



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

INFORMATION Redacted PURSUANT TO THE FREEDOM OF
INFORMATION ACT (FOIA), 5 U.S.C. 552(B)(6)

1200 New Jersey Avenue SE.
Washington, DC 20590

November 30, 2011

[REDACTED]

The Woodlands, TX [REDACTED]

Dear [REDACTED]

NVS-216 nam
Ref. No. 10429911

Thank you for your correspondence concerning your model year (MY) 2000 Buick Century vehicle. Your letter was received by the National Highway Traffic Safety Administration's (NHTSA) Office of Defects Investigation.

NHTSA is the Federal agency responsible for improving safety on our Nation's highways. We are authorized to order manufacturers to recall and repair vehicles or motor vehicle equipment when our investigations indicate that they contain safety defects in their design, construction, or performance. In order for the agency to initiate an investigation, we look carefully at the body of consumer complaints and other available data to determine whether a defect may exist. We cannot act on isolated problems or resolve disputes between individual owners, dealers, or manufacturers.

We appreciate the report you provided. You stated that you have experienced problems with the ABS light coming on in your MY 2000 Buick Century. You have had prior repairs to the electronic brake and ABS control modules to resolve this problem. You are inquiring as to why this problem has not been investigated and a recall initiated.

We have reviewed our database in an effort to identify whether a safety defect trend exists with regard to the brake system in MY 2000 Buick Century vehicles. At this time there is insufficient evidence to warrant opening a safety defect investigation at this time. The information you provided has been entered into our database. It will be considered with future reports to identify any safety defect trends that may require our attention. For your information, the investigation and recall process can be found on our web site at www-odi.nhtsa.dot.gov/recalls/recallprocess.cfm.

The recall you reference in your letter (NHTSA Safety Recall Campaign No. 99V-170) remedies a defective ABS motor found in certain MY 1999 Buick Century vehicles; however, the MY 2000 Buick Century is not included in this recall. Our research did identify a General Motors (GM) technical service bulletin (TSB) that may be of interest to you.



GM TSB (No. 09-03-004D, summary enclosed) provides a repair procedure for dealers to assist consumers that are experiencing warning lights illuminating and diagnostic trouble codes (DTC) due to a problem with connectors at certain control modules. The electronic brake control module in your vehicle is included in the TSB. However, the issuance of a TSB does not necessarily reflect the existence of a safety-related defect in accordance with the National Traffic and Motor Vehicle Safety Act. Therefore, NHTSA cannot require Buick/GM to perform the corrective action described in the TSB on your vehicle at no cost to you. Please contact your local Buick/GM dealership for further details and have your make, model, model year, and vehicle identification number available for their information.

Should you encounter a safety-related problem with a motor vehicle or motor vehicle equipment in the future, we would appreciate it if you would complete an electronic Vehicle Owner's Questionnaire online at www.nhtsa.dot.gov/ivoq or call the Auto Safety Hotline at 1-888-327-4236. Also, a summary listing of vehicle owners' complaints, safety recalls, manufacturers' service bulletins, etc., can be obtained at www.nhtsa.dot.gov/cars/problems.

Sincerely yours,

A handwritten signature in cursive script that reads "Randy Reid".

Randy Reid, Chief
Correspondence Research Division
Office of Defects Investigation
Enforcement

Enclosure

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Component Search:

OK

[Conversion Calculator](#)

2000 Buick Century V6-3.1L VIN J

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Electrical - MIL ON/DTC's Set By Various Control Modules

TECHNICAL

Bulletin No.: 09-06-03-004D

Date: December 08, 2010

Subject: Intermittent No Crank/No Start, No Module Communication, MIL, Warning Lights, Vehicle Messages or DTCs Set by Various Control Modules - Diagnosing and Repairing Fretting Corrosion (Disconnect Affected Connector and Apply Dielectric Lubricant)

Models:

2011 and Prior GM Passenger Cars and Trucks

Attention:

This repair can be applied to ANY electrical connection including, but not limited to: lighting, body electrical, in-line connections, powertrain control sensors, etc. DO NOT over apply lubricant to the point where it prevents the full engagement of sealed connectors. A light coating on the terminal surfaces is sufficient to correct the condition.

