

ASE Remote Recertification OFFERS CONVENIENT TESTING OPTION

National Institute for
ASE AUTOMOTIVE
SERVICE
EXCELLENCE

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Welcome to ProProctor - Secure, Virtual Testing, Simplified!

Three Simple Steps
Before You can Test

1 System Readiness Check
Before installing the ProProctor application, you can run a system readiness check. This lets us know whether your operating system is to install and run the ProProctor application so that you can take a remotely proctored exam.

*The National
Institute of
Automotive Service
Excellence (ASE)
offers a remote
testing option for
ASE recertification
tests.*

continued on page 2



**Lunch and Learn with
Field Service Engineers
Each Month**

see page 3

*ASE Remote Recertification Offers
Convenient Testing Option 1*

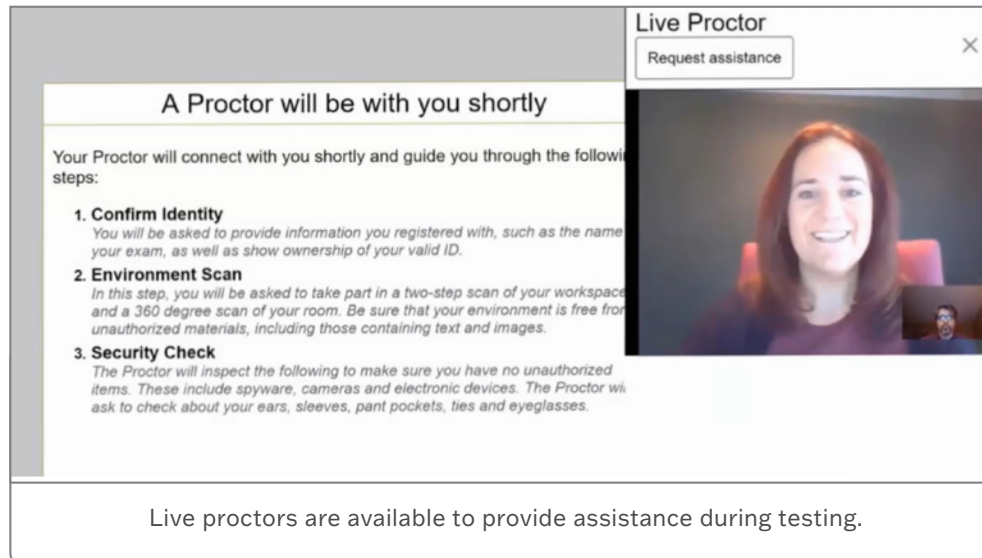
*AFIT Adapter Cable
Identification and Vehicle
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*Dead Battery or Cruise
Control Inoperative 5*

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Fuel Feed Pipe Restriction 7

ASE Remote Recertification Offers Convenient Testing Option



The screenshot shows a 'Live Proctor' window with a 'Request assistance' button and a video feed of a smiling woman. The main content area displays the following text:

A Proctor will be with you shortly

Your Proctor will connect with you shortly and guide you through the following steps:

- 1. Confirm Identity**
You will be asked to provide information you registered with, such as the name on your exam, as well as show ownership of your valid ID.
- 2. Environment Scan**
In this step, you will be asked to take part in a two-step scan of your workspace and a 360 degree scan of your room. Be sure that your environment is free from unauthorized materials, including those containing text and images.
- 3. Security Check**
The Proctor will inspect the following to make sure you have no unauthorized items. These include spyware, cameras and electronic devices. The Proctor will ask to check about your ears, sleeves, pant pockets, ties and eyeglasses.

Live proctors are available to provide assistance during testing.

The National Institute of Automotive Service Excellence (ASE) offers a remote testing option for ASE recertification tests. With the flexible, convenient remote option, service technicians can obtain ASE recertification without having to go to a test center.

