Service Bulletin

File in Section: -
Bulletin No.: PI1310
Date: September, 2014

PRELIMINARY INFORMATION

Subject: **New Model Features and Service Guide**

Models: **2015 Chevrolet Colorado**
2015 GMC Canyon
Equipped with GAS, 2.5L L4, SIDI, DOHC, DCVCP, VVT, ALUM – RPO LCV
Equipped with GAS, 3.6L V-6, SIDI, DOHC, VVT, ALUM, GM – RPO LFX
Equipped with Hydra-Matic™ 6L50 6-Speed Automatic Transmission – RPO MYB
Equipped with Manual 6-Speed Transmission – RPO N8D
Equipped with 2WD or 4WD
United States, Canada and Puerto Rico Only

Overview of the Midsize Pickup Trucks

Bulletin Purpose

The purpose of this bulletin is to help the Service and Sales Personnel become familiar with the new 2015 Chevrolet Colorado and GMC Canyon midsize pickup trucks, their new features and describe the action the Service Department personnel will need to take to ensure that they are able to fully service these vehicles.

2015 Colorado

3971248

Colorado

The all-new 2015 Chevrolet Colorado will redefine the midsize truck and offer real truck capability and versatility to customers who don't require a fullsize truck.

WT, LT and Z71 trims are available, all in 2WD or 4WD. The off-road-inspired Z71 is the brawniest of the bunch. It also features a gunmetal grille surround – a change from the chrome standard on the other models – projector headlamps and unique 17-inch aluminum wheels. To help keep overall mass down and improve the front-to-rear weight balance, the Colorado has an aluminum hood. The Colorado features triple-sealed doors inlaid in the body sides for improved aerodynamic performance and a quieter interior.

The new Colorado was developed for the North American truck customer with distinctive design, comfort and connectivity features, including segment-firsts such as available Forward Collision Alert (FCA) and Lane Departure Warning (LDW), large rearview mirrors and a standard Rear Vision Camera (RVC) system.

Three body configurations are offered: An extended cab model with a six-foot bed, a crew cab with a five-foot bed and a crew cab with a six-foot bed. With the tailgate down, the six-foot bed allows eight-foot-long items to be hauled within the vehicle. Taller bedsides are exclusive to North America and match the aggressive, raked belt line of the cab. An available EZ Lift-and-Lower tailgate that uses an internal torsion bar to make raising the tailgate easier with one hand, and a damper for more controlled lowering of the tailgate.

A 2.5L L4 engine rated at 200 hp (149 kw) and 191 lb-ft (259 Nm) of torque is standard, and a 3.6L V-6 rated at 305 hp (227 kW) and 269 lb-ft (365 Nm) is available. Each engine is tuned, tested and validated for truck use, including more torque at lower rpm and each features dual-overhead camshafts, jet-spray piston cooling, direct injection and variable valve timing to make the most of power and efficiency. The engines are matched with a 6-speed automatic transmission, or on the Extended Cab 2WD models equipped with the 2.5L engine there is an available 6-speed manual transmission. It also features active aero grille shutters, which close at certain highway speeds to enhance aerodynamics.

A coil-over-type front suspension, features aluminum knuckles that are low in mass and high in strength contributing to a more responsive, immediate feel to driver inputs, as well as efficiency.

When properly equipped, the Colorado offers trailering capability of up to 7,000 lbs (3,175 kg). The hauling and trailering is easier and more comfortable on 6-speed automatic transmission equipped models, due to Auto Grade Braking also known as Hill Descent Control (HDC) and Tow/Haul mode. (Tow/Haul mode is V-6 engine only).

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An available option is the GearOn™ accessory system (shown), which is a comprehensive solution for organizing and carrying bikes, paddle boards and other equipment.

Standard equipment includes:

– Global A Electrical Architecture
– Six Airbags

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- CornerStep rear bumper with integrated pocket hand grips at the top of the bed, to assist in loading cargo into the bed.
- Two-tier loading that allows a platform to effectively split the bed into upper and lower sections, making it easier to haul, store and conceal items such as tools.
- Bed rail and tailgate protectors.
- Electric power steering, which enhances efficiency because it is not driven by the engine.
- Rear under-seat storage.
- Extended Cab Rear Seat Cushion Extension for a child restraint.
- Traction Control System (TCS) and StabiliTrak™.
- Four-wheel disc brakes with four-piston front calipers and Duralife™ corrosion resistant brake rotors and ABS.
- Thirteen standard tie-down locations throughout the bed for use with available, movable cargo tie-down rings.

2015 Canyon

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Canyon

The all-new 2015 GMC Canyon redefines the segment and raises the bar for everything from horsepower and efficiency to quietness and refinement, all in an efficiently sized, maneuverable package for customers who want the cargo hauling and trailering versatility of a truck without the size of a fullsize pickup. The Canyon will give GMC one of the only three-truck lineups in the industry.

Canyon is offered in SL, Canyon, SLE and SLT models, in 2WD and 4WD and with an aggressively styled All-Terrain package offered on SLE models. It includes 17-inch painted aluminum wheels covered by all-terrain tires, a body-color grille surround with horizontal chrome bars and specific suspension tuning. To help keep overall mass down and improve the front-to-rear weight balance, the Canyon has an aluminum hood. The Canyon features triple-sealed doors inlaid in the body sides for improved aerodynamic performance and a quieter interior.

The new Canyon was engineered for the unique demands and driving conditions of North American drivers with distinctive design, comfort and connectivity features, including segment-first available driver alert features such as Forward Collision Alert (FCA), Lane Departure Warning (LDW), large rearview mirrors and a standard Rear Vision Camera (RVC) system.

Bold front-end styling incorporates the segment's only standard projector beam headlamps and GMC's signature C-shaped LED daytime running lamps on all models. Three body configurations are offered: An extended cab model with a six-foot bed, a crew cab with a five-foot bed and a crew cab with a six-foot bed. With the tailgate down, the six-foot bed allows eight-foot-long items to be hauled within the vehicle. An available EZ Lift-and-Lower tailgate that uses an internal torsion bar to make raising the tailgate easier with one hand, and a damper for more controlled lowering of the tailgate.

