



# Service Bulletin

## INFORMATION

**Subject:** Engineering Information – Vehicle Overheating, Noise Originating from Engine Coolant Fans and/or Poor Engine Coolant Fan Performance

**Models:** 2010-2014 Chevrolet Tahoe  
Equipped with Police Pursuit Vehicle (RPO PPV)

**Attention:** Proceed with this EI ONLY if the customer has commented about this concern AND the PIE number is listed in the Global Warranty Management / Investigate History link (GWM/IVH). If the customer has not commented about this condition or the EI does not show in GWM/IVH, disregard the PI and proceed with diagnostics found in published service information. THIS IS NOT A RECALL — refer to the latest version of Service Bulletin 04-00-89-053 for more details on the use of Engineering Information bulletins.

### Condition

**Important:** If the customer did not bring their vehicle in for this concern, DO NOT proceed with this EI.

Some customers may comment on one or more of the following conditions:

- Poor engine coolant fan performance.
- Engine overheating.
- Noise originating from the engine coolant fans.

### Cause

GM Engineering is attempting to determine the root cause of the above condition. Engineering has a need to gather information on vehicles PRIOR to repair that may exhibit this condition. As a result, this information will be used to "root cause" the customer's concern and develop/validate a field fix.

### Instructions

If you encounter a vehicle with the above concern, complete and record the following steps:

1. With vehicle at idle, turn the vehicle A/C off and HVAC blower off.  
**Note:** Do not connect battery charger to vehicle.
2. Using a scan tool, command the coolant fans to high.  
**Note:** Fan Relay 1, 2, and 3 operates both fans at high speed.  
**Important:** If either fan is inoperative, do not proceed until the fans are operational.
3. Measure battery volts (across battery terminals).
4. Remove Fan 1 — Fuse 57 — 40 Amp and measure current.  
**Note:** Record as Driver (Left) Cooling Fan Current.  
**Note:** Best method is to remove the terminal from another J-case fuse. Use to build 12-18 jumper wire capable of 50 Amps and clamp meter.
5. Replace Fuse 57.
6. Remove Fan 2 — Fuse 60 — 40 Amp and measure current.  
**Note:** Record as Passenger (Right) Cooling Fan Current.

7. Replace Fuse 60.
8. Verify control of both engine cooling fans run after replacing fuses.
9. Contact the engineer listed below with findings.

## Contact Information

Engineer Name	Phone Number
Jared Keyes	586-441-0493

Please include the following information if leaving a message:

- Technician name
- Dealer name and phone number
- Complete VIN and repair order (R.O) number

On the repair order, document the date and time the call was placed (even if the engineer was not reached).

If engineering is unable to return the call within one hour, proceed with diagnosis and repair based on information found in SI.

## Warranty Information

If engineer was contacted or required information was provided, use:

Labor Operation	Description	Labor Time
4081248*	Measure Current/Volts for Cooling Fan Motors	0.6 hr
* This is a unique Labor Operation for Bulletin use only. It will not be published in the Labor Time Guide.		

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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