Supersede:

This bulletin is being revised to update the Attention statement and add the 2011 model year. Please discard Corporate Bulletin Number 09-06-03-004C (Section 06 - Engine/Propulsion System).

Condition

Some customers may comment on any of the following conditions:

- An intermittent no crank/no start
- Intermittent malfunction indicator lamp (MIL) illumination
- Intermittent service lamp illumination
- Intermittent service message(s) being displayed

The technician may determine that he is unable to duplicate the intermittent condition.

Cause

This condition may be caused by a buildup of nonconductive insulating oxidized debris known as fretting corrosion, occurring between two electrical contact surfaces of the connection or connector. This may be caused by any of the following conditions:

- Vibration
- Thermal cycling
- Poor connection/terminal retention
- Micro motion
- A connector, component or wiring harness not properly secured resulting in movement

On low current signal circuits this condition may cause high resistance, resulting in intermittent connections.

On high current power circuits this condition may cause permanent increases in the resistance and may cause a device to become inoperative.

Representative List of Control Modules and Components

The following is only a representative list of control modules and components that may be affected by this connection or connector condition and **DOES NOT** include every possible module or component for every vehicle.

- Blower Control Module
- Body Control Module (BCM)
- Communication Interface Module (CIM)
- Cooling Fan Control Module
- Electronic Brake Control Module (EBCM)
- Electronic Brake and Traction Control Module (EBTCM)
- Electronic Suspension Control (ESC) Module
- Engine Control Module (ECM)
- Heating, Ventilation and Air Conditioning (HVAC) Control Module
- HVAC Actuator
- Inflatable Restraint Sensing and Diagnostic Module (SDM)
 - Any AIR BAG module
- Seatbelt Lap Anchor Pretensioner
- Seatbelt Retractor Pretensioner
- An SIR system connection or connector condition resulting in the following DTCs being set:
B0015, B0016, B0019, B0020, B0022, or B0023
- Powertrain Control Module (PCM)
- Remote Control Door Lock Receiver (RCDLR)

- Transmission Control Module (TCM)

Correction

Important

DO NOT replace the control module, wiring or component for the following conditions:

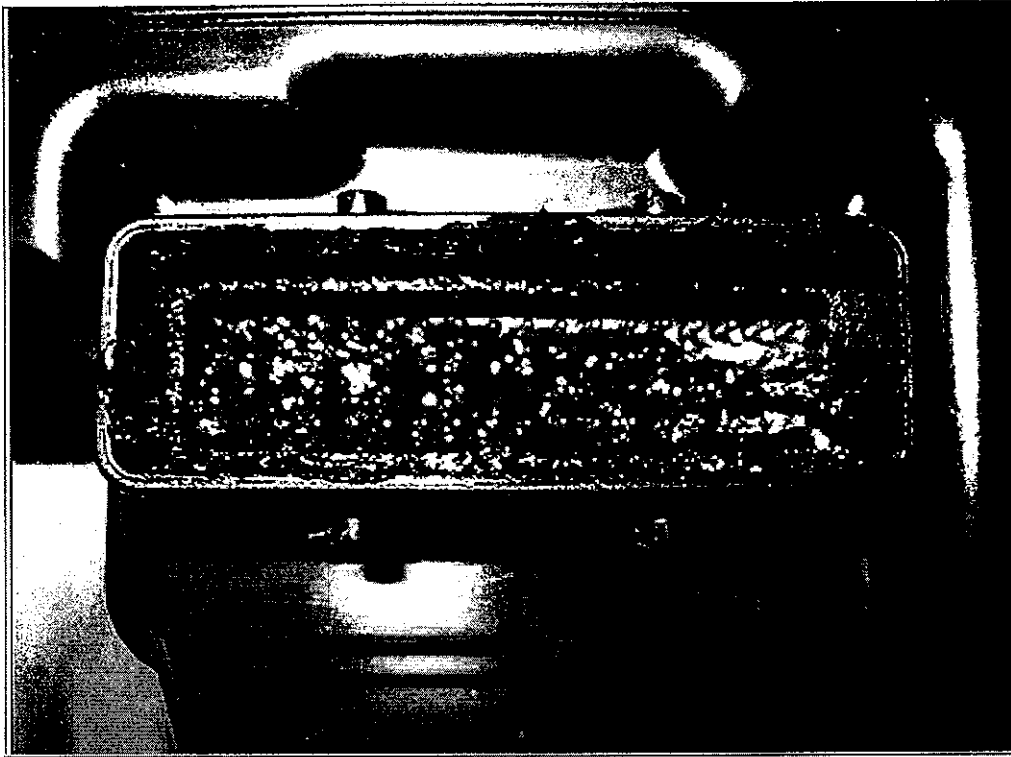
- The condition is intermittent and cannot be duplicated.
- The condition is present and by disconnecting and reconnecting the connector the condition can no longer be duplicated.