A 2.5L L4 engine rated at 200 hp (149 kw) and 191 lb-ft (259 Nm) of torque is standard, and a 3.6L V-6 rated at 305 hp (227 kW) and 269 lb-ft (365 Nm) is available. Each engine is tuned, tested and validated for truck use, including more torque at lower rpm and each features dual-overhead camshafts, jet-spray piston cooling, direct injection and variable valve timing to make the most of power and efficiency. The engines are matched with a 6-speed automatic transmission, or on the Extended Cab 2WD models equipped with the 2.5L engine there is an available 6-speed manual transmission. It also features active aero grille shutters, which close at certain highway speeds to enhance aerodynamics.

A coil-over-type front suspension, features aluminum knuckles that are low in mass and high in strength contributing to a more responsive, immediate feel to driver inputs, as well as efficiency.

When properly equipped, the Canyon offers trailering capability of up to 7,000 lbs (3,175 kg). The hauling and trailering is easier and more comfortable on 6-speed automatic transmission equipped models, due to Auto Grade Braking also known as Hill Descent Control (HDC) and Tow/Haul mode. (Tow/Haul mode is V-6 engine only).

AutoTrac automatic four-wheel drive is a segment-first feature, which employs an electronically controlled transfer case that allows the driver to shift from 2WD to 4WD. The driver can select four modes, 2WD, Auto, 4WD HI, or 4WD LO. By selecting 'Auto' mode, the transfer case will operate in 2WD and will automatically apply traction to the front wheels (4WD) when the vehicle senses wheel slippage.

Standard equipment includes:

– Global A Electrical Architecture
– Six Airbags
– CornerStep rear bumper with integrated pocket hand grips at the top of the bed, to assist in loading cargo into the bed.
– Two-tier loading that allows a platform to effectively split the bed into upper and lower sections, making it easier to haul, store and conceal items such as tools.
– Bed rail and tailgate protectors.
– Electric power steering, which enhances efficiency because it is not driven by the engine.
– Rear under-seat storage.
– Extended Cab Rear Seat Cushion Extension for a Child Restraint.
– Traction Control System (TCS) and StabiliTrak™.
– Four-wheel disc brakes with four-piston front calipers and Duralife™ corrosion resistant brake rotors and ABS
– Thirteen reconfigurable and four stationary tie-down locations throughout the bed for use with available, removable cargo tie-down rings.

Featured Highlights Colorado and Canyon

The following are some of the other midsize truck features depending on the Model:

– Available: Forward Collision Alert (FCA).
– Available: Lane Departure Warning (LDW).
– Available: OnStar® 4G LTE with a built-in WiFi hotspot.
– Available: 8-inch (203 mm) diagonal customizable color touch screen and multiple USB ports.
– Available: Factory-installed spray-in bed liner.
– Available: Next-generation OnStar® and MyLink™ enhancements with gesture recognition and natural language voice recognition.
– Available: Next-generation OnStar® and IntelliLink™ enhancements with gesture recognition and natural language voice recognition.
– Available: Siri Eyes Free mode for iPhone® users.
– Available: Automatic Climate Control.

Pre-Delivery Inspection (PDI)

Performing a quality pre-delivery inspection (PDI) is one of the most important functions the Service Agent (Dealer) Personnel can do for the customer. Most customers consider the condition of their new vehicle during delivery as a direct reflection of the Retailer and their Service Department.

A quality PDI is essential to improving a customer's perception of your facility and increasing his/her satisfaction with their new vehicle. These forms contain the same generic PDI steps as before, but also include a section for Special Inspection Items. This Special Inspection Items section is updated frequently and contains special items to look for during the PDI process.

In the United States and Canada to access the PDI forms depending on the vehicle, perform the following action:

- For the 2015 Colorado PDI form, Go to: Global Connect > Pre-Delivery Inspection Forms > 2015 Chevrolet Pre-Delivery Inspection Forms > 2015 Colorado
- For the 2015 Canyon PDI form, Go to: Global Connect > Pre-Delivery Inspection Forms > 2015 GMC Pre-Delivery Inspection Forms > 2015 Canyon

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In the United States, the Getting to Know (GTK) Guides, Infotainment Manuals and Vehicle Brochures can also be downloaded or printed from Global Connect, using the links in the **PDI Form News** section.

Customer Education

It is imperative that the customer be well informed about the unique features and operational characteristics of their new 2015 midsize pickup trucks. For the Sales Personnel to be fully prepared, they should review this New Model Features and Service Guide and use the Getting to Know (GTK) Your Vehicle guide (available in the U.S. Only) as an outline when presenting these vehicles to the Customer. The Service and Parts Leadership, Service Writers and Service Technicians should familiarize themselves with these materials to avoid attempting repair of normal operating characteristics.

Available Product Training

The majority of the systems found on the midsize pickup trucks are taught in GM’s core curriculum from a conceptual theory and operation perspective.

To access **all** of the available training courses visit the following website:

