

Your Ultimate Source for OEM Repair Manuals

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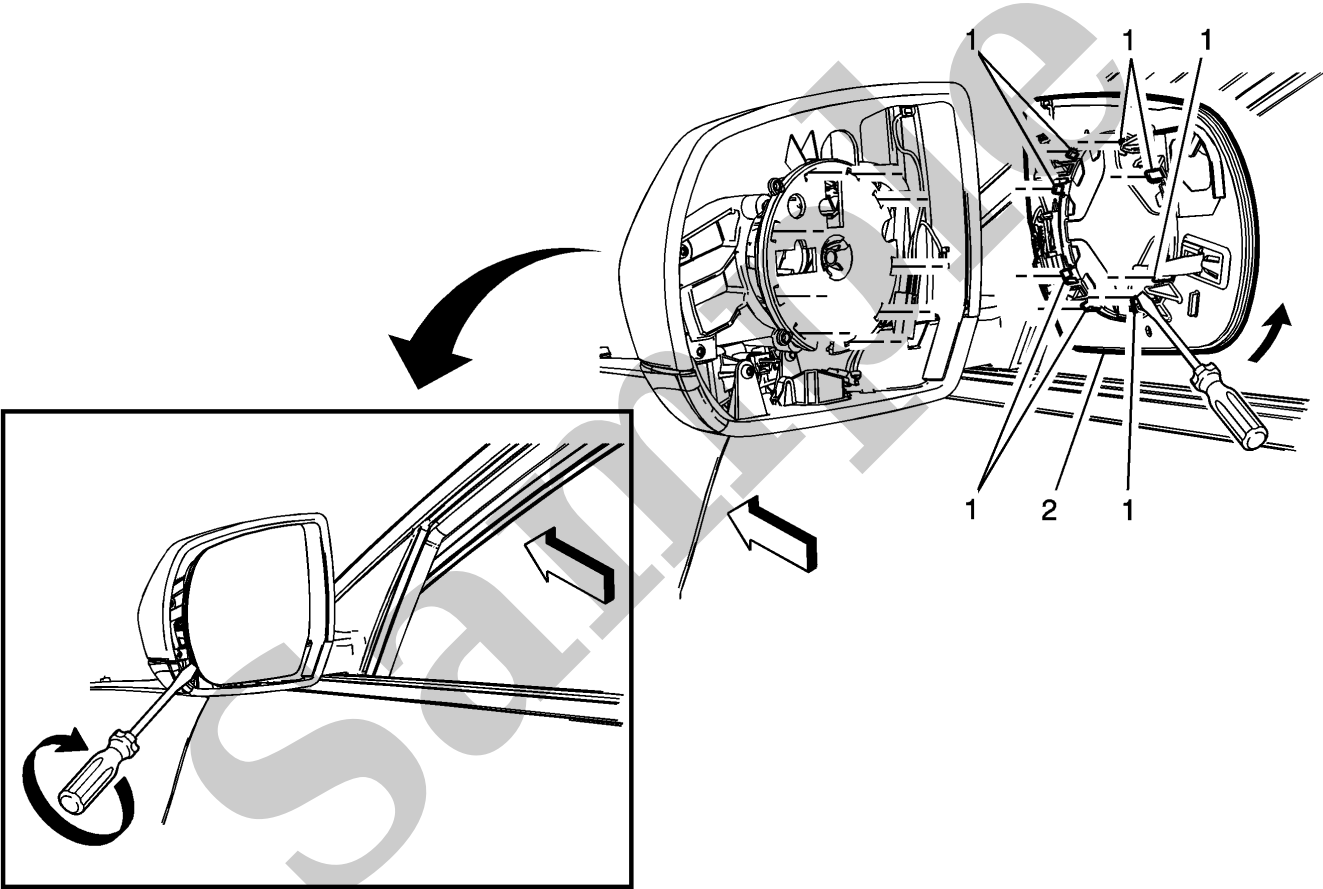
2016 Chevrolet 3500 4500 Medium Duty Service and Repair Manual

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YOUR CURRENT VEHICLE

Outside Rearview Mirror Glass Replacement

Outside Rearview Mirror Glass Replacement (DL3, DL8)



Outside Rearview Mirror Glass Replacement

Callout	Component Name
1	Outside Rearview Mirror Glass Retainers (Qty: 8) WARNING Warning



For an overview of the component/system, refer to: [Power Door Locks Description and Operation](#)

Circuit	Description
Control	The output circuit is switched to 12 V to activate the component.
Control	The output circuit is switched to ground to activate the component.