ASE uses Prometric's ProProctor online remote platform for all ASE recertification tests, excluding L1 and L2 tests. Since all tests are scheduled in advance, technicians can choose when to complete a test based on their schedule.

REMOTE RECERTIFICATION

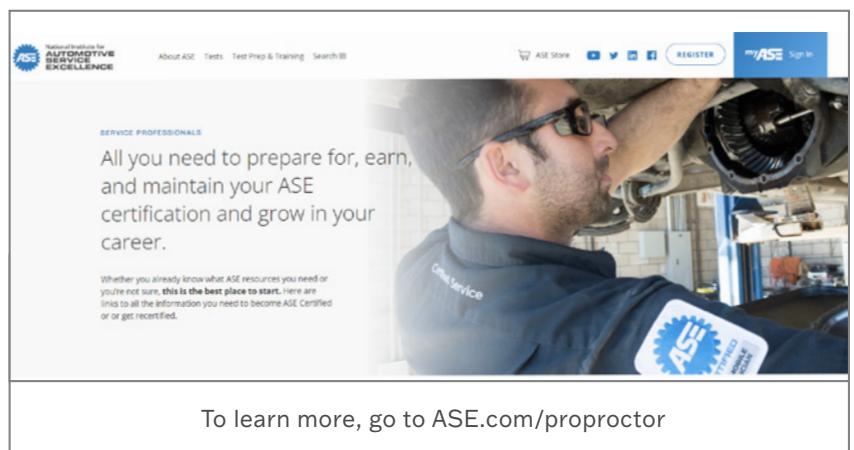
The remote tests and on-screen experience with a live proctor are the same as in-person testing. Throughout the testing, multiple live proctors provide monitoring and are available to offer assistance.

To take the recertification tests remotely, there is a check-in and screening process similar to that at a test center. Before the test can be launched, the ProProctor application must be downloaded and installed to a compatible computer or laptop. In addition, a room for taking the test must be secured and prepared in advance. Technicians are responsible for meeting Prometric's environmental requirements to ensure a controlled environment for testing.

ALL THE DETAILS

To learn more about the ASE remote testing option, visit ASE.com/proproctor. It covers all the details about the required testing environment, the check-in procedure, computer and Wi-Fi requirements, and other information.

► Thanks to Patti Marino and David Piper



The screenshot shows the ASE website with the following text:

Service Professionals
All you need to prepare for, earn, and maintain your ASE certification and grow in your career.

Whether you already know what ASE resources you need or you're not sure, **this is the best place to start.** Here are links to all the information you need to become ASE Certified or get recertified.

To learn more, go to ASE.com/proproctor



Lunch and Learn with Field Service Engineers Each Month

Looking to get the latest technical information from Field Service Engineers (FSE)? And talk to FSEs about recent repairs you've experienced in your dealership? Check out the monthly FSE Lunch and Learn meetings that are now being held online via Microsoft Teams. These meetings provide technicians with the opportunity to learn about common service and repair topics using in-dealership case studies from FSEs throughout each region. Plus, they cover training, tools and other information that can be helpful in diagnosing tough repairs.

The one-hour Lunch and Learn, or Tech Talk, meetings are designed to cover specific technical discussions on a number of topics. They are not sales meetings, but instead focus on technical information that is based on real-world experiences of FSEs while working with dealership technicians. In addition, many meetings provide insight on major issues from Brand Quality Managers as well as representatives from GM Engineering and Techline.

ATTEND A MEETING

The online meetings are held via Microsoft Teams on the same day – usually on a Wednesday – and at the same time each month. The meetings are scheduled at noon local time to be as convenient and accessible as possible for all technicians. No enrollment is necessary.

Select the link on the TechLink home page to view the related GlobalConnect message, if available. Also look for the GlobalConnect messages each month for the links to sign in to each monthly meeting.

Search for the latest GlobalConnect messages for the meeting dates for each region each month.