– In the United States go to > www.centerlearning.com

– In Canada go to > www.gmprocanada.com

Training Course Name and System RPO - Course Number and Description

Course Name - System RPO	Course Number and Description
2015 Colorado/Canyon Model Year Launch	#10315.15W New Model Features
Engines	#16440.18D Engines New and Updates for RPOs LT1, LV3, LUZ, LKW, LF3, L83, L86** #16043.05D "Gen V" Series Engine Characteristics & Servicing (Canada Only)
Electric Power Steering	#13041.15W2 GM Steering Systems and Diagnosis 2
Entertainment - Infotainment - Audio Systems Radio - Infotainment System, Uplevel with Connectivity - RPO IO5 Digital Audio Systems-S-Band And HD - RPO U2M	#19047.20W2 R3 Entertainment Systems 2 (Including MOST) Network** #19047.20W3 Entertainment Systems 3** #19047.22D R2 Infotainment Operation, Diagnosis and Service (VCT)** #19047.23D MOST Network Diagnostics and Infotainment System Programming (VCT)** #19047.19H Advanced Entertainment Operation & Diagnosis (Canada Only)
Bluetooth Technology - Programming Bluetooth for Phone, Personal Cellphone Connectivity to Vehicle Audio System Bluetooth Technology, Functions and Features Diagnosing and Methods of Radio Programming (USB Programming, Scan Tool Programming)	#19047.20W2 R3 Entertainment Systems 2 (Including MOST) Network** #19047.16H Entertainment Systems Certification (Canada Only) #19047.19H Advanced Entertainment Operation & Diagnosis (Canada Only)
Driver Information Display Instrument– Driver Info Enhanced (Multi Color Graphic) - RPO UDD	#19047.20W-R3 Entertainment Systems 2 (Including MOST Network) #19047.19H Advanced Entertainment Operation & Diagnosis (Canada Only)
Driver Assistance Systems Camera - Rear View - RPO UVC Sensor Indicator-Forward Collision Alert - RPO UEU Sensor Indicator-Lane Departure Warning - RPO UFL Sensor Indicator- Rear Parking Assist - RPO UD7	#22048.42 GM Safety Systems (Includes All Course Components W1 + W2 + W3 + H) #22048.16H GM Safety Systems Certification (Canada Only)

****Not Available in Canada**

Dexos 1™ Engine Oil

Use and ask for engine oils with the dexos 1™ certification mark (shown above). Oils meeting the requirements of the vehicle will have the dexos 1™ certification mark on the container. This certification mark indicates that the oil has been approved to the dexos 1™ specification. If you are unsure that the oil has been approved to the dexos 1™ specification, check with your service provider or use the website address provided below to determine if the oil is approved to the dexos 1™ specification.

Refer to this General Motors website for dexos 1™ information about the different licensed brands that are currently available: **http://www.gmdexos.com**

Viscosity Grade

Use SAE 5W-20 viscosity grade engine oil for the 2.5L L4 engine. In an area of extreme cold, where the temperature falls below −20°F (−29°C), an SAE 0W-20 oil may be used.

Use SAE 5W-30 viscosity grade engine oil for the 3.6L V-6 engine. In an area of extreme cold, where the temperature falls below −20°F (−29°C), an SAE 0W-30 oil may be used.

Engine Oil Life System

All midsize pickup trucks feature GM's engine oil life system, which better protects engines by recommending oil changes based on a computer software algorithm using actual engine operating conditions and can save the vehicle owner money by avoiding unnecessary oil changes.

Infotainment Features

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Colorado 8-inch Diagonal Color Infotainment Touch Screen with Navigation — RPO IO6.

3971345

Canyon 8-inch Diagonal Color Infotainment Touch Screen with Navigation — RPO IO6.

- Chevrolet MyLink™ / GMC Intellilink™ uses a Bluetooth® or USB connection to link a smartphone, cell phone, USB flash drive or portable audio player/iPod® to the touch-screen infotainment display. MyLink™ / Intellilink™ enables streaming audio through a smartphone and hands-free voice control. Music also can be played from a USB flash drive.

Notice: **To Canadian Service Agents, the following URL link is a United States website that is presented in English only. Canadian carriers are not listed directly, however when identified the phone model functions are similar.**

- Before using a Bluetooth® enabled device in the vehicle, it must be paired with the in-vehicle Bluetooth® system. Not all devices will support all functions. For more information, visit: www.gmtotalconnect.com
- In the United States, for assistance with Bluetooth® pairing, application downloading and installation, mobile device compatibility and operation of the MyLink™ system, contact customer assistance at 1-855-4-SUPPORT (855-478-7767) or visit: www.chevrolet.com/mylink
- In the United States, for assistance with Bluetooth® pairing, application downloading and installation, mobile device compatibility and operation of the Intellilink™ system, visit: http://www.gmc.com/intellilink-infotainment-system.html
- In Canada for English assistance with Bluetooth® pairing, application downloading and installation, mobile device compatibility and operation of the Infotainment system, contact customer assistance at 1-800-263-3777 or visit: www.gm.ca/gm/english/vehicles/chevrolet/infotainment/ (Chevrolet MyLink) or visit: www.gm.ca/gm/english/vehicles/gmc/infotainment/ (GMC Intellilink)
- In Canada for French assistance with Bluetooth® pairing, application downloading and installation, mobile device compatibility and operation of the Infotainment system, contact customer assistance at 1-800-263-3777 or visit: www.gm.ca/gm/french/vehicles/chevrolet/infotainment/ (Chevrolet MyLink) or visit: www.gm.ca/gm/french/vehicles/gmc/infotainment/ (GMC Intellilink)

The next-generation infotainment systems feature radios with either a 4.2-inch (107 mm) color screen display or an 8-inch (203 mm) diagonal customizable color touch screen display. Both are housed in the center stack.

The following are the four available radio options:

- RPO IO3 Radio - Infotainment System - Base Without Connectivity
- RPO IO4 Radio - Infotainment System - Base With Connectivity
- RPO IO5 Radio - Infotainment System - Uplevel With Connectivity
- RPO IO6 Radio - Infotainment System - Uplevel With Connectivity and Embedded Navigation

4.2-inch (107 mm) Color Display Radio — RPO IO3

- 4.2-inch (107 mm) color display. This radio is non-connected and non-touch. This radio is controlled by using the audio system buttons. The display is not a touch screen.
- Favorite Pages displays from one to five pages of favorite radio stations.
- Up to 25 radio stations from AM/FM and Sirius XM Radio® can be stored in any order, on up to five pages.

4.2-inch (107 mm) Color Display Radio — RPO IO4 (MyLink™ / IntelliLink™)

- 4.2-inch (107 mm) color display. This radio is connected and non-touch. This radio is controlled by using the audio system buttons. The display is not a touch screen.
- Favorite Pages displays from one to five pages of favorite radio stations.
- Up to 25 radio stations from AM/FM and Sirius XM Radio® can be stored in any order, on up to five pages.
- Enhanced audio speaker system.