Component	Description
S79D Window Switch - Driver	Power Window Control
K9 Body Control Module	The module controls various vehicle functions like lighting, central door locking, power windows, etc.

Conditions for Running the DTC

The component is commanded On

Conditions for Setting the DTC

- B252E 01—Control Circuit=Short to Voltage—For greater than 60 s
- B252E 02—Control Circuit=Short to Ground—For greater than 60 s
- B252E 04—Control Circuit=Open/High Resistance—For greater than 60 s

Actions Taken When the DTC Sets

- B252E 01—Child Security Lock/Window Lockout Switch Indicator=Always On
- B252E 02—Child Security Lock/Window Lockout Switch Indicator=Inoperative
- B252E 04—Child Security Lock/Window Lockout Switch Indicator=Inoperative

Conditions for Clearing the DTC

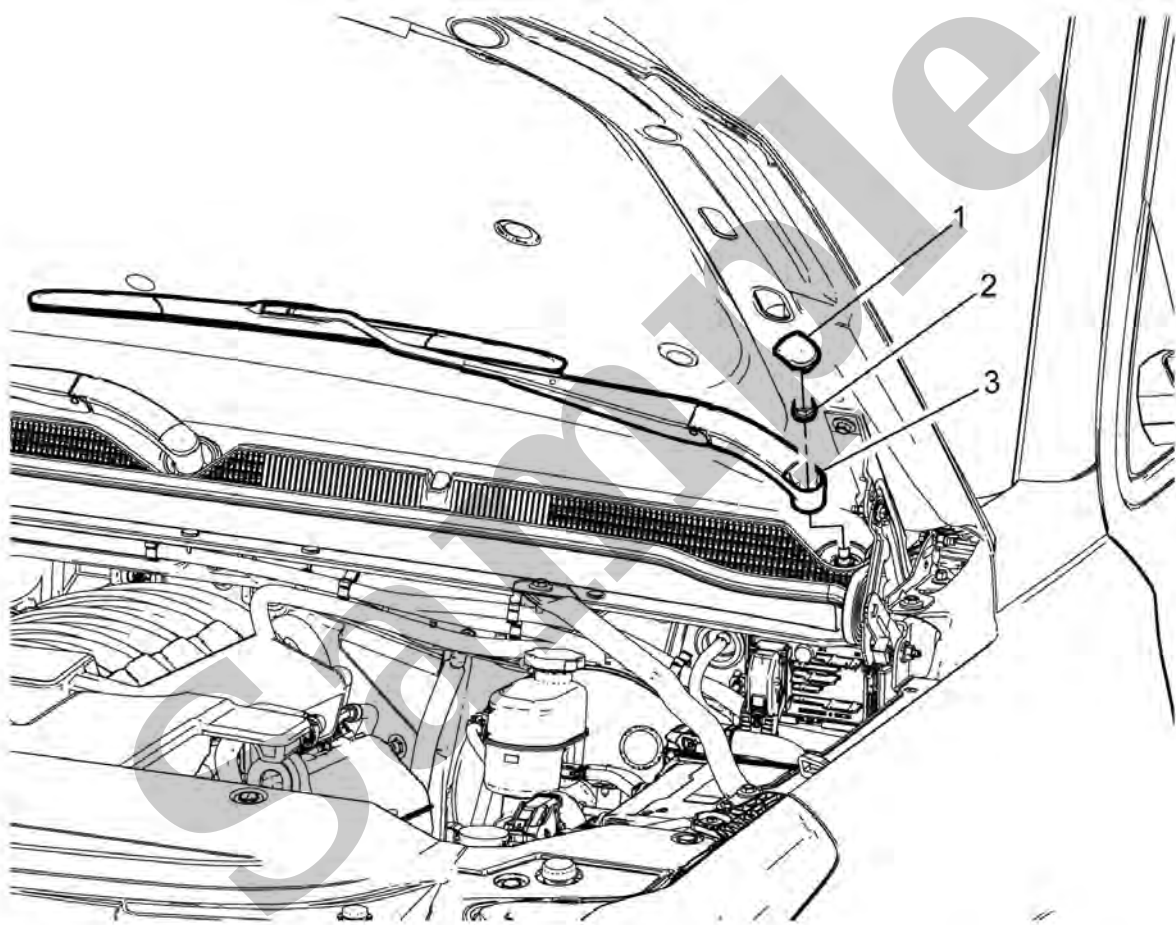
- A current DTC will clear when the diagnostic runs and passes.

