 in		0.6 Y	5 lb in
		1 Y	9 lb in
		1.3 Y	12 lb in
		1.8 Y	16 lb in
		2.5 Y	22 lb in
		3.4 Y	30 lb in
		5 Y	45 lb in

2013 Chevrolet Colorado

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

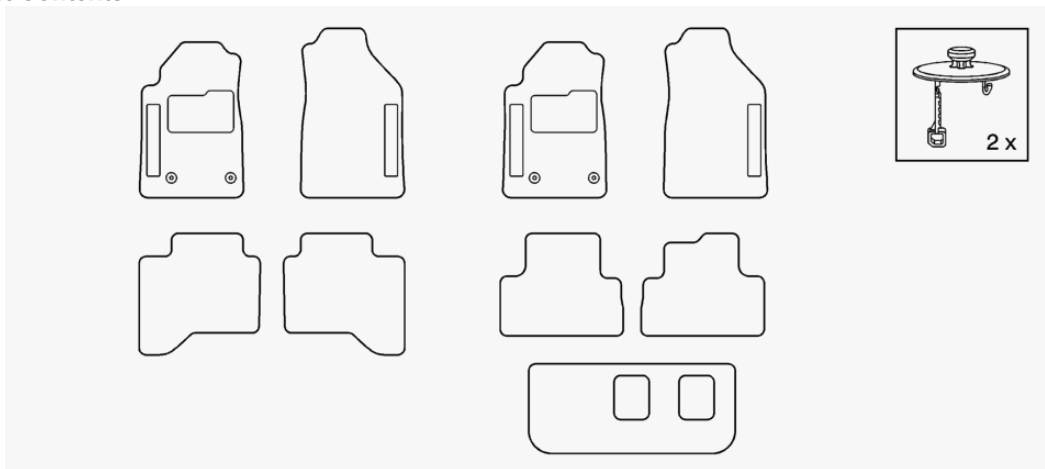
Fastener Tightening Specifications

Application	Specification	
	Metric	English
Front End Upper Tie Bar Fasteners	6.5 Y	4.8 lb ft
I/P Bracket	22.5 Y	16.6 lb ft
Cowl Panel	9 Y	6.6 lb ft
Pickup Box Fasteners	13 Y	9.6 lb ft

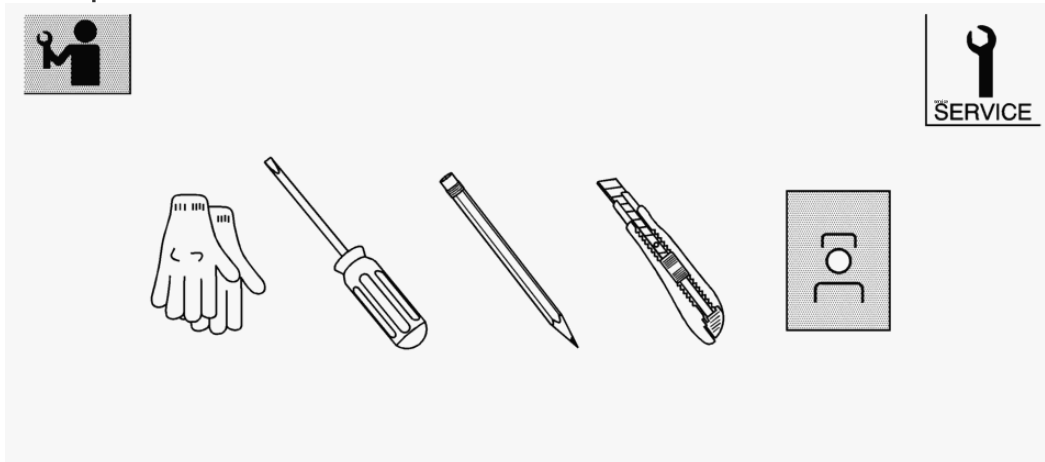
2013 Chevrolet Colorado

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

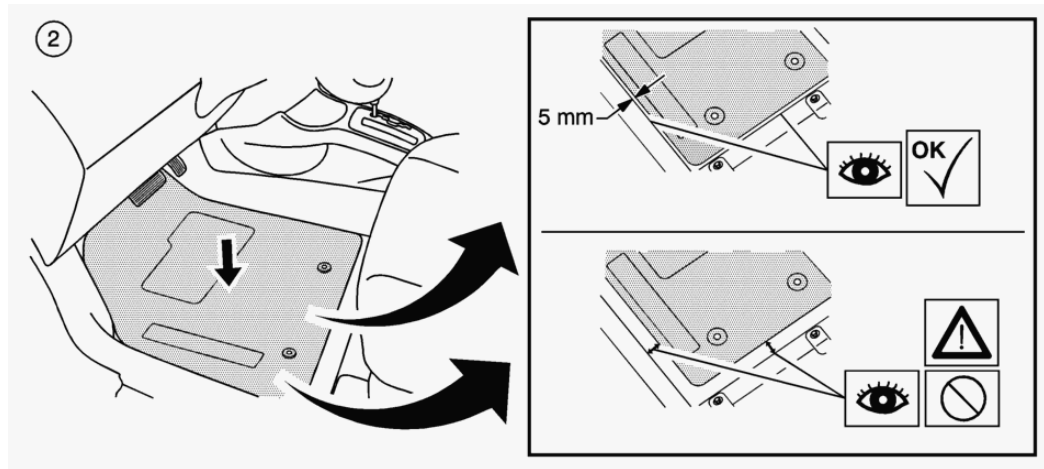
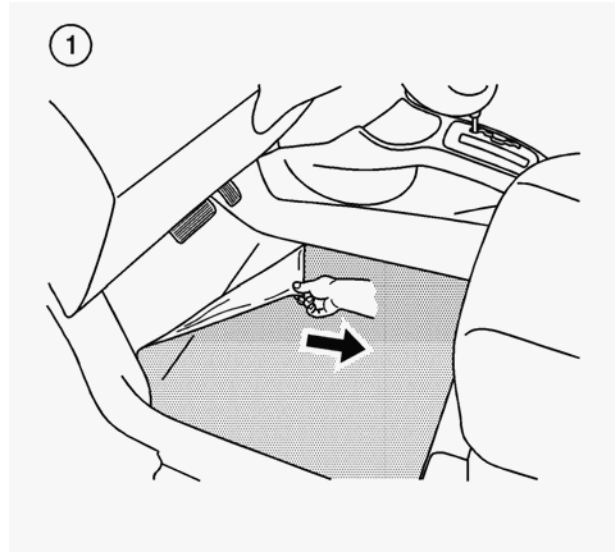
Kit Contents

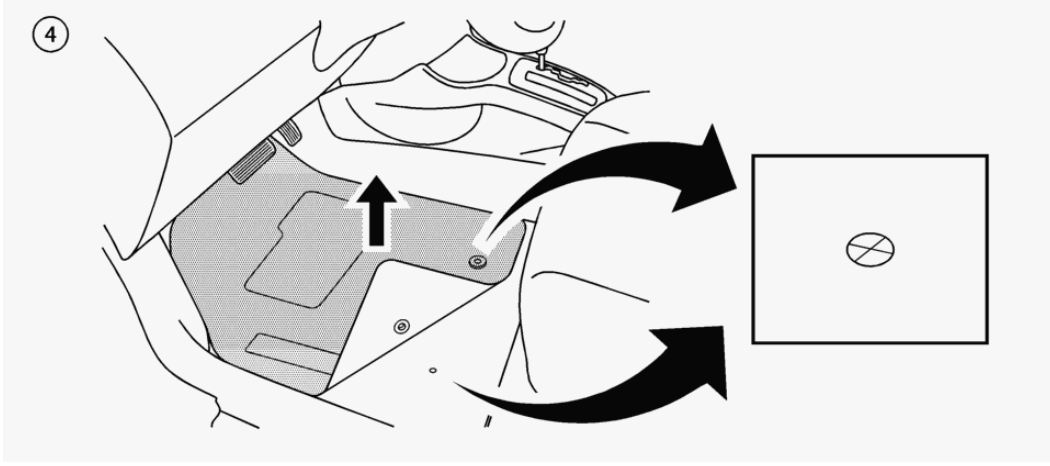
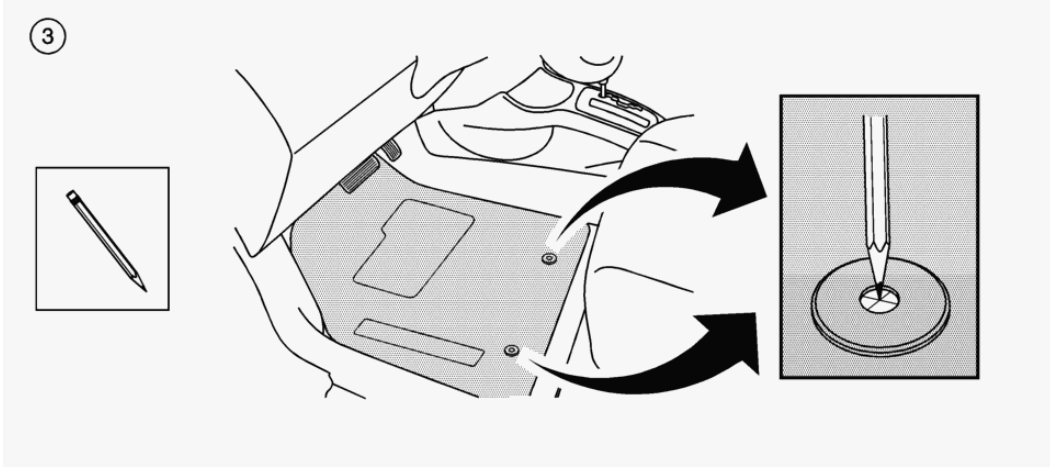


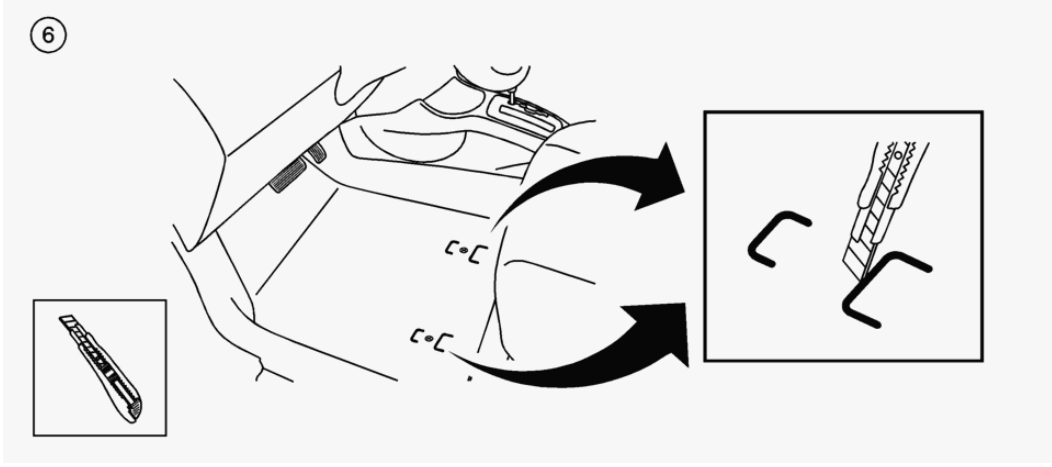
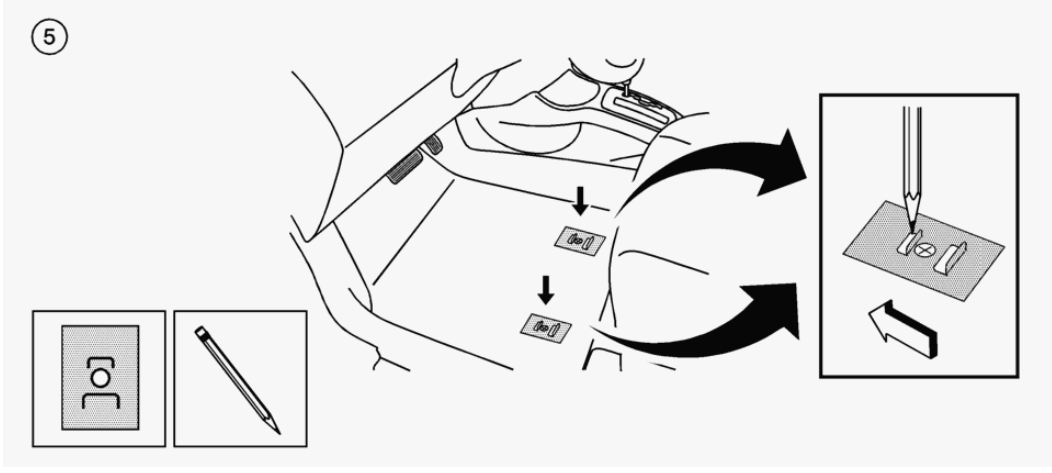
Tools Required

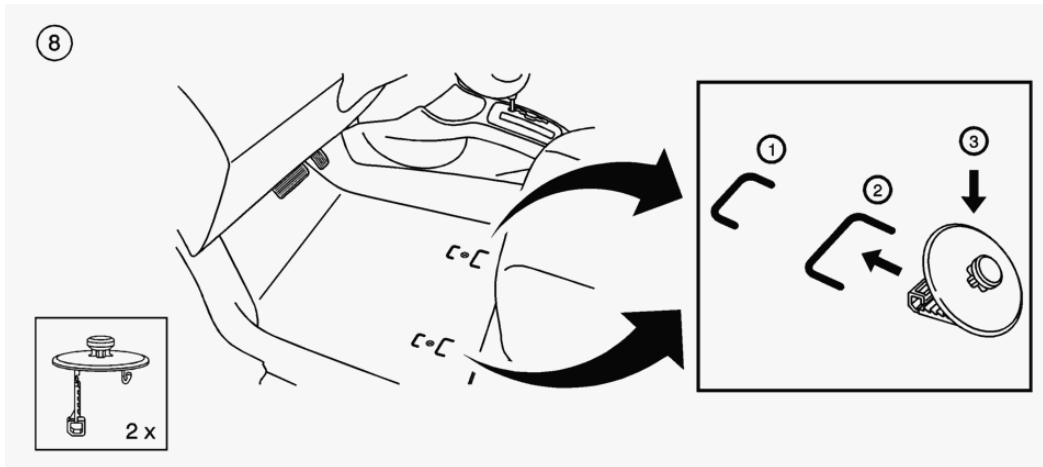
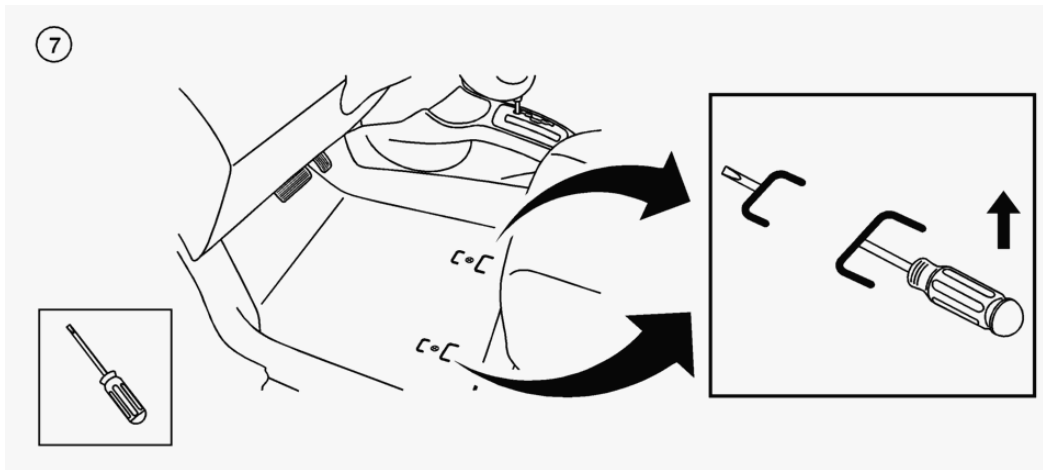


Procedure



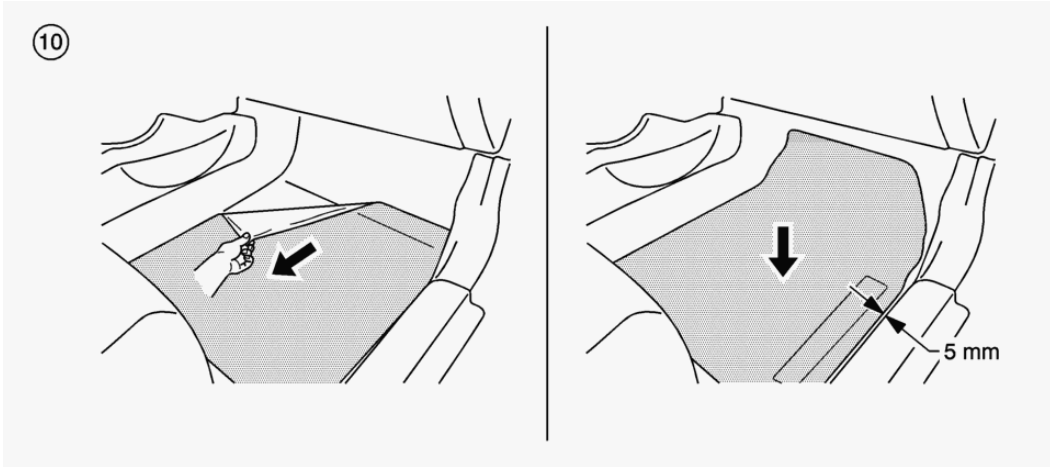
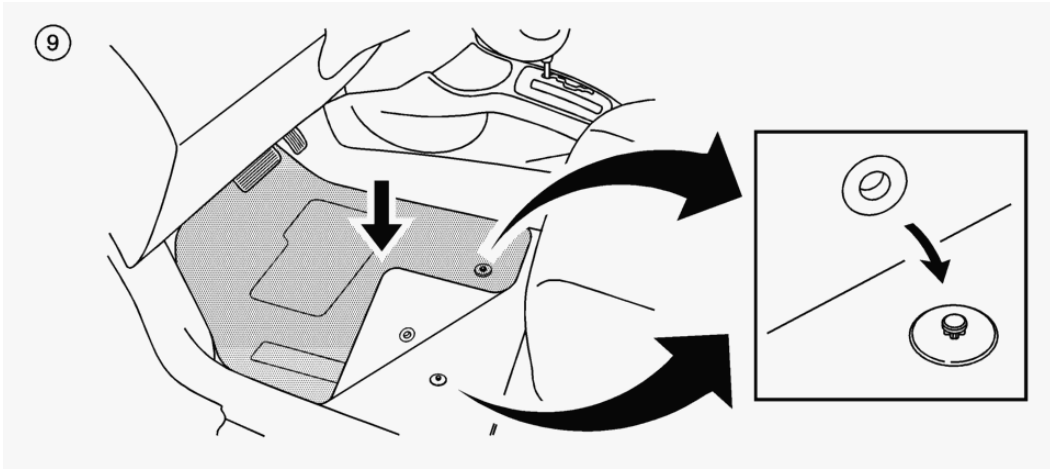


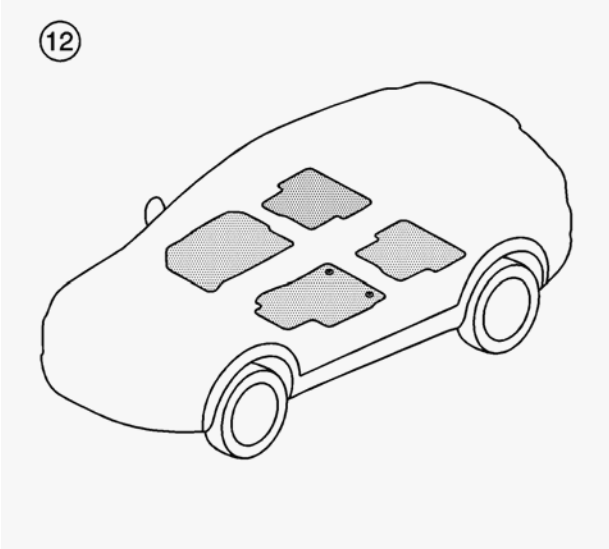
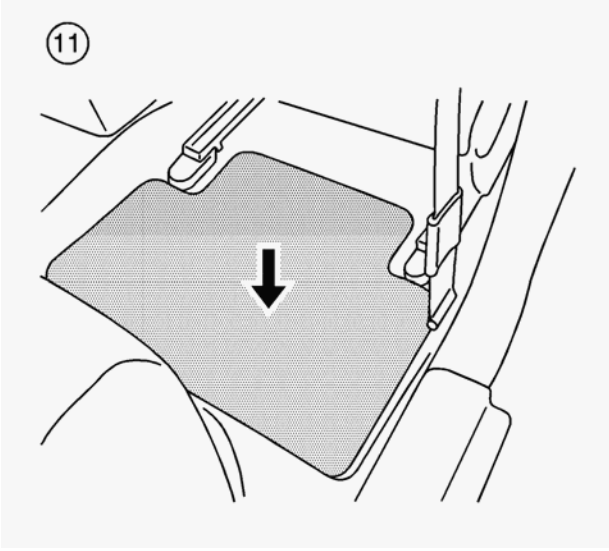




Note:

- Do not install driver's mat on top of other mat(s).
- After Installation, always check the operation of the accelerator, brake and clutch (if applicable) pedals to assure the floor mat does not interfere with them.





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Warning: Foam sound deadeners must be removed from areas within 152.4 mm (6 in) of where flame is to be used for body repairs. When reinstalling foam sound deadeners, avoid inhaling fumes as bodily injury may result.

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Submodel: | **Engine Type:** | **Liters:**
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Special Tools

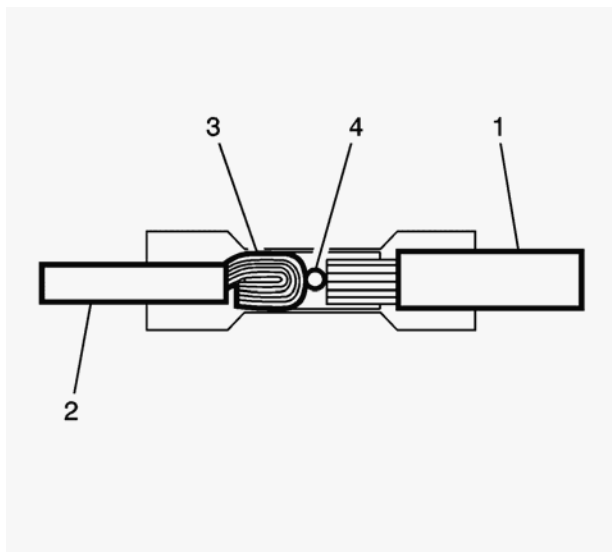
EL-38125-10 Splice Sleeve Crimping Tool

For equivalent regional tools, refer to Special Tools.

The GM global wire repair strategy uses connector assemblies (pigtails) and terminated leads to repair wiring harnesses.

To reduce and manage GM Service Parts proliferation, the service pigtails and terminated leads are designed with the largest wire gauge size that can be held by either the terminal or the connector housing.

The folded over wire repair technique, in which the copper wire strands are folded over before being installed into a splice sleeve, allows the service part to be used when repairing a smaller gauge size wire in a vehicle. This technique has passed all GM testing standards.



The larger harness size wires (1) will be placed in one side of the splice sleeve and match the splice sleeve closely in size. The wires are moved into the splice sleeve until they hit the stop (4) in the splice sleeve. The smaller harness size wires (2) will be placed in the other side of the splice sleeve. The smaller harness size wires will be folded over (3) to match up with the splice sleeve size.

Use the folded over wire repair for:

Note: Increasing the amount of copper strands in the smaller gauge size will allow for a better crimp

- Splicing wires of 0.35 mm or less (22, 24, 26 gauge sizes)

Note: Vehicle side needs to be of same or less gauge size (not greater than the service part's gauge size)

- Splicing wires of different gauges

Use the Service Information (SI) connector end-views to determine:

- Gauge size of wiring harness
- Recommended Repair: Terminated Lead or Pigtail

The following table lists the acceptable variance within the gauge size

Folded-Over Wire Selection Table

Harness Wire Gauge		Connector Assembly (Pigtail) or Terminated Lead Wire Gauge Size			
		Salmon Color Splice Sleeve		Blue Color Splice Sleeve	Yellow Color Splice Sleeve
Metric	—	0.35 mm	0.5–0.8 mm	1.0–2.0 mm	3.0–5.0 mm
—	Wire Gauge (AWG)	22	20–18	16–14	12–10
0.13 mm	26	Fold Over Wire	Fold Over Wire	Fold Over Wire	Not Acceptable
0.22 mm	24	Fold Over Wire	Fold Over Wire	Fold Over Wire	Not Acceptable
0.35 mm	22	Fold Over Wire	Fold Over Wire	Fold Over Wire	Not Acceptable
0.5 mm	20	Not Acceptable	Wire to Wire	Fold Over Wire	Not Acceptable
0.75 mm	—	Not Acceptable	Wire to Wire	Fold Over Wire	Not Acceptable
0.8 mm	18	Not Acceptable	Wire to Wire	Fold Over Wire	Not Acceptable

Harness Wire Gauge

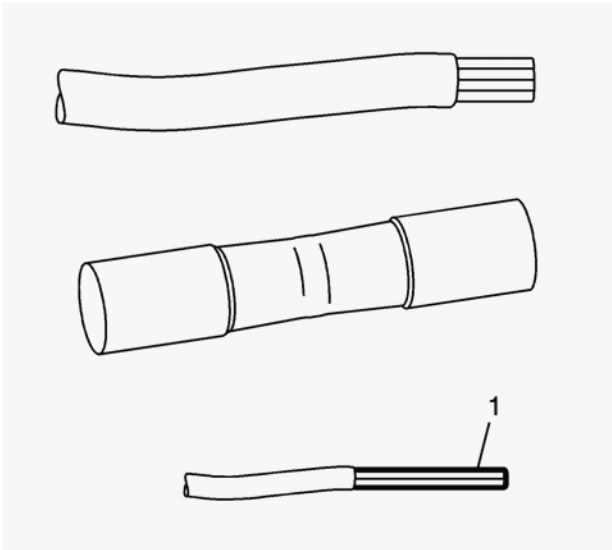
Connector Assembly (Pigtail) or Terminated Lead Wire Gauge Size

1.0 mm	16	Not Acceptable	Wire to Wire	Fold Over Wire	Not Acceptable
1.5 mm	—	Not Acceptable	Not Acceptable	Wire to Wire	Fold Over Wire
2.0 mm	14	Not Acceptable	Not Acceptable	Wire to Wire	Fold Over Wire
2.5 mm	—	Not Acceptable	Not Acceptable	Wire to Wire	Fold Over Wire
3.0-5.0 mm	12-10	Not Acceptable	Not Acceptable	Not Acceptable	Wire to Wire

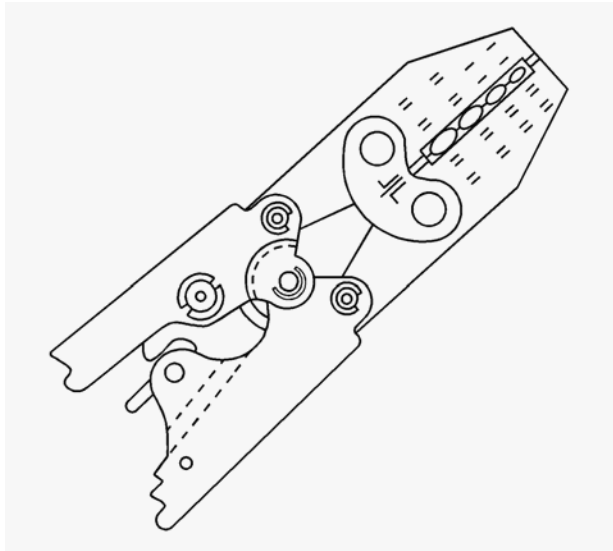
Example

For an IP Harness of 0.22 mm (24 gauge on left side of table) wire size, the SI connector end-view recommends a pigtail with leads of 0.8 mm (18 gauge on the top of the table) with a salmon colored DuraSeal splice sleeve of 0.5–1.0 mm (20–16 gauge).

Follow these steps to use the folded over wire (1) technique on an IP Harness.

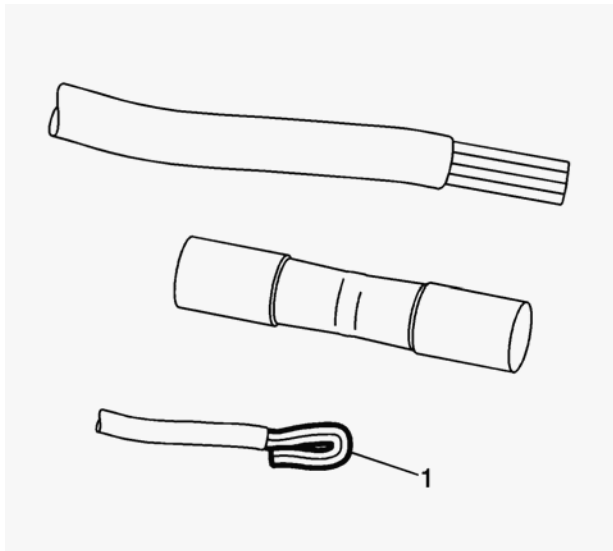


Strip twice the amount of insulation on the smaller (1) wire (IP Harness is the lower wire) than normally required. Normally, the terminated leads have 5 mm of insulation stripped off the wire.

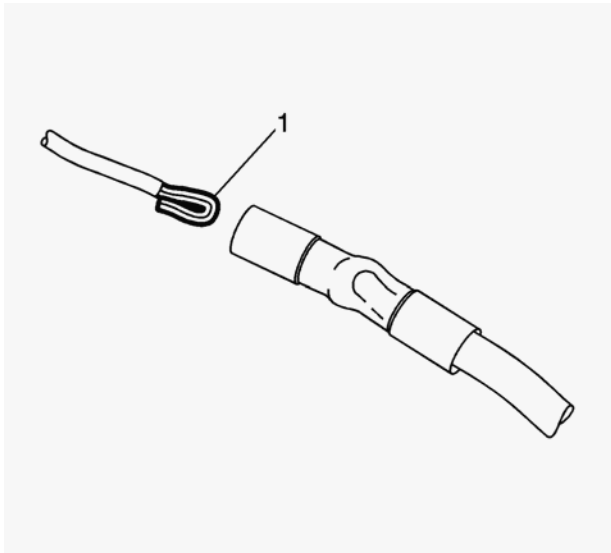


Note: Use *EL-38125-10* splice sleeve crimping tool.

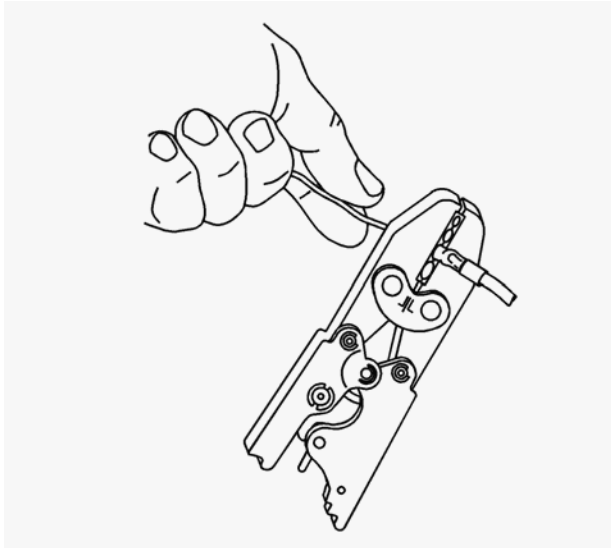
1. For wiring repair, refer to Splicing Copper Wire Using Splice Sleeves.



2. Twist the wires before you fold them over to prevent the wire strands from opening up. Fold over the copper wire strands of the smaller (1) gauge wire so that it is the same length as the non-folded wire.



3. Insert the folded over wire (1) into the splice sleeve.



4. Use the proper crimp tool to crimp the splice sleeve to the smaller wire (harness side of repair). Complete the crimp as usual (using the heat tool to shrink the tube).

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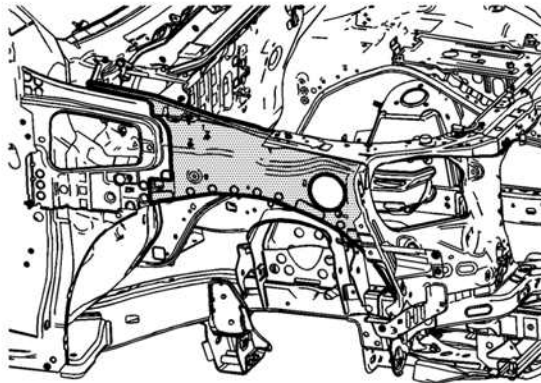
Submodel: | Engine Type: | Liters:

Fuel Delivery: | Fuel:

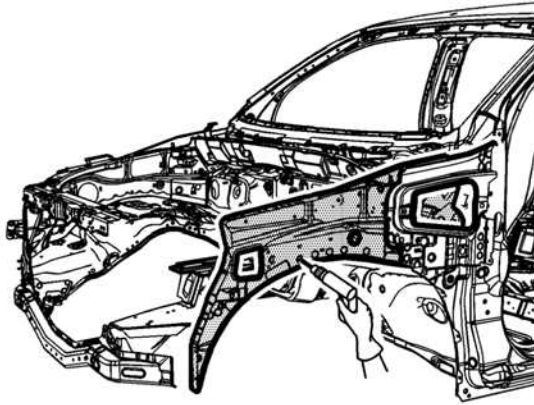
Removal Procedure

Warning: Refer to Approved Equipment for Collision Repair Warning.

1. Disable the SIR system. Refer to SIR Disabling and Enabling.
2. Disconnect the negative battery cable. Refer to Battery Negative Cable Disconnection and Connection.

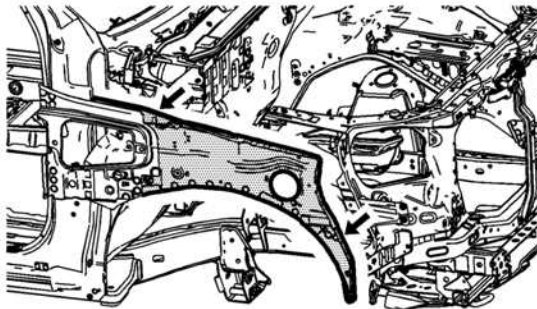


3. Remove all related panels and components.
4. Repair as much of the damage as possible to factory specifications. Refer to Dimensions - Body.
5. Note the location and remove the sealers and anti-corrosion materials from the repair area, as necessary. Refer to Anti-Corrosion Treatment and Repair.



Note: Do not damage any inner panels or reinforcements.

6. Locate and drill out all factory welds. Note the number and location of welds for installation of the front upper rail.

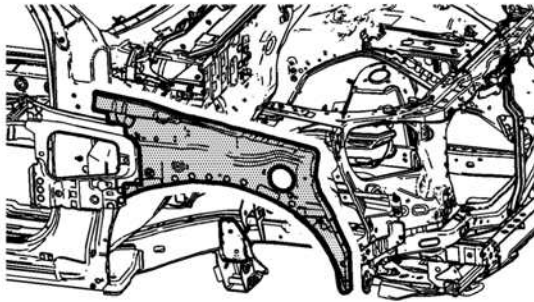


7. Remove the damaged front upper rail.

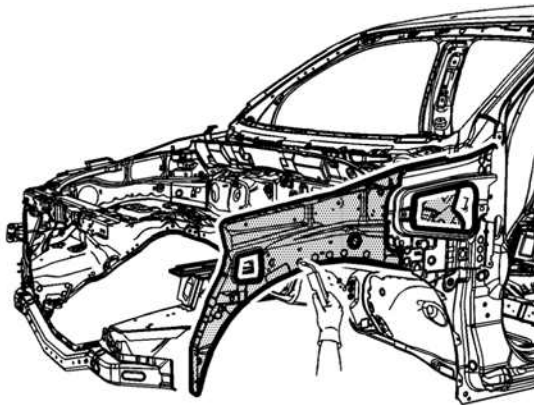
[Installation Procedure](#)

Note: If the location of the original plug weld holes can not be determined, or if structural weld-thru adhesive is present, space the plug weld holes every 40 mm (1½ in) apart.

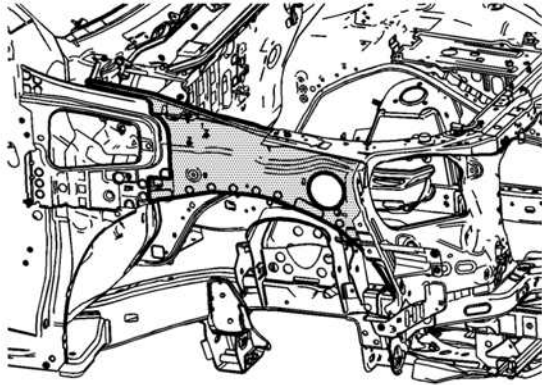
1. Drill 8 mm (5/16 in) plug weld holes as necessary in locations noted from the original front upper rail.
2. Prepare all mating surfaces as necessary.
3. Apply Weld-Thru coating or equivalent to all mating surfaces. Refer to Anti-Corrosion Treatment and Repair.



4. Position the upper rail.



5. Plug the weld accordingly.



6. Clean and prepare all welded surfaces.
7. Apply the sealers and anti-corrosion materials to the repair area, as necessary. Refer to Anti-Corrosion Treatment and Repair.
8. Paint the repair area. Refer to Basecoat/Clearcoat Paint Systems.
9. Install all related panels and components.
10. Connect the negative battery cable. Refer to Battery Negative Cable Disconnection and Connection.
11. Enable the SIR system. Refer to SIR Disabling and Enabling.

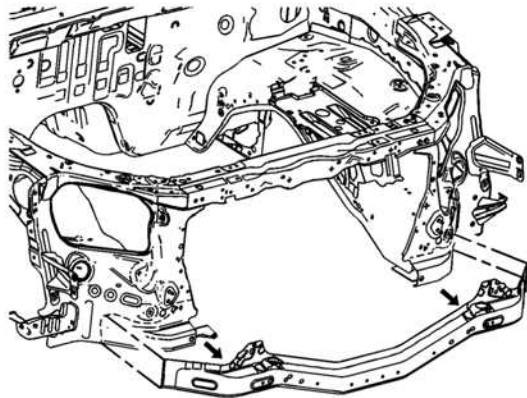
2013 Chevrolet Colorado

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

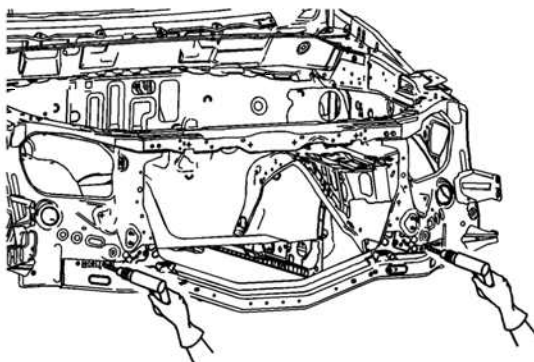
Removal Procedure

Warning: Refer to Approved Equipment for Collision Repair Warning.

1. Disable the SIR system. Refer to SIR Disabling and Enabling.
2. Disconnect the negative battery cable. Refer to Battery Negative Cable Disconnection and Connection.

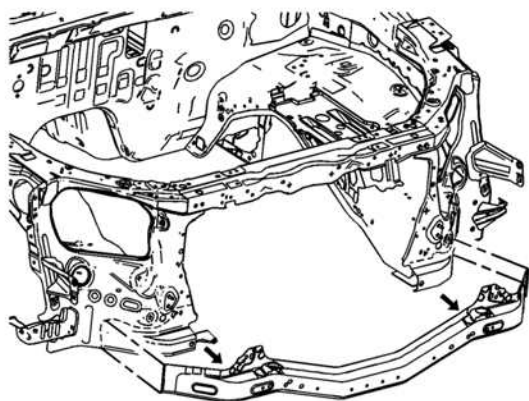


3. Remove all related panels and components.
4. Restore as much of the damage as possible to factory specifications. Refer to Dimensions - Body.
5. Note the location and remove the sealers and anti-corrosion materials from the repair area, as necessary. Refer to Anti-Corrosion Treatment and Repair.



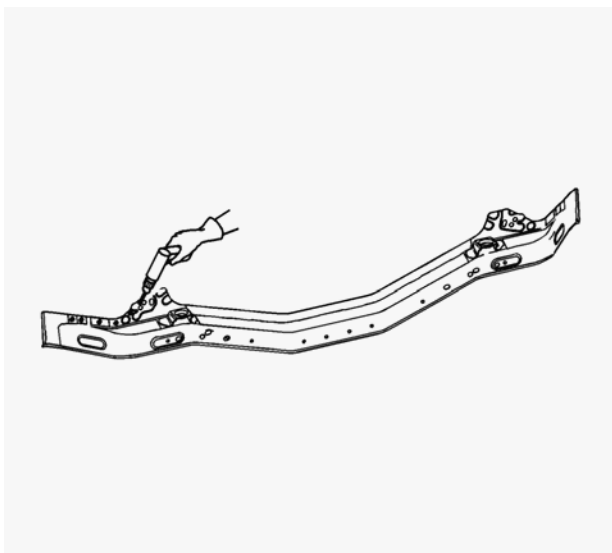
Note: Do not damage any inner panels or reinforcements.

6. Locate and drill out all factory welds. Note the number and location of welds for installation of the front end lower center tie bar.



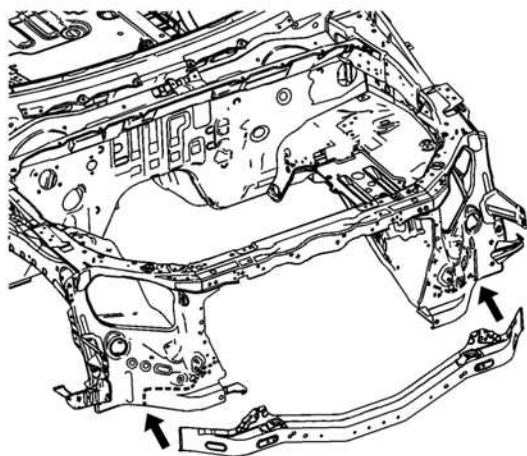
7. Remove the damaged front end lower center tie bar.

[Installation Procedure](#)

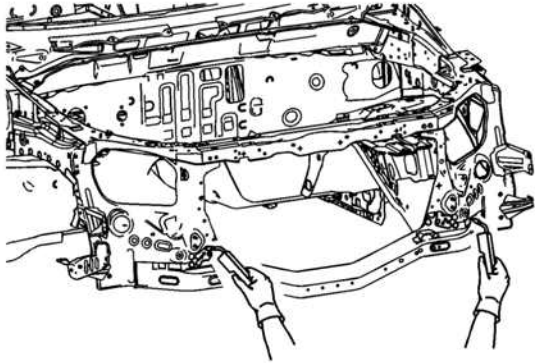


Note: If the location of the original plug weld holes can not be determined, or if structural weld-thru adhesive is present, space the plug weld holes every 40 mm (1½ in) apart.

1. Drill 8 mm (5/16 in) plug weld holes as necessary in locations noted from the original panel.
2. Prepare all mating surfaces as necessary.
3. Apply Weld-Thru coating or equivalent to all mating surfaces. Refer to Anti-Corrosion Treatment and Repair.



4. Position the front end lower center tie bar on the vehicle using 3-dimensional measuring equipment. Clamp the front end lower center tie bar in place.



5. Plug weld accordingly.
6. Clean and prepare all welded surfaces.
7. Apply the sealers and anti-corrosion materials to the repair area, as necessary. Refer to Anti-Corrosion Treatment and Repair.
8. Paint and repair the area. Refer to Basecoat/Clearcoat Paint Systems.
9. Install all related panels and components.
10. Connect the negative battery cable. Refer to Battery Negative Cable Disconnection and Connection.
11. Enable the SIR system. Refer to SIR Disabling and Enabling.

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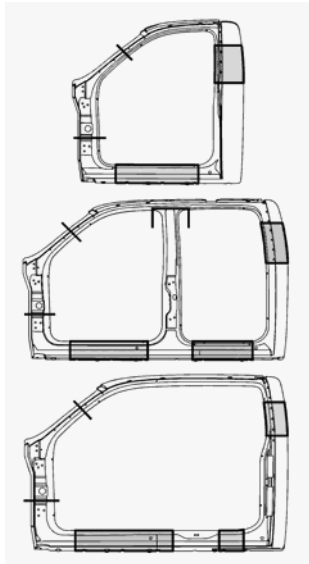
Submodel: | Engine Type: | Liters:
Fuel Delivery: | Fuel:

Removal Procedure

Warning: Refer to Approved Equipment for Collision Repair Warning.

Warning: Refer to Glass and Sheet Metal Handling Warning.

Warning: Refer to Collision Sectioning Warning.



Note: The door frame can be replaced at the factory seams, but requires the removal of the windshield, roof, and quarter panel. The sectioning procedures have been developed as a more cost-effective alternative to complete replacement. The specific area to be sectioned is determined by the extent of the damage to the vehicle.

1. Disable the SIR system. Refer to SIR Disabling and Enabling.
2. Disconnect the negative battery cable. Refer to Battery Negative Cable Disconnection and Connection.
3. Remove all related panels and components.

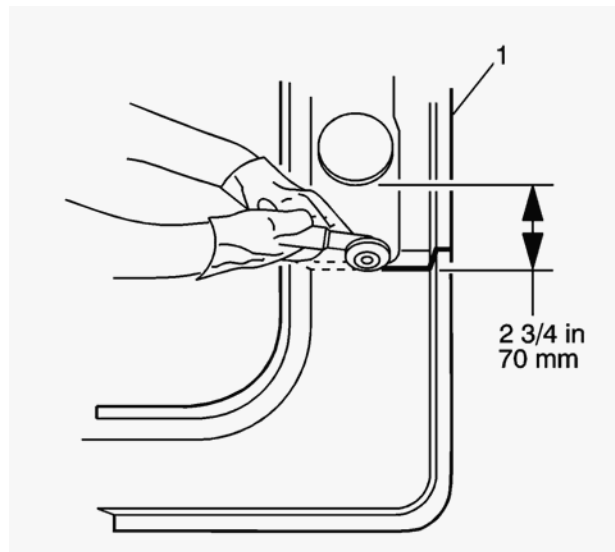
4. Repair as much of the damage as possible to factory specifications. Refer to Dimensions - Body.

Warning: Refer to Foam Sound Deadeners Warning.

5. Note the location and remove the sealers and anti-corrosion materials from the repair area, as necessary. Refer to Anti-Corrosion Treatment and Repair.

6. Perform additional sectioning procedures as necessary. Refer to the following procedures:

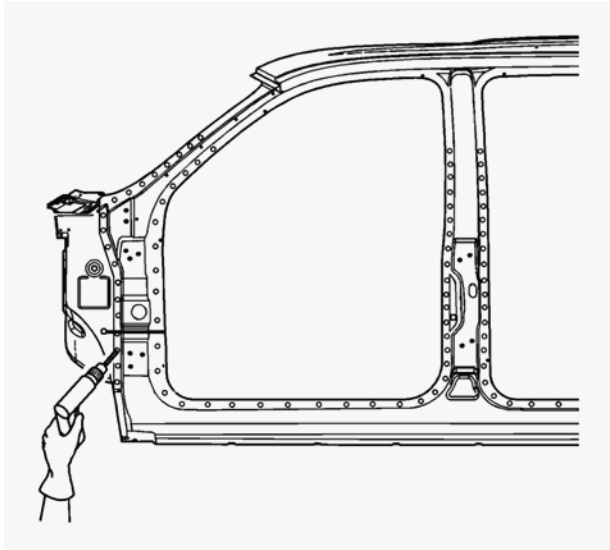
- Outer Windshield Frame Pillar Sectioning
- Rocker Outer Panel Sectioning
- Center Pillar Sectioning
- Rear Pillar Sectioning



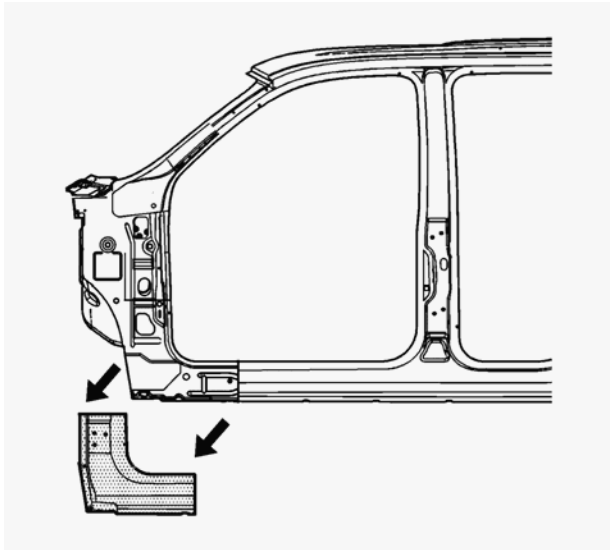
- Measure 70 mm (2 3/4 in) down from the large wiring harness hole in the hinge pillar (1). Mark a horizontal line.

Note: Do not damage any inner panels or reinforcements.

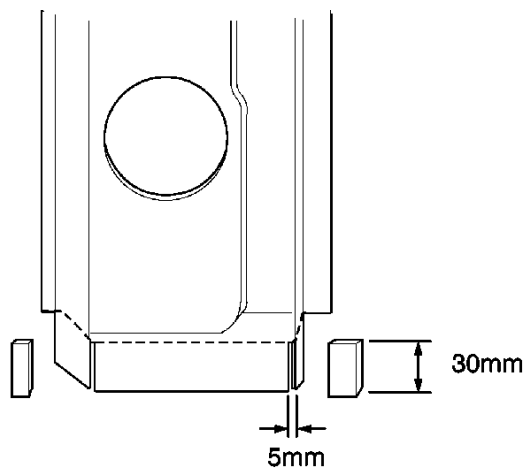
- Cut the panel in the locations where sectioning is to be performed.



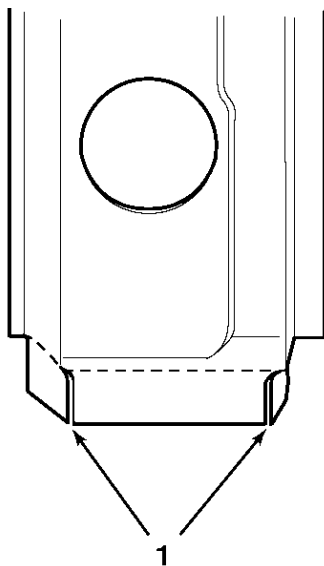
- Locate and drill out all factory welds. Note the number and location of the welds for installation of the service part.



- Remove the damaged hinge pillar.

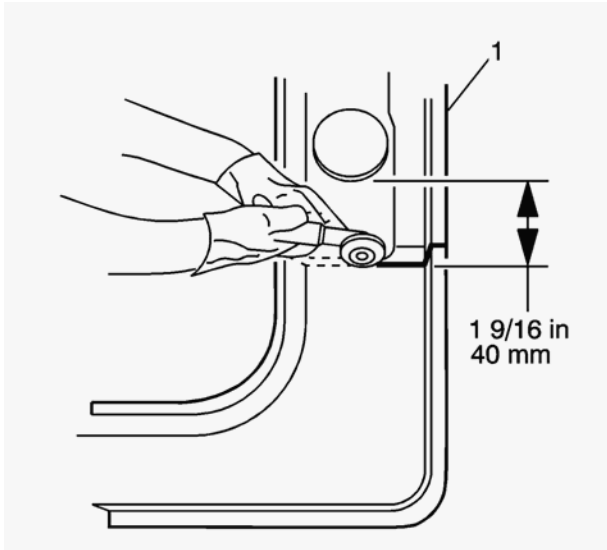


- Cut and remove 30 mm (1 3/16 in) from the flanges on either side of the remaining section of the original pillar. Cut 5 mm (3/16 in) wide gaps in the bottom corners.

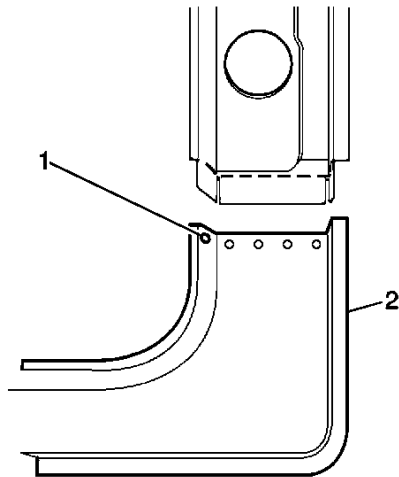


- Step the tabs (1) inward to allow the door frame opening service section to fit over the original hinge pillar.

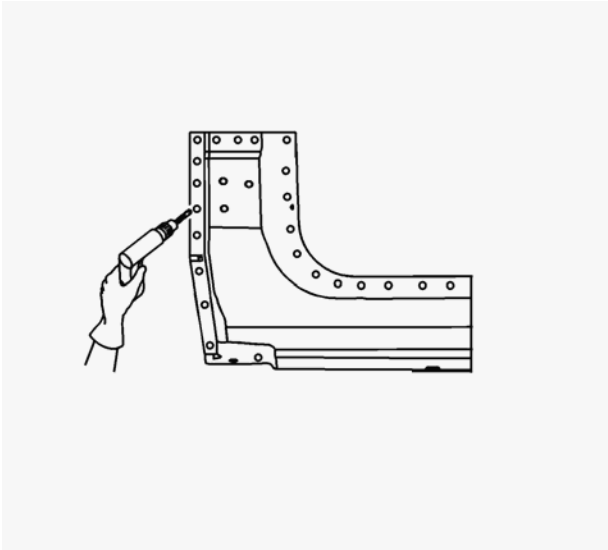
[Installation Procedure](#)



1. On the service body side, measure 40 mm (1 9/16 in) down from the large wiring harness hole in the hinge pillar. Mark a horizontal line. Cut the hinge pillar (1) along this line.
2. Perform additional sectioning procedures as necessary to remove the unused areas of the service part.

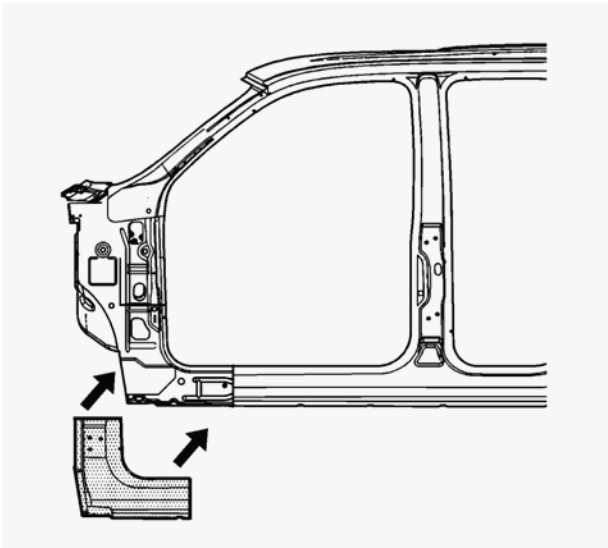


3. Drill 8 mm (5/16 in) plug weld holes along the sectioning cut on the remaining original part (2). Locate these holes approximately 25 mm (1 in) (a) from the edge and spaced 40 mm (1 1/2 in) apart.

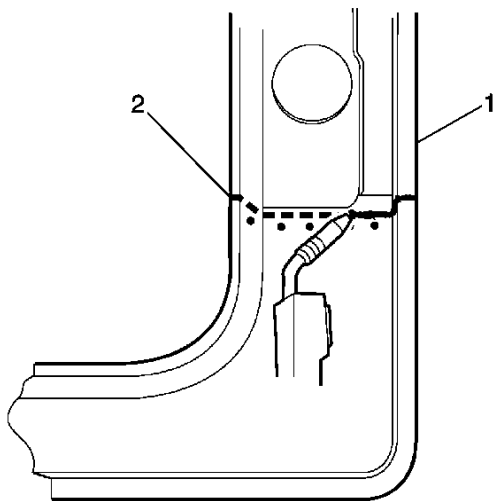


Note: If the location of the original plug weld holes cannot be determined, or if structural weld-thru adhesive was present, space the plug weld holes every 40 mm (1 1/2 in) apart.

4. Drill 8 mm (5/16 in) plug weld holes in the service part, as necessary, in the locations noted from the original panel and along the sectioning cut.
5. Prepare all attachment surfaces, as necessary.
6. Apply Weld-Thru Coating or equivalent to all mating surfaces. Refer to Anti-Corrosion Treatment and Repair.



7. Position the hinge pillar to the vehicle using 3-dimensional measuring equipment. Clamp in place.



8. Plug weld accordingly.

Note: To create a solid weld with minimum heat distortion, make 25 mm (1 in) stitch welds along the seam (2) with 25 mm (1 in) gaps between them. Complete the stitch weld.

9. Clean and prepare all welded surfaces.
10. Apply the sealers and anti-corrosion materials to the repair area (1), as necessary. Refer to Anti-Corrosion Treatment and Repair.
11. Paint the repair area. Refer to Basecoat/Clearcoat Paint Systems.
12. Install all related panels and components.
13. Connect the negative battery cable. Refer to Battery Negative Cable Disconnection and Connection.
14. Enable the SIR system. Refer to SIR Disabling and Enabling.

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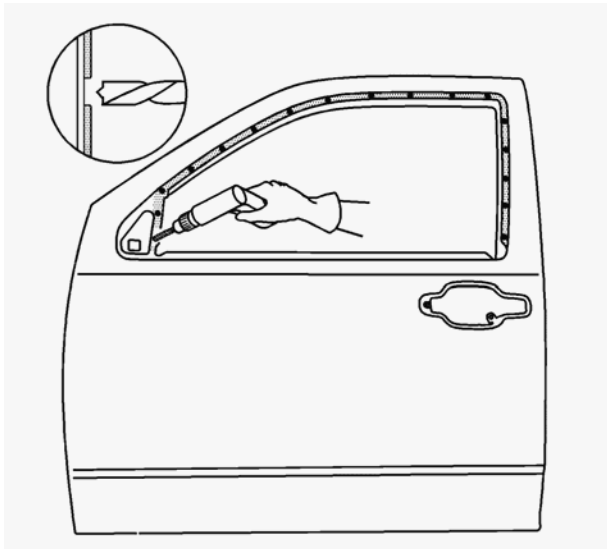
Submodel: | Engine Type: | Liters:
Fuel Delivery: | Fuel:

Removal Procedure

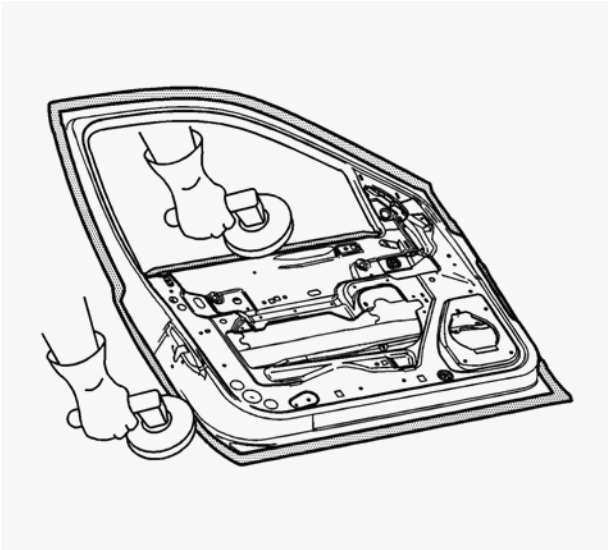
Warning: Refer to Approved Equipment for Collision Repair Warning.

Note: Before beginning the repair, refer to Metal Panel Bonding for proper adhesive applicator preparations and general information.

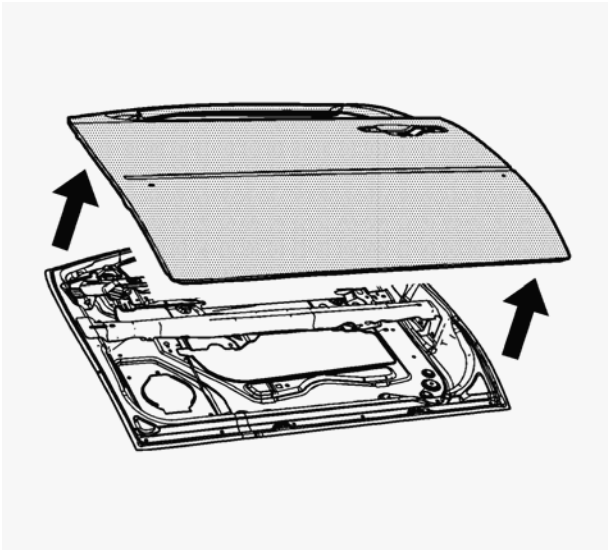
1. Disconnect the negative battery cable. Refer to Battery Negative Cable Disconnection and Connection.
2. Disable the SIR system. Refer to SIR Disabling and Enabling.
3. Remove all related panels and components.
4. Repair as much of the damage as possible to factory specifications. Refer to Dimensions - Body.
5. Remove the door assembly. Refer to Front Side Door Replacement.



6. Locate and drill out all factory welds. Note the number and location of welds for installation of the service panel.



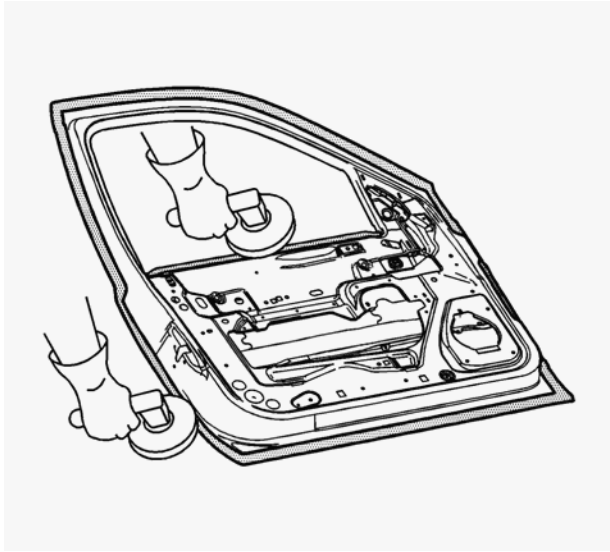
7. Grind the edges of the door outer panel to separate the outer door panel from the door shell.



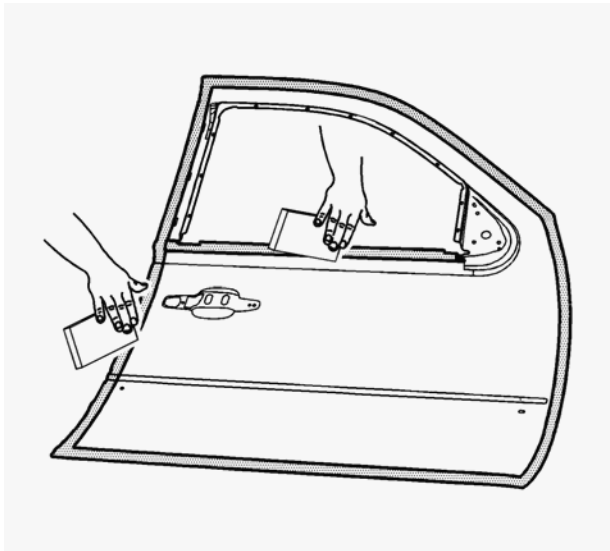
Warning: Inspection of the door guard beam for damage must be performed before replacement of the door outer panel. If damage to the door guard beam is found the door must be replaced. Failure to do so may compromise the structural integrity of the vehicle and may cause personal injury if the vehicle is involved in a collision.

8. Remove the outer door panel.
9. Remove the sealers and anti-corrosion materials from the repair area, as necessary. Refer to Anti-Corrosion Treatment and Repair.
10. Straighten the edges of the door shell.

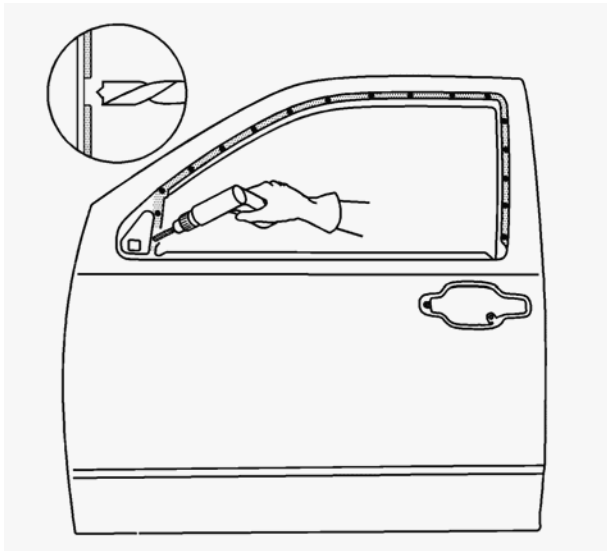
Installation Procedure



1. Using a grinding disk grind the surface of the door shell mating flanges to bare steel.



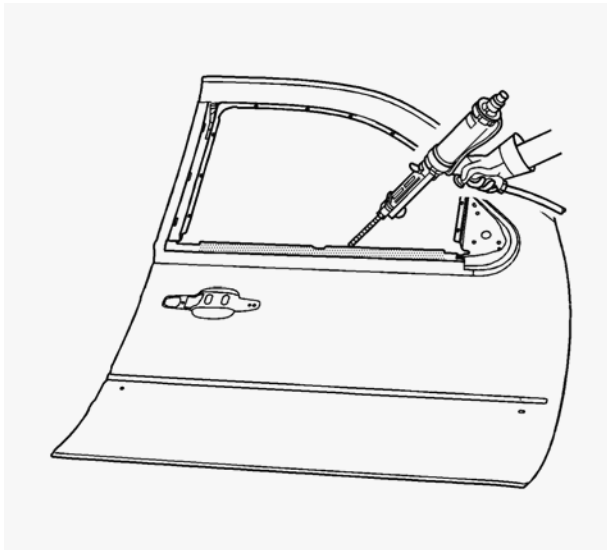
2. Scuff the opposing mating surfaces of the door outer panel to remove the gloss of the E-Coat.



3. Drill 8 mm (5/16 in) plug weld holes, as necessary, in the locations noted from the original panel.

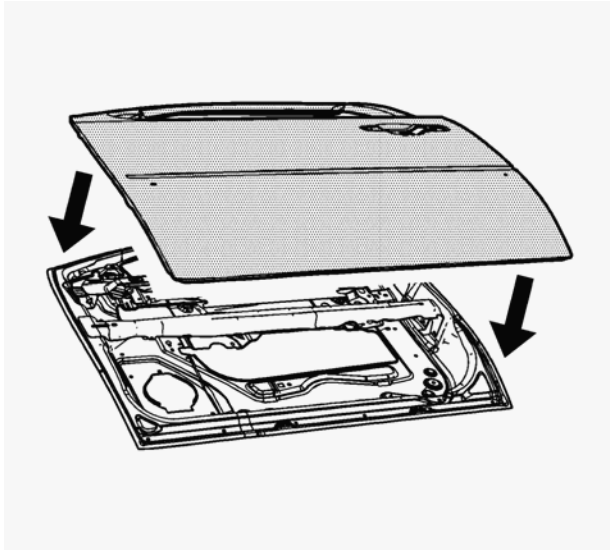
Note: In any area damaged beyond recognition, space plug weld holes every 40 mm (1 in) apart.

4. Clean the mating surfaces.



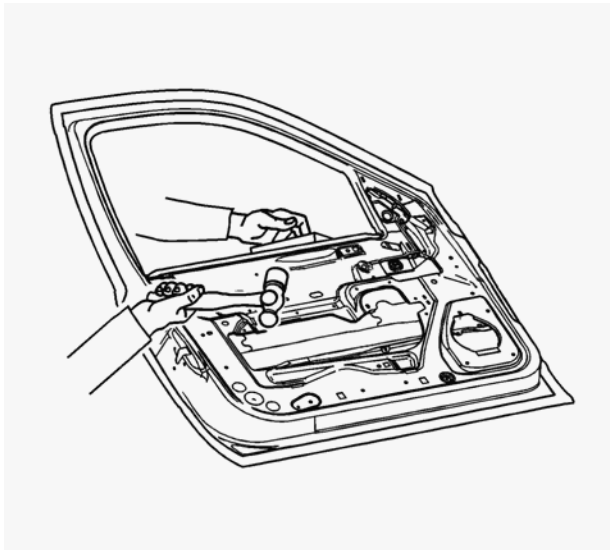
Note: Do not allow the door to totally cure off the vehicle, as proper alignment of the door outer panel to the door shell will be difficult.

5. Apply a 3–6 mm (1/8–1/4 in) bead of metal panel bonding adhesive to both of the mating surfaces.
6. Using a small acid brush, spread a coat of adhesive to cover all the bare metal surfaces to ensure corrosion protection.
7. Apply a 9–13 mm (3/8–1/2 in) bead of metal bonding adhesive to the mating surfaces of the service panel.



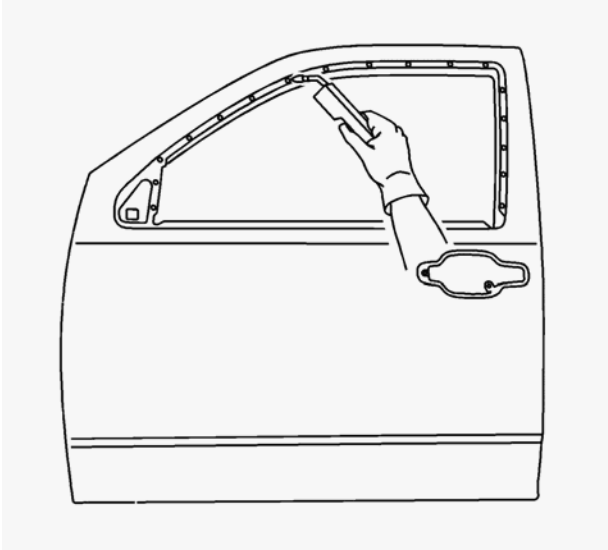
Note: Do NOT pull the panels apart after being joined together. Slide the panels against each other to realign the panels.

8. Install the door outer panel to the door shell.
9. Clamp the door outer panel into position, as required.

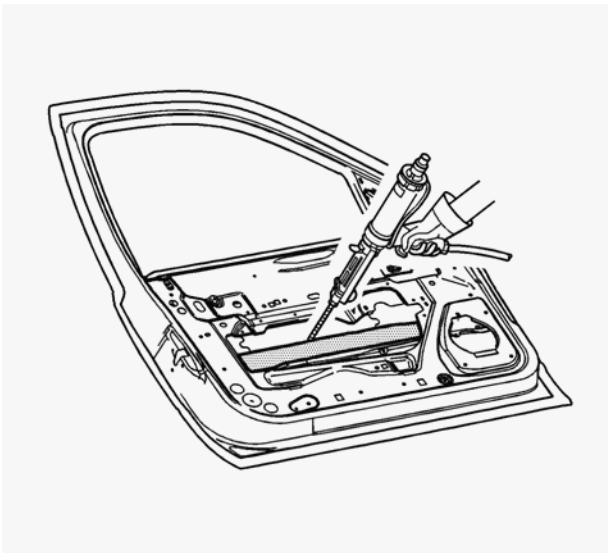


10. Using a hammer re-hem the hem flanges around the door shell.
Continue to hammer in stages along the hem flanges.
11. Using lacquer thinner remove the excess adhesive from the door panel area.

12. Install the door to the vehicle. Inspect the door outer panel for proper alignment; then adjust the alignment, as required. Refer to Front Side Door Replacement.



13. Using metal-inert gas (MIG), weld the door outer panel to the door frame in the locations noted at the upper door frame.
14. Clean and prepare all welded surfaces.



15. Apply Fusor super flexible anti-flutter foam-fast set, Fusor P/N 121/124, or equivalent, in a continuous bead the entire length between the beltline reinforcement and the door outer panel.

16. Apply Fusor super flexible anti-flutter foam-fast set, Fusor P/N 121/124, or equivalent, in a continuous bead the entire length between the door outer panel and the inner safety beam making multiple passes behind the side impact sensor portion of the beam as required to fill in any gaps.
17. Paint the repaired area. Refer to Basecoat/Clearcoat Paint Systems.
18. Install all related panels and components.
19. Enable the SIR system. Refer to SIR Disabling and Enabling.
20. Connect the negative battery cable. Refer to Battery Negative Cable Disconnection and Connection.

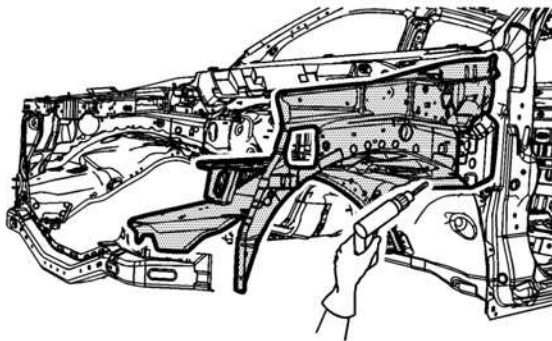
2013 Chevrolet Colorado

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

Removal Procedure

Warning: Refer to Approved Equipment for Collision Repair Warning.

1. Disable the SIR system. Refer to SIR Disabling and Enabling.
2. Disconnect the negative battery cable. Refer to Battery Negative Cable Disconnection and Connection.
3. Remove all related panels and components.
4. Repair as much of the damage as possible to factory specifications. Refer to Dimensions - Body.
5. Note the location and remove the sealers and anti-corrosion materials from the repair area, as necessary. Refer to Anti-Corrosion Treatment and Repair.

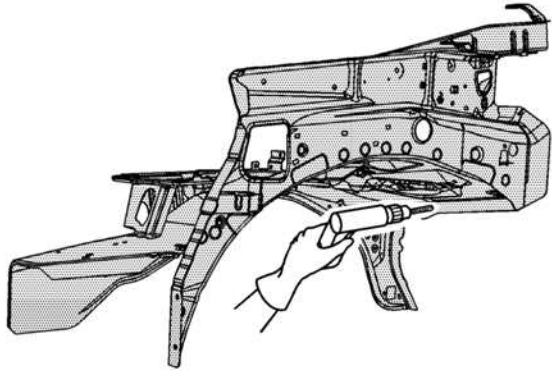


Note: Do not damage any inner panels or reinforcements.

6. Locate and drill out all factory welds. Note the number and location of welds for installation of the service part.

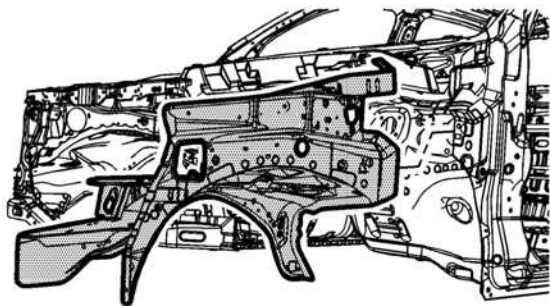
7. Remove the damaged front wheelhouse.

Installation Procedure

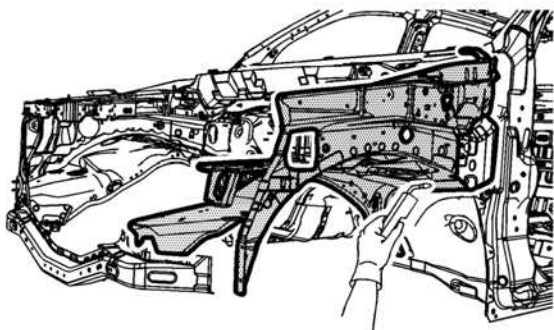


Note: If the location of the original plug weld holes can not be determined, or if structural weld-thru adhesive is present, space the plug weld holes every 40 mm (1½ in) apart.

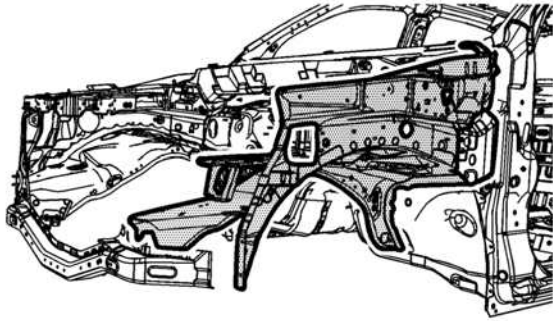
1. Drill 8 mm (5/16 in) plug weld holes in the service part as necessary in the locations noted from the original panel.
2. Prepare all mating surfaces as necessary.
3. Apply Weld-Thru coating or equivalent to all mating surfaces. Refer to Anti-Corrosion Treatment and Repair.