8-inch (203 mm) Diagonal Customizable Color Touch-Screen Display Radio — RPO IO5 and RPO IO6 (MyLink™ / IntelliLink™)

- 8-inch (203 mm) diagonal and customizable color touch screen display. This radio is controlled by using the audio system buttons and touch screen.
- Customizable “Favorites” lets you save albums, songs, artists, destinations and contacts which can be stored in any order.
- Smartphone integration for hands-free calling and phone book access.
- Ability to stream Pandora® Internet Radio (Pandora® is not available in Canada).
- Siri Eyes Free available for select iPhone® users.
- Changeable theme capability — RPO IO6 only.
- Natural Voice Recognition — Control the music source and make phone calls hands free, after pairing your Bluetooth enabled phone.
- Rear Vision Camera view displayed on the infotainment screen.
- Compass Navigation using the NAV button — RPO IO5.

Notice: **This feature involves calling OnStar® first, then selecting the NAV button for Turn-by-Turn directions.**

- Available Turn-by-Turn Navigation, **with** OnStar® subscription — RPO IO5.
- Embedded Navigation — RPO IO6 only.

Using and Personalizing the Infotainment System

For information about using and personalizing the Infotainment System for these vehicles, refer to the Infotainment System Owner Manual Supplement in the glove box or in SI.

Cleaning High Gloss Surfaces or Vehicle Displays with a Microfiber Cloth

Use a microfiber cloth to wipe the high gloss surfaces and vehicle driver information displays. Before wiping the surface with the microfiber cloth, use a soft bristle brush to remove dirt that could scratch the surface. Then use the microfiber cloth by gently rubbing to clean. **Never** use window cleaners or solvents. Periodically hand wash the microfiber cloth separately, using mild soap. Do not use bleach or fabric softener. Rinse thoroughly and air dry before next use.

OnStar® 4G LTE

The built-in OnStar® Wi-Fi hotspot available in Chevrolet, Buick, GMC and Cadillac vehicles supports up to seven mobile devices so passengers can connect to the content they want. OnStar® with 4G LTE offers a stronger, more reliable signal; and it's built-in, so it's easy to use. Plus, it's connected to your vehicle battery, so you're always fully charged for the adventure ahead.

The most powerful OnStar® connection ever also enables improved access to existing OnStar® safety and security services, including the ability to transmit voice and data simultaneously. That means OnStar® advisors can run a diagnostic check without ever leaving the call, making customer interactions quicker and more seamless. It's the most comprehensive in-vehicle safety and connectivity system available.

Extended Cab Rear Seat Cushion Extension for Child Restraint

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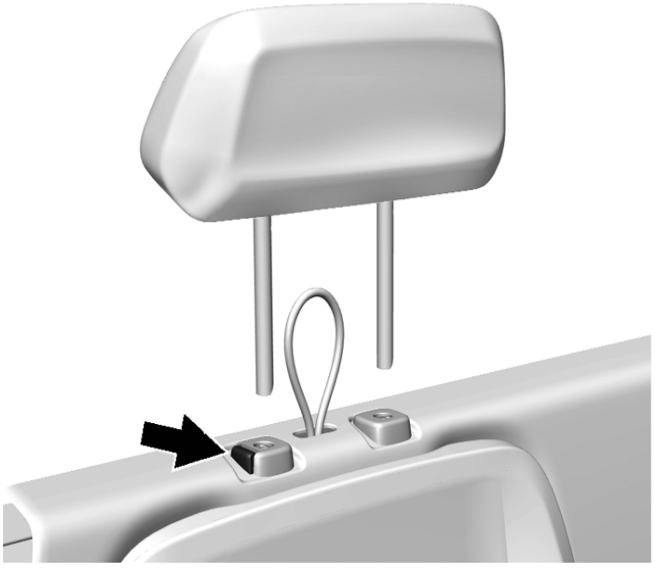
The Colorado and Canyon Extended Cab models only, are equipped with a headrest that is used as a seat cushion extension for installation of a child restraint in the **right rear passenger side jump seat** by removing the head rest and reattaching it to the **front** of the seat cushion.

Notice: **When installing a rear-facing child restraint in the right rear seating position, move the front seat all the way forward and tilt the seatback forward to properly install the child restraint. When a rear-facing child restraint is installed properly, the front passenger seat CANNOT be used.**

1. When securing a child restraint in a rear seating position, study the instructions that came with your child restraint to make sure it is compatible with this vehicle.
2. Always install the seat cushion extension in the right rear seating position when installing a forward-facing or rear-facing child restraint. Also use the seat cushion extension for booster seats that extend past the front edge of the seat cushion.



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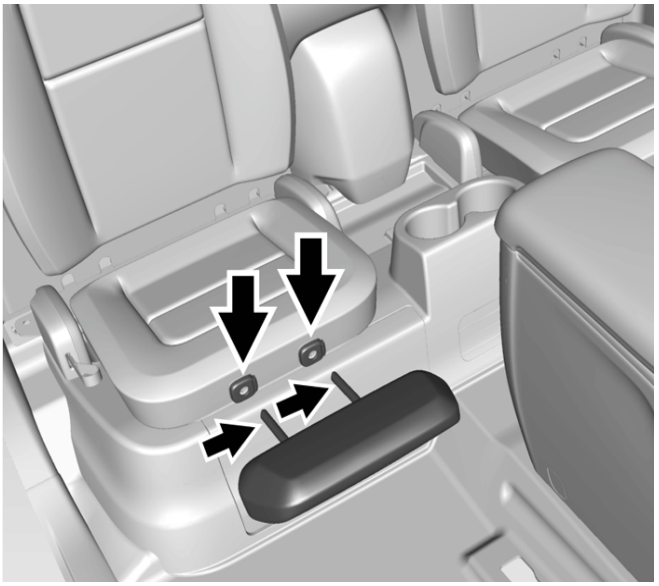
3. Press the button for the passenger side headrest at the top of the seatback and pull up.



