Hello, I'm Mike Sculthorpe, welcome to the February 2017 Emerging Issues Program.

As always we are recording today's program at GM World Headquarters the Renaissance Center in downtown Detroit.

During the program today we will cover the latest service topics from Brand Quality and Engineering as well as answer email questions from techs in the field.

Send your questions or comments to EI@raytheon.com

We do our best to answer all of our email. And of course we are always interested in hearing about topics you'd like to see covered in a future program.

To get credit for watching this program you must pass the test. At the end of the program I'll give you instructions on how to access the test.

The SC symbol in the lower right corner of the screen identifies topics that should interest Service Consultants.

Please be sure to let your Service Consultants know when you find content for them in the program.

First up … Top Stories.

TOP STORIES

First up in Top Stories is bulletin 01-08-42-001 which discusses exterior lamp condensation and replacement guidelines for all 2017 and prior cars and trucks.

Condensation can occur when the air inside the lamp assembly, through atmospheric changes, reaches the “dew point.” When this takes place, the moisture condenses, creating a fine mist or white fog on the inside surface of the lens.

Exterior lamps on most GM vehicles use a vented design and are designed to remove any accumulated moisture vapor by expelling it through a vent system. The vent is most effective when the lamps are ON and the vehicle is in motion. Because of differences in the size, shape and location of the lamp on the vehicle, as well as weather conditions, the amount of time required to clear the lamp may vary from 2 to 6 hours.

Customers with short commutes will experience a longer time to clear the lamp.

In this example, you can see condensation on the upper part of the lens which covers less than half of the surface. This is probably a normal condition. Place the vehicle in a dry environment or drive it with the lights on to determine if the fogging goes away. It is also a good idea to compare to the opposite side lens. If both have similar fogging, it is most likely normal.

But, if more than half the lens is fogged or if there is standing water in the bottom of the lens, as you see here, the lens will require replacement. It would be a good idea to take pictures of the condensation and also site the bulletin in your documentation.

Before installing a replacement part, take a good look at the failed lens to ensure it was a GM part. There are a good number of aftermarket parts available that may have been installed as part of a collision repair and of course would not be warrantable through GM. The bulletin provides information on how to distinguish a GM part from aftermarket parts.
Engineering Information bulletin PIE0392 has been released for excessive tail lamp condensation on the 2017 Encore. Please be sure follow the directions in the PI if you are working on one of these vehicles.

Next, here is a list of the closed PIEs for this month

We also have a couple new PIEs and a new Engine Exchange

And, here are the closed and new parts restrictions for this month.

Please refer to the latest edition of Techlink magazine for more details and updates.

Our last Top Story is this month’s new World Class Technicians:

Cliff Blackwell at Carl Cannon Chevrolet Cadillac Buick GMC in Jasper, Alabama

Andy Childress at Modern Chevrolet in Winston Salem, North Carolina

Eric Linn at Banks Chevrolet Cadillac in Concord, New Hampshire

Kirk Jamison at Shottenkirk Chevrolet in Waukee, Iowa

Matt Barrow at Ourisman Chevrolet in Bowie, Maryland

and

George Loredo in Sewell Cadillac in Houston, Texas

Congratulations to all of you on this hard earned honor.

Let’s move on to our Featured Topic.

FEATURED TOPIC

A new year means an update to the STS requirements. Joining us today to talk about what’s new for 2017 STS is Bob LeMaigre North Central Regional Training Center Operations Manager.

Bob, thanks for being here

Glad to be here Mike.

Bob to get started, what is new for STS in 2017?

Well Mike, Beginning on January 1 of this year dealerships must the following Service Training Standard (STS) thresholds….

- By end of Q1: 95% (March 31st)
- By end of Q2: 98% (June 30th)
- By end of Q3: 100% (September 30th)
- These thresholds are total STS (service, paint and body).

This is all from GM Global Connect message GCUS-9-2833.
Here’s a look at some of the 2017 STS requirements. This list is shown by area and division.

