



U.S. Department of Transportation
National Highway Traffic Safety Administration

DOT Auto Safety Hotline
Vehicle Owner's Questionnaire
To Report Vehicle Safety Defects
1-888-DASH-2-DOT
(1-888-327-4236)
INTERNET:www.nhtsa.dot.gov/hotline

FOR AGENCY USE ONLY 100148

Date Received
2008 JAN 24 PM 12:50
28-DEC-2007

Repository
Reference No.
10213095

OWNER INFORMATION (Type or Print)

Name [REDACTED]
Address [REDACTED]
City INDEPENDENCE State MO Zip Code [REDACTED]

Daytime Telephone Number [REDACTED] E-mail Address [REDACTED]
Evening Telephone Number [REDACTED]

Do you authorize NHTSA to provide a copy of this report to the manufacturer of your vehicle? YES NO
In the absence of an authorization, NHTSA WILL NOT provide your name or address to the vehicle manufacturer.
Signature of Owner _____ Date ____/____/____

VEHICLE INFORMATION

17 digit Vehicle Identification Number Located at bottom of windshield on driver's side
1GNDS13SX5 [REDACTED] Make CHEVROLET Model TRAILBLAZER Model Year 2005
Date Purchased 27 JUL-05 Dealer's Name and Telephone Number Cable-Dahmer Chevrolet, Inc. Engine: No: Cylinders 6 Fuel Type: Gas
Original Owner Dealer's City Independence State MO Zip Code 64055
Transmission Type AUTOMATIC Antilock Brakes Cruise Control Powertrain FRONT WHEEL DRIVE Vehicle Component Code 121200 EXTERIOR LIGHTING:HEADLIGHTS:SWITCH Multiple Failure: 2

FAILED COMPONENT(S)/PART(S) INFORMATION

Incident Date(s) 14-JUL-2007 Failure Mileage 15000 Failure Speed 65

ADDITIONAL ITEMS TO BE COMPLETED WHEN REPORTING A TIRE FAILURE

Tire Make _____ Tire Model (Name or Number) _____ Tire Size (Example P215/65R15) _____
DOT No. (Example: DOTM19ABC036) Original Equipment Prior Repair Failure Location: _____
Tire Component Code _____ Tire Failure Type _____

ADDITIONAL ITEMS TO BE COMPLETED WHEN REPORTING A CHILD SEAT FAILURE

Make: _____ Date Manufactured: _____ Model No./Name: _____
Seat Type: _____ Installation System: _____
Child Seat Component Code: _____ Failed Part: _____

APPLICABLE INCIDENT INFORMATION

(Please describe in detail the incident(s), Failure(s), Crash(es), and injury (ies).)

Crash Yes No Fire Yes No Number of Persons Injured 0 Number of Deaths 0 Reported to Police N

Narrative Description of Incident(S), Crash(es), and Injury (ies).
Please describe (1) events leading up to the failure, (2) failure and its consequences, and (3) what was done to correct the failure; i.e, parts repaired or replaced (and if old part is available).

TL*THE CONTACT OWNS A 2005 CHEVROLET TRAILBLAZER. WHILE DRIVING APPROXIMATELY 65 MPH, THE EXTERIOR LIGHTING FLICKERED AND DIMMED TEMPORARILY. THE DEALER COULD NOT DUPLICATE THE FAILURE. THE CONTACT FILED A FORMAL COMPLAINT WITH THE MANUFACTURER. THE FAILURE MILEAGE WAS 15,000 AND CURRENT MILEAGE WAS 22,000.

Include, if available: Police/Fire Department Report, Photos, and Repair Invoice. ATTACH ADDITIONAL SHEETS IF NECESSARY

The Privacy Act of 1974-Public Law 93-579 This information is requested pursuant to authority vested in the National Highway Traffic Safety Act and subsequent amendments. You are under no obligation to respond this questionnaire. Your response may be used to assist the NHTSA in determining whether a Manufacturer should take appropriate action to correct a safety defect. If the NHTSA proceeds with administrative enforcement or litigation against a manufacturer, your response, or a statistical summary thereof, may be used in support of the agency's action.

Narrative Description of Incident(s), Failure(s), Crash(es), and Injury(ies)

This is a safety issue. I have encountered a problem with my headlights flashing and the dash board lights dim while this is occurring. This has happened when it was dark and at dusk. This problem did not stop for the entire duration of my drive from Independence, MO to Lee's Summit, MO 30-45 minutes depending on time of day & traffic. I have tried letting it ~~run~~ idle for a least 1 minute prior to going anywhere. I have tried driving without anything on in the vehicle, & I have also tried turning off the lights for a few minutes when this has occurred. Nothing seems to help. This is a

ATTACH ADDITIONAL SHEETS IF NECESSARY

huge safety issue when driving in rush hour traffic, especially with all the road rage we have today. It is also against the law to drive with lights flashing & blinding people.