LOOKING FOR FEEDBACK

The FSE teams are always looking for feedback about potential topics to cover during the meetings. Technicians who would like to suggest a particular topic for a future meeting are encouraged to send a message to the regional email address listed in the GlobalConnect message posted each month. Be sure to include your name, dealership and 6-digit BAC code when submitting a topic.

Future meeting discussions will be based on the latest information requested by technicians, so all topic suggestions are welcome.

► Thanks to Dan Beerends and Hank Poelman

The current meeting schedule (subject to change) for each region includes:

Northeast Region – FSE Lunch and Learn

2nd Wednesday of each month
12 pm – 1 pm Eastern time

North Central Region – Lunch with an FSE

3rd Wednesday of each month
12 pm – 1 pm Eastern time/12 pm – 1 pm Central time

South Central Region – Tech Talk

2nd Wednesday of each month
12 pm – 1 pm Central time

Southeast Region – Lunchtime with your FSE

4th Wednesday of each month
12 pm – 1 pm Eastern time/11 am – 12 pm Central time

Western Region – Tech Talk

2nd Wednesday of each month
12:30 pm – 1:30 pm Mountain time/11:30 am – 12:30 pm Pacific time

AFIT Adapter Cable Identification and Vehicle Application Chart Update

The Active Fuel Injector Tester (AFIT) Vehicle Application Chart (Fig. 8), which can help identify the correct cable adapters for each GM model, has been updated with the latest model year information. It's available below and under the Tool Job Aids menu.

The chart lists the model applications, engine RPO, cable components, type of communication, SENT (Single Edge Nibble Transmission) applications and Stop/Start applications for SIDI engine fuel systems and Duramax diesel engines.

The Active Fuel Injector Tester (AFIT), essential tool CH-47976, is designed to test fuel injectors on port and direct injected engines going back to the 1996 model year. As new vehicle applications have been introduced, the kit has grown to include a number of available adapter cables, including for SIDI engine fuel systems and 2001-2010 Duramax diesel engines.



The AFIT Kit, CH-47976, (Fig. 9) was an essential tool for U.S. Tier 1, 2, 3, and 4 dealerships only. Tier 5 dealerships may order the tool at gmtoolsandequipment.com. All Canadian dealerships received the AFIT Kit, CH-47976, as an essential tool.

SOFTWARE UPDATES

Download the latest AFIT software through the Service Workbench selection of "Essential Tools – Software Updates" in GM GlobalConnect (U.S. only).

In Canada, GlobalConnect provides a Quick Link titled "Essential Tools – Software Updates" available from the Service page.