This isn’t a list of all of the requirements for 2017, just a look at some of the changes.

Bob, can you give us any more highlights about training requirements for this year.

Sure Mike....

18044.23V Data Communications Systems is only a 30 minute video and it counts in 7 categories, be sure to take that now if you haven’t already.

Also, 16440.21D Engines New & Updates was just released late last year. Be sure to enroll in that as soon as you can.

There are also three new courses in the Fundamentals area that all GM Service Techs are required to take:

• 16048.31W MDI 2: Only 30 minutes long.
• 16048.36W-R2 Data Bus Diagnostic Tool: This WBT course has a cross credit from .36W to .36W-R2. So, if you already have credit for 36.W you will automatically get credit for .36W-R2.
• 10216.14V Service Programming System Update: Only 30 minute long VOD

That covers a lot of VOD, VCT and Webtraining. Are there any new hands on courses for the year?

Yes, there are 4 new hands-on classes for 2017.

16048.33H GDS 2 / MDI 1 & 2: This hands-on class counts in 4 categories.

Note: 16048.33H replaced 16048.30H-R2

Also note that a cross credit exists for 16048.33H. So, if you’ve already taken the hands-on course 16048.30H-R2 you will automatically get credit for the new hands-on course 16048.33H if you take the web course 16048.31W. Which as I said early is only a 30 minute course.

12040.34H-R2 GM Moveable Roof Systems: This refreshed hands-on course is a new requirement for Buick Dealers. Note: For those techs that have already completed the earlier version of this course 12040.34H, they will receive a direct cross credit to the new course .34H-R2

18044.50H Intermittent Electrical Concerns Diagnosis: This new one-day hands-on course counts in Electrical/Electronics area only.

13042.14H-R2 Noise, Vibration and Harshness (NVH): Note: For those techs that have already completed 13042.14H, they will receive a direct cross credit to the new course .14H-R2

Bob, with all of this training what are some best practices to make sure all of the 2017 requirements are met?

Make sure technicians are enrolling, reserving seats, and/or wait listing for all required 2017 hands-on courses NOW. This allows training centers to better assess demand for courses and schedule the proper number of classes for the year. This ensures every dealer has an opportunity to meet STS Standards.

Please make sure dealerships assigns newly profiled technicians as ‘Technician Apprentice’ and NOT ‘Service Technician’ in any of the profile types in Center of Learning. This gives them time to get caught up with training without negatively impacting the dealership’s STS scores.

Please keep an eye out for 2018 future requirements later this year. Getting a head start on your future requirements will help meet or exceed the STS standards earlier in the year.
That is a lot of great information, Is there anything else you’d like the techs to know?

Yeah Mike, I’d like to mention our VCT schedule for 2017.

Basically, our strategy for VCT scheduling is that we have a long term and a short term schedule.

The long term schedule is scheduled out for 6 months where the short term is scheduled out 1-2 months. If you don’t see that there are seats available for the VCT that you are enrolling into. Please make sure to look to the following month to see if additional seats have been added.

Great.

Bob thanks for being here to discuss the new 2017 STS requirements with us today.

Thanks Mike.

That’s all we have for Featured Topic, What’s Hot for Cars is next.

WHAT’S HOT FOR CARS

To start cars, a concern has been seen on a just a few 2017 ATS models where the left tail lamp may be flashing. Engineering is looking into this concern and hope to have an answer soon. In the meantime, just replace the lamp assembly. Do NOT swap the left and right lamp assemblies. That may seems like a good diagnostic, but look at the schematic.

The connector will fit, but, as you can see, the wiring is different.

On the left lamp, ground is on pin A of the connector and on the right lamp the ground is pin E. Connecting the right lamp to the left tail lamp connector will damage that lamp, resulting in both lamps having to be replaced.