4. Position the front wheelhouse.



5. Plug weld accordingly.



6. Clean and prepare all welded surfaces.
7. Apply the sealers and anti-corrosion materials to the repair area, as necessary. Refer to Anti-Corrosion Treatment and Repair.
8. Paint and repair the area. Refer to Basecoat/Clearcoat Paint Systems.
9. Install all related panels and components.
10. Connect the negative battery cable. Refer to Battery Negative Cable Disconnection and Connection.
11. Enable the SIR system. Refer to SIR Disabling and Enabling.

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Submodel: | Engine Type: | Liters:

Fuel Delivery: | Fuel:

Warning: Always apply a few drops of clean engine oil to the male pipe ends before connecting the fuel pipe fittings. This will ensure proper reconnection and prevent a possible fuel leak. Always replace O-rings.

2013 Chevrolet Colorado

Submodel: | Engine Type: | Liters:

Fuel Delivery: | Fuel:

Warning: Gasoline or gasoline vapors are highly flammable. A fire could occur if an ignition source is present. Never drain or store gasoline or diesel fuel in an open container, due to the possibility of fire or explosion. Have a dry chemical (Class B) fire extinguisher nearby.

2013 Chevrolet Colorado

Submodel: | Engine Type: | Liters:

Fuel Delivery: | Fuel:

Warning: When working with any type of glass or sheet metal with exposed or rough edges, wear approved safety glasses and gloves in order to reduce the chance of personal injury.

2013 Chevrolet Colorado

Submodel: | Engine Type: | Liters:

Fuel Delivery: | Fuel:

Special Tools

- *EL-38125-10* Splice Sleeve Crimping Tool
- DuraSeal splice sleeves
- A wire stripping tool

For equivalent regional tools, refer to Special Tools.

The DuraSeal splice sleeves have the following 2 critical features:

- A special heat shrink sleeve environmentally seals the splice. The heat shrink sleeve contains a sealing adhesive inside.
- A cross hatched (knurled) core crimp provides necessary contact integrity for the sensitive, low energy circuits.

The GM Local Area Network (GMLAN) System requires special wiring repair procedures due to the sensitive nature of the circuitry. Follow the specific procedures and instructions when working on GMLAN connectors and terminals.

GMLAN Repairs

Note: When making a repair to any GMLAN network, the original wire length after the repair must be the same length as before the repair. If the network is a twisted pair, the twist must be maintained after the repair is completed.

GMLAN has 2 types of networks, low speed and high speed. Low speed GMLAN has a single wire and works at slow speeds. High speed GMLAN has 2 wires in a twisted pair and works at higher speeds. For more information on GMLAN, refer to Data Link Communications Description and Operation.

GMLAN Connector Terminal Repair

Note: A terminated lead can be used to replace damaged connector terminals for both high speed and low speed GMLAN systems. When making a connector terminal repair on a GMLAN high speed system with twisted pair wires, do not untwist the wires more than necessary to make the repair.

If the individual terminals are damaged on any GMLAN connection, use the appropriate connector repair procedure in order to repair the terminal. Refer to Connector Repairs for the appropriate connector repair procedure.

GMLAN Wire Repair

Note: Refer to Wiring Repairs in the service information connector end views or the vehicle schematics in order to determine the correct wire size for the circuit you are repairing. You must obtain this information in order to ensure circuit integrity.

If any wire except the pigtail is damaged, repair the wire by splicing in a new section of wire of the same gauge size (0.5 mm², 0.8 mm², 1.0 mm² etc.). Use the DuraSeal splice sleeves and *EL-38125-10* tool. For wiring repair, refer to Splicing Copper Wire Using Splice Sleeves.

2013 Chevrolet Colorado

Submodel: | Engine Type: | Liters:

Fuel Delivery: | Fuel:

This information provides repair recommendations and general guidelines for steel classified as High Strength Low Alloy Steel, also known as HSLA. This type of steel normally has a tensile strength range from 300–700 MPa.

General Motors recommends the following when repairing or replacing this type of steel during collision repair.

Recommended Repairs

- Cold repairs can be performed on this type of steel, unless the damage includes kinks. If the damage includes kinks, the part should be replaced.
- Controlled use of heat can be used to repair damage, if the heat does not exceed 650°C (1200°F). The heat should be applied a maximum of 2 times, for up to 90 seconds.
- Sectioning or partial replacement of this type of steel is recommended only at approved locations, in a specific sectioning procedure.
- This type of steel can be used as a sleeve, or backer plate, during sectioning procedures.
- Squeeze Resistance Spot Welding can be used to replace factory spot welds, where applicable.
- MIG plug welding and MIG stitch welding can be used on this type of steel.
- MIG Brazing can be used on this type of steel.

2013 Chevrolet Colorado

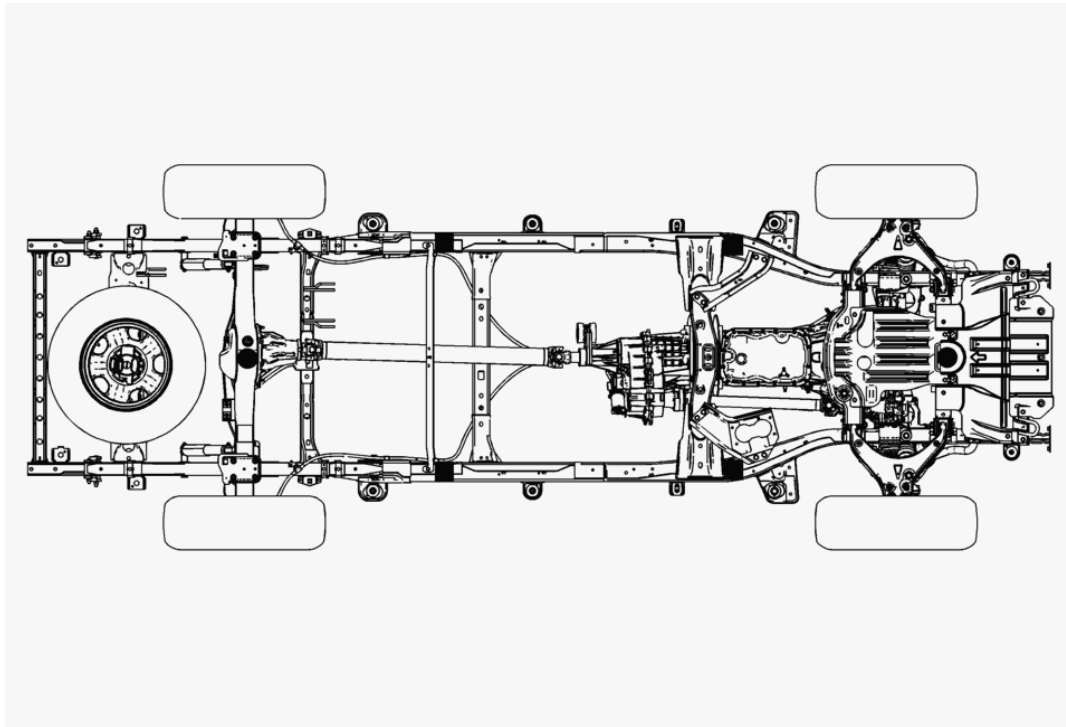
Submodel: | **Engine Type:** | **Liters:**

Fuel Delivery: | **Fuel:**

There are no Inspection/Maintenance System Check testing requirements for this vehicle.

2013 Chevrolet Colorado

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



Danger: To avoid any vehicle damage, serious personal injury or death when major components are removed from the vehicle and the vehicle is supported by a hoist, support the vehicle with jack stands at the opposite end from which the components are being removed and strap the vehicle to the hoist.

Danger: To avoid any vehicle damage, serious personal injury or death, always use the jackstands to support the vehicle when lifting the vehicle with a jack.

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.

Vehicle Lifting

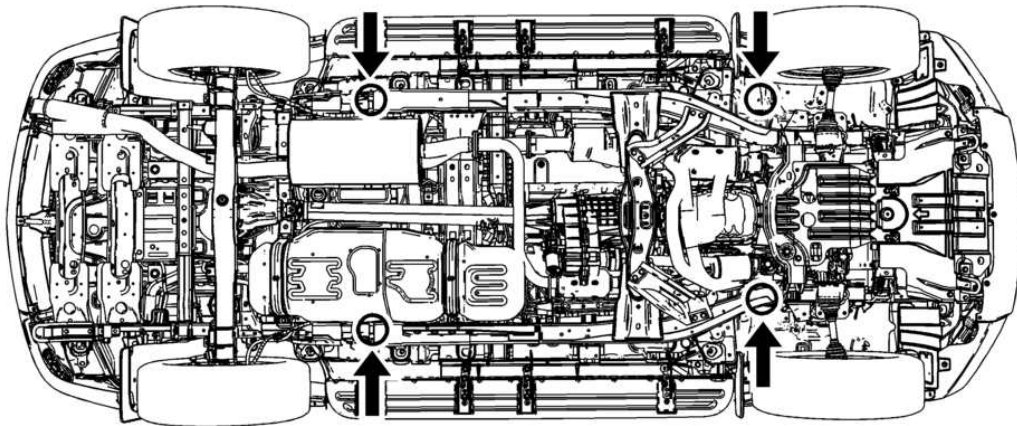
- Ensure that the lifting equipment meets weight requirements and is in good working order. Always follow the lift manufacturer's instructions.
- You may lift and support the front of the vehicle at the front suspension near the wheel assemblies. Ensure that the arms of the front cradle are extended as close to the steering knuckle as possible.
- Ensure that the vehicle is centered on the hoist before attempting to lift.
- When using a suspension-contact hoist, ensure that the rear cradle has adequate clearance for the rear stabilizer bar.
- When lifting or jacking a vehicle, be certain that the lift pads do not contact the exhaust system, brake pipes, cables, HVAC lines, wiring harnesses, fuel lines, or underbody. Such contact may result in damage or unsatisfactory vehicle performance.
- When using a frame-contact hoist, only place the pads on flat surfaces. Do not place pads within 50 mm (2 in) of any radius.
- Before lifting the vehicle, verify that the vehicle loads are secure and equally distributed.
- When major components are removed from the vehicle when supported on a hoist, support the vehicle with jack stands at the opposite end from which the components are being removed and secure the vehicle frame to the hoist pads nearest the component to be removed.

Vehicle Jacking

- Park the vehicle on a clean, hard, level surface before jacking the vehicle.
- Any time you lift the vehicle on one end, chock the wheels at the opposite end.
- Use jack stands in order to provide support.
- When supporting the vehicle using jack stands, place the jack stands under the side rails or the axle.
- When lifting under the rear differential, do not allow the jack pad to contact the rear stabilizer bar or mounting hardware.

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



Danger: To avoid any vehicle damage, serious personal injury or death when major components are removed from the vehicle and the vehicle is supported by a hoist, support the vehicle with jack stands at the opposite end from which the components are being removed and strap the vehicle to the hoist.

Danger: To avoid any vehicle damage, serious personal injury or death, always use the jackstands to support the vehicle when lifting the vehicle with a jack.

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.

Vehicle Lifting

- Ensure that the lifting equipment meets weight requirements and is in good working order. Always follow the lift manufacturer's instructions.
- You may lift and support the front of the vehicle at the front suspension near the wheel assemblies. Ensure that the arms of the front cradle are extended as close to the steering knuckle as possible.
- Ensure that the vehicle is centered on the hoist before attempting to lift.
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- When lifting or jacking a vehicle, be certain that the lift pads do not contact the exhaust system, brake pipes, cables, HVAC lines, wiring harnesses, fuel lines, or underbody. Such contact may result in damage or unsatisfactory vehicle performance.
- When using a frame-contact hoist, only place the pads on flat surfaces. Do not place pads within 50 mm (2 in) of any radius.
- Before lifting the vehicle, verify that the vehicle loads are secure and equally distributed.
- When major components are removed from the vehicle when supported on a hoist, support the vehicle with jack stands at the opposite end from which the components are being removed and secure the vehicle frame to the hoist pads nearest the component to be removed.

Vehicle Jacking

- Park the vehicle on a clean, hard, level surface before jacking the vehicle.
- Any time you lift the vehicle on one end, chock the wheels at the opposite end.
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- When supporting the vehicle using jack stands, place the jack stands under the side rails or the axle.
- When lifting under the rear differential, do not allow the jack pad to contact the rear stabilizer bar or mounting hardware.

2013 Chevrolet Colorado

Submodel: | Engine Type: | Liters:

Fuel Delivery: | Fuel:

Caution: Do not nick, scratch or damage the sealing surface. The sealing surface is a machined surface. Damage to the machined surface can cause leakage.

2013 Chevrolet Colorado

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

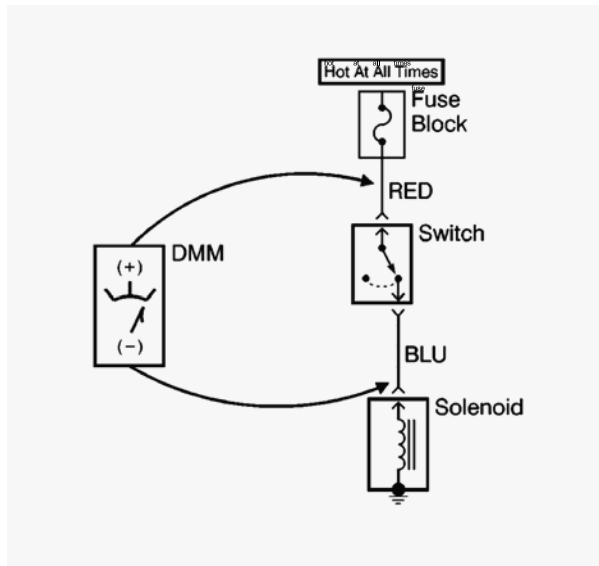
Special Tools

EL-39200 Digital Multimeter (DMM)

For equivalent regional tools, refer to Special Tools.

Caution: Refer to Test Probe Caution.

The following procedure determines the difference in voltage potential between 2 points.



1. Set the Digital Multimeter (DMM) to the V (DC) position.
2. Connect the positive lead of the DMM to one point of the circuit to be tested.
3. Connect the negative lead of the DMM to the other point of the circuit.
4. Operate the circuit.
5. The DMM displays the difference in voltage between the 2 points.

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

Special Tools

EL-39200 Digital Multimeter (DMM)

For equivalent regional tools, refer to Special Tools.

Caution: Refer to Test Probe Caution.

The following procedure determines the frequency of a signal.

Note: Connecting the Digital Multimeter (DMM) to the circuit before pressing the Hz button will allow the DMM to autorange to an appropriate range.

1. Apply power to the circuit.
2. Set the DMM to the V (AC) position.
3. Connect the positive lead of the DMM to the circuit to be tested.
4. Connect the negative lead of the DMM to a good ground.
5. Set to Hz on the DMM.
6. The DMM will display the frequency measured.

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Submodel: | Engine Type: | Liters:

Fuel Delivery: | Fuel:

Special Tools

EL-39200 Digital Multimeter (DMM)

For equivalent regional tools, refer to Special Tools.

Caution: Refer to Test Probe Caution.

The following procedure measures the voltage at a selected point in a circuit.

1. Disconnect the electrical harness connector for the circuit being tested, if necessary.
 2. Enable the circuit and/or system being tested. Use the following methods:
 - Turn ON the ignition, with the engine OFF.
 - Turn ON the engine.
 - Turn ON the circuit and/or system with a scan tool in Output Controls.
 - Turn ON the switch for the circuit and/or system being tested.
-
- Select the V (AC) or V (DC) position on the Digital Multimeter (DMM).
 - Connect the positive lead of the DMM to the point of the circuit to be tested.
 - Connect the negative lead of the DMM to a good ground.
 - The DMM displays the voltage measured at that point.

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

This is intended to provide general guidelines for adhesive bonding of exterior panels as an alternative to Metal-Inert Gas (MIG) welding. Panel bonding may be seen as an alternative to MIG welding to provide full panel replacement in regards to collision repair procedures. The benefits of panel bonding is:

- No heat or burn damage when additional welding is not required
- Corrosion protection
- Can act as a sealant
- Improved process for complicated shapes (wheelhouse area)

The General Motors specification for metal bonding adhesives is GM 6449G. The scope of this specification is intended to provide the performance guidelines of structural adhesive systems used to repair (metallic) automotive bodies in the aftermarket. These types of adhesives are intended for use when bonding replacement body panels as an option to welding as the attachment means. GM information outlines the use of room temperature cure acrylic adhesives that contain glass bead technology.

Bonding procedures in general are applicable only to a factory seams type approach.

Sectioning or partial paneling of full panels is not supported by General Motors unless specifically documented in a Service Bulletin or Manual.

Applicable components for this technology are EXTERIOR PANELS ONLY, including door skins, tail panels, roof outer panels and quarter panels.

Important: Do not use adhesives for vehicle underbody or upper body structure type repairs such as structural rails, shock/strut towers, floor pans, upper fender rails, body side pillars, door rings—side or rear, rocker panels, unless specifically documented in a GM Service Bulletin or Manual. If in doubt, use only the procedures referenced in the Service Manual for the specific vehicle being repaired.

Always follow the system manufacturer's instructions for application, handling, and curing.

Adhesives currently meeting the performance requirements include General Motors materials and products manufactured by Lord Adhesives. At this time, ONLY the adhesive products listed below meet this guideline:

Metal Panel Bonding

Manufacturer and Part Number	Description
GM P/N 12378566 (US)	Fast Set Panel Bonding Adhesive
GM P/N 88901674 (Canada)	
Lord Fusor P/N 110B/111B	
GM P/N 12378567 (US)	Medium Set Panel Bonding Adhesive
GM P/N 88901675 (Canada)	
Lord Fusor P/N 108B/109B	
3M P/N 8116	Panel Bonding Adhesive
Ashland Plio Grip Panel 60	Panel Bonding Adhesive

2013 Chevrolet Colorado

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

Removal Procedure

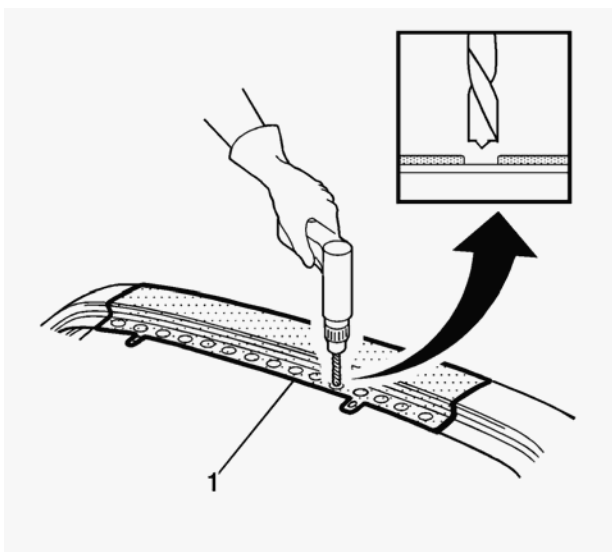
Warning: Refer to Approved Equipment for Collision Repair Warning.

Note: Use this procedure for all panels that are replaced at the factory seams, unless a specific procedure exists in the Collision Repair section of this vehicle's service information.

1. Disable the SIR system. Refer to SIR Disabling and Enabling.
2. Disconnect the negative battery cable. Refer to Battery Negative Cable Disconnection and Connection.
3. Remove all related panels and components.
4. Repair as much of the damage as possible to factory specifications.

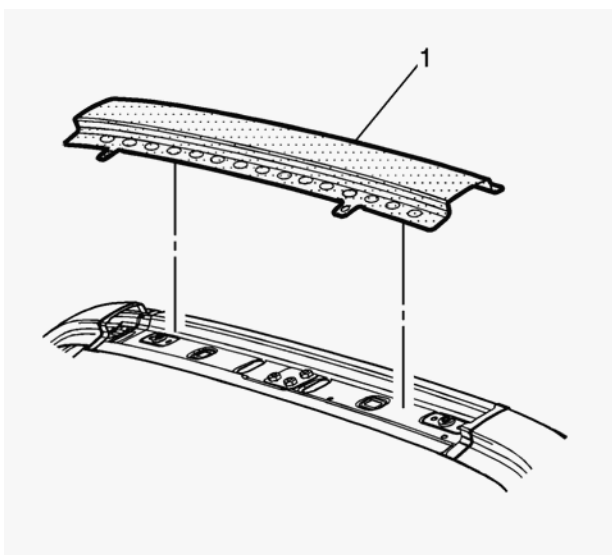
Warning: Refer to Foam Sound Deadeners Warning.

5. Note the location and remove the sealers and anti-corrosion materials from the repair area, as necessary. Refer to Anti-Corrosion Treatment and Repair.



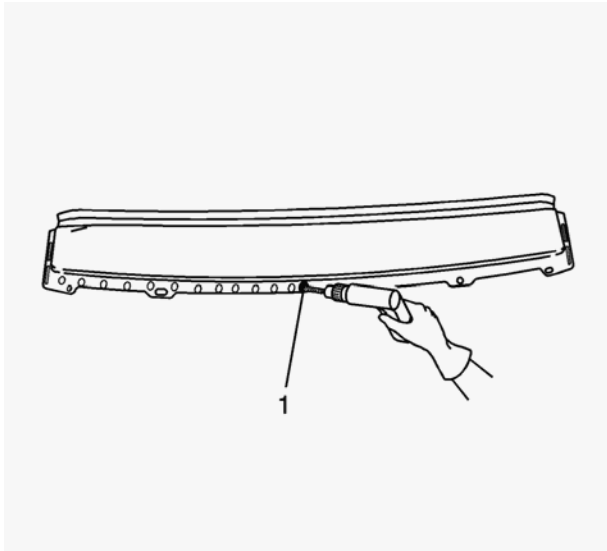
Note: Do not damage any inner panels or reinforcements.

6. Locate and drill out all factory welds (1). Note the number and location of the welds for installation of the service part.



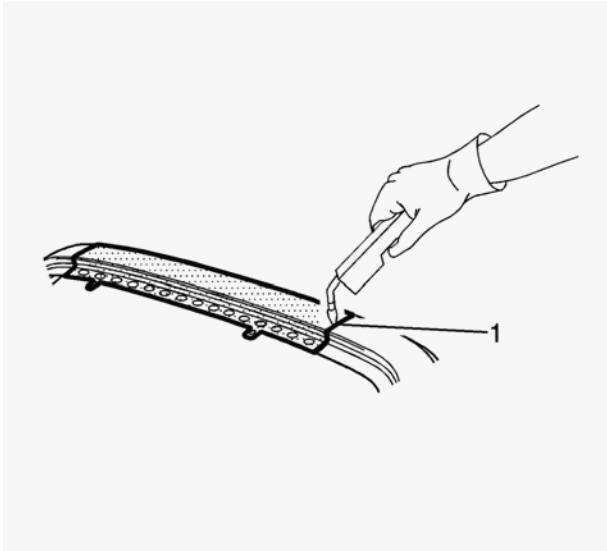
7. Remove the damaged part (1).

Installation Procedure



Note: If the location of the original plug weld holes can not be determined, space the plug weld holes every 40 mm (1 1/2 in) apart. Where structural adhesive was present, space the plug weld holes every 20 mm (3/4 in) apart.

1. Drill 8 mm (5/16 in) plug weld holes in the service part as necessary in the locations noted from the original panel (1).
2. Prepare all attachment surfaces as necessary.
3. Prepare all mating surfaces as necessary.
4. Apply GM-approved Weld-Thru Coating or equivalent to all mating surfaces. Refer to Anti-Corrosion Treatment and Repair.
5. Position the service part. Clamp in place.



6. Plug weld accordingly (1).
7. Clean and prepare all welded surfaces.
8. Apply the sealers and anti-corrosion materials to the repair area, as necessary. Refer to Anti-Corrosion Treatment and Repair.
9. Paint the repair area. Refer to Basecoat/Clearcoat Paint Systems.
10. Install all related panels and components.
11. Connect the negative battery cable. Refer to Battery Negative Cable Disconnection and Connection.
12. Enable the SIR system. Refer to SIR Disabling and Enabling.

2013 Chevrolet Colorado

Submodel: | Engine Type: | Liters:

Fuel Delivery: | Fuel:

This information provides repair recommendations and general guidelines for steel classified as Mild Steel. This type of steel normally has a tensile strength less than 270 MPa. This includes the common steel names of:

- Mild Steel
- Bake Hardenable Steel (BH)
- Solid Solution Strengthened Steel

General Motors recommends the following when repairing or replacing this type of steel during collision repair.

Recommended Repairs:

- Cold repairs can be performed on this type of steel, unless the damage includes kinks. If the damage includes kinks, the part should be replaced.
- Controlled use of heat can be used to repair damage, if the heat does not exceed 650°C (1200°F). The heat should be applied a maximum of 2 times, for up to 90 seconds.
- Sectioning or partial replacement of this type of steel is recommended only at approved locations, in a specific sectioning procedure.
- This type of steel can be used as a sleeve, or backer plate, when recommended in a specific sectioning procedure.
- Squeeze Resistance Spot Welding can be used to replace factory spot welds, where applicable
- MIG plug welding and MIG stitch welding can be used on this type of steel.
- MIG Brazing can be used on this type of steel.

2013 Chevrolet Colorado

Submodel: | Engine Type: | Liters:

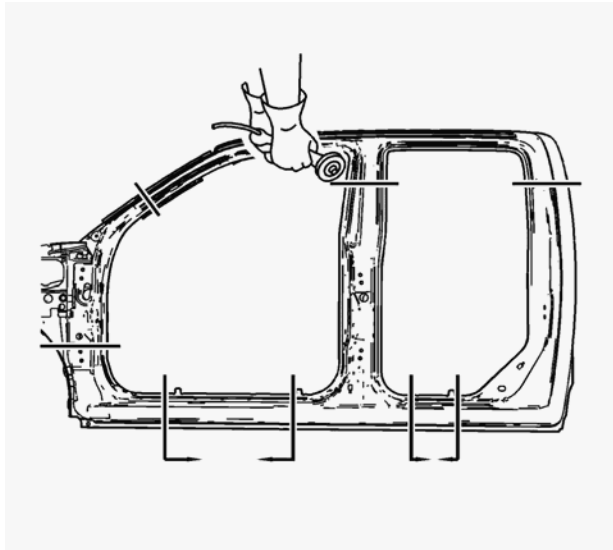
Fuel Delivery: | Fuel:

Warning: Avoid contact with moving parts and hot surfaces while working around a running engine in order to prevent physical injury.

2013 Chevrolet Colorado

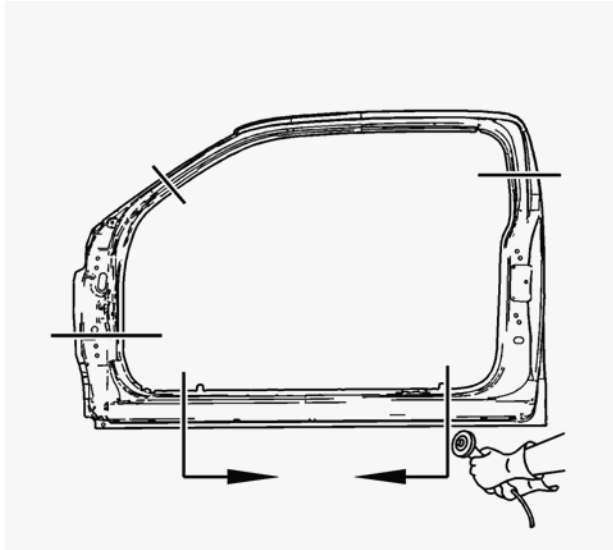
Submodel: | Engine Type: | Liters:
Fuel Delivery: | Fuel:

Sectioning Locations

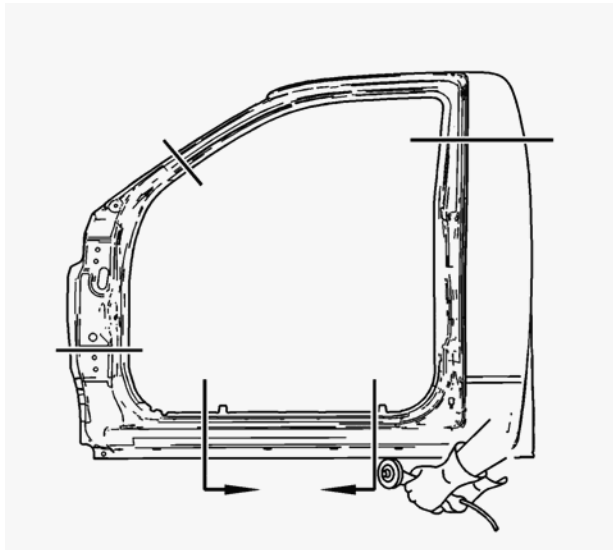


Important: Section in specified areas only. Sectioning outside of these areas may compromise the structural integrity of the vehicle.

- The crew cab pick-up has identical passenger and driver side door frames. Refer to the following procedures for specific instructions:
 - Rocker Outer Panel Sectioning
 - Front Hinge Pillar Sectioning
 - Center Pillar Sectioning
 - Rear Pillar Sectioning
 - Outer Windshield Frame Pillar Sectioning



- The extended cab pick-up has identical passenger and driver side door frames. Refer to the following procedures for specific instructions:
 - Rocker Outer Panel Sectioning
 - Front Hinge Pillar Sectioning
 - Rear Pillar Sectioning
 - Outer Windshield Frame Pillar Sectioning



- The regular pick-up has identical passenger and driver side door frames. Refer to the following procedures for specific instructions:
 - Rocker Outer Panel Sectioning
 - Front Hinge Pillar Sectioning
 - Rear Pillar Sectioning
 - Outer Windshield Frame Pillar Sectioning

2013 Chevrolet Colorado

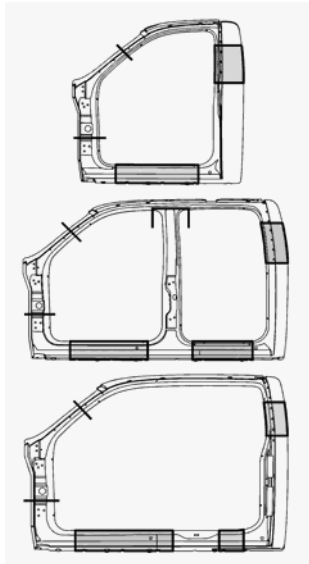
Submodel: | Engine Type: | Liters:
Fuel Delivery: | Fuel:

Removal Procedure

Warning: Refer to Approved Equipment for Collision Repair Warning.

Warning: Refer to Glass and Sheet Metal Handling Warning.

Warning: Refer to Collision Sectioning Warning.



Note: The door frame can be replaced at the factory seams, but requires the removal of the windshield, roof, and quarter panel. The sectioning procedures have been developed as a more cost-effective alternative to complete replacement. The specific area to be sectioned is determined by the extent of the damage to the vehicle.

1. Disable the SIR system. Refer to SIR Disabling and Enabling.
2. Disconnect the negative battery cable. Refer to Battery Negative Cable Disconnection and Connection.
3. Remove all related panels and components.

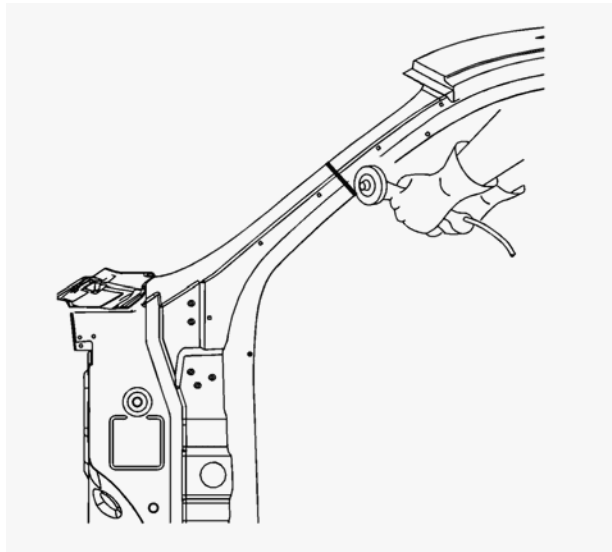
4. Repair as much of the damage as possible to factory specifications. Refer to Dimensions - Body.

Warning: Refer to Foam Sound Deadeners Warning.

5. Note the location and remove the sealers and anti-corrosion materials from the repair area, as necessary. Refer to Anti-Corrosion Treatment and Repair.

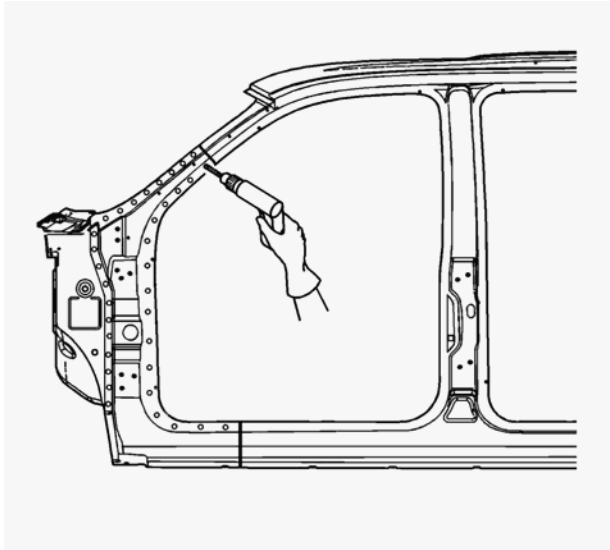
6. Perform additional sectioning procedures as necessary. Refer to the following procedures:

- Rocker Outer Panel Sectioning
- Front Hinge Pillar Sectioning
- Center Pillar Sectioning
- Rear Pillar Sectioning

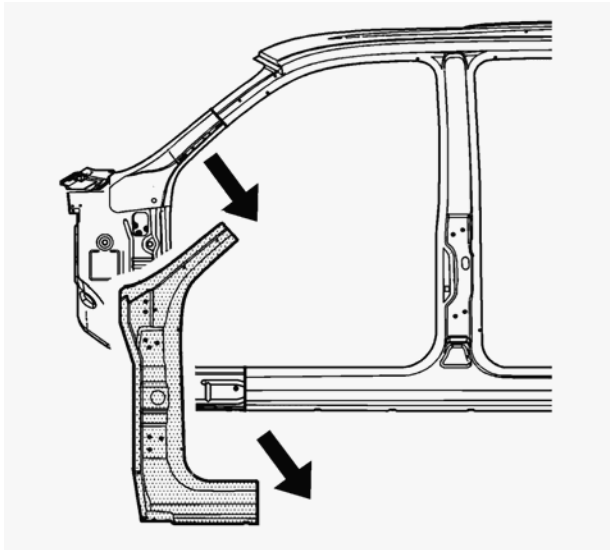


Note:

- Perform the sectioning in the flat area.
- Do not damage any inner panels or reinforcements.
 - Perform the lower sectioning at 30 mm (1.18 in) from the inner reinforcement or choose the procedure that fits better according to the collision.
 - Cut the panel in the locations where sectioning is to be performed.

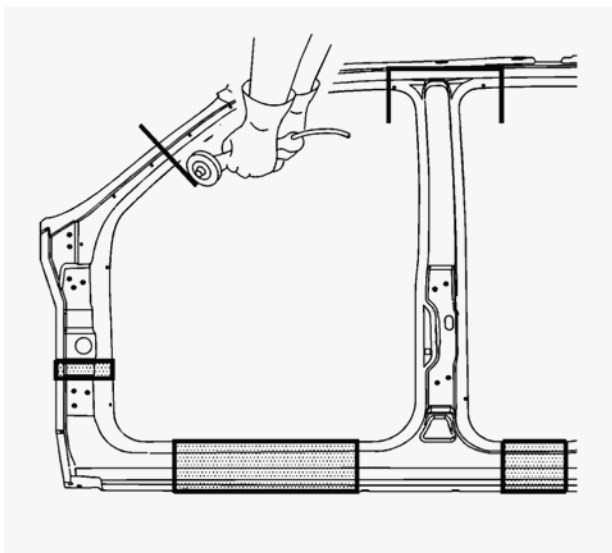


- Locate and drill out all factory welds. Note the number and location of the welds for installation of the service part.

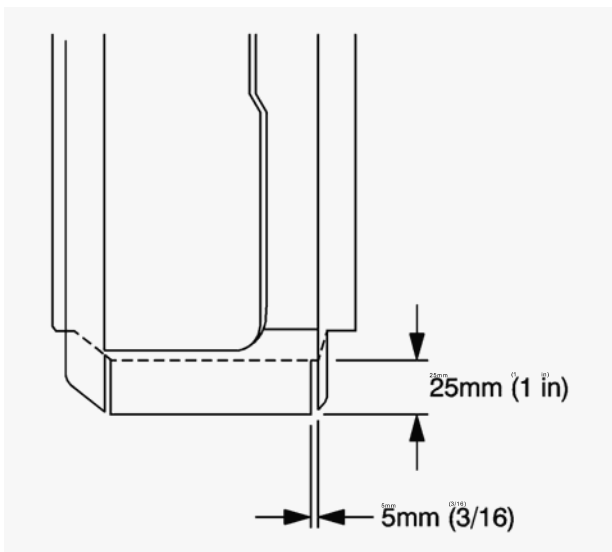


- Remove the damaged body side.

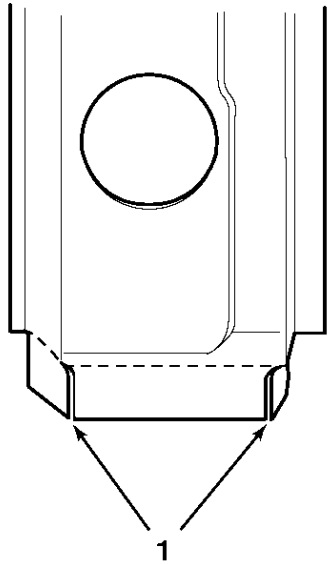
[Installation Procedure](#)



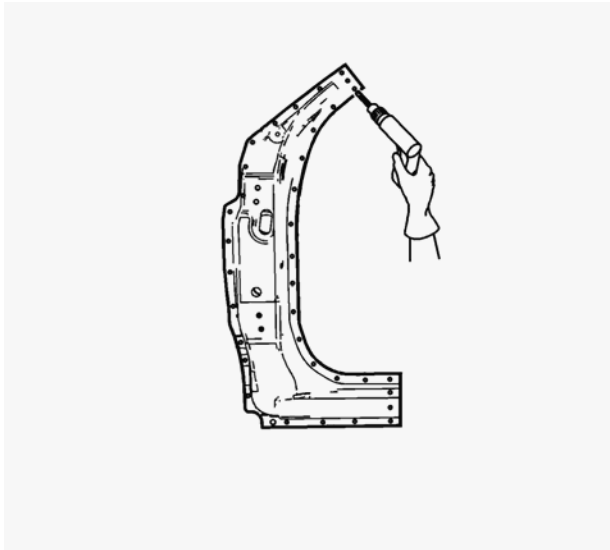
1. From the service part, cut the panel in corresponding locations to overlap the remaining original panel by 25 mm (1 in) at each joint location.



2. Cut and remove 25 mm (1 in) from the flanges on either side of the remaining section of the original pillar. Cut 5 mm (3/16 in) wide gaps in the bottom corners.

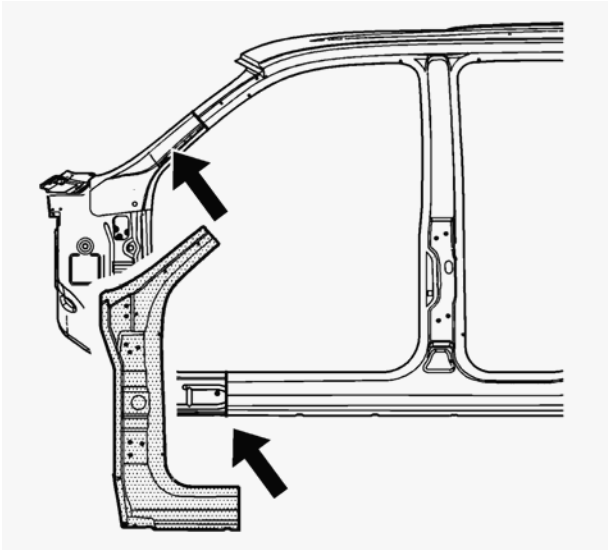


3. Step the tabs (1) inward to allow the door frame opening service section to fit over the original hinge pillar.

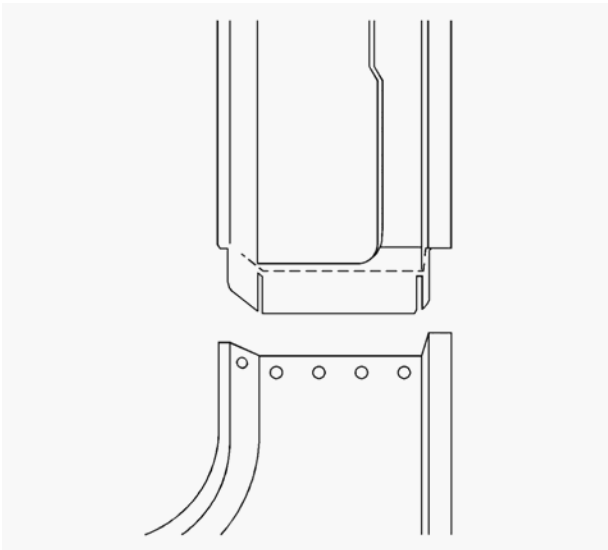


Note: If the location of the original plug weld holes can not be determined, or if structural weld-thru adhesive was present, space the plug weld holes every 40 mm (1 1/2 in) apart.

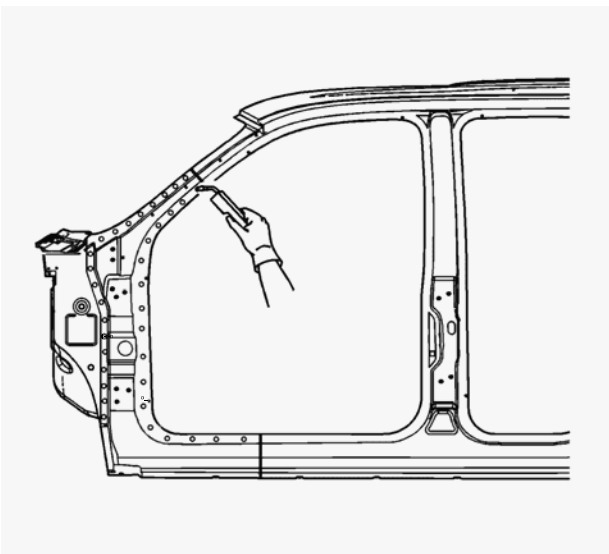
4. Drill 8 mm (5/16 in) plug weld holes in the service part as necessary in the locations noted from the original panel and along the sectioning cut.
5. Prepare all attachment surfaces as necessary.
6. Apply Weld-Thru Coating or equivalent to all mating surfaces. Refer to Anti-Corrosion Treatment and Repair.



7. Position the body side to the vehicle using 3-dimensional measuring equipment. Clamp in place.



8. Fit the new part on the original panel.



9. Plug weld accordingly.

Note: To create a solid weld with minimum heat distortion, make 25 mm (1 in) stitch welds along the seam with 25 mm (1 in) gaps between them. Complete the stitch weld.

10. Clean and prepare all welded surfaces.
11. Apply the sealers and anti-corrosion materials to the repair area, as necessary. Refer to Anti-Corrosion Treatment and Repair.
12. Paint the repair area. Refer to Basecoat/Clearcoat Paint Systems.
13. Install all related panels and components.
14. Connect the negative battery cable. Refer to Battery Negative Cable Disconnection and Connection.
15. Enable the SIR system. Refer to SIR Disabling and Enabling.

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

[Instruction Part Number](#)

92295898

[Kit Contents](#)

Owners Information Package

OFF ROAD VEHICLE RECOVERY KIT CONTENTS

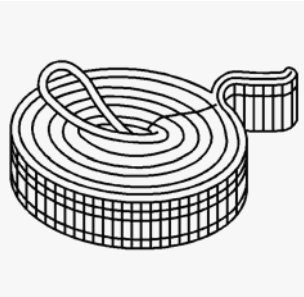
DESCRIPTION

Qty

ILLUSTRATION

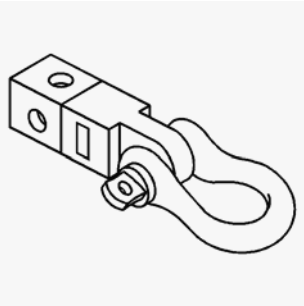
Snatch Strap

1



Vehicle Recovery Hitch

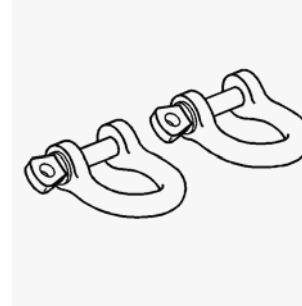
1



OFF ROAD VEHICLE RECOVERY KIT CONTENTS

Bow Shackles

2



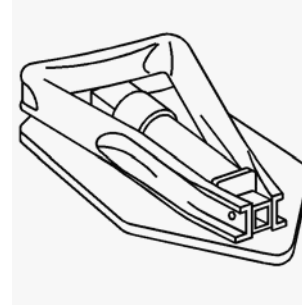
Tire Pressure Gauge

1



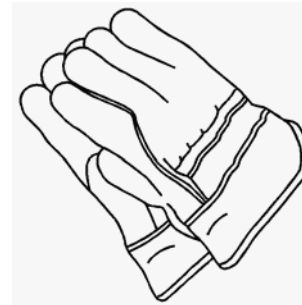
Shovel

1



Gloves

1 Pair



OFF ROAD VEHICLE RECOVERY KIT CONTENTS

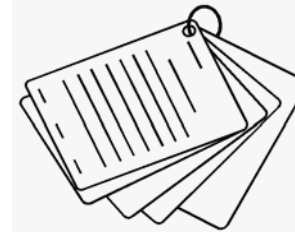
Mat

1



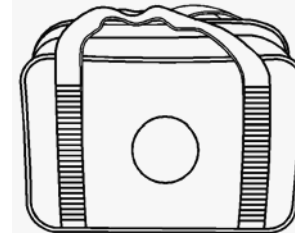
Guidelines

1



Recovery bag

1



GENERAL WARNINGS

- Persons intending to use the strap should consider completing a nationally recognized four wheel drive training course, or contact a four wheel drive club for comprehensive advise on the proper selection and use of the strap.
- Self recovery should be considered as the first option. It is usually the safest option and the most controllable method as speeds are lower and only one vehicle is involved.
- Ensure these guidelines have been read and understood prior to use.
- This vehicle recovery kit is not suitable for all vehicle recovery circumstances.
- These are guidelines only and do not cover all situations, if in any doubt seek professional assistance.
- The equipment in the recovery kit must not be used for any purpose other than as described in these guidelines.

- Before venturing off-road into difficult terrain, owners are advised to consider supplementing this vehicle recovery kit with an appropriate load rated tow rope for simple tow recoveries.
- A snatch recovery generates extremely high forces and can cause unexpected vehicle and equipment reactions and should only be considered after self-recovery and a tow recovery have been considered or tried and failed.
- The snatch strap must not be used for lifting or conventional towing.
- The strap's strength and stretch are reduced when the strap is saturated with water.
- Persons intending to use the strap must ensure that the strap is not damaged and is in usable condition.
- An object such as a recovery damper, heavy bag or blanket must be draped over the strap during use to reduce any unintentional rebound of the strap.
- A person must never place themselves in the path of the vehicle performing the recovery.
- It is recommended that the minimum breaking strength of the strap should be between 2 and 3 times the gross vehicle mass (GVM) of any vehicle it is used with.
- The strap must be suited to the GVM of the lighter of the 2 vehicles used in the recovery process.

Warning: Always follow product instructions. It is important to correctly attach the motor vehicle recovery strap to a motor vehicle. A standard tow ball or vehicle tie-down point is not designed for this purpose and may result in the strap or a vehicle component detaching from a motor vehicle and striking and seriously injuring or killing a person. Only attach the strap to a vehicle recovery point or device that is suitably rated for use with the strap. Incorrect use has previously resulted in serious injury and death.

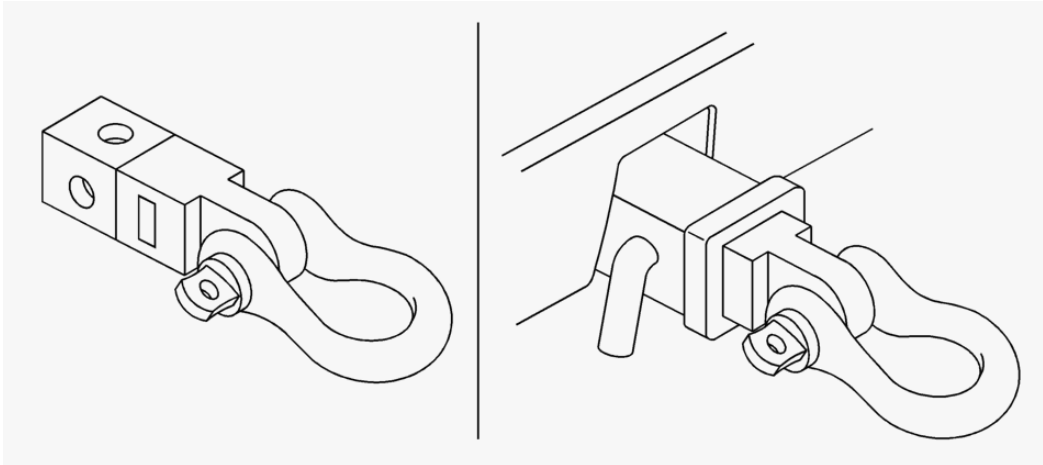
VEHICLE RECOVERY WARNINGS

- Appoint a single person to be the recovery supervisor, preferably a third person who is also a skilled driver, or one of the drivers of the vehicles involved in the recovery.
- The recovery supervisor must ensure that all onlookers move and remain away from the danger zone, that all recovery equipment is adequate and safely secured, and that the recovery attempt is properly controlled and safely executed.
- Ensure immobile vehicle is stable prior to getting out of the vehicle or commencing the vehicle recovery.
- Check that recovery kit is safe to use as per "Component Information Snatch Strap" section of these guidelines.
- Ensure the recovery vehicle is capable of snatching the immobile vehicle (consult the Owner's Handbook for attachment points and loading).
- Never secure the snatch strap to a non-rated fixing point. Do not assume vehicle mounting holes (including shipping tie down brackets) are strong enough for vehicle recovery. Only use the dedicated recovery points as described in the Owner's Handbook.
- Do not exceed the recovery point maximum load rating outlined in the Owner's Handbook.
- Ensure the snatch strap and or the bow shackles cannot become dislodged or unhooked during the vehicle recovery.
- Avoid connecting snatch straps together to form longer components.
- Never get underneath a vehicle during vehicle recovery operations.
- All people except for the vehicle recovery drivers are to be at least 1.5 times the strap length away on the high side of the recovery vehicle and not near the intended path that the vehicles will be traveling.
- Never attempt to push either vehicle during a vehicle recovery.
- Driver Warnings (Both immobile and recovery vehicles):
 - Where possible, ensure the engine is running in the immobile vehicle at all times (this will prevent the steering column lock engaging and improve foot pedal brake operation). If it is not possible for the engine to be running in the immobile vehicle, make sure that:
 - The ignition of the immobile vehicle is "ON" (to avoid steering column locking).
 - Driver is aware that the foot pedal brake will operate at significantly reduced capacity.

- Where possible, avoid snatching out a vehicle on a downward slope (as the risk of the recovered vehicle colliding with the lead vehicle may increase). The driver of the immobile vehicle should be ready to apply brakes or manoeuvre alongside the recovery vehicle after recovery.

SETTING UP THE VEHICLE RECOVERY

- Instruct observers to stay out of the recovery zone (at least 1.5 times the length of the snatch strap).
- Assess the most suitable vehicle position for the recovering vehicle to assist in recovering the immobile vehicle.
- Position the recovering vehicle such that it is in line with the immobile vehicle with no more than 10° off the straight line for either a forward or reverse recovery.
- Position the recovering vehicle with 2-3 meters of slack snatch strap when connected between the immobile and recovering vehicle.



- If the vehicle is fitted with a recovery rated towbar, install the receiving hitch as per the diagram. If no towbar is fitted, consult your Owner's Handbook for rated recovery points.
- Using the shovel, ensure all four wheels of the immobile vehicle have a clear path in the direction that the vehicle will travel during the recovery.
- If the vehicle body is resting on the ground and it is safe to do so, clear the under body of the vehicle using the shovel.
- In soft terrain such as sand or snow, deflating the tires using the gauge provided to 15PSI (100kPa) may assist in providing traction. While driving with deflated tires avoid sharp turns, rough or steep terrain and driving for extended periods. Return tire inflation pressure to normal as soon as safely possible (refer to tire placard for operating tire pressures).
- Connect the snatch strap and bow shackles as follows;
 - (A) Remove the pin from the bow shackle.
 - (B) Loop bow shackle through one end of the snatch strap.
 - (C) Consult the Owner's Handbook of the immobilized vehicle to locate the most appropriate rated recover point.
 - (D) Offer to open end of the bow shackle/snatch strap to the attachment point of the immobile vehicle, insert the bow shackle pin through the un-threaded hole for the bow shackle then through the immobile vehicle attachment point. Then tighten the bow shackle pin into the threaded bow shackle hole until the pin seats. Then back off the pin one half turn.
 - (E) Repeat steps (A to D) for recovering vehicle using a suitable rated recovery point.
 - (F) Place the empty recovery kit bag, or supplied mat over the center of the snatch strap. If the snatch strap becomes dislodged during the recovery, the item may reduce the recoil of the snatch strap.

MAKING THE VEHICLE RECOVERY

- The driver of the recovering vehicle and the immobile vehicle will be required to communicate to indicate readiness for vehicle recovery to start and also throughout the vehicle recovery activity. Signals such as hand signals, flashing lights, vehicle horn or two-way radio communication should be agreed on by both drivers.
- For recoveries of an immobile vehicle with an operation engine:
 - Automatic vehicle: Place immobile vehicle in the lowest gear (vehicles fitted with high/low range, select low range) for direction of travel and disengage the handbrake.
 - Manual Vehicle: Place immobile vehicle in the lowest gear (vehicles fitted with high/low range, select low range) for direction of travel with the clutch depressed and disengage the handbrake.
- For recoveries of an immobile vehicle with an inoperable engine:

Automatic & Manual vehicles: Turn the immobile vehicle ignition to the “ON” position, place the vehicle in neutral and disengage the handbrake.
- After communicating that the recovery is about to start, using lowers gear, the recovery vehicle is to drive off at a slow and steady pace, (fast walking pace).
 - When the driver of the immobile vehicle feels the tension on the strap, the driver of the immobile vehicle should try to aid the recovery by driving out.
 - Care must be taken not to overrun the strap during the recovery.
- If the recovery vehicle fails to recover the immobile vehicle slowly release the tension in the snatch strap by slowly moving the recovery vehicle towards the immobile vehicle.
- Once the snatch strap is slack between the two vehicles, secure your vehicles by engaging the handbrake and placing the vehicle in Park (automatic) or lower gear (manual) and inspect the vehicles and recovery equipment for damage.
- If no damage is evident, attempt to recover the vehicle again following the above steps. If still unsuccessful, seek professional assistance.

After recovery, ensure both vehicles are stationary and secure; ensure the snatch strap is loose between the two vehicles.
- Get out of vehicles, remove recovery equipment and inspect recovery point and recovery equipment.

COMPONENT INFORMATION: RECEIVING HITCH ASSEMBLY

Specifications

Bow Shackle-Hitch Assembly

- Material — Drop Forged High Strength Steel
- Capacity — 4.75T Working Load Limit

Receiving Hitch

- Material — 600 MPa Steel
- Capacity — 5,000kg Working Load Limit

Safety & Inspection

- Prior to using the receiving hitch assembly, inspect for damage. Damage may include:
 - Evidence of heavy impacts
 - Cracks
 - Heavy corrosion
 - Thread damage
 - Deformation
- If the receiving hitch assembly exhibits any damage, discard the receiving hitch assembly.

Care & Maintenance

- Ensure that bow shackles are not stored in a wet/humid environment.
- Always rinse bow shackles with fresh water after use in sand and/or salt water.
- Always ensure bow shackles are dry prior to them being stored.

COMPONENT INFORMATION – BOW SHACKLES

Specifications

Bow Shackle

- Material — Drop Forged High Strength Steel
- 3.25T Working Load Limit

Safety & Inspection

- Prior to using the bow shackles inspect for damage. Damage may include:
 - Evidence of heavy impacts
 - Cracks
 - Heavy Corrosion
 - Thread damage
 - Deformation
- If any of the bow shackles exhibit any damage discard the bow shackle immediately.

Care & Maintenance

- Ensure that bow shackles are not stored in a wet/humid environment.
- Always rinse bow shackles with fresh water after use in sand and/or salt water.
- Always ensure bow shackles are dry prior to them being stored.

COMPONENT INFORMATION : SNATCH STRAP

Specifications

Snatch Strap

- Length — 9 meters (unstretched)
- Minimum breaking strength — 8000 kg

Safety & Inspection

- Prior to using the snatch strap inspect for damage. Damage may include:
 - Frayed materials
 - Loose stitching
 - Cuts & abrasions
- If the snatch strap has any damage discard the snatch strap immediately.

Care and Maintenance

- Keep clean and dry.
- Do not store in direct sunlight or in a wet/humid environment.
- After use, clean snatch strap in warm water and allow to dry in the shade (Always ensure snatch strap is dry prior to being stored).
- Do not expose snatch strap to any petroleum-based products, acids or alkaline products.
- Snatch strap should only be used for a maximum of 10 vehicle recoveries OR attempts. Use history of snatch strap should be stamped on snatch strap label.

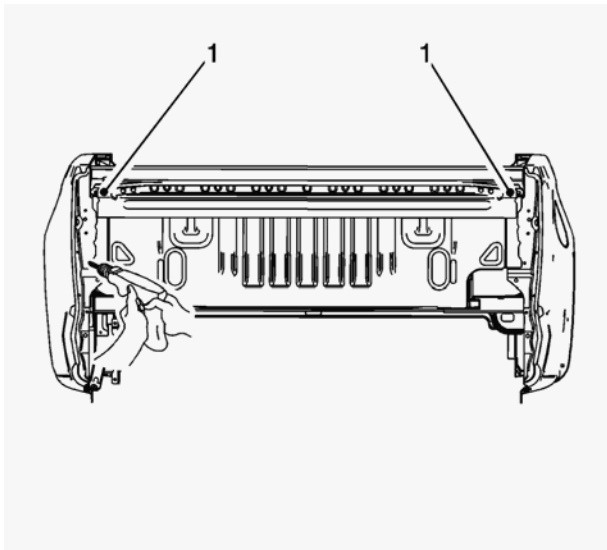
2013 Chevrolet Colorado

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

Removal Procedure

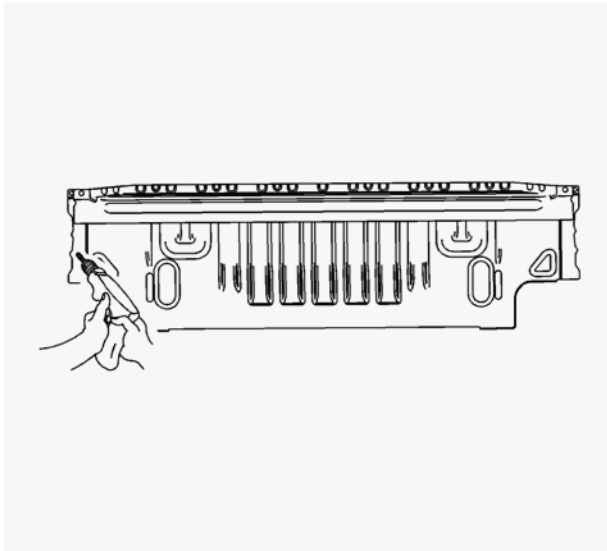
Warning: Refer to Approved Equipment for Collision Repair Warning.

1. Remove the pickup box assembly. Refer to Pickup Box Replacement.
2. Restore as much damage as possible.
3. Note the location and remove the sealers and anti-corrosion materials from the repair area as necessary. Refer to Anti-Corrosion Treatment and Repair.

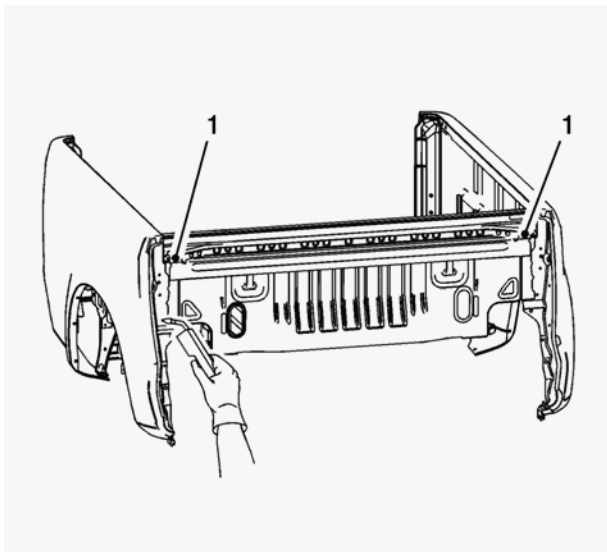


4. Remove the bolts (1).
5. Locate and drill out all factory welds. Note the location of the welds for installation of the service part.
6. Remove the front panel.

Installation Procedure



1. Drill 8 mm (5/16 in) plug weld holes in the service part as necessary in the locations noted from the original part. Prepare all mating surfaces as necessary.
2. Apply Weld-Thru Coating or equivalent to all mating surfaces. Refer to Anti-Corrosion Treatment and Repair.
3. Align the service part to the pickup box.



4. Install the bolts (1) and tighten to **13 Y (9.6 lb ft)**.
5. Plug weld into position.

6. Clean and prepare all welded surfaces.
7. Apply the sealers and anti-corrosion materials to the repair area, as necessary. Refer to Anti-Corrosion Treatment and Repair.
8. Paint and repair the area. Refer to Basecoat/Clearcoat Paint Systems.
9. Install the pickup box assembly. Refer to Pickup Box Replacement.

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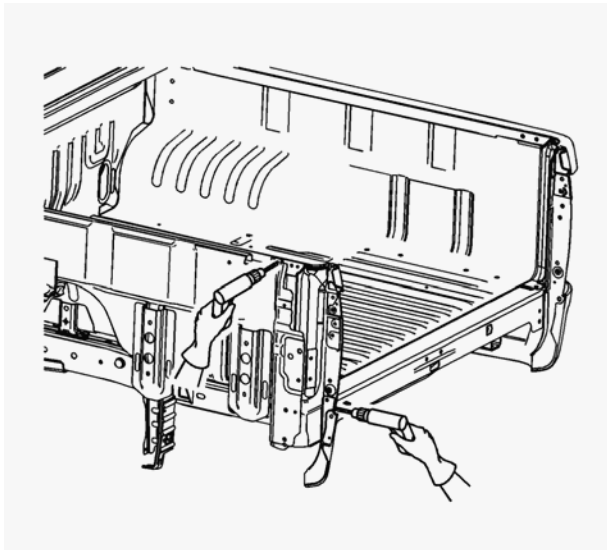
Submodel: | Engine Type: | Liters:
Fuel Delivery: | Fuel:

Removal Procedure

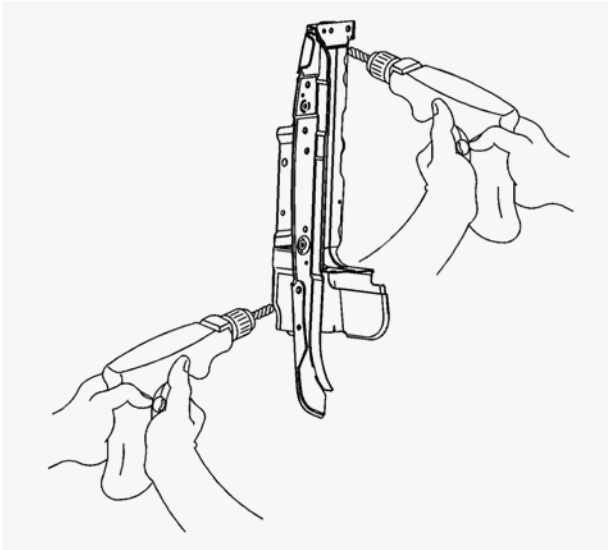
Warning: Refer to Approved Equipment for Collision Repair Warning.

Warning: Refer to Glass and Sheet Metal Handling Warning.

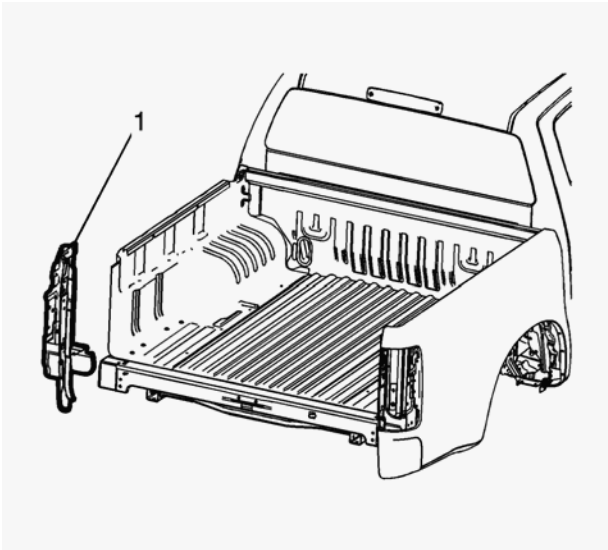
1. Disable the SIR system. Refer to SIR Disabling and Enabling.
2. Disconnect the negative battery cable. Refer to Battery Negative Cable Disconnection and Connection.
3. Remove all related panels and components.
4. Visually inspect the damage. Repair as much of the damage as possible.
5. Remove the sealers and anti-corrosion materials from the repair area, as necessary. Refer to Anti-Corrosion Treatment and Repair.



6. Locate and mark all the necessary factory welds of the body rear end panel.

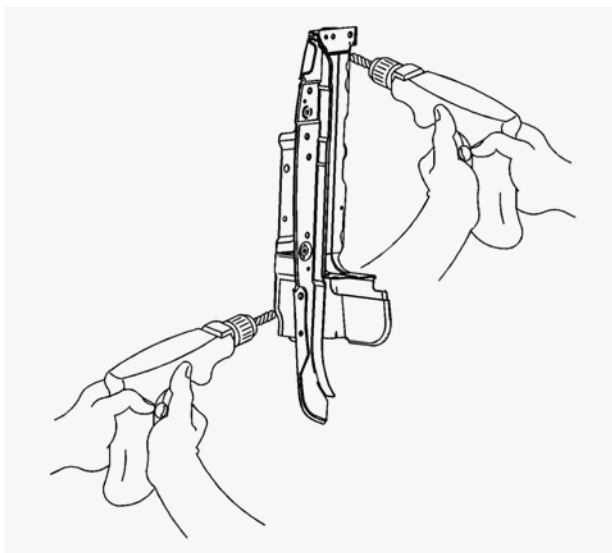


7. Drill all factory welds. Note the number and location of welds for installation of the service assembly.

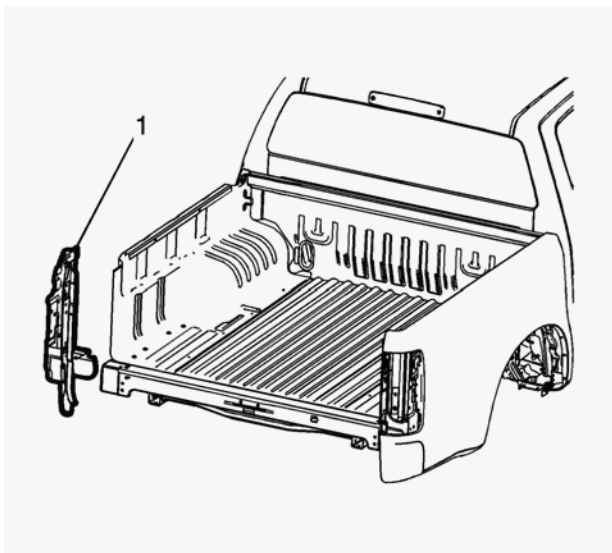


8. Remove the tail lamp pocket (1).

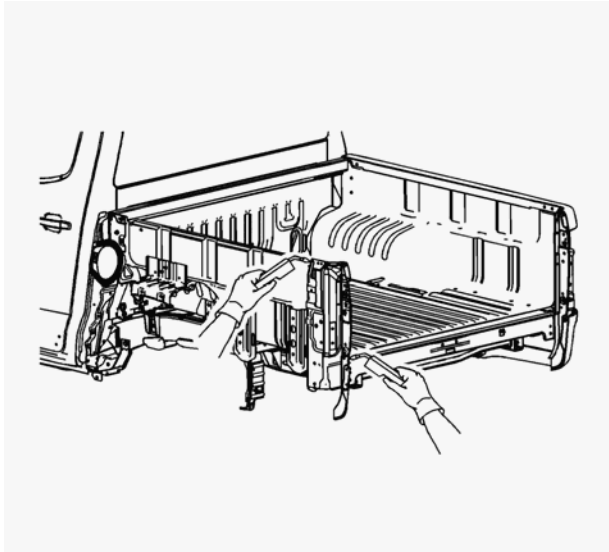
[Installation Procedure](#)



1. Drill **8 mm (5/16 in)** holes for plug welding along the edges of the tail lamp pocket as noted from the original panel.
2. Clean and prepare the attaching surfaces for welding.



3. Position the tail lamp pocket on the vehicle (1).
4. Verify the fit of the tail lamp pocket.
5. Clamp the tail lamp pocket into position.



6. Plug the weld accordingly.
7. Apply the sealers and anti-corrosion materials to the repair area, as necessary. Refer to Anti-Corrosion Treatment and Repair.
8. Paint the repaired area. Refer to Basecoat/Clearcoat Paint Systems.
9. Install all related panels and components.
10. Connect the negative battery cable. Refer to Battery Negative Cable Disconnection and Connection.
11. Enable the SIR system. Refer to SIR Disabling and Enabling.

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

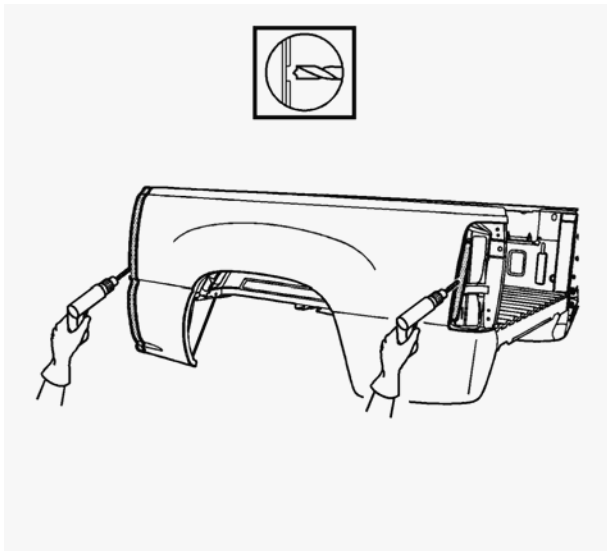
Removal Procedure

Warning: Refer to Approved Equipment for Collision Repair Warning.

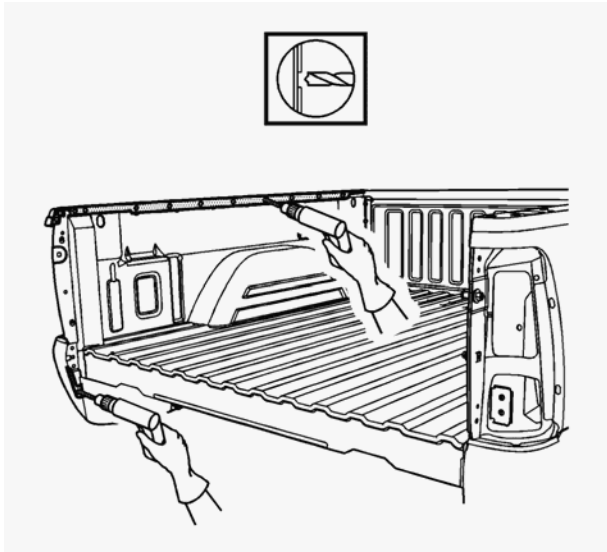
Note: This adhesive bonding procedure represents one manufacturer's installation application. Other manufacturers' procedures may vary, including MIG welding in some areas of the repair. Always follow the system manufacturer's instructions for application, handling, and curing.

Note: Before you begin the repair, refer to Metal Panel Bonding for proper adhesive preparations and general information.

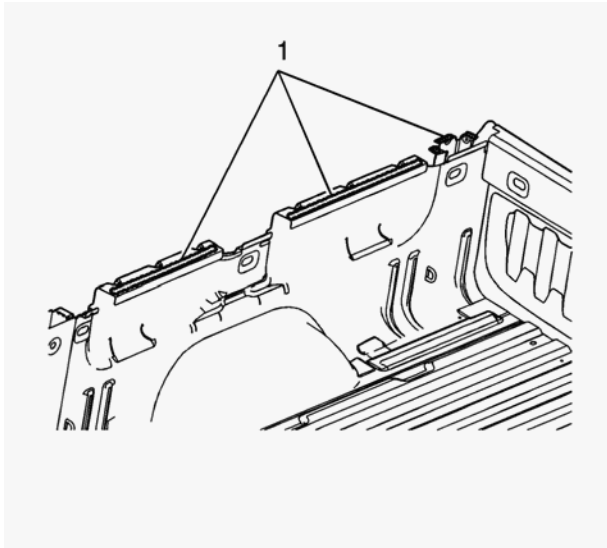
1. Remove the box assembly. Refer to Pickup Box Replacement.
2. Remove all related panels and components.
3. Repair as much of the damage as possible, according to factory specifications.
4. Note the location and remove the sealers and anti-corrosion materials from the repair area, as necessary. Refer to Anti-Corrosion Treatment and Repair.



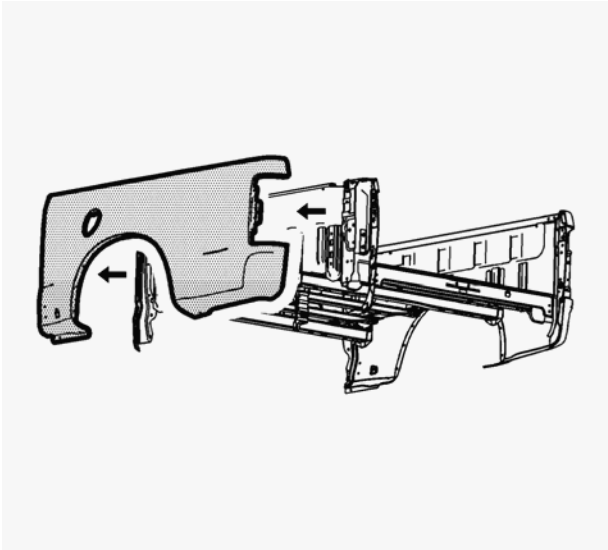
5. Locate and drill out the spot welds attaching the front panel, the wheelhouse, and the tail lamp pocket area.



6. Locate and drill out spot welds on the upper rail and the rear sill area.

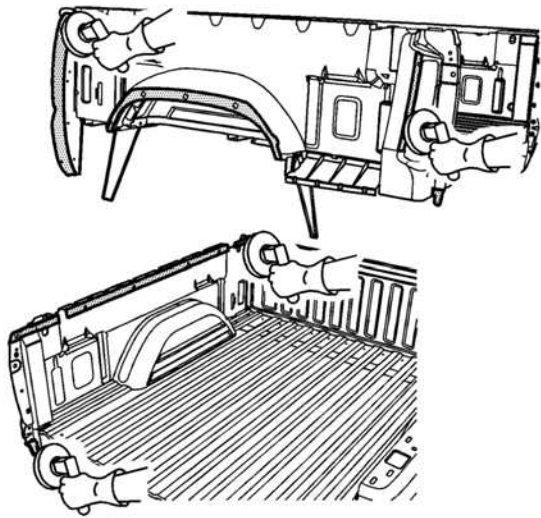


7. Structural adhesive is present between the upper inner panel (1) and the outer panel. If necessary, use a chisel to separate the outer panel from the inner panel.