Use the following procedure to correct the conditions listed above.

1. Install a scan tool and perform the Diagnostic System Check - Vehicle. Retrieve and record any existing history or current DTCs from all of the control modules (refer to SI).
 - If any DTC(s) are set, refer to Diagnostic Trouble Code (DTC) List - Vehicle to identify the connector(s) of the control module/component which may be causing the condition (refer to SI).
 - If DTCs are not set, refer to Symptoms - Vehicle to identify the connector(s) of the control module/component which may be causing the condition (refer to SI).
2. When identified, use the appropriate DTC Diagnostics, Symptoms, Schematics, Component Connector End Views and Component Locator documents to locate and disconnect the affected harness connector(s) which are causing the condition.

Note

Fretting corrosion looks like little dark smudges on electrical terminals and appear where the actual electrical contact is being made. In less severe cases it may be unable to be seen or identified without the use of a magnifying glass.



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Important

DO NOT apply an excessive amount of dielectric lubricant to the connectors as shown, as hydrolock may result when attempting to mate the connectors. Use **ONLY** a clean nylon brush that is dedicated to the repair of the conditions in this bulletin.

3. With a one-inch nylon bristle brush, apply dielectric lubricant to both the module/component side and the harness side of the affected connector(s).
 4. Reconnect the affected connector(s) and wipe away any excess lubricant that may be present.
 5. Attempt to duplicate the condition by using the following information:
 - DTC Diagnostic Procedure
 - Circuit/System Description
 - Conditions for Running the DTC
 - Conditions for Setting the DTC
 - Diagnostic Aids
 - Circuit/System Verification
- If the condition cannot be duplicated, the repair is complete.
- If the condition can be duplicated, then follow the appropriate DTC, Symptom or Circuit/System Testing procedure (refer to SI).

Repair Order Documentation

Important

The following information **MUST** be documented on the repair order. Failure to do so may result in a chargeback.

- Customer vehicle condition.
- Was a Service Lamp or Service Message illuminated? If yes, specify which Service Lamp or Service Message.
- Was a DTC(s) set? If yes, specify which DTC(s) were set.
- After following the procedure contained within this bulletin, could the condition be duplicated?
 - If the condition **was not** duplicated, then document the affected module/component connector name and number on the repair order.
- If the condition **was** duplicated after the procedure contained within this bulletin was followed, and additional diagnosis led to the replacement of a module or component, the SI Document ID Number **MUST** be written on the repair order.

Parts Information

Part Number	Description	Material Allowance
12377900 (U.S.)	Dielectric Lubricant (50 gram tube)	\$11.56 (USD) (\$2.90 per repair)
10953529 (Canada)		\$17.35 (CDN) (\$4.35 per repair)

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Alternate Distributor For All of North America

Note

NyoGel(R) 760G Lubricant* is equivalent to GMSPO P/N 12377900, and P/N 10953529 (Canada), specified for use to correct the condition in this bulletin.

*We believe this source and their products to be reliable. There may be additional manufacturers of such products/materials. General Motors does not endorse, indicate any preference for, or assume any responsibility for the products or material from this firm or for any such items that may be available from other sources.