We also found out that bulletin 15-06-03-002 is going to be reissued with a correction for the 2016 and 17 Camaro. That correction should be out by the time you see this show. The previous version showed these vehicle used a flooded battery but they actually use an AGM battery. If you made a copy of this bulletin for reference as we have suggested in the past, please make sure to update it right away. Testing an AGM battery as a flooded battery may result in good batteries being failed by the GR8.

Next we have a tip concerning the Corvette coupe’s removable roof rear weatherstrip.

In some cases, the weatherstrip may get pinched as you see here. It is possible that it may even tear.

The updated weatherstrip, part number 84007386 is shaped differently than the original.

And will require replacing both side door window upper weatherstrips on the roof panel. Those are part number 84007387 for the left side and 84007388 for the right side.

Our next Corvette story is a reminder of a change in the process for delivering the Corvette’s ground effects and other loose shipped parts.

This change occurred in production in June of 2016.

Due to the size of the Corvette’s ground effect parts the carbon fiber and carbon flash painted ground effects will be shipped separate from the vehicle for both the coupe and convertible vehicles.

In the past, only the convertible models had the ground effect parts shipped separately.

The box containing the ground effect parts may also include additional loose shipped parts.
The list of parts in the package will be included on the shipping label and in a document inside the package.

Shipping is set up so that the parts should arrive BEFORE the car.

Please make sure your Parts Department is aware of this part shipment change.

Last month we told you about 2016 or 17 Cascadas built prior to November 4, 2016, with a customer concern that RAP does not cancel after the driver door is opened, and that you may have to replace the window motor and regulator assembly to correct the problem. Well, the motor is now available separately from the regulator for both doors. Check the parts catalog for the correct part numbers.

The motor replacement can be accomplished without removing the regulator from the door, which is a real time saver. It also eliminates the need to align the door glass after installation. The SI procedures were recently updated to show these repairs.

Another PI we have discussed in the past is PIC198 which covers 2013 through 2016 vehicles with radio RPO UFU with UP9 or UHQ and OnStar Gen 9.6. The customer may experience a dead battery after the vehicle sat for 2-3 days. When you charge the battery and test for parasitic load, you may not find any abnormal draw. This bulletin provides info on what may be the cause. If the customer exited the vehicle while talking on a Bluetooth call, it is possible that the OnStar module may be staying awake, causing an approximately 240 mA draw.

To test this, pair a phone with the vehicle and make a Bluetooth call. While still on the call, shut the ignition off, open the driver’s door to cancel RAP and let the call automatically transfer to the cell phone. Close and lock the doors and walk far enough away from the vehicle to ensure you are out of Bluetooth range. At that point, you can disconnect the call.

Let the vehicle set for at least 10 minutes and then recheck for parasitic draw on the battery. If a draw of approximately 240 mA is found, check if the OnStar green LED is illuminated. If it is, press the OnStar blue button with the ignition still off and then disconnect the OnStar call. If the LED goes off at this point, do not replace the OnStar module or the radio. Engineering is aware of the issue and is working on a fix.

Please advise the customer that until the fix is available, it is necessary to press the “transfer to handset button on the radio display before shutting the vehicle off.

PIC6249 covers 2016 and 17 Impalas with a customer concern of cold air blowing from the wireless charging dock area. They may also notice that the air flow increases as HVAC fan speed is increased.

Inform your customer that this is normal operation. Cool air from the HVAC system is intentionally ducted to the pad to keep phones cool while charging. Please do not attempt to make any repairs for this concern.

16-NA-348 provides details on 2014 LaCrosse models with a failed rear wheel bearing hub.

A customer concern of a loss of power steering assist, Service Stabilitrack or Power Steering Message and ABS or Trac light on. The failure could be related to the encoder, which is part of the hub.

Metallic debris on the encoder ring or damage to the ring, can cause missing pulses to the wheel speed sensor. An erratic wheel speed signal from any of the 4 sensors can cause the power steering system to default to normal assist that would be supplied at 100 kph or 62 mph. This will result in minimal assist, which is much more noticeable at lower speeds.