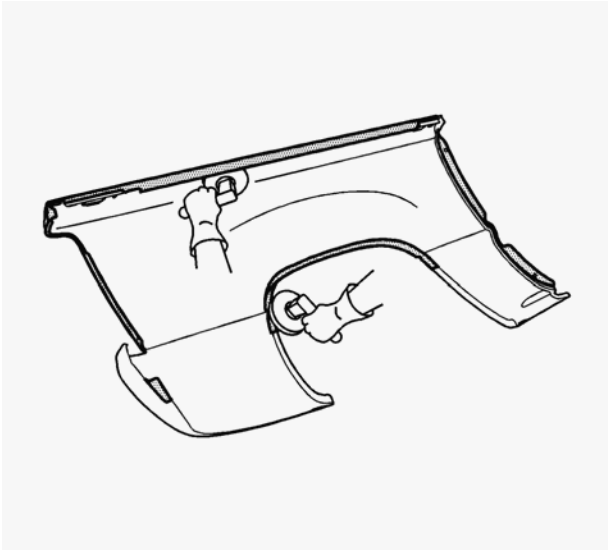


8. Remove the side panel.

Installation Procedure



1. Grind the surface of the bed assembly mating flanges to bare steel. Do not damage the corners or thin the metal during the grinding process.

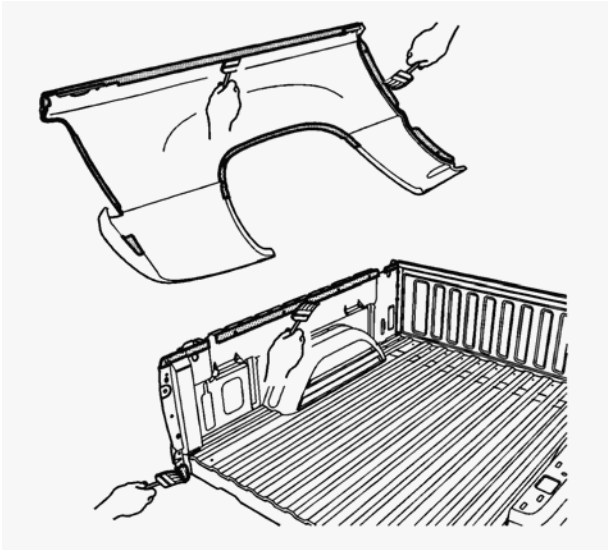


2. Grind the mating flanges of the service side panel to remove the E-coating. Do not damage the corners or thin the metal during the grinding operation.
3. Clean the mating surfaces.

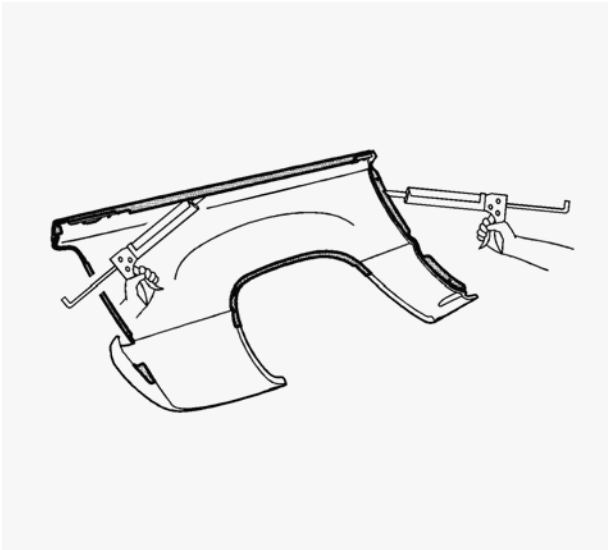


Note: Do not allow the adhesive to cure prior to installing the service side panel.

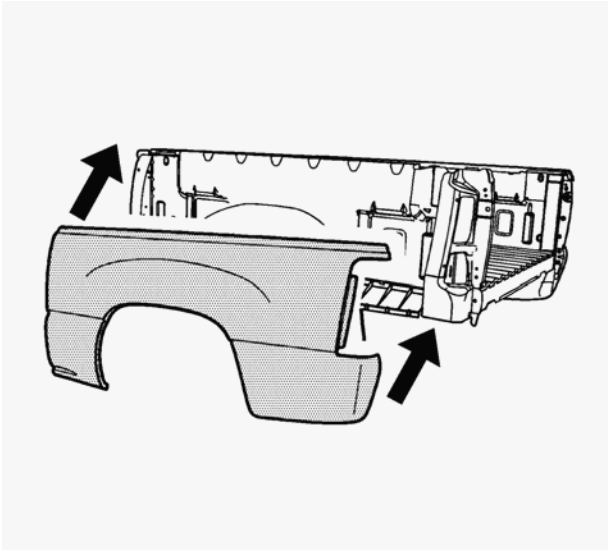
4. Apply a 3–6 mm (1/8–1/4 in) bead of metal panel bonding adhesive to both of the mating surfaces.



5. Using a small acid brush, spread a coat of adhesive to both of the mating surfaces. Cover **all** of the bare metal to ensure corrosion protection.

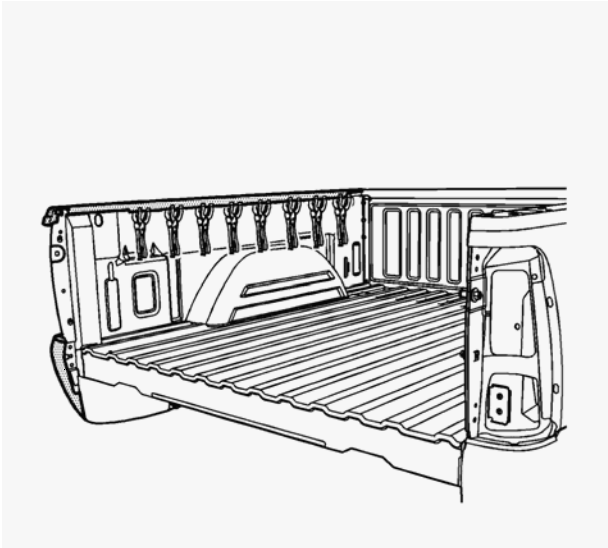


6. Apply a 9–13 mm (3/8–1/2 in) bead of metal panel bonding adhesive to the mating surface of the service side panel.



Note: Do NOT pull the panels apart after you have joined the panels together. Slide the panels against each other to realign the panels.

7. Position the service side panel to the bed assembly.



8. Clamp the service side panel into position.
9. Using lacquer thinner remove the excess adhesive from the bed side panel area.
10. Apply the sealers and anti-corrosion materials to the repair area, as necessary. Refer to Anti-Corrosion Treatment and Repair.
11. Paint the repair area. Refer to Basecoat/Clearcoat Paint Systems.
12. Install all related panels and components.

13. **Install the box assembly. Refer to Pickup Box Replacement.**

2013 Chevrolet Colorado

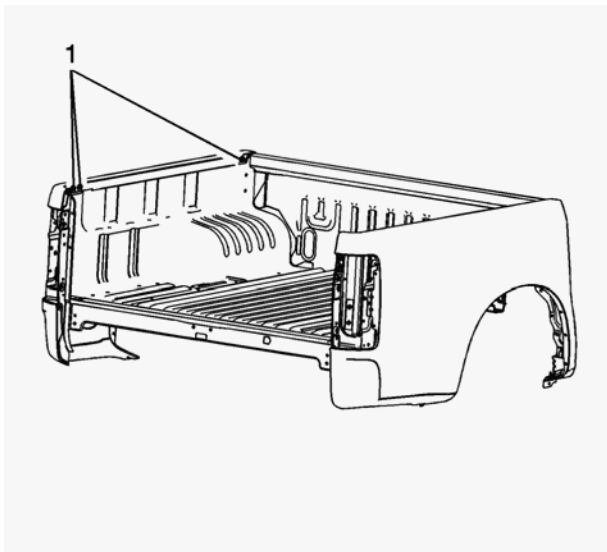
Submodel: | Engine Type: | Liters:
Fuel Delivery: | Fuel:

Removal Procedure

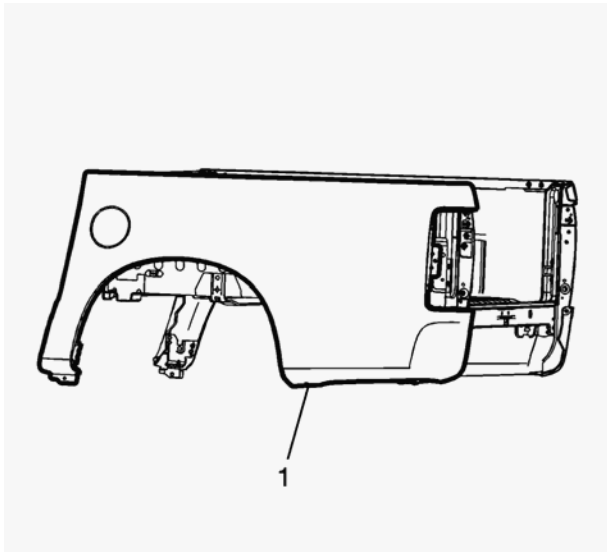
Warning: Refer to Approved Equipment for Collision Repair Warning.

Note: Before you begin the repair, refer to Metal Panel Bonding for proper adhesive preparations and general information.

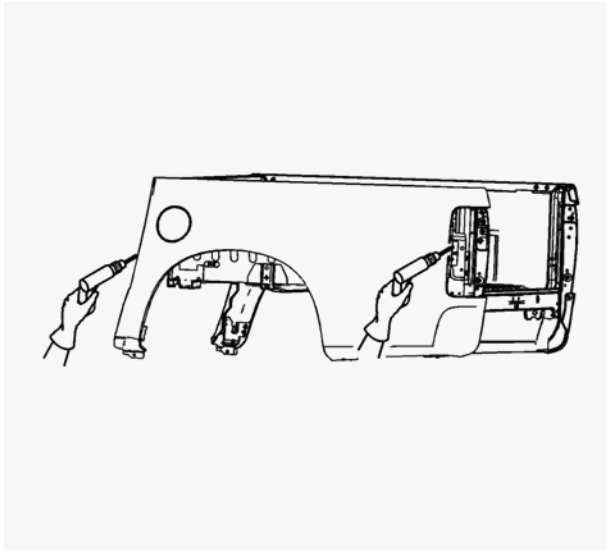
1. Remove the box assembly. Refer to Pickup Box Replacement.
2. Remove all related panels and components.
3. Repair as much of the damage as possible, according to factory specifications.
4. Note the location and remove the sealers and anti-corrosion materials from the repair area, as necessary. Refer to Anti-Corrosion Treatment and Repair.
5. Note the number and location of all spot welds to be drilled out for installation of the service part.



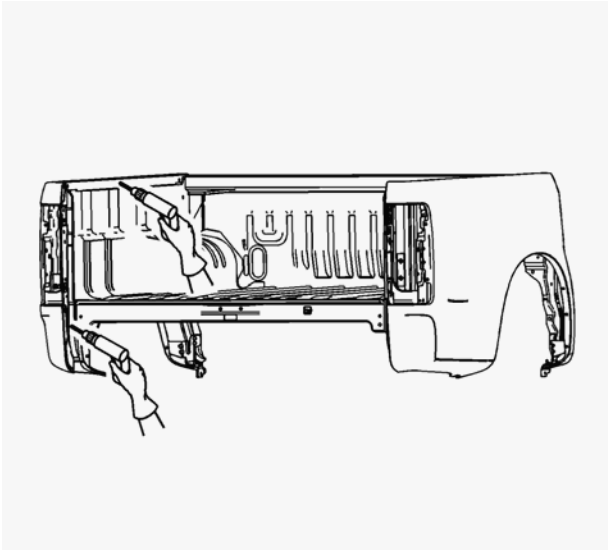
6. Remove the bolts (1).



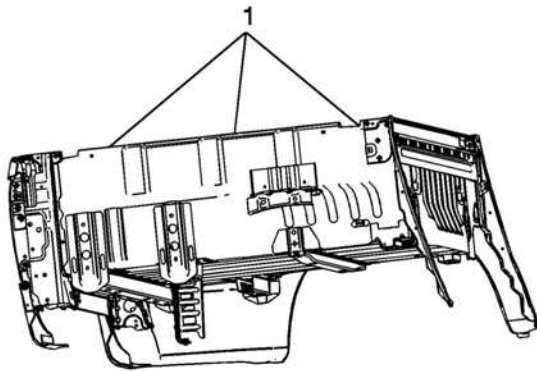
7. Remove the bolt (1).



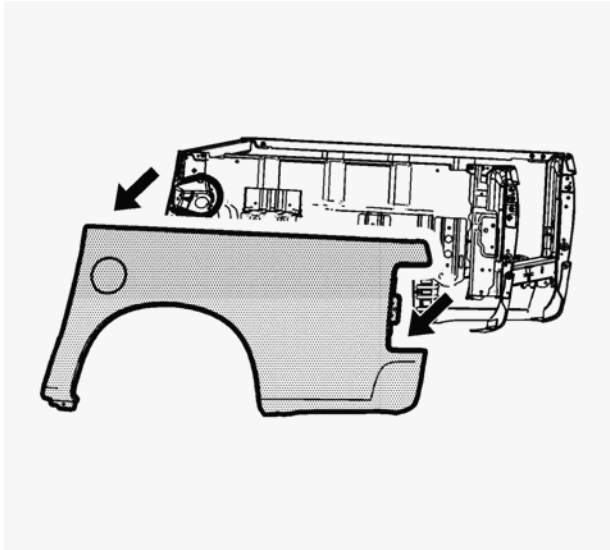
8. Locate and drill out the spot welds attaching the rear panel wheelhouse and the tail lamp pocket area.
9. Locate and drill out the spot welds attaching the front panel, the wheelhouse and the tail lamp pocket area.



10. Locate and drill out the spot welds along the upper rail and the rear sill area.

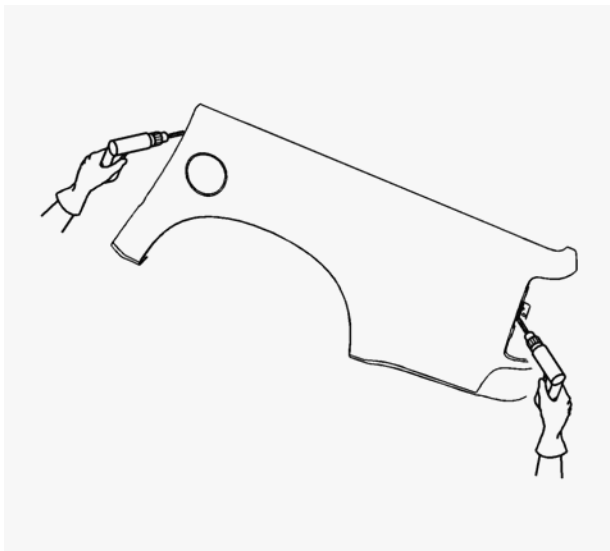


11. Structural adhesive may be present between the upper inner panel (1) and the outer panel, according to the pickup box model. If necessary, use a chisel to separate the outer panel from the inner panel.



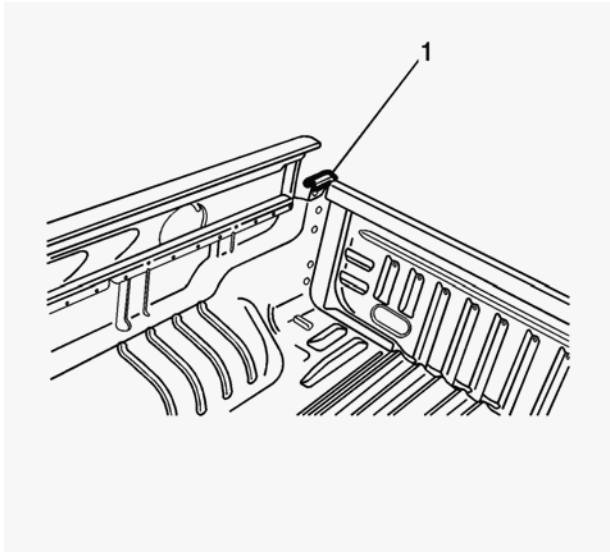
12. Remove the side panel.

[Installation Procedure](#)



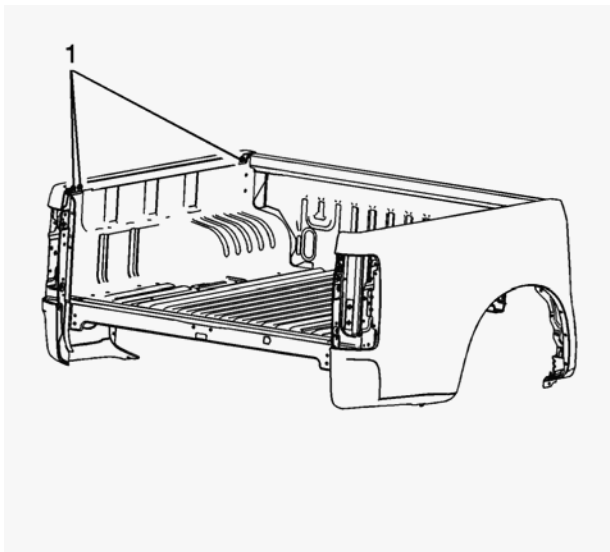
1. Drill 8 mm (5/16 in) plug weld holes in the service part as noted.
2. Prepare all mating surfaces as necessary.
3. Apply Weld-Thru Coating to all mating surfaces.

4. Apply a 9–13 mm (3/8–1/2 in) bead of metal panel bonding adhesive to the mating surface of the box inner panel.



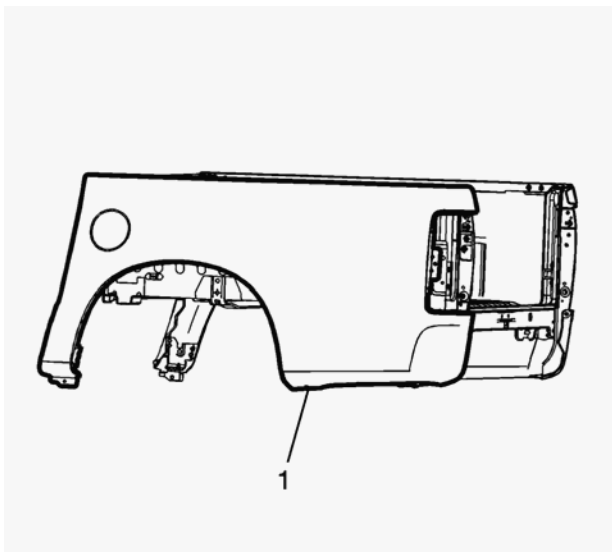
Note: Do not pull the panels apart after the panels have been joined together. Slide the panels against each other to align the panels.

5. If equipped with filler reinforcement (1), use Structural Metal Bonding Adhesive (Medium Set Panel Bonding Adhesive) or equivalent, if needed. Refer to Metal Panel Bonding.
6. Position the service part onto the bed assembly

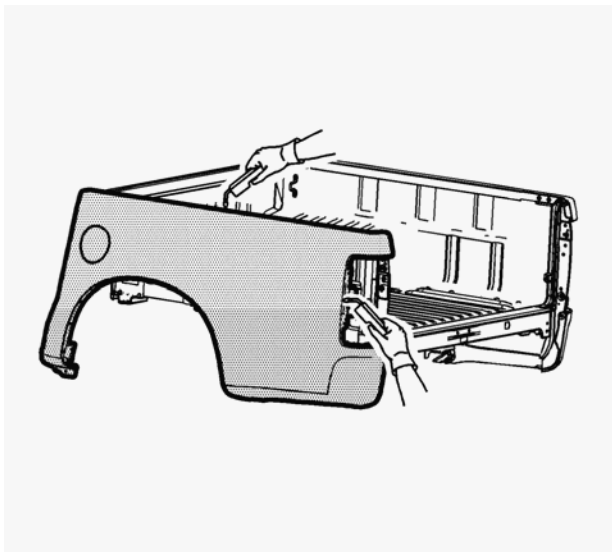


Caution: Refer to Fastener Caution.

7. Install the bolts (1) and tighten to **13 Y (9.6 lb ft)**.



8. Install the bolt (1) and tighten to **13 Y (9.6 lb ft)**.



9. Plug weld as necessary
10. Clean and prepare all welded surfaces.
11. Apply the sealers and anti-corrosion materials to the repair area, as necessary. Refer to Anti-Corrosion Treatment and Repair.
12. Paint and repair the area. Refer to Basecoat/Clearcoat Paint Systems.
13. Install all related panels and components.

14. **Install the box assembly. Refer to Pickup Box Replacement.**

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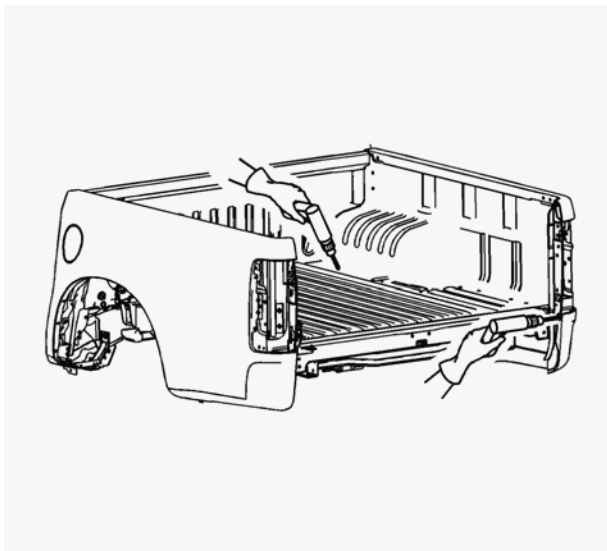
Submodel: | Engine Type: | Liters:
Fuel Delivery: | Fuel:

Removal Procedure

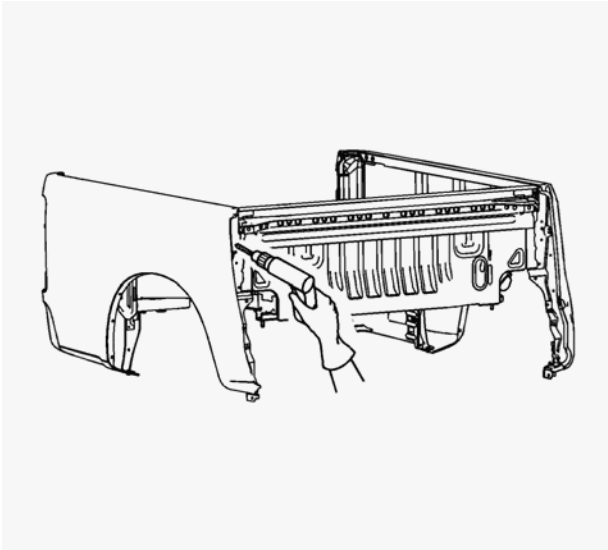
Note: This procedure shows illustrations for the crew cab pickup box. All pickup box sizes have similar procedures.

Warning: Refer to Approved Equipment for Collision Repair Warning.

1. Remove the box assembly. Refer to Pickup Box Replacement.
2. Remove all related panels and components.
3. Repair as much of the damage as possible, according to factory specifications.
4. Note the location and remove the sealers and anti-corrosion materials from the repair area, as necessary. Refer to Anti-Corrosion Treatment and Repair.



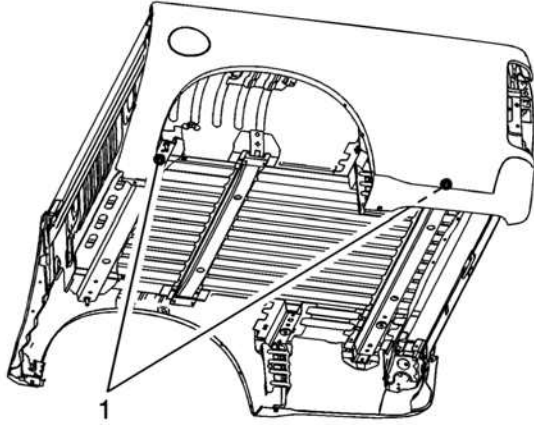
5. Locate and drill out spot welds on the inside of the panel.



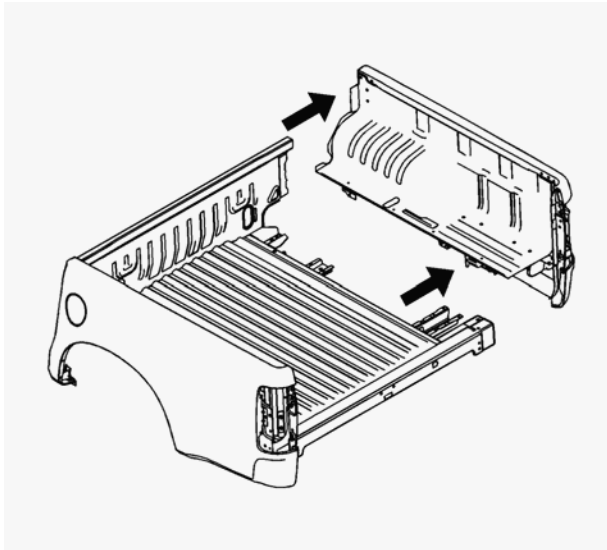
6. Locate and drill out the spot welds along the front bed panel.



7. Remove the bolt (1).

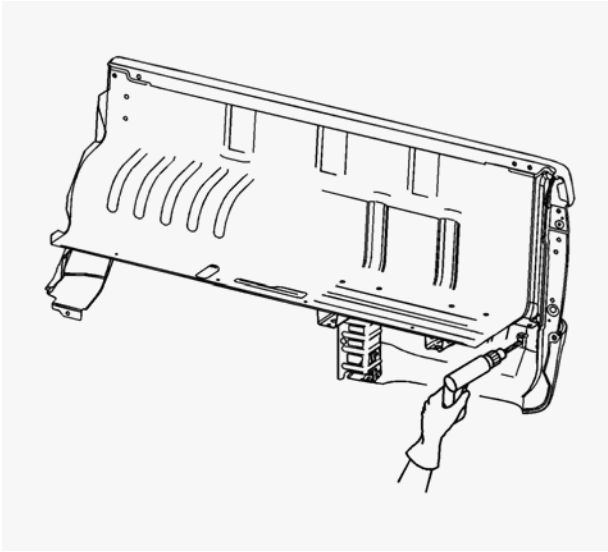


8. Remove the bolts (1).



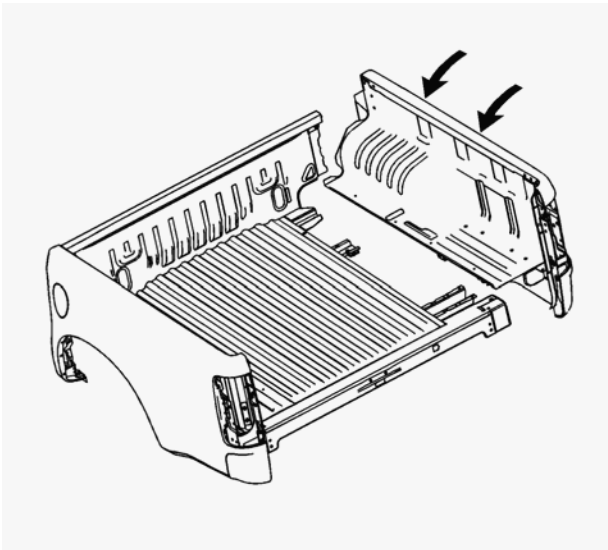
9. Remove the side panel.

[Installation Procedure](#)

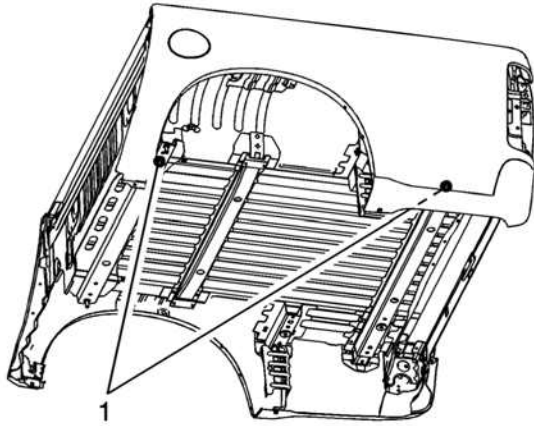


Note: If the location of the original plug weld holes can not be determined, or if the structural weld-thru adhesive was present, space the plug weld holes every 40 mm (1 1/2 in) apart.

1. Drill 8 mm (5/16 in) plug weld holes in the service part as noted.
2. Prepare all mating surfaces as necessary.
3. Apply Weld-Thru Coating or equivalent to all mating surfaces. Refer to Anti-Corrosion Treatment and Repair.



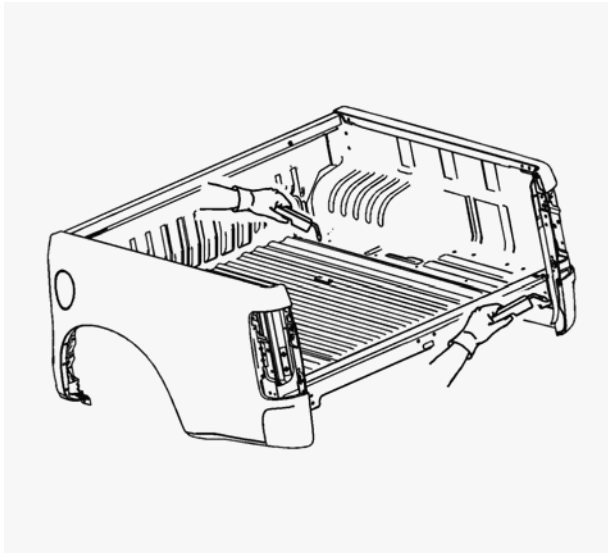
4. Position the service side panel to the bed assembly.



5. Install the bolts (1) and tighten **13 Y (9.6 lb ft)**.



6. Install the bolt and tighten to **13 Y (9.6 lb ft)**..



7. Plug weld as necessary
8. To create a solid weld with minimum heat distortion, make 25 mm (1 in) stitch welds along the seam with 25 mm (1 in) gaps between them. Then go back and complete the stitch weld.
9. Clean and prepare all welded surfaces.
10. Apply the sealers and anti-corrosion materials to the repair area, as necessary. Refer to Anti-Corrosion Treatment and Repair.
11. Paint and repair the area. Refer to Basecoat/Clearcoat Paint Systems.
12. Install all related panels and components.
13. Install the box assembly. Refer to Pickup Box Replacement.

2013 Chevrolet Colorado

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

Special Tools

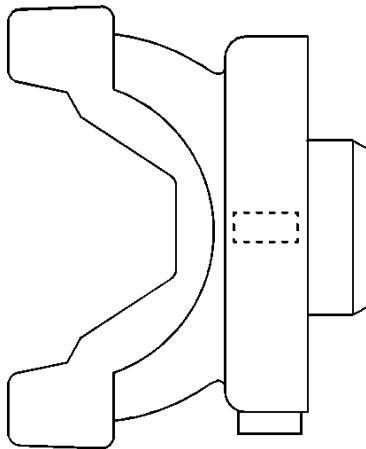
- GE-8001 Dial Indicator Set , or equivalent
- J-23409 Dial Indicator Extension , or equivalent
- J-35819 Flange Runout Gauge

For equivalent regional tools, refer to Special Tools and Equipment.

Note: This measurement procedure is intended to measure drive axle pinion flanges with 1-piece U-joint yokes only, not bolt-on yokes.

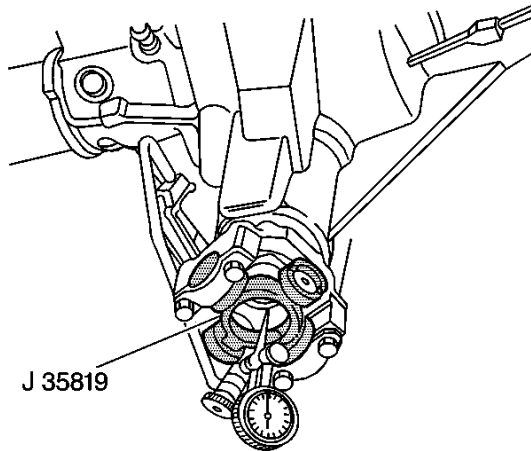
If equipped with a system balanced flange, use the following procedure, System Balanced Flange. If equipped with a non-system balanced flange, use the second procedure, Non-System Balanced Flange.

[System Balanced Flange](#)



System balanced drive axles utilize a deflector design on the pinion flange, that is able to hold system balance weights on its outside diameter.

1. Raise and support the vehicle, with the wheels free to rotate. Refer to Lifting and Jacking the Vehicle.
2. Remove the propeller shaft from the pinion flange.



3. Install the *J-35819* Flange Runout Gauge to the pinion flange.
4. Assemble and install the *GE-8001* Dial Indicator Set and the *J-23409* Dial Indicator Extension to the drive axle and to the *J-35819* Flange Runout Gauge .

Note: The dial indicator will display inverted readings. You are measuring the inside diameter of the flange, not the outside diameter. The highest reading on the dial indicator is the low spot; the lowest reading is the high spot.

5. Rotate the pinion flange 360 degrees and zero the dial indicator on the low spot.
6. Rotate the pinion flange again and record the total runout.

Note: All runout measurement tolerances provided are to be used as guidelines. The measurement tolerances provided and their effect on vibration correction may vary for each vehicle.

7. If the system balanced pinion flange runout measurement is between 0.00–0.38 mm (0.00–0.015 in), the pinion flange is considered within acceptable runout limits.
8. If the system balanced pinion flange runout measurement exceeds 0.00–0.38 mm (0.00–0.015 in), the pinion flange must be re-indexed 180 degrees or replaced.

If the drive axle utilizes a crush-type sleeve to achieve pinion bearing preload, the pinion flange can only be removed and installed 1 time before the crush-type sleeve must be replaced. Sleeve replacement requires removal and installation of the ring and pinion gear set. If there is evidence that the pinion has been removed and installed previously, replace the sleeve.

9. If the pinion flange has been re-indexed, re-measure the pinion flange runout.
10. If the runout re-measurement of the re-indexed pinion flange still exceeds the tolerance guidelines, the pinion flange requires replacement.

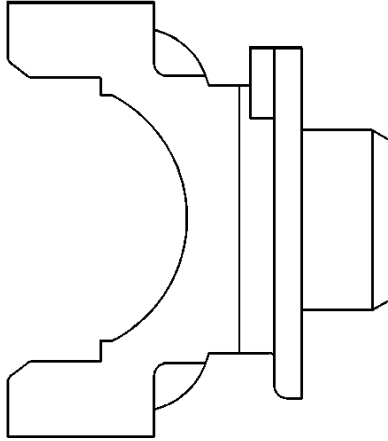
Note: Inspect the runout of any replacement pinion flange.

11. If the pinion flange was replaced, check the runout of the replacement pinion flange.

Note: If the pinion flange was re-indexed or replaced, the driveline MUST be system balanced.

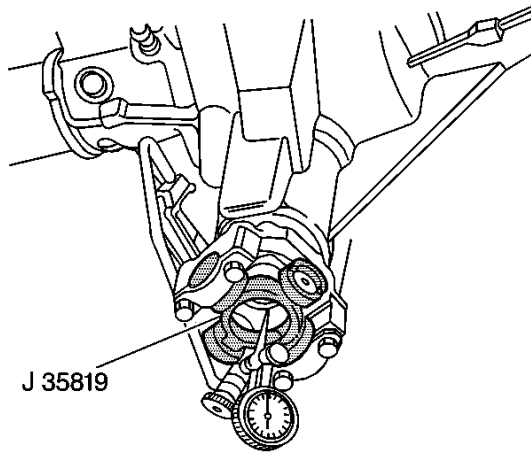
12. If the pinion flange was re-indexed or replaced, system balance the driveline. Refer to Driveline System Balance Adjustment.

Non-System Balanced Flange



Drive axles that are non-system balanced use a pinion flange dust slinger design, that is able to hold a runout compensation weight on the face of the dust slinger.

1. Raise and support the vehicle, with the wheels free to rotate. Refer to Lifting and Jacking the Vehicle.
2. Remove the propeller shaft from the pinion flange.



3. Install the *J-35819* Flange Runout Gauge to the pinion flange.
4. Assemble and install the *GE-8001* Dial Indicator Set and the *J-23409* Dial Indicator Extension to the drive axle and to the *J-35819* Flange Runout Gauge .

Note: The dial indicator will display inverted readings. You are measuring the inside diameter of the flange, not the outside diameter. The highest reading on the dial indicator is the low spot; the lowest reading is the high spot.

5. Rotate the pinion flange 360 degrees and zero the dial indicator on the low spot.
6. Rotate the pinion flange again and record the total runout.

Note: All runout measurement tolerances provided are to be used as guidelines. The measurement tolerances provided and their effect on vibration correction may vary for each vehicle.

7. If the pinion flange runout is 0.15 mm (0.006 in) or less, there should not be a runout compensation weight. If there is a compensation weight, remove the weight.
8. If the pinion flange runout is greater than 0.15 mm (0.006 in) but less than 0.28 mm (0.011 in) and the runout compensation weight is at or near the low spot, no further action is necessary. If the runout compensation weight is not at or near the low spot, remove the weight.
9. If the pinion flange runout is greater than 0.28 mm (0.011 in) but not greater than 0.38 mm (0.015 in) and the runout compensation weight is at or near the low spot, no further action is necessary. If the runout compensation weight is not at or near the low spot, remove the weight and re-index the pinion flange until the runout is 0.25 mm (0.010 in) or less.

If the drive axle utilizes a crush-type sleeve to achieve pinion bearing preload, the pinion flange can only be removed and installed 1 time before the crush-type sleeve must be replaced. Sleeve replacement requires removal and installation of the ring and pinion gear set. If there is evidence that the pinion has been removed and installed previously, replace the sleeve.

10. If after re-indexing the pinion flange, it is not possible to achieve runout of 0.25 mm (0.010 in) or less, the pinion flange requires replacement.

Note: Inspect the runout of any replacement pinion flange.

11. If the pinion flange was replaced, check the runout of the replacement pinion flange.

2013 Chevrolet Colorado

Submodel: | Engine Type: | Liters:

Fuel Delivery: | Fuel:

Caution: Do not hammer the pinion flange/yoke onto the pinion shaft. Pinion components may be damaged if the pinion flange/yoke is hammered onto the pinion shaft.

2013 Chevrolet Colorado

Submodel: | Engine Type: | Liters:

Fuel Delivery: | Fuel:

Caution: Discard the pin. Replace with a NEW pin. Using an old pin may result in transmission damage.

2013 Chevrolet Colorado

Submodel: | Engine Type: | Liters:

Fuel Delivery: | Fuel:

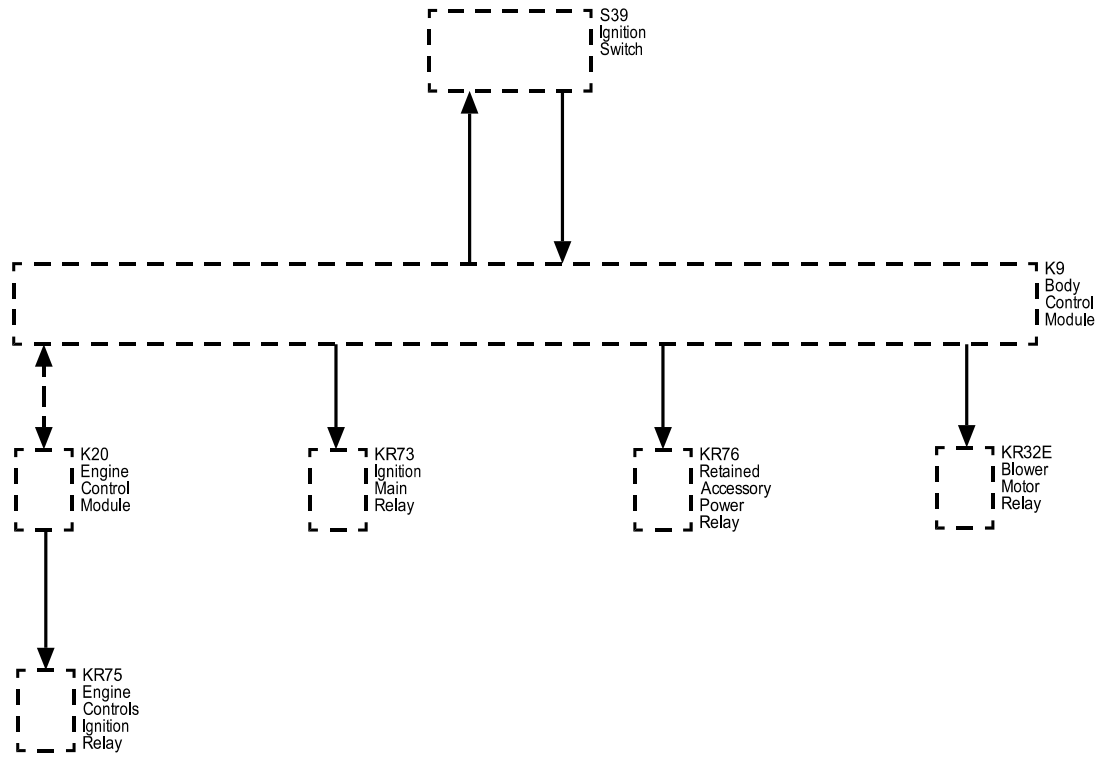
Caution: The pipe wrench must be placed at the valve end of the steering gear and positioned up against the inner tie rod housing. Placing the pipe wrench in any other location will cause damage to the steering gear.

2013 Chevrolet Colorado

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

[Serial Data Power Mode Master](#)

[Power Moding Description and Operation Block Diagram](#)



Power to many of this vehicles circuits is controlled by the module that is designated the power mode master. This vehicles power mode master is the body control module (BCM). The BCM has multiple B+ circuits that feed into it. Each of those circuits are partitioned within the controller to drive certain outputs of the vehicle's body functions. An open or short in any one of the B+ circuits may induce multiple codes/or a section of non-functionality within the BCM with the rest of the BCM functioning normally. In this case it is useful to refer to the power distribution schematics to determine if the non-functional partition of the controller shares a common B+ circuit. The ignition switch is a low current switch with multiple discrete ignition switch signals to the power mode master for determination of the power mode that will be sent over the serial data circuits to the other modules that need this information. The power mode master will also activate relays and other direct outputs of the power mode master as needed. The power mode master determines which power mode (Off, Accessory, Run, Crank Request) is required, and reports this information to other modules via serial data. Modules which have switched voltage inputs may operate in a default mode if the power mode serial data message does not match what the individual module can see from its own connections.

The power mode master receives ignition switch or ignition mode switch signals to identify the operators desired power mode. The Power Mode Parameter tables below illustrate the correct state of these input parameters (circuits) in correspondence to the ignition switch position or ignition mode switch with the transmitter to vehicle range:

Power Mode Parameters

Ignition Switch Position	Power Mode Transmitted	Ign. Off/Run/Crank (Off/Run Crank Voltage Circuit)	Ignition Accessory/Run (Accessory Voltage Circuit)	Ignition Run/Crank (Ignition 1 Voltage Circuit)
Off Key Out	Off	Key Out / ACC	Inactive	Inactive
Off Key IN	Off	Key In / Off	Inactive	Inactive
Accessory	Accessory	Key Out / ACC	Active	Inactive
Run	Run	Run	Active	Active
Start	Crank Request	Crank	Inactive	Active

Relay Controlled Power Mode

The BCM uses the discrete ignition switch inputs Off/Run/Crank Voltage, Accessory Voltage, and Ignition 1 Voltage, to distinguish the correct power mode. The BCM, after determining the desired power mode, will activate the appropriate relays for that power mode.

The accessory relay remains on for a timed period after the Ignition key is removed. Refer to Retained Accessory Power Description and Operation for more information on the retained accessory power function.

Battery Saver Mode (Transport Mode)

Battery saver mode (transport mode) reduces the parasitic load of some modules during overseas shipment or during vehicle storage conditions. This improves the drain time on the battery (up to 70 days without the battery going dead). When a vehicle is in transport/storage, some features may have reduced functionality while in the battery saver mode, such as disabling keyless entry, afterblow, and content theft features. Battery saver mode is initiated by turning on the hazard flashers, applying the brake pedal, and then turning the ignition key to the start position or pushing the ignition mode switch with the foot on the brake for greater than 15 seconds. The mode is disengaged by repeating the previous process. The driver information center (if equipped) will display Transport Mode is On when battery saver mode is enabled and Transport Mode is Off when battery saver mode is disabled. For vehicles not equipped with a driver information center, the

battery indicator light will constantly flash on the Instrument Cluster when battery saver mode is enabled. This feature can be used as many times as necessary if the vehicle is to be stored for an extended period of time.

BCM Awake/Sleep States

The BCM is able to control or perform all of the BCM functions in the awake state. The BCM enters the sleep state when active control or normal monitoring of system functions has stopped and a time limit has passed. The BCM must detect certain wake-up inputs before entering the awake state. The BCM monitors for these inputs during the sleep state.

The BCM will enter the awake state if any of the following wake-up inputs are detected:

- Activity on the serial data line
- Detection of a battery reconnect
- Any door open signal
- Headlamps ON
- Key-in-ignition
- Ignition ON
- Park lamps ON
- Keyless entry or remote start message

The BCM will enter a sleep state when all of the following conditions exist:

- The ignition switch is OFF, key out.
- Ignition OFF, transmitter is out of range
- No activity exists on the serial data line.
- No outputs are commanded.
- No delay timers are actively counting.
- No wake-up inputs are present.

If all these conditions are met, the BCM will enter a low power or sleep condition.

2013 Chevrolet Colorado

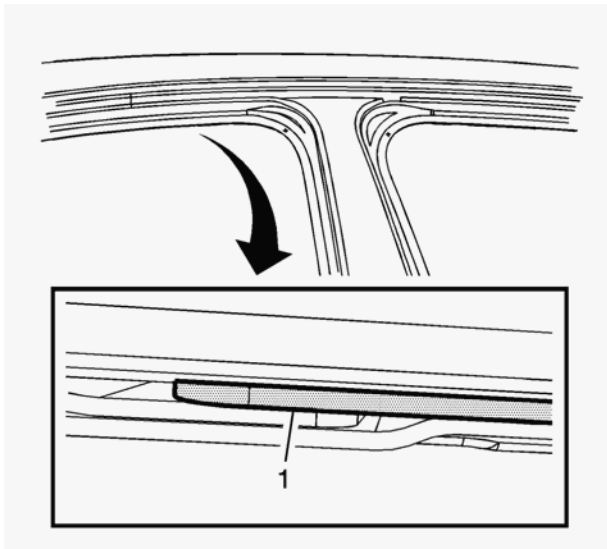
Submodel: | Engine Type: | Liters:
Fuel Delivery: | Fuel:

Removal Procedure

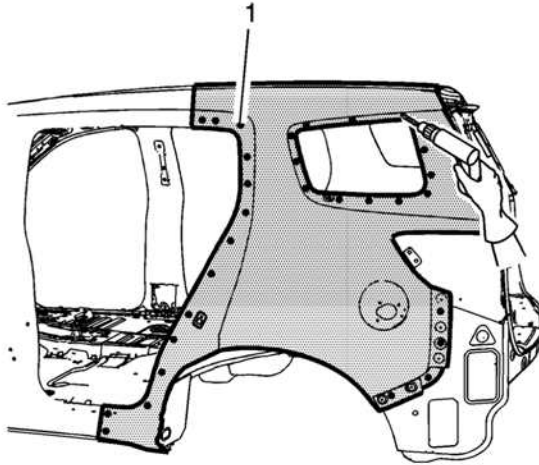
Warning: Refer to Approved Equipment for Collision Repair Warning.

Warning: Refer to Glass and Sheet Metal Handling Warning.

1. Disable the SIR system. Refer to SIR Disabling and Enabling.
2. Disconnect the negative battery cable. Refer to Battery Negative Cable Disconnection and Connection.
3. Remove all related panels and components.
4. Repair as much of the damage as possible to factory specifications. Refer to Dimensions - Body.
5. Note the location and remove the sealers and anti-corrosion materials from the repair area, as necessary. Refer to Anti-Corrosion Treatment and Repair.

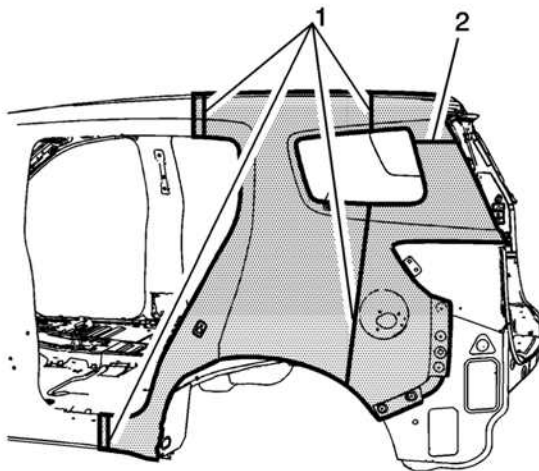


6. Remove the weatherstrip observing the flange in the center pillar area. There will be a 3-metal stack-up. The center layer is the center pillar inner reinforcement (1).

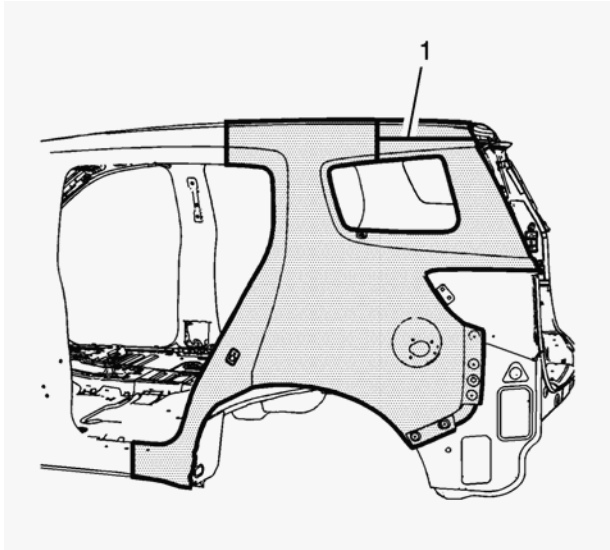


Note: Do not damage any inner panels or reinforcements.

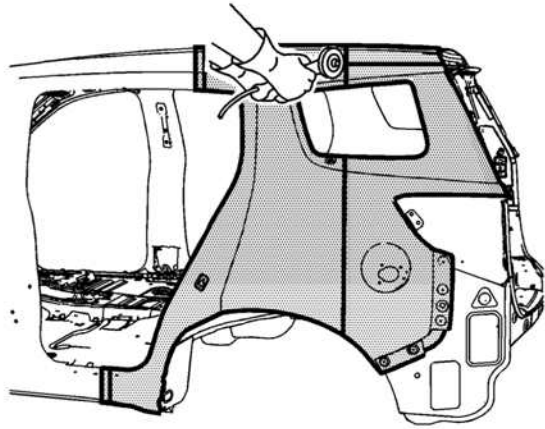
7. Locate and drill out all factory welds (1). Note the number and location of the welds (1) for installation of the service panel.



8. Measure 30 mm (1.18 in) from the forward and rearward edges of the quarter panel reinforcement and mark a vertical line (1).
9. Mark a horizontal line (2) in the "C" pillar.

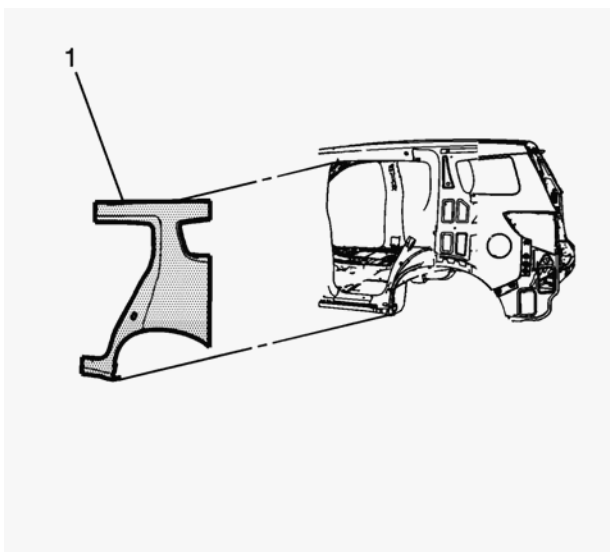


10. Measure 30 mm (1.18 in) from the upper corner and mark a horizontal line (1).

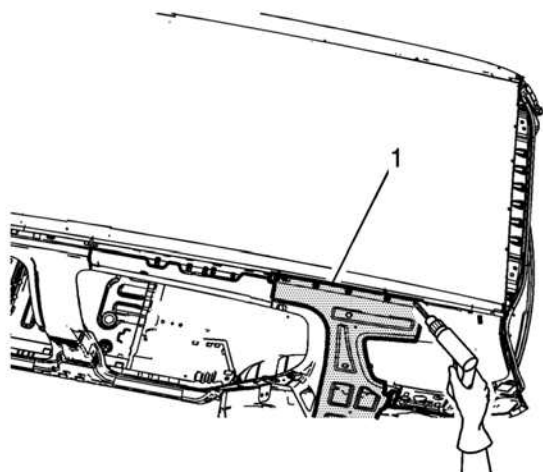


Note: Do not damage any inner panels or reinforcements.

11. Cut out the panel where sectioning is to be performed.
12. Perform additional sectioning procedures as necessary. Refer to Structure Identification.

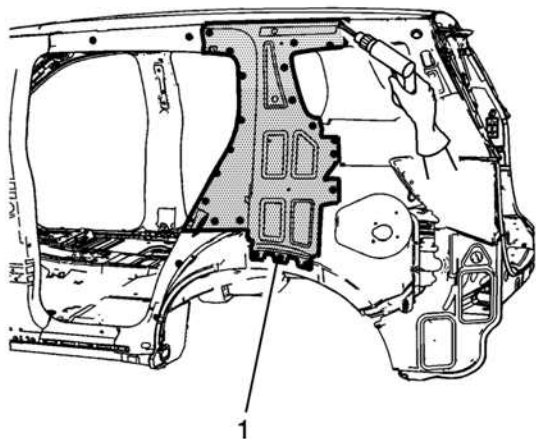


13. Remove the damaged quarter panel section (1).



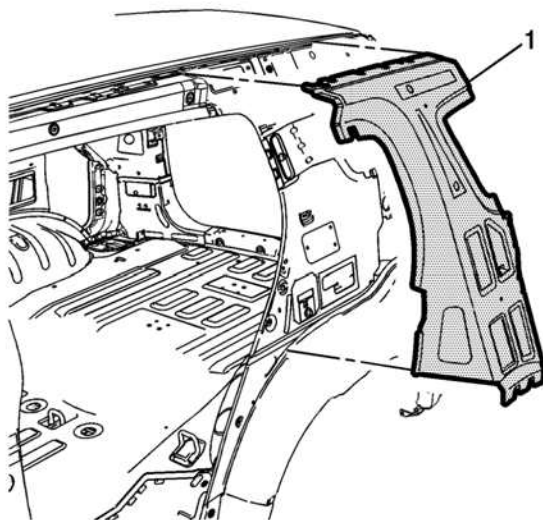
Note: Do not damage any inner panels or reinforcements.

14. Locate and drill out all factory welds (1) linking the roof and the quarter inner reinforcement. Note the number and location of the welds (1) for installation of the service panel.



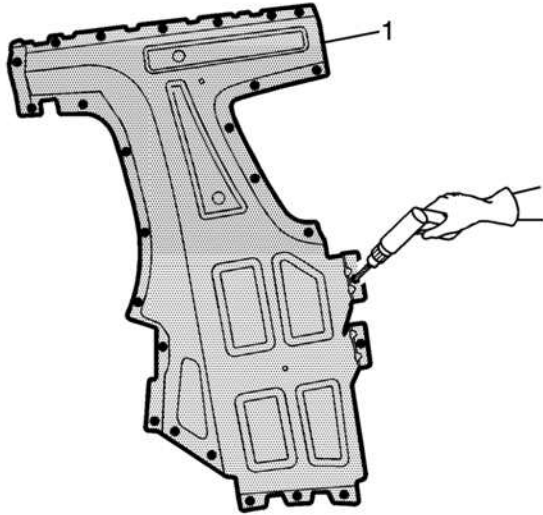
Note: Do not damage the roof when drilling out welds.

15. Locate and drill out all factory welds from the quarter inner reinforcement (1). Note the number and location of the welds for installation of the service panel.



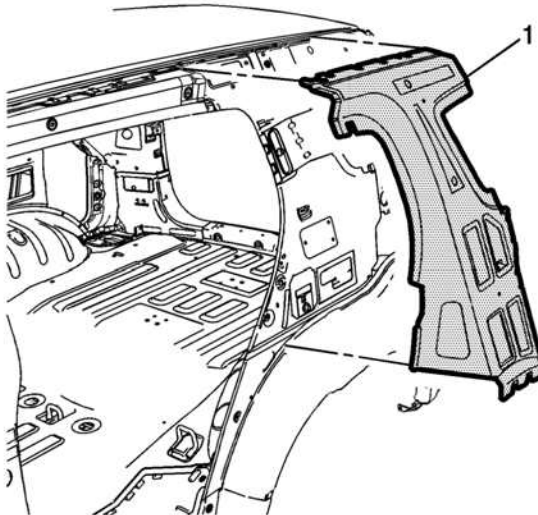
16. Remove the damaged quarter inner reinforcement (1).

[Installation Procedure](#)

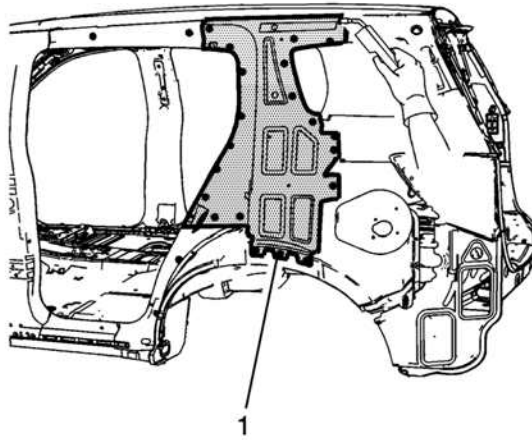


Note: If the location of the original plug weld holes cannot be determined, or if structural weld-thru adhesive was present, space the plug weld holes every 40 mm (1 1/2 in) apart.

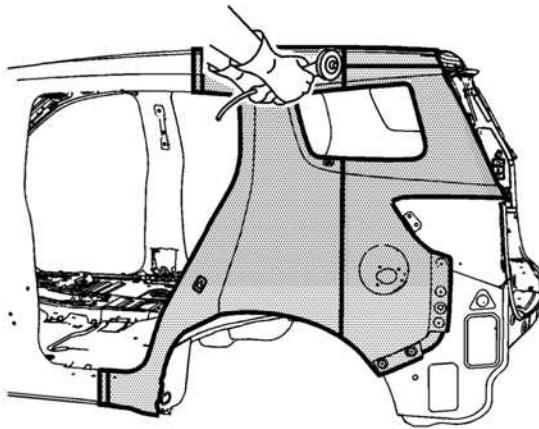
1. Drill 8 mm (5/16 in) plug weld holes in the quarter inner reinforcement (1) as necessary, in the locations noted from the original panel.
2. Prepare all attachment surfaces, as necessary.
3. Apply GM-approved Weld-Thru Coating or equivalent to all mating surfaces. Refer to Anti-Corrosion Treatment and Repair.



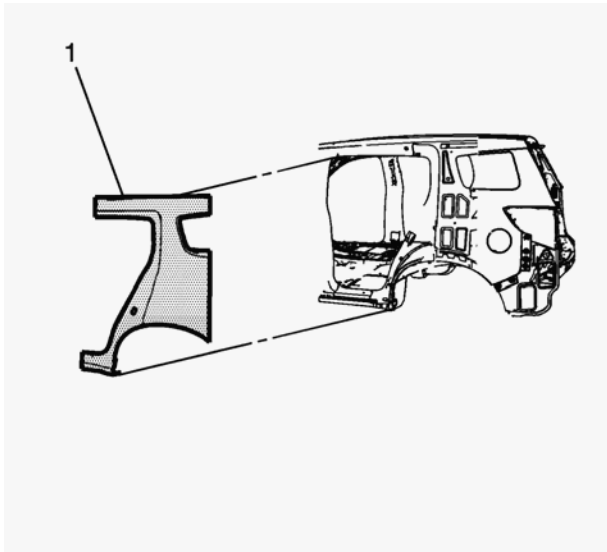
4. Position the quarter inner reinforcement (1).
5. Clamp service parts in position.
6. Inspect the vehicle for proper dimensions using 3-dimensional equipment.



7. Plug weld accordingly.
8. Clean and prepare all welded surfaces.

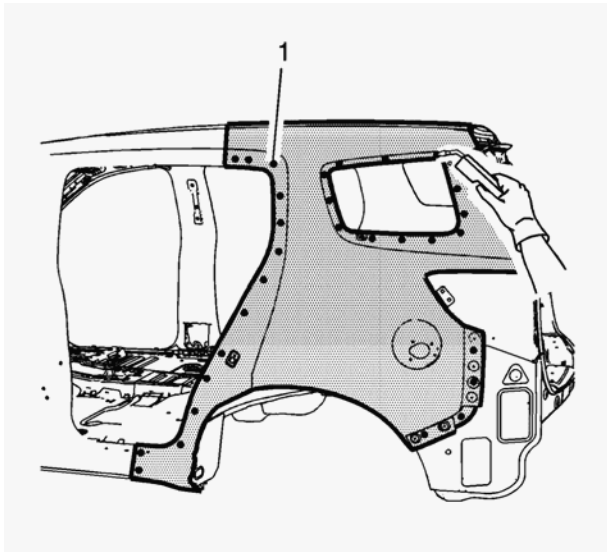


9. Cut the replacement quarter panel section in corresponding locations to fit the original panel. The sectioning joint should be trimmed to allow 25 mm overlap at the sectioning joint.



Note: In any area damaged beyond recognition, or if structural weld-thru adhesive was present, space the plug weld holes every 40 mm (1 1/2 in) apart.

10. Position the quarter panel (1) to the vehicle using 3-dimensional measuring equipment.
11. Clamp the quarter panel (1) in position.



12. Plug weld (1) accordingly.

Note: To create a solid weld with minimum heat distortion, make 25 mm (1 in) stitch welds along the seam with 25 mm (1 in) gaps between them. Then go back and complete the stitch welds.

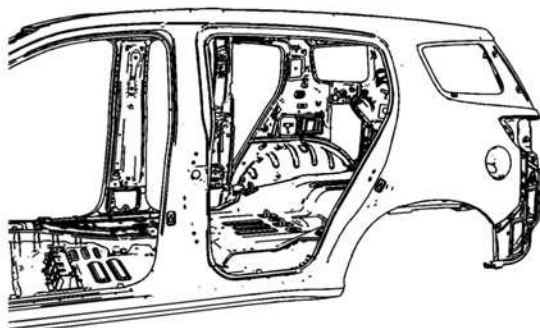
13. Stitch the weld sectioning joint.

14. Clean and prepare all welded surfaces.
15. Apply the sealers and anti-corrosion materials to the repair area, as necessary. Refer to Anti-Corrosion Treatment and Repair.
16. Paint the repair area. Refer to Basecoat/Clearcoat Paint Systems.
17. Install all related panels and components.
18. Connect the negative battery cable. Refer to Battery Negative Cable Disconnection and Connection.
19. Enable the SIR system. Refer to SIR Disabling and Enabling.

2013 Chevrolet Colorado

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

Removal Procedure



Warning: Refer to Approved Equipment for Collision Repair Warning.

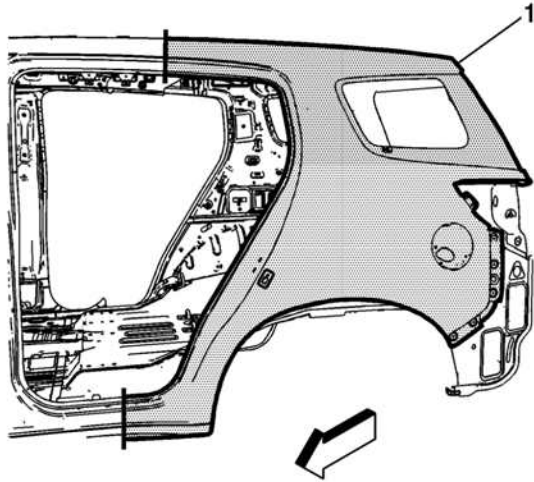
Note:

- Section in specified areas only. Sectioning outside of these areas may compromise the structural integrity of the vehicle. The quarter panel can be replaced at factory seams, but requires the roof flange spot welds to be removed along the top of the quarter panel. The sectioning procedures have been developed as a more cost-effective alternative to complete replacement.
 - When replacing panels that involve servicing of stationary glass, refer to Full-Cut Method Description before performing any priming or refinishing.
1. Disable the SIR system. Refer to SIR Disabling and Enabling.
 2. Disconnect the negative battery cable. Refer to Battery Negative Cable Disconnection and Connection.

3. Remove all related panels and components.
4. Repair as much of the damage as possible to factory specifications. Refer to Dimensions - Body.

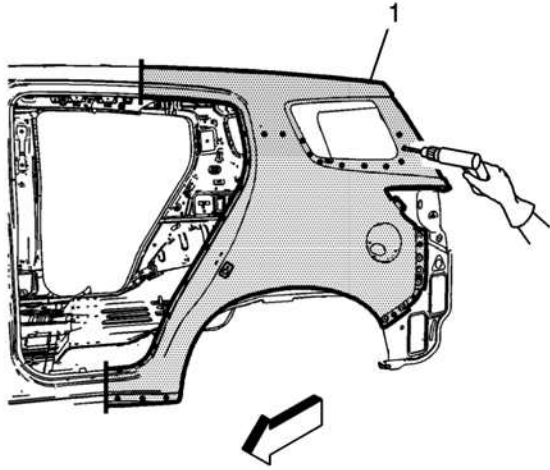
Warning: Refer to Foam Sound Deadeners Warning.

5. Note the location and remove the sealers and anti-corrosion materials from the repair area, as necessary. Refer to Anti-Corrosion Treatment and Repair.

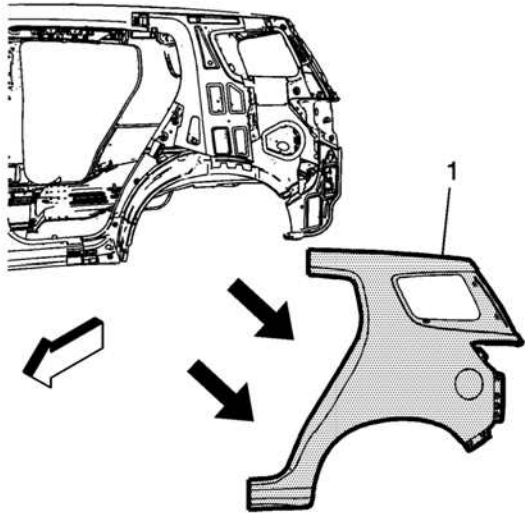


Note: Do not damage any inner panels or reinforcements.

6. Cut the quarter panel (1) where sectioning is to be performed.
7. Perform additional sectioning procedures as necessary. Refer to Structure Identification.

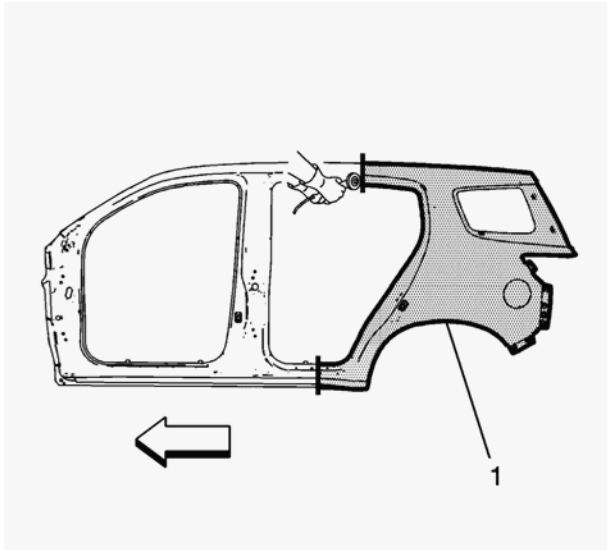


8. Locate and drill out all factory welds (1). Note the number and location of the welds (1) for installations of the service part.

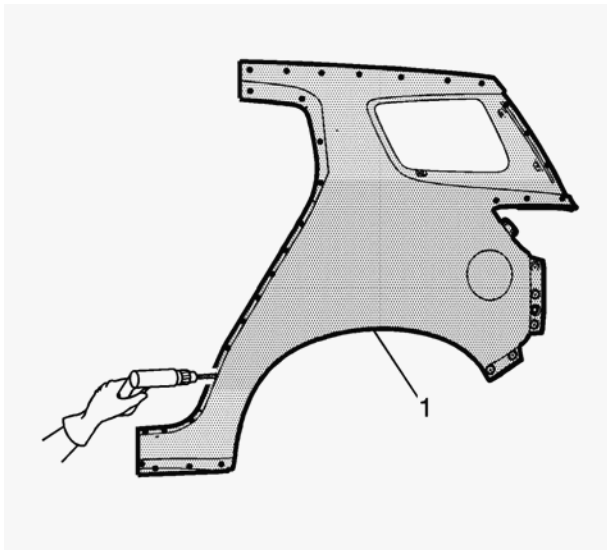


9. Remove the damaged quarter panel (1).

[Installation Procedure](#)

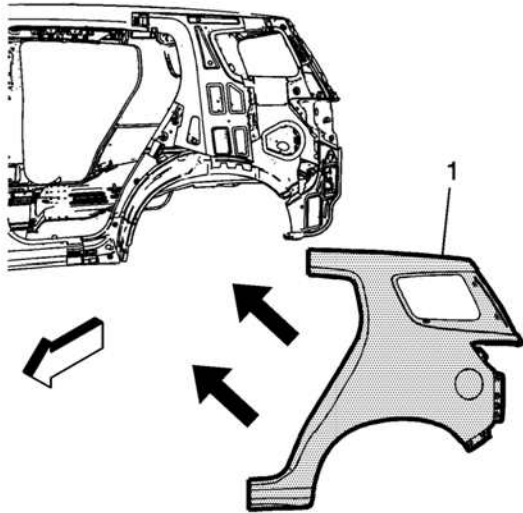


1. Cut the replacement quarter panel (1) section in corresponding locations to fit the original panel. The sectioning joint should be trimmed to allow 25 mm overlap at the sectioning joint.

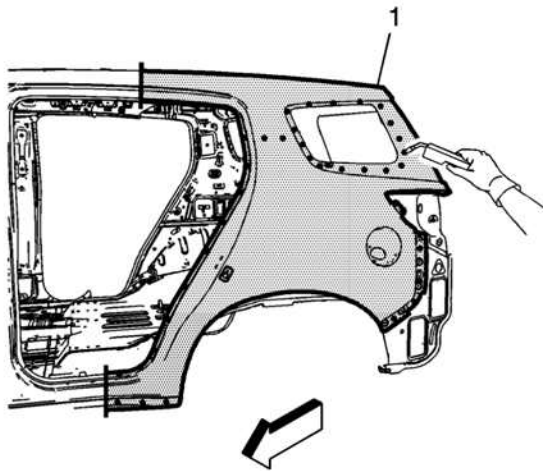


Note: In any area damaged beyond recognition, or if structural weld-thru adhesive is present, space the plug weld holes 40 mm (1½ in) apart.

2. Drill 8 mm (5/16 in) plug weld holes in the service part (1) as necessary in the locations noted from the original panel and along the sectioning cut.
3. Prepare all attachment surfaces as necessary.
4. Apply GM approved weld-thru coating or equivalent to all mating surfaces. Refer to Anti-Corrosion Treatment and Repair.



5. Position the quarter panel (1) to the vehicle using 3-dimensional measuring equipment.
6. Clamp quarter panel (1) in place.



7. Plug weld (1) accordingly.

Note: To create a solid weld with minimum heat distortion make 25 mm (1 in) stitch welds along the seam with 25 mm (1 in) gaps between them. Then go back and complete the stitch weld.

8. Stitch the weld sectioning joint.

9. Clean and prepare all welded surfaces.
10. Apply the sealers and anti-corrosion materials to the repair area, as necessary. Refer to Anti-Corrosion Treatment and Repair.
11. Paint and repair the area. Refer to Basecoat/Clearcoat Paint Systems.
12. Install all related panels and components.
13. Connect the negative battery cable. Refer to Battery Negative Cable Disconnection and Connection.
14. Enable the SIR system. Refer to SIR Disabling and Enabling.

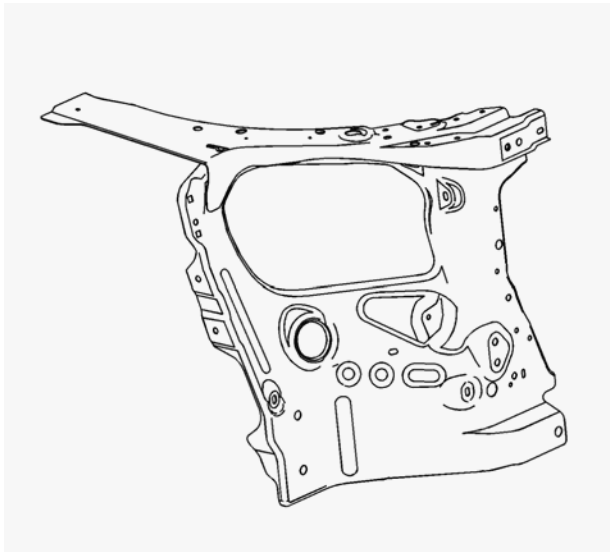
2013 Chevrolet Colorado

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

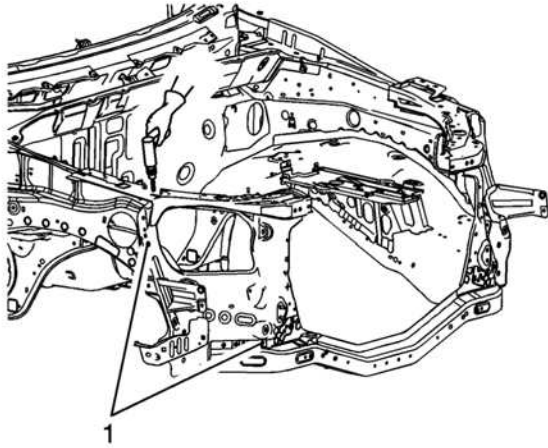
Removal Procedure

Warning: Refer to Approved Equipment for Collision Repair Warning.

1. Disable the SIR system. Refer to SIR Disabling and Enabling.
2. Disconnect the negative battery cable. Refer to Battery Negative Cable Disconnection and Connection.

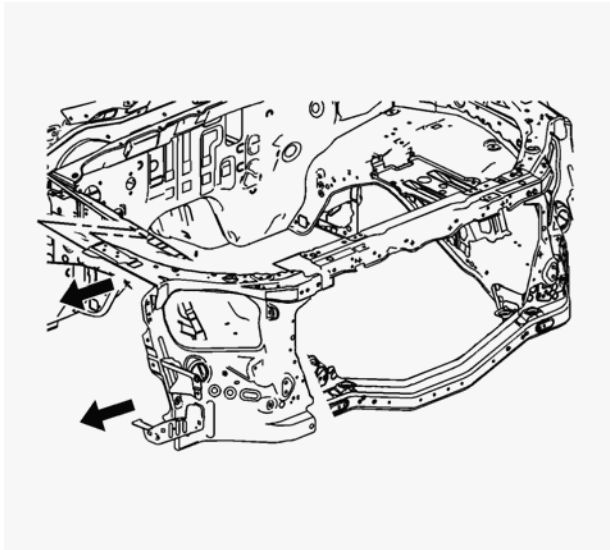


3. Remove all related panels and components.
4. Restore as much of the damage as possible to factory specifications. Refer to Dimensions - Body.
5. Note the location and remove the sealers and anti-corrosion materials from the repair area, as necessary. Refer to Anti-Corrosion Treatment and Repair.