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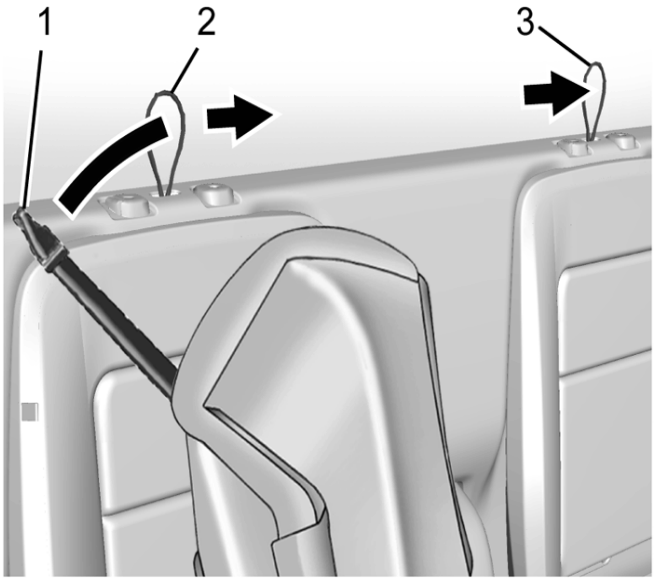
4. Insert the headrest posts into the holes on the front of the passenger side seat cushion to install the seat cushion extension. The notch on the posts should face the passenger side of the vehicle. Move the headrest to ensure it is locked in place.



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5. If the child restraint manufacturer recommends that the top tether be attached, adjust the top tether to its full length and attach the top tether hook to the anchor. Refer to the child restraint instructions and the following: Route the top tether (1) through the loop (2) at the top of the seatback directly behind the child restraint and attach the top tether hook to the top tether loop at the top of the seatback for the opposite rear seating position (3).
6. Attach and tighten the lower attachments to the lower anchors. If the child restraint does not have lower attachments, secure the child restraint with the safety belts and the top tether (if appropriate).
7. Tighten the top tether. The child restraint instructions will show you how.
8. **Before** placing a child in the child restraint, make sure it is securely held in place. To check, grasp the child restraint at the LATCH path and attempt to move it side to side and back and forth. There should be no more than 1 in (2.5 cm) of movement for proper installation.
9. Always reinstall the headrest before the seating position is used by another occupant.

Engines — Transmission

These engines feature two state-of-the-art technologies — Direct Injection (DI) and continuously Variable Valve Timing (VVT), to make the most of power, torque and efficiency across a broad range of operating conditions. Either engine is matched with a 6-speed automatic transmission or an available 6-speed manual transmission on Extended Cab 2WD models equipped with the 2.5L engine.

3971386

View of the 2.5L 4-Cylinder Line Engine

The 2.5L L4 engine is rated at 200 hp (149 kw) and 191 lb-ft (259 Nm) of torque. Use regular unleaded gasoline. **DO NOT** use E85 fuel.

3971458

View of the 3.6L 6-Cylinder Engine

The 3.6L V-6 engine is rated at 305 hp (227 kW) and 269 lb-ft (365 Nm) of torque. Use regular unleaded gasoline. **DO NOT** use E85 fuel.

Vehicle High Strength Steel Structure

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- **Light Blue:** Press Hardened Steel.
- **Light Green:** Ultra High-Strength Steel.
- **Orange:** Advanced High-Strength Steel.
- **Purple:** High-Strength Steel.

GM engineers chose materials that would make the most of the strength, safety and refinement of these new midsize trucks, while balancing dependability, cost of repairs, fuel efficiency and total ownership.

Fully boxed frames formed primarily from high-strength steel reduce weight and increase stiffness for a quieter ride and better handling.

Key areas of the body structure also benefit from high-strength steels, reducing mass and enhancing strength and safety. Overall, about 71 percent of the body structure is comprised of high-strength steels.

The pickup box consists of roll-formed steel, which is lighter and stronger than traditional stamped steel.

New Brake Fluid for 2015

Notice: **DO NOT use any brake fluid other than the part numbers identified in this section.**

The new brake fluid has enhanced corrosion inhibitors and significant improvements in lubricity, engineered to eliminate master cylinder squeak/noise.

- In the United States use GM P/N 19299818
- In Canada use GM P/N 19299819

Brakes — Performance Enhancement Systems

Brakes — Duralife™ Brake Rotors

The midsize pickup trucks utilize a Continental Teves Mk100 ABS, traction control, electronic stability control and a hydraulic brake system with diagonal brake circuit split. The electronic brake control module and the brake pressure modulator is serviced separately. The brake pressure modulator uses a four circuit configuration to control hydraulic pressure to each wheel independently. Duralife™ brake rotors – a GM-exclusive technology – feature a hardened and strengthened surface to reduce corrosion. Duralife™ brake rotors are expected to last twice as long as conventional rotors and provide quieter braking with less vibration.

Vehicle Performance Enhancement Systems

Depending on options, the following vehicle performance enhancement systems are provided:

- Traction Control System (TCS) and StabiliTrak™
- Dynamic Rear Proportioning
- Auto Dry Brakes
- Hill Descent Control System
- Hill Start Assist
- Hydraulic Brake Assist
- Optimized Hydraulic Braking System
- Intelligent Brake Assist
- Trailer Sway Control
- Tow/Haul Mode
- Automatic Locking Rear Differential

Traction Control System (TCS) and StabiliTrak™

The vehicles come standard with a Traction Control System (TCS), and the StabiliTrak™ Electronic Stability Control System. StabiliTrak™ compares steering input with vehicle response to help the driver keep the vehicle on the path being steered and maintain traction. These systems help limit wheel spin and assist the driver in maintaining control, especially on slippery road conditions. Both systems turn **ON** automatically when the vehicle is started and begins to move.

Dynamic Rear Proportioning

The dynamic rear proportioning is a control system that replaces the mechanical proportioning valve. Under certain driving conditions the electronic brake control module (EBCM) will reduce the rear wheel brake pressure by commanding the appropriate solenoid valves ON and OFF.