If repairs require replacing one of these hubs, GM engineering is requesting that you add a dust shield over the back of the hub on BOTH sides to prolong the bearing life.

The bulletin lists the part numbers for both dust shields and also provides a unique labor op for this repair.
PIC6232 covers 2017 LaCrosse with a customer concern that the Outside Air Temperature display is inaccurate.

The system may be operating as designed. As with most of these systems on GM vehicles, the display is buffered to reduce inaccurate readings.

The PI provides the strategy used on this vehicle which is related to the time since ignition off and the speed the vehicle is being driven.

Also note that when the temperature updates, it will slowly change to the current temperature unless it has been shut off for more than 2 hours.

16-NA-396 was recently updated and covers intermittent loss of key fob or passive entry, passive start functions and may be accompanied by a “No Remote Detected” message on the DIC on any of these vehicles:

2017 CT6, XT5, Bolt EV or Acadia VIN N

2016 or 2017 Camaro, Cruze VIN B, Malibu VIN Z or Volt

It is also possible that the vehicle would not start until the key fob was placed in the pocket or to have the TPM indicator illuminated.

If you encounter one of these vehicles with these concerns, replace the RCDLR. The bulletin lists the part number and the labor op for the repair.

Bulletin 16 NA-347 was recently updated and covers 2013 through 2016 Sonic and Trax along with 2013 through 2015 Spark for a number of possible concerns including:

• Right side steering wheel controls inop
• Outside Ambient Temp reading inop
• Rear Camera Gridlines inop
• OnStar Menu screen not showing when pressing button
• Smart Phone link App Icon not showing

After performing radio reprogramming prior to October 10, 2016 or since the vehicle was new. To correct this concern, USB program the radio followed by SPS programming the radio using the tips provided in bulletin 17130.

If you can’t perform USB programming first because a “playback source is not available” message is displayed on the screen and prevents you from continuing, perform SPS programming first and once complete, the message will be gone so you can then complete USB programming. This should only be performed in this order if the “playback source is not available” message remains displayed.

The bulletin provides a unique labor op for the repair.

Our last story in Cars is the Stop Start system in many GM vehicles. There are a set of conditions that must be met before the engine will auto stop. Those will be listed in SI under Engine/Propulsion, 12 V starting and charging and Stop/Start System Description and Operation.

On the Cruze VIN B, one of those conditions is that the ambient temperature must be 40 degrees or greater. So it is possible that the engine will not stop when the customer expects it to, but then will stop later in that trip simply because the ambient temperature increased. Other common reasons for the system not operating are high HVAC demand or Rear Defroster is ON.
That's it for Cars. What's Hot For Trucks is next.

**WHAT'S HOT FOR TRUCKS**

To start trucks, we wanted to let you know about a concern on the 2017 Trax. It is possible that the customer may not be able to get the HVAC temperature to adjust. The system could be blowing either hot or cold.

Pull the HVAC control head and inspect the temperature door cable connection at the control end.

The cable may have slipped off the adjuster as you see here. If this is what you find, replace the cable. A bulletin will be released in the near future with more details and an improved cable routing to prevent a reoccurrence.

**Bulletin 17-NA-006** covers certain 2016 Trax vehicles built on October 31st or prior with a faint creak noise, or panel flexing, from the A-pillar area during acceleration or deceleration events. The noise is faint and probably will not be heard over the radio or talking.

This noise can be caused by flexing of the metal at the rocker panel where several different layers of metal with different thicknesses are welded together.

Try applying masking or painters tape to the area and then clamp the metal with vise grips. Use chassis ears to listen for the noise in this area. If the noise is still present, refer to SI for diagnosis. If the noise is gone, the bulletin provides steps for adding 2 spot welds in the area to keep the panels from moving.

This will require removing the door, masking off the area and drilling 2 holes for the spot welds. Refer to the bulletin for details.

Some wind noise or whistling from roof area while driving has been reported on the Acadia limited.

This may be coming from the cross bars of the roof rack.

Wind may be entering the gap between the upper and lower ends of the rail.