► Thanks to T.J. Smith and Randy Bonadio

Year	Make	Model	Vin	Liter	RPO	Comm	SENT	Cable	KL9
2024	Buick	Enclave	R	3.6	W(LFY)	GMLAN	S1	DMU & G5	KL9
2024	Buick	Enclave	V	3.6	W(LFY)	GMLAN	S1	DMU & G5	KL9
2024	Buick	Encore GX	M	1.2	L(LH)	GMLAN	S1	DMU & G6	KL9
2024	Buick	Encore GX	M	1.35	L(L3T)	GMLAN	S1	DMU & G8	KL9
2024	Buick	Envista	L	1.2	L(LH)	GMLAN	S1	DMU & G6	KL9
2024	Cadillac	CT4	D	2.0	4(LSY)	GMLAN	S1	DMU & G8	KL9
2024	Cadillac	CT4	D	2.7	L(L3B)	GMLAN	S1	DMU & G8	KL9
2024	Cadillac	XT5	N	2.0	4(LSY)	GMLAN	S1	DMU & G8	KL9
2024	Cadillac	XT5	N	3.6	S(LGX)	GMLAN	S1	DMU & G5	KL9
2024	Chevrolet	Blazer	B	2.0	4(LSY)	GMLAN	S1	DMU & G8	KL9
2024	Chevrolet	Blazer	B	3.6	S(LGX)	GMLAN	S1	DMU & G5	KL9
2024	Chevrolet	Equinox	X	1.5	G(LSD)	GMLAN	S1	DMU & G6	KL9
2024	Chevrolet	Malibu	Z	1.5	T(LFV)	GMLAN	S1	DMU & G6	KL9
2024	Chevrolet	Silverado	W	6.6	L(L8T)	GMLAN	S1	DMU & G7	KL9
2024	Chevrolet	Silverado	Y	6.6	L(L8T)	GMLAN	S1	DMU & G7	NA
2024	GMC	Sierra	8	6.6	L(L8T)	GMLAN	S1	DMU & G7	NA
2024	GMC	Sierra	9	6.6	L(L8T)	GMLAN	S1	DMU & G7	NA
2024	GMC	Terrain	L	1.5	G(LSD)	GMLAN	S1	DMU & G6	KL9
2023	Buick	Enclave	R	3.6	W(LFY)	GMLAN	S1	DMU & G5	KL9
2023	Buick	Enclave	V	3.6	W(LFY)	GMLAN	S1	DMU & G5	KL9
2023	Buick	Encore GX	M	1.2	L(LH)	GMLAN	S1	DMU & G6	KL9
2023	Buick	Encore GX	M	1.35	L(L3T)	GMLAN	S1	DMU & G8	KL9
2023	Buick	Envision	Z	2.0	4(LSY)	GMLAN	S1	DMU & G8	KL9
2023	Cadillac	CT4	D	2.0	K(LSY)	GMLAN	S1	DMU & G8	KL9
2023	Cadillac	CT4	D	2.7	L(L3B)	GMLAN	S1	DMU & G8	KL9
2023	Cadillac	CT5	D	2.0	K(LSY)	GMLAN	S1	DMU & G8	KL9
2023	Cadillac	Escalade	3	6.2	L(L8T)	GMLAN	S1	DMU & G7	KL9
2023	Cadillac	Escalade	4	6.2	L(L8T)	GMLAN	S1	DMU & G7	KL9
2023	Cadillac	XT4	Z	2.0	4(LSY)	GMLAN	S1	DMU & G8	KL9
2023	Cadillac	XT5	N	2.0	4(LSY)	GMLAN	S1	DMU & G8	KL9
2023	Cadillac	XT5	N	3.6	S(LGX)	GMLAN	S1	DMU & G5	KL9
2023	Cadillac	XT6	P	2.0	4(LSY)	GMLAN	S1	DMU & G8	KL9
2023	Chevrolet	Blazer	R	3.6	S(LGX)	GMLAN	S1	DMU & G5	KL9
2023	Chevrolet	Blazer	B	2.0	4(LSY)	GMLAN	S1	DMU & G8	KL9
2023	Chevrolet	Blazer	B	3.6	S(LGX)	GMLAN	S1	DMU & G5	KL9
2023	Chevrolet	Colorado	S	2.7	C(L2R)	GMLAN	S1	DMU & G8	KL9
2023	Chevrolet	Colorado	T	2.7	C(L2R)	GMLAN	S1	DMU & G8	KL9
2023	Chevrolet	Colorado	S	2.7	K(L3B)	GMLAN	S1	DMU & G8	KL9
2023	Chevrolet	Colorado	T	2.7	K(L3B)	GMLAN	S1	DMU & G8	KL9
2023	Chevrolet	Camaro	F	2.0	K(LT5)	GMLAN	S1	DMU & G6	NA
2023	Chevrolet	Camaro	F	3.6	S(LGX)	GMLAN	S1	DMU & G5	NA
2023	Chevrolet	Camaro	F	6.2	R(LT4)	GMLAN	S1	DMU & G2a & G2c	NA