Auto Dry Brakes

The auto dry brakes work in tandem with the automatic rain sense windshield wiper system. The auto dry brakes automatically activates when the windshield wipers are in operation, and the vehicle has been traveling over 20 mph (32 km/h) continuously for more than 4 mi (6.4 km) without using the cruise control. The operation is initiated by the stability system, when a slight amount of pulsing hydraulic pressure is applied to the brake calipers which in turn applies the brake pads to wipe away water from the brake rotors while the vehicle is in motion.

Hill Descent Control System

The hill descent control system allows a smooth and controlled hill descent in rough terrain without the driver needing to touch the brake pedal. The vehicle will automatically decelerate to a low speed and remain at that speed while activated. Some noise or vibration from the brake system may be apparent when the system is active. The descent control system may be activated, if equipped, by pressing the button on the console. To activate, press the hill descent button when traveling at speeds less than 30 mph (50 km/h). To deactivate, press the button, the brake pedal, or the accelerator. Descent control enables the vehicle to descend using the ABS to control each wheel's speed. If the vehicle accelerates without driver input, the system automatically applies the brakes to slow the vehicle down to the desired speed.

Hill Start Assist (HSA)

Hill Start Assist is automatically engaged when the vehicle is on a grade of 5 percent or more. It holds the brakes for approximately 1.5 seconds or until the gas pedal is pressed, helping to prevent rollback, and is particularly effective when towing.

HSA allows the driver to launch the vehicle without a roll back while moving the foot from the brake pedal to the accelerator pedal. The EBCM calculates the brake pressure, which is needed to hold the vehicle on an incline and locks that pressure for a certain time by commanding the appropriate solenoid valves **ON** and **OFF** when the brake pedal is released. HSA is activated when the EBCM determines that the driver wishes to move the vehicle up-hill, either backwards or forwards.

Hydraulic Brake Assist

The hydraulic brake assist function is designed to support the driver in emergency braking situations. The electronic brake control module (EBCM) receives inputs from the brake pressure sensor. When the electronic brake control module senses an emergency braking situation, it will actively increase the hydraulic brake pressure to a specific maximum by turning the pump motor **ON**.

Optimized Hydraulic Braking System

With some engines the EBCM monitors the vacuum in the brake booster with a vacuum sensor and controls a brake booster vacuum pump depending on vacuum sensor input. It also has a hydraulic brake boost feature which supplements the brake system to maintain consistent brake performance under conditions of low brake booster vacuum.

Low brake booster vacuum conditions can be caused by any of the following conditions: initial start up after the vehicle has been parked for several hours, very frequent brake stops, or high altitude driving. The hydraulic brake boost system activates only during a brake apply under low vacuum conditions. In this case the EBCM will actively increase and control the hydraulic brake pressure by turning the pump motor ON and the appropriate solenoid valves ON and OFF. When hydraulic brake boost is active, a series of rapid pulsations is felt in the brake pedal.

Intelligent Brake Assist

The intelligent brake assist function is designed to provide limited braking to help prevent front and rear low speed collisions. The EBCM receives inputs from the brake pedal position sensor, wheel speed sensors, short range radar and ultrasonic sensors to detect a collision. When the EBCM senses a possible collision, it will actively increase the hydraulic brake pressure to apply the brakes.

Trailer Sway Control

The Trailer Sway Control (TSC) feature is designed to eliminate trailer sway. Trailer sway is unintended side-to-side motion of a trailer while being towed. If the vehicle is towing a trailer and the TSC detects that trailer sway is increasing, the vehicle brakes are selectively applied at each wheel, to help reduce excessive trailer sway. If TSC is enabled, the Traction Control System/StabiliTrak™ warning light will flash on the instrument cluster. Vehicle speed must be reduced. If trailer sway continues, StabiliTrak™ can reduce engine torque to help slow the vehicle.

Tow/Haul Mode

The Tow/Haul Mode adjusts the 6-speed automatic transmission shift pattern to reduce shift cycling. This provides increased performance, vehicle control and transmission cooling when driving down steep hills or mountain grades, towing, or hauling heavy loads. Tow/Haul Mode is V-6 engine only.

Automatic Locking Rear Differential

The G80 automatic locking rear differential gives drivers a traction advantage when needed. The G80 enhances the traction capability of the rear axle by combining the characteristics of a limited-slip differential and the ability of the axle shafts to “lock” together when uneven traction surfaces exist. This segment exclusive feature provides drivers with increased safety and confidence when traveling on wet or icy roads, gravel, mud and dirt.

The G80 is standard on the Colorado Z71 and available on WT and LT.

The G80 is standard on the Canyon All-Terrain package and available on SLE and SLT.

Fiber Wheelhouse Liners

The new design fiber wheelhouse liners are available equipment on the front and rear of the vehicle. The fiber design improves sound deadening and reduces interior cabin noise created from objects that would be thrown against them by the tires from road debris. Typical road debris will not stick to these wheelhouse liners.

Electric Power Steering System

Electric Power Steering System Operation

The belt driven electric power steering system consists of the following components:

- The integrated electromechanical power steering unit, containing the power steering control module, its sensors, the power steering motor, a belt drive and a ball nut mechanism.
- The steering gear (rack and pinion).

The power steering control module has advanced software features referred to as Active Pull Compensation and Smooth Road Shake Compensation.

Active Pull Compensation constantly measures steering wheel torque being applied by the driver to maintain the vehicle's path. When the software detects extra effort being used, the steering assist motor adds torque in the proper direction to prevent the driver from having to make corrections to keep the vehicle on course. The torque assistance reduces driver fatigue and effort and makes steering easier. The software automatically resets itself to compensate for changing road conditions or the vehicle turning on curves. This software feature will compensate for a specific range of lead/pull up to its maximum limit within a set of parameters. The feature can be disabled during diagnostics for appropriate root cause of a complaint vehicle.