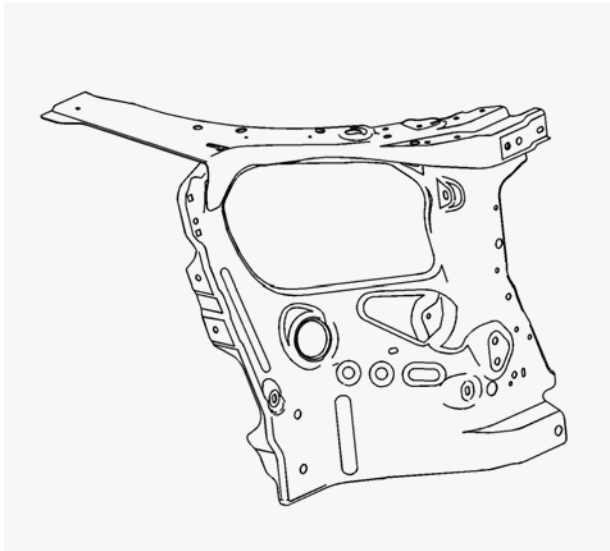
Note: Note the number and location of the factory welds for installation of the radiator side mounting panel.

6. Locate and drill out all factory welds (1).



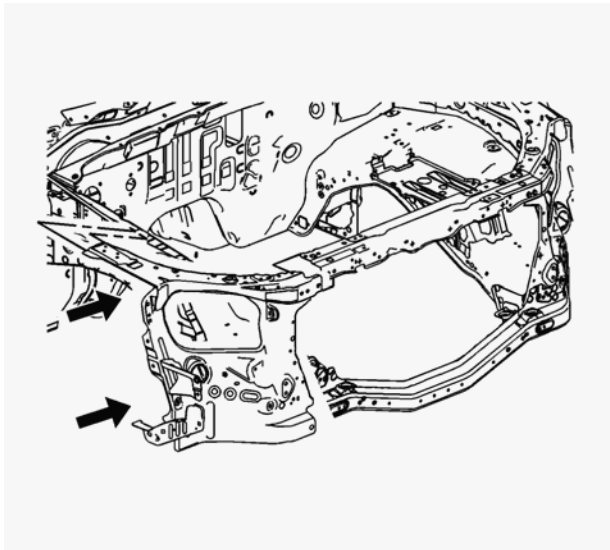
7. Remove the damaged radiator side mounting panel.

[Installation Procedure](#)

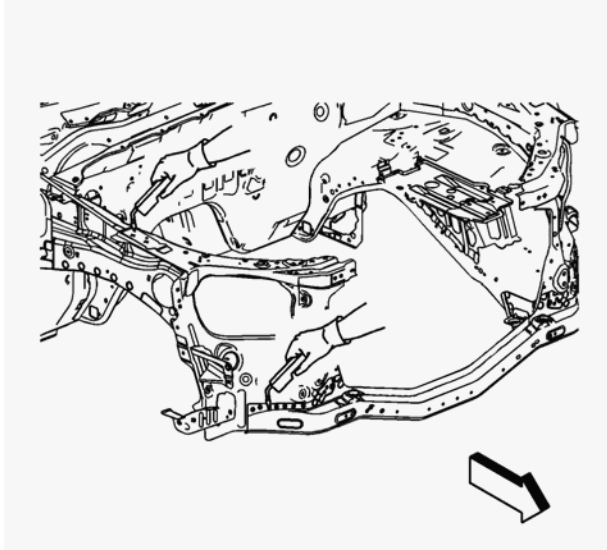


Note: If the location of the original plug weld holes can not be determined, or if structural weld-thru adhesive is present, space the plug weld holes every 40 mm (1½ in) apart.

1. Drill 8 mm (5/16 in) plug weld holes as necessary in locations noted from the original panel.
2. Prepare all mating surfaces as necessary.
3. Apply Weld-Thru coating or equivalent to all mating surfaces. Refer to Anti-Corrosion Treatment and Repair.



4. Position the radiator side mounting panel on the vehicle using 3-dimensional measuring equipment. Clamp the radiator side mounting panel in place.



5. Plug weld accordingly.
6. Clean and prepare all welded surfaces.
7. Apply the sealers and anti-corrosion materials to the repair area, as necessary. Refer to Anti-Corrosion Treatment and Repair.
8. Paint and repair the area. Refer to Basecoat/Clearcoat Paint Systems.
9. Install all related panels and components.
10. Connect the negative battery cable. Refer to Battery Negative Cable Disconnection and Connection.
11. Enable the SIR system. Refer to SIR Disabling and Enabling.

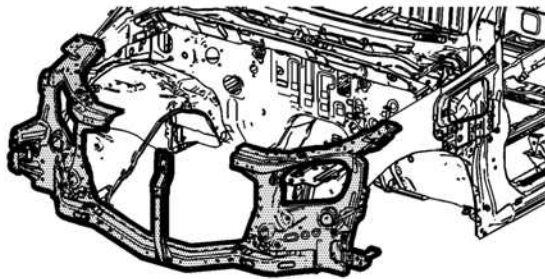
2013 Chevrolet Colorado

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

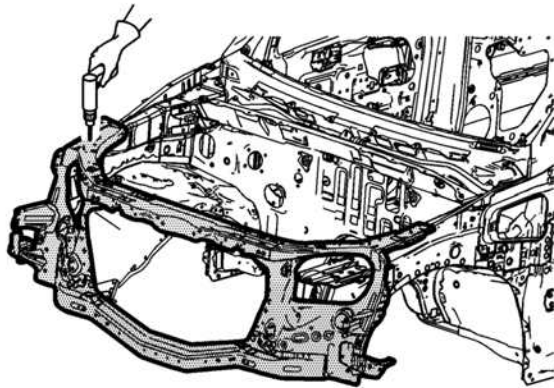
Removal Procedure

Warning: Refer to Approved Equipment for Collision Repair Warning.

1. Disable the SIR system. Refer to SIR Disabling and Enabling.
2. Disconnect the negative battery cable. Refer to Battery Negative Cable Disconnection and Connection.

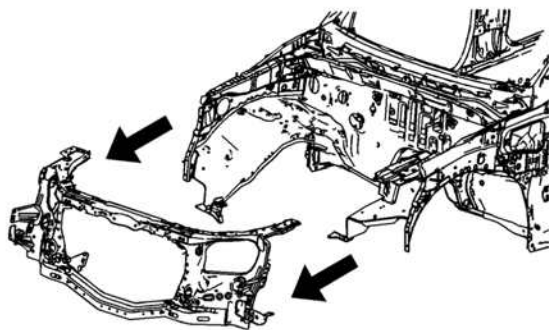


3. Remove all related panels and components.
4. Restore as much of the damage as possible to factory specifications. Refer to Dimensions - Body.
5. Note the location and remove the sealers and anti-corrosion materials from the repair area, as necessary. Refer to Anti-Corrosion Treatment and Repair.



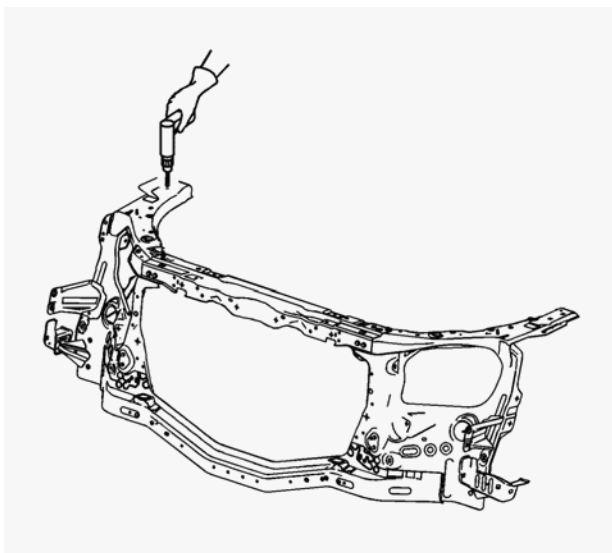
Note: Do not damage any inner panels or reinforcements.

6. Locate and drill out all factory welds. Note the number and location of welds for installation of the radiator support.



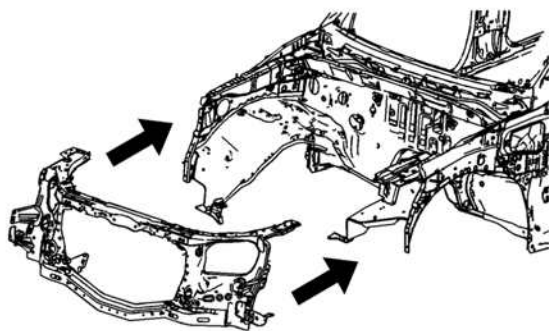
7. Remove the damaged radiator support.

[Installation Procedure](#)



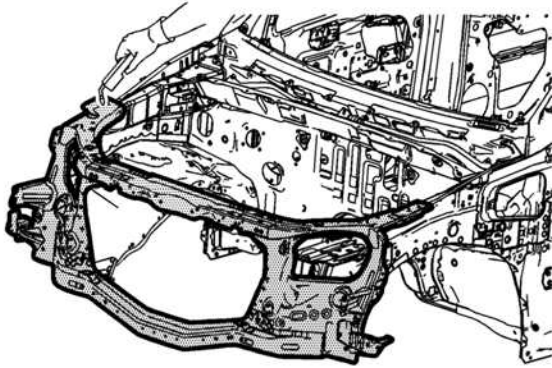
Note: If the location of the original plug weld holes can not be determined, or if structural weld-thru adhesive is present, space the plug weld holes every 40 mm (1½ in) apart.

1. Drill 8 mm (5/16 in) plug weld holes as necessary in locations noted from the original panel.
2. Prepare all mating surfaces as necessary.
3. Apply Weld-Thru coating or equivalent to all mating surfaces. Refer to Anti-Corrosion Treatment and Repair.

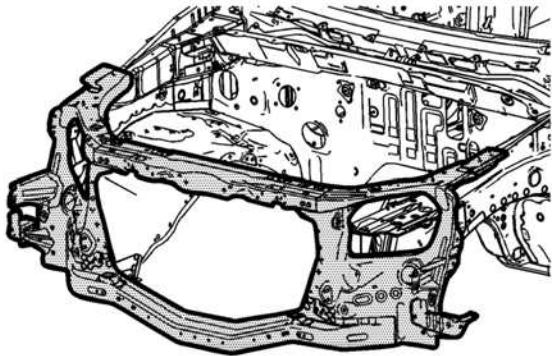


Note: You may need to lift the body to install the radiator support.

4. Position the radiator support.



5. Plug weld accordingly.

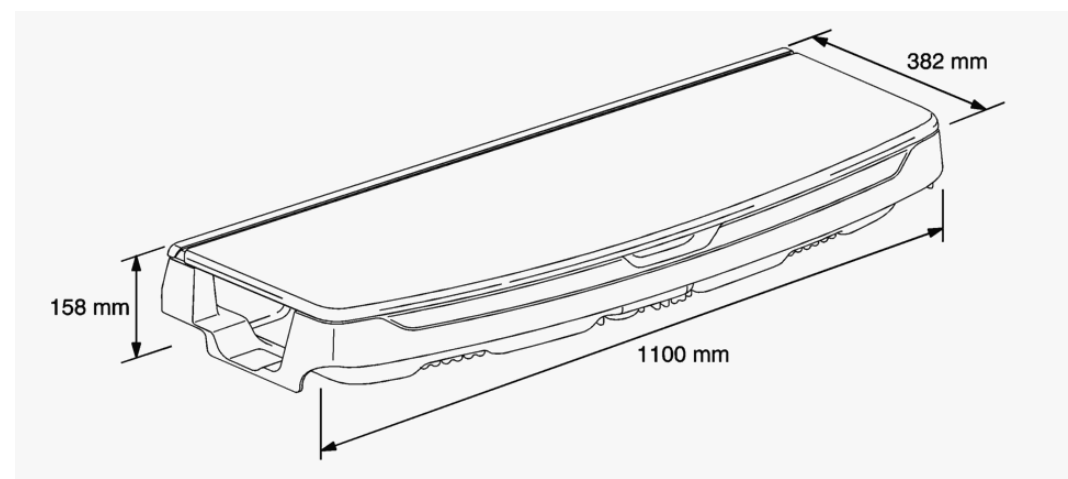


6. Clean and prepare all welded surfaces.
7. Apply the sealers and anti-corrosion materials to the repair area, as necessary. Refer to Anti-Corrosion Treatment and Repair.
8. Paint and repair the area. Refer to Basecoat/Clearcoat Paint Systems.
9. Install all related panels and components.

10. Connect the negative battery cable. Refer to Battery Negative Cable Disconnection and Connection.
11. Enable the SIR system. Refer to SIR Disabling and Enabling.

2013 Chevrolet Colorado

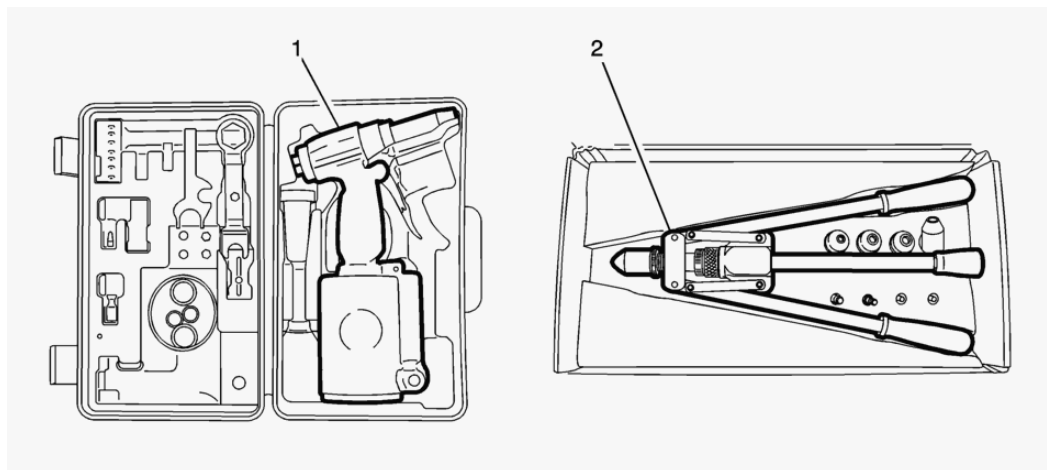
Submodel: | Engine Type: | Liters:
Fuel Delivery: | Fuel:



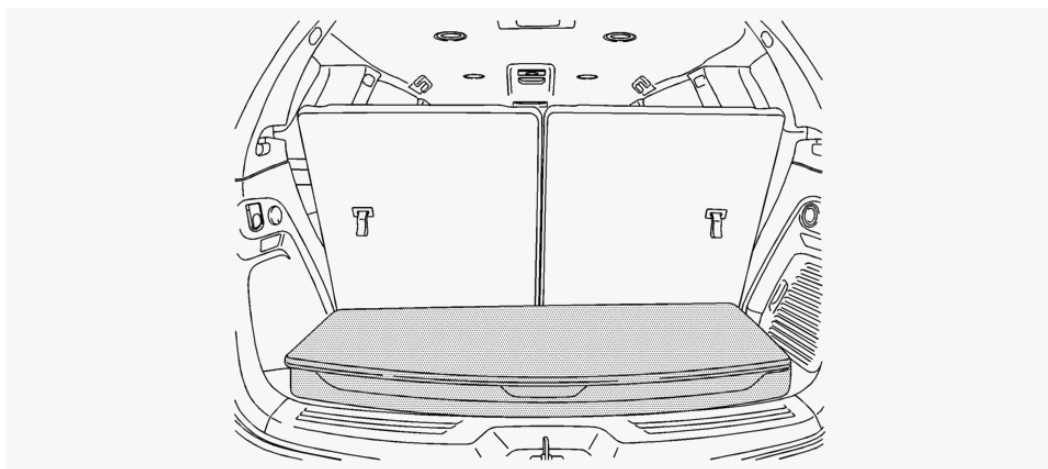
Kit Contents

Qty	Description
1	Floor Stowage Compartment
2	Pop Rivet Nut

Tools Required

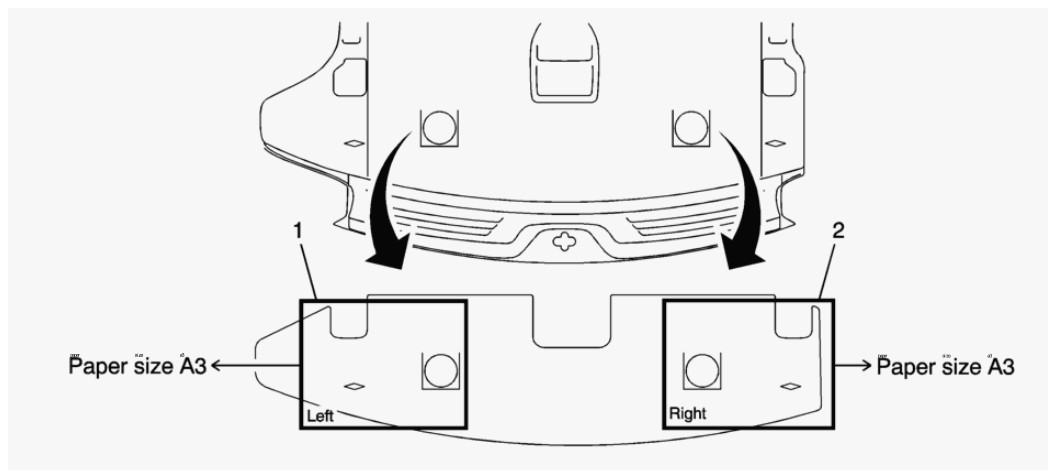


- Scissors
- Utility Knife
- Riveter; Pnuematic (1) or Manual (2)
- Tape Measure (minimum 2 m)
- Scale (minimum 30 cm)
- Marker

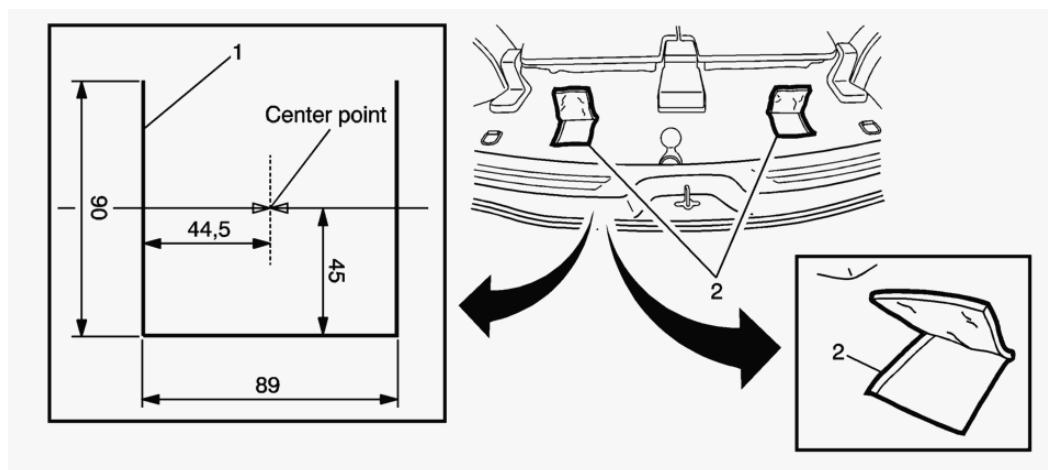


Area location of rear compartment

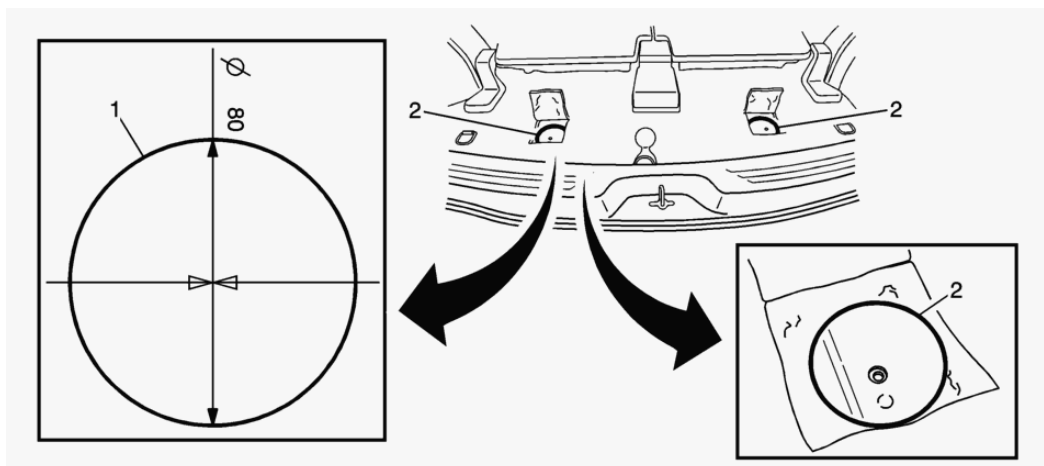
Procedure



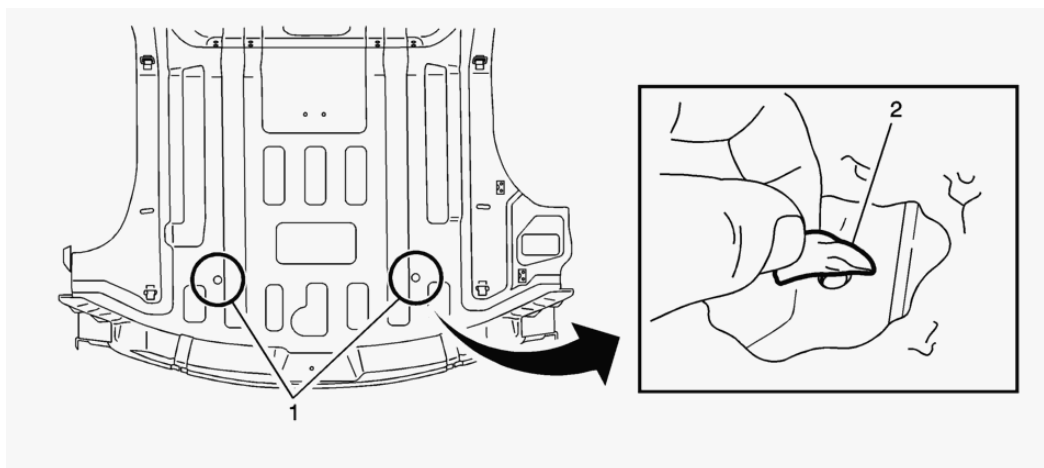
1. Open liftgate and position the templates (1), (2) to the rear compartment floor carpet.



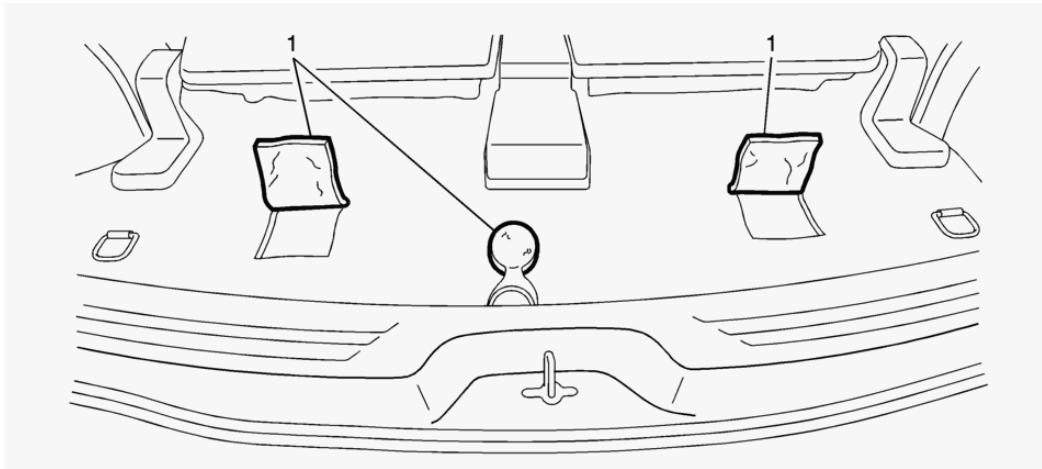
2. Once templates are positioned, mark the line on the template (1) on the carpet and cut the carpet (2) according to the measurements on the template.



3. Lift back cut carpet and mark the line on the template (1) on the insulator and cut the insulator (2) according to the measurements on the template.

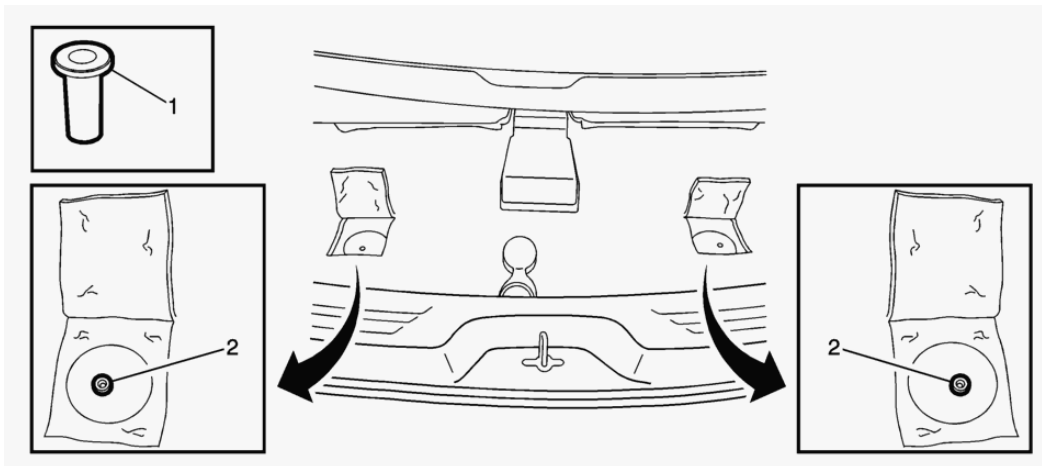


4. Discard cut insulator and remove the stickers (2) from the holes (1) in the rear floor.



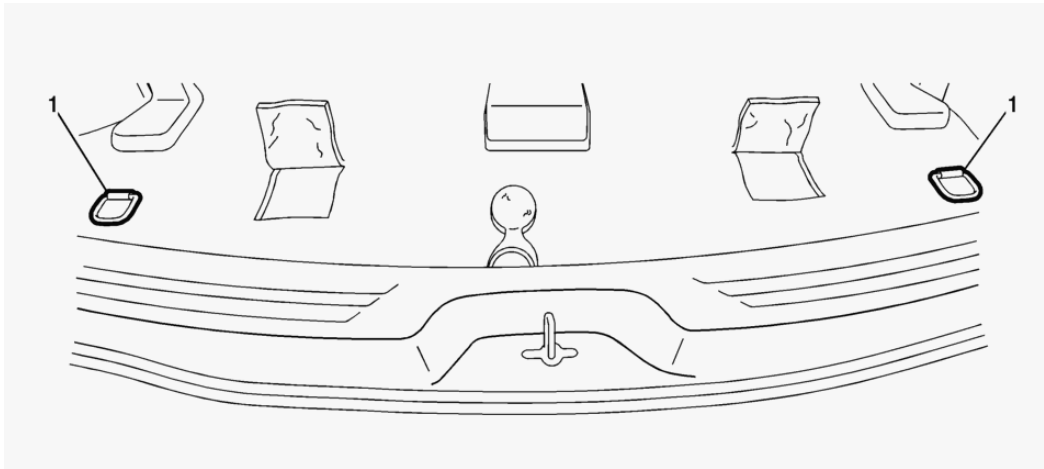
5. Open and fold back the carpet areas (1).

Note: Prior to installing the stowage compartment, make sure the carpet areas stay folded back in order to attach the retainers and access spare tire hoist.



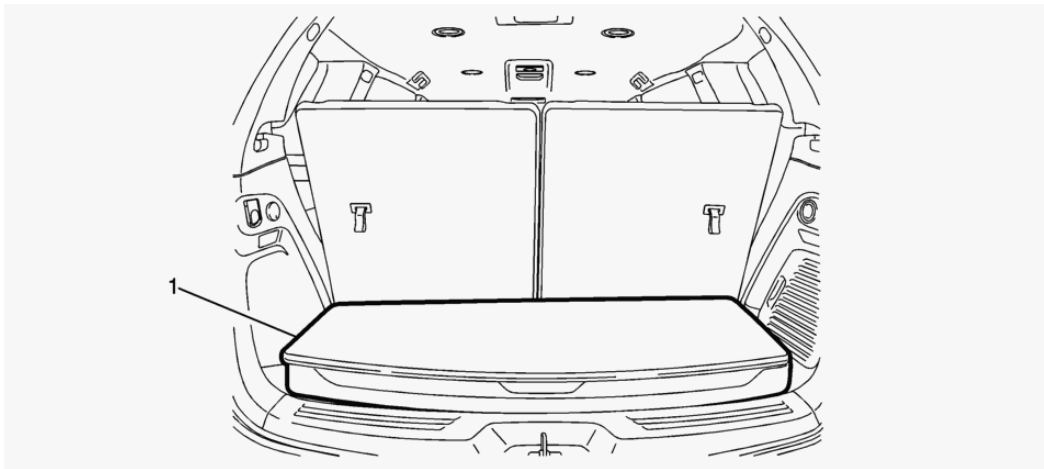
6. Using a riveter, install the two supplied pop rivet nuts (1) to the hole (2) in each side of rear floor.

Note: Using the retainers, make sure the pop rivet nuts are correctly installed.

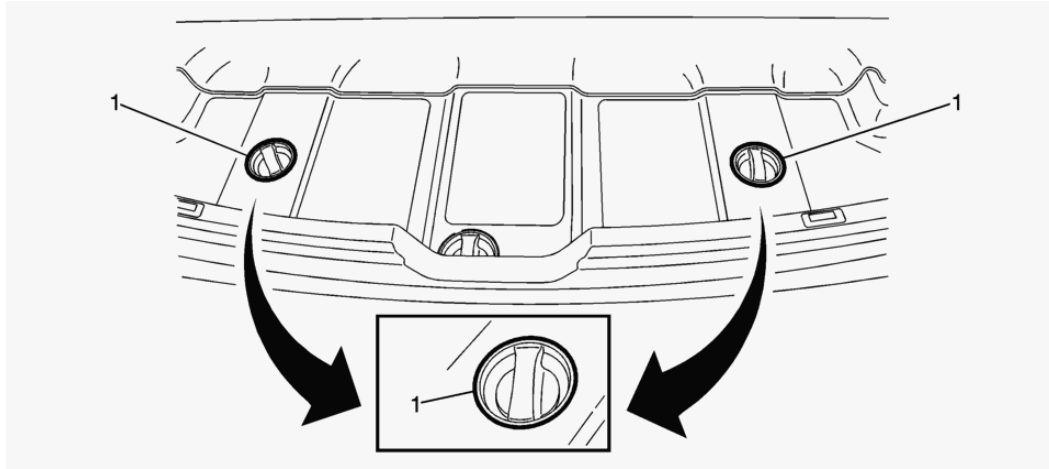


7. Fold the tie down hooks (1) to the rear position.

Note: If the tie down is folded to the front position, it will interfere with the bottom mounting of the stowage compartment and cover will not close properly.



8. Position the stowage compartment (1) to the rear compartment area of vehicle.



9. Open the lid of the stowage compartment and attach the retainers (1) securing the stowage compartment to the rear compartment floor.

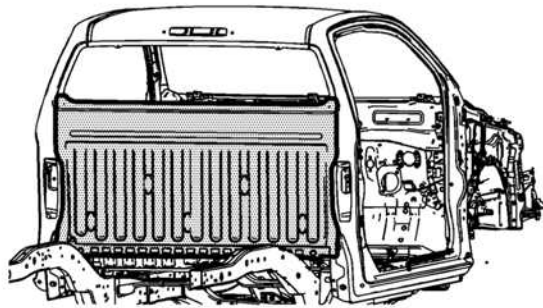
2013 Chevrolet Colorado

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

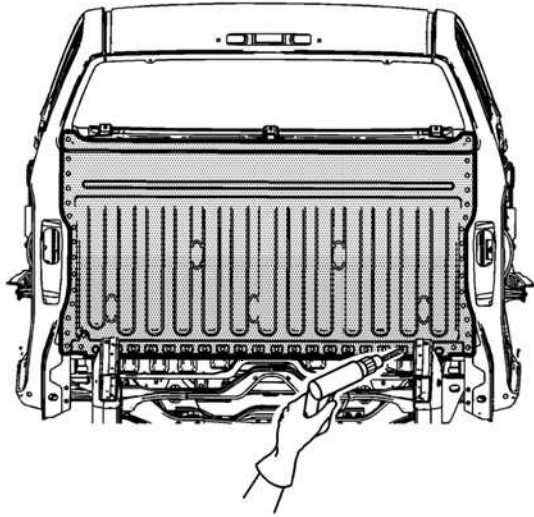
Removal Procedure

Warning: Refer to Approved Equipment for Collision Repair Warning.

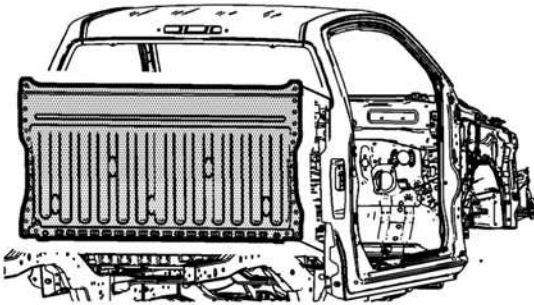
1. Disable the SIR system. Refer to SIR Disabling and Enabling.
2. Disconnect the negative battery cable. Refer to Battery Negative Cable Disconnection and Connection.



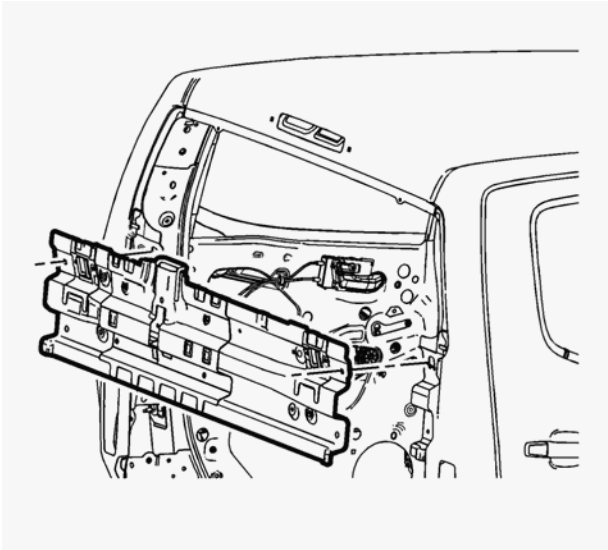
3. Remove all related panels and components.
4. Repair as much of the damage as possible to factory specifications. Refer to Dimensions - Body.
5. Note the location and remove the sealers and anti-corrosion materials from the repair area, as necessary. Refer to Anti-Corrosion Treatment and Repair.



6. Locate and drill out all factory welds. Note the number and location of welds for installation of the service part.

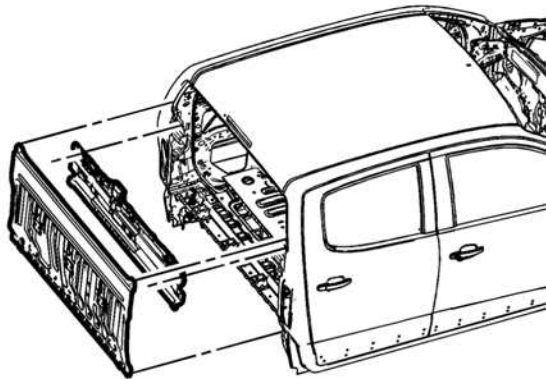


7. Remove the damaged rear end panel.

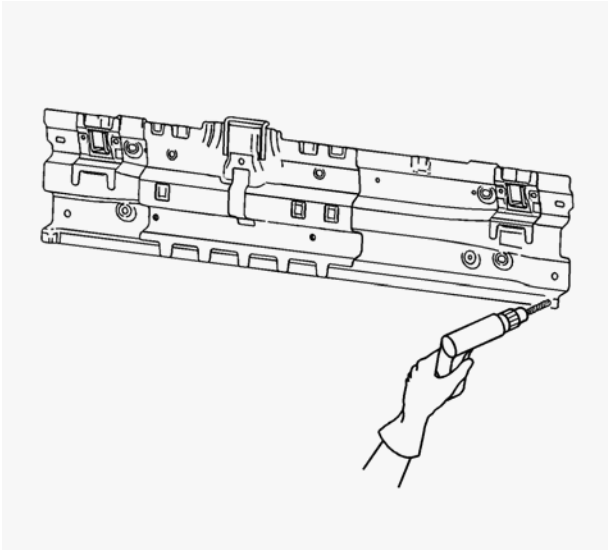


8. Drill all factory welds related to the rear end panel reinforcement.
9. Remove the rear end panel reinforcement.

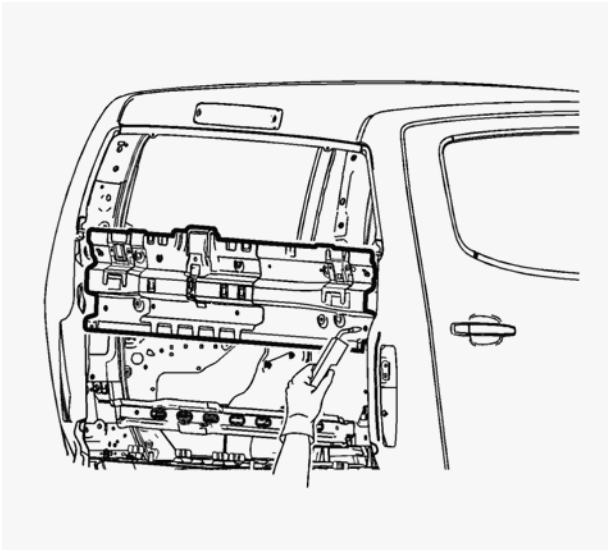
Installation Procedure



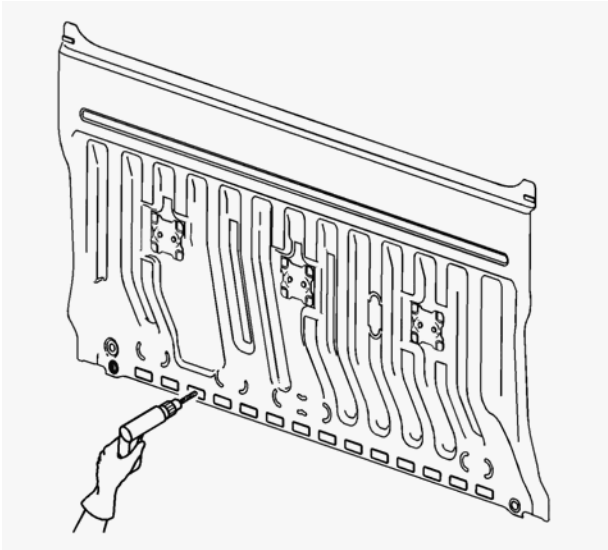
1. Prepare the mating surfaces as necessary. Inspect for proper fit of the service panel.



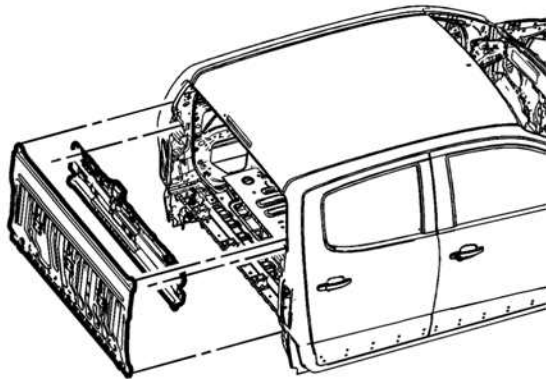
2. Drill 8 mm (5/16 in) plug weld holes as necessary in the locations noted from the original panel.
3. Position the service panel. Inspect with 3-dimensional measuring equipment.



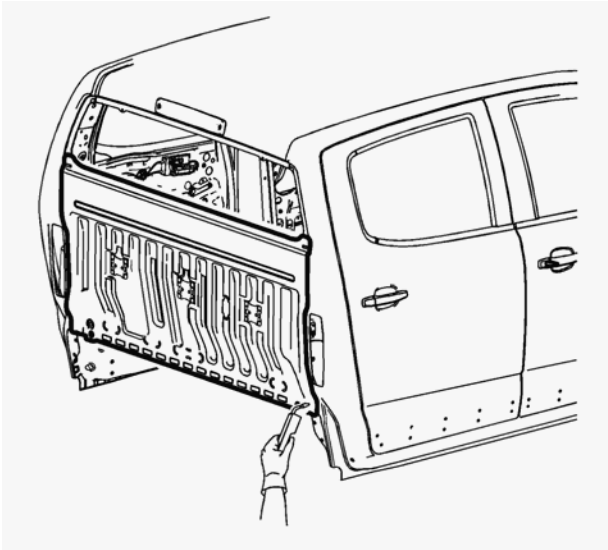
4. Plug weld accordingly.



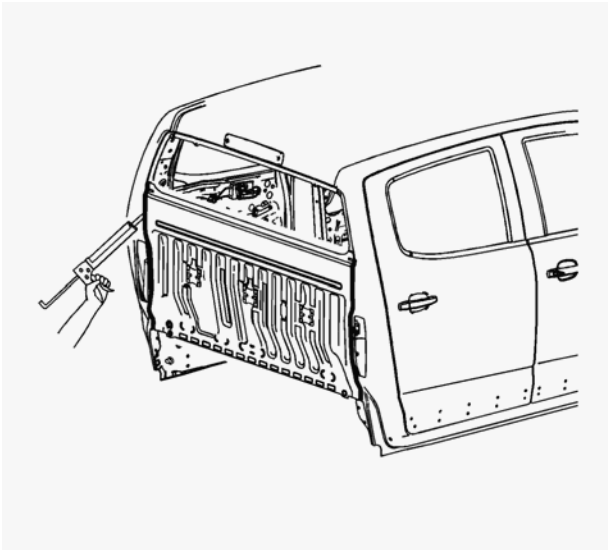
5. On the new panel, drill 8 mm (5/16 in) plug weld holes as necessary in the locations noted from the original panel.
6. Apply Weld-Thru coating or equivalent to all mating surfaces. Refer to Anti-Corrosion Treatment and Repair.



7. Position the service panel. Inspect with 3-dimensional measuring equipment.



8. Plug weld accordingly.
9. Clean and prepare all welded surfaces.



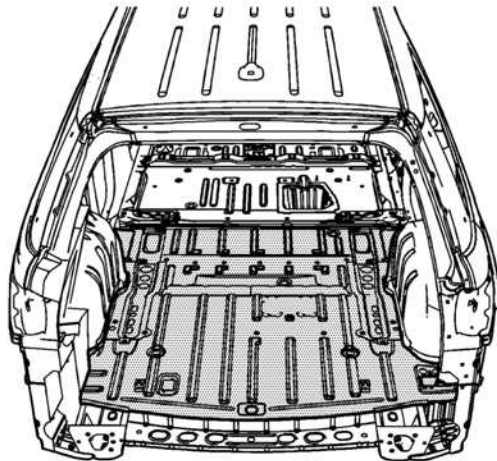
10. Apply the sealers and the anti-corrosion materials to the repair area, as necessary. Refer to Anti-Corrosion Treatment and Repair.
11. Paint the repair area. Refer to Basecoat/Clearcoat Paint Systems.
12. Install all related panels and components.
13. Connect the negative battery cable. Refer to Battery Negative Cable Disconnection and Connection.
14. Enable the SIR system. Refer to SIR Disabling and Enabling.

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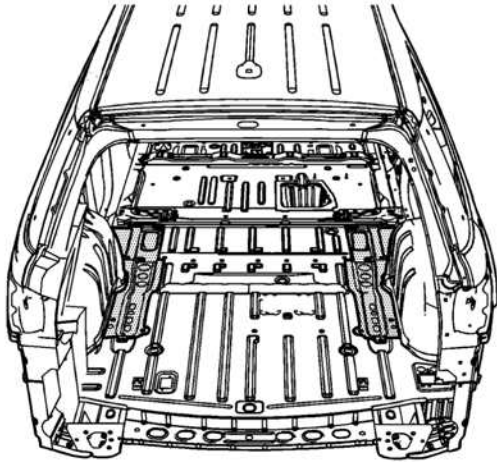
Submodel: | Engine Type: | Liters:
Fuel Delivery: | Fuel:

Removal Procedure

Warning: Refer to Approved Equipment for Collision Repair Warning.



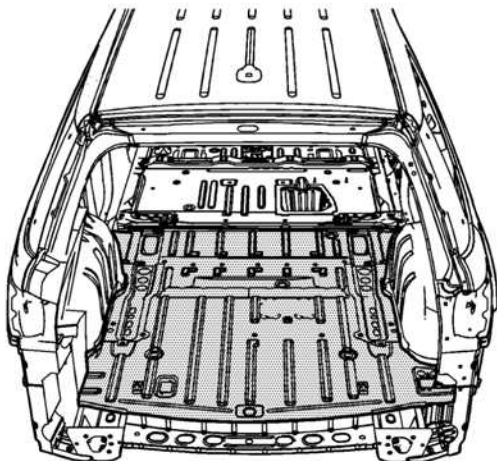
1. Disable the supplemental inflatable restraint (SIR) system. Refer to SIR Disabling and Enabling.
2. Disconnect the negative battery cable. Refer to Battery Negative Cable Disconnection and Connection.
3. Remove all related panels and components.
4. Repair as much of the damage as possible to factory specifications. Refer to Dimensions - Body.
5. Note the location and remove the sealers and anti-corrosion materials from the repair area, as necessary. Refer to Anti-Corrosion Treatment and Repair.



Note: Do not damage any inner panels or reinforcements.

6. Remove the rear underbody tie plates. Replace if damaged.
7. Locate and drill out all factory welds. Note the number and location of the welds for installation of the rear floor panel.
8. With the aid of an assistant, remove the damaged rear floor panel.

Installation Procedure



Note: If the location of the original plug weld holes can not be determined, space the plug weld holes every 40 mm (1 ½ in) apart.

Some panels may have structural weld-thru adhesive. It is necessary to replace the weld-thru adhesive with an additional spot weld between each factory spot weld.

1. Drill 8 mm (5/16 in) plug weld holes in the service part as necessary in the locations noted from the original panel.
2. Prepare all mating surfaces as necessary.
3. Apply 3M Weld-Thru Coating P/N 05916 or equivalent to all mating surfaces.
4. With the aid of an assistant, position the rear floor panel to the vehicle using 3-dimensional measuring equipment. Clamp the rear floor panel into place.
5. Plug weld accordingly.
6. Install the rear underbody tie plates.
7. Clean and prepare all welded surfaces.
8. Apply the sealers and anti-corrosion materials to the repair area, as necessary. Refer to Anti-Corrosion Treatment and Repair.
9. Paint the repair area. Refer to Basecoat/Clearcoat Paint Systems.
10. Install all related panels and components.
11. Connect the negative battery cable. Refer to Battery Negative Cable Disconnection and Connection.
12. Enable the SIR system. Refer to SIR Disabling and Enabling.

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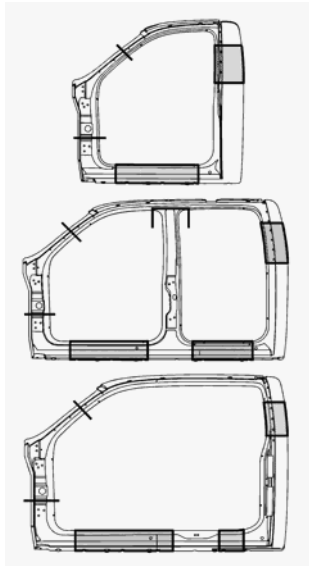
Submodel: | Engine Type: | Liters:
Fuel Delivery: | Fuel:

Removal Procedure

Warning: Refer to Approved Equipment for Collision Repair Warning.

Warning: Refer to Glass and Sheet Metal Handling Warning.

Warning: Refer to Collision Sectioning Warning.

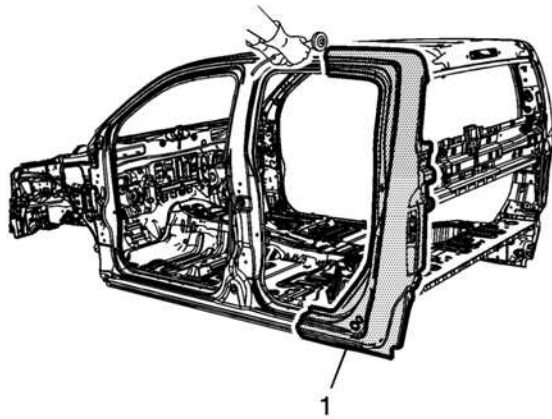


1. Disable the SIR system. Refer to SIR Disabling and Enabling.
2. Disconnect the negative battery cable. Refer to Battery Negative Cable Disconnection and Connection.
3. Remove all related panels and components.
4. Repair as much of the damage as possible to factory specifications. Refer to Dimensions - Body.

Warning: Refer to Foam Sound Deadeners Warning.

5. Note the location and remove the sealers and anti-corrosion materials from the repair area, as necessary. Refer to Anti-Corrosion Treatment and Repair.
6. Perform additional sectioning procedures, as necessary. Refer to the following procedures:

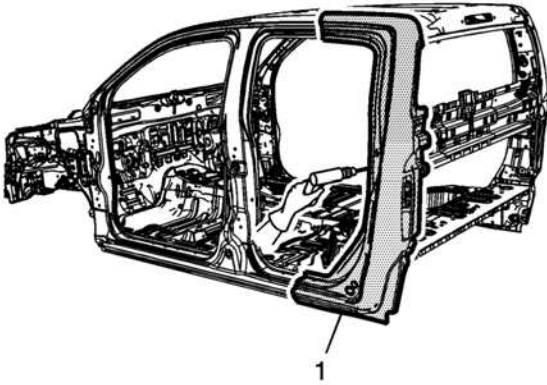
- Outer Windshield Frame Pillar Sectioning
- Front Hinge Pillar Sectioning
- Rocker Outer Panel Sectioning
- Center Pillar Sectioning



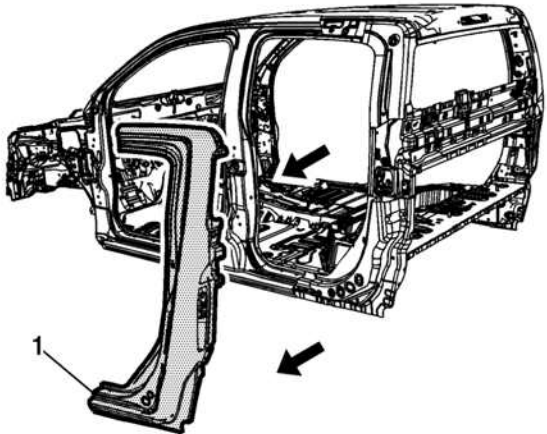
- Perform the sectioning (1) at 170 mm (6.7 in) from the point indicated and 30 mm (1.18 in) from the inner reinforcement or choose the procedure that fits better according to the collision.

Note: Do not damage any inner panels or reinforcements.

- Cut the panel in the locations where sectioning is to be performed.

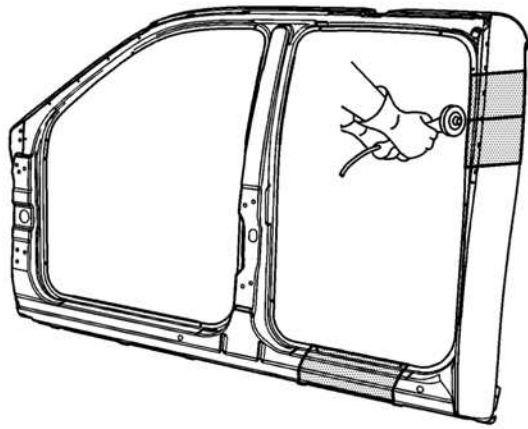


- Locate and drill out all factory welds (1). Note the number and location of the welds for installation of the service part.

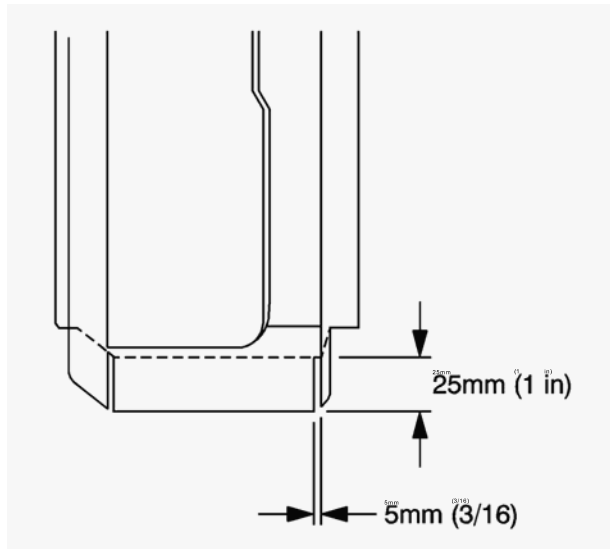


- Remove the damaged pillar section (1).

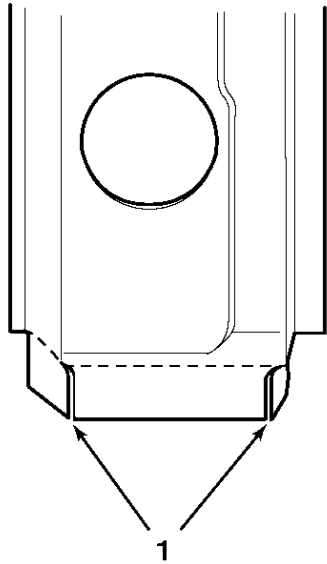
[Installation Procedure](#)



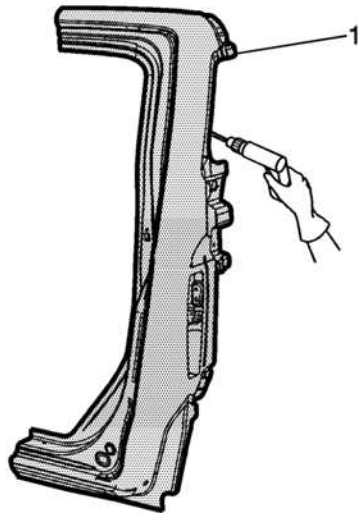
1. From the service part, cut the panel in corresponding locations to overlap the remaining original panel by 25 mm (1 in).



2. Cut and remove 25 mm (1 in) from the flanges on either side of the remaining section of the original pillar. Cut 5 mm (3/16 in) wide gaps in the bottom corners.

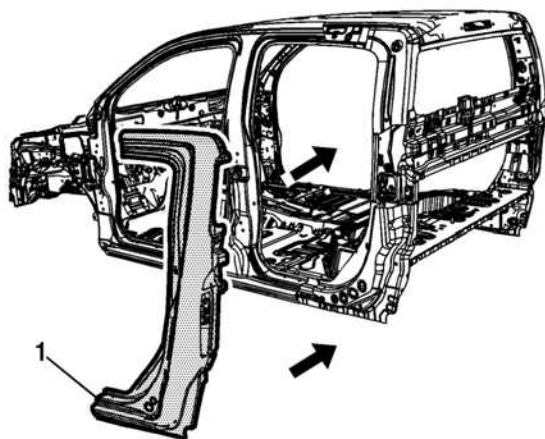


3. Step the tabs (1) inward to allow the door frame opening service section to fit over the original hinge pillar.

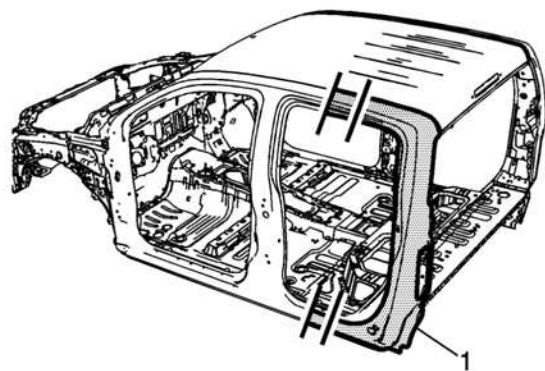


Note: If the location of the original plug weld holes cannot be determined, or if structural weld-thru adhesive was present, space the plug weld holes every 40 mm (1 1/2 in) apart.

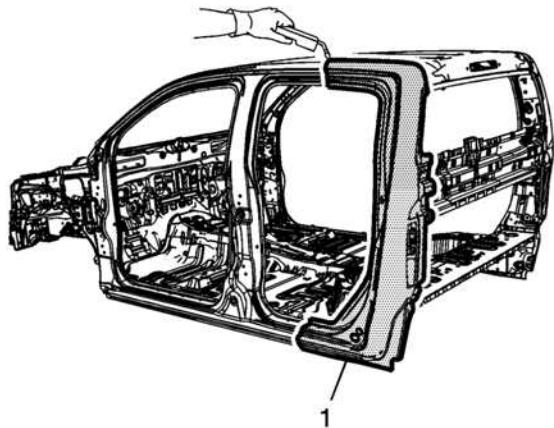
4. Drill 8 mm (5/16 in) plug weld holes in the service part (1) as necessary in the locations noted from the original panel and along the sectioning cut.
5. Prepare all attachment surfaces, as necessary.
6. Apply Weld-Thru Coating or equivalent to all mating surfaces. Refer to Anti-Corrosion Treatment and Repair.



7. Position the rear pillar (1) to the vehicle using 3-dimensional measuring equipment. Clamp in place.



8. Fit the new part (1) on the original panel.



9. Plug weld accordingly (1).

Note: To create a solid weld with minimum heat distortion, make 25 mm (1 in) stitch welds along the seam with 25 mm (1 in) gaps between them. Complete the stitch weld.

10. Clean and prepare all welded surfaces.
11. Apply the sealers and anti-corrosion materials to the repair area, as necessary. Refer to Anti-Corrosion Treatment and Repair.
12. Paint the repair area. Refer to Basecoat/Clearcoat Paint Systems.
13. Install all related panels and components.
14. Connect the negative battery cable. Refer to Battery Negative Cable Disconnection and Connection.
15. Enable the SIR system. Refer to SIR Disabling and Enabling.

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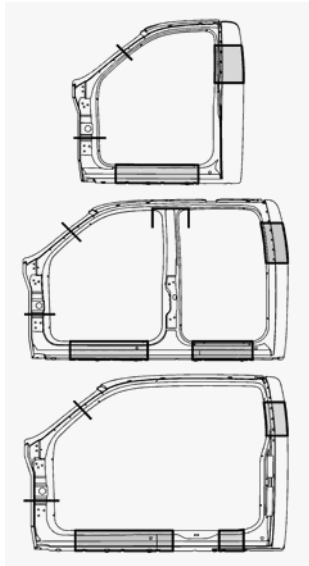
Submodel: | Engine Type: | Liters:
Fuel Delivery: | Fuel:

Removal Procedure

Warning: Refer to Approved Equipment for Collision Repair Warning.

Warning: Refer to Glass and Sheet Metal Handling Warning.

Warning: Refer to Collision Sectioning Warning.

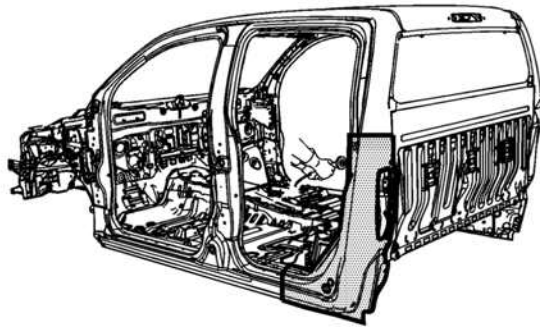


1. Disable the SIR system. Refer to SIR Disabling and Enabling.
2. Disconnect the negative battery cable. Refer to Battery Negative Cable Disconnection and Connection.
3. Remove all related panels and components.
4. Repair as much of the damage as possible to factory specifications. Refer to Dimensions - Body.

Warning: Refer to Foam Sound Deadeners Warning.

5. Note the location and remove the sealers and anti-corrosion materials from the repair area, as necessary. Refer to Anti-Corrosion Treatment and Repair.
6. Perform additional sectioning procedures, as necessary. Refer to the following procedures:

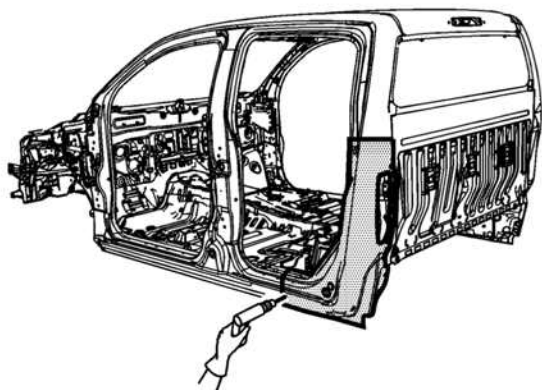
- Outer Windshield Frame Pillar Sectioning
- Front Hinge Pillar Sectioning
- Rocker Outer Panel Sectioning
- Center Pillar Sectioning



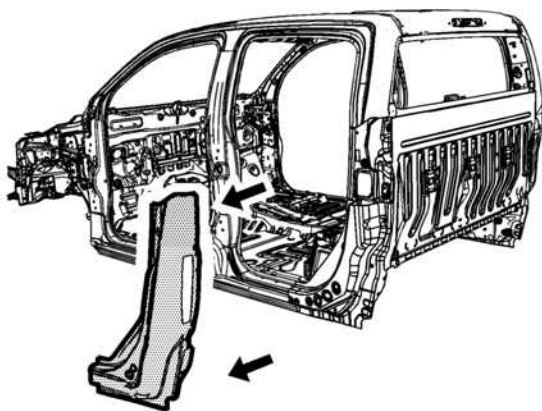
- Perform the sectioning at 170 mm (6.7 in) from the point indicated and 30 mm (1.18 in) from the inner reinforcement or choose the procedure that fits better according to the collision.

Note: Do not damage any inner panels or reinforcements.

- Cut the panel in the locations where sectioning is to be performed.

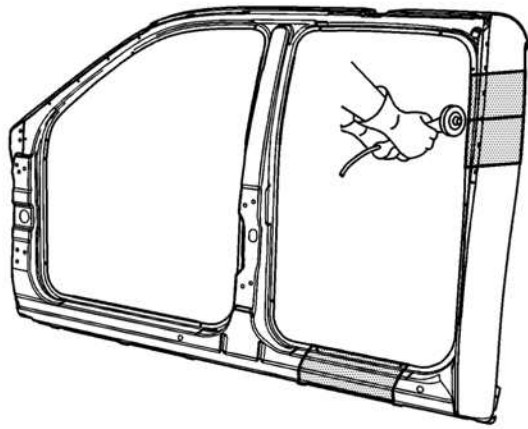


- Locate and drill out all factory welds. Note the number and location of the welds for installation of the service part.

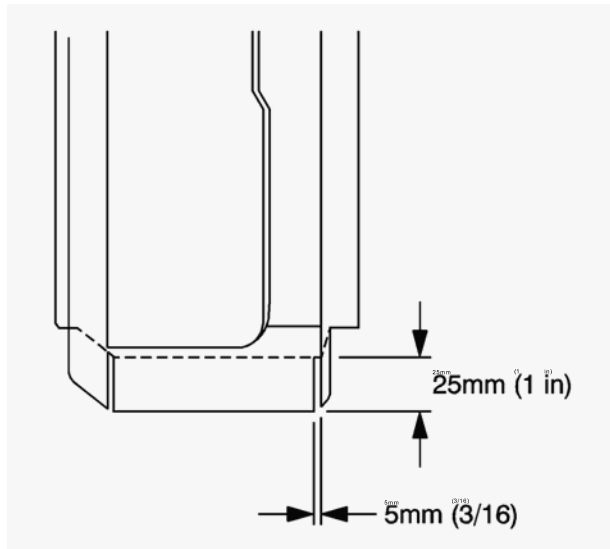


- Remove the damaged pillar section.

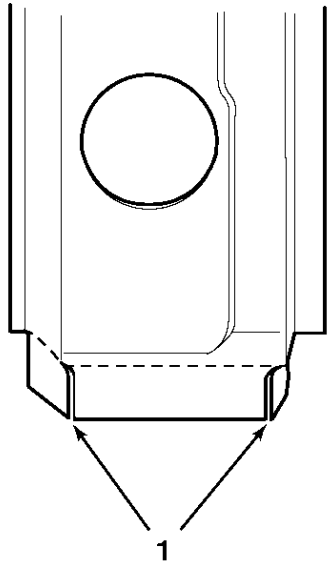
[Installation Procedure](#)



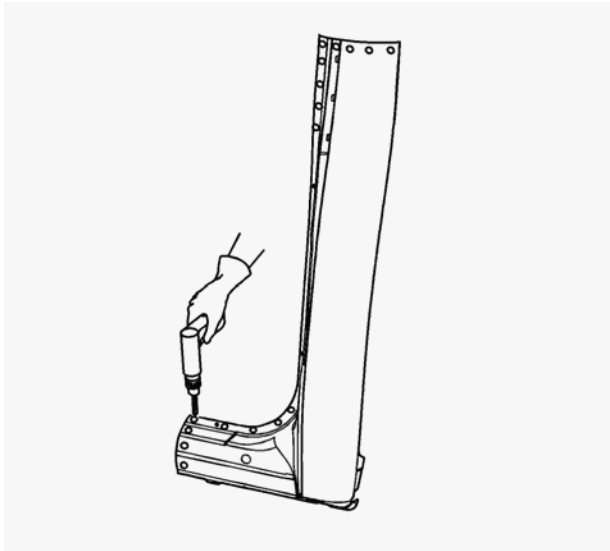
1. From the service part, cut the panel in corresponding locations to overlap the remaining original panel by 25 mm (1 in).



2. Cut and remove 25 mm (1 in) from the flanges on either side of the remaining section of the original pillar. Cut 5 mm (3/16 in) wide gaps in the bottom corners.

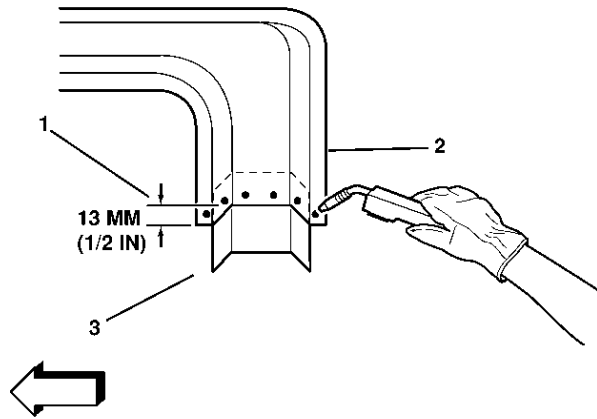


3. Step the tabs (1) inward to allow the door frame opening service section to fit over the original hinge pillar.

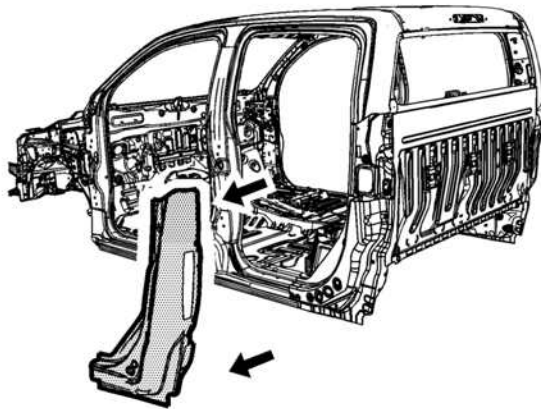


Note: If the location of the original plug weld holes cannot be determined, or if structural weld-thru adhesive was present, space the plug weld holes every 40 mm (1 1/2 in) apart.

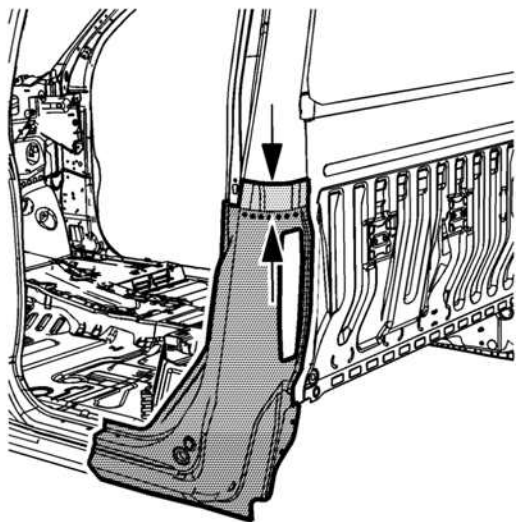
4. Drill 8 mm (5/16 in) plug weld holes in the service part as necessary in the locations noted from the original panel and along the sectioning cut.



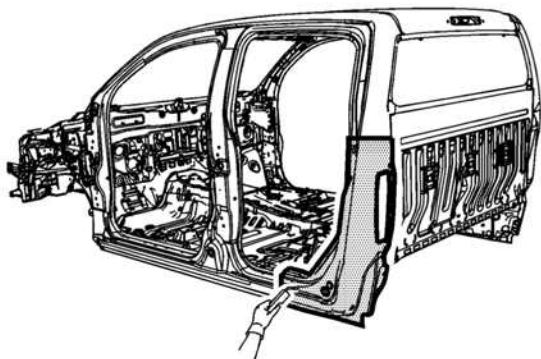
5. Prepare all attachment surfaces, as necessary.
6. Apply Weld-Thru Coating or equivalent to all mating surfaces. Refer to Anti-Corrosion Treatment and Repair.



7. Position the rear pillar to the vehicle using 3-dimensional measuring equipment. Clamp in place.



8. Fit the new part on the original panel.



9. Plug weld accordingly.

Note: To create a solid weld with minimum heat distortion, make 25 mm (1 in) stitch welds along the seam with 25 mm (1 in) gaps between them. Complete the stitch weld.

10. Clean and prepare all welded surfaces.
11. Apply the sealers and anti-corrosion materials to the repair area, as necessary. Refer to Anti-Corrosion Treatment and Repair.
12. Paint the repair area. Refer to Basecoat/Clearcoat Paint Systems.

13. Install all related panels and components.
14. Connect the negative battery cable. Refer to Battery Negative Cable Disconnection and Connection.
15. Enable the SIR system. Refer to SIR Disabling and Enabling.

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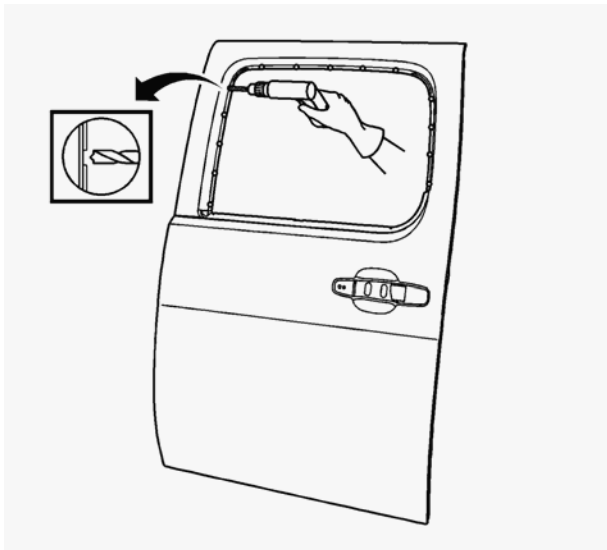
Submodel: | Engine Type: | Liters:
Fuel Delivery: | Fuel:

Removal Procedure

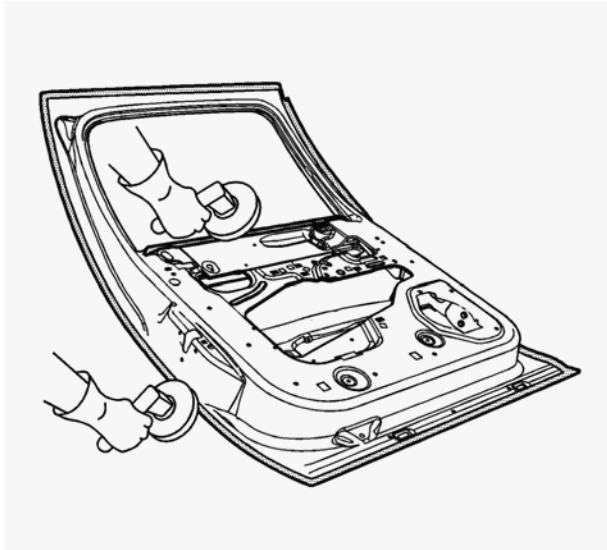
Warning: Refer to Approved Equipment for Collision Repair Warning.

Note: Before beginning the repair, refer to Metal Panel Bonding for proper adhesive applicator preparations and general information.

1. Disconnect the negative battery cable. Refer to Battery Negative Cable Disconnection and Connection.
2. Disable the SIR system. Refer to SIR Disabling and Enabling.
3. Remove all related panels and components.
4. Repair as much of the damage as possible to factory specifications. Refer to Dimensions - Body.
5. Remove the side door assembly. Refer to Rear Side Door Replacement.

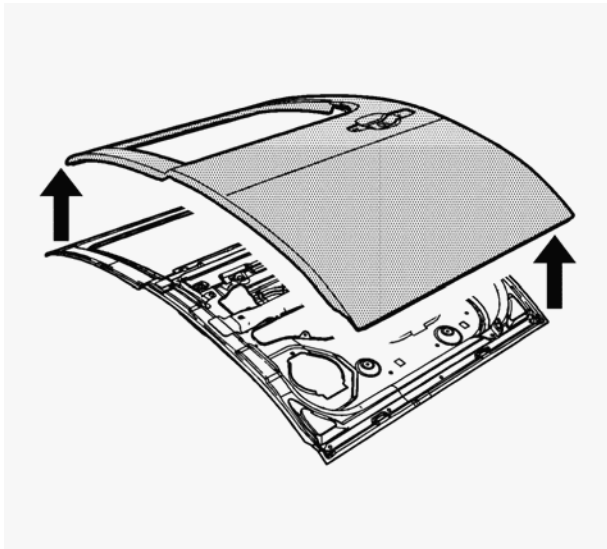


6. Locate and drill out all factory welds. Note the number and location of welds for the installation of the service panel.



Note: Remove the hem flange at the upper belt reinforcement.

7. Grind the edges of the door outer panel to separate the outer door panel from the door shell.



Warning: Inspection of the door guard beam for damage must be performed before replacement of the door outer panel. If damage to the door guard beam is found the door must be replaced. Failure to do so may compromise the structural integrity of the vehicle and may cause personal injury if the vehicle is involved in a collision.

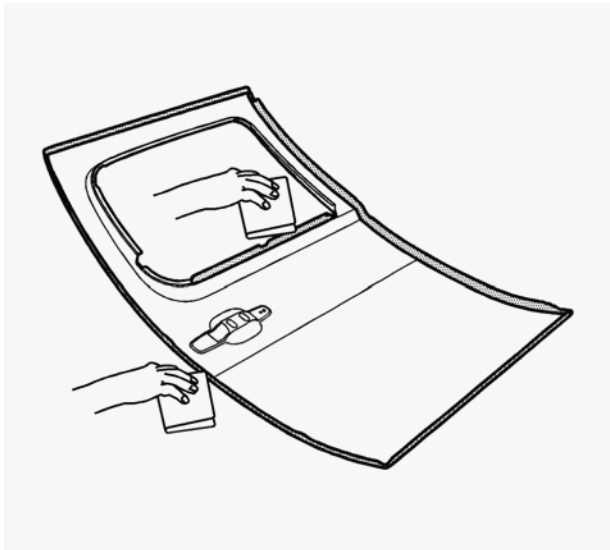
8. Remove the outer door panel.
9. Remove the sealers and anti-corrosion materials from the repair area, as necessary. Refer to Anti-Corrosion Treatment and Repair.