Warranty Information (excluding Saab Models)

For vehicles repaired under warranty, use the appropriate/closest labor operation depending upon the module/component connection that the dielectric lubricant was applied to:

Labor Operation	Description	Labor Time
N9813*	Lubricate Body Control Module (BCM) Connector With Dielectric Lubricant	0.1-0.3 hr
J7729*	Lubricate Engine Control Module (ECM) Connector With Dielectric Lubricant	0.1-0.3 hr
K9534*	Lubricate Transmission Control Module (TCM) Connector With Dielectric Lubricant	0.1-0.3 hr
J7730*	Lubricate Powertrain Control Module (PCM) Connector With Dielectric Lubricant	0.1-0.3 hr
H9740*	Lubricate Electronic Brake Control Module (EBCM) Connector With Dielectric Lubricant	0.1-0.3 hr
D9752*	Lubricate Heating, Ventilation and Air Conditioning (HVAC) Control Module Connector With Dielectric Lubricant	0.1-0.3 hr
C9897*	Lubricate Inflatable Restraint Sensing and Diagnostic Module (SDM) Connector With Dielectric Lubricant	0.1-0.3 hr
R9763*	Lubricate Radio Connector With Dielectric Lubricant	0.1-0.3 hr
N9614*	Lubricate Underhood Bussed Electrical Center (UBEC) Connector With Dielectric Lubricant	0.1-0.3 hr
N9615*	Lubricate Integrated Bussed Electrical Center (IBEC) Connector With Dielectric Lubricant	0.1-0.3 hr
N9612*	Lubricate "Other" Connector With Dielectric Lubricant**	0.1-0.3 hr
*This labor operation number is for bulletin use only. It will not be published in the Labor Time Guide.		
**You Must Document the Affected Connector on the Repair Order.		
Note Any additional time for component R&R to gain access or for repair time greater than 0.3 hr must be submitted as Other Labor Hours and requires appropriate authorization and service management approval.		

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Warranty Information (Saab Models)

Labor Operation	Description	Failed Object	Fault/Reason Code	Location Code	Warranty Type	Repair/Action Code	Labor Time
3710101*	Lubricate Body Control Module (BCM) Connector With Dielectric Lubricant	37101	11	0	01/08	08	0.3
3710102*	Lubricate Engine Control Module (ECM) & Powertrain Control Module (PCM) Connector With Dielectric Lubricant	37101	11	0	01/08	08	0.3
3710103*	Lubricate Radio Connector With Dielectric Lubricant	37101	11	0	01/08	08	0.3
3710104*	Lubricate Transmission Control Module (TCM) Connector With Dielectric Lubricant	37101	11	0	01/08	08	0.3
3710105*	Lubricate Electronic Brake Control Module (EBCM) Connector With Dielectric Lubricant	37101	11	0	01/08	08	0.3
3710106*	Lubricate Underhood Bus Electrical Center (UBEC) Connector & Integrated Bus Electrical Center Connector With Dielectric Lubricant	37101	11	0	01/08	08	0.3
3710107*	Lubricate Inflatable Restraint Sensing and Diagnostic Module (SDM) Connector With Dielectric Lubricant	37101	11	0	01/08	08	0.3
3710108*	Lubricate Heating, Ventilation and Air Conditioning (HVAC) Control Module Connector With Dielectric Lubricant	37101	11	0	01/08	08	0.3
3710109*	Lubricate "Other" Connector With Dielectric Lubricant**	37101	11	0	01/08	08	0.3
*This labor operation number is for bulletin use only. It will not be published in Standard Times Mechanical (STM). **You Must Document the Affected Connector on the Repair Order. Note Any additional time for component R&R to gain access or for repair time greater than 0.3 hr must be submitted as Other Labor Hours and requires appropriate authorization and service management approval.							

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For vehicles repaired under warranty, use the appropriate/closest labor operation depending upon the module/component connection that the dielectric lubricant was applied to refer to the table above.

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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