Smooth Road Shake Compensation reduces steering wheel rotational vibration caused by an imbalance from the front tire/wheel assemblies. The rotational vibration transmitted to the steering wheel is referred to as Smooth Road Shake and is a phenomenon that occurs only at highway speeds and on smooth roads. The power steering control module employs active controls to sense and reduce the periodic torque component applied to the steering wheel caused by the wheel imbalance force. This software feature will compensate for a specific range of imbalance. If the imbalance is above a certain level, the power steering control module will disable the smooth road shake compensation software feature.

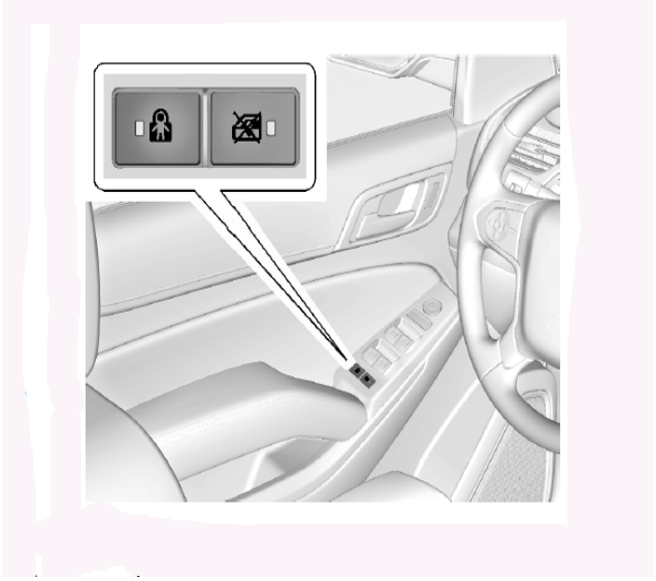
The power steering control module has the ability to calculate an internal system temperature to protect the power steering system from potential damage. To reduce a high system temperature, the power steering control module will reduce the amount of current commanded to the power steering motor, which reduces the amount of steering assist and will set DTC C0176.

Steering Wheel Torque Lock — Turning the Ignition Key

Steering wheel torque lock, which makes it difficult to turn the ignition key can occur anytime the steering wheel is not **"Parked"** in the straight ahead position when turning the ignition **OFF**. Apply pressure to the steering wheel in a rotational direction to relieve the tension in order to turn the ignition key easily.

Rear Door Safety Locks

If equipped, the rear door safety locks prevent passengers from opening the rear doors from inside the vehicle.



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Press the **Safety Lock** button to activate the safety locks on the rear doors. The vehicle must be ON, in ACC/ ACCESSORY, or in retained accessory power (RAP). The safety lock indicator light turns **ON** when activated.

⇒ If the indicator light flashes, the feature may not be working properly, **OR** a rear seat occupant may have pulled the inside door handle at the same time the safety lock button was pressed.

Heated Front Seats

If equipped, the buttons are on the center stack below the HVAC Controls. To operate, the engine must be running. This feature will heat the cushion and back of the seats.

Press the heated seat button once for the highest setting. With each press of the button, the seat will change to the next lower setting, and then to the **OFF** setting. The indicator lights next to the buttons indicate three for the highest setting and one for the lowest. If the heated seats are on **high**, their level may automatically be lowered after approximately 30 minutes.

Electrical Architecture

Global Diagnostic System 2 (GDS 2)

The 2015 midsize pickup trucks utilize GM's Global A electrical architecture, which is common with other newer GM vehicles. This architecture requires the use of the Global Diagnostic System 2 (GDS 2) software and the Multiple Diagnostic Interface (MDI) module.

Service Agents requiring assistance in the process of installing GDS 2 and the MDI should contact the Techline Customer Support Center @1-800-828-6860 (English) or 1-800-503-3222 (French).

Environment Identification

Environment Identifier

Notice: **DO NOT swap modules in an attempt to diagnose a vehicle condition.**

When certain modules are programmed and configured during installation, the module learns a specific environment identifier which is unique to the vehicle. The environment identifier is used to **prevent** swapping modules between vehicles. If an incorrect immobilizer identifier or a specific number of incorrect environment identifiers are sent or received, vehicle starting is disabled.

Airbag System

Airbags are designed to supplement the protection provided by the three-point safety belts.

The full-size utility vehicles have the following airbags:

- A frontal airbag for the driver.
- A frontal airbag for the front outboard passenger.
- A seat-mounted side impact airbag for the driver.
- A seat-mounted side impact airbag for the front outboard passenger.
- A roof-rail airbag for the driver and for the passenger seated directly behind the driver.
- A roof-rail airbag for the front outboard passenger and the passenger seated directly behind the front outboard passenger.

All of the airbags in the vehicle will have the word AIRBAG on the trim or on a label near the deployment opening.

For frontal airbags, the word AIRBAG is on the center of the steering wheel for the driver and on the instrument panel for the front outboard passenger.

For seat-mounted side impact airbags, the word AIRBAG is on the seatback closest to the door.

For roof-rail airbags, the word AIRBAG is on the ceiling or trim.

Driver Assist Technologies

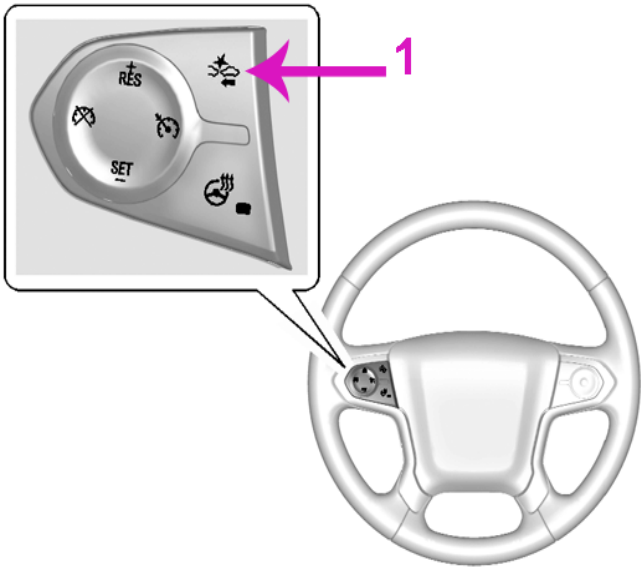
Forward Collision Alert (FCA) — Tailgating Alert

Notice: **FCA is a warning system only and does not apply the brakes. The FCA system may help to avoid or reduce the harm caused by front-end crashes.**

The FCA system may help to avoid or reduce the harm caused by front-end crashes. FCA detects vehicles within a distance of approximately 197 ft (60 m) and operates at speeds above 25 mph (40 km/h).