To fix this concern, remove the rails, remove the lower panel from the attachment points and cut 4 pieces of 10 mm thick adhesive backed, EPDM semi-closed cell foam into 60 mm by 70 mm rectangles.

Install the foam into each attachment point, reinstall the lower panels and reinstall the rails. Road test to ensure the noise has been corrected.

There have been some reports of wheel lock keys on the XT5 breaking when installed. Brand Quality is strongly recommending that impact wrenches should not be used to install these lock keys!

Lightly tighten to approximately 50 Nm and then use a torque wrench to ensure correct torque of 180 Nm is reached.

Any excessive torque may cause the lock to break. Of course this is the correct method for installing all wheel locks and lug nuts on all GM vehicles, but it appears to be even more critical on the XT5.

Our next item in trucks is the driver's side Air bag install on the 2017 Envision. This air bag requires a unique install procedure. We obtained a short video clip from the manufacturer, take a look:

After setting the air bag in place on the steering wheel, (start) place both hands along the outer edges about half way up and press inward and upward at the same time. (stop) When the top locks in place, an audible pop should be heard. (start) Then press inward and downward on the bottom of the bag to complete the install. (stop) Again, a pop should be heard when it locks in place. Let's watch it again.

That is definitely different install procedure than I have seen before. I heard that if you attempt to force the air bag on, it is possible that the fasteners will be damaged.
That's all we've got for Trucks, up next is Powertrain.

POWERTRAIN

To start powertrain this month

PI5240 covers 2013 through 2015 Encore and 2015 Trax with the 1.4 liter LUV engine and a customer concern of a MIL on with DTC P0171 and or P1101 stored in the ECM.

If SI diagnostics do not isolate the concern, look for the ID code on the Air Cleaner housing. The correct housing for these vehicles should have the code ACD stamped on it. So the housing shown on the left is incorrect. Also, the correct housing will have a hydrocarbon absorber as shown in the picture on the right.

If the code is wrong or the absorber is missing, replace the air cleaner housing with the correct part.

PIC 6250 covers 2012 through 2017 Sonic and 2013 through 2017 Encore and Trax with a check engine lamp and DTC P0446, EVAP Vent System Performance, stored in the ECM.

Remove the evap canister vent cap and inspect the canister for spider nesting in the fresh air inlet port. If found, this restriction will set DTC P0446. Install a new canister and canister kit, part numbers 95174448 and 95128163. This should prevent spiders from getting in again.

It turns out that the spiders are attracted to the fuel vapors in the canister.

PI5540 covers 2015 and 16 Silverado and Sierra 2500 and 3500 trucks equipped with a Duramax engine and with a customer concern that the volt gauge shows a low reading for the first few minutes of operation when cold

Be aware that during a cold engine start with Coolant Temp below 100 degrees F, the intake air heater and the glow plugs are commanded on to help reduce emissions and improve cold weather drivability. Each of these systems can draw over 100 amps when at 100% duty cycle. Add in normal loads from other systems like auxiliary electric heater, HVAC blower, lights, wipers, and heated seats can easily exceed the max generator output which is150 amp in most cases. Because of these high current loads a low voltage reading may be displayed during the first several minutes after a cold start and should be considered proper operation. Once the intake heater and glow plugs turn off, the voltage reading should increase.

If you are working on a 2013 ATS or Malibu with the 2.5 liter LCV engine that has DTC P2097 stored, review the long term fuel trim values in the freeze frame data. Also drive the vehicle and monitor long term fuel trim when idling and at steady speeds. If all of these readings remain between -13% and +13%, update the ECM calibrations using TIS2Web. Look for the cal containing the P2097 correction.

Next, we have an interesting noise heard on the 2017 Corvette. It has been described as a rattle or flutter heard inside the cabin with the vehicle at idle.

Brittany George, an FSE in Pennsylvania, was able to capture this noise so let’s take a listen:

What she found was the metal evap purge solenoid pipe contacting the underside of the cowl.