10. Straighten the edges of the door shell.

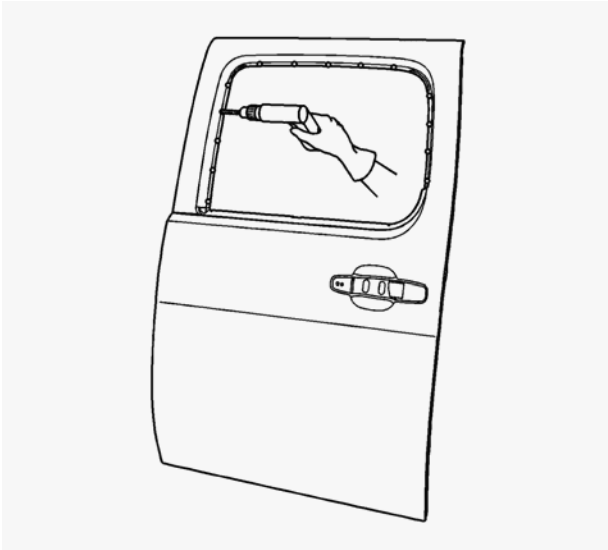
Installation Procedure



1. Using a grinding disk grind the surface of the door shell mating flanges to bare steel.



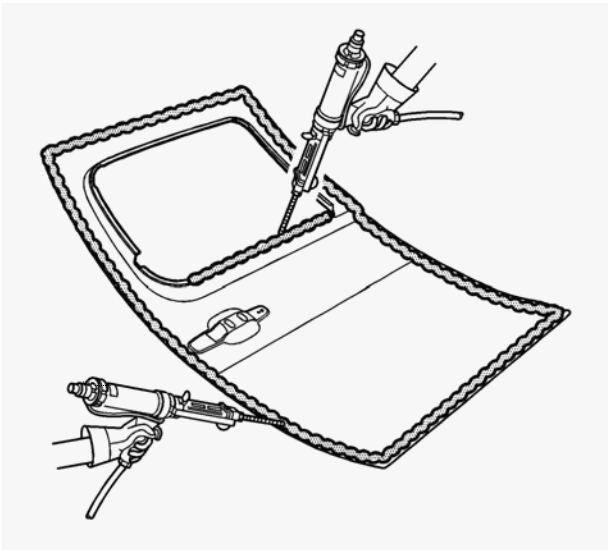
2. Scuff the opposing mating surfaces of the door outer panel to remove the gloss of the E-Coat.



3. Drill 8 mm (5/16 in) plug weld holes, as necessary, in the locations noted from the original panel.

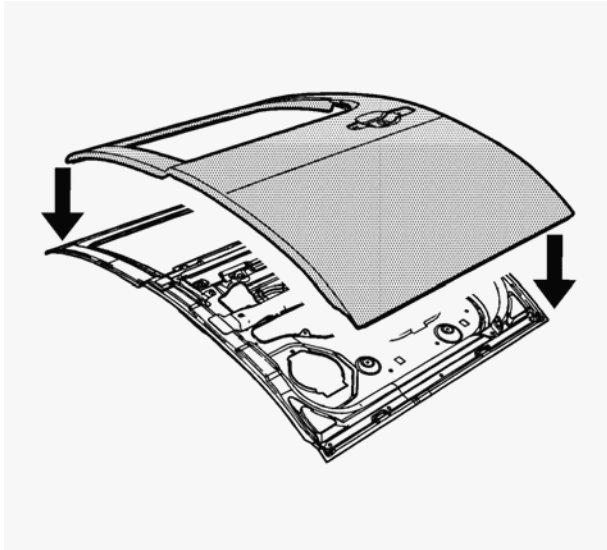
Note: In any area damaged beyond recognition, space plug weld holes every 40 mm (1 in) apart.

4. Clean the mating surfaces.



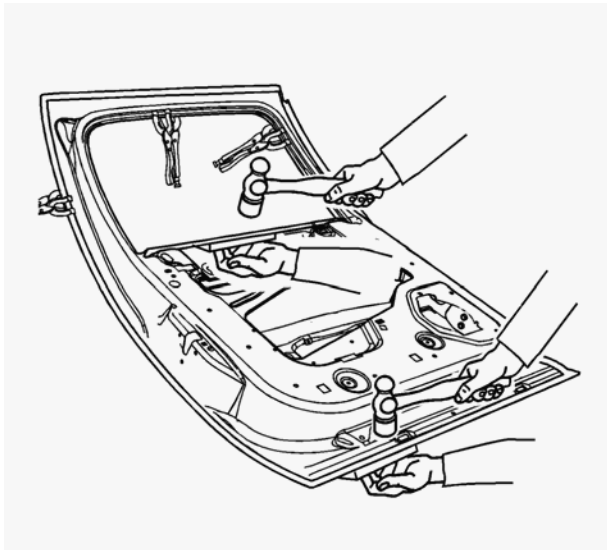
Note: Do not allow the door to totally cure off the vehicle, as proper alignment of the door outer panel to the door shell will be difficult.

5. Apply a 3–6 mm (1/8–1/4 in) bead of metal panel bonding adhesive to both of the mating surfaces.
6. Using a small acid brush, spread a coat of adhesive to cover all the bare metal surfaces to ensure corrosion protection.
7. Apply a 9–13 mm (3/8–1/2 in) bead of metal bonding adhesive to the mating surfaces of the service panel.



Note: Do NOT pull the panels apart after being joined together. Slide the panels against each other to realign the panels.

8. Install the door outer panel to the door shell.
9. Clamp the door outer panel into position, as required.

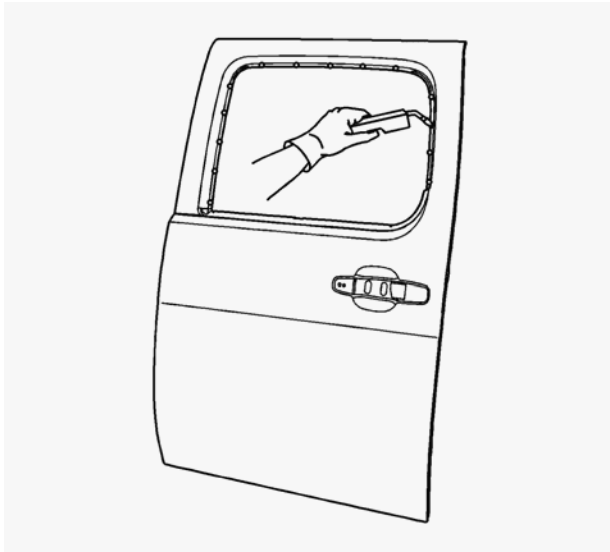


10. Using a hammer re-hem the hem flanges around the door shell.

Continue to hammer in stages along the hem flanges.

11. Remove the excess adhesive from the door panel area.

12. Install the rear side door to the vehicle. Inspect the door outer panel for proper alignment; then adjust the alignment, as required. Refer to Rear Side Door Replacement.



13. Using metal-inert gas (MIG), weld the door outer panel to the door frame in the locations noted at the upper door frame.
14. Clean and prepare all welded surfaces.



15. Apply Fusor super flexible anti-flutter foam-fast set, Fusor P/N 121/124, or equivalent, in a continuous bead the entire length between the beltline reinforcement and the door outer panel.

16. Apply Fusor super flexible anti-flutter foam-fast set, Fusor P/N 121/124, or equivalent, in a continuous bead the entire length between the door outer panel and the inner safety beam making multiple passes behind the side impact sensor portion of the beam as required to fill in any gaps.
17. Paint the repaired area. Refer to Basecoat/Clearcoat Paint Systems.
18. Install all related panels and components.
19. Enable the SIR system. Refer to SIR Disabling and Enabling.
20. Connect the negative battery cable. Refer to Battery Negative Cable Disconnection and Connection.

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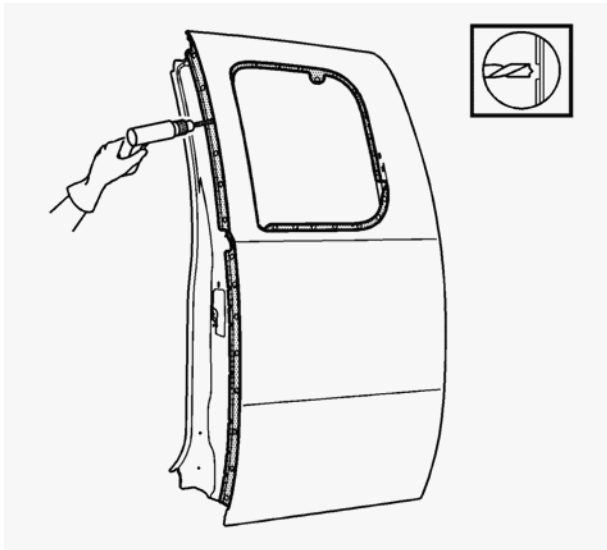
Submodel: | Engine Type: | Liters:
Fuel Delivery: | Fuel:

Removal Procedure

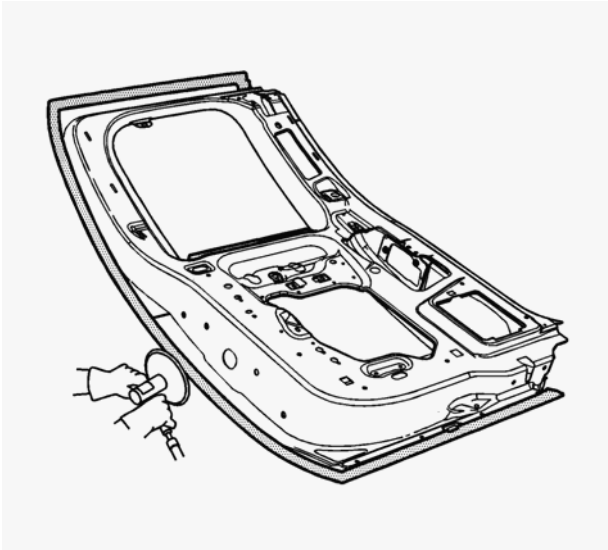
Warning: Refer to Approved Equipment for Collision Repair Warning.

Note: Before beginning the repair, refer to Metal Panel Bonding for proper adhesive applicator preparations and general information.

1. Disconnect the negative battery cable. Refer to Battery Negative Cable Disconnection and Connection.
2. Disable the SIR system. Refer to SIR Disabling and Enabling.
3. Remove all related panels and components.
4. Repair as much of the damage as possible to factory specifications. Refer to Dimensions - Body.
5. Remove the side door assembly. Refer to Rear Side Door Replacement.

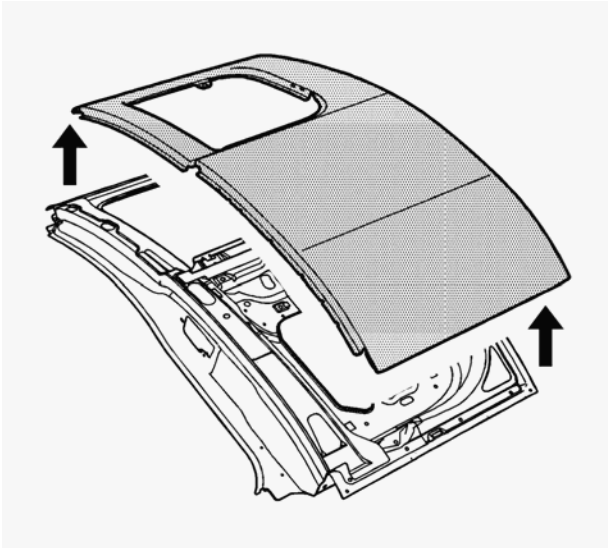


6. Locate and drill out all factory welds. Note the number and location of welds for the installation of the service panel.



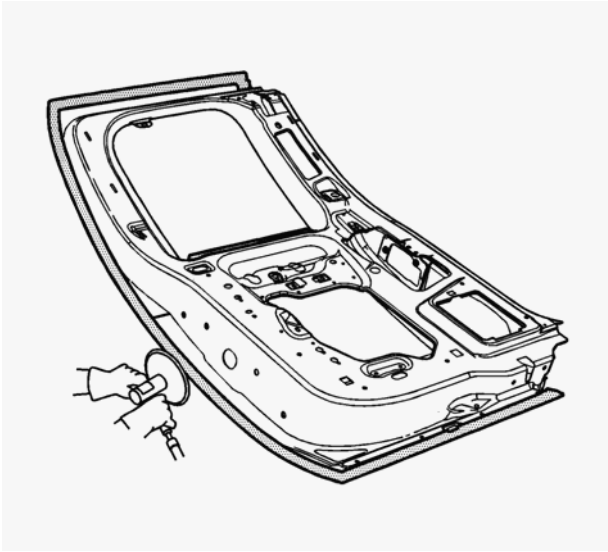
Note: Remove the hem flange at the upper belt reinforcement.

7. Grind the edges of the door outer panel to separate the outer door panel from the door shell.

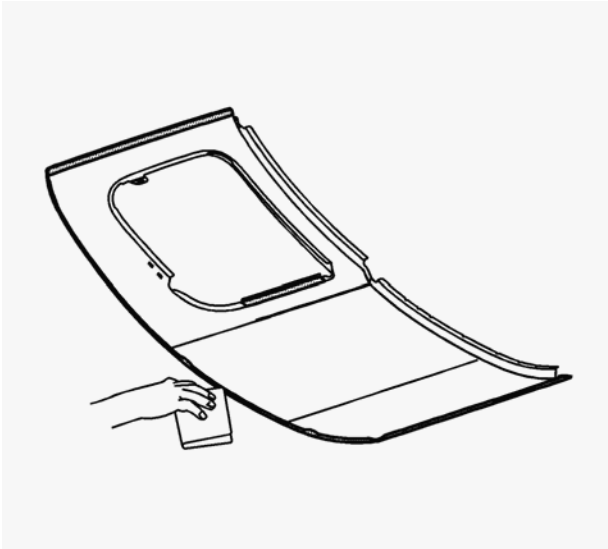


8. Remove the outer door panel.
9. Remove the sealers and anti-corrosion materials from the repair area, as necessary. Refer to Anti-Corrosion Treatment and Repair.
10. Straighten the edges of the door shell.

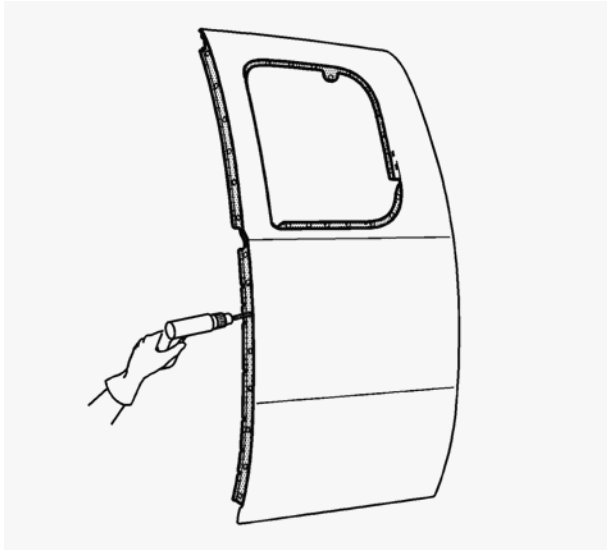
[Installation Procedure](#)



1. Using a grinding disk grind the surface of the door shell mating flanges to bare steel.



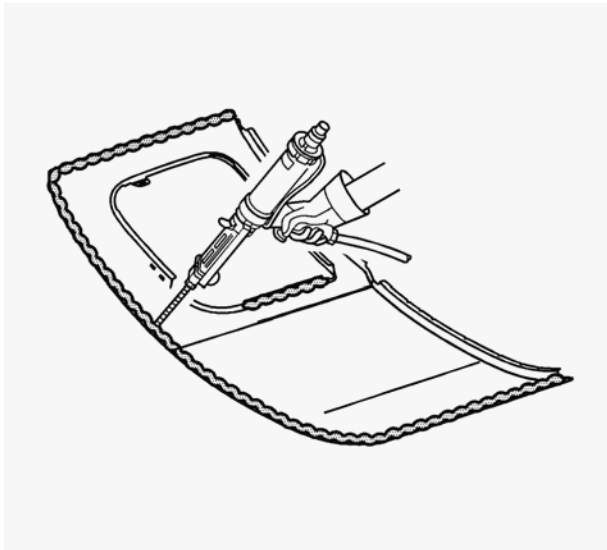
2. Scuff the opposing mating surfaces of the door outer panel to remove the gloss of the E-Coat.



3. Drill 8 mm (5/16 in) plug weld holes, as necessary, in the locations noted from the original panel.

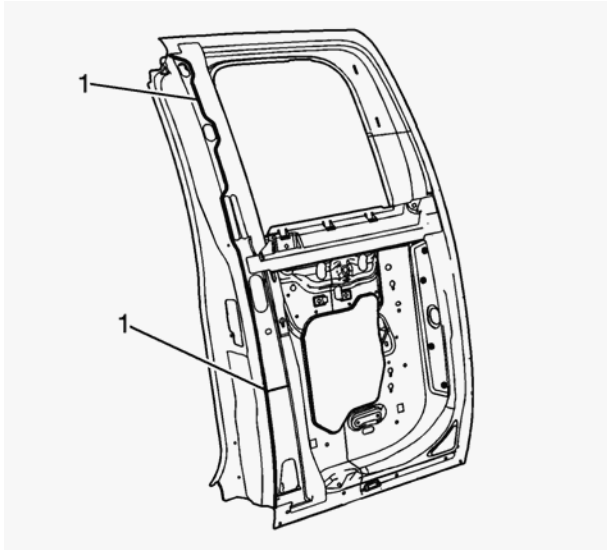
Note: In any area damaged beyond recognition, space plug weld holes every 40 mm (1 in) apart.

4. Clean the mating surfaces.

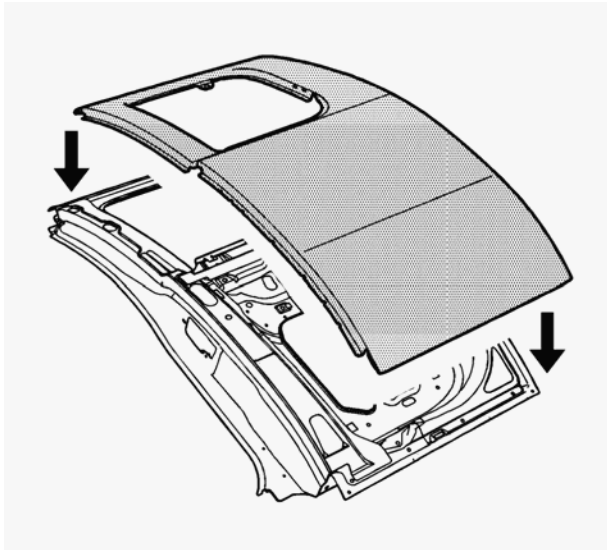


Note: Do not allow the door to totally cure off the vehicle, as proper alignment of the door outer panel to the door shell will be difficult.

5. Apply a 3–6 mm (1/8–1/4 in) bead of metal panel bonding adhesive to both of the mating surfaces.
6. Using a small acid brush, spread a coat of adhesive to cover all the bare metal surfaces to ensure corrosion protection.
7. Apply a 9–13 mm (3/8–1/2 in) bead of metal bonding adhesive to the mating surfaces of the service panel.

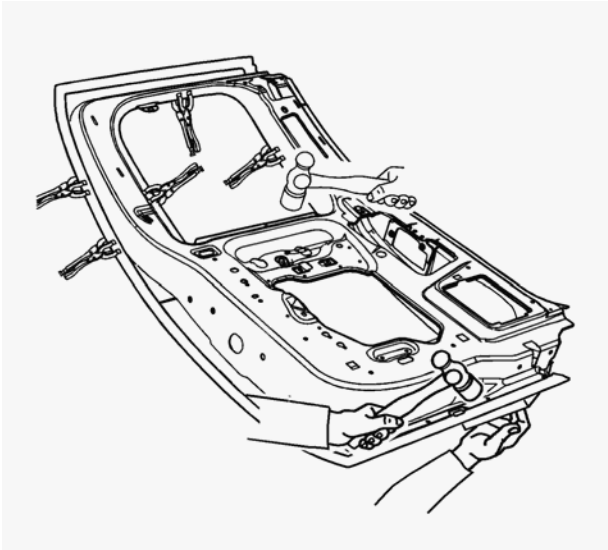


8. Apply a 3–6 mm (1/8–1/4 in) bead of metal bonding adhesive along the front portion of the door shell (1).



Note: Do NOT pull the panels apart after being joined together. Slide the panels against each other to realign the panels.

9. Install the door outer panel to the door shell.
10. Clamp the door outer panel into position, as required.

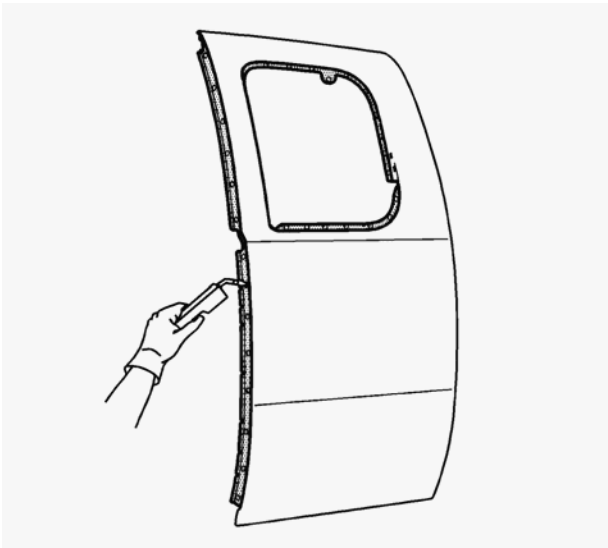


11. Using a hammer re-hem the hem flanges around the door shell.

Continue to hammer in stages along the hem flanges.

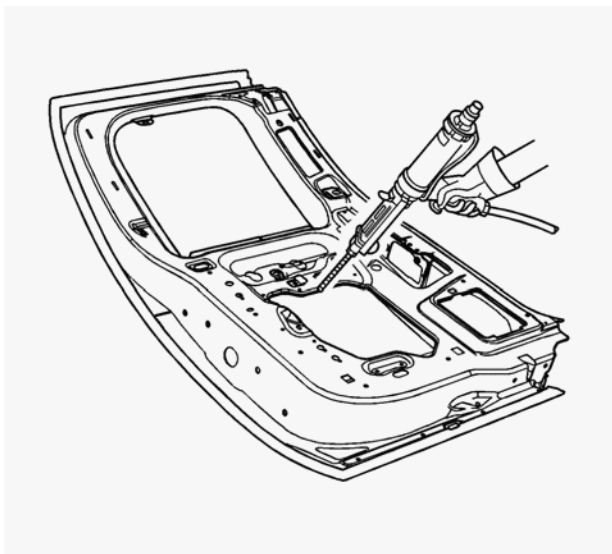
12. Remove the excess adhesive from the door panel area.

13. Install the side door to the vehicle. Inspect the door outer panel for proper alignment; then adjust the alignment, as required. Refer to Rear Side Door Replacement.



14. Using metal-inert gas (MIG), weld the door outer panel to the door frame in the locations noted at the upper door frame.

15. Clean and prepare all welded surfaces.



16. Apply Fusor super flexible anti-flutter foam-fast set, Fusor P/N 121/124, or equivalent, in a continuous bead the entire length between the beltline reinforcement and the door outer panel.
17. Apply Fusor super flexible anti-flutter foam-fast set, Fusor P/N 121/124, or equivalent, in a continuous bead the entire length between the door outer panel and the inner safety beam making multiple passes behind the side impact sensor portion of the beam as required to fill in any gaps.
18. Paint the repaired area. Refer to Basecoat/Clearcoat Paint Systems.
19. Install all related panels and components.
20. Enable the SIR system. Refer to SIR Disabling and Enabling.
21. Connect the negative battery cable. Refer to Battery Negative Cable Disconnection and Connection.

2013 Chevrolet Colorado

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

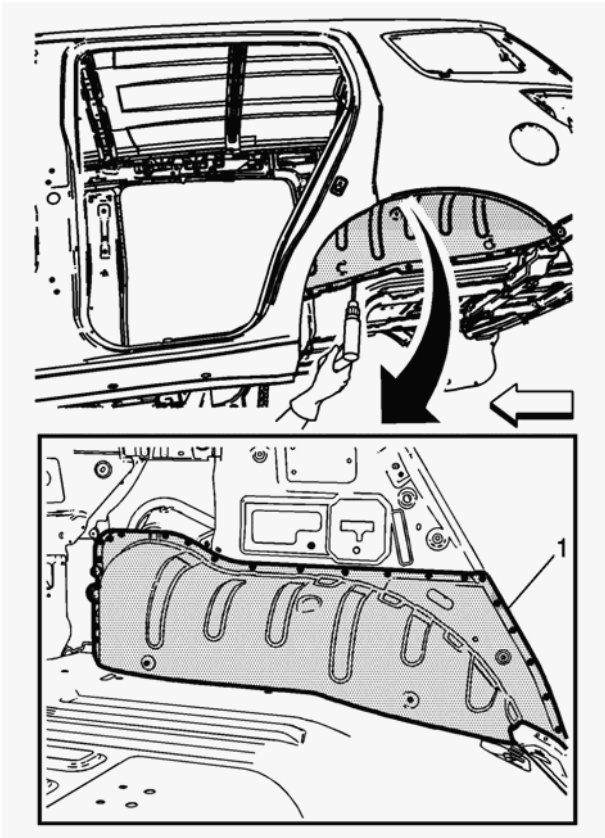
Removal Procedure

Warning: Refer to Approved Equipment for Collision Repair Warning.

Warning: Refer to Glass and Sheet Metal Handling Warning.

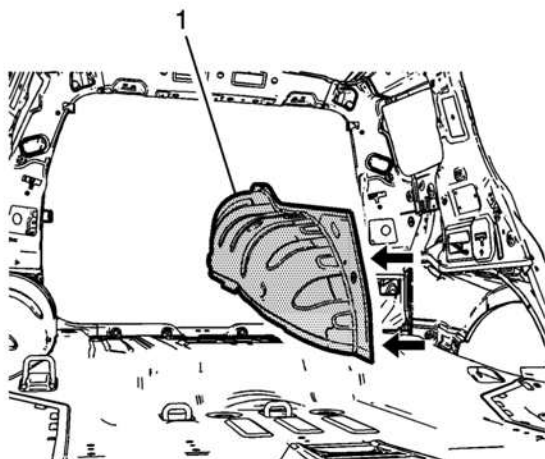
Note: Before beginning the repair, refer to Metal Panel Bonding for proper adhesive applicator preparations and general information.

1. Disable the supplemental inflatable restraint (SIR) system. Refer to SIR Disabling and Enabling.
2. Disconnect the negative battery cable. Refer to Battery Negative Cable Disconnection and Connection.
3. Remove all related panels and components.
4. Repair as much of the damage as possible to factory specifications. Refer to Dimensions - Body.
5. Note the location and remove the sealers and anti-corrosion materials from the repair area, as necessary. Refer to Anti-Corrosion Treatment and Repair.



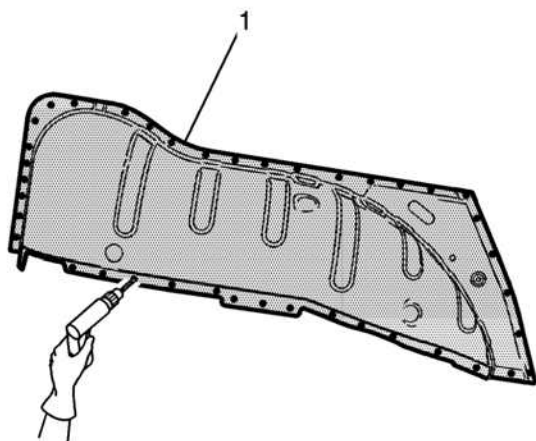
Note: Do not damage any inner panels or reinforcements. Record the number and location of the original welds for installation of the service part.

6. Locate and drill out all the necessary factory welds (1).



7. Remove the rear inner wheelhouse (1).

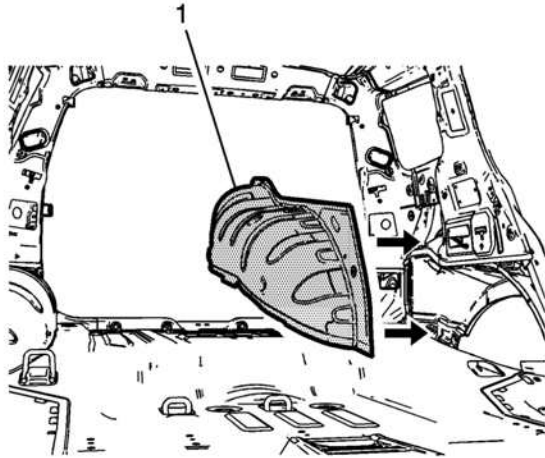
[Installation Procedure](#)



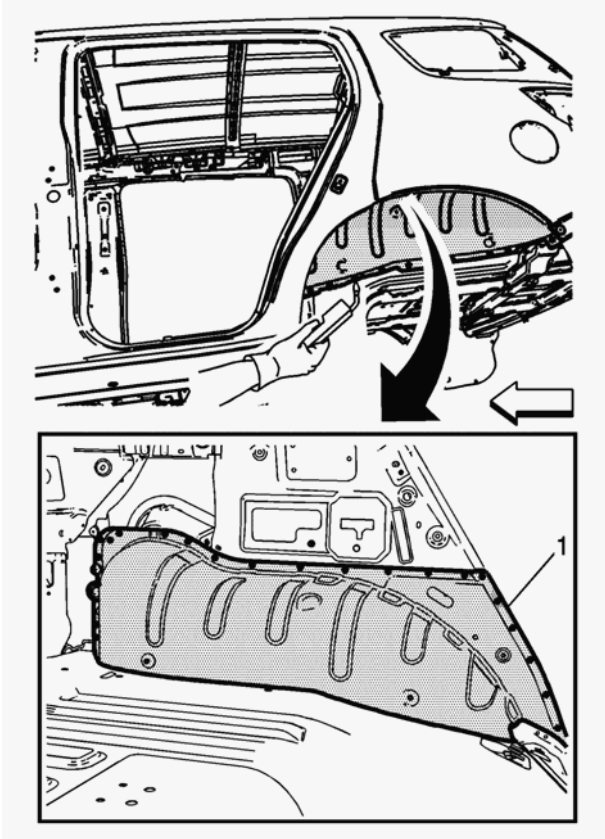
Note: If the location of the original plug welds cannot be determined or structural weld- thru adhesive was present, space plug weld holes every 40 mm (1 1/2 in) apart.

1. Drill 8 mm (5/16 in) plug weld holes in the service part as necessary in the locations noted from the original panel (1).

2. Prepare all mating surfaces as necessary.
3. Apply GM approved weld-thru coating or equivalent to all mating surfaces. Refer to Anti-Corrosion Treatment and Repair.



4. Position the rear inner wheelhouse (1) to the vehicle.
5. Clamp the rear inner wheelhouse (1) in place.



6. Plug weld accordingly (1).
7. Clean and prepare all of the welded surfaces.
8. Install all of the related panels and components.
9. Apply the sealers and anti-corrosion materials to the repair area, as necessary. Refer to Anti-Corrosion Treatment and Repair.
10. Paint the repair area. Refer to Basecoat/Clearcoat Paint Systems.
11. Connect the negative battery cable. Refer to Battery Negative Cable Disconnection and Connection.
12. Enable the SIR system. Refer to SIR Disabling and Enabling.

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

Removal Procedure

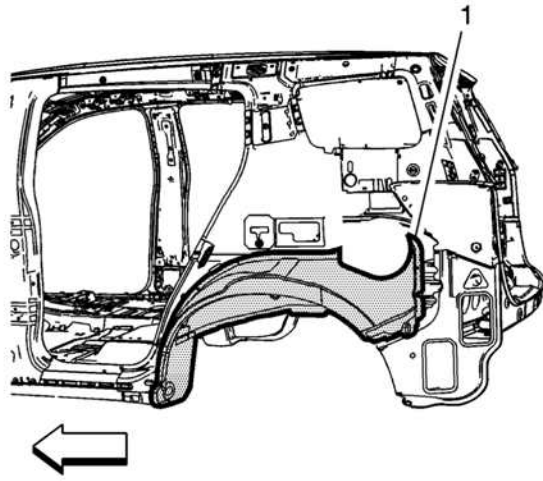
Warning: Refer to Approved Equipment for Collision Repair Warning.

Warning: Refer to Glass and Sheet Metal Handling Warning.

1. Disable the SIR system. Refer to SIR Disabling and Enabling.
2. Disconnect the negative battery cable. Refer to Battery Negative Cable Disconnection and Connection.
3. Remove all related panels and components.
4. Repair as much of the damage as possible to factory specifications. Refer to Dimensions - Body.

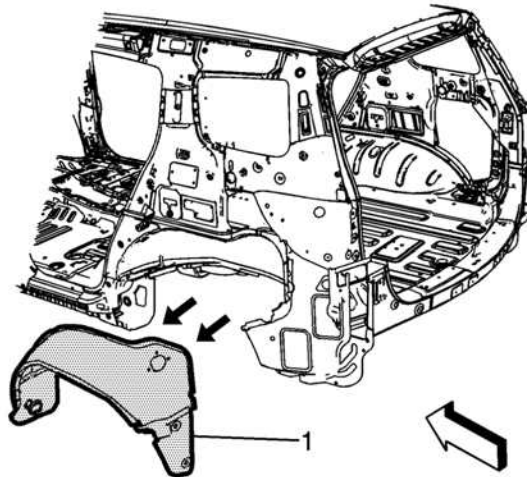
Warning: Refer to Foam Sound Deadeners Warning.

5. Note the location and remove the sealers and anti-corrosion materials from the repair area, as necessary. Refer to Anti-Corrosion Treatment and Repair.
6. Perform the necessary procedures to gain access to the repair.



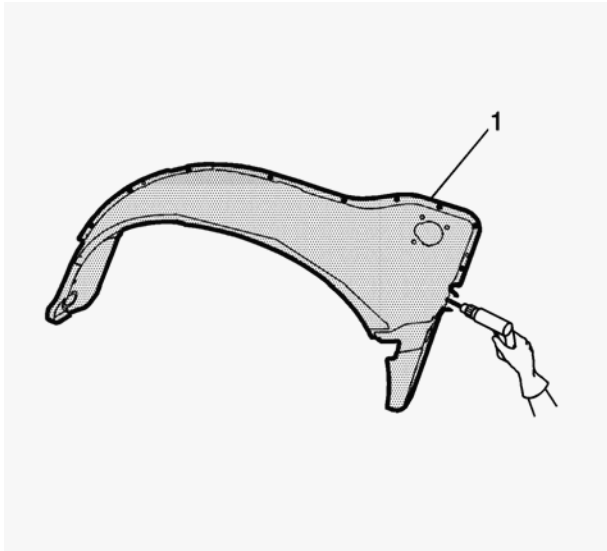
Note: Do not damage any inner panels or reinforcements.

7. Trim away the damaged flange area of the rear wheelhouse (1) to gain access to the weld flange.
8. Locate and drill out all factory welds. Note the number and location of the welds for installation of the outer rear wheelhouse.



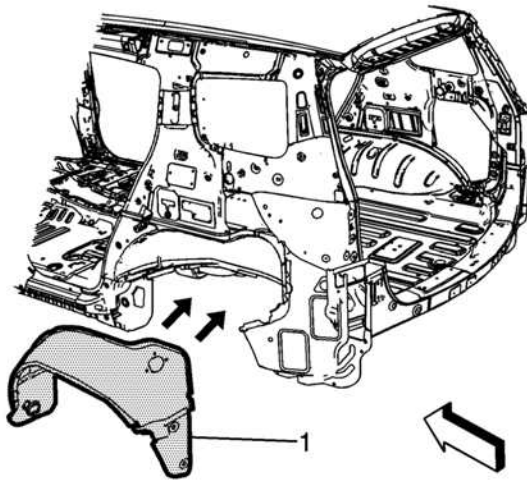
9. Remove the damaged rear wheelhouse (1).

[Installation Procedure](#)

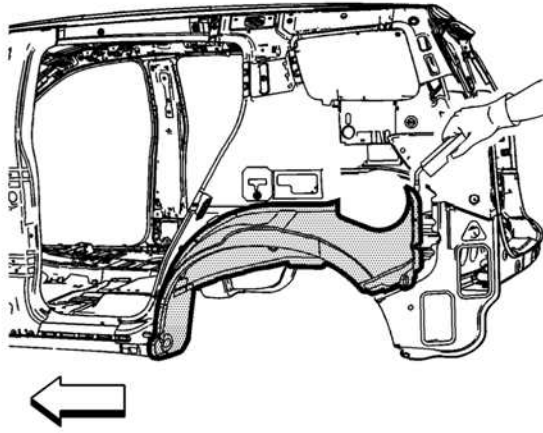


Note: If the location of the original plug weld holes cannot be determined, or if structural weld-thru adhesive was present, space the plug weld holes every 40 mm (1 1/2 in) apart.

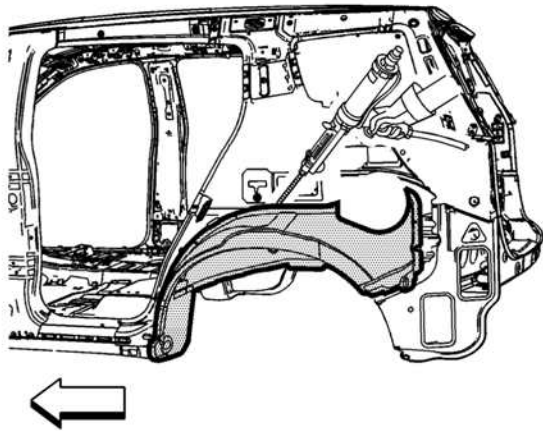
1. Drill 8 mm (5/16 in) plug weld holes (1) in the service part, as necessary, in the service part in locations noted from the original panel.
2. Prepare all attachment surfaces, as necessary.



3. Apply GM approved weld-thru coating or equivalent to all mating surfaces. Refer to Anti-Corrosion Treatment and Repair.
4. Position the rear wheelhouse (1) to the vehicle.



5. Plug weld accordingly.



6. Clean and prepare all welded surfaces.
7. Apply the sealers and anti-corrosion materials to the repair area, as necessary. Refer to Anti-Corrosion Treatment and Repair.
8. Paint the repair area. Refer to Basecoat/Clearcoat Paint Systems.
9. Install all related panels and components.
10. Connect the negative battery cable. Refer to Battery Negative Cable Disconnection and Connection.
11. Enable the SIR system. Refer to SIR Disabling and Enabling.

2013 Chevrolet Colorado

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

Listed below are Registered Trademarks (®) or Non-Registered Trademarks (™) which may appear in this service manual.

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GTP®

H

Homelink™

HYDRA-MATIC®

I

Illumination®

INSTA-TRAC®

Intune®

L

LOCTITE™

Lord Fusor™

M

MAGNASTEER®

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N

Northstar®

O

OnStar®

Optikleen®

P

PASS-KEY®

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PASSLOCK™

PK3®

Posidrive®

Pro®

Q

Quad 4®

R

RAINSENSE™

Rapid Fire®

S

ScotchBrite™

Scotchguard™

Signals®

Sikkens™

Soft-Ray®

Solar-Ray®

Stabilitrak®

Sunrayce®

Superlube®

Syclone®

T

Tech 2®

Techline®

Teflon®

Tefzel®

Theft-It®

Theftlock®

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U

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V

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W

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2013 Chevrolet Colorado

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

Note: Use this procedure for all panels that are replaced at the factory seams, unless a specific procedure exists in the Collision Repair section of this vehicle's service information.

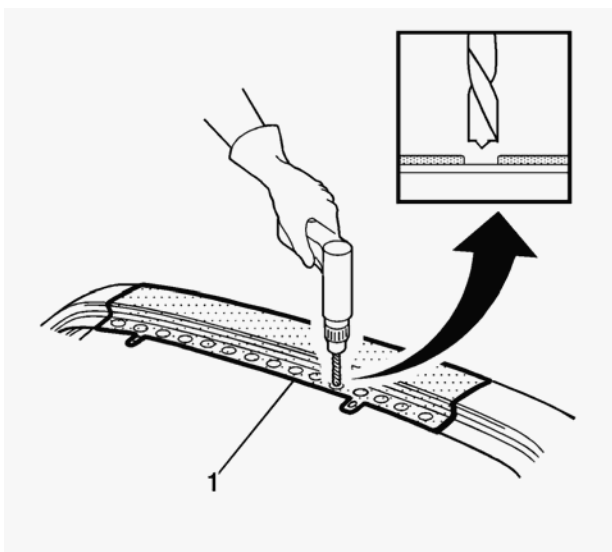
Removal Procedure

Warning: Refer to Approved Equipment for Collision Repair Warning.

1. Disable the SIR system. Refer to SIR Disabling and Enabling.
2. Disconnect the negative battery cable. Refer to Battery Negative Cable Disconnection and Connection.
3. Remove all related panels and components.
4. Repair as much of the damage as possible to factory specifications.

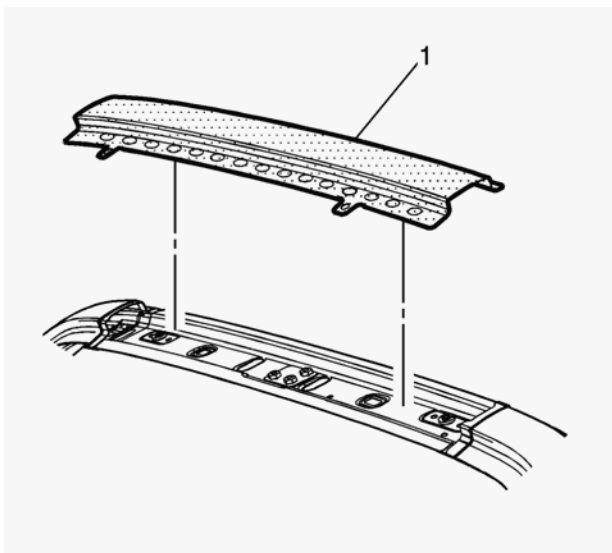
Warning: Refer to Foam Sound Deadeners Warning.

5. Note the location and remove the sealers and anti-corrosion materials from the repair area, as necessary. Refer to Anti-Corrosion Treatment and Repair.



Note: Do not damage any inner panels or reinforcements.

6. Locate and drill out all factory welds (1). Note the number and location of the welds for installation of the service part.

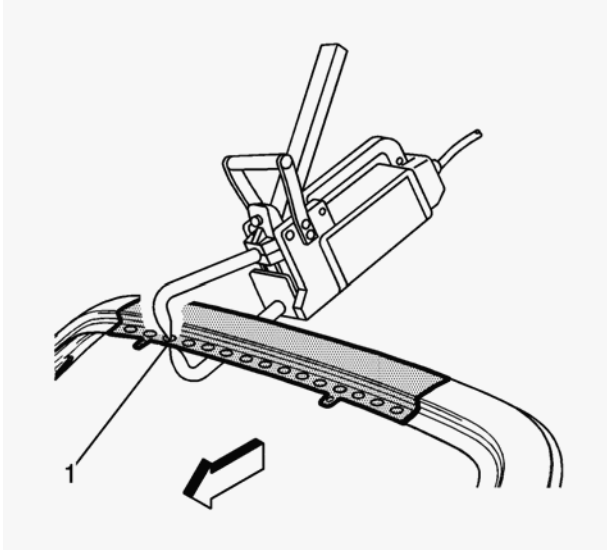


7. Remove the damaged part (1).

[Installation Procedure](#)

Note: If the location of the original plug weld holes cannot be determined, space the plug weld holes every 40 mm (1½ in) apart. Where structural adhesive was present, space the plug weld holes every 20 mm (¾ in) apart.

1. Prepare all mating surfaces as necessary.
2. Apply GM-approved Weld-Thru Coating or equivalent to all mating surfaces. Refer to Anti-Corrosion Treatment and Repair.
3. Position the service part. Clamp in place.



4. Apply welds accordingly (1).
5. Clean and prepare all welded surfaces.
6. Apply the sealers and anti-corrosion materials to the repair area, as necessary. Refer to Anti-Corrosion Treatment and Repair.
7. Paint the repair area. Refer to Basecoat/Clearcoat Paint Systems.
8. Install all related panels and components.
9. Connect the negative battery cable. Refer to Battery Negative Cable Disconnection and Connection.
10. Enable the SIR system. Refer to SIR Disabling and Enabling.

2013 Chevrolet Colorado

Submodel: | Engine Type: | Liters:

Fuel Delivery: | Fuel:

Caution: Do not reuse the retaining ring. Install a NEW retaining ring. Reusing the old retaining ring may cause damage to the clutch assembly.

2013 Chevrolet Colorado

Submodel: | Engine Type: | Liters:

Fuel Delivery: | Fuel:

Caution: Do not pry the ring gear from the differential case. Prying the ring gear from the differential case may cause damage to the ring gear and/or the differential case.

2013 Chevrolet Colorado

Submodel: | Engine Type: | Liters:

Fuel Delivery: | Fuel:

Warning: Road test a vehicle under safe conditions and while obeying all traffic laws. Do not attempt any maneuvers that could jeopardize vehicle control. Failure to adhere to these precautions could lead to serious personal injury and vehicle damage.

2013 Chevrolet Colorado

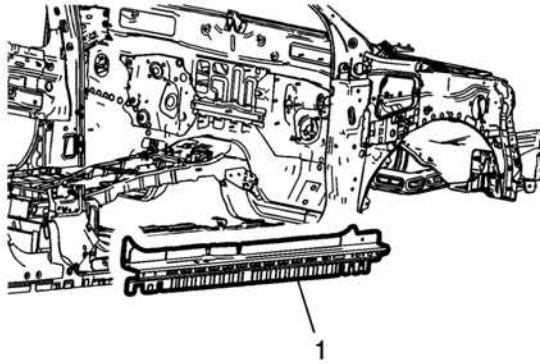
Submodel: | **Engine Type:** | **Liters:**
Fuel Delivery: | **Fuel:**

Removal Procedure

Warning: Refer to Approved Equipment for Collision Repair Warning.

Warning: Refer to Glass and Sheet Metal Handling Warning.

1. Disable the SIR system. Refer to SIR Disabling and Enabling.
2. Disconnect the negative battery cable. Refer to Battery Negative Cable Disconnection and Connection.
3. Remove all related panels and components.
4. Perform additional procedures as necessary. Refer to the following procedures:
 - Rocker Outer Panel Sectioning
 - Body Hinge Pillar Lower Reinforcement Replacement
 - Back Body Pillar Inner Panel Reinforcement Replacement
 - Restore as much of the damage as possible to factory specifications using 3-dimensional measuring equipment.

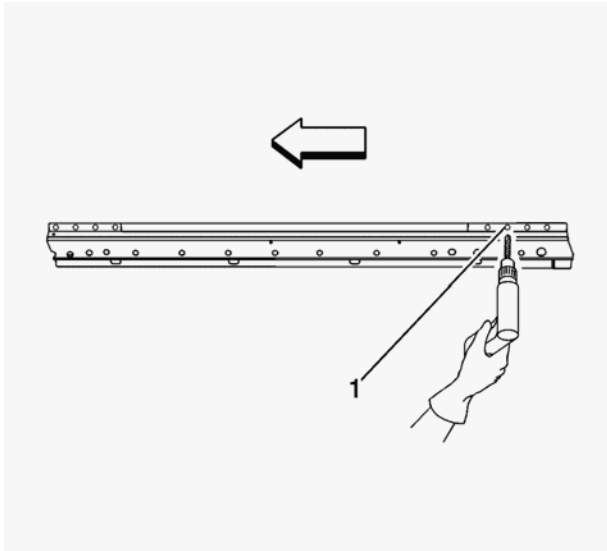


- Note the location and remove the sealers and anti-corrosion materials from the repair area, as necessary (1). Refer to Anti-Corrosion Treatment and Repair.

Note:

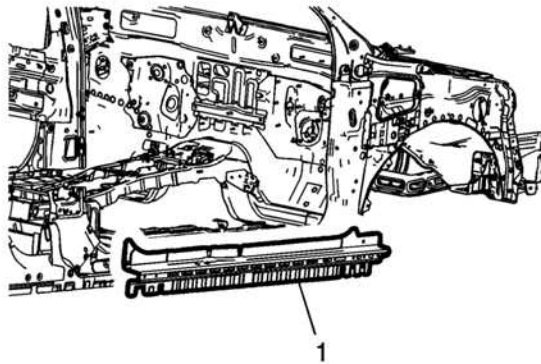
- Removing only the body hinge pillar lower reinforcement and releasing only the welds that attach the back body pillar inner panel reinforcement, if possible, removes the rocker inner panel reinforcement by sliding it out. Choose the procedure that fits better according to the collision
- Do not damage any inner panels or reinforcements.
- Record the number and location of the original welds for installation of the service part.
 - Locate and drill out all factory welds (1).
 - Remove the damaged inner rocker panel.

[Installation Procedure](#)



Note: If the location of the original plug welds cannot be determined or structural weld-thru adhesive was present, space plug weld holes every 40 mm (1 1/2 in) apart.

1. Drill 8 mm (5/16 in) plug weld holes in the service part as necessary (1), in the locations noted from the original panel.
2. Prepare all attachment surfaces as necessary.
3. Apply Weld-Thru Coating or equivalent to all mating surfaces. Refer to Anti-Corrosion Treatment and Repair.



4. Position the inner rocker panel.
5. Clamp service parts in position.
6. Inspect the vehicle for proper dimensions using 3-dimensional equipment.
7. Plug weld accordingly (1).
8. Clean and prepare all welded surfaces.
9. Apply the sealers and anti-corrosion materials to the repair area, as necessary. Refer to Anti-Corrosion Treatment and Repair.
10. Paint the repair area. Refer to Basecoat/Clearcoat Paint Systems.
11. Install all related panels and components.
12. Connect the negative battery cable. Refer to Battery Negative Cable Disconnection and Connection.
13. Enable the SIR system. Refer to SIR Disabling and Enabling.

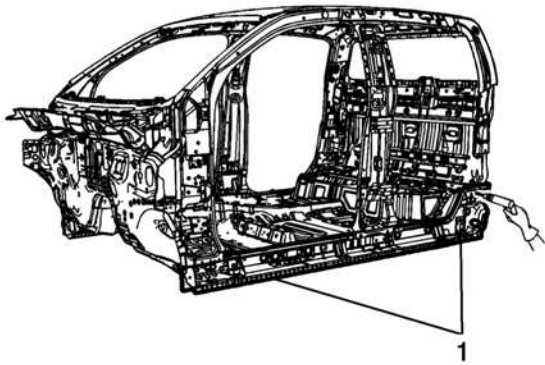
2013 Chevrolet Colorado

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

Removal Procedure

Warning: Refer to Approved Equipment for Collision Repair Warning.

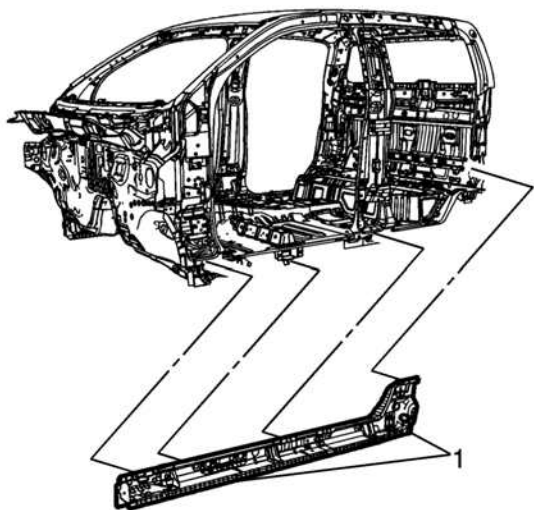
1. Disable the SIR system. Refer to SIR Disabling and Enabling.
2. Disconnect the negative battery cable. Refer to Battery Negative Cable Disconnection and Connection.
3. Remove all related panels and components. Refer to the following procedures:
 - Rocker Outer Panel Sectioning
 - Rocker Inner Panel Reinforcement Replacement
 - Body Hinge Pillar Lower Reinforcement Replacement
 - Back Body Pillar Inner Panel Reinforcement Replacement
 - Repair as much of the damage as possible to factory specifications. Refer to Dimensions - Body.
 - Remove the sealers and anti-corrosion materials from the repair area. Refer to Anti-Corrosion Treatment and Repair.



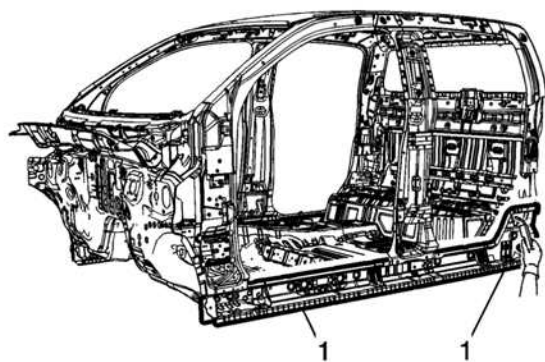
- Carefully move the center pillar inner panel as needed to drill the rocker inner pane.
- Locate and mark all the necessary factory welds of the rocker inner panel.
- Drill all factory welds (1). Note the number and location of welds for installation of the service assembly.
- Remove the damaged rocker inner panel.

Installation Procedure

1. Drill **8 mm (5/16 in)** holes for plug welding along the edges of the quarter outer panel (1) as noted from the original panel.
2. Clean and prepare the attaching surfaces for welding.



3. Position the rocker inner panel on the vehicle.
4. Verify the fit of the panel.
5. Clamp the rocker inner panel into position.



6. Carefully move the center pillar inner panel as needed to weld the rocker inner pane.
7. Plug the weld accordingly.
8. Apply the sealers and anti-corrosion materials to the repair area, as necessary. Refer to Anti-Corrosion Treatment and Repair.
9. Paint the repaired area. Refer to Basecoat/Clearcoat Paint Systems.

10. Install all related panels and components.
11. Connect the negative battery cable. Refer to Battery Negative Cable Disconnection and Connection.
12. Enable the SIR system. Refer to SIR Disabling and Enabling.

2013 Chevrolet Colorado

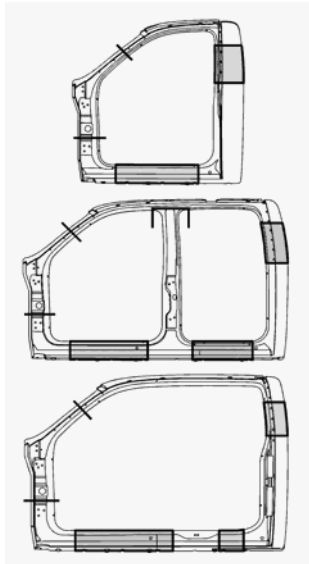
Submodel: | Engine Type: | Liters:
Fuel Delivery: | Fuel:

Removal Procedure

Warning: Refer to Approved Equipment for Collision Repair Warning.

Warning: Refer to Glass and Sheet Metal Handling Warning.

Warning: Refer to Collision Sectioning Warning.



Note: The door frame can be replaced at the factory seams, but requires the removal of the windshield, roof, and quarter panel. The sectioning procedures have been developed as a more cost-effective alternative to complete replacement. The specific area to be sectioned is determined by the extent of the damage to the vehicle.

1. Disable the SIR system. Refer to SIR Disabling and Enabling.
2. Disconnect the negative battery cable. Refer to Battery Negative Cable Disconnection and Connection.
3. Remove all related panels and components.

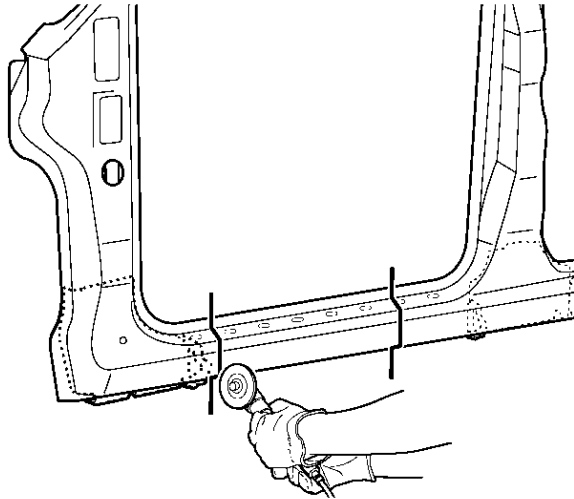
4. Repair as much of the damage as possible to factory specifications. Refer to Dimensions - Body.

Warning: Refer to Foam Sound Deadeners Warning.

5. Note the location and remove the sealers and anti-corrosion materials from the repair area, as necessary. Refer to Anti-Corrosion Treatment and Repair.

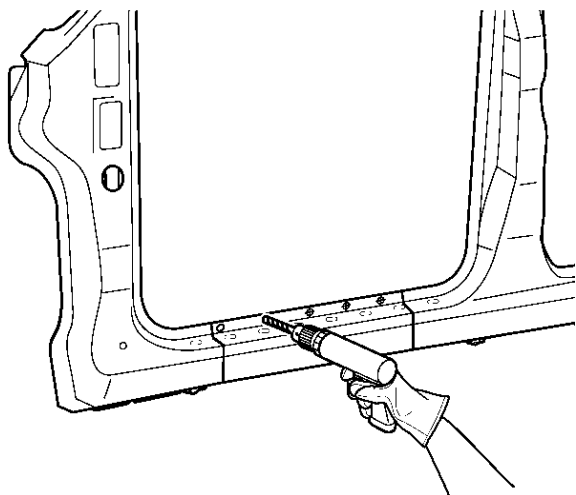
6. Perform additional sectioning procedures as necessary. Refer to the following procedures:

- Outer Windshield Frame Pillar Sectioning
- Front Hinge Pillar Sectioning
- Center Pillar Sectioning
- Rear Pillar Sectioning

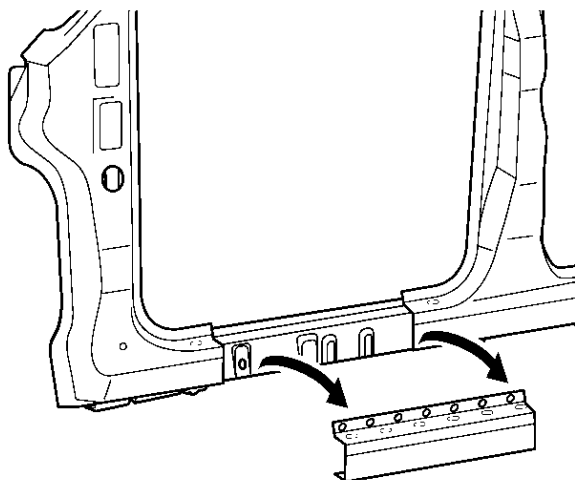


Note: Do not damage any inner panels or reinforcements.

- Cut the panel in the locations where sectioning is to be performed.

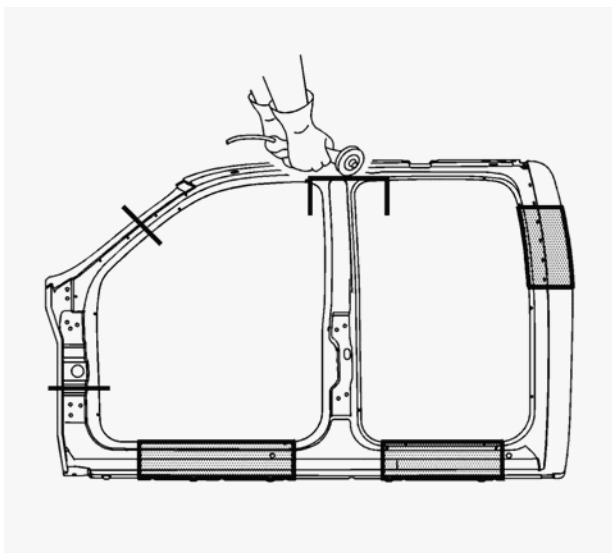


- Locate and drill out all factory welds. Note the number and location of the welds for installation of the service part.

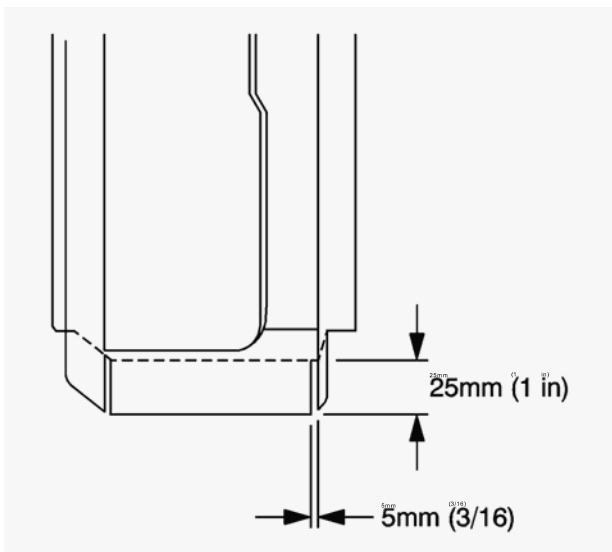


- Remove the damaged body side.

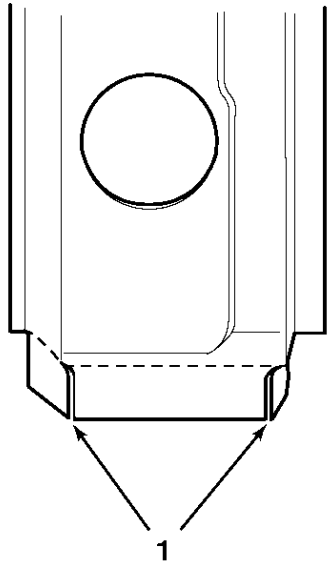
[Installation Procedure](#)



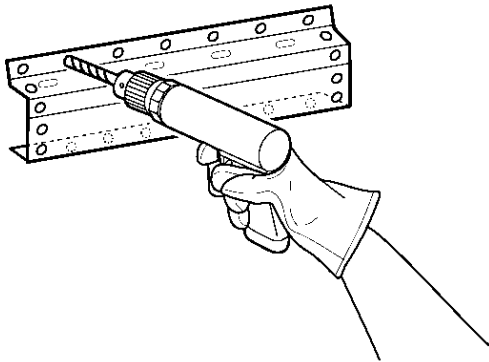
1. From the service part, cut the panel in corresponding locations to overlap the remaining original panel by 25 mm (1 in) at each joint location.



2. Cut and remove 25 mm (1 in) from the flanges on either side of the remaining section of the original pillar. Cut 5 mm (3/16 in) wide gaps in the bottom corner.

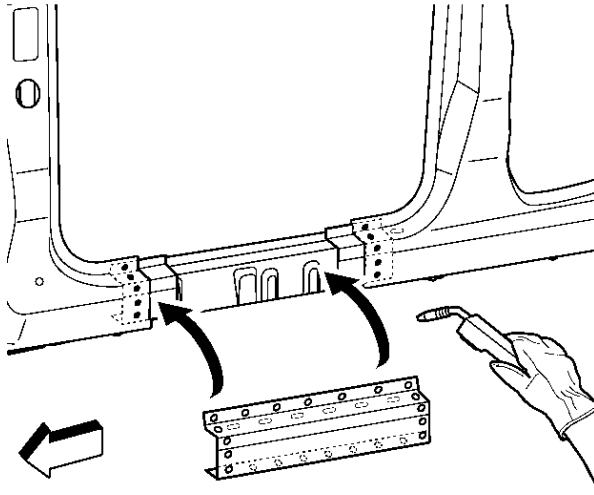


3. Step the tabs (1) inward to allow the door frame opening service section to fit over the original hinge pillar.



Note: If the location of the original plug weld holes can not be determined, or if structural weld-thru adhesive was present, space the plug weld holes every 40 mm (1 1/2 in) apart.

4. Drill 8 mm (5/16 in) plug weld holes in the service part as necessary in the locations noted from the original panel and along the sectioning cut.
5. Prepare all attachment surfaces as necessary.
6. Apply Weld-Thru Coating or equivalent to all mating surfaces. Refer to Anti-Corrosion Treatment and Repair.



7. Position the body side to the vehicle using 3-dimensional measuring equipment. Clamp in place.
8. Fit the new part on the original panel.

Note: To create a solid weld with minimum heat distortion, make 25 mm (1 in) stitch welds along the seam with 25 mm (1 in) gaps between them. Complete the stitch weld.

9. Clean and prepare all welded surfaces.
10. Plug weld accordingly.
11. Apply the sealers and anti-corrosion materials to the repair area, as necessary. Refer to Anti-Corrosion Treatment and Repair.
12. Paint the repair area. Refer to Basecoat/Clearcoat Paint Systems.
13. Install all related panels and components.
14. Connect the negative battery cable. Refer to Battery Negative Cable Disconnection and Connection.
15. Enable the SIR system. Refer to SIR Disabling and Enabling.

2013 Chevrolet Colorado

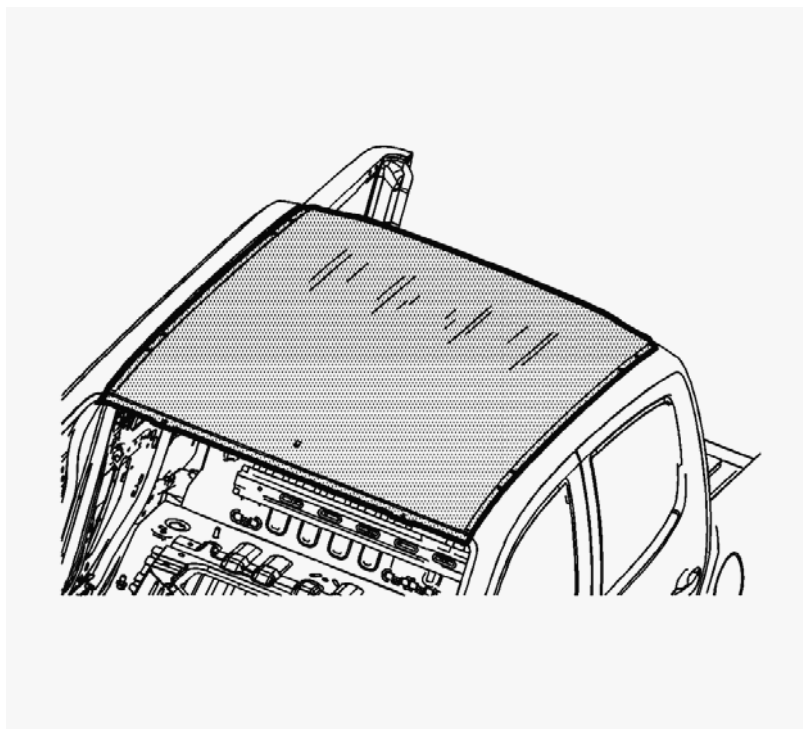
Submodel: | Engine Type: | Liters:
Fuel Delivery: | Fuel:

Removal Procedure

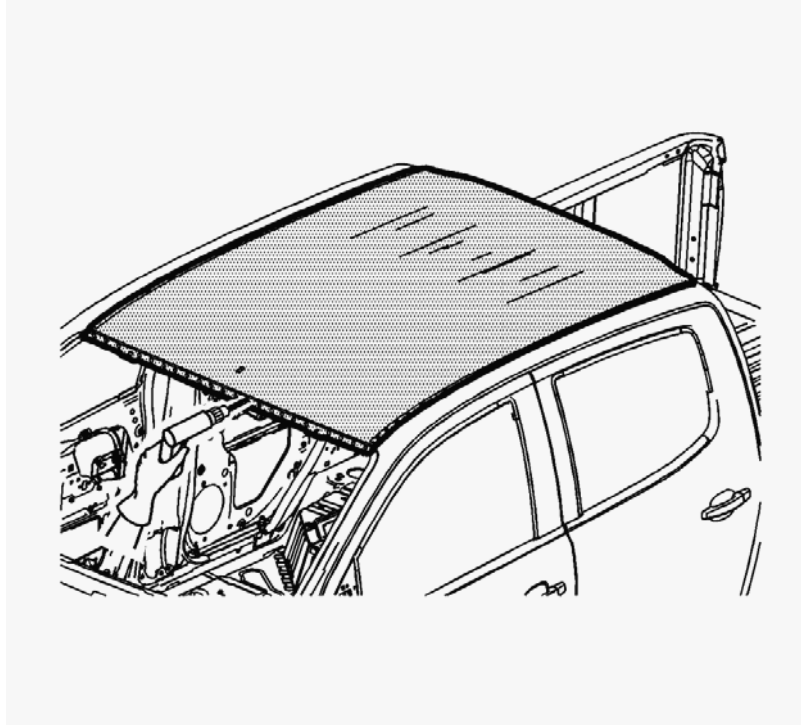
Warning: Refer to Approved Equipment for Collision Repair Warning.

Note: When replacing panels that involve servicing of stationary windows, refer to Adhesive Installation of Windshields and Adhesive Installation of Rear Windows, before performing any priming or refinishing.

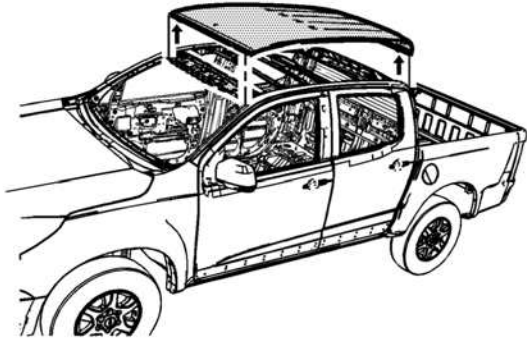
1. Disable the SIR system. Refer to SIR Disabling and Enabling.
2. Disconnect the negative battery cable. Refer to Battery Negative Cable Disconnection and Connection.



3. Remove all related panels and components.
4. Repair as much of the damage as possible, to factory specifications. Refer to Dimensions - Body.
5. Note the location, and remove the sealers and anti-corrosion materials from the repair area, as necessary. Refer to Anti-Corrosion Treatment and Repair.
6. Remove the windshield. Refer to Windshield Replacement.
7. Remove the rear window. Refer to Rear Window Replacement.

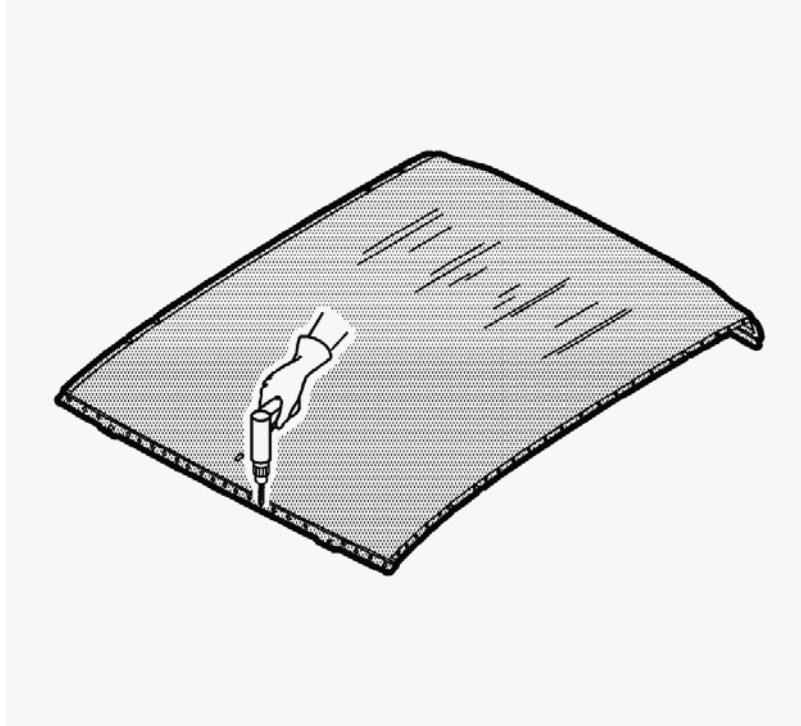


8. Locate and drill out all factory welds. Note the number and location of welds for installation of the roof panel.



9. With an assistant remove the roof panel.

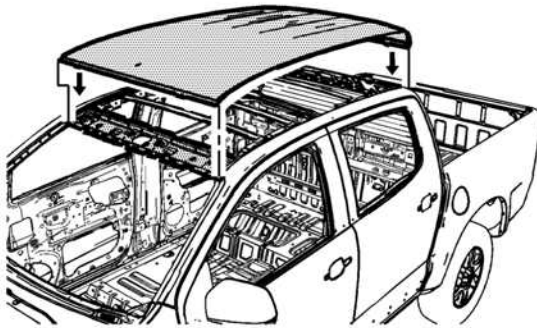
[Installation Procedure](#)



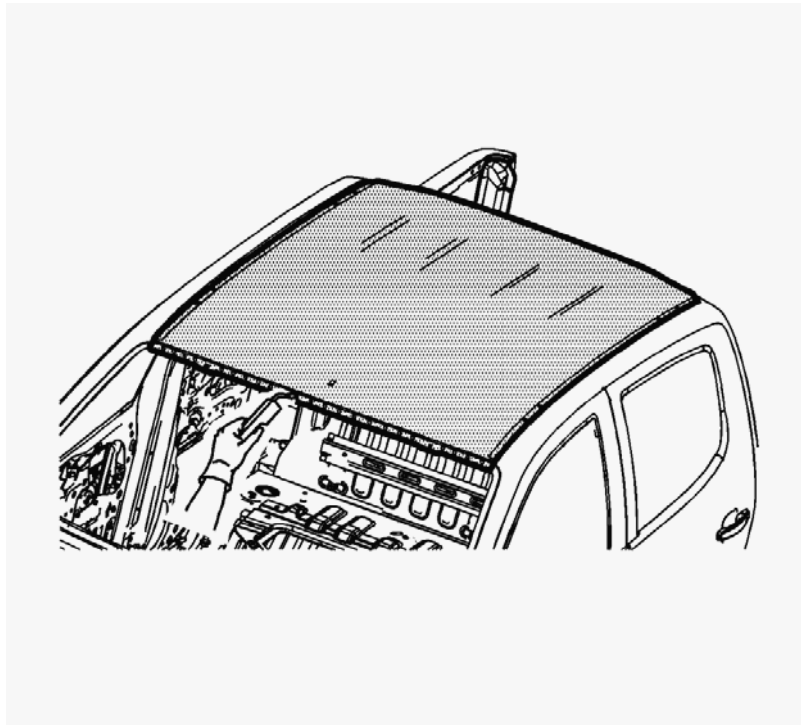
1. Drill 8 mm (5/16 in) plug weld holes, as necessary, in locations noted from the original panel.

Note: If the location of the original plug weld holes can not be determined, or if structural weld-thru adhesive is present, space the plug weld holes every 40 mm (1½ in) apart.

2. Prepare all mating surfaces, as necessary.
3. Apply GM-approved Weld-Thru coating or equivalent to all mating surfaces. Refer to Anti-Corrosion Treatment and Repair.

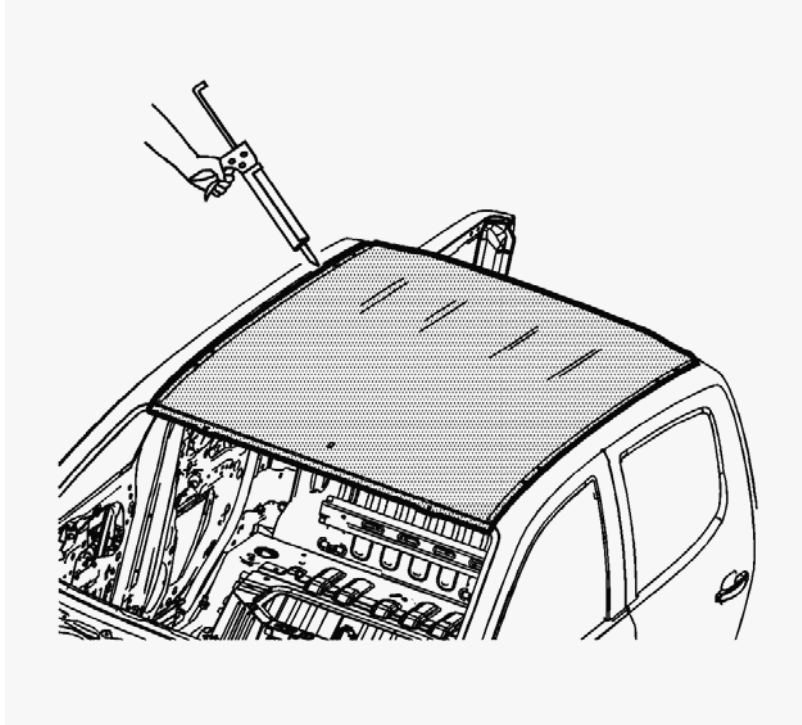


4. With the aid of an assistant, position the roof panel to the body.



5. Plug weld accordingly.

6. Clean and prepare all welded surfaces.



7. Apply the sealers and anti-corrosion materials to the repair area, as necessary. Refer to Anti-Corrosion Treatment and Repair.
8. Paint the repair area. Refer to Basecoat/Clearcoat Paint Systems.
9. Install the windshield. Refer to Windshield Replacement.
10. Install the rear window. Refer to Rear Window Replacement.
11. Install all related panels and components.
12. Connect the negative battery cable. Refer to Battery Negative Cable Disconnection and Connection.
13. Enable the SIR system. Refer to SIR Disabling and Enabling.