U.S. Department of Transportation
National Highway Traffic Safety Administration
1200 New Jersey Avenue SE
Washington, D.C. 20077-9382
Business Penalty for Private Use \$300



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POSTAGE WILL BE PAID BY ADDRESSEE

**US Department of Transportation
National Highway Traffic Safety Administration
Office of Defects Investigation, NVS-210
1200 New Jersey Ave SE
Washington, DC 20077-9382**



OPERATION

Think your vehicle has a safety defect?



**If so:
Use the enclosed form to file a r**

**or visit
www.safercar.gov**

**or call:
Vehicle Safety Hotline
888-327-4**



Vehicle Owner's Questionnaire (VOQ)
U.S. Department of Transportation
National Highway Traffic Safety Administration



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Document ID# 1619135
2005 Chevrolet TrailBlazer - 4WD

Feedback

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Subject: Diagnostic Information on Headlamps Flicker or Momentarily Dim While Driving #05-08-42-001 - (03/07/2005)

Models: 2004-2005 Buick Rainier
2002-2005 Chevrolet TrailBlazer
2002-2005 GMC Envoy
2003-2004 Oldsmobile Bravada
with 4.2L Engine (VIN S -- RPO LL8)

A concern regarding headlamps flicker or become dim while driving may be easily mis-diagnosed. It is very important to capture as much information from the customer as possible. Below is a guideline to assist with diagnostics.

Verify the customers specific concern.

- What time of day does this occur (is it light or dark outside) ?
- What driving conditions (vehicle speed, engine speed, throttle position, etc...)?
- What was the outside ambient temperature when the condition occurred?
- What accessories was the driver using when this condition occurred (A/C, heated seats, rear defogger, etc...)?
- If the concern is at dusk, could it be the automatic headlamps changing from DRL to Headlamp mode and possibly back to DRL again?
- Are there any other relevant operating conditions?

Diagnostic Information

- Service Bulletin - 02-06-03-008A - Info - Low Voltage Display on IP Gauge, Lights Dim at Stop Lights, Battery Discharged, No Start, Slow Cranking, Dim Lights at Idle, Low Generator Output (SI Document ID #1540541)
- Service Bulletin - 02-06-03-006B - No Start, No Crank, Battery, Batteries, Generator, Gages, SES, SIR, Brake, Security, Theft, ABS, Hot, DIC Messages, Lamp, Light, Battery and Generator Diagnostic Testing and Cadillac Roadside Service (SI Document ID #1563904)
- Service Information - Exterior Lighting Systems Description and Operation (SI Document ID #826321)
- Service Information - Battery Inspection/Test (Non-HP2) (SI Document ID #653410)
- Service Information - Charging System Test (SI Document ID #1468059)
- Service Information - Inspect for aftermarket devices that could affect the operation of the system.

- Refer to Checking Aftermarket Accessories in Wiring Systems (SI Document ID #816776)

Important:

- Keep in mind high current draw items may cause a noticeable dimming of lights and a fluctuation in the voltmeter may be noted and is a normal operating characteristic of the vehicle.
- For 2004-2005 TrailBlazer, Envoy, Rainier and Bravada with the LL8 4.2L engine only, the Secondary Air Injection (AIR) pump activation is thought to be the main contributor to this high current draw condition and is a normal operating characteristic of the vehicle. Refer to Secondary Air Injection System Description (SI Document ID #1298539).

For customers whose driving habits tend to run the AIR pump diagnostic test that leads to concerns with the headlight flickering, if the vehicle is allowed to idle for 20 seconds prior to driving, this should allow the passive test to pass and prevent from running the active test that may dim the lights. The passive test should/will usually pass 99 percent of the time, and by allowing the 20 second idle period, it should almost eliminate the active test. Be sure to check for codes and correct related concerns if this condition repeats.

Additional high current draw items are rear window defogger, HVAC blower motor, rear air suspension pump along with other components.

For easier diagnostics, it may be possible to control or monitor these components with a scan tool.

It is important to inspect all related connections, grounds and battery terminals for integrity . A loose or corroded connection may exaggerate the concern, and may cause other symptoms. Refer to Testing for Intermittent Conditions and Poor Connections (SI Document ID #1470165).

Corrections/repairs should only be made for specific concerns identified and not related to characteristic of high current draw components.