As you can see here, the foam pipe insulator is improperly positioned, allowing the metal pipe to contact the cowl.

You may find a witness mark on the pipe to show where contact is occurring.

To correct this condition, reposition the insulator to prevent the pipe from hitting on the cowl, then glue it in place with a small dab of weatherstrip adhesive.

A bulletin should be out shortly after this show is available.
Remember, as a quick diagnostic, you can use GDS2 to activate the purge solenoid to see if the noise occurs and to ensure it’s fixed after this repair.

That’s it for Powertrain. Back to Basics is next.

BACK TO BASICS

Last month we showed how to update the software in the GR8, MIT and EL-50332. In this month’s Back to Basics we are going to demonstrate the AFIT software update procedure. Keeping this tool up-to-date will provide you with all available diagnostics. This is a fairly quick procedure but does require admin rights on the computer that will be used. Let’s take a look:

Updating the AFIT tool requires; a computer that meets GM minimum specs, the AFIT with the serial port cable, USS adapter and power cord and a small Phillip’s head screwdriver.

On the PC, click on Start. Control Panel, and User Accounts. Then click on Change User Account Control Settings. Note the current setting and then slide the setting’s bar to the Never Notify position. Click OK, close the control panel and restart the computer.

Navigate to gmdesolutions.com, click on the Software Download tab and log in.

Under AFIT Downloads, select the AFIT Database v11.00, Firmware v3.36 link current available utility will update the AFIT MCU database to version 11.00, 2017 release/the MCU firmware to Version 3.36 and the AFIT Application Software to version 3.10. Next, click on the “Download AFIT Field Update Utility V7.00” link

When prompted, select “RUN” and follow the on-screen directions to complete the install. Once the install completes click the “Close” button. The AFIT Update Utility should open. Click on the first tab, Install AFIT PC Application Code, to continue the install. When the installation is complete click the “Close” button.

Return to the main menu and select the second tab, Update AF/T MCU Code. If you get a message that Port number 1 is not a valid selection, click OK to continue. On-screen directions are provided for the remainder of the update.

Turn off the AFIT and disconnect all cables, including power. Turn the unit over and remove the 2 screws holding the access panel in place. Locate the internal switch and slide it to the PROG position. Click next on the directions screen to move to the next step. Reconnect the serial cable and power cable to the AFIT.

Click next to advance the instructions. Connect the USB adapter to the serial cable to the USB port on the computer. The status bar should now indicate a connection between the computer and AFIT. If it does not show a connection, use the “Select ComPort” menu to select another com port.
Again, click next to advance the instructions. Power up the AFIT. After the AFIT powers up it will show the current version for a few seconds and then change to the Program Code Update screen.

Follow the onscreen instructions and press the Enter button the AFIT tool. Step 6 of the directions indicates that the AFIT is now ready to receive then download file. You can cancel this operation at this time by pressing the Exit button to proceed with the download, click the DOWNLOAD button, the Enter key on the AFIT. Once the download begins an AFIT Update Utility screen will appear. the AFIT tool will have a Program Code Update screen while the update is downloading. When the update has finished the Status area of the Update Screen will display “Transfer Succeeded”/the AFIT Tool display will show “Program Code has been successfully u~ Now Version 3.36.” Click Exit to close the update screen, and then click Exit to close the AFIT MCU Code Update tool. Next, start the MCU Database update by I clicking on the third tab, Update AFIT MCU Database. Follow the instructions and turn the AFIT unit off, disconnect the power cable and serial cable, flip the unit over and change the position of the SW1 switch from PROG to Normal.

Click Next, to advance to the next step. Connect the serial and power cable to the AFIT tool Click Next to proceed. Make sure the tool is communicating with the computer by checking the status bar area of the update scree--tie box in the lower right hand of the screen) should be green if the tool is connected and communicating. If the box is not green, follow the on screen instructions to change the com port. Next, to advance to the next step.

