

10000949



Service Bulletin

File In Section: 06 - Engine/Propulsion System

Bulletin No.: 03-06-04-012

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INFORMATION

Subject: Inspection of All Related Wiring Harness Connections When Diagnosing Miscellaneous DTC's, Intermittent Driveability Concerns, Hard Start, No Start, Incorrect Gauges, Inoperative Air Conditioning Systems, Service Engine Soon Lamps Illuminated, 4WD Lamp Illuminated, Instrument Panel Gauges Inoperative, Cruise Inoperative

Models: 2003 and Prior Cars and Light Duty Trucks
2003 HUMMER H2

When servicing a vehicle for any type of customer concern, the following is imperative. Inspect and ensure the integrity of all related wiring harness connectors. If the wiring harness connectors are not properly put together or engaged before they are locked together, numerous types of conditions may occur. This may include any of the symptoms listed above and possibly others.

The first step in any type of electrical diagnosis is that a visual and physical inspection be completed of the wiring harness connectors for integrity. Many times, the vehicle may be repaired just by disconnecting and reconnecting the connectors. As with all repairs to wiring harness connectors and terminals, a pull test of the terminals within the connector should be performed. A pull test is performed by inserting the proper size terminal test tool (not a paper clip), into the terminal to determine whether or not the terminal is making good contact, or whether it has been damaged from the prior improper connection or lack of connection.

For example, if the Connector C2 of the engine wiring harness to the Powertrain Control Module (PCM), for the 2.2L equipped Cavalier or Sunfire is not properly seated into the PCM:

- The Cam lock will close, however improperly.
- The Cam lock will snap out of position.
- The vehicle may have an Intermittent condition with any one of the components which are controlled or monitored by the PCM.

THE CAM LOCK IS NOT DESIGNED TO PULL THE CONNECTOR INTO POSITION. It is a retainer only. When the wiring harness is properly connected to the PCM, a snap will be heard as the connector is fully seated. The Cam lock may then be closed. The Cam lock will then do its designated job of ensuring the connector does not come apart due to vibration or other types of conditions found in vehicles as they travel down the highway.

If a Terminal (metal) or the Connector (plastic) is damaged, they should be replaced. Do not replace the complete wiring harness assembly.

GMI 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 GMI dealer for information on whether your vehicle may benefit from the information.



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