DO THIS	DON'T DO THIS
<p>Verify the customer concern.</p> <p>Repairs should ONLY be made if a specific concern is identified.</p>	<p>DO NOT replace the Generator P/N's:</p> <p>10464468</p> <p>10464476</p> <p>unless a specific concern is Identified.</p>

Generators replaced and returned to the Warranty Parts Center (WPC) for review have been tested with No Trouble Found (NTF).

Attempts to repair this condition **WITHOUT** pinpointing a specific concern may lead to a repeat repair and a dissatisfied customer.

General Motors encourages dealers to share this information with concerned customers.

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Document ID# 1819049
2005 Chevrolet TrailBlazer - 4WD

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Subject: Diagnostic Information to Clarify Effect of Secondary Air Injection System on Headlamp Flicker #06-06-03-004 - (04/20/2006)



Models: 2004-2005 Buick Rainier
2004-2005 Chevrolet TrailBlazer
2004-2005 GMC Envoy
2004 Oldsmobile Bravada
with 4.2L Engine (VIN S -- RPO LL8) and Electric Air Injection Reactor System (RPO K18)

Attention: This bulletin applies to short wheelbase models only and supplements the information in Corporate Bulletin Number 05-08-42-001.

This bulletin is a supplement to Corporate Service Bulletin 05-08-42-001 to clarify the effect of the Secondary Air Injection (AIR) system.

A customer concern regarding headlamp flicker, headlamps dim slightly and/or battery voltage fluctuates may be easily mis-diagnosed. It is very important to capture as much information from the customer as possible. Please refer to Corporate Service Bulletin 05-08-42-001 for additional information. This bulletin specifically addresses the operating characteristics of the AIR system. Refer to the Secondary Air Injection System Description section of SI for further information on the AIR system.

The Powertrain Control Module (PCM) will command the AIR system ON during Closed Loop operation to perform an active test. The active test will pass or fail based on the response from the HO2S 1. The active test consists of three tests run at 3-second intervals that are run during closed throttle (and other specific parameters, see SI for details) and will continue to cycle until the correct conditions are met and passed. The AIR pump motor has a steady current draw of 35-40 amps under normal operation, with a higher initial in-rush current. This current draw will reduce the available current for other components, such as headlamps, and accordingly may cause an intermittent dimming of the headlights. This can be compared to turning on a vacuum cleaner at your home with the corresponding dimming of your house lights. The condition can be duplicated using the special functions on the Tech 2® to command the AIR pump on and off.

Do This	Don't Do This
Do not perform any repairs unless a specific condition is identified.	Do not replace the generator.

To minimize the potential for customers who experience this condition, advise the customer to allow the vehicle to idle for 30 seconds after starting. This should allow the passive test to run and eliminate the need for the active test that may dim the lights.

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Document ID# 2046572

Feedback

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~~2005 Chevrolet TrailBlazer 4WD~~

1-800-222-1020 customer service



Subject: Headlamp Flicker or Momentarily Dim While Driving 06-06-03-004 Supplement - keywords air battery dim erratic flicker fluctuation headlamp headlight injection k18 ll8 normal operation PIT4491 PIT4491a #PIT4491B - (12/20/2007)

Models: 2005 Buick Rainier - Short Wheel Base Only
2005 Chevrolet TrailBlazer - Short Wheel Base Only
2005 GMC Envoy - Short Wheel Base Only

This PI Supersedes To Update Recommendation/Instructions. Please Discard PIT4491A.

The following diagnosis might be helpful if the vehicle exhibits the symptom(s) described in this PI.

Condition/Concern:

Some customers may comment of an intermittent headlamp flicker while driving. This flicker has been described in bulletin 05-08-42-001 and 06-06-03-004. This will only affect short wheelbase vehicles equipped with the 4.2L Engine (VIN S - RPO LL8) and Electric Air Injection Reactor System (RPO K18).

Recommendation/Instructions:

At this time, there are no repairs for this concern. Engineering is revisiting this concern. Please disregard any previous communications and/or updated calibrations for this concern. This PI will be updated when a repair becomes available.

Please follow this diagnostic or repair process thoroughly and complete each step. If the condition exhibited is resolved without completing every step, the remaining steps do not need to be performed.

GM bulletins are intended for use by professional technicians, NOT a "do-it-yourselfer". They are written to inform these technicians of conditions that may occur on some vehicles, or to provide information that could assist in the proper service of a vehicle. Properly trained technicians have the equipment, tools, safety instructions, and know-how to do a job properly and safely. If a condition is described, DO NOT assume that the bulletin applies to your vehicle, or that your vehicle will have that condition. See your GM dealer for information on whether your vehicle may benefit from the information.



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CERTIFICATION

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ACT (FOIA), 5 U.S.C. 552(b)(6).