2013 Chevrolet Colorado

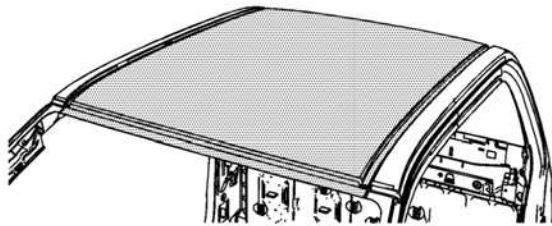
Submodel: | Engine Type: | Liters:
Fuel Delivery: | Fuel:

Removal Procedure

Warning: Refer to Approved Equipment for Collision Repair Warning.

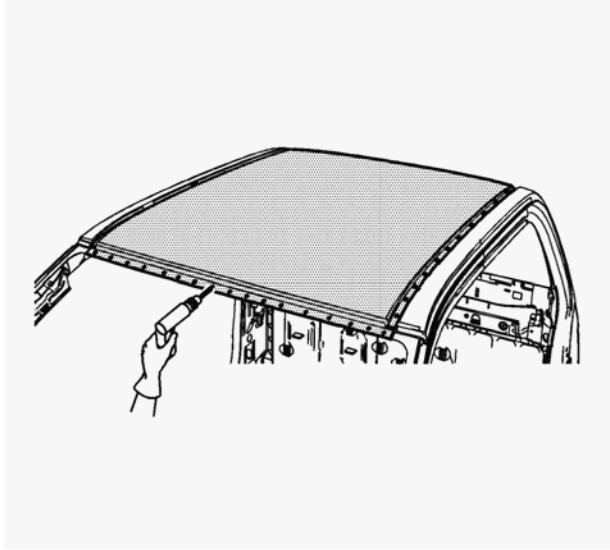
Note: When replacing panels that involve servicing of stationary windows, refer to Adhesive Installation of Windshields and Adhesive Installation of Rear Windows, before performing any priming or refinishing.

1. Disable the SIR system. Refer to SIR Disabling and Enabling.
2. Disconnect the negative battery cable. Refer to Battery Negative Cable Disconnection and Connection.

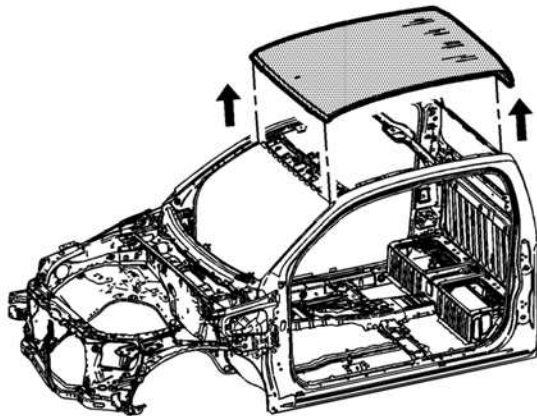


3. Remove all related panels and components.
4. Repair as much of the damage as possible, to factory specifications. Refer to Dimensions - Body.
5. Note the location, and remove the sealers and anti-corrosion materials from the repair area, as necessary. Refer to Anti-Corrosion Treatment and Repair.

6. Remove the windshield. Refer to Windshield Replacement.
7. Remove the rear window. Refer to Rear Window Replacement.

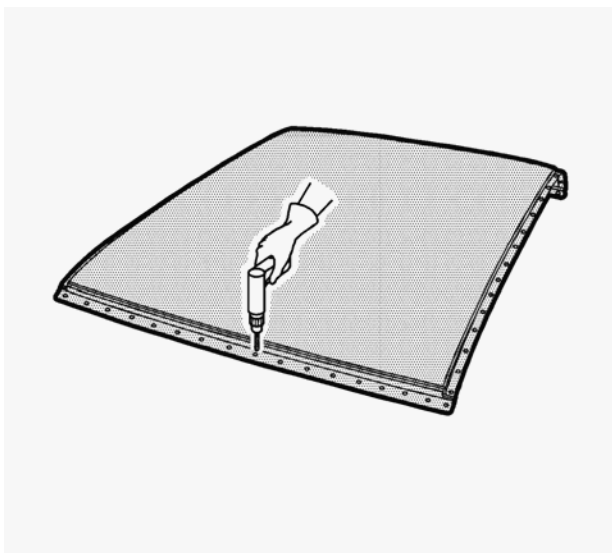


8. Locate and drill out all factory welds. Note the number and location of welds for installation of the roof panel.



9. With an assistant remove the roof panel.

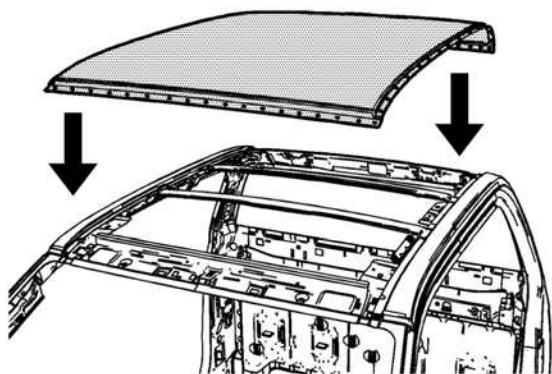
[Installation Procedure](#)



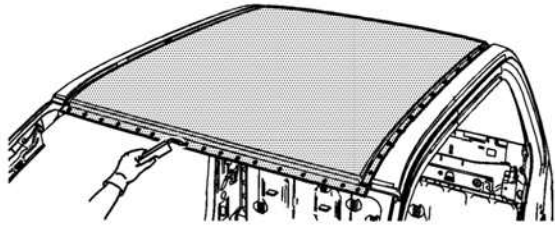
1. Drill 8 mm (5/16 in) plug weld holes, as necessary, in locations noted from the original panel.

Note: If the location of the original plug weld holes can not be determined, or if structural weld-thru adhesive is present, space the plug weld holes every 40 mm (1½ in) apart.

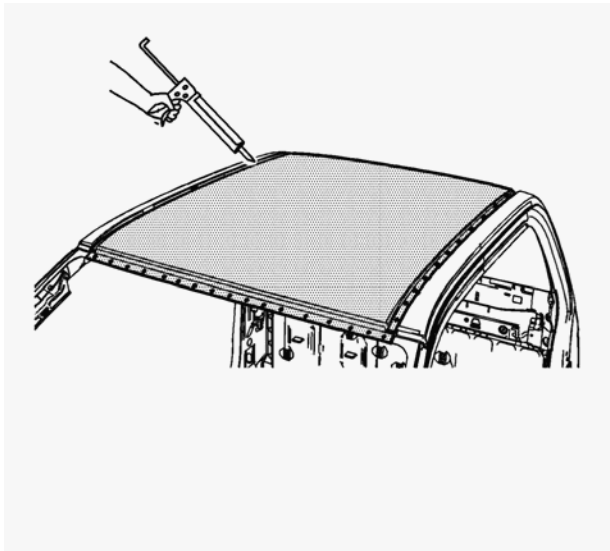
2. Prepare all mating surfaces, as necessary.
3. Apply GM-approved Weld-Thru coating or equivalent to all mating surfaces. Refer to Anti-Corrosion Treatment and Repair.



4. With the aid of an assistant, position the roof panel to the body.



5. Plug weld accordingly.
6. Clean and prepare all welded surfaces.



7. Apply the sealers and anti-corrosion materials to the repair area, as necessary. Refer to Anti-Corrosion Treatment and Repair.
8. Paint the repair area. Refer to Basecoat/Clearcoat Paint Systems.
9. Install the windshield. Refer to Windshield Replacement.
10. Install the rear window. Refer to Rear Window Replacement.

11. Install all related panels and components.
12. Connect the negative battery cable. Refer to Battery Negative Cable Disconnection and Connection.
13. Enable the SIR system. Refer to SIR Disabling and Enabling.

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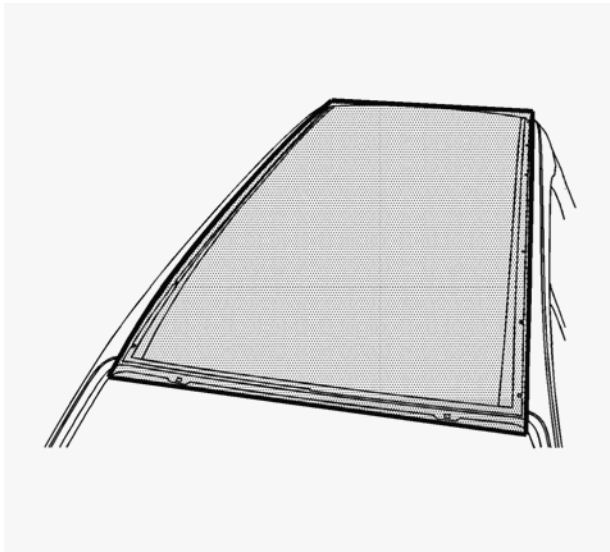
Submodel: | Engine Type: | Liters:
Fuel Delivery: | Fuel:

Removal Procedure

Warning: Refer to Approved Equipment for Collision Repair Warning.

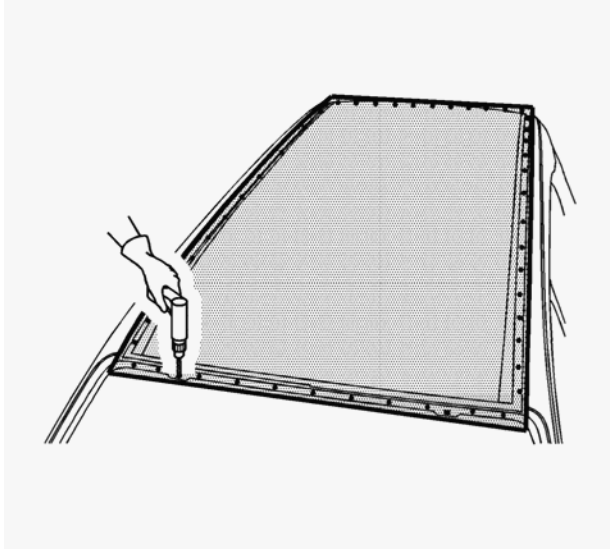
Note: When replacing panels that involve servicing of stationary windows, refer to Adhesive Installation of Windshields and Adhesive Installation of Rear Windows, before performing any priming or refinishing.

1. Disable the SIR system. Refer to SIR Disabling and Enabling.
2. Disconnect the negative battery cable. Refer to Battery Negative Cable Disconnection and Connection.

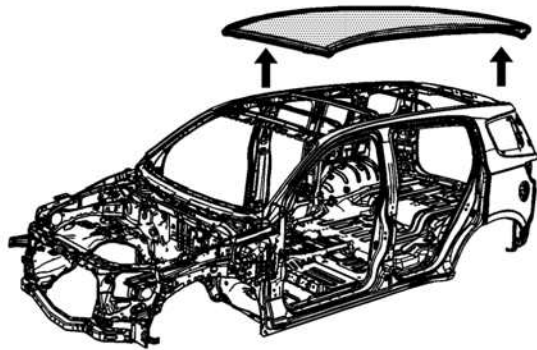


3. Remove all related panels and components.
4. Repair as much of the damage as possible, to factory specifications. Refer to Dimensions - Body.
5. Note the location, and remove the sealers and anti-corrosion materials from the repair area, as necessary. Refer to Anti-Corrosion Treatment and Repair.

6. Remove the windshield. Refer to Windshield Replacement.
7. Remove the rear window. Refer to Rear Window Replacement.

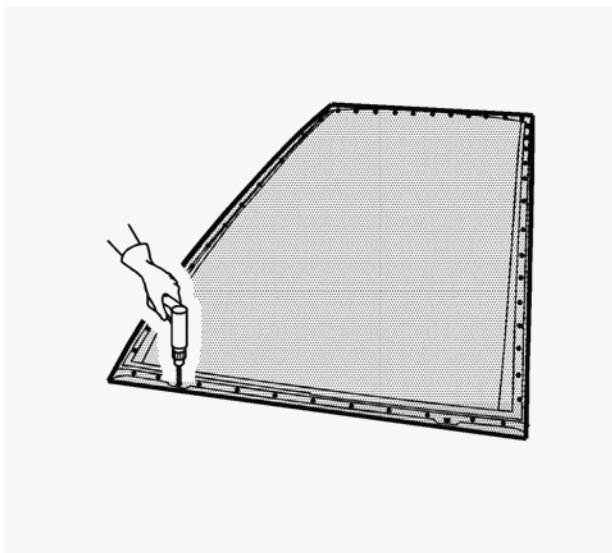


8. Locate and drill out all factory welds. Note the number and location of welds for installation of the roof panel.



9. With an assistant remove the roof panel.

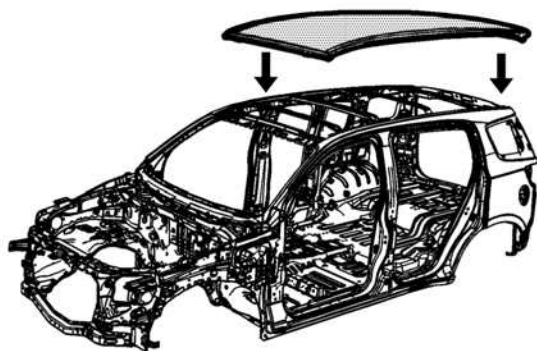
[Installation Procedure](#)



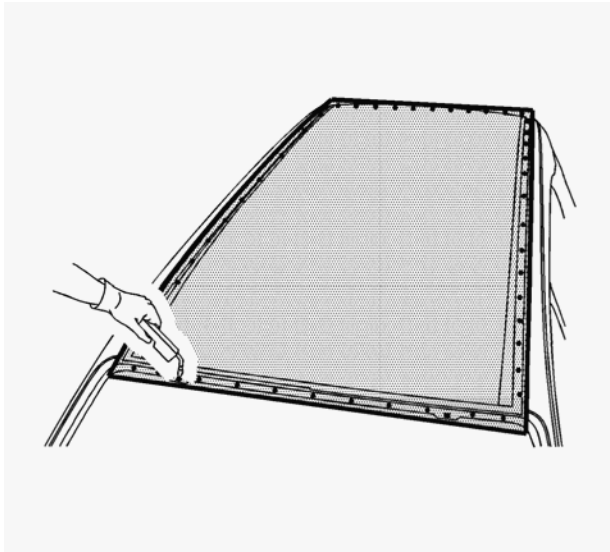
1. Drill 8 mm (5/16 in) plug weld holes, as necessary, in locations noted from the original panel.

Note: If the location of the original plug weld holes can not be determined, or if structural weld-thru adhesive is present, space the plug weld holes every 40 mm (1½ in) apart.

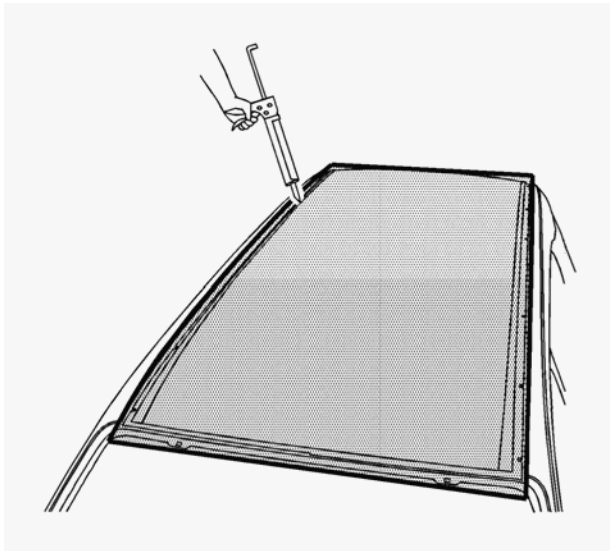
2. Prepare all mating surfaces, as necessary.
3. Apply GM-approved Weld-Thru coating or equivalent to all mating surfaces. Refer to Anti-Corrosion Treatment and Repair.



4. With the aid of an assistant, position the roof panel to the body.



5. Plug weld accordingly.
6. Clean and prepare all welded surfaces.



7. Apply the sealers and anti-corrosion materials to the repair area, as necessary. Refer to Anti-Corrosion Treatment and Repair.
8. Paint the repair area. Refer to Basecoat/Clearcoat Paint Systems.
9. Install the windshield. Refer to Windshield Replacement.
10. Install the rear window. Refer to Rear Window Replacement.

11. Install all related panels and components.
12. Connect the negative battery cable. Refer to Battery Negative Cable Disconnection and Connection.
13. Enable the SIR system. Refer to SIR Disabling and Enabling.

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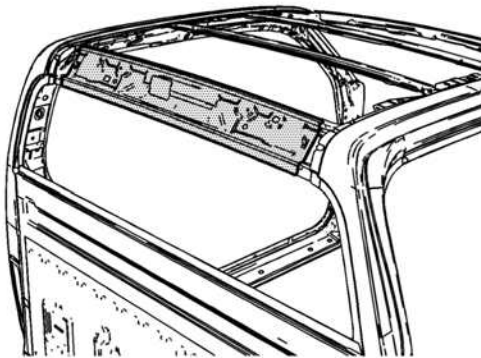
Submodel: | Engine Type: | Liters:
Fuel Delivery: | Fuel:

Note: This procedure is similar to all cabs.

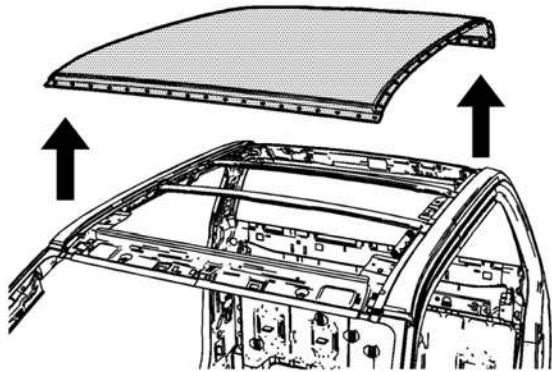
Removal Procedure

Warning: Refer to Approved Equipment for Collision Repair Warning.

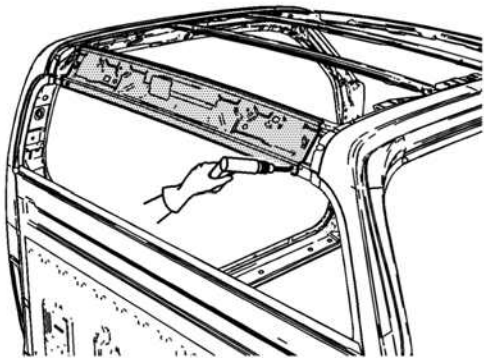
1. Disable the SIR system. Refer to SIR Disabling and Enabling.
2. Disconnect the negative battery cable. Refer to Battery Negative Cable Disconnection and Connection.



3. Remove all related panels and components.
4. Repair as much of the damage as possible to factory specifications. Refer to Dimensions - Body.
5. Note the location and remove the sealers and anti-corrosion materials from the repair area, as necessary. Refer to Anti-Corrosion Treatment and Repair.

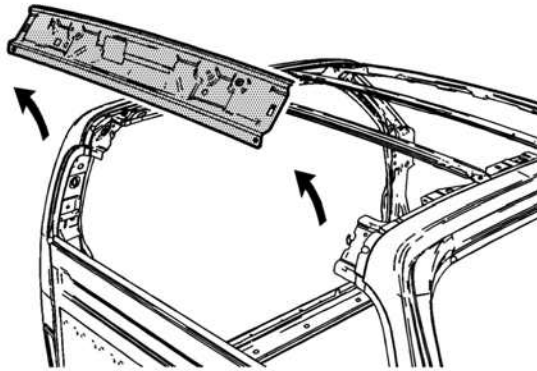


6. Remove the roof panel. Refer to Roof Outer Panel Replacement.



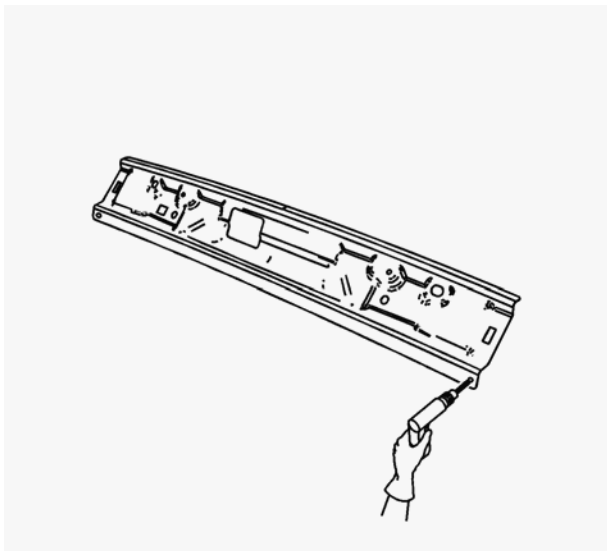
Note: Do not damage any inner panels or reinforcements.

7. Locate and drill out all factory welds. Note the number and location of welds for installation of the service part.



8. Remove the damaged roof header panel.

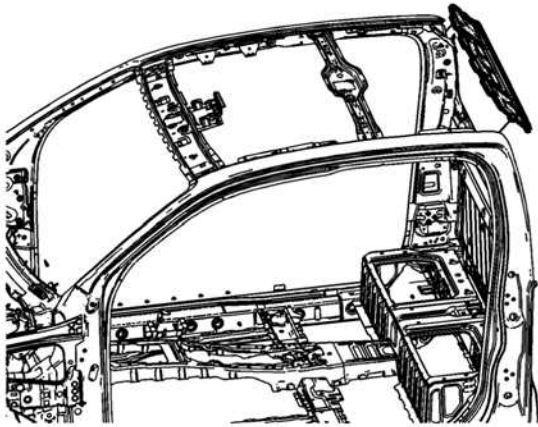
Installation Procedure



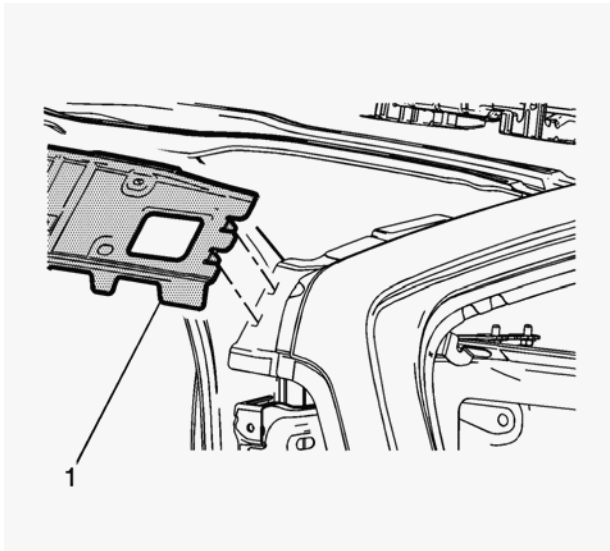
Note: If the location of the original plug weld holes can not be determined, or if structural weld-thru adhesive is present, space the plug weld holes every 40 mm (1½ in) apart.

1. Drill 8 mm (5/16 in) plug weld holes in the service part as necessary in the locations noted from the original panel.

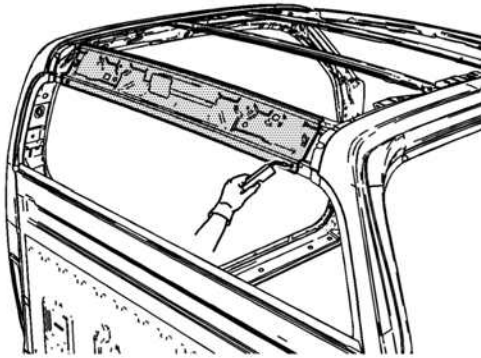
2. Prepare all mating surfaces as necessary.
3. Apply Weld-Thru coating or equivalent to all mating surfaces. Refer to Anti-Corrosion Treatment and Repair.



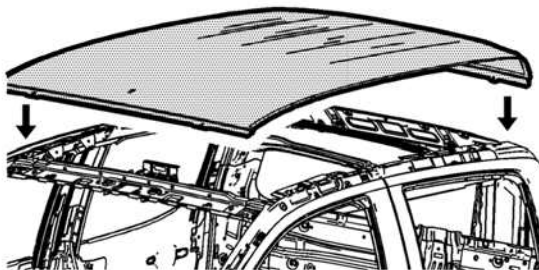
4. Position the roof header panel.



5. Align the roof header panel over the locator tabs (1).



6. Plug weld accordingly.



7. Install the roof panel. Refer to Roof Outer Panel Replacement.
8. Clean and prepare all welded surfaces.
9. Apply the sealers and anti-corrosion materials to the repair area, as necessary. Refer to Anti-Corrosion Treatment and Repair.
10. Paint and repair the area. Refer to Basecoat/Clearcoat Paint Systems.
11. Install all related panels and components.
12. Connect the negative battery cable. Refer to Battery Negative Cable Disconnection and Connection.

13. **Enable the SIR system.** Refer to SIR Disabling and Enabling.

2013 Chevrolet Colorado

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

The following table provides the description of the RPO codes that are available on the vehicle. The vehicles RPO list is printed on the Service Parts Identification Label.

RPO Code List

RPO	Description
01F	TRIM COLOR SEAT — SHALE
01M	TRIM COLOR SEAT VERY DARKASH GREY / DARKASH GREY
02Z	TRIM COLOR SEAT VERY DARKASH GREY
04C	TRIM COLOR SEAT — VERY DARKASH GREY/SHALE
04D	TRIM COLOR SEAT — DARKASH GREY
16U	PRIMARY COLOR EXTERIOR, MAHLER WHITE (02) (BRAZIL)
1AN	TRIM COLOR DR PANEL VERY DARKASH GREY / DARKASH GREY
1B8	TRIM COLOR DR PANEL-VERY DARKASH GREY/SHALE
1BW	TRIM COLOR DR PANEL VERY DARKASH GREY
2CH	MOLDING DOOR INTR — PIANO GREY
2CI	MOLDING DOOR INTR — DASH GREY METALLIC
2GZ	MOLDING DOOR INTR-DARK SLEEK SILVER 2
39U	PRIMARY COLOR EXTERIOR, ARTEMIS GREY (10) GMB
3CB	MOLDING I/P — INTR, PIANO GREY
3CD	MOLDING I/P — INTR, DASH GREY METALLIC
3EW	MOLDING I/P-INTR, DARK SLEEK SILVER 2
4BC	INTERIOR TRIM TWO TONE - VERY DARKASH GREY / DARKASH GREY
4BD	INTERIOR TRIM VERY DARKASH GREY
4BW	INTERIOR TRIM — INTERIOR TRIM, TWO TONE, VERY DARKASH GREY/SHALE
5JY	ACCESSORY-TONNEAU - RR COMPT - SOFT FOLDING
5VD	ACCESSORY-PROTECTOR - FRONT BUMPER
5VX	ACCESSORY-CD PLAYER W/ DVD DISPLAY - MULTIFUNCTION
5WL	ACCESSORY-LOCK - SPARE WHEEL
5XC	ACCESSORY-SNORKEL - AIR INTAKE
5Y3	ACCESSORY-TOW BALL - TRAILER HITCH
5Y4	ACCESSORY-COVER - TRAILER HITCH TOW BALL
69U	PRIMARY COLOR EXTERIOR, POLARIS SILVER METALLIC (05) (BRAZIL)
6NE	HANDLE-I/S, DR, DARK SLEEK SILVER 2
8E6	BUMPER RR-PAINTED
8F4	BUMPER RR-STEP
9H3	FUEL TANK — 76L, 20 GAL
9J4	BUMPER RR-(NONE)
A50	SEAT — FRT BKT
A51	SEAT FRT BKT, CUSTOM
A52	SEAT — FRT BENCH
ACH	RESTRAINT PROVISIONS — RETRACTOR, AUTOMATIC LOCKING
AG4	ADJUSTER FRT ST MANUAL, 2 WAY, VERT, DRIVER
AG5	ADJUSTER PASS ST — MANUAL, 2 WAY
AHT	ADJUSTER FRT ST — POWER, MULTI-DIRECTIONAL/FUNCTIONAL, DRIVER
AJ0	RESTRAINT — HEAD, RR SEAT, CLOTH COVERED, TWO, OUTSIDE

AJ2	SEAT RR-FOLDING, JUMPSEAT
AK0	RESTRAINT — HEAD, RR SEAT, LEATHER COVERED, TWO, OUTSIDE
AK1	RESTRAINT SYSTEM — FRT BENCH SEAT, SHOULDER, RETRACTOR, 3 POINT, CTR LAP
AK5	RESTRAINT SYSTEM SEAT, INFLATABLE, DRIVER AND PASSENGER FRONT
AK8	RESTRAINT SYSTEM SEAT, SHLDR, 3 POINT
AKJ	WINDSHIELD STYLE — SHADE BAND
AM7	SEAT REAR FOLDING
AN4	RESTRAINT PROVISIONS — CHILD
AQ0	RESTRAINT — HEAD, RR SEAT, VINYL COVERED, TWO, OUTSIDE
AT7	RESTRAINT SYSTEM RR — SEAT, SHOULDER, RETRACTOR, 3 POINT, 3 SHOULDER
ATG	LOCK CONTROL, ENTRY — REMOTE ENTRY, STANDARD RANGE
AUW	SEAT REAR — FOLDING, CUSHION 60/40, STORAGE BOX
AVN	RESTRAINT-HEAD, RR SEAT
AW4	RESTRAINT — HEAD, EXPANDED POLYPROPYLENE
AWX	RESTRAINT SYSTEM — SEAT, INFLATABLE, DRIVER & PASS, FRT, ROOF SIDE
AXG	WINDOW — POWER OPERATED-EXPRESS DRIVER UP/DOWN
AXK	VEHICLE TYPE TRUCK
AY5	RESTRAINT — HEAD, RR SEAT, CLOTH COVERED, CENTER
AY6	RESTRAINT — HEAD, RR SEAT, LEATHER COVERED, CENTER
B38	COVERING FLOOR-VINYL, FRT & RR, FULL WIDTH
B76	CLUSTER COLOR-INST, BLACK
B79	CLUSTER COLOR-INST, BLUE
B87	MOLDING B/S BLACK
BAE	EQUIPMENT — SECURITY SYSTEM, IMMOBILIZATION
BBF	COVERING — BACK TRIM PANEL
BCP	COVER —ENGINE, APPEARANCE
BGL	PARTS PKG MERCHANDISED ALCOHOL/GASOLINE ENGINE
BHC	ORNAMENTATION EMBLEM "CHEVROLET"
BIC	ENVELOPE-MANUAL FOLDER, DELUXE
BL1	PARTS PKG MERCHANDISED GASOLINE ENGINE
BL2	PARTS PKG MERCHANDISED DIESEL ENGINE
BS1	INSULATION – ACOUSTICAL PKG
BVE	STEPS, RUNNINGBOARD-SIDE
BW7	ORNAMENTATION EXTR, PLR APLQ
C1H	GVW RATING-6,060 LBS/2,750 KG
C41	HVAC SYSTEM HEATER, OUTSIDE AIR, WITH FAN
C49	DEFOGGER REAR WINDOW, ELECTRIC
C5S	GVW RATING-6,600 LBS
C60	HVAC SYSTEM AIR CONDITIONER FRONT, MAN CONTROLS
C65	HVAC SYSTEM — AIR CONDITIONER FRT, MAN CONTROLS, W/O HTR CORE
C68	HVAC SYSTEM — AIR CONDITIONER FRT, AUTO, ELECTRONIC CONTROLS
C74	LAMP — INTR, ROOF, DUAL READING
C7H	GVW RATING-6,400 LBS/2,900 KG
C99	SWITCH-INFL RST I/P MDL MAN SUPPRESSION
D53	CONSOLE — FRT COMPT, FLOOR, W/LID
D54	CONSOLE — FRT COMPT, FLOOR, W/O LID
D72	HANDLE O/S DOOR BLACK

D75	HANDLE O/S DOOR BODY COLOR
D7A	HANDLE, REAR CLOSURE-O/S, L/GATE, R/CMPT, BLACK
D87	HANDLE O/S, L/GATE, R/CMPT, BLACK
D91	HANDLE, REAR CLOSURE-O/S, L/GATE, R/CMPT, COLOR
DA5	ARM REST-RR SEAT, CENTER
DBI	MIRROR O/S — LH & RH, MANUAL CONTROL, MANUAL FOLDING
DGF	MIRROR O/S — LH & RH, REMOTE CONTROL, ELECTRIC, TURN SIG IND, CHROME
DGJ	MIRROR O/S — LH & RH, REMOTE CONTROL, ELECTRIC, MANUAL FOLDING, TURN SIGNAL, COLOR
DJ7	ASHTRAY — CUP HOLDER TYPE
DLB	COVERING FLOOR — HEEL PAD
DLU	MIRROR I/S FRT VAN — SUNSHADE, DRIVER, W/O MIRROR, PASS, W/MIRROR & COVER
E22	HANDLE — ASSIST, RR
E27	HANDLE — ASSIST, PASS
E28	HANDLE — ASSIST
E33	HANDLE I/S, DR, GLOSSY CHROME
E39	BODY EQUIPMENT-PLATFORM W/SIDE & RR FOLD DOWN
E3E	HANDLE, REAR CLOSURE-O/S, L/GATE, R/CMPT, CHROME
E49	HANDLE I/S, DR, JET BLACK
E63	BODY EQUIPMENT-FLEETSIDE PICK-UP BOX
E75	BODY EQUIPMENT-FLEETSIDE PICK-UP BOX WITH TAIL GATE CENTER HINGE
E7U	PANEL-PUBX SI, INTEGRATED/STAMPED MOLDING
E7Y	FIRE EXTINGUISHER — 2 KG
E98	POCKET — FRONT SEAT, CUSH FRT, DRIVER
E99	POCKET — FRONT SEAT, CUSH FRT, PASS
EBI	POCKET — FRONT SEAT BACK
EBT	TRIM SEAT — CLOTH, GEO
EBU	TRIM SEAT-CLOTH, STRUCT
ECA	EQUIPMENT — FOLDABLE KEY
ECB	EQUIPMENT — ADDITIONAL FOLDABLE KEY
ECV	TRIM SEAT-LEATHER, (TBD#3) (GMB-GMI700)
ECW	TRIM SEAT — VINYL, MERIDIAN
ECX	TRIM SEAT — CLOTH, STRUCT
EN5	END GATE-LOCKING-
F87	CHASSIS — HEAVY DUTY SUSPENSION
F88	SUSPENSION SYSTEM — FRT, RR, HD, DECREASED HEIGHT, LOW STANCE
F89	SUSPENSION SYSTEM — FRT, RR, HD, INCREASED HEIGHT, HIGH STANCE
FBX	TRIM DOOR-(NONE)
FFM	TRIM DOOR-VINYL, MERIDAN
FFN	TRIM DOOR-CLOTH, TRUSS
FFO	TRIM DOOR-CLOTH, GEO
FGA	FREQUENCIES-ASIA/PACIFIC
FHN	VEHICLE FUEL-GASOLINE E5
FHP	VEHICLE FUEL-GASOLINE E20
FHT	VEHICLE FUEL-GASOLINE E100
FHW	VEHICLE FUEL — DIESEL B5
FHY	VEHICLE FUEL — DIESEL B10
FX3	RIDE AND HANDLING — AUTOMATIC ELECTRONIC CONTROLLED

G80	AXLE POSITRACTION — LIMITED SLIP
GAN	PRIMARY COLOR-EXTERIOR, SWITCHBLADE SILVER MET (G) 636R
GAR	PRIMARY COLOR-EXTERIOR, CARBON FLASH MET (G) 501Q
GAZ	PRIMARY COLOR-EXTERIOR, OLYMPIC WHITE (G) 8624
GGJ	PRIMARY COLOR-EXTERIOR, SIZZLE (RED) (743S)
GQQ	PRIMARY COLOR — EXTERIOR, ROYAL GREY MET
GQR	PRIMARY COLOR-EXTERIOR, BLACK SAPPHIRE MET (784J)
GT4	AXLE REAR — 3.73 RATIO
GT5	AXLE REAR — 4.10 RATIO
GU6	AXLE REAR — 3.42 RATIO
GVE	PRIMARY COLOR-EXTERIOR, AZTEC GREY METALLIC (764U)
GVL	PRIMARY COLOR-EXTERIOR, DESERT BEIGE METALLIC (770U)
GVX	PRIMARY COLOR-EXTERIOR, AUBURN BROWN (956T)
GVY	PRIMARY COLOR-EXTERIOR, BLUE MOUNTAIN (775U)
GVZ	PRIMARY COLOR-EXTERIOR, OCEANIC BLUE (774U)
GXS	PRIMARY COLOR-EXTERIOR, CYCLONE GRAY METALLIC (196V)
HB6	GVW RATING-6,283 LBS / 2,850 KG
HC4	AXLE REAR-4.56 RATIO
J41	BRAKE SYSTEM PWR, FRT DISC, RR DRUM, CAST IRON
JA3	HANDLE — PARK BRK RELEASE, CHROME
JM4	BRAKE SYSTEM PWR, FRT DISC, RR DRUM, CAST IRON, ANTILOCK, FRT & RR WHL
JRW	GUARDS — PROPSHAFT
K1D	BODY EQUIPMENT-PICK-UP BOX - NONE
K34	CRUISE CONTROL AUTOMATIC, ELECTRONIC
K60	GENERATOR-100 AMP
KC7	RECEPTACLE-ELECTRICAL, RR SEAT
KE3	KNOB-TRANS CONT LEVER, CHROME
KG4	GENERATOR — 150 AMP
KG9	GENERATOR — 140 AMP
KH1	KNOB TRANS CONT LEVER, SILVER INSERT
KH4	HANDLE — PARK BRK RELEASE, BLACK
KH8	RECEPTACLE — ELECTRICAL I/P
KI2	KNOB TRANS CONT LEVER, POLYURETHANE
KPI	COVER, SHIFTER — FRT FLOOR CONSOLE, PIANO GREY
KPZ	COVER, SHIFTER — FRT FLOOR CONSOLE, VERY DARKASH GREY METALLIC
KR7	KNOB – TRANS CONT LEVER, DARK SLEEK SILVER 2
KT5	COVER, SHIFTER-FRT FLOOR CONSOLE, DARK SLEEK SILVER 2
LE6	ENGINE — GAS, 4 CYL, 2.4L, MFI, DOHC, BRAZIL
LHD	VEHICLE DRIVE LEFTHAND DRIVE
LP8	ENGINE — GAS, 4 CYL, 2.4L, MFI, L4 SOHC, E85, BRAZIL
LVN	ENGINE — DIESEL, 4 CYL, 2.5L, DI, L4, TURBO, 85KW
LWH	ENGINE — DIESEL, 2.8L, DI, L4, DOHC, TURBO, EURO4, 130KM, VMM
LY7	ENGINE-GAS, 6 CYL, 3.6L, SFI, V6, ALUM, 60 DEGREES, GM
LZH	ELECTRONIC SYSTEM-EVENT DATA RECORD (NON-SECURED)
LZJ	ELECTRONIC SYSTEM-EVENT DATA RECORD (SECURED)
MM1	MERCHANDISED TRANS AUTO EQUIPMENT
MM3	MERCHANDISED TRANS MANUAL EQUIPMENT

MYB	TRANSMISSION — AUTO 6 SPD, 6L50
MYF	TRANSMISSION-MAN 5 SPD, 3.75 1ST, 0.73 5TH, EATON, FSO 2505
MYG	TRANSMISSION — MAN 5 SPD, 3.75 1ST, 0.73 5TH, EATON, FSO 2105
MYN	TRANSMISSION — MAN 5 SPD, 3.25 1ST, 0.73 5TH, EATON, FSO 2505-C, 4WD
N05	LOCK CONTROL — FUEL FILLER CAP
N08	LOCK CONTROL FUEL FILLER DR, REM CONT
N2W	OWNERS MANUAL-THAILAND LANGUAGE
N30	STEERING WHEEL — DELUXE
N33	STEERING COLUMN TILT TYPE
N40	STEERING POWER, NON-VARIABLE RATIO
NF7	EMISSION SYSTEM FEDERAL, NLEV
NH1	FUEL TANK — 80L, 21 GAL
NM0	EMISSION SYSTEM — EURO 2 (N1)
NM6	EMISSION SYSTEM — PROCONVE L-6
NM7	EMISSION SYSTEM — EURO 3 (N1)
NN0	EMISSION SYSTEM — EURO 4 (N1)
NN1	EMISSION SYSTEM — EURO 4 (N1) WITH OBD
NP5	STEERING WHEEL — LEATHER WRAPPED
NQV	TRANSFER CASE — 2 SPEED, ELECTRIC SHIFT, PART TIME 4WD, AAM LH DROP, LOW RATIO (2.62:1)
NW9	TRACTION CONTROL — ELECTRONIC
NY1	SHIELD — FUEL TANK
NY7	SHIELD — TRANSFER CASE
PI5	PACKAGE, CONVENIENCE-VERSION 1
PI6	PACKAGE, CONVENIENCE-VERSION 2
PI7	PACKAGE, CONVENIENCE-VERSION 3
PKY	TIRE ALL-195R15C 106/104S BW 8PR (EXPORT) (DO NOT USE AFTER 2011 ON NEW/MAJOR PROGRAMS)
PTJ	EQUIPMENT — REMOTE KEY, TWO
Q8H	MUD FLAPS-FRT & RR, FORMED
Q8J	MUD FLAPS-FRT & RR, FORMED EXTENDED
R2P	TIRE ALL — 195R15C D 106/104S BW HWY
R2S	TIRE ALL-215/70R16 108/106S BW 6PR HWY (EXPORT) (DO NOT USE AFTER 2011 ON NEW/MAJOR PROGS)
R2T	TIRE SPARE — 195R15C 106/104S BW 8PR
R2U	TIRE SPARE-195R15C 106/104S BW 8PR (EXPORT) (DO NOT USE AFTER M.Y. 2011)
RA7	TIRE SPARE — 255/65R17 XL 110S BW HWY
RHD	VEHICLE DRIVE RIGHTHAND DRIVE
RP3	TIRE ALL — 255/65R17 XL 110S BW HWY
RP5	TIRE ALL — 245/70R16 SL 111 S BW HWY
RP6	TIRE ALL — 215/70R16 C 108/106S BW HWY
RRL	WHEEL — 15 X 6.0, J, STEEL, DESIGN 1
RRY	WHEEL — 16 X 6.5, J, STEEL, DESIGN 1
RRZ	WHEEL — 16 X 6.5, J, ALUM, DESIGN 1
RSB	WHEEL — 17 X 7.0, J, ALUM, DESIGN 1
RU2	WHEEL SPARE — 15 X 6.0, J, STEEL, DESIGN 1
RU8	WHEEL SPARE-16 X 6.5, J, ALUMINUM, DESIGN 1
RU9	WHEEL SPARE — 16 X 6.5, J, STEEL, DESIGN 1
RV5	WHEEL — 16 X 6.5, ALUM, DESIGN 2
RVG	ACCESSORY-ADAPTER - TRAILER HARNESS

RVX	ACCESSORY-BALL MOUNT - TRAILER HITCH
RW1	ACCESSORY-BED RAIL PROTECTORS
RWO	ACCESSORY-BRUSH GUARDS - TUBULAR
RWP	ACCESSORY-CABLE - PORTABLE MUSIC PLAYER
RWS	ACCESSORY-FLOOR MATS - CARPET
RX2	ACCESSORY-CARGO STABILIZER
RXU	ACCESSORY-COVERS - HEADLAMP
RY2	ACCESSORY-DECALS/APPLIQUES
RYG	PLANT CODE-RAYONG, THAILAND
RYT	ACCESSORY-FIRST AID KIT
S09	ACCESSORY-HITCH MOUNT ASSEMBLY
S0A	ACCESSORY-HOLDER - LICENSE PLATE
S2B	WHEEL SPARE — 17 X 7.0, J, ALUM, DESIGN 1
S2H	ACCESSORY-PUBX RIGID CANOPY
S3U	ACCESSORY-LAMP KIT - FRONT FOG
S52	ACCESSORY-MOLDED HOOD PROTECTOR - SMOKED
S5R	ACCESSORY-NUDGE BAR - MOLDED STYLED
S5S	ACCESSORY-NUDGE BAR - TUBULAR
S5X	ACCESSORY-PARK ASSIST - REAR
S6D	ACCESSORY-PORTABLE REFRIGERATOR
S6Q	ACCESSORY-ROADSIDE ASSISTANCE PACKAGE
SA9	ACCESSORY-SIDE RAILS - ROOF RACK
SAO	ACCESSORY-SMOKERS PACKAGE
SAZ	ACCESSORY-PARK ASSIST - FRONT
SBY	ACCESSORY-SPORT BAR - BED MOUNTED - DESIGN 1
SCU	ACCESSORY-SPORT BAR - BED MOUNTED - DESIGN 2
SD7	ACCESSORY-TONNEAU COVER - HARD SHELL
SDE	ACCESSORY-TRAILER HITCH - REMOVABLE
SDI	ACCESSORY-TRIANGLE - REFLECTIVE
SDS	ACCESSORY-WEATHER DEFLECTORS - SIDE WINDOW - SMOKED
SFE	ACCESSORY-WHEEL LOCKS
SGQ	ACCESSORY-DIFFERENTIAL - MECHANICAL FULL LOCKING - RR AXLE
SJC	PLANT CODE – SAO JOSE DE CAMPOS, BRAZIL
SVB	HOLDER — CUP, RR
T39	LAMP — TURN SIGNAL, AUX
T3C	HEADLAMP FUNCTION-PROJECTOR, LOW/HIGH BEAM (DO NOT USE AFTER '09 MAJOR PROGRAMS, USE HDL CONT FAM AS NEEDED)
T3F	HEADLAMP FUNCTION-REFLECTOR, LOW/HIGH BEAM (DO NOT USE AFTER 09 MAJOR PRGMS, USE HDL CONTROL FAM AS NEEDED)
T3U	LAMP — FRT FOG
T67	BATTERY — LN3, FLA, 12V, 70AH, 512 ENCCA
T79	LAMP FOG, REAR
T93	LAMP — TAIL & STOP, SPECIAL
TBE	FENDERS-FRT, INTEGRATED/STAMPED MOLDING
TCA	LAMP — DOME, CENTER
TFK	ALARM — SEAT BELT WARNING
TH1	REFLECTOR — SAFETY TRIANGLE — NONE
TNB	CHASSIS — EQUIPMENT RAISED FRAME HEIGHT

TR6	CONTROL, HEADLAMPS — LEVELING SYSTEM, MANUAL
TR8	REFLECTOR — WARNING, DISABLED VEHICLE
TSG	BATTERY — LN5, FLA, 12V, 90AH, 800 ENCCA
TUM	ALARM — SEAT BELT WARNING, ADDITIONAL
TVG	GRILLE-RADIATOR, GRAY, SILVER MOLDING
U18	SPEEDOMETER — INST, KILO
U27	LAMP — INTR, I/P COMPT, COURTESY
U37	LIGHTER — CIGARETTE
U71	ANTENNA ROOF, RADIO
U95	SPEAKER SYSTEM — 2, BASE
UC5	SPEAKER SYSTEM — 6, DELUXE
UDC	DISPLAY INSTRUMENT-DRIVER INFO ENHANCED (ONE COLOR GRAPHIC)
UGP	RADIO — AM/FM STEREO, SEEK/SCAN, CD, ETR, CLOCK DSP, MP3/WMA, S/DIN
UGQ	RADIO — AM/FM STEREO, SEEK/SCAN, CD, ETR, CLOCK DSP, MP3/WMA, D/DIN, RDS
UL1	FREQUENCIES-AUSTRALIA / NEW ZEALAND
UL4	FREQUENCIES-SOUTH AMERICA
UL5	RADIO-(NONE)
UL8	FREQUENCIES-SAUDI ARABIAN
ULS	LOCK CONTROL — STEERING COLUMN
UTJ	THEFT DETERRENT — ELECTRICAL, UNAUTHORIZED ENTRY
UTP	ALARM, HORN-CONTENT THEFT DETERENT
UW4	SPEAKER SYSTEM — 4, CUSTOM
UW5	SPEAKER SYSTEM — 6, BASE
UX4	SPEAKER SYSTEM — 4, DELUXE
UX8	SPEAKER SYSTEM — 8, DELUXE
V33	TOOL KIT — ROAD, EMERGENCY
V42	BUMPER RR-STEP, CHROME
V43	BUMPER RR-STEP, COLOR
V68	VEHICLE STATEMENT-AUSTRALIA
V78	VEHICLE STATEMENT-(NONE)
V87	VEHICLE STATEMENT-GULF STATES ORGANIZATION
V8B	VEHICLE STATEMENT - BRAZIL
V8C	VEHICLE STATEMENT-MEXICO
V9K	FUEL — DIESEL-LOW QUALITY
VAV	ACCESSORY-FLOOR MATS - ALL WEATHER
VB5	BUMPER FRT-COLOR
VBM	LANGUAGE LABEL PORTUGUESE
VG0	PROTECTOR-WINDOW
VGA	LUGGAGE CARRIER-ROOF, ALUMINUM
VH4	MUD FLAPS-
VH9	ENVELOPE OWNER INFO MAN
VJQ	HOOK — TOW, FRT
VJR	HOOK — TOW, RR
VJX	BUMPER-FRT , COLOR INSERT ROUND FOG LIGHT
VKK	BUMPER-FRT , CHROME INSERT ROUND FOG LIGHT
VKY	ACCESSORY-DOOR HANDLES - ALTERNATE FINISH - CHROME
VLI	ACCESSORY-MAT - TRUNK / CARGO AREA

VLJ	PANEL CENTER — INSTRUMENT, DASH GREY METALLIC
VLL	ACCESSORY-CROSS RAILS - ROOF RACK - REMOVABLE
VPB	ACCESSORY-TONNEAU - RR COMPT - VINYL W/ INTEGRAL CROSSBOW SUPPORTS
VPH	VEHICLE PREPARATION – OVERSEAS DELIVERY
VQP	ACCESSORY-CROSS RAILS - ROOF RACK - INTEGRATED - BRIGHT
VQT	ACCESSORY-TONNEAU - RR COMPT - HARD FOLDING
VS1	FIRST AID KIT — VEHICLE
VS6	FIRE EXTINGUISHER — 1,5 KG
VT7	OWNERS MANUAL – ENGLISH
VTK	OWNERS MANUAL – ARABIC LANGUAGE
VT5	OWNERS MANUAL – SPANISH
VUW	COMPARTMENT STOWAGE, I/P, CENTER, VAR 1
VUX	COMPARTMENT STOWAGE, I/P, CENTER, VAR 2
VWI	ACCESSORY-LADDER RACK - ROOF MOUNTED
VWV	ACCESSORY-CABLE - BATTERY JUMPER
VXT	VEHICLE TYPE-INCOMPLETE
VXW	ACCESSORY-ASSIST STEPS - MOLDED
VY7	KNOB — TRANS CONT LEVER, LEATHER
VY8	ACCESSORY-SEAT INSERTS
VZX	ACCESSORY-PUBX BEDLINER
W1Y	CONTROL — STEERING WHEEL, RADIO REDUNDANT CONTROLS
WAK	HOOK — COAT
WRL	WIRING PROVISIONS — TRAILER HITCH
X88	MARKET BRAND CHEVROLET
XL8	FREQUENCIES RATING 433 MHZ
XR5	FILTER POLLEN
Y96	MARKET BRAND — HOLDEN
ZJE	TIRE SPARE — 245/70R16 SL 111 S BW HWY
ZJK	TIRE SPARE — 215/70R16 108/106 S BW 6PR HWY
ZZ1	OWNERS MANUAL PORTUGUESE LANGUAGE

2013 Chevrolet Colorado

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

The following table provides the description of the RPO codes that are available on the vehicle. The vehicles RPO list is printed on the Service Parts Identification Label.

RPO Code List

RPO	Description
01F	TRIM COLOR SEAT — SHALE
01M	TRIM COLOR SEAT VERY DARK ASH GREY / DARK ASH GREY
02Z	TRIM COLOR SEAT VERY DARK ASH GREY
04C	TRIM COLOR SEAT — VERY DARK ASH GREY/SHALE
04D	TRIM COLOR SEAT — DARK ASH GREY
16U	PRIMARY COLOR EXTERIOR, MAHLER WHITE (02) (BRAZIL)
1AG	TRIM COLOR DR PANEL-SHALE
1AN	TRIM COLOR DR PANEL VERY DARK ASH GREY / DARK ASH GREY
2CH	MOLDING DOOR INTR — PIANO GREY
2FE	MOLDING DOOR INTR-ATHOS BEIGE
2FF	MOLDING DOOR INTR-PORTHOS GREY
2GZ	MOLDING DOOR INTR-DARK SLEEK SILVER 2
39U	PRIMARY COLOR EXTERIOR, ARTEMIS GREY (10) GMB
3CB	MOLDING I/P — INTR, PIANO GREY
3CD	MOLDING I/P — INTR, DASH GREY METALLIC
3DH	MOLDING I/P-INTR, PORTHOS GREY
3DJ	MOLDING I/P-INTR, ATHOS BEIGE
3EW	MOLDING I/P-INTR, DARK SLEEK SILVER 2
4BC	INTERIOR TRIM TWO TONE - VERY DARK ASH GREY / DARK ASH GREY
4BD	INTERIOR TRIM VERY DARK ASH GREY
4CB	INTERIOR TRIM-SHALE
5VX	ACCESSORY-CD PLAYER W/ DVD DISPLAY - MULTIFUNCTION
5XC	ACCESSORY-SNORKEL - AIR INTAKE
5Y3	ACCESSORY-TOW BALL - TRAILER HITCH
5Y4	ACCESSORY-COVER - TRAILER HITCH TOW BALL
69U	PRIMARY COLOR EXTERIOR, POLARIS SILVER METALLIC (05) (BRAZIL)
6NE	HANDLE-I/S, DR, DARK SLEEK SILVER 2
9H3	FUEL TANK — 76L, 20 GAL
A1B	SEAT RR-SPLIT, FOLDING, 40/60, TUMBLE
A51	SEAT FRT BKT, CUSTOM
ACH	RESTRAINT PROVISIONS — RETRACTOR, AUTOMATIC LOCKING
AG4	ADJUSTER FRT ST MANUAL, 2 WAY, VERT, DRIVER
AG5	ADJUSTER PASS ST — MANUAL, 2 WAY
AG6	ADJUSTER PASS ST-MANUAL, 4 WAY
AHT	ADJUSTER FRT ST — POWER, MULTI-DIRECTIONAL/FUNCTIONAL, DRIVER
AIK	RESTRAINT SYSTEM RR-SEAT, SHLDR, RETR, 3 POINT, 3RD ROW, MANUAL
AJ0	RESTRAINT — HEAD, RR SEAT, CLOTH COVERED, TWO, OUTSIDE
AK0	RESTRAINT — HEAD, RR SEAT, LEATHER COVERED, TWO, OUTSIDE
AK5	RESTRAINT SYSTEM SEAT, INFLATABLE, DRIVER AND PASSENGER FRONT
AKJ	WINDSHIELD STYLE — SHADE BAND

AN4	RESTRAINT PROVISIONS — CHILD
AT7	RESTRAINT SYSTEM RR-SEAT, SHLDR, RETR, 3 POINT, 3 SHLDR
ATB	SEAT THIRD ROW-FOLDING, TUMBLE
ATG	LOCK CONTROL, ENTRY — REMOTE ENTRY, STANDARD RANGE
AW4	RESTRAINT — HEAD, EXPANDED POLYPROPYLENE
AWX	RESTRAINT SYSTEM — SEAT, INFLATABLE, DRIVER & PASS, FRT, ROOF SIDE
AXG	WINDOW — POWER OPERATED-EXPRESS DRIVER UP/DOWN
AXJ	VEHICLE TYPE-PASSENGER CAR
AXP	VEHICLE TYPE-MULTI-PURPOSE PASSENGER VEHICLE
AXX	VEHICLE TYPE-VEHICLE TYPE - NOT REQUIRED
AY5	RESTRAINT — HEAD, RR SEAT, CLOTH COVERED, CENTER
AY6	RESTRAINT — HEAD, RR SEAT, LEATHER COVERED, CENTER
B76	CLUSTER COLOR INST, BLACK
B79	CLUSTER COLOR-INST, BLUE
B87	MOLDING B/S BLACK
BAE	EQUIPMENT — SECURITY SYSTEM, IMMOBILIZATION
BCP	COVER —ENGINE, APPEARANCE
BHC	ORNAMENTATION EMBLEM "CHEVROLET"
BIC	ENVELOPE-MANUAL FOLDER, DELUXE
BL1	PARTS PKG MERCHANDISED GASOLINE ENGINE
BL2	PARTS PKG MERCHANDISED DIESEL ENGINE
BS1	INSULATION-ACOUSTICAL PKG
BVE	STEPS, RUNNINGBOARD-SIDE
BW4	MOLDING B/S (OPEL)-EXTR, MLDG, SIDE WINDOW REVEAL, CHROME
BW5	MOLDING B/S (OPEL)-EXTR, MLDG, SIDE WINDOW REVEAL, BLACK
BW7	ORNAMENTATION EXTR, PLR APLQ
C1H	GVW RATING-6,060 LBS/2,750 KG
C21	WIPER SYSTEM-WINDSHIELD, RR WINDOW, INTERMITTENT, REVERSE ACTIVATED
C36	HEATER-AUXILIARY
C49	DEFOGGER REAR WINDOW, ELECTRIC
C60	HVAC SYSTEM AIR CONDITIONER FRONT, MAN CONTROLS
C65	HVAC SYSTEM — AIR CONDITIONER FRT, MAN CONTROLS, W/O HTR CORE
C68	HVAC SYSTEM — AIR CONDITIONER FRT, AUTO, ELECTRONIC CONTROLS
C69	HVAC SYSTEM RR-AIR CONDITIONER
C7C	HEATER-AIR CONDITIONER DUCT, RR PASS
D53	CONSOLE — FRT COMPT, FLOOR, W/LID
D61	MIRROR I/S FRT VAN-SUNSHADE, DRIVER, W/MIRROR, COVER, ILLUM, PASS, W/MIRROR, COVER, ILLUM
D75	HANDLE O/S DOOR BODY COLOR
D7A	HANDLE O/S DOOR — BODY COLOR, CHROME STRIP
DA5	ARM REST-RR SEAT, CENTER
DD8	MIRROR I/S R/V-LT SENSITIVE
DGF	MIRROR O/S — LH & RH, REMOTE CONTROL, ELECTRIC, TURN SIG IND, CHROME
DGJ	MIRROR O/S — LH & RH, REMOTE CONTROL, ELECTRIC, MANUAL FOLDING, TURN SIGNAL, COLOR
DJ7	ASHTRAY — CUP HOLDER TYPE
DK6	CONSOLE ROOF-INTERIOR
DLB	COVERING FLOOR — HEEL PAD
DNQ	MIRROR O/S-LH & RH, REMOTE CONTROL, ELECTRIC, HEATED, POWER FOLDING, TURN SIG IND, CHROME

E22	HANDLE — ASSIST, RR
E27	HANDLE — ASSIST, PASS
E28	HANDLE — ASSIST
E33	HANDLE I/S, DR, GLOSSY CHROME
E7U	PANEL-PUBX SI, INTEGRATED/STAMPED MOLDING
E7Y	FIRE EXTINGUISHER — 2 KG
E98	POCKET — FRONT SEAT, CUSH FRT, DRIVER
E99	POCKET — FRONT SEAT, CUSH FRT, PASS
EBI	POCKET — FRONT SEAT BACK
ECA	EQUIPMENT — FOLDABLE KEY
ECB	EQUIPMENT — ADDITIONAL FOLDABLE KEY
ECV	TRIM SEAT — LEATHER
ECX	TRIM SEAT — CLOTH, STRUCT
FE1	SUSPENSION SYSTEM-SOFT RIDE
FFM	TRIM DOOR-VINYL, MERIDAN
FFN	TRIM DOOR-CLOTH, TRUSS
FGA	FREQUENCIES-ASIA/PACIFIC
FGE	FREQUENCIES-LATIN AMERICA
FHP	VEHICLE FUEL-GASOLINE E20
FHW	VEHICLE FUEL-DIESEL B5
FHY	VEHICLE FUEL-DIESEL B10
FX3	RIDE AND HANDLING-AUTOMATIC ELECTRONIC CONTROLLED
G80	AXLE POSITRACTION — LIMITED SLIP
GAN	PRIMARY COLOR — EXTERIOR, SWITCHBLADE SILVER MET
GAR	PRIMARY COLOR — EXTERIOR, CARBON FLAH MET
GAZ	PRIMARY COLOR — EXTERIOR, OLYMPIC WHITE
GGJ	PRIMARY COLOR — EXTERIOR, SIZZLE RED
GQQ	PRIMARY COLOR — EXTERIOR, ROYAL GREY MET
GQR	PRIMARY COLOR — EXTERIOR, BLACK SAPPHIRE MET
GT4	AXLE REAR — 3.73 RATIO
GU6	AXLE REAR — 3.42 RATIO
GVE	PRIMARY COLOR-EXTERIOR, AZTEC GREY METALLIC (764U)
GVL	PRIMARY COLOR-EXTERIOR, DESERT BEIGE METALLIC (770U)
GVX	PRIMARY COLOR-EXTERIOR, AUBURN BROWN (956T)
GVY	PRIMARY COLOR-EXTERIOR, BLUE MOUNTAIN (775U)
GVZ	PRIMARY COLOR-EXTERIOR, OCEANIC BLUE (774U)
GXS	PRIMARY COLOR-EXTERIOR, CYCLONE GRAY METALLIC (196V)
JA3	HANDLE — PARK BRK RELEASE, CHROME
JHD	CONTROL-HILL DESCENT, GEAR HOLD
JL9	BRAKE SYSTEM-PWR, FRT & RR DISC, ANTILOCK, FRT & RR WHL
K05	HEATER ENG-BLOCK
K34	CRUISE CONTROL AUTOMATIC, ELECTRONIC
KC7	RECEPTACLE-ELECTRICAL, RR SEAT
KE3	KNOB — TRANS CONT LEVER, CHROME
KG4	GENERATOR — 150 AMP
KG9	GENERATOR — 140 AMP
KH1	KNOB TRANS CONT LEVER, SILVER INSERT

KH4	HANDLE — PARK BRK RELEASE, BLACK
KH8	RECEPTACLE — ELECTRICAL I/P
KPI	COVER, SHIFTER — FRT FLOOR CONSOLE, PIANO GREY
KQT	COVER, SHIFTER - FRT FLOOR CONSOLE, ATHOS BEIGE
KQU	COVER, SHIFTER - FRT FLOOR CONSOLE, PORTHOS GREY
KR7	KNOB-TRANS CONT LEVER, DARK SLEEK SILVER 2
KT5	COVER, SHIFTER-FRT FLOOR CONSOLE, DARK SLEEK SILVER 2
LHD	VEHICLE DRIVE LEFTHAND DRIVE
LVN	ENGINE — DIESEL, 4 CYL, 2.5L, DI, L4, TURBO, 85KW
LWH	ENGINE — DIESEL, 2.8L, DI, L4, DOHC, TURBO, EURO4, 130KM, VMM
LY7	ENGINE — GAS, 6 CYL, 3.6L, SFI, V6, ALUM, 60 DEGREES, GM
LZH	ELECTRONIC SYSTEM-EVENT DATA RECORD (NON-SECURED)
LZJ	ELECTRONIC SYSTEM-EVENT DATA RECORD (SECURED)
MM1	MERCHANDISED TRANS AUTO EQUIPMENT
MM3	MERCHANDISED TRANS MANUAL EQUIPMENT
MYB	TRANSMISSION — AUTO 6 SPD, 6L50
MYN	TRANSMISSION — MAN 5 SPD, 3.25 1ST, 0.73 5TH, EATON, FSO 2505-C, 4WD
N08	LOCK CONTROL FUEL FILLER DR, REM CONT
N2W	OWNERS MANUAL-THAILAND LANGUAGE
N30	STEERING WHEEL — DELUXE
N33	STEERING COLUMN TILT TYPE
N40	STEERING POWER, NON-VARIABLE RATIO
NF7	EMISSION SYSTEM FEDERAL, NLEV
NH1	FUEL TANK — 80L, 21 GAL
NM0	EMISSION SYSTEM — EURO 2 (N1)
NM6	EMISSION SYSTEM — PROCONVE L-6
NN0	EMISSION SYSTEM — EURO 4 (N1)
NN1	EMISSION SYSTEM — EURO 4 (N1) WITH OBD
NP5	STEERING WHEEL — LEATHER WRAPPED
NQV	TRANSFER CASE — 2 SPEED, ELECTRIC SHIFT, PART TIME 4WD, AAM LH DROP, LOW RATIO (2.62:1)
NW9	TRACTION CONTROL — ELECTRONIC
NY1	SHIELD — FUEL TANK
NY7	SHIELD — TRANSFER CASE
P16	PACKAGE, CONVENIENCE-VERSION 2
P17	PACKAGE, CONVENIENCE-VERSION 3
PTJ	EQUIPMENT — REMOTE KEY, TWO
Q8H	MUD FLAPS-FRT & RR, FORMED
QH6	TIRE ALL-265/60R18 SL 110S BW ALS
RHD	VEHICLE DRIVE RIGHTHAND DRIVE
RP5	TIRE ALL — 245/70R16 SL 111 S BW HWY
RSZ	WHEEL-18 X 7.5, J, ALUMINUM, DESIGN 1
RU9	WHEEL SPARE — 16 X 6.5, J, STEEL, DESIGN 1
RV5	WHEEL — 16 X 6.5, ALUM, DESIGN 2
RVG	ACCESSORY-ADAPTER - TRAILER HARNESS
RVX	ACCESSORY-BALL MOUNT - TRAILER HITCH
RWO	ACCESSORY-BRUSH GUARDS - TUBULAR
RWP	ACCESSORY-CABLE - PORTABLE MUSIC PLAYER

RWR	ACCESSORY-CAMERA - REAR VISION
RWS	ACCESSORY-FLOOR MATS - CARPET
RWV	ACCESSORY-CARGO AREA ORGANIZER - FIXED
RWW	ACCESSORY-CARGO BARRIER - INTERIOR
RX2	ACCESSORY-CARGO STABILIZER
RYG	PLANT CODE-RAYONG, THAILAND
RYJ	SHADE-CARGO AREA, RETRACTABLE
RYT	ACCESSORY-FIRST AID KIT
S09	ACCESSORY-HITCH MOUNT ASSEMBLY
S0A	ACCESSORY-HOLDER - LICENSE PLATE
S3U	ACCESSORY-LAMP KIT - FRONT FOG
S52	ACCESSORY-MOLDED HOOD PROTECTOR - SMOKED
S5S	ACCESSORY-NUDGE BAR - TUBULAR
S5X	ACCESSORY-PARK ASSIST - REAR
S6D	ACCESSORY-PORTABLE REFRIGERATOR
S6Q	ACCESSORY-ROADSIDE ASSISTANCE PACKAGE
SAO	ACCESSORY-SMOKERS PACKAGE
SAZ	ACCESSORY-PARK ASSIST - FRONT
SB6	ACCESSORY-SPOILER - ROOF
SDE	ACCESSORY-TRAILER HITCH - REMOVABLE
SDI	ACCESSORY-TRIANGLE - REFLECTIVE
SDS	ACCESSORY-WEATHER DEFLECTORS - SIDE WINDOW - SMOKED
SFE	ACCESSORY-WHEEL LOCKS
SJC	PLANT CODE-SAO JOSE DE CAMPOS, BRAZIL
SVB	HOLDER — CUP, RR
T3C	HEADLAMP FUNCTION-PROJECTOR, LOW/HIGH BEAM (DO NOT USE AFTER '09 MAJOR PROGRAMS, USE HDL CONTFAM AS NEEDED)
T3F	HEADLAMP FUNCTION-REFLECTOR, LOW/HIGH BEAM (DO NOT USE AFTER 09 MAJOR PRGMS, USE HDLCONTROL FAM AS NEEDED)
T3U	LAMP — FRT FOG
T67	BATTERY — LN3, FLA, 12V, 70AH, 512 ENCCA
T79	LAMP FOG, REAR
T93	LAMP — TAIL & STOP, SPECIAL
TA9	HANDLE-I/S, DR, PORTHOS GREY
TB4	BODY EQUIPMENT-LIFT GATE (MANUAL)
TBD	ACCESSORY—3RD ROW SEAT COVERS
TBE	FENDERS-FRT, INTEGRATED/STAMPED MOLDING
TCA	LAMP — DOME, CENTER
TFK	ALARM — SEAT BELT WARNING
TH1	REFLECTOR — SAFETY TRIANGLE — NONE
TNB	CHASSIS — EQUIPMENT RAISED FRAME HEIGHT
TR6	CONTROL, HEADLAMPS-LEVELING SYSTEM, MANUAL
TR8	REFLECTOR-WARNING, DISABLED VEHICLE
TSG	BATTERY — LN5, FLA, 12V, 90AH, 800 ENCCA
TUM	ALARM — SEAT BELT WARNING, ADDITIONAL
U18	SPEEDOMETER — INST, KILO
U25	LAMP-INTR, RR COMPT, COURTESY
U27	LAMP — INTR, I/P COMPT, COURTESY

U37	LIGHTER — CIGARETTE
U71	ANTENNA ROOF, RADIO
UD7	PARK ASSIST-REAR
UDC	DISPLAY INSTRUMENT — DRIVER INFO ENHANCED
UGQ	RADIO — AM/FM STEREO, SEEK/SCAN, CD, ETR, CLOCK DSP, MP3/WMA, D/DIN, RDS
UL1	FREQUENCIES-AUSTRALIA / NEW ZEALAND
UL2	FREQUENCIES-EUROPEAN
UL4	FREQUENCIES-SOUTH AMERICA
UL5	RADIO-(NONE)
UL8	FREQUENCIES-SAUDI ARABIAN
ULS	LOCK CONTROL — STEERING COLUMN
ULU	LOCK CONTROL-STEERING COLUMN (VAR 1)
UTJ	THEFT DETERRENT — ELECTRICAL, UNAUTHORIZED ENTRY
UTP	ALARM, HORN — CONTENT THEFT DETERRENT
UW5	SPEAKER SYSTEM — 6, BASE
UZ8	SPEAKER SYSTEM-8, PREMIUM
V33	TOOL KIT — ROAD, EMERGENCY
V43	BUMPER RR-STEP, COLOR
V50	LICENSE PLATE-FRAME, RR ONLY
V68	VEHICLE STATEMENT-AUSTRALIA
V78	VEHICLE STATEMENT-(NONE)
V79	VEHICLE STATEMENT-RUSSIA
V83	VEHICLE STATEMENT-ECE ORGANIZATION
V87	VEHICLE STATEMENT-GULF STATES ORGANIZATION
V8B	VEHICLE STATEMENT-BRAZIL
V9K	FUEL-DIESEL-LOW QUALITY
VAV	ACCESSORY-FLOOR MATS - ALL WEATHER
VB5	BUMPER FRT-COLOR
VBM	LANGUAGE LABEL PORTUGUESE
VGA	LUGGAGE CARRIER-ROOF, ALUMINUM
VH9	ENVELOPE OWNER INFO MAN
VJF	BUMPER-FRT, BRUSHGUARD, PAINTED, STEEL
VJQ	HOOK — TOW, FRT
VJR	HOOK — TOW, RR
VKK	BUMPER-FRT , CHROME INSERT ROUND FOG LIGHT
VKY	ACCESSORY-DOOR HANDLES - ALTERNATE FINISH - CHROME
VLJ	PANEL CENTER-INSTRUMENT, DASH GREY METALLIC
VMV	BUMPER-FRT, GRAY INSERT, ROUND FOG LIGHT
VPH	VEHICLE PREPARATION-OVERSEAS DELIVERY
VQL	ACCESSORY-FUEL DOOR - DESIGN 1
VQP	ACCESSORY-CROSS RAILS - ROOF RACK - INTEGRATED - BRIGHT
VRS	ACCESSORY-CARGO SECURITY SHADE
VS1	FIRST AID KIT — VEHICLE
VS6	FIRE EXTINGUISHER — 1,5 KG
VT7	OWNERS MANUAL-ENGLISH LANGUAGE
VTK	OWNERS MANUAL-ARABIC LANGUAGE
VTs	OWNERS MANUAL-SPANISH LANGUAGE

VUW	COMPARTMENT STOWAGE, I/P, CENTER, VAR 1
VWV	ACCESSORY-CABLE - BATTERY JUMPER
VY7	KNOB — TRANS CONT LEVER, LEATHER
W1Y	CONTROL — STEERING WHEEL, RADIO REDUNDANT CONTROLS
W8Y	EQUIPMENT-ADDITIONAL AMPLIFIER
WAK	HOOK — COAT
WRL	WIRING PROVISIONS — TRAILER HITCH
X88	MARKET BRAND CHEVROLET
XL7	FREQUENCIES RATING-315 MHZ, LONG DISTANCE
XL8	FREQUENCIES RATING 433 MHZ
XR5	FILTER POLLEN
Y96	MARKET BRAND — HOLDEN
Z5X	MIRROR PROVISIONS-ARABIC LANGUAGE
ZJE	TIRE SPARE — 245/70R16 SL 111 S BW HWY
ZZ1	OWNERS MANUAL PORTUGUESE LANGUAGE

2013 Chevrolet Colorado

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

Warning: Wear safety glasses when using compressed air in order to prevent eye injury.

2013 Chevrolet Colorado

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

Warning: Wear safety glasses in order to avoid eye damage.

2013 Chevrolet Colorado

Submodel: | Engine Type: | Liters:

Fuel Delivery: | Fuel:

[Using Snapshots in Global Diagnostic System \(GDS\)](#)

Overview

A snapshot is a recording of what a control module on the vehicle was receiving for information while the snapshot is being made. A snapshot may be used to analyze the data during the time a vehicle condition is current. This allows you to concentrate on making the condition occur, rather than trying to view all the data in anticipation of the fault. In GDS 2, snapshots are automatically recorded whenever the user views Module Diagnostics, Vehicle Diagnostics and/or Systems Diagnostics. Module Diagnostics includes DTC Data, Identification Information, Data Display, Control Functions and Configuration/Reset Functions. Vehicle Diagnostics includes Vehicle Wide DTCs. Systems Diagnostics includes Inspection/Maintenance Status and Inspection/Maintenance Information.

Snapshot Replay

The Snapshot Replay function allows reviews of previously recorded vehicle snapshot data. This information can be used in analysis of vehicle problems and detection of trigger error conditions. The graph function can be used to compare parameters to see if a component is functioning properly. Recorded snapshots can be selected for viewing by the following two methods:

- From the Home Page, click on Review Stored Data. In the Snapshot Select Page, highlight the vehicle in the upper pane and highlight the desired snapshot in the lower pane, then click the Select Snapshot button.
- The user can view a snapshot without ending a current on-vehicle diagnostic session by clicking the Module button (when active) or Back button until the Session Manager is displayed in the menu. This is used when a user is viewing live data and wants the quickest way to review the data. Click on the Session Manager button. Highlight the desired snapshot in the lower pane and click Select Snapshot

View Selections

The following information can be selected in the tabs at the top of the screen:

- Line Graph – Displays information from the snapshot file in graph view. The current value of the parameters is displayed on the screen. Use the buttons on the right side to modify the graph data.
- Diagnostic Data Display – Displays incoming information from the snapshot file. The current value of the parameters is displayed on the screen. Use the buttons on the right side to modify the data.
- DTC Display – This tab will be displayed when a DTC is current or the status has changed. The tab will not be displayed when there are no DTCs.
- Bookmarks – If bookmarks are present, this displays the Type, Description and Time of automatic and manually generated bookmarks.
- System Information – Displays the GDS 2 Software Version and MDI Serial Number used when the snapshot was recorded.
- Selected Vehicle Configuration – Displays vehicle options information.

