



Service Bulletin

PRELIMINARY INFORMATION

Subject: Diagnostic Tip - Cruise Control Intermittently Inoperative or Inoperative Above 70 MPH

Models: 2004-2005 Chevrolet TrailBlazer
2004-2005 GMC Envoy
2004-2005 Buick Rainier
2004-2005 Oldsmobile Bravada

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

Condition/Concern

Customer may comment that intermittently the cruise control is inoperative or that it will not set around or over 70 mph.

Technician may only be able to duplicate the concern around or above 70 mph.

Technician will find that the Cruise control disable history will show D wheel speed high.

The Cruise control disable history will show D wheel speed high when there is a 5mph or more difference between the PCM and EBCM speed sensor readings.

Recommendation/Instructions

1. Confirm that all four tires are the same size / brand and have similar wear.
2. Check the PCM and EBCM tire calibrations are correct.
3. Check the IPC, PCM and EBCM data for the wheel speeds at 70 MPH or above (up to the speed limit for the state being driven) and write down the difference for each set of speed data.
4. Use a GPS (cell phone app, navigation device, etc) to determine actual speed and compare it to the PCM and EBCM readings. If the GPS and PCM speeds match, suspect front hubs - as aftermarket front hubs may cause this condition. NOTE: The EBCM data shows both front and a rear speed reading, however, the EBCM is NOT getting the rear reading from a rear sensor. The rear reading comes from an average of the front sensors. TIP: If one of the front sensors are off, the two sensors will average together so you will not be able to determine which sensor is bad
5. Check with the customer to see if one or both of the front hubs have been replaced. If the customer is unsure, both front hubs should be replaced.

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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