Component Key

G1	Cable	CH-47976-501
G2A	Cable	CH-47976-502A
G3	Cable	CH-47976-503
G2B	Adapter	CH-47976-504
DMU	DMU Box	CH-47976-506
SENT	Adapter	CH-47976-507
G4	Cable	CH-47976-509
G5	Cable	CH-47976-511
G3B	Adapter	CH-47976-512
G2C	Adapter	CH-47976-513
G6	Cable	CH-47976-514
G7	Cable	CH-47976-516
G8	Cable	CH-47976-517
G9	Cable	CH-47976-518

Note:
DMU & See GM SI requires special hook-up procedures called out in SI
Failure to follow SI will not allow starter control

X = DLC (non-SIDI classic Tech2 test)

AFIT Vehicle Application Chart 1996-2024-SWV18

Dead Battery or Cruise Control Inoperative

A no start condition due to a dead battery may be found on some 2023 Blazers along with intermittent cruise control operation. Along with these conditions, the brake lights may stay on a times.

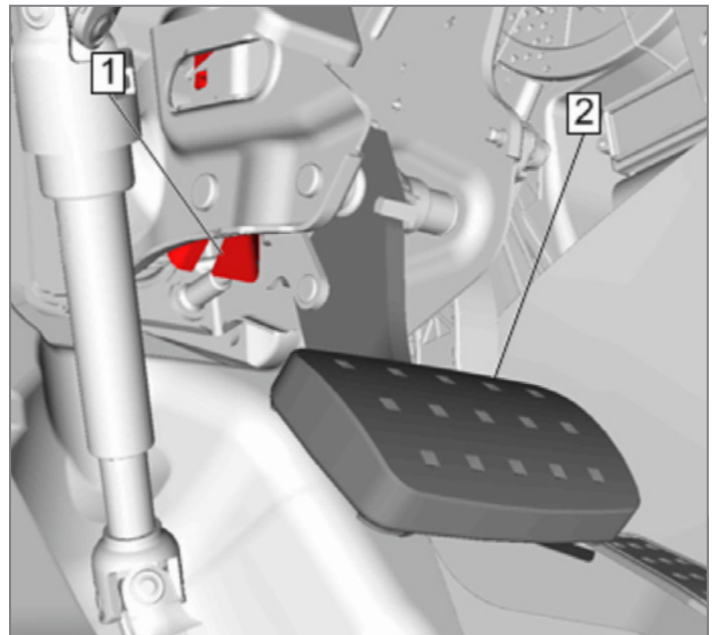
If these conditions are present, check for a possible concern with the brake pedal position sensor or a sticking brake pedal.

Perform a battery draw test to determine the cause of the dead battery. If no draw can be found, check if the brake lights stay on by applying and releasing the brake pedal at various speeds multiple times while an assistant watches the brake lights.

If the illuminated brake lights condition can be duplicated, perform a Brake Pedal Position (BPP) learn in both the Body Control Module (BCM) and Engine Control Module (ECM). After the learn procedure, attempt to duplicate the brake lights condition again. If the condition can be duplicated after performing the BPP learn, replace the brake pedal assembly.

If the illuminated brake lights condition cannot be duplicated, and no other cause is identified for a battery draw, perform only the BPP learn to update the BPP sensor calibration.

► Thanks to David Goodrow



Brake pedal assembly



Check if the brake lights stay on.