Snapshot Replay Functions

To review the snapshot there are buttons at the bottom of the window to control the cursor. From left to right the buttons are:

- Return to Frame 0 – This button returns the cursor to frame 0.
- Stop – This button pauses or stops the cursor. Click the Play button to resume.
- Play – This button starts the replay of the data.
- Play Speed – This button changes the speed between 1x, 2x, 4x and 8x.
- Back 1 Frame – This button moves the cursor back 1 frame.
- Forward 1 Frame – This button moves the cursor forward 1 frame.
- Previous Bookmark – This button moves the cursor to the previous bookmark.
- Next Bookmark – This button moves the cursor forward 1 bookmark.

2013 Chevrolet Colorado

Submodel: | Engine Type: | Liters:

Fuel Delivery: | Fuel:

Caution: Do not allow the RTV sealant to enter any blind threaded hole. RTV sealant that is allowed to enter a blind threaded hole can cause hydraulic lock of the fastener when the fastener is tightened. Hydraulic lock of a fastener can lead to damage to the fastener and/or the components. Hydraulic lock of a fastener can also prevent the proper clamping loads to be obtained when the fastener is tightened. Improper clamping loads can prevent proper sealing of the components allowing leakage to occur. Preventing proper fastener tightening can allow the components to loosen or separate leading to extensive engine damage.

2013 Chevrolet Colorado

Submodel: | Engine Type: | Liters:

Fuel Delivery: | Fuel:

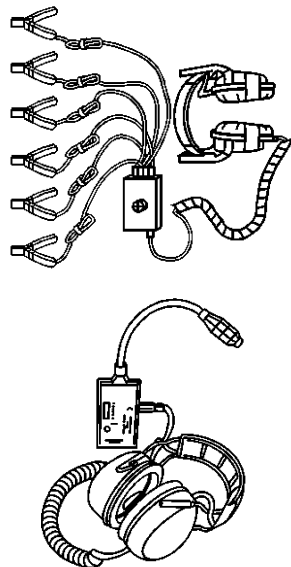
Caution: Do not reuse the seals. Replace with NEW seals. Reusing old seals may cause transmission damage.

2013 Chevrolet Colorado

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

Note: This procedure is not used in Brazil.

Illustration



Tool Number/ Description

CH-39570

J 39570

Chassis Ear

GE-41416

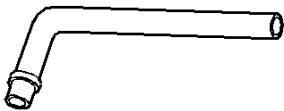
J 41416

Ultrasonic Leak Detector

2013 Chevrolet Colorado

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

Illustration

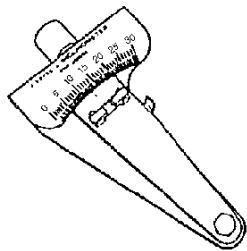


Tool Number/Description

DT-23409

J-23409

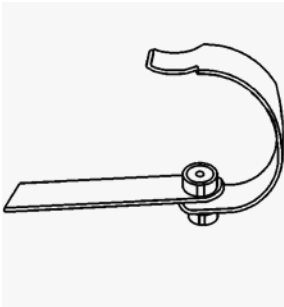
Dial Indicator Extension - 7 5/8 in



DT-23498-A

J-23498-A

Driveshaft Inclinometer



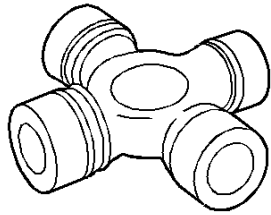
DT-23498-20

J-23498-20

Driveshaft Inclinometer Adapter

Illustration

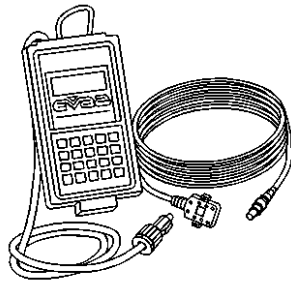
Tool Number/Description



DT-35819

J-35819

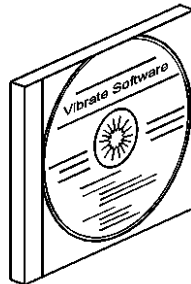
Flange Runout Gauge



EL-38792-A

J-38792-A

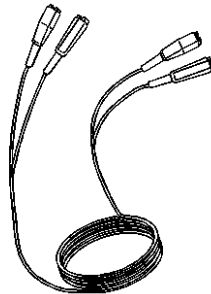
Electronic Vibration Analyzer 2



EL-38792-VS

J-38792-VS

Vibrate Software

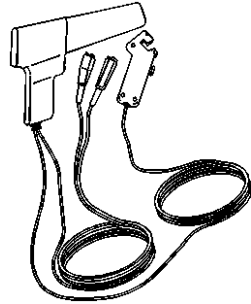


EL-38792-20

J-38792-20

20-Foot Timing Light Power Cord Extension

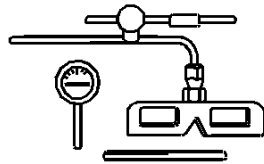
Illustration



EL-38792-25

J-38792-25

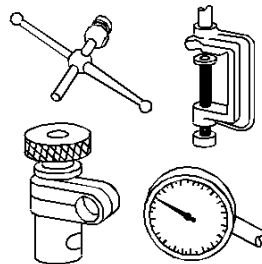
Inductive Pickup Timing Light



GE-7872

J-7872

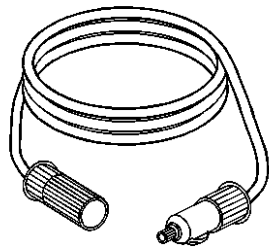
Magnetic Base Dial Indicator Set



GE-8001

J-8001

Dial Indicator Set



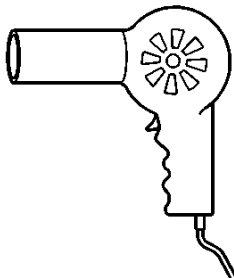
J-38792-27

6-Foot EVA Power Cord Extension

2013 Chevrolet Colorado

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

Illustration

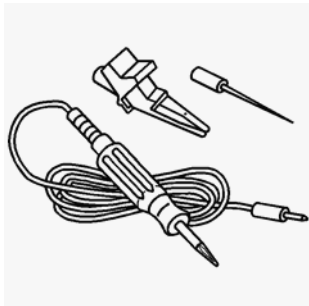


Tool Number / Description

EL-25070
EL-38125-5A
EL-38125-5
J-38125-5A
Heat Gun 500–700 F

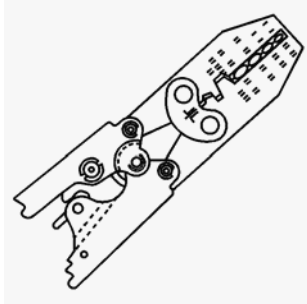
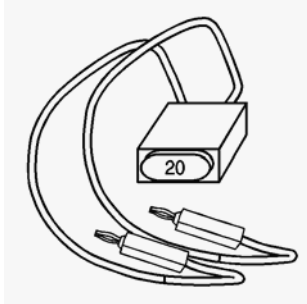


EL-35616
KM-609
Tyco Electronic Tool (5–1579007–3)
Terminal Test Probe Kit



EL-35616-200
KM-J-34142–B
Test Light– Probe Kit

Illustration



Tool Number / Description

EL-35616-20F

KM-963

Fused Jumper Wire

EL-38125-10 (Non-North America)

EL-38125-EU (Europe)

J-38125-8 (North America Only)

Splice Sleeve Crimp Tool

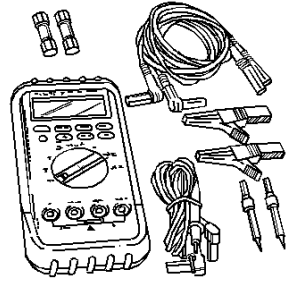
EL-38125-550 (North America Only)

Terminal Release Tool Kit

EL-38125-580 (Non-North America)

Terminal Release Tool Kit

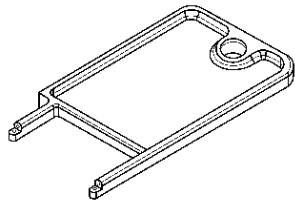
Illustration



Tool Number / Description

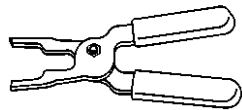
EL-39200

Digital Multimeter



EL-42759

Ignition Switch Connector Release Tool



EL-43244

Relay Puller Pliers



EL-47955

J-2534

Multi Diagnostic Interface MDI

Illustration



Tool Number / Description

EL-50040 (Holden Only)

Crimping Tool Kit

2013 Chevrolet Colorado

Submodel: | Engine Type: | Liters:

Fuel Delivery: | Fuel:

[Special Tools](#)

The special service tools shown in this service manual that have product numbers beginning with J, BO, GE, CH, DT, EN, EL, SA, OR KM are available for worldwide distribution.

US and Canada only:

Note: For Special Service tools only - see different location below for diagnostic tools & equipment.

Bosch Automotive Service Solutions

28635 Mound Road

Warren, MI 48092-3499

U.S.A Phone: 1-800-GM-TOOLS

Monday through Friday

8:00 am–7:00 pm Eastern Standard Time

Fax: 1-800-578-7375 or 586-578-7321

www.gmspecialservicetools.spx.com

Mexico, Including Central America and Caribbean:

Bosch Automotive Service Solutions

Mitla No.442 Cd. Vertiz Narvarte

03600 Mexico City, Mexico Phone: +5255 2595 1630

Fax: +5255 2595 1639

Inquiries can be sent to: herramientas@spx.com

South America, Excluding Brazil:

Bosch Automotive Service Solutions

Mitla No.442 Cd. Vertiz Narvarte

03600 Mexico City, Mexico Phone: +5255 2595 1630

Fax: +5255 2595 1639

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Bosch Automotive Service Solutions

Av. Maria Coelho de Aguiar, 573 - G10

05805-000 São Paulo, Brasil Phone: +55 11 5851-7477

Fax: +55 11 5853-7479

Inquiries can be sent to: ferramentas@spx.com

Korea, Thailand, Vietnam, Laos, Cambodia:

Robert Bosch Korea Ltd, Service Solution

689-17 Geumjeong-dong, Gunpo-si, Gyeonggi-do, 435-862

Korea Phone: 82-31-457-9520

Fax: 82-31-427-9522

Greater China, SGM,SGMW,FAW-GM, GM OPEL China:

Bosch Automotive Service Solutions China

333 Fuquan Road North IBP,Changning District

Shanghai 200335 P.R., Phone: 86-21-22182668

jianchao.zhao@cn.bosch.com, and Chao.Ma@cn.bosch.com Fax: 86-21-22085666

Australia:

Bosch Automotive Service Solutions Australia

300 Wellington Road,

Mulgrave,

Vic. 3170

Phone: 61 3 9544 6222

Fax: 61 3 9544 5222

Inquiries can be sent to: customerservice.au@service-solutions.com

Iberica S.A.

Dealers based in Spain, Portugal and Canary Islands:

Bosch Automotive Service Solutions Europe

Nave 72 (Nudo Oeste), 19004 Guadalajara,

Spain Phone: 34 949 208 337

Fax: 34 949 208 327

www.spxtools-shop.com

Europe GmbH

Dealers based in The Netherlands, Belgium and Luxemburg:

Bosch Automotive Service Solutions Europe

Albert Tijsstraat 12, 6471 WX Kerkrade,

Netherlands Phone: 31 -45 567 8870

Fax: 31-45 567 8871

www.spxtools-shop.com

United Kingdom Limited

Dealers based in UK:

Bosch Automotive Service Solutions Europe

Ironstone Way; Brixworth, Northants, NN6 9UD,

Great Britain Phone: 44 -1327 303 400

Fax: 44 -1327 303 499

www.spxtools-shop.com

Italy

Dealers based in Italy:

Bosch Automotive Service Solutions Europe
Via provinciale, 12, 43038 Sala Baganza-PR,
Italy Phone: 39 -521 837 508
Fax: 39 - 521 335 385

www.spxtools-shop.com

[Tech 2, MDI Diagnostic Tools and Accessories, Dealer Equipment](#)

US and Canada

Dealer Equipment and Services
5775 Enterprise Drive
Warren, MI, U.S.A 48092-3463
Phone: 1-800-GM-TOOLS

Monday through Friday

8:00 am–6:00 pm EST

Fax: 1-586-578-7205

www.GMDEsolutions.net (US only) or www.des-canada.ca (Canada only)

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



Number	Description	Material	Procedure
1	Roof Panel	Mild Steel	Roof Outer Panel Replacement

Number	Description	Material	Procedure
2	Outer Door Frame Sectioning	Mild Steel	• Outer Windshield Frame Pillar Sectioning • Rocker Outer Panel Sectioning • Front Hinge Pillar Sectioning • Center Pillar Sectioning • Rear Pillar Sectioning
3	Front Compartment Upper Side Rail	Mild Steel	Front Compartment Upper Side Rail Replacement
4	Radiator Support	Mild Steel	Radiator Support Replacement
5	Front Wheelhouse Panel	Mild Steel	Front Wheelhouse Panel Replacement
6	Front Side Door Outer Panel	Mild Steel	Front Side Door Outer Panel Replacement
7	Rear Side Door Outer Panel	Mild Steel	Rear Side Door Outer Panel Replacement
8	Pick Up Box Outer Side Panel	Mild Steel	Pickup Box Outer Side Panel Replacement
9	Pick Up Box Front End Panel	Mild Steel	Pickup Box Front End Panel Replacement
10	Rear End Panel	Mild Steel	Rear End Panel Replacement
11	Rear End Panel Reinforcement	High Strength Low Alloy Steel	Rear End Panel Replacement
12	Roof Rear Header Panel	High Strength Low Alloy Steel	Roof Rear Header Panel Replacement
13	Windshield Frame Header Front Panel	High Strength Low Alloy Steel	Windshield Frame Header Front Panel Replacement
14	Back Body Pillar Inner Panel Reinforcement	Mild Steel	Back Body Pillar Inner Panel Reinforcement Replacement
15	Center Pillar Sectioning	High Strength Low Alloy Steel	Center Pillar Sectioning

Number

Description

Material

Procedure

16

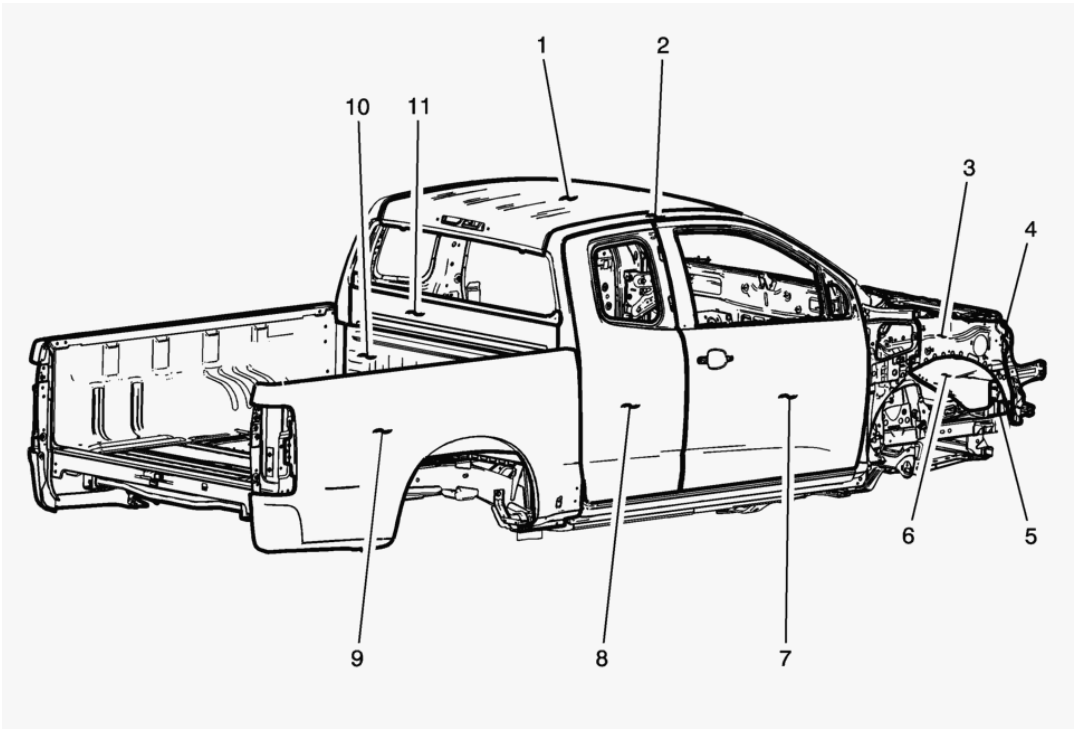
Outer Windshield Frame Pillar
sectioning

Mild Steel

Outer Windshield Frame Pillar Sectioning

2013 Chevrolet Colorado

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



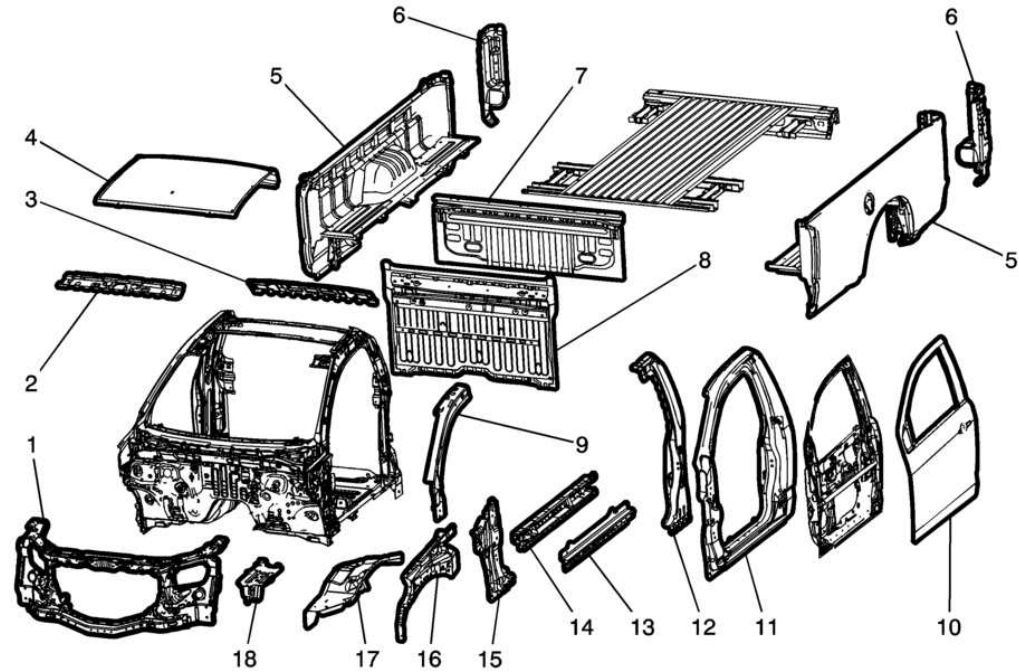
Structure Identification

Number	Description	Material	Procedure
1	Roof Panel	Mild Steel	Roof Outer Panel Replacement

Number	Description	Material	Procedure
2	Outer Door Frame Sectioning	Mild Steel	• Outer Windshield Frame Pillar Sectioning • Rocker Outer Panel Sectioning • Front Hinge Pillar Sectioning • Center Pillar Sectioning • Rear Pillar Sectioning
3	Front Compartment Upper Side Rail	Mild Steel	Front Compartment Upper Side Rail Replacement
4	Radiator Support	Mild Steel	Radiator Support Replacement
5	Front Rail Extension	Mild Steel	Front Rail Extension
6	Front Wheelhouse Panel	Mild Steel	Front Wheelhouse Panel Replacement
7	Front Side Door Outer Panel	Mild Steel	Front Side Door Outer Panel Replacement
8	Rear Side Door Outer Panel	Mild Steel	Rear Side Door Outer Panel Replacement
9	Pick Up Box Outer Side Panel	Mild Steel	Pickup Box Outer Side Panel Replacement
10	Pick Up Box Front End Panel	Mild Steel	Pickup Box Front End Panel Replacement
11	Rear End Panel	Mild Steel	Rear End Panel Replacement

2013 Chevrolet Colorado

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



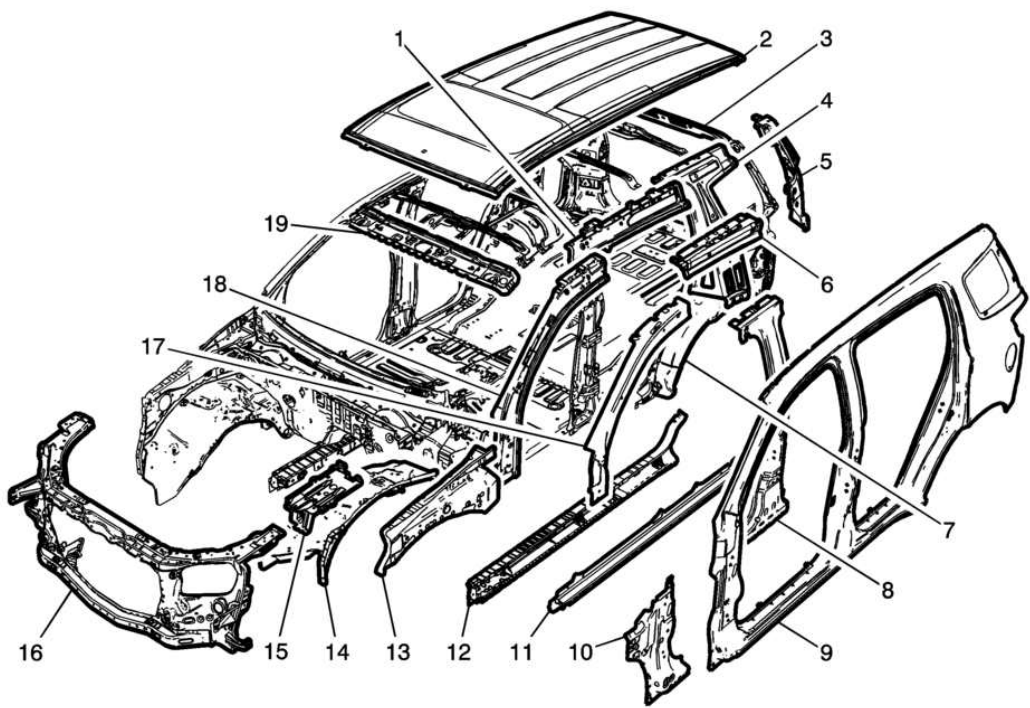
Structure Identification

Number	Description	Material	Procedure
1	Radiator Support	Mild Steel	Radiator Support Replacement
2	Windshield Frame Header Front Panel	High Strength Low Alloy Steel	Windshield Frame Header Front Panel Replacement

Number	Description	Material	Procedure
3	Roof Rear Header Panel	High Strength Low Alloy Steel	Roof Rear Header Panel Replacement
4	Roof Outer Panel	Mild Steel	Roof Outer Panel Replacement
5	Pick Up Box Outer Side Panel	Mild Steel	Pickup Box Outer Side Panel Replacement
6	Pick Up Box Lamp Pocket	Mild Steel	Pickup Box Lamp Pocket Replacement
7	Pick Up Box Front End Panel	Mild Steel	Pickup Box Front End Panel Replacement
8	Rear End Panel	Mild Steel	Rear End Panel Replacement
9	Outer Windshield Frame Pillar	Mild Steel	Outer Windshield Frame Pillar Sectioning
10	Front Side Door Outer Panel	Mild Steel	Front Side Door Outer Panel Replacement
11	Outer Door Frame Sectioning	Mild Steel	Outer Door Frame Sectioning
12	Rear Pillar Sectioning (Full)	Mild Steel	Rear Pillar Sectioning
13	Rocker Outer Panel Sectioning	Mild Steel	Rocker Outer Panel Sectioning
14	Rocker Inner Panel Reinforcement	Mild Steel	Rocker Inner Panel Reinforcement Replacement
15	Front Hinge Pillar Sectioning	Mild Steel	Front Hinge Pillar Sectioning
16	Front Compartment Upper Side Rail	Mild Steel	Front Compartment Upper Side Rail Replacement
17	Front Wheelhouse Panel	Mild Steel	Front Wheelhouse Panel Replacement
18	Battery Tray	Mild Steel	Battery Tray Replacement

2013 Chevrolet Colorado

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



Structure Identification

Number	Description	Material	Procedure
1	Roof Inner Side Rail	Dual Phase Steel	Outer Door Frame Sectioning
2	Roof Outer Panel	Mild Steel	Roof Outer Panel Replacement
3	Roof Rear Header Panel	Mild Steel	Roof Rear Header Panel Replacement

Number	Description	Material	Procedure
4	Quarter Inner Panel Upper Reinforcement	Mild Steel	Quarter Inner Panel Upper Reinforcement Replacement
5	Rear Pillar Reinforcement	Mild Steel	Rear Pillar Sectioning
6	Rear Upper Extension	Mild Steel	Outer Door Frame Sectioning
7	Outer Wheelhouse Panel	Mild Steel	Rear Wheelhouse Replacement
8	Center Pillar Reinforcement	High Strength Low Alloy Steel	Center Pillar Inner Panel Replacement
9	Outer Door Frame	Mild Steel	Outer Door Frame Sectioning
10	Front Hinge Pillar	Mild Steel	Front Hinge Pillar Sectioning
11	Rocker Outer Panel Reinforcement	Dual Phase Steel	Rocker Outer Panel Sectioning
12	Rocker Inner Panel Reinforcement	Dual Phase Steel	Rocker Inner Panel Reinforcement Replacement
13	Front Compartment Upper side Rail	Mild Steel	Front Compartment Upper Side Rail Replacement
14	Front Wheelhouse Panel	Mild Steel	Front Wheelhouse Panel Replacement
15	Battery Tray	Mild Steel	Battery Tray Replacement
16	Radiator Support	Mild Steel	Radiator Support Replacement
17	Outer Windshield Frame Pillar	High Strength Low Alloy Steel	Outer Windshield Frame Pillar Sectioning
18	Inner Windshield Frame Pillar	High Strength Low Alloy Steel	Outer Windshield Frame Pillar Sectioning
19	Windshield Frame Header Front Panel	High Strength Low Alloy Steel	Windshield Frame Header Front Panel Replacement

2013 Chevrolet Colorado

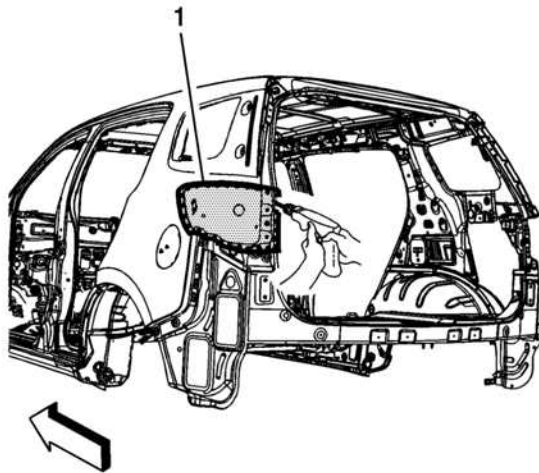
Submodel: | Engine Type: | Liters:
Fuel Delivery: | Fuel:

Removal Procedure

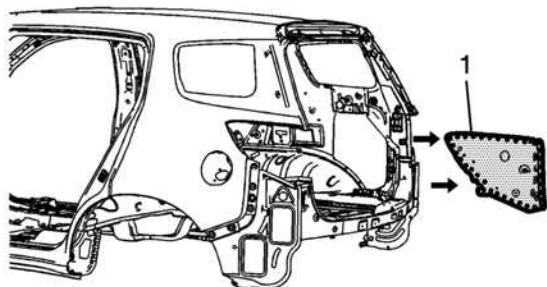
Warning: Refer to Approved Equipment for Collision Repair Warning.

Warning: Refer to Glass and Sheet Metal Handling Warning.

1. Disable the SIR system. Refer to SIR Disabling and Enabling.
2. Disconnect the negative battery cable. Refer to Battery Negative Cable Disconnection and Connection.
3. Remove all related panels and components.
4. Visually inspect the damage. Repair as much of the damage as possible.
5. Remove the sealers and anti-corrosion materials from the repair area, as necessary. Refer to Anti-Corrosion Treatment and Repair.
6. Locate and mark all the necessary factory welds of the body rear end panel.

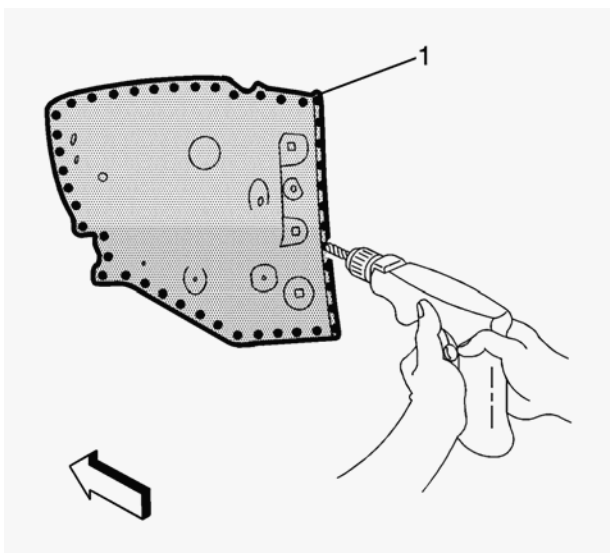


7. Drill out all factory welds from the body side outer panel (1) to gain access to the tail lamp pocket reinforcement. Note the number and location of welds for installation of the service assembly.

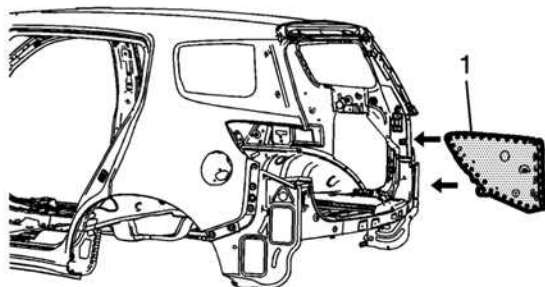


8. Remove the tail lamp pocket (1).

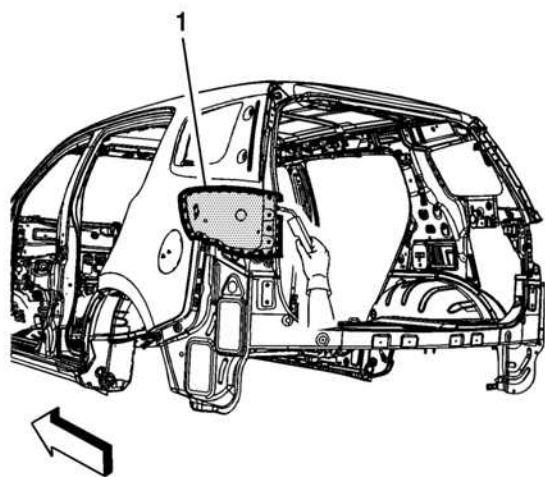
Installation Procedure



1. Drill 8 mm (5/16 in) holes for plug welding along the edges of the tail lamp pocket (1) as noted from the original panel.
2. Clean and prepare the attaching surfaces for welding.



3. Position the tail lamp pocket on the vehicle (1).
4. Verify the fit of the tail lamp pocket (1).
5. Clamp the tail lamp pocket (1) into position.



6. Plug the weld accordingly (1).
7. Apply the sealers and anti-corrosion materials to the repair area, as necessary. Refer to Anti-Corrosion Treatment and Repair.
8. Paint the repaired area. Refer to Basecoat/Clearcoat Paint Systems.
9. Install all related panels and components.

10. Connect the negative battery cable. Refer to Battery Negative Cable Disconnection and Connection.
11. Enable the SIR system. Refer to SIR Disabling and Enabling.

2013 Chevrolet Colorado

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

Special Tools

- *EL-38125-550* Terminal Release Tool Kit
- *EL-38125-580* Terminal Release Tool Kit
- *EL-35616* Terminal Test Probe Kit

For equivalent regional tools, refer to Special Tools.

Note: All repairs near the engine manifold, turbo engine and all exhaust pipes should follow the High Temperature Wiring Repair procedures.

1. Find the appropriate connector end view within the connector end view section. The connector end view has the following information:

- Diagnostic probe tool
- Terminal release tool
- Terminal/terminated lead part numbers

Note: Not using the proper test kit probe may cause damage to the terminal(s) that are probed.

- Determine if a terminal is damaged.
- Locate the diagnostic probe tool from the connector end view. The connector end view describes the color and part number to help the technician find and use the correct tool.
- Connect the probe tool to the Digital Multimeter.
- Insert the probe tool into the cavity and follow the procedures from the Troubleshooting with a Digital Multimeter.
 - Disconnect the connector body to perform the repair.
 - Use the following procedure to remove the terminal from the connector body.

Note: Several procedures for specific connector bodies are called out in the Wiring Repairs section.

- The terminal position assurance (TPA) and connector position assurance (CPA) should be removed before releasing the terminal for the connector body.

- Look at the connector end view to locate the cavity of the damaged terminal and find the proper terminal release tool from the terminal release tool kit.

Note: Using the incorrect terminal release tool can damage the connector body.

Note: Some terminals have a lever that must be disengaged before the terminal can be released.

- Insert the terminal release tool into the cavity.



- Gently pull the wire out of the back of the connector.
- Repair the terminal by following the Repairing Connector Terminals procedure.
- Insert the repaired terminal back into the cavity. Repeat the diagnostic procedure to verify the repair and reconnect the connector bodies.

2013 Chevrolet Colorado

Submodel: | Engine Type: | Liters:

Fuel Delivery: | Fuel:

Caution: Do not insert test equipment probes (DMM etc.) into any connector or fuse block terminal. The diameter of the test probes will deform most terminals. A deformed terminal will cause a poor connection, which will result in a system failure. Always use the J-35616-F GM Approved Terminal Release Tool Kit in order to front probe terminals. Do not use paper clips or other substitutes to probe terminals.

When using the J-35616-F GM Approved Terminal Release Tool Kit , ensure the terminal test adapter choice is the correct size for the connector terminal. Do not visually choose the terminal test adapter because some connector terminal cavities may appear larger than the actual terminal in the cavity. Using a larger terminal test adapter will damage the terminal. Refer to the J-35616-F GM Approved Terminal Release Tool Kit label on the inside of the J-35616-F GM Approved Terminal Release Tool Kit for the correct adapter along with the connector end view for terminal size.

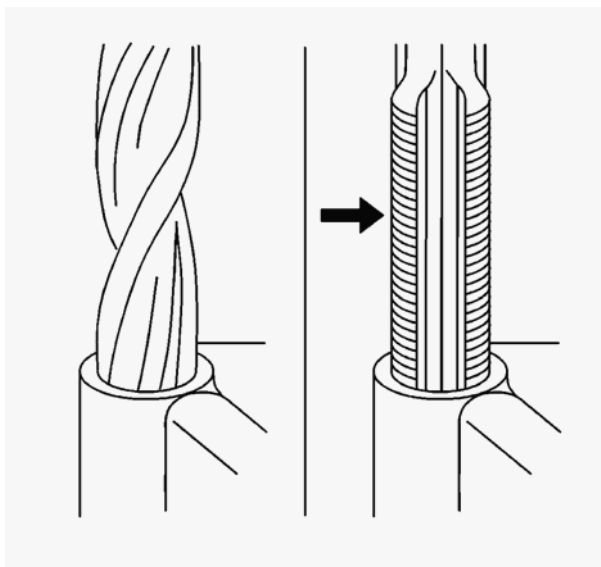
2013 Chevrolet Colorado

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

General Purpose Thread Repair Kits.

These kits are available commercially.

[Repair Procedure](#)



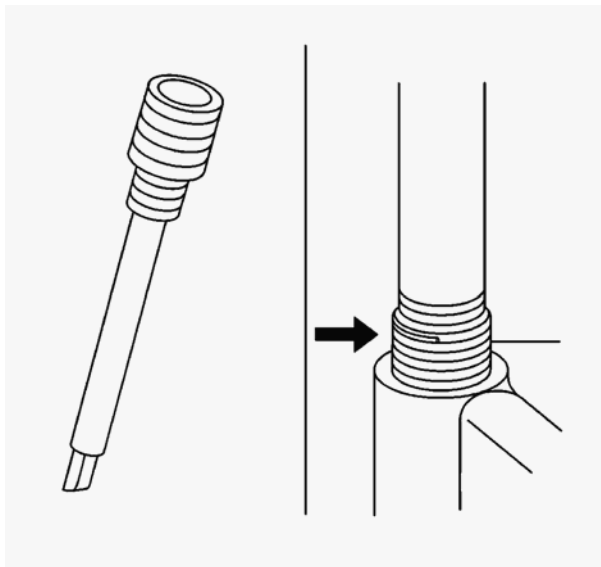
Warning: Refer to Safety Glasses Warning.

Note: Refer to the thread repair kit manufacturer's instructions regarding the size of the drill and tap to use.

Avoid any buildup of chips. Back out the tap every few turns and remove the chips.

1. Determine the size, the pitch, and the depth of the damaged thread. If necessary, adjust the stop collars on the cutting tool and tap to the required depth.
2. Drill out the damaged threads. Clean out any chips.

3. Lubricate the tap with light engine oil. Tap the hole. Clean the threads.



4. Thread the thread insert onto the mandrel of the installer. Engage the tang of the insert onto the end of the mandrel.

Note: The insert should be flush to one turn below the surface.

5. Lubricate the insert with light engine oil, except when installing in aluminum and install the insert.
6. If the tang of the insert does not break off when backing out the installer, break the tang off with a drift.

2013 Chevrolet Colorado

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

[2013 Chevrolet Colorado, S10, Trailblazer and Holden Colorado, Colorado 7 Service Manual](#)

Foreword

This manual provides information on the diagnosis, the service procedures, the adjustments, and the specifications for the 2013 Chevrolet Colorado, S10, Trailblazer and Holden Colorado, Colorado 7.

The technicians who understand the material in this manual and in the appropriate Dealer Service Bulletins better serve the vehicle owners.

When this manual refers to a brand name, a part number, or a specific tool, you may use an equivalent product in place of the recommended item. All information, illustrations, and specifications in this manual are based on the latest product information available at the time of publication approval. General Motors reserves the right to make changes at any time without notice.

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2013 Chevrolet Colorado

Submodel: | Engine Type: | Liters:

Fuel Delivery: | Fuel:

Special Tools

GE-7872 Magnetic Base Dial Indicator Set , or equivalent

Note: This measurement procedure is intended to measure torque tube runout for systems with a constant velocity (CV) joint, rubber coupling or bolt-on U-joint yoke at the torque tube.

1. Place the transmission in NEUTRAL.
2. Raise and support the vehicle. Refer to Lifting and Jacking the Vehicle.
3. If equipped with a CV joint, measure the torque tube input flange radial runout on the machined surface of the prop shaft rear CV joint housing, as close to the flange as possible:
 1. Clean the surface of the prop shaft rear CV joint housing just ahead of the torque tube input flange.
 2. Mount a dial indicator set, GE-7872 Magnetic Base Dial Indicator Set , or equivalent, and position the dial indicator to contact the prop shaft rear CV joint housing as close to the torque tube input flange as possible.
4. If equipped with a rubber coupling or bolt-on U-joint yoke, measure the torque tube input flange radial runout on the machined surface of the flange pilot area:
 1. Mark the position of the prop shaft to the torque tube input flange.
 2. Separate the propshaft from the torque tube input flange.
 3. Clean the surface of the flange pilot area.
 4. Mount a dial indicator set, GE-7872 Magnetic Base Dial Indicator Set , or equivalent, and position the dial indicator to contact the pilot area as close to the end of the pilot as possible.
5. Rotate the torque tube input flange by hand to locate the low spot.
6. Set the dial indicator to zero on the low spot.
7. Rotate the flange by hand and record the amount of radial runout.
8. Compare the runout of the flange to the runout tolerance specifications guideline.
9. If the torque tube input flange runout exceeds the specification, the flange requires replacement.

2013 Chevrolet Colorado

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Dealers

All U.S. GM Dealers participating in the Center of Learning / GM Service Technical College (STC) Programs can enroll through the Center of Learning website at <https://www.centerlearning.com>. Within the website, there are individual training paths that are designed to assist in planning the training needs for each individual and their job role. Dealers who have questions about Center of Learning Training should contact the Center of Learning help desk at 1-888-748-2687. The help desk is available Monday through Friday, 8:00 am – 9:00 pm Eastern Standard Time, excluding holidays. For GM Access support, contact the GM Access Help Desk at 1-888-337-1010.

Fleets

GM Fleet customers with GM Warranty In-Shop agreements are able to participate in service technical training through the Center of Learning/GM Service Technical College (STC).

Assistance for GM fleet registered customers using GM STC training is provided by the Center of Learning help desk at 1-888-748-2687. The help desk is available Monday through Friday, 8:00 am–9:00 pm Eastern Standard Time, excluding holidays. For GM Access support, contact the GM Access Help Desk at 1-888-337-1010.

Most GM STC course materials have associated charges.

To purchase authentic GM STC Training Materials, contact the GM Training Materials Headquarters at 1-800-393-4831.

Non-GM Dealer Technicians

Technician training for non-GM dealers is available through ACDelco. This training is for ACDelco PSC and Fleet program members employed in the automotive or truck service industry.

ACDelco courses are available at approved GM STC Training Centers. Availability and schedules can be obtained by calling 1-800-825-5886 (prompt 1) or contact us via the web at www.acdelcotechconnect.com and select the Training tab. Seminars are also offered through the ACDelco Warehouse Distribution channel. Contact your Local ACDelco representative or distributor directly for more information.

2013 Chevrolet Colorado

Submodel: | **Engine Type:** | **Liters:**

Fuel Delivery: | **Fuel:**

This information provides repair recommendations and general guidelines for steel classified as Ultra High Strength Dual Phase Steel , also known as DPX. This type of steel normally has a tensile strength of 780 MPa, or greater.

General Motors recommends the following when repairing or replacing this type of steel during collision repair.

Note:

- Repair of this type of steel is not recommended.
- This type of steel should be replaced at factory joints only. Sectioning or partial replacement is not recommended.
- The use of heat to repair damage is not recommended for this type of steel.
- Stitch Welding is not recommended for this type of steel (unless replacing a factory installed stitch weld).
- This type of steel should not be used as a backing reinforcement or a sleeve for a sectioning joint.

Recommended Repairs:

- Squeeze Resistance Spot Welding can be used to replace factory spot welds, where applicable.
- MIG plug welding can be used to replace factory spot welds.
- MIG Brazing can be used to replace factory spot welds.

2013 Chevrolet Colorado

Submodel: | Engine Type: | Liters:

Fuel Delivery: | Fuel:

This information provides repair recommendations and general guidelines for steel classified as Ultra High Strength Steel, also known as UHSS. This type of steel normally has a tensile strength of 780 MPa, or greater.

This includes the common steel names of

- Ultra High Strength Dual Phase Steel (DPX)
- Martensitic Steel (M)
- Boron/Press Hardened Steel (B)
- Multi-Phase Steel (MP)
- TRIP Steel (TR)

General Motors recommends the following when repairing or replacing this type of steel during collision repair.

Note:

- Repair of this type of steel is not recommended.
- This type of steel should be replaced only, at factory joints. Sectioning or partial replacement is not recommended.
- The use of heat to repair damage is not recommended for this type of steel.
- Stitch Welding is not recommended for this type of steel (unless replacing a factory installed stitch weld).
- This type of steel should not be used as a backing reinforcement or a sleeve for a sectioning joint.

Recommended Repairs

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- MIG plug welding can be used to replace factory spot welds.
- MIG Brazing can be used to replace factory spot welds.

2013 Chevrolet Colorado

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Fuel Delivery: | Fuel:

Caution: Ensure each valve lifter is filled with clean engine oil and the valve lifter does not tip over (plunger down) before the installation of the valve lifters. The loss of oil in the valve lifter lower pressure chamber or the dry stroking/cycling of the valve lifter plunger will allow air to travel into the high pressure chamber of the valve lifter. Air in the high pressure chamber of the valve lifter may not be purged causing extensive engine component damage.

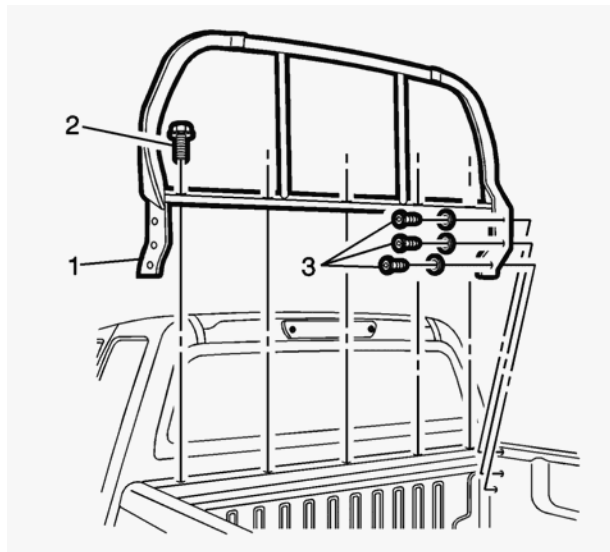
2013 Chevrolet Colorado

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

TOOLS REQUIRED:

Torque Wrench, Flat-blade Screwdriver, Phillips Head Screwdriver, 5mm Allen Key, 2.0mm Drill Bit, 12.0mm Drill Bit, T40 Torx Bit, Power Drill, File, Heavy Duty Nut-Serter Gun (HOLHDNSG).

FITTING INSTRUCTIONS:



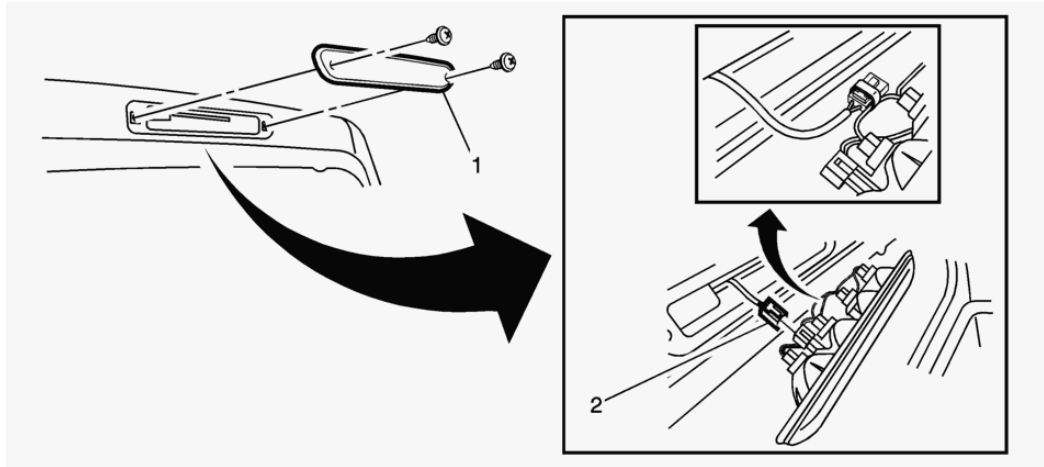
Note: If the vehicle is fitted with a tray liner, the fitting procedure will vary where indicated.

1. Remove the bolts (2) securing the header bar (1) to the front tray rail (5 places) and the bolts (3) securing the left and right-hand side mounting brackets (6 places). Carefully lift off the header bar.

Note:

- Use an impact gun on Torx bit fasteners.

- The OE Header Bar should be retained and placed in the vehicle tray once the installation of the sports bar is complete.



2. When fitting the sports bar, the existing high mounted stop lamp must be disabled as follows:

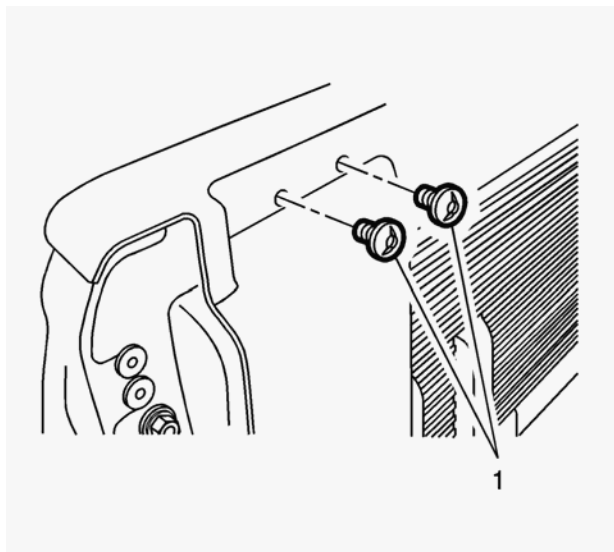
- Remove the phillips head screws (2 places) and pull out the existing high mounted stop lamp assembly (1).
- Disconnect the connector (2) from the back of the existing assembly and tape securely to the existing globe wiring.

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.

- Reinstall the high mounted stop lamp assembly using the existing screws.

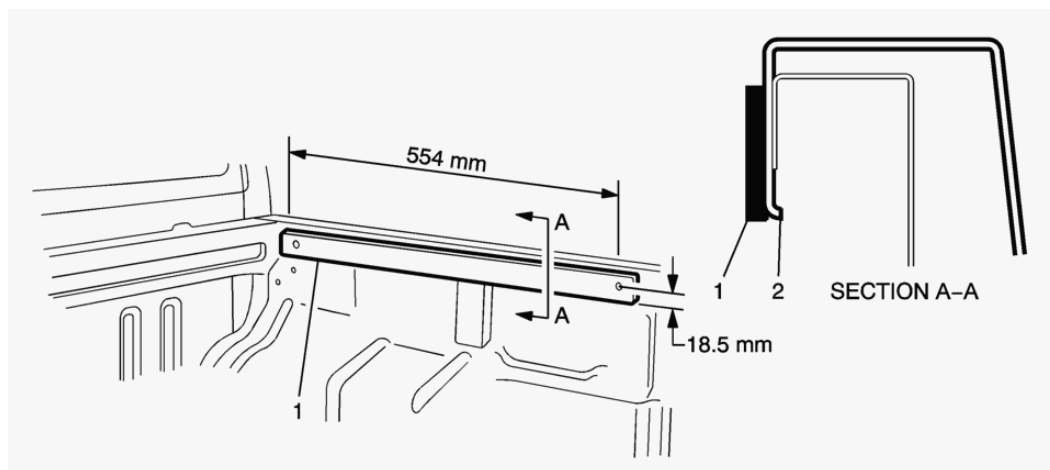
Tighten

Tighten the screws to 2.5 Y (2.0 lb ft)



Note: On vehicle that have an existing tub liner or is being fitted with a tub liner, ensure the tub liner is trimmed in accordance to the trimming lines on the back surface of the liner. Also ensure the appropriate holes are drilled where the cross hairs are marked on the back surface of the tub liner.

- If the vehicle has a tub liner installed or the vehicle is being fitted with a Ladder rack, remove the left and right-hand side rear tray rail bolts (1). Use an impact driver to remove the side rear tray rail bolts.

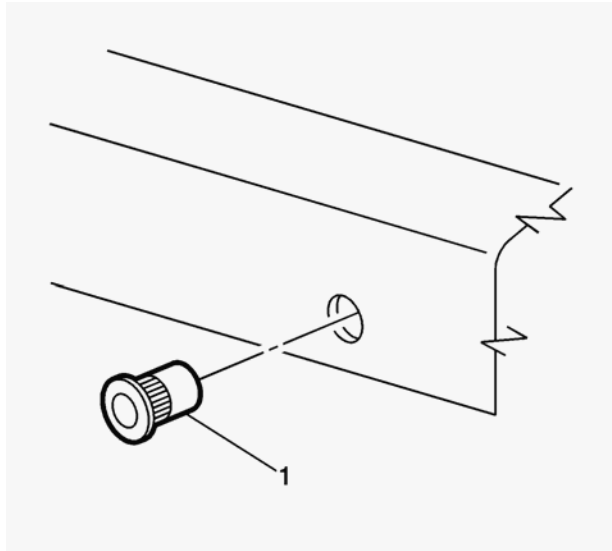


Caution: Always check scale, size and position of all templates before drilling. Failing to do so may cause damage to the vehicle, misalignment of components or the inability to install the accessory.

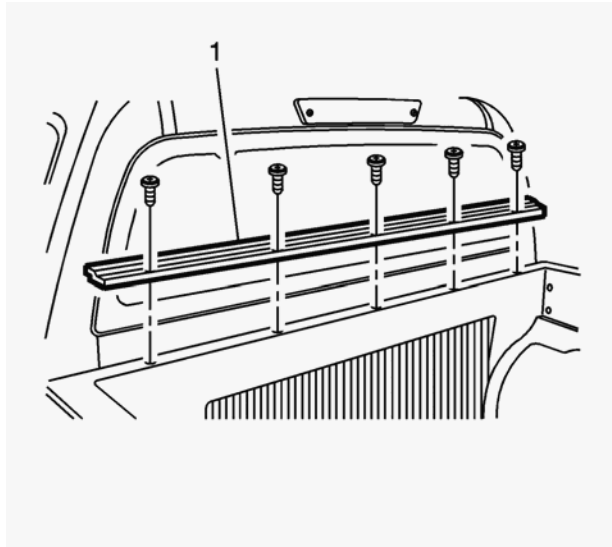
- Measure 554 mm back from the center of the top header bar fixing hole on the inner tub side rail and 18.5 mm up from the bottom of the vehicle tub inner lip.

Center punch the hole position and use a 3 mm pilot drill to make the hole. Open the pilot hole out to 13.5 mm. If it is likely that you will be fitting high numbers of sports bars a drilling template can be purchased separately to assist the step.

Important: Use a drill stop to ensure that no damage is caused to the outer panel.



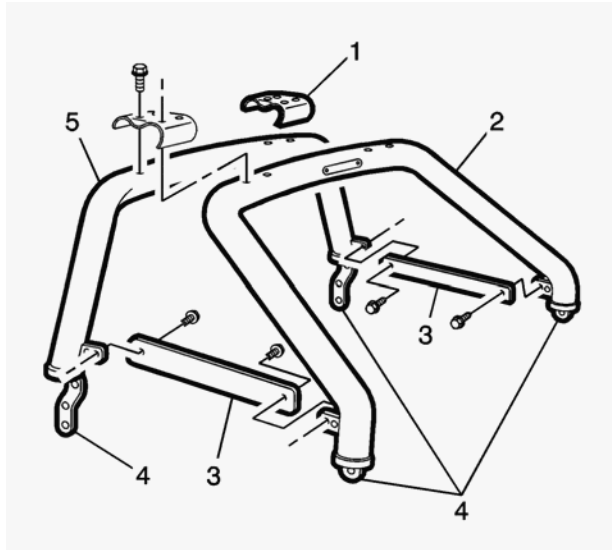
- De-bur drilled rear sports bar mounting hole and apply G16 anti-corrosion grease to the holes. Repeat for the left-hand side. Push the nutsert (1) into the hole in the tray rail and install using a nut-sert gun.
- (If applicable) Install the tub liner.



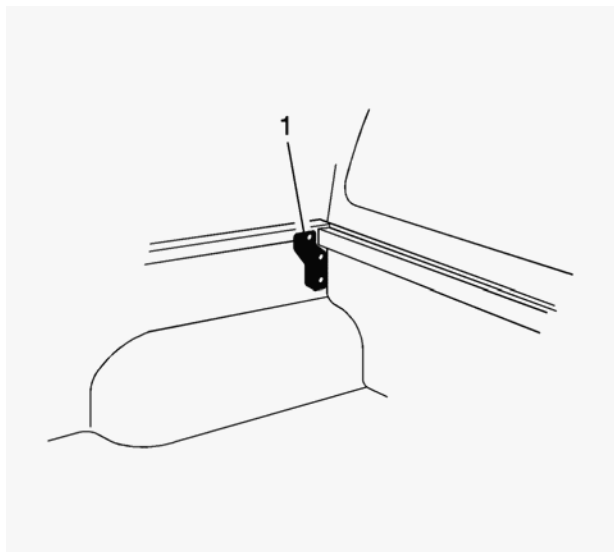
- If the vehicle was originally fitted with a header bar, install the front header rail extrusion (1) with the raised edge facing forward across the front edge of the tub using 5 cap headed screws supplied.

Tighten

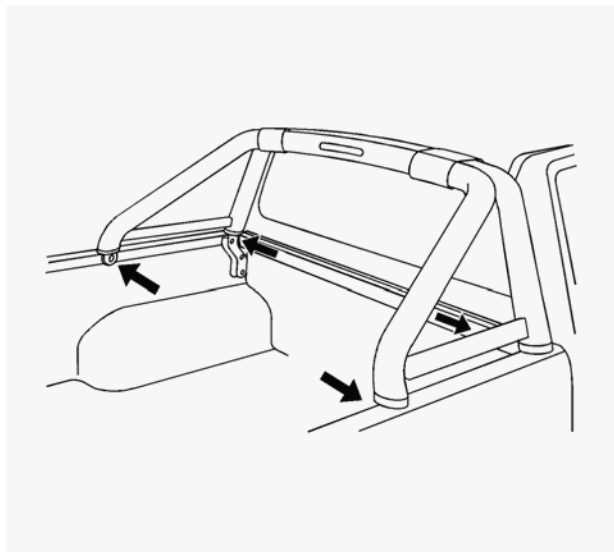
Tighten the screws to 6 Y (4.5 lb ft)



- Fit the attachment brackets (4) to the bottom of the sports bar 4 uprights (ensure the brackets are fitted to the correct side).
- Use the fixings supplied to attach the 2 lower side braces (3) to the rear angular bar of the sports bar (2). Do not tighten at this time.
- Use the fixings supplied to attach the 2 lower side braces to the front upright bar of the sports bar (5). Do not tighten at this time.
- Fit the sports bar header places (1) to the top fixing points in the top of the sports bar using the fixings supplied. Do not tighten at this time.
- Fit the attachment brackets (4) to the base of the sports bar uprights using the M8 bolts with the M8x18x1.5 washers supplied and ensure the bolts are run up and the bracket is held firmly but not tightened.

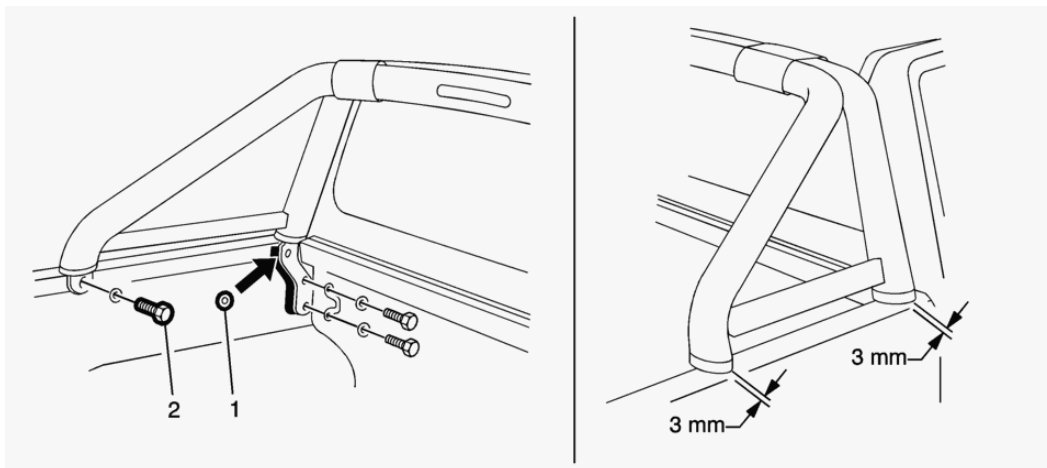


- Position the inner tub protector decals (1) to each side of the tub over the area where the header bar was attached. Ensure the area is clean and dry before fitting.



Important: When fitting the sports bar, ensure the stop lamp harness is not crushed between the sports bar and the tray rail.

- With assistance, fit the sports bar to the vehicle and center the bar to the tray. Use a rubber mallet to adjust the brackets so that the brackets touch the sides of the tub. Remove the sports bar and tighten the sports bar fixing brackets to 22 Y (16 lb ft) of torque.

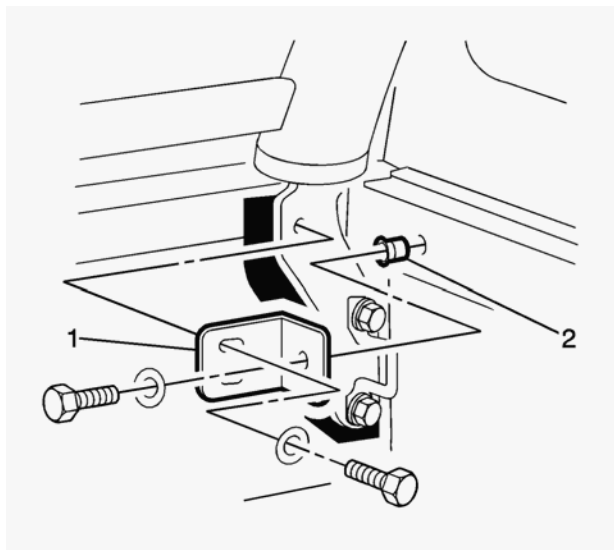


- With assistance, place the sports bar in position with the stop lamp harness inside the vehicle tub.
- Use the 4 lower header bar fixing points and the 2 points drilled (2) previously to secure the sports bar to the vehicle using the M8x35 mm bolts and the M8x22x3 flat washers supplied. Ensure the 2 front tie down points are refitted to the 2 lower bolt holes when installing the sports bar.

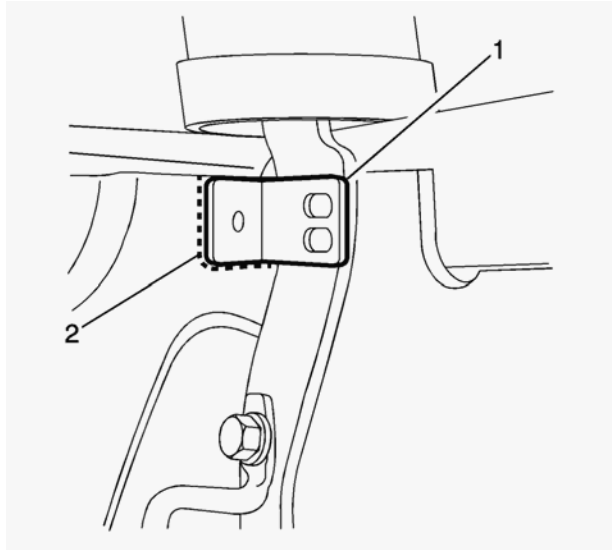
Note: Unless the vehicle is being fitted with a soft tonneau cover, a spacer washer 22x4 (1) is placed between the tray body and the front fixing bracket on the top fixing bolt only.

- Once all bolts are in place, tighten the M8 bolts to 22 Y (16 lb ft) of torque and the M6 bolts to 9 Y (7 lb ft) of torque.

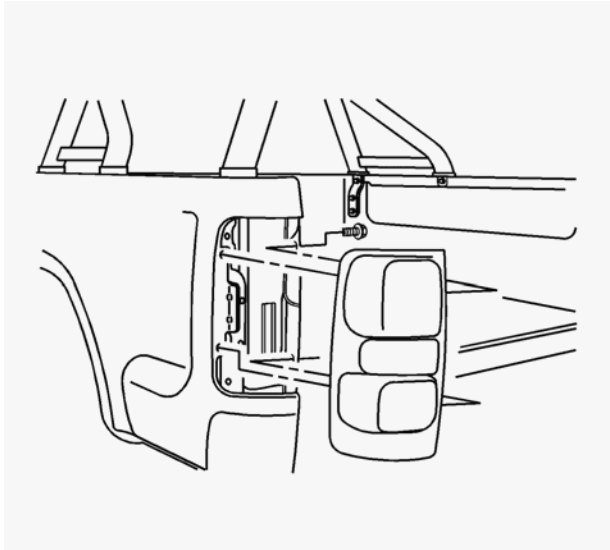
Note: If the sports bar and ladder racks are being fitted to a vehicle that does not have a over the rail tub liner, three piece hard tonneau installed a 3 mm gap must be left between the bottom of the sports bar and ladder rack and the top surface of the vehicle tub.



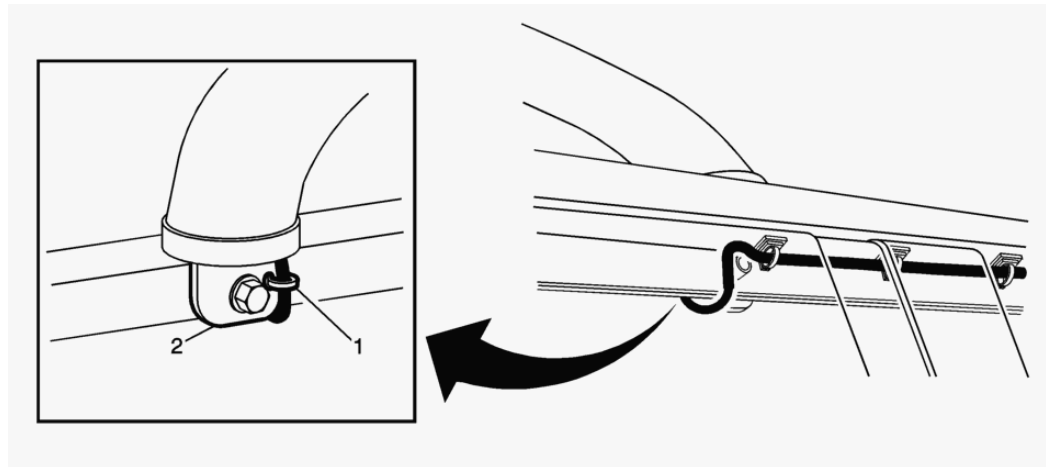
- Once the sports bar has been adjusted and tightened to the correct torque settings, position the corner brace (1) against the sports bar fixing bracket and loosely fit the top retaining bolt.
- Mark the hole in the corner brace on the front wall of the tub.
- Center punch the center of the hole and drill the hole out to 13.5 mm. De-burr the hole and apply the G16 anti-corrosive grease supplied.
- Use a nutsert gun to fit the nutsert (2).
- Refit the corner brace and tighten the 2 bolts to 22 Y (16 lb ft) of torque. Repeat on the other side.



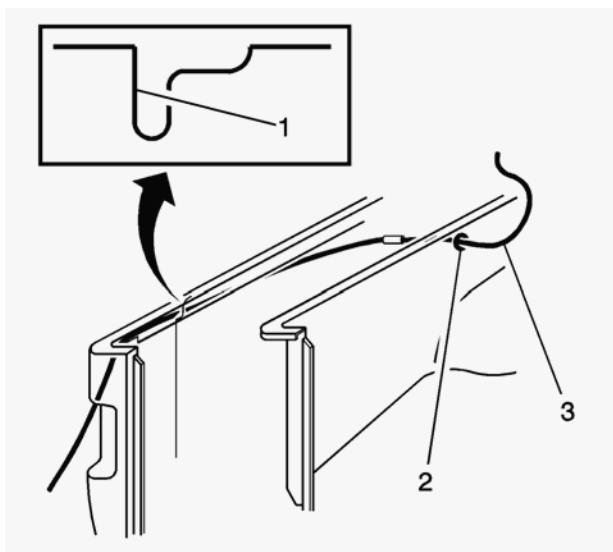
- If the vehicle has a tub installed, it will be necessary to remove a section of the tub liner to allow the corner brace (1) to contact the wall of the tub. use the brace as a template to mark the area (2) that will need to be removed and use a suitable tool to remove the material.



- Open the vehicle tail gate and remove the 2 hex head left hand side tail lamp retaining bolts from the side of the tub opening. Pull back to release the tail lamp, disconnect the tail lamp from the vehicle harness.



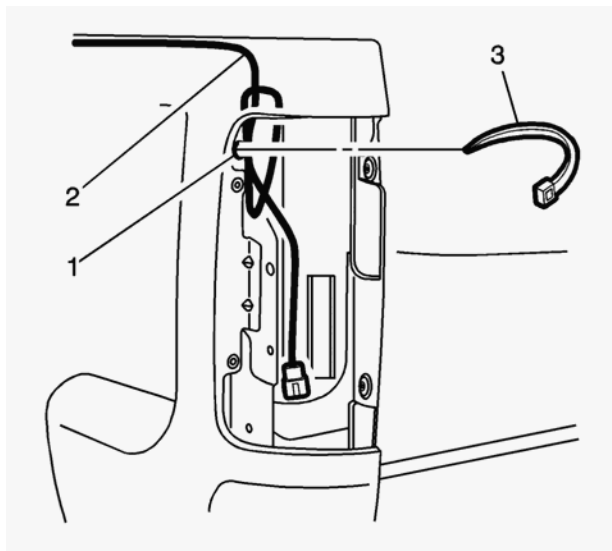
- Cable tie (1) the stop lamp harness to the LHS rear sports bar bracket (2).
- Use a cleaning pad to clean a 30mm square area at the top of the vehicle tub side under the top tub lip just forward of the angled sports bar fixing bracket. Remove the backing from the self adhesive anchor and apply the anchor to the cleaned area, push firmly for 10 seconds to ensure permanent adhesion.
- Repeat the process every 150mm to the underside of the tub lip.
- Use the cable ties supplied to fix the stop lamp harness to the cable anchors ensuring the harness is taut.



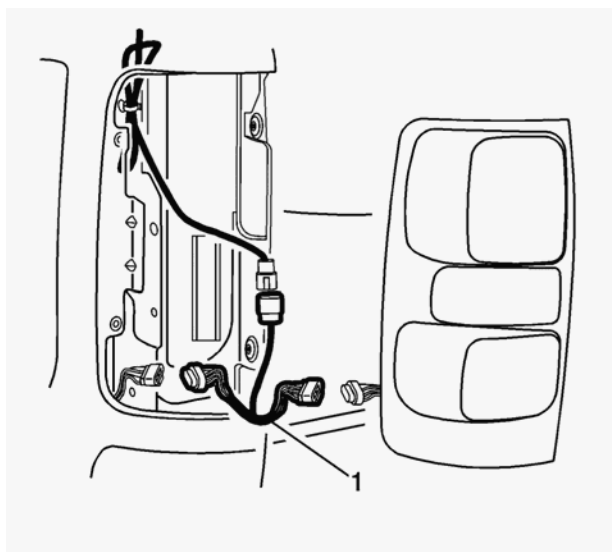
Note: If the vehicle is fitted with an over the edge tub liner, it will be necessary to drill a hole (2) beside the rear sports bar leg to pass the stop lamp harness (3) through. If the vehicle is going to be fitted with a tub liner that has the top edge of the tub liner trimmed off, use the trim lines on the sides of the liner to trim out the notches (1) in the sides of the liner. Attach a guide wire to the stop lamp harness and pass the guide wire through the gap under the side rail at the rear of the vehicle tub into the rear lamp opening. Reinstall the liner and pull the harness into the rear lamp opening.



- Remove the backing from the foam wrap tape and apply the foam (1) to the area of the harness that will pass over the top edge of the tub at the end of the tub lip into the tail lamp opening.

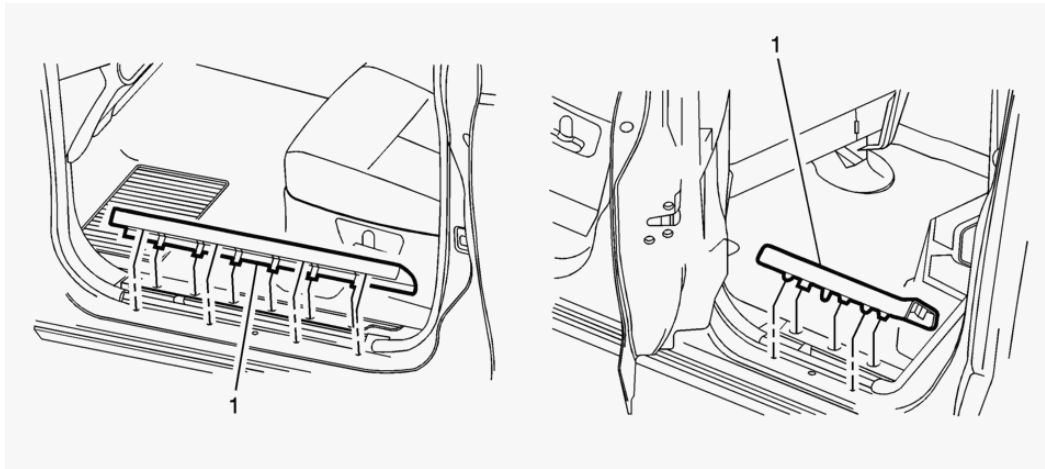


- Ensure there is sufficient slack in the sports bar stop lamp harness to reach the tail lamp connector. Gather up any slack (2) in the harness and cable tie (3) the harness to the hole (1) in the vehicle sheet metal.



Note: VEHICLES FITTED WITH LED LAMP ASSEMBLIES ONLY

- Connect the stop lamp patch harness (1) to the sports bar stop lamp harness. Connect the stop lamp patch harness between the tail lamp connector and the vehicle harness connector. Refit the tail lamp to the vehicle.

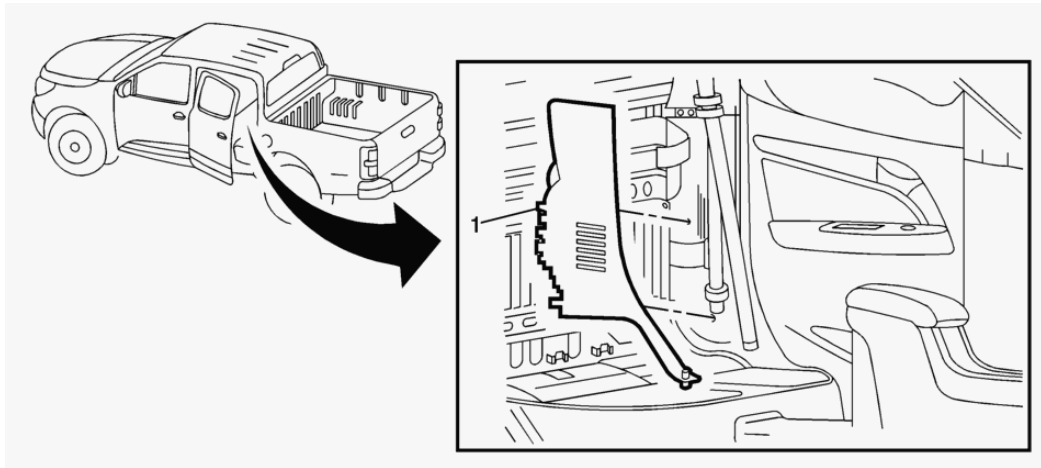


Note: VEHICLES WITH INCANDESCENT LIGHT GLOBES ONLY

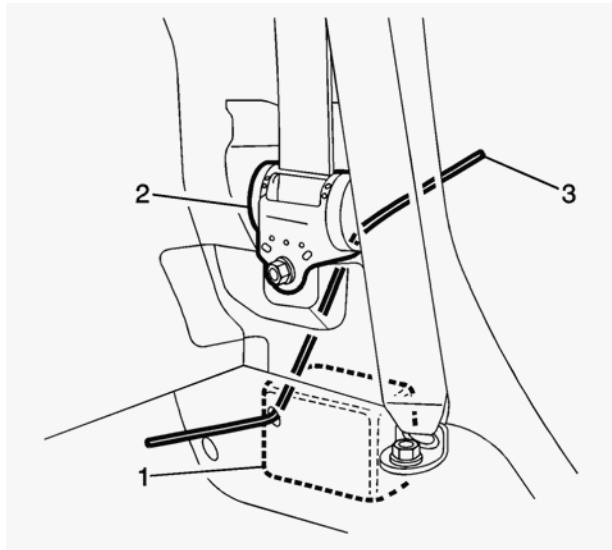
- Open the left hand side vehicle doors and pull up the release door sill plates (1).



- Remove the retaining screw (1) from the front left hand side kick panel (2) and pull to remove from the vehicle.