- When your vehicle approaches another detected vehicle too rapidly, the red lights will flash on the windshield. Also, eight rapid high-pitched beeps will sound from the front. When this Collision Alert occurs, the brake system may prepare for driver braking to occur more rapidly which can cause a brief, mild deceleration. Continue to apply the brake pedal as needed. Cruise control may be disengaged when the Collision Alert occurs.
- The vehicle ahead indicator will display amber when you are following a detected vehicle ahead much too closely.

Vehicles may not be detected on curves, highway exit ramps, or hills, or due to poor visibility. FCA will not detect another vehicle ahead until it is completely in the driving lane.



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Press the collision alert button on the steering wheel to set the FCA timing to **Far, Medium, Near, or OFF**. Additional button presses will change this setting. The chosen setting will remain until it is changed and will affect the timing of both the Collision Alert and the Tailgating Alert features. The timing of both alerts will vary based on vehicle speed. The faster the vehicle speed, the farther away the alert will occur. Consider traffic and weather conditions when selecting the alert timing. The range of selectable alert timing may not be appropriate for all drivers and driving conditions.

Unnecessary Alerts — Cleaning the System

If the FCA system does not seem to operate properly, cleaning the outside of the windshield in front of the camera sensor may correct the issue and/or the front of the vehicle.

Lane Departure Warning (LDW)

If equipped, LDW may help avoid crashes due to unintentional lane departures. LDW uses a camera sensor on the windshield ahead of the rearview mirror to detect the lane markings. It only operates at speeds of 35 mph (56 km/h) or greater. It may provide a warning if the vehicle is crossing a detected lane marking without using a turn signal in the lane departure direction. When the vehicle is started, the LDW indicator on the instrument cluster will turn ON briefly.

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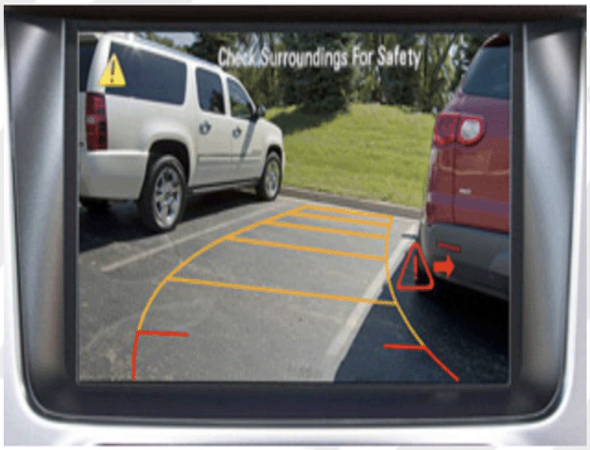
To turn LDW ON and OFF, press the Lane Departure Warning button.

If LDW is ON, the LDW indicator will appear green if the system detects a left or right lane marking while the vehicle is traveling at 35 mph (56 km/h) or greater. If the vehicle crosses a detected lane marking without using the turn signal in the lane departure direction, this indicator will change to amber and flash. In addition, three beeps will be sounded from the left or right side, depending on the lane departure direction.

⇒ If the system does not seem to operate properly, cleaning the outside of the windshield in front of the rearview mirror, and cleaning the front of the vehicle, may correct the issue.

Rear Vision Camera (RVC)

Rear Vision Camera with Dynamic Guidelines



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When the vehicle is shifted into **R** Reverse, the RVC displays a natural view of objects directly behind the vehicle in the center stack infotainment screen. The RVC system may have a guideline overlay that can help the driver align the vehicle when backing into a parking spot. Displayed images may be farther or closer than they appear. The area displayed is limited and objects that are close to either corner of the bumper or under the bumper do not display.

The infotainment screen goes to the previous screen after approximately four seconds once the vehicle is shifted out of **R**. To see the previous screen sooner, do one of the following:

– Press a hard key on the infotainment system.

– Shift into **P** (Park).

HVAC Blower Motor Operation — Back Electromagnetic Field (EMF)

An electromagnetic field (EMF) is a physical field produced by electrically charged objects. It affects the behavior of charged objects in the vicinity of the field. The HVAC blower motor used on these vehicles has a 5 second delay on start up after manually adjusting the power knob from **OFF** to **ON**. The biggest contributor to the delay in the start time is in the motor start-up phase, where the EMF is used to synchronize the rotor, which takes approximately 3 seconds all by itself. The back EMF method requires that current flows through the motor windings at a sufficient level in order to function without error. During this phase, the motor performs some critical functions while spinning the rotor up from 20 rpm to 450 rpm in order to get a sufficient current generated which allows the rotor position to be synchronized with the magnetic field rotation. Once this occurs the motor starts its ramp up. This is a normal operating characteristic.

Passenger Compartment Air Filter

The passenger compartment air filter removes dust, pollen and other airborne irritants from the outside air that is pulled into the vehicle. Inspect the air filter every 22,500 miles (36,000 km) or two years, whichever comes first and replace it if necessary. Replacement may also be needed if there is a reduction in air flow, excessive window fogging, the vehicle is operated in extreme dusty conditions or odors.

Special Tools

The following new tools were released for the 2015 Colorado and Canyon:

Tool #	Description
DT-51336	Front Output Shaft Ball Bearing Installer & Drive Sprocket Front (Rear) Bearing Installer (Double Ended)
DT-51592	Front Output Seal Installer
DT-51617	Seal Installer
DT-51618	Axle Bearing Installer
DT-51619	Side Bearing Installer
DT-51629	Axle Pinion Shim Selector Kit