Air Suspension Low with Communication Codes Set

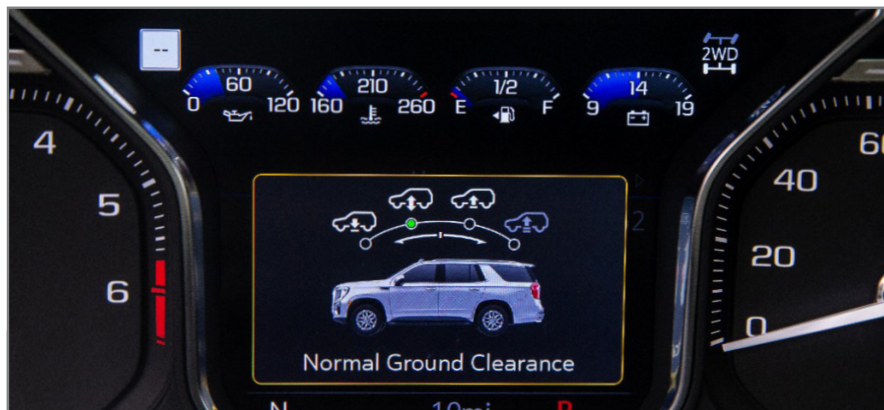
Some 2021-2023 Tahoe, Suburban, Yukon and Escalade models equipped with the air leveling suspension (RPO F47) may have a low or leaning suspension or the air leveling function may be inoperative. A Service Leveling System message also may be displayed on the Driver Information Center.

When checking for DTCs, several DTCs may be set in the Air Leveling Control Module. There also may be DTCs set that do not seem relevant to the air leveling suspension, such as U0222 (Lost Communication with Front Side Door Window Regulator Motor - Driver), U0223 (Lost Communication with Front Side Door Window Regulator Motor - Passenger), U0224 (Lost Communication with Front Side Door Window Regulator Motor – Passenger) or U0225 (Lost Communication with Rear Side Door Window Regulator Motor - Right).

In addition, when using GDS2 to perform the Short Term Inflate function, the function may not work, but the GDS2 screens indicate that it is.

These conditions may be the result of a loss of communication with a power window motor or a door ajar issue. In some cases, these conditions are more typically found on upfitted vehicles. Check for any loss of communication concerns or door ajar DTCs.

For proper operation of the air leveling suspension, the door ajar status must show the doors are closed. Each door ajar switch is hard wired to its door window motor. When there is a DTC set for a loss of communication with a door window motor, the door ajar status (open/closed) will not be reliable and the GDS2 door ajar parameter will default to closed, even though the actual door ajar status is unknown due to the communication issue.



Air leveling suspension on the GMC Yukon.



Open and close each door to ensure the door position matches the GDS2 parameters.

When monitoring the door ajar data, open and close each door to ensure the door position matches the GDS2 parameters.

After any repairs associated with the door ajar DTCs or a loss of communication with a door window motor, reevaluate the air suspension operation.

► Thanks to Jim Will

Fuel Feed Pipe Restriction

Some 2021-2023 Escalade, Silverado 1500, Tahoe, Suburban, Sierra 1500 and Yukon models equipped with the 5.3L V8 engine (RPO L82, L84) or 6.2L V8 engine (RPO L87) may have Reduced Engine Power message displayed on the Driver Information Center. The Check Engine MIL also may be illuminated or the MIL may turn off with no drivability concerns. DTC P2635 (Fuel Pump Flow Performance) and DTC P060C (Control Module Main Processor Performance) may be set in the Engine Control Module (ECM).

These conditions may be due to debris causing a restriction in the fuel feed pipe. Follow the diagnostics in Service Information for DTC P2635 to determine if there are any fuel system concerns.

If a concern is not isolated, replace the fuel feed pipe. Refer to Fuel Feed Pipe Replacement in Service Information. After installing the fuel feed pipe, re-evaluate the operation of the fuel system.

Refer to Bulletin #22-NA-220 for more information and part numbers.

► Thanks to Bryan Salisbury



Debris may be causing a restriction in the fuel feed pipe.

TECH LINK

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Publisher:
Ravishankar Bommanahally
GM Customer Care and Aftersales

Editor:
Lisa G. Scott
GM Customer Care and Aftersales

Technical Editor:
Mark Spencer
mspencer@gpstrategies.com

Production Manager:
Marie Meredith

Creative Design:
5by5 Design LLC
dkelly@5by5dzn.com

Write to:
TechLink
PO Box 500, Troy, MI 48007-0500

GM TechLink on the Web:
GM GlobalConnect

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