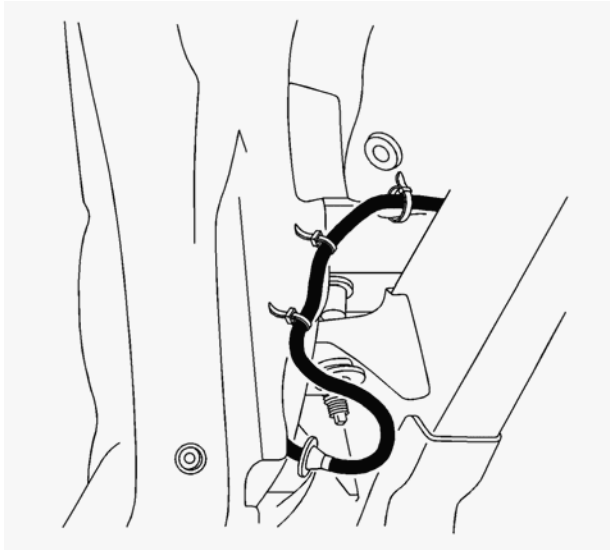


- Pull the rear seat release tag and lower the rear seat back down (refer to the Owner's Handbook). Pull on the front edge of the rear side trim (1) to remove the trim panel to gain access the vehicle body cavity.

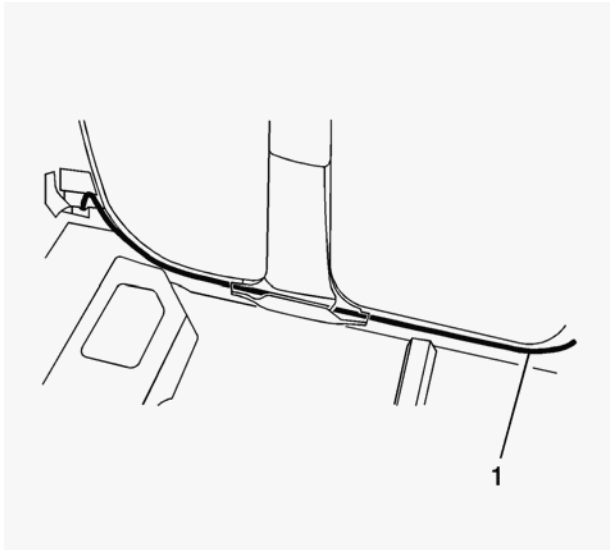


- Remove the grommet from the rear left lower corner inner sill of the vehicle cab and feed a guide up between the sheet metal and the acoustic foam.

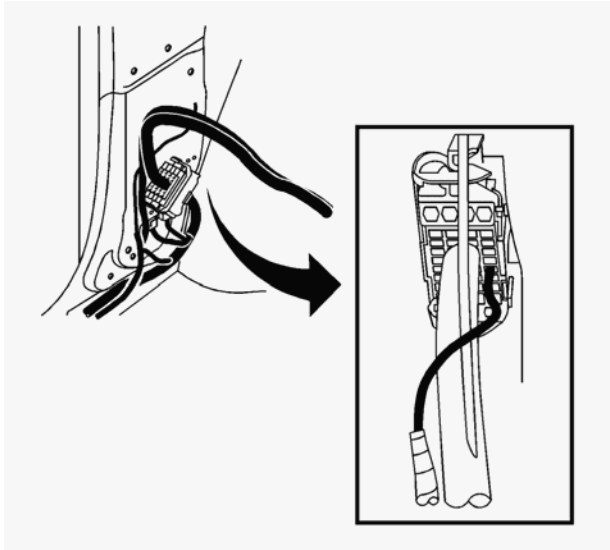
When the guide wire (3) is visible from the seat belt retraction cavity (1), tape the spot lamp harness to the guide wire and pull the harness into the vehicle. On regular cab vehicles, pull the harness until the first grommet on the harness is seated in the grommet hole, for crew cabs, pull the first grommet through the grommet hole and seat the second grommet in the grommet hole.



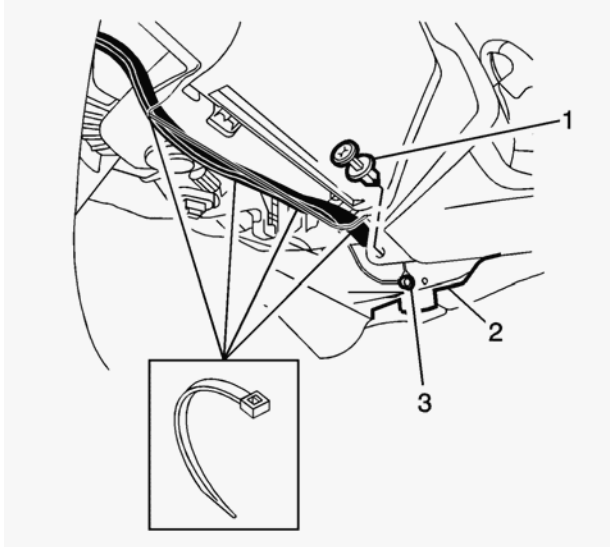
- From the rear left lower corner of the vehicle, feed the harness up over the vehicle chassis and cable tie in position.



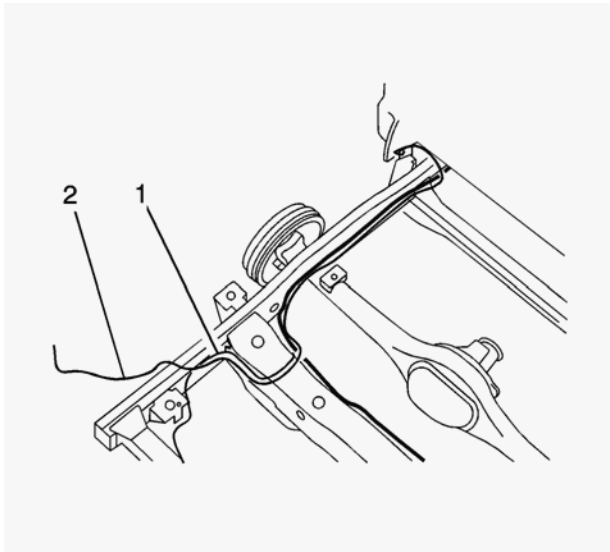
- Run the power harness (1) along the vehicle harness, use a guide wire to feed the harness behind the “B” pillar trim panel. Cable tie the power harness to the vehicle harness every 200mm.



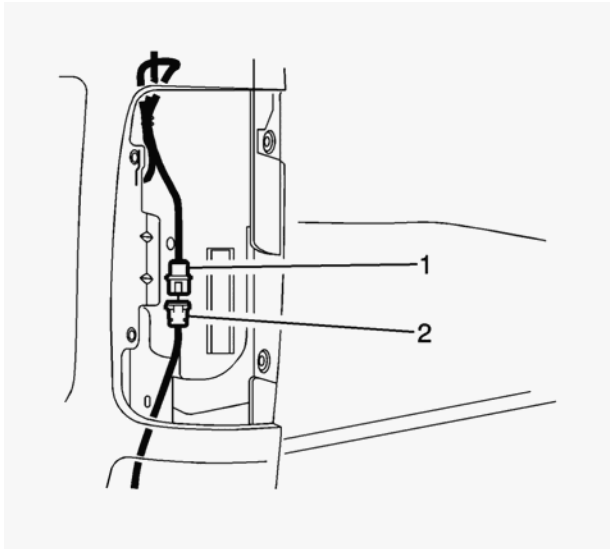
- Rotate the connector lock bar to split the X210 wiring harness connector. Remove the anti-backout lock and remove the terminal occupying pin position D7 of the connector and insert the terminal on the driving lamp harness into the position D7 connector position. Refit the anti-backout connector and reconnect the connector.



- Run the sports bar harness up the side of the vehicle and across the underside of the HVAC unit, cable tying the harness to the vehicle harness every 150 mm.
- Remove the scrivet (1) fixing the lower corner of the center console and pull down the carpet (2) to expose the vehicle wiring earth point (3) and add the earth wire to the earth point.



- Run the power harness (2) along the vehicle harness (1). Cable tie the two harnesses together at the locations where the vehicle harness is attached to the chassis. Removing the vehicle spare wheel and the left hand side wheel arch liner will allow easy access to the vehicle harness. Refer to Owner's Manual and Vehicle Service Manual.



- From inside the tail lamp opening, connect the power harness (2) to the sports bar stop lamp harness (1) and cable tie as required.
- Check to stop lamps on the sports bar and the vehicle for correct operation.
- Re-fit all removed parts.
- Place installation instructions in vehicle glovebox.

Care and Maintenance Instructions

1. Your sports bar has a polished aluminum finish, to maintain the appearance of your sport bar, follow the steps below:

- Apply 3M Marine Finesse-it paste compound or equivalent (Silvo, Brasso, Auto Sol Metal Polishing Agent) onto a clean cloth.
- Gently rub over the affected area.
- Buff off using a clean cloth.

Note: Repeat above process if required.

- If welds have black residue showing, apply Kerosene or thinners to a cloth and rub the affected area until residue is removed (perform in a ventilated area).

Vehicle Ornamentation Bar Package Installation

PARTS LIST

PART NUMBER	DESCRIPTION	QUANTITY
92270922		
92270923		
92270924		
92270925	SPORTS BAR PACKAGE	1
92271706		
92271707		
	SPORTS BAR – FRONT	1
	SPORTS BAR – REAR	1
	NAME PLATE – LEFT	1
	NAME PLATE – RIGHT	1
	RUBBER BOOT	4
	GULL WING	2
	LAMP	1
	POWER HARNESS – (LOW SPEC, VEHICLES ONLY)	1
	POWER HARNESS – (HIGH SPEC, VEHICLES ONLY)	1

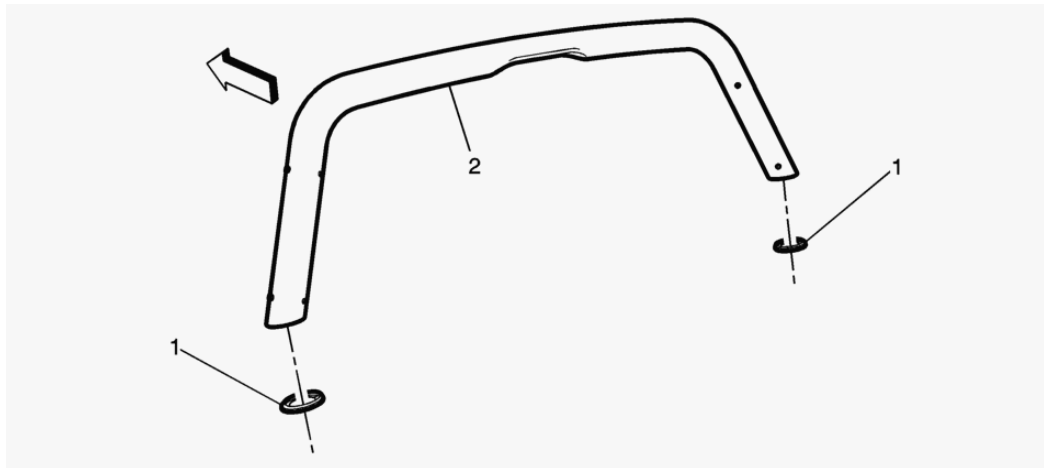
PARTS LIST

BRACKET – LEFT FRONT	1
BRACKET – RIGHT FRONT	1
BRACKET – BACK	2
BRACKET – CORNER	2
BOLTS – CAP HEAD M6x35	8
BOLTS – CAP HEAD M6x16	8
WASHERS FLAT M6	16
HEADER RAIL EXTRUSION	1
BOLTS – HEX HEAD M8x35	18
FLAT WASHERS – M8x22x3	10
FLAT WASHERS – M8x18x1.5	8
SCREWS – SOCKET HEAD M6x35	5
SPACER 22x4	4
NUT - SERT	4
CABLE TIES	10
INNER TUB PROTECTOR DECAL – LEFT	1
INNER TUB PROTECTOR DECAL – RIGHT	1
FITTING INSTRUCTIONS	1

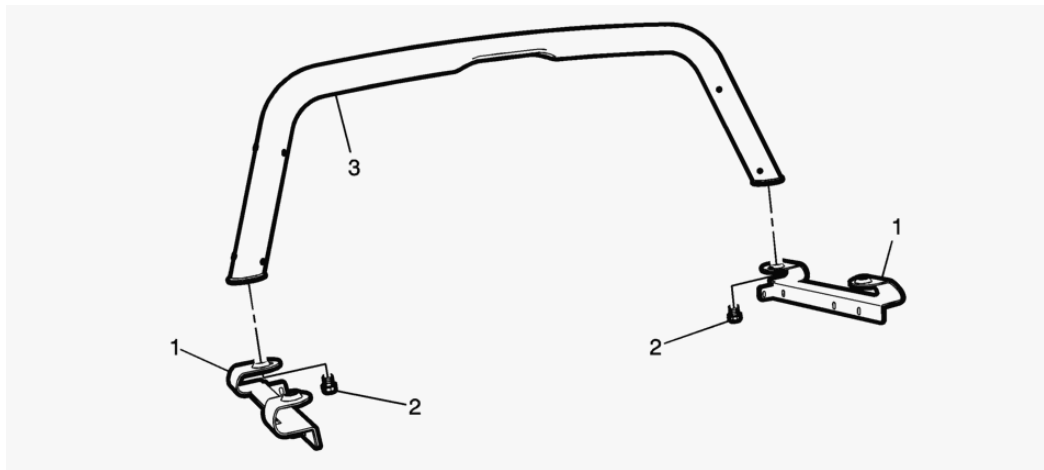
2013 Chevrolet Colorado

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

Procedure



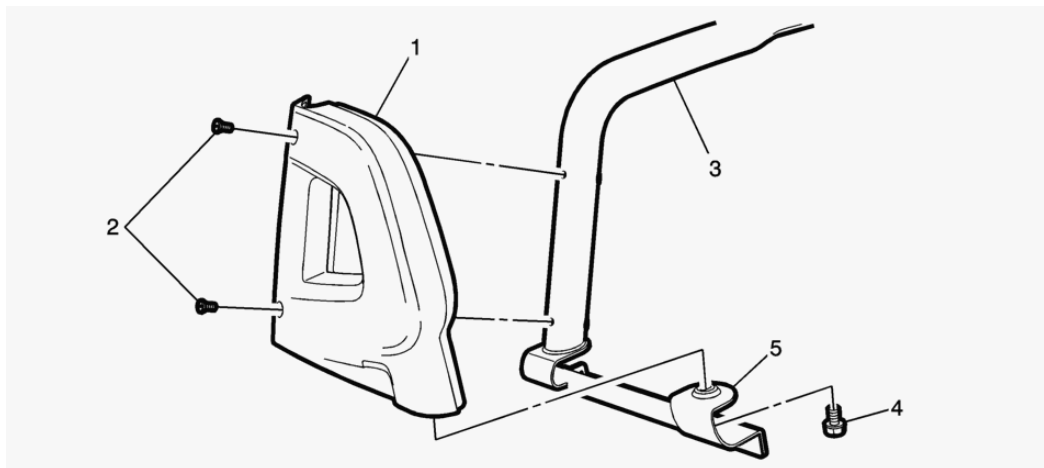
1. Place the plastic washers (1) to the bottom of ornamentation bar (2), making sure the arrows on the plastic washers face inward.



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.

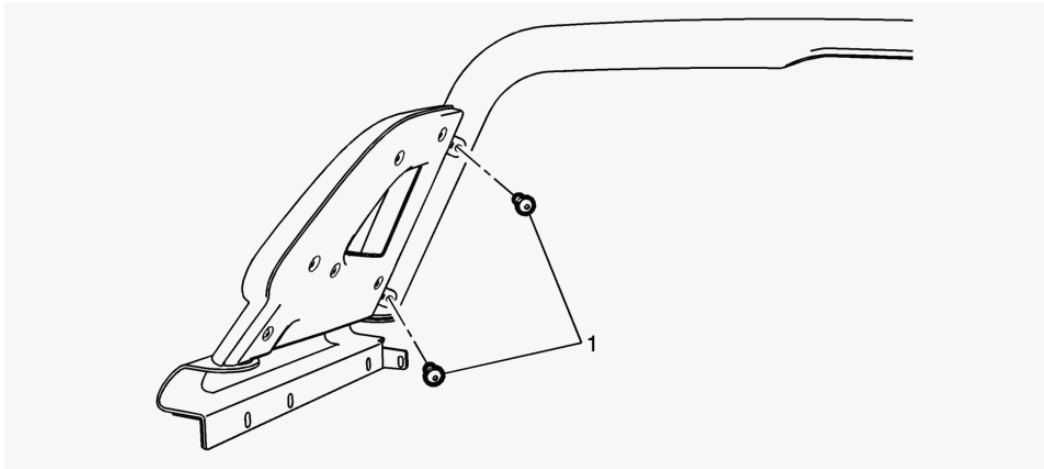
2. Attach the ends of the ornamentation bar (3) to the bases (1), using the M12x25 bolts (2) and M12 flat washers.

Note: Do not tighten bolts until instructed.



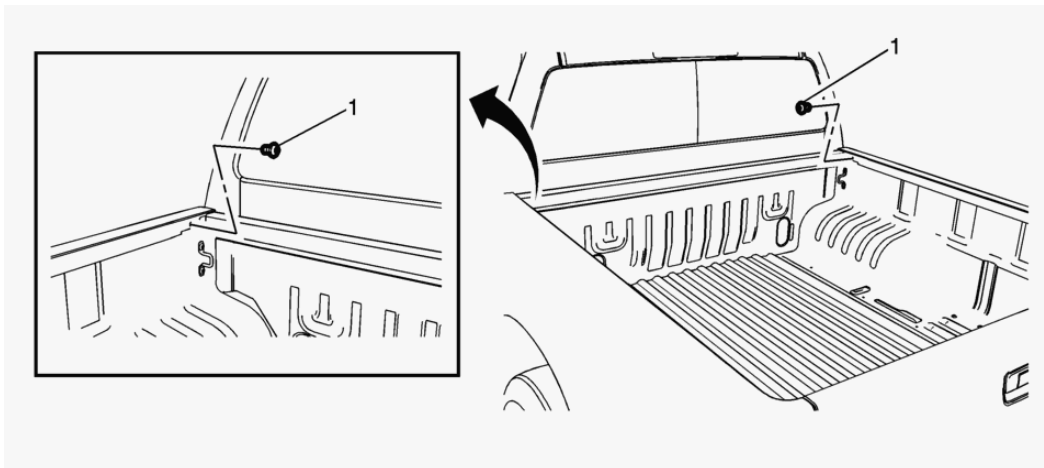
3. Attach the left and right side covers (1) to the ornamentation bar (3) using the M12x25 bolts (4), M12 flat washers and M6x20 outer side bolts (2).

Note: Do not tighten bolts until instructed.

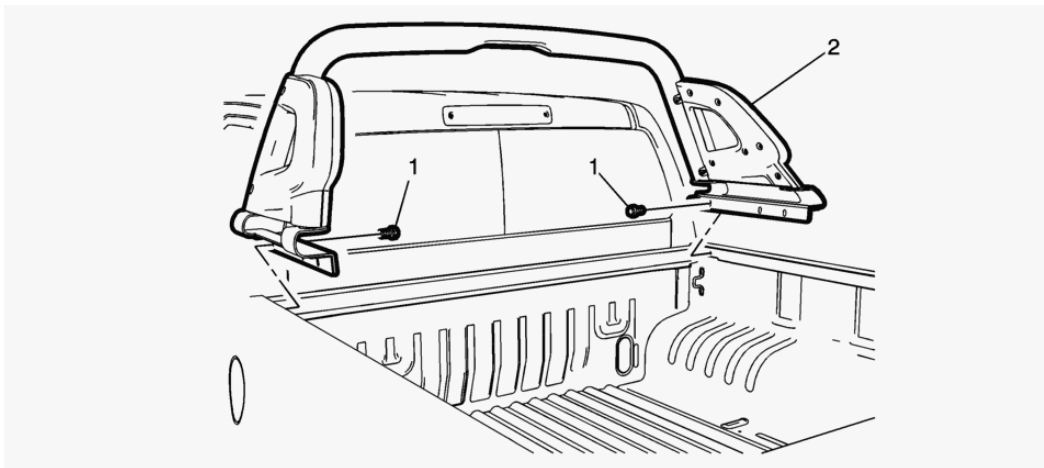


4. Install the M8x20 convex hex bolts (1) and M8 washers to the left and right inner sides of set covers.

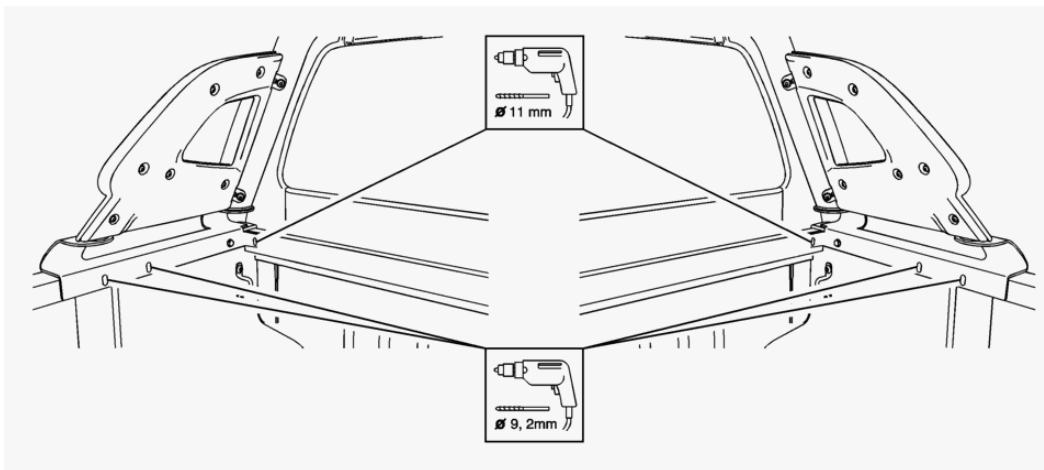
Note: Do not tighten bolts until instructed.



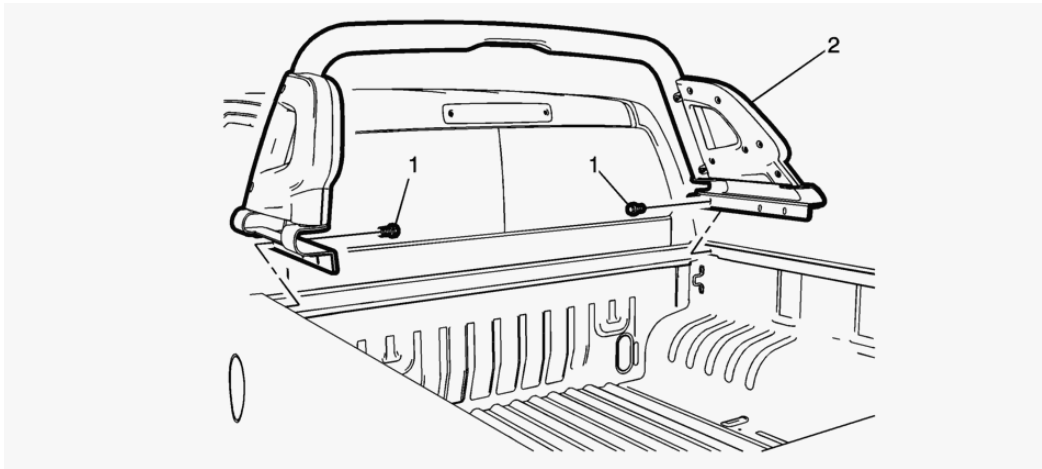
5. Remove the existing bolt (1) from the left and right sides of inner bed.



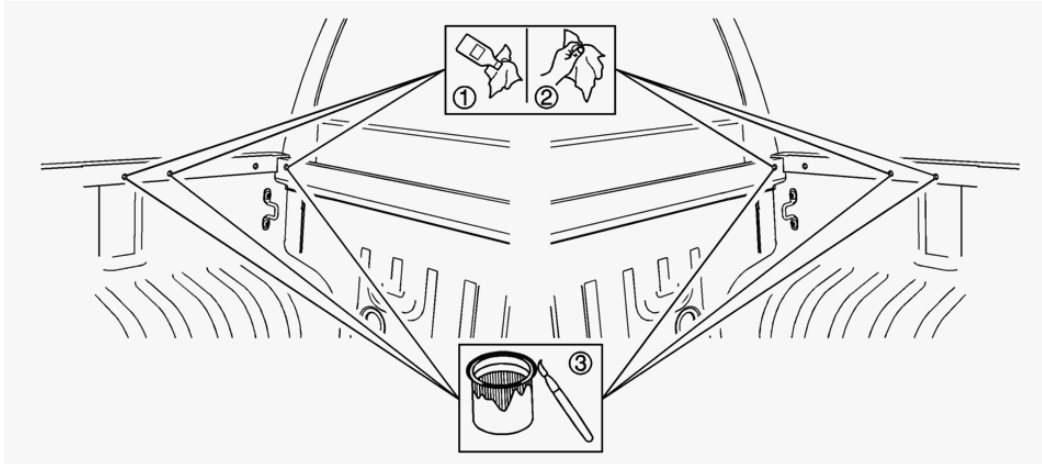
6. Position the ornamentation bar assembly (2) to the vehicle bed and adjust the bases to the best fitting position. Secure the ornamentation bar temporarily using the M8x20 hex bolts (1) and M8 washers.



7. With the ornamentation bar securely positioned, drill the side edges of the bed through the holes as indicated using a 9,2mm drill bit.
8. Drill the front edges of the bed through the holes as indicated using a 11mm drill bit.

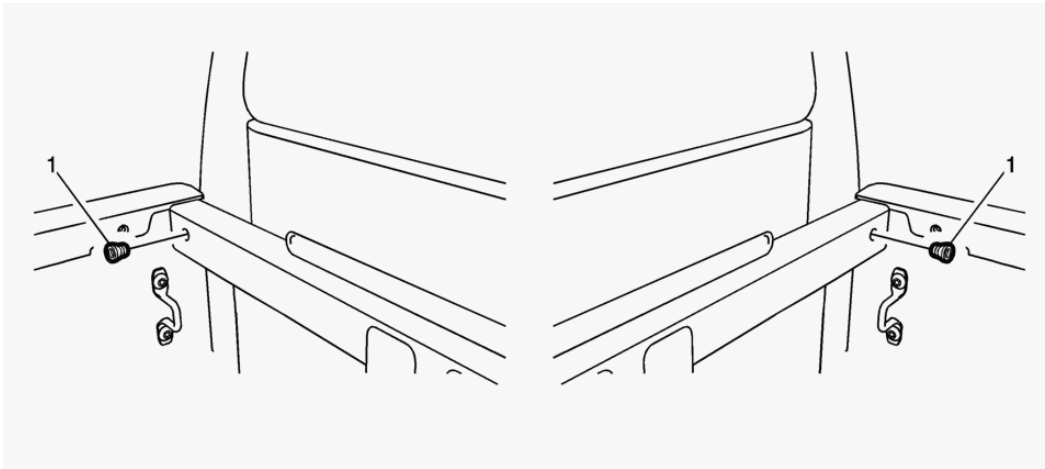


9. Remove the M8x20 hex bolts (1) and M8 washers along with the ornamentation bar assembly (2) from vehicle.

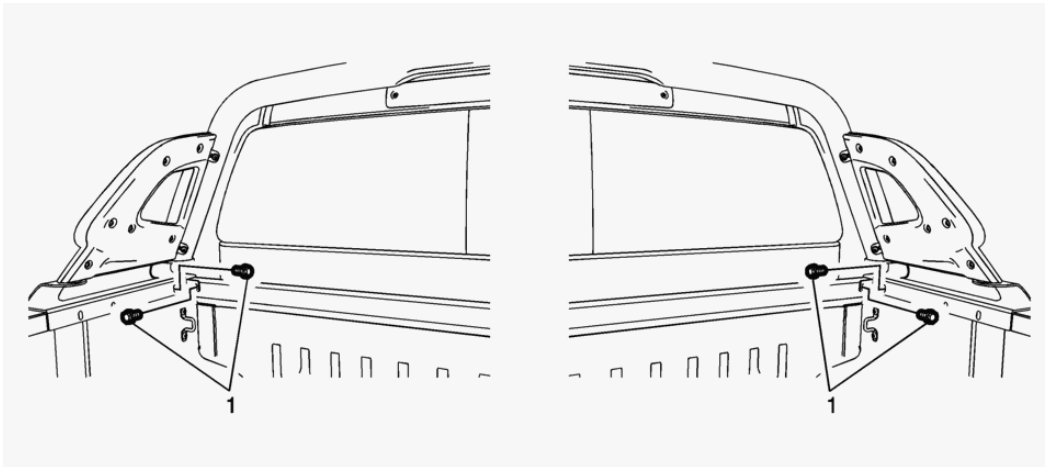


10. Remove the burrs and sharp edges from the holes, clean the residues. Clean the holes using solvent cleaner and remove the solvent cleaner using a clean cloth. Apply anti-corrosion primer to the bare metal areas using a brush.

- Washprimer 1KCF spray (AKZO-NOBEL)
- Spotprimer grey spray (AKZO-NOBEL)
- Washprimer 1KCF (AKZO-NOBEL) – USAR PINCEL
- Multi Use Filler HS (AKZO-NOBEL) – USAR PINCEL

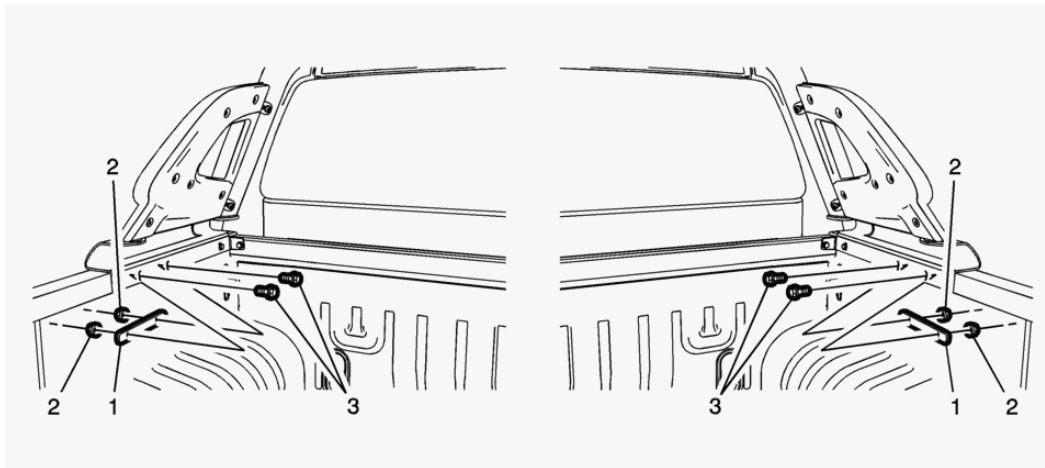


- Using a riveter, install the M8 screw rivets (1) and tighten them in the hole.



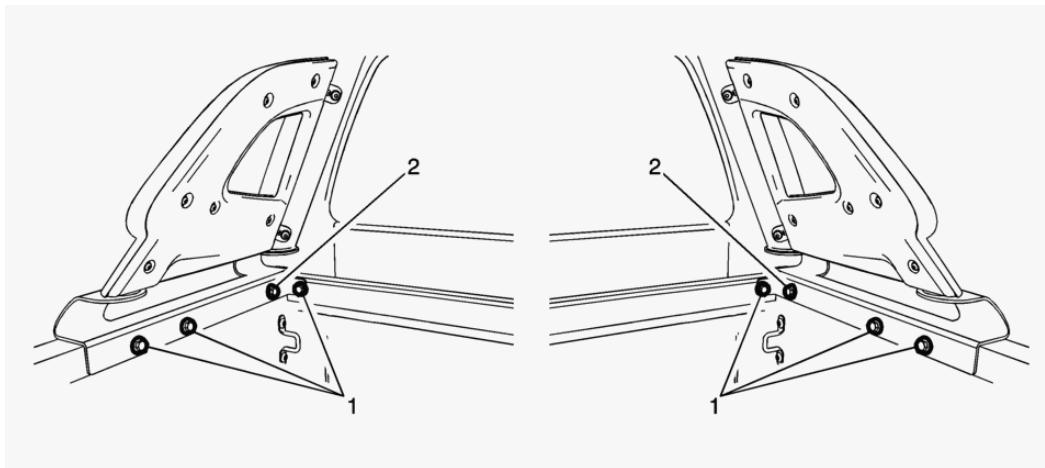
- Reinstall ornamentation bar to vehicle and install the M8x20 hex bolts (1) and M8 washers to the holes as indicated.

Note: Do not tighten bolts until instructed.

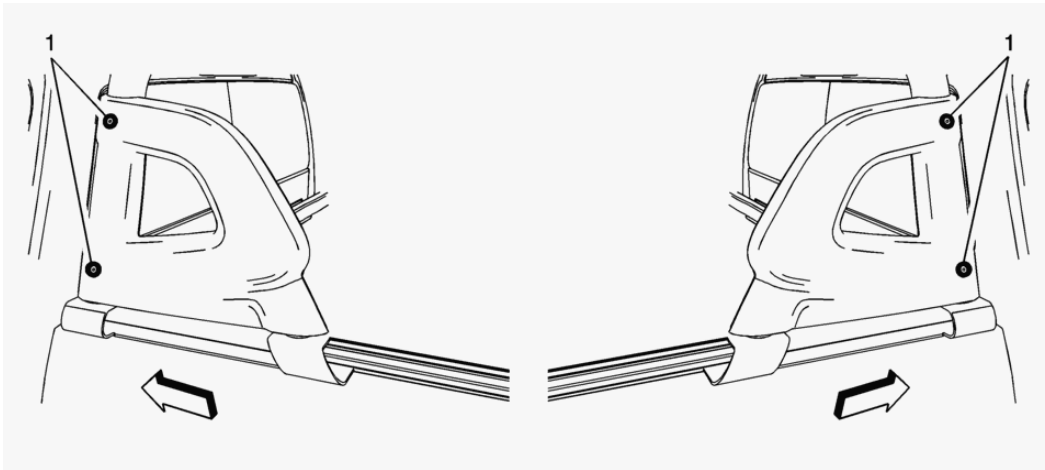


- Secure the rear of the bases of the ornamentation bar over the vehicles bed by placing plate “J” (1) on the inside of the bed rail and using the M8x20 hex bolts (3), M8 washers and nuts (2).

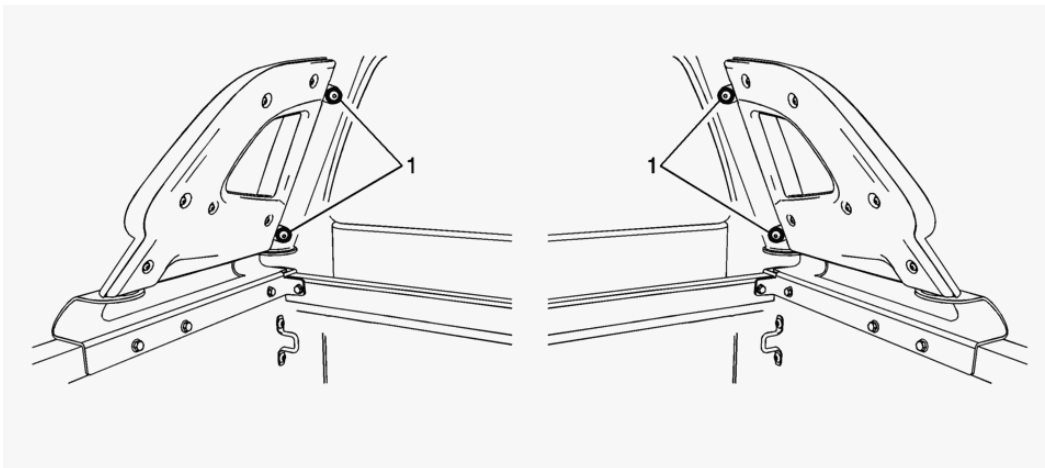
Note: Do not tighten bolts until instructed.



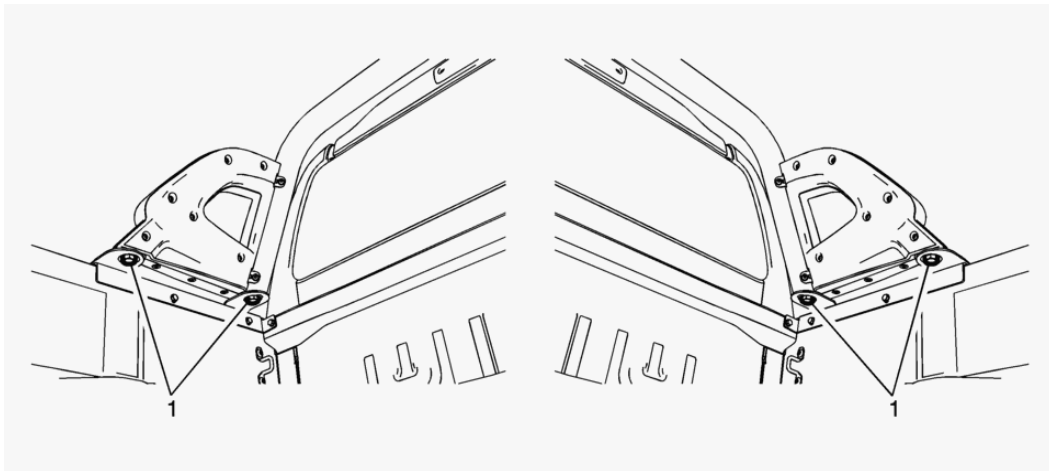
- Tighten the M8x20 hex bolts (1) to 23 Y (17 lb ft).
- Tighten the M8x20 hex bolts (2) to 20 Y (15 lb ft).



- Tighten the M6x20 outer side bolts (1) to 9 Y (7 lb ft).



- Tighten the M8x20 convex hex bolts (1) to 18 Y (13 lb ft).



- Tighten the M12x25 hex bolts (1) to 26 Y (19 lb ft).

2013 Chevrolet Colorado

Submodel: | **Engine Type:** | **Liters:**

Fuel Delivery: | **Fuel:**

The *EL-38792-VS* Vibrate Software , is a computer software program which is designed to be used in support of the Vibration Analysis diagnostic tables, along with the *EL-38792-A* Electronic Vibration Analyzer (EVA) 2 , and a scan tool, to help in determining the source of a vibration concern. The *EL-38792-VS* Vibrate Software is designed to provide quick calculations and produce a chart of the rotational speeds and frequency ranges for specific vehicle systems and components, based upon vehicle data parameters inputted by the user.

The *EL-38792-VS* Vibrate Software uses the vehicle data parameters, such as axle ratio, number of engine cylinders, etc. to create the base chart, depicting the relationships of the various vehicle systems and/or components. The chart view can be modified to show data related to vehicle speed only, engine speed only, or both vehicle speed and engine speed. The user can then plot the dominant frequency reading obtained on the *EL-38792-A* Electronic Vibration Analyzer (EVA) 2 which correlates with the vibration concern, and the engine RPM obtained on a scan tool which correlates with the concern. Once these pieces of data are correctly plotted, the chart will point to the source of the vibration concern, which should confirm the results obtained through the Vibration Analysis diagnostic tables.

2013 Chevrolet Colorado

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

Vibration Theory

The designs and engineering requirements of vehicles have undergone drastic changes over the last several years.

Vehicles are stiffer and provide more isolation from road input than they did previously. The structures of today's stiffer vehicles are less susceptible to many of the vibrations which could be present in vehicles of earlier designs, however, vibrations can still be detected in a more modern vehicle if a transfer path is created between a rotating component and the body of the vehicle.

There are not as many points of isolation from the road in many vehicles today. If a component produces a strong enough vibration, it may overcome the existing isolation and the component needs to be repaired or replaced.

The presence/absence of unwanted noise and vibration is linked to the customer's perception of the overall quality of the vehicle.

Vibration is the repetitive motion of an object, back and forth, or up and down. The following components cause most vehicle vibrations:

- A rotating component
- The engine combustion process firing impulses

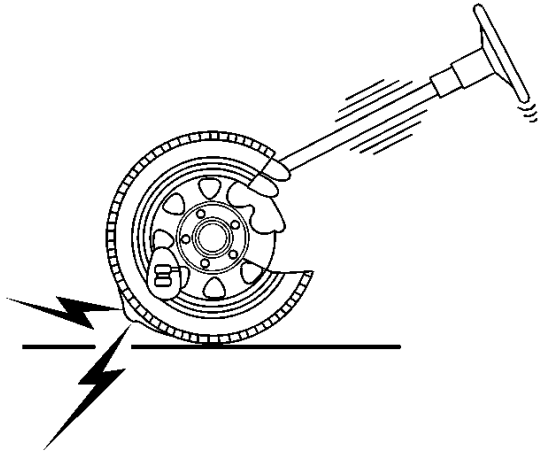
Rotating components will cause vibrations when excessive imbalance or runout is present. During vibration diagnosis, the amount of allowable imbalance or runout should be considered a TOLERANCE and not a SPECIFICATION. In other words, the less imbalance or runout the better.

Rotating components will cause a vibration concern when they not properly isolated from the passenger compartment: Engine firing pulses can be detected as a vibration if a motor mount is collapsed.

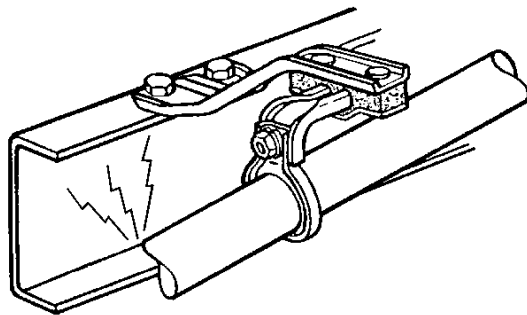
A vibrating component operates at a consistent rate (km/h, mph, or RPM). Measure the rate of vibration in question. When the rate/speed is determined, relate the vibration to a component that operates at an equal rate/speed in order to pinpoint the source. Vibrations also tend to transmit through the body structure to other components. Therefore, just because the seat vibrates does not mean the source of vibration is in the seat.

Vibrations consist of the following three elements:

- The source – the cause of the vibration
- The transfer path – the path the vibration travels through the vehicle
- The responder – the component where the vibration is felt



In the preceding picture, the source is the unbalanced tire. The transfer path is the route the vibrations travels through the vehicle's suspension system into the steering column. The responder is the steering wheel, which the customer reports as vibrating. Eliminating any one of these three elements will usually correct the condition. Decide, from the gathered information, which element makes the most sense to repair. Adding a brace to the steering column may keep the steering wheel from vibrating, but adding a brace is not a practical solution. The most direct and effective repair would be to properly balance the tire.



Vibration can also produce noise. As an example, consider a vehicle that has an exhaust pipe grounded to the frame. The source of the vibration is the engine firing impulses traveling through the exhaust. The transfer path is a grounded or bound-up exhaust hanger. The responder is the frame. The floor panel vibrates, acting as a large speaker, which produces noise. The best repair would be to eliminate the transfer path. Aligning the exhaust system and correcting the grounded condition at the frame would eliminate the transfer path.

Basic Vibration Terminology

The following are the 2 primary components of vibration diagnosis:

- The physical properties of objects
- The object's properties of conducting mechanical energy

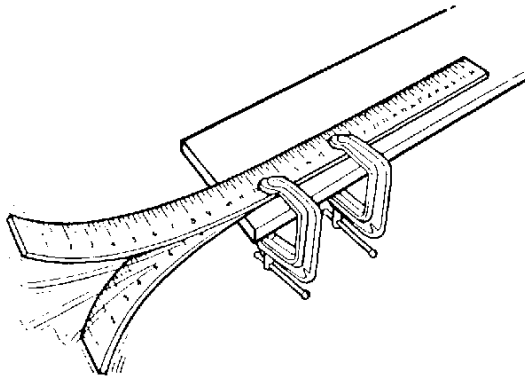
The repetitive up and down or back and forth movement of a component cause most customer vibration complaints. The following are the common components that vibrate:

- The steering wheel
- The seat cushion
- The frame
- The IP

Vibration diagnosis involves the following simple outline:

1. Measure the repetitive motion and assign a value to the measurement in cycles per second or cycles per minute.
2. Relate the frequency back on terms of the rotational speed of a component that is operating at the same rate or speed.
3. Inspect and test the components for conditions that cause vibration.

For example, performing the following steps will help demonstrate the vibration theory:



1. Clamp a yardstick to the edge of a table, leaving about 50 cm (20 in) hanging over the edge of the table.

2. Pull down on the edge of the stick and release while observing the movement of the stick.

The motion of the stick occurs in repetitive cycles. The cycle begins at midpoint, continues through the lowest extreme of travel, then back past the midpoint, through the upper extreme of travel, and back to the midpoint where the cycle begins again.

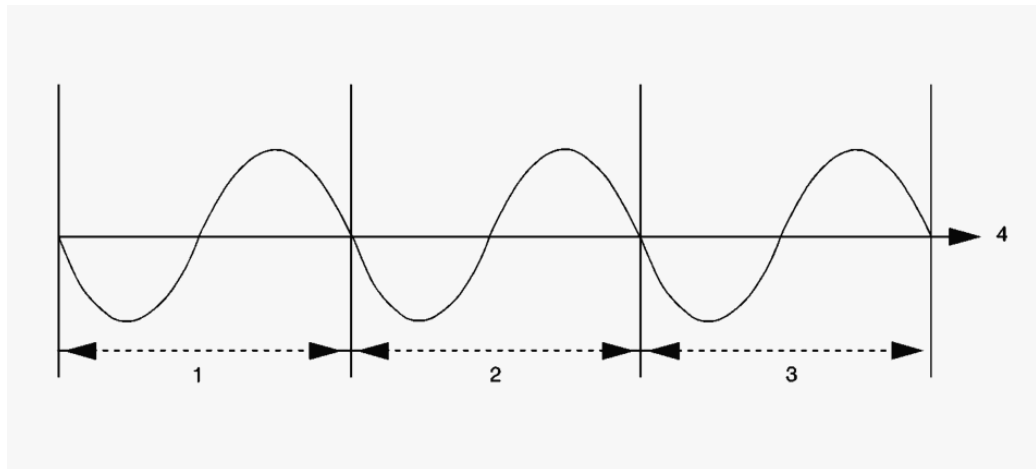
The cycle occurs over and over again at the same rate, or frequency. In this case, about 10 cycles in one second. If we measure the frequency to reflect the number of complete cycles that the yardstick made in one minute, the measure would be $10 \text{ cycles} \times 60 \text{ seconds} = 600 \text{ cycles per minute (RPM)}$.

We have also found a specific amount of motion, or amplitude, in the total travel of the yardstick from the very top to the very bottom. Redo the experiment as follows:

1. Reclamp the yardstick to the edge of a table, leaving about 25 cm (10 in) hanging over the edge of the table.
2. Pull down on the edge of the stick and release while observing the movement of the stick.

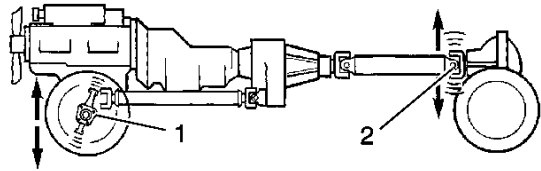
The stick vibrates at a much faster frequency: 30 cycles per second (1,800 cycles per minute).

Cycle



- (1) 1st Cycle
- (2) 2nd Cycle
- (3) 3rd Cycle
- (4) Time

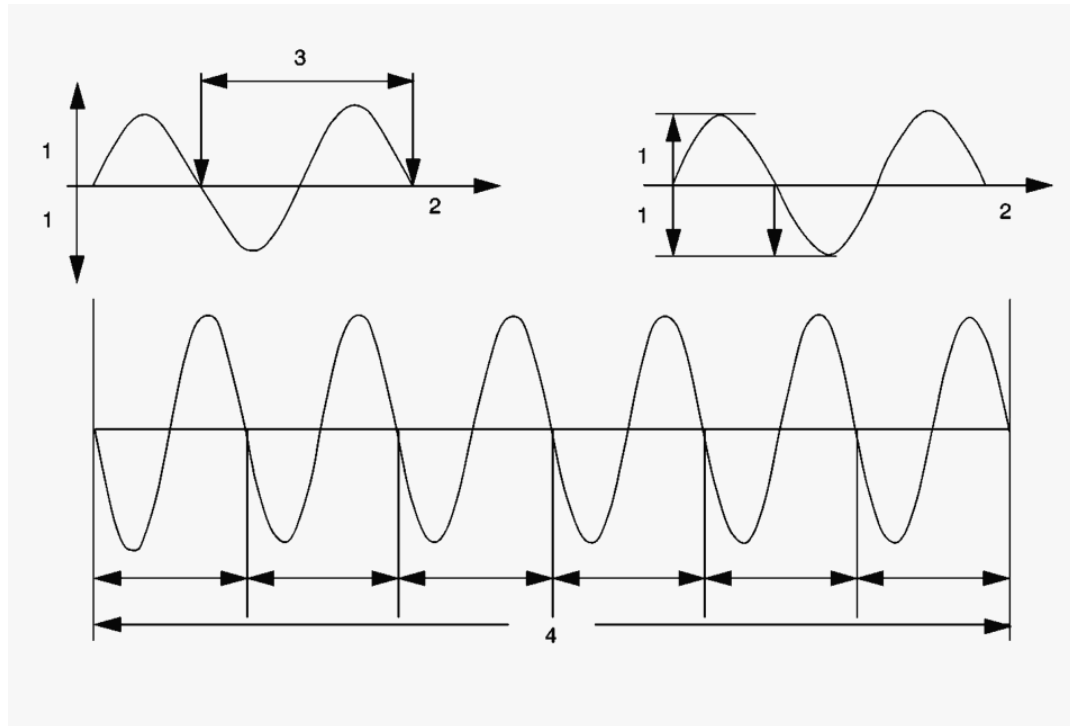
[Vibration Cycles in Powertrain Components](#)



- (1) Spindle
- (2) Pinion Nose

The word cycle comes from the same root as the word circle. A circle begins and ends at the same point, as thus, so does a cycle. All vibrations consist of repetitive cycles.

Frequency

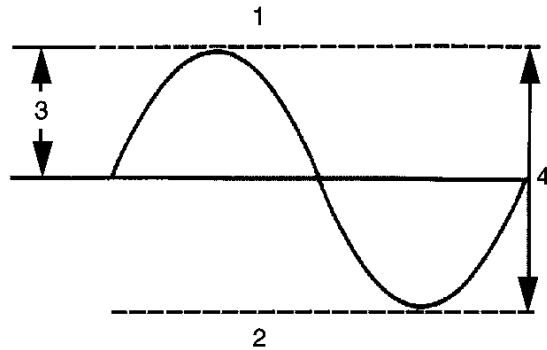


- (1) Amplitude
- (2) Reference
- (3) Time in Seconds
- (4) 1 Second

Frequency is defined as the rate at which an event occurs during a given period of time. With a vibration, the event is a cycle, and the period of time is 1 second. Thus, frequency is expressed in cycles per second.

The proper term for cycles per seconds is Hertz (Hz). This is the most common way to measure frequency. Multiply the Hertz by 60 to get the cycles or revolutions per minute (RPM).

Amplitude



- (1) Maximum
- (2) Minimum
- (3) Zero-to-Peak Amplitude
- (4) Peak-to-Peak Amplitude

Amplitude is the maximum value of a periodically varying quantity. Used in vibration diagnostics, we are referring it to the magnitude of the disturbance. A severe disturbance would have a high amplitude; a minor disturbance would have a low amplitude.

Amplitude is measured by the amount of actual movement, or the displacement. For example, consider the vibration caused by an out-of-balance wheel at 80 km/h (50 mph) as opposed to 40 km/h (25 mph). As the speed increases, the amplitude increases.

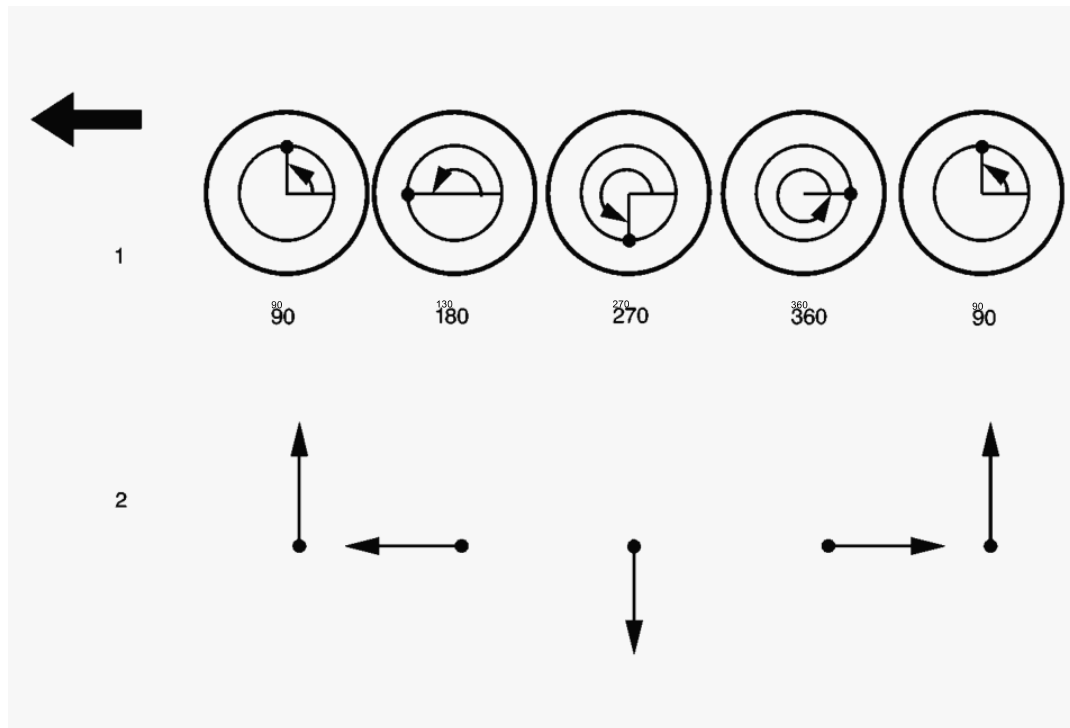
Free Vibration

Free vibration is the continued vibration in the absence of any outside force. In the yardstick example, the yardstick continued to vibrate even after the end was released.

Forced Vibration

Forced vibration is when an object is vibrating continuously as a result of an outside force. In the exhaust example, the engine firing impulses is the outside force.

Centrifugal Force Due to an Imbalance



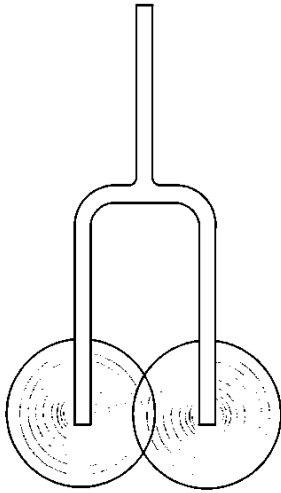
- (1) Location of Imbalance (Degrees)
- (2) Centrifugal Force Acting on Spindle

A spinning object with an imbalance generates a centrifugal force. Performing the following steps will help to demonstrate centrifugal force:

1. Tie a nut to a string.
2. Hold the string. The nut hangs vertically due to gravity.
3. Spin the string. The nut will spin in a circle.

Centrifugal force is trying to make the nut fly outward, causing the pull you feel on your hand. An unbalanced tire follows the same example. The nut is the imbalance in the tire. The string is the tire, wheel, and suspension assembly. As the vehicle speed increases, the disturbing force of the unbalanced tire can be felt in the steering wheel, the seat, and the floor. This disturbance will be repetitive (Hz) and the amplitude will increase. At higher speeds, both the frequency and the amplitude will increase. As the tire revolves, the imbalance, or the centrifugal force, will alternately lift the tire up and force the tire downward, along with the spindle, once for each revolution of the tire.

[Natural or Resonant Frequency](#)

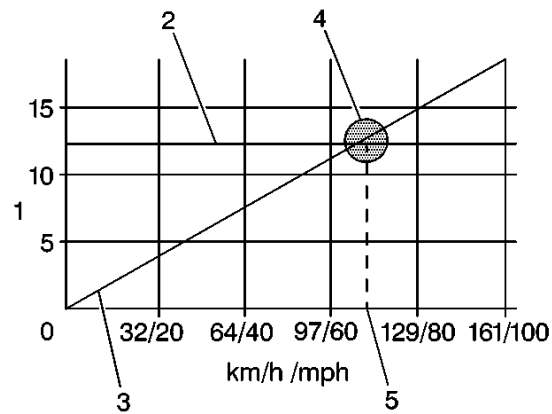


The natural frequency is the frequency at which an object tends to vibrate. Bells, guitar strings, and tuning forks are all examples of objects that tend to vibrate at specific frequencies when excited by an external force.

Suspension systems, and even engines within the mounts, have a tendency to vibrate at certain frequencies. This is why some vibration complaints occur only at specific vehicle speeds or engine RPM.

The stiffness and the natural frequency of a material have a relationship. Generally, the stiffer the material, the higher the natural frequency. The opposite is also true. The softer a material, the lower the natural frequency. Conversely, the greater the mass, the lower the natural frequency.

Resonance

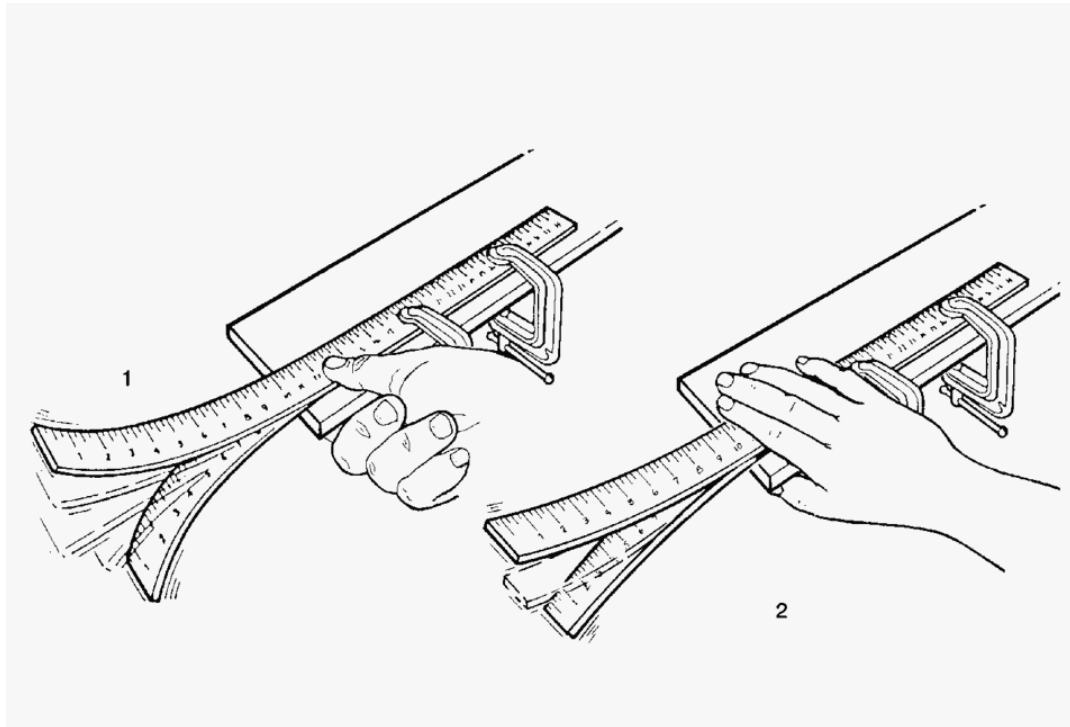


- (1) Frequency – Hz
- (2) Suspension Frequency
- (3) Unbalanced Excitation
- (4) Point of Resonance
- (5) Problem Speed

All objects have natural frequencies. The natural frequency of a typical automotive front suspension is in the 10–15 Hz range. This natural frequency is the result of the suspension design. The suspension's natural frequency is the same at all vehicle speeds. As the tire speed increases along with the vehicle speed, the disturbance created by the tire increases in frequency. Eventually, the frequency of the unbalanced tire will intersect with the natural frequency of the suspension. This causes the suspension to vibrate. The intersecting point is called the resonance.

The amplitude of a vibration will be greatest at the point of resonance. While the vibration may be felt above and below the problem speed, the vibration may be felt the most at the point of resonance.

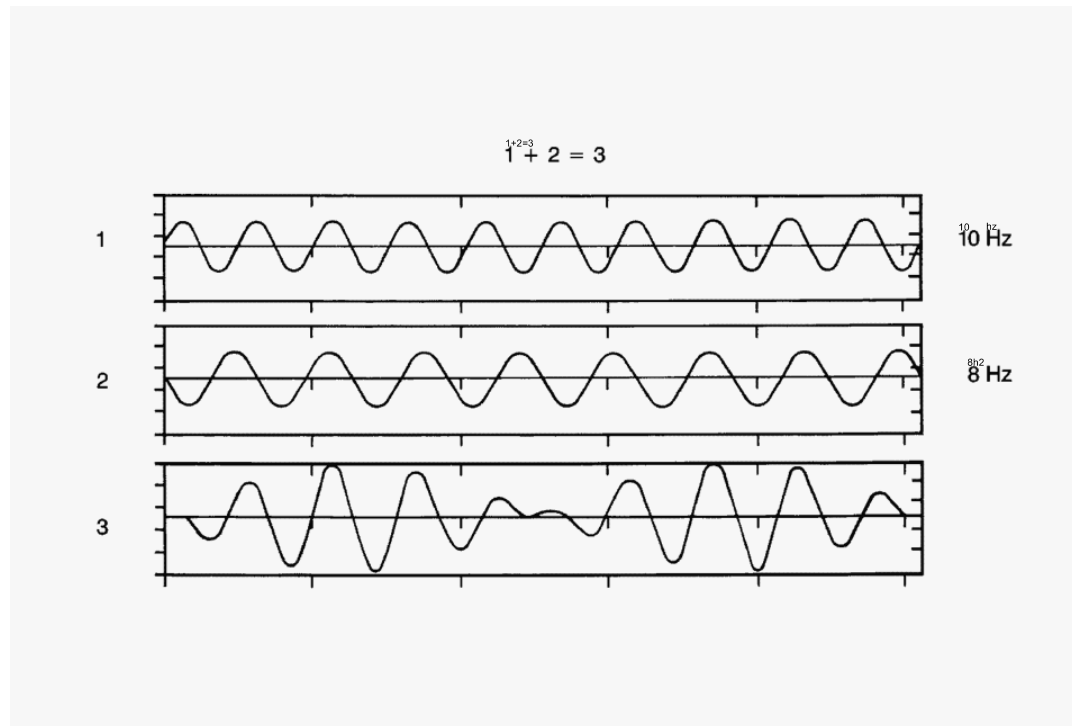
Damping



- (1) Low Damping
- (2) High Damping

Damping is the ability of an object or material to dissipate or absorb vibration. The automotive shock absorber is a good example. The function of the shock absorber is to absorb or dampen the oscillations of the suspension system.

[Beating \(Phasing\)](#)

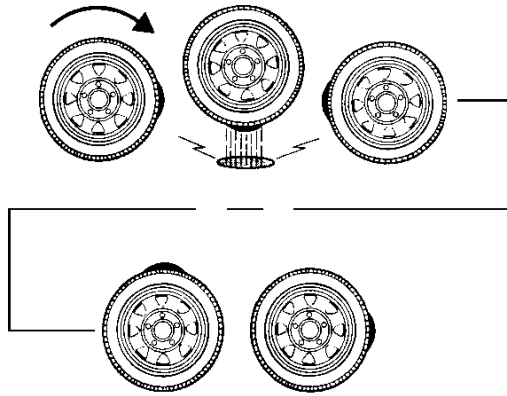


Two separate disturbances that are relatively close together in frequency will lead to a condition called beating, or phasing. A beating vibration condition will increase in intensity or amplitude in a repetitive fashion as the vehicle travels at a steady speed. This beating vibration can produce the familiar droning noise heard in some vehicles.

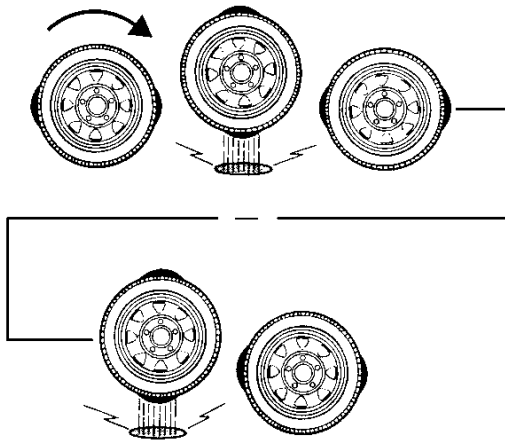
Beating occurs when 2 vibrating forces are adding to each other's amplitude. However, 2 vibrating forces can also subtract from each other's amplitude. The adding and subtracting of amplitudes in similar frequencies is called beating. In many cases, eliminating either one of the disturbances can correct the condition.

Order

Order refers to how many times an event occurs during 1 revolution of a rotating component.



For example, a tire with 1 high spot would create a disturbance once for every revolution of the tire. This is called first-order vibration.



An oval-shaped tire with 2 high spots would create a disturbance twice for every revolution. This is called second-order vibration. Three high spots would be third-order, and so forth. Two first-order vibrations may add or subtract from the overall amplitude of the disturbance, but that is all. Two first-order vibrations do not equal a second-order. Due to centrifugal force, an unbalanced component will always create at least a first-order vibration.

2013 Chevrolet Colorado

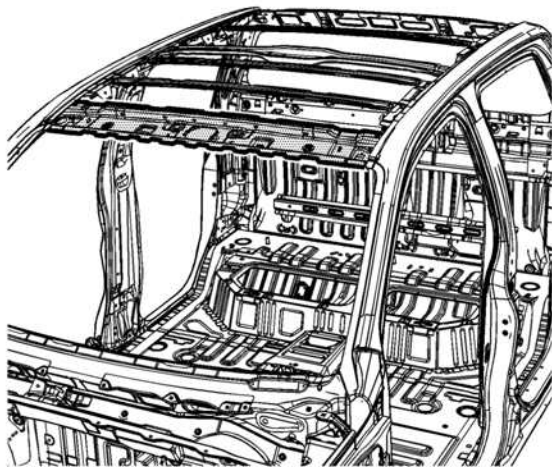
Submodel: | Engine Type: | Liters:
Fuel Delivery: | Fuel:

Note: This procedure is similar to all cabs.

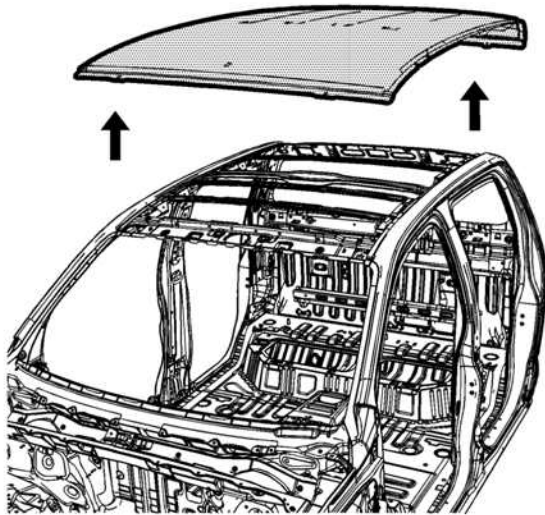
Removal Procedure

Warning: Refer to Approved Equipment for Collision Repair Warning.

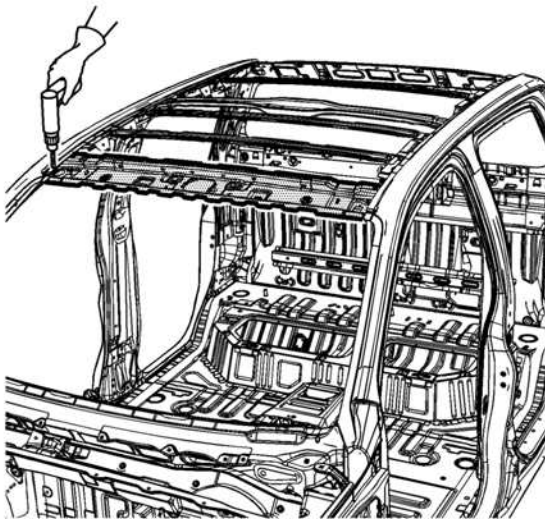
1. Disable the SIR system. Refer to SIR Disabling and Enabling.
2. Disconnect the negative battery cable. Refer to Battery Negative Cable Disconnection and Connection.



3. Remove all related panels and components.
4. Repair as much of the damage as possible to factory specifications. Refer to Dimensions - Body.
5. Note the location and remove the sealers and anticorrosion materials from the repair area, as necessary. Refer to Anti-Corrosion Treatment and Repair.

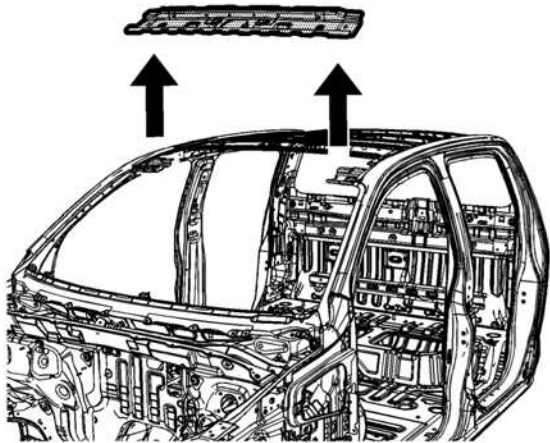


6. Remove the roof panel. Refer to Roof Outer Panel Replacement.
7. Note the location and remove the sealers and anti-corrosion materials from the repair area, as necessary. Refer to Anti-Corrosion Treatment and Repair.



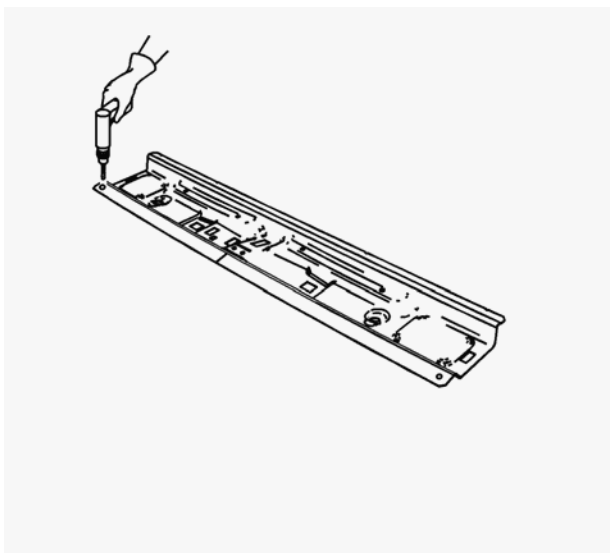
Note: Do not damage any inner panels or reinforcements.

8. Locate and drill out all factory welds. Note the number and location of welds for installation of the service part.



9. Remove the damaged windshield header panel.

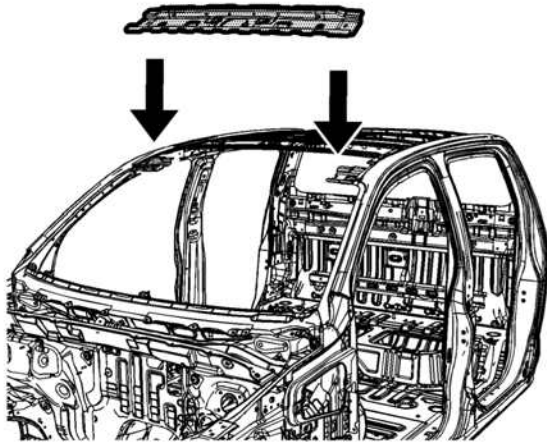
Installation Procedure



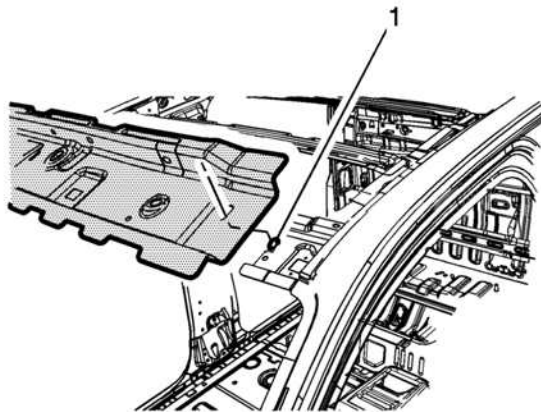
Note: If the location of the original plug weld holes can not be determined, or if structural weld-thru adhesive is present, space the plug weld holes every 40 mm (1½ in) apart.

1. Drill 8 mm (5/16 in) plug weld holes in the service part as necessary in the locations noted from the original panel.

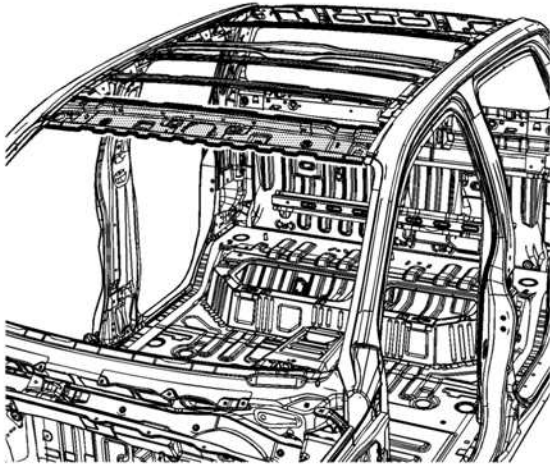
2. Prepare all mating surfaces as necessary.
3. Apply Weld-Thru coating or equivalent to all mating surfaces. Refer to Anti-Corrosion Treatment and Repair.



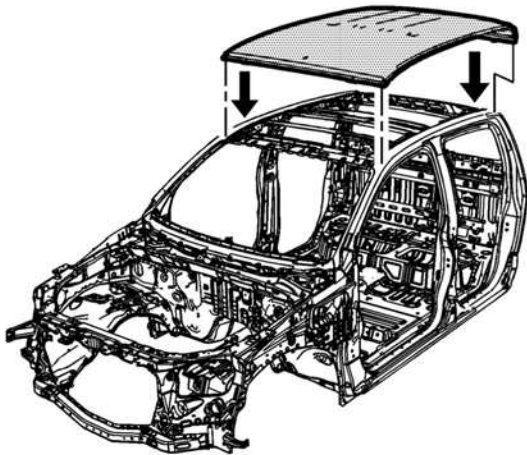
4. Position the windshield header panel.



5. Align the roof header panel over the locator tabs (1).



6. Plug weld accordingly.



7. Install the roof panel. Refer to Roof Outer Panel Replacement.
8. Clean and prepare all welded surfaces.
9. Apply the sealers and anti-corrosion materials to the repair area, as necessary. Refer to Anti-Corrosion Treatment and Repair.
10. Paint and repair the area. Refer to Basecoat/Clearcoat Paint Systems.
11. Install all related panels and components.
12. Connect the negative battery cable. Refer to Battery Negative Cable Disconnection and Connection.

13. **Enable the SIR system.** Refer to SIR Disabling and Enabling.

2013 Chevrolet Colorado

Submodel: | Engine Type: | Liters:

Fuel Delivery: | Fuel:

Warning: One or more of the following guidelines may apply when performing specific required tests in the work stall:

- When a test requires spinning the drive wheels with the vehicle jacked up, adhere to the following precautions:
 - Do not exceed 56 km/h (35 mph) when spinning one drive wheel with the other drive wheel stopped. This limit is necessary because the speedometer indicates only one-half the actual vehicle speed under these conditions. Personal injury may result from excessive wheel spinning.
 - If all of the drive wheels are spinning at the same speed, do not exceed 112 km/h (70 mph). Personal injury may result from excessive wheel spinning.
 - All persons should stay clear of the rotating components and the balance weight areas in order to avoid possible personal injury.
 - When running an engine in the repair stall for an extended period of time, use care not to overheat the engine and the transmission.
- When a test requires jacking up the vehicle and running with the wheels and brake rotors removed, adhere to the following precautions:
 - Support the suspension at normal ride height.
 - Do not apply the brake with the brake rotors removed.
 - Do not place the transmission in PARK with the drive axles spinning.
 - Turn Off the ignition in order to stop the powertrain components from spinning.
- When running an engine in the work stall, use the exhaust removal system to prevent breathing dangerous gases.