Next, power up the AFIT tool once the tool has powered up and gone through the start up routine press the ENTER button on the AFIT tool and Click Next in? AFIT MCU Database Update utility ..

I The Power Up self test will run on the AFIT tool, once the test completes press ENTER on the tool to advance to the next screen.

Click er on the MCU Database Update screen to advance to the next step. Using the direction keys on the AFIT tool . select “Clear Vehicle Selection” and press Enter on the AFIT tool .Click Next to advance to the next step.

Select Utility Functions and press Enter on the AFIT Tool

Click next to proceed. Then, select Update Tester and press Enter on the AFIT tool. Click Next to advance to the next step.

To start the download, click the Download button on the AFIT MCU Database Update screen and then press the Enter button on the AFIT tool.

An AFIT Update Utility screen will appear on the computer once the update has updated. When the update completes “Transfer Succeeded!” should show in the Status area of the AFIT Update Utility tool. I Re-install the back panel with the two screws. The AFIT Tool is now updated. This update does take a bit more work than others we showed you last month but still wasn’t too tough.

One area to be aware of is once you complete the first segment of the update, a box pops up stating “The PC Application Installation is Complete. The MCU Code must be updated next. Click here to return to main screen then select step 2 – Update AFIT MCU code.”
I can tell you that it does not work if you click on the x at the upper right corner of the box! You do have to click in the white box to proceed.

That's all we've got for Back to Basics, up next is Fix it Right the First Time.

In Fix it Right the First Time we review COMMONLY MIS-DIAGNOSED symptoms. One for cars and one for Trucks

For cars we have an issue with a Service Airbag Warning message

This can occur on any 2014-2016 Impala VIN 1 or 2017 Impala. Further investigation may reveal DTC B0081 00 and/or B0074.

This condition is caused by a loose electrical connection at the passenger side compartment

What you SHOULD DO for this concern is check that the X2 connector at the PPS is fully seated by pressing firmly against the connector and listening for a click.

If the connector was loose make sure it is fully seated and then perform the PPS preload test.

If the connector was already fully seated next check the PPS mat electrical terminals for proper connection

To do this remove the passenger seat from the vehicle and then remove the seat cushion cover. Carefully pull the sensor tail (#2 in the photo) up through the cushion foam and remove the felt tape covering the connector. Inspect the connector for looseness (#4 in the photo) and then fully seat the spade terminal on the corresponding connector (#3 in the photo).

Wrap the connectors with new felt tape, insert the sensor back through the seat foam, reinstall the cushion cover and put the passenger seat back into the vehicle.

Lastly perform the PPS Preload Test.

What you SHOULD NOT DO is replace the PPS module or SDM for this concern.

See 17-NA-010 for more detailed instructions and a unique labor op.

For trucks we have a concern with Lane Keep Assist on 2016 Buick Envision vehicles.

The customer may comment that the Lane Keep Assist Ready to Assist telltale is displayed on the DIC.

This condition may be caused by a software anomaly

To repair this concern what you SHOULD DO is update the Front View Camera Module with the latest software

What you SHOULD NOT DO is replace any components for this concern

Bulleting 17-NA-009 contains more details and a unique labor op

OK, that's it for Fix it Right the First Time. I’d like to thank all of you for watching today.

And, as always, if you have any questions on what was covered today please send us an email at EI@raytheon.com, and we’ll be sure to answer them as quickly as possible. You can also use this email address to make suggestions.

We're always interested in hearing about topics you'd like us to cover.

Now, I want to give you a heads-up on next month’s Emerging Issues.
The March Emerging Issues will be available on the training website by March 9th.

After logging on, select
- Resources
- then Video On Demand
- Select “10217.03V – March 2017 Emerging Issues”
- Or you can do a Catalog Search for this course number.

To get credit for watching, make sure you take the test, when the player reaches the end of this video, a “Take Test” link will appear. Click on the link to take the test.

That brings us to the end of this month’s Emerging Issues Seminar.

We’ll see you again next month.

Thanks again for viewing.