Callout	Component Name
	CAUTION Caution Refer to Fastener Caution. Tighten 2.5 N·m (22 lb in)
2	Rear Closure Hands Free Module Procedure Disconnect the electrical connectors.

YOUR CURRENT VEHICLE

Windshield Wiper Arm Replacement

Windshield Wiper Arm Replacement (Cadillac)



Windshield Wiper Arm Replacement

Callout	Component Name
Preliminary Procedure Open the hood.	
1	Windshield Wiper Arm Nut Cap



YOUR CURRENT VEHICLE

DTC C0558

DTC C0558

Diagnostic Instructions

- Perform the [Diagnostic System Check - Vehicle](#) prior to using this diagnostic procedure.
- Review [Strategy Based Diagnosis](#) for an overview of the diagnostic approach.
- [Diagnostic Procedure Instructions](#) provides an overview of each diagnostic category.

DTC Descriptor

DTC C0558 46	Calibration Data Configuration Not Programmed
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Circuit/System Description

The electronic brake control module receives serial data messages from other modules. The electronic brake control module must be configured with the vehicle identification number (VIN), configuration data and vehicle options. If not properly configured after installation, the electronic brake control module may set this DTC.

The internal fault detection is handled inside the control module. No external circuits are involved.

Conditions for Running the DTC

Ignition ON.

Conditions for Setting the DTC

The electronic brake control module is not programmed.



Mechanical output force is applied from the hydraulic brake caliper inboard and outboard pistons to the inner and outer brake pads. The brake calipers are a fixed, opposed-piston design, allowing the output force to be equally distributed through the distribution of the pressurized brake fluid within the caliper. The brake pads apply the output force to the friction surfaces on both sides of the brake rotors, which slows the rotation of the tire and wheel assemblies. The correct function of the brake pad hardware and of the brake caliper inboard and outboard pistons is essential for even distribution of braking force.

System Characteristics

Brake Noise

Brake noise can occur and to a degree, some brake noise is normal. Variations in driving conditions such as the weather, environment, driving patterns, differences in vehicle loading, and type or style of driving, can affect brake wear. Any one of these variations can cause brake noise to become apparent. Inspect and verify that all metal-to-metal contact areas of the brake pads, brake pad guides or springs, brake caliper housing, caliper bracket and/or suspension knuckle, as applicable, are clean and free of corrosion and scale.

Brake noise is a “slip-stick” vibration of disc brake components and, if it occurs intermittently, can be considered normal. Most brake noise may be eliminated or temporarily reduced by performing 3 or 4 aggressive brake applications. If the brake noise persists or consistently recurs, application of a damping compound to the brake pad mounting plate where it contacts the caliper can lessen the vibration as the components move relative to each other. Refer to Adhesives, Fluids, Lubricants, and Sealers in this section for recommended compounds.

The following brake noises are characteristic of all brake systems. These noises cannot be avoided, and may not indicate improper operation of the brake system.

Squeak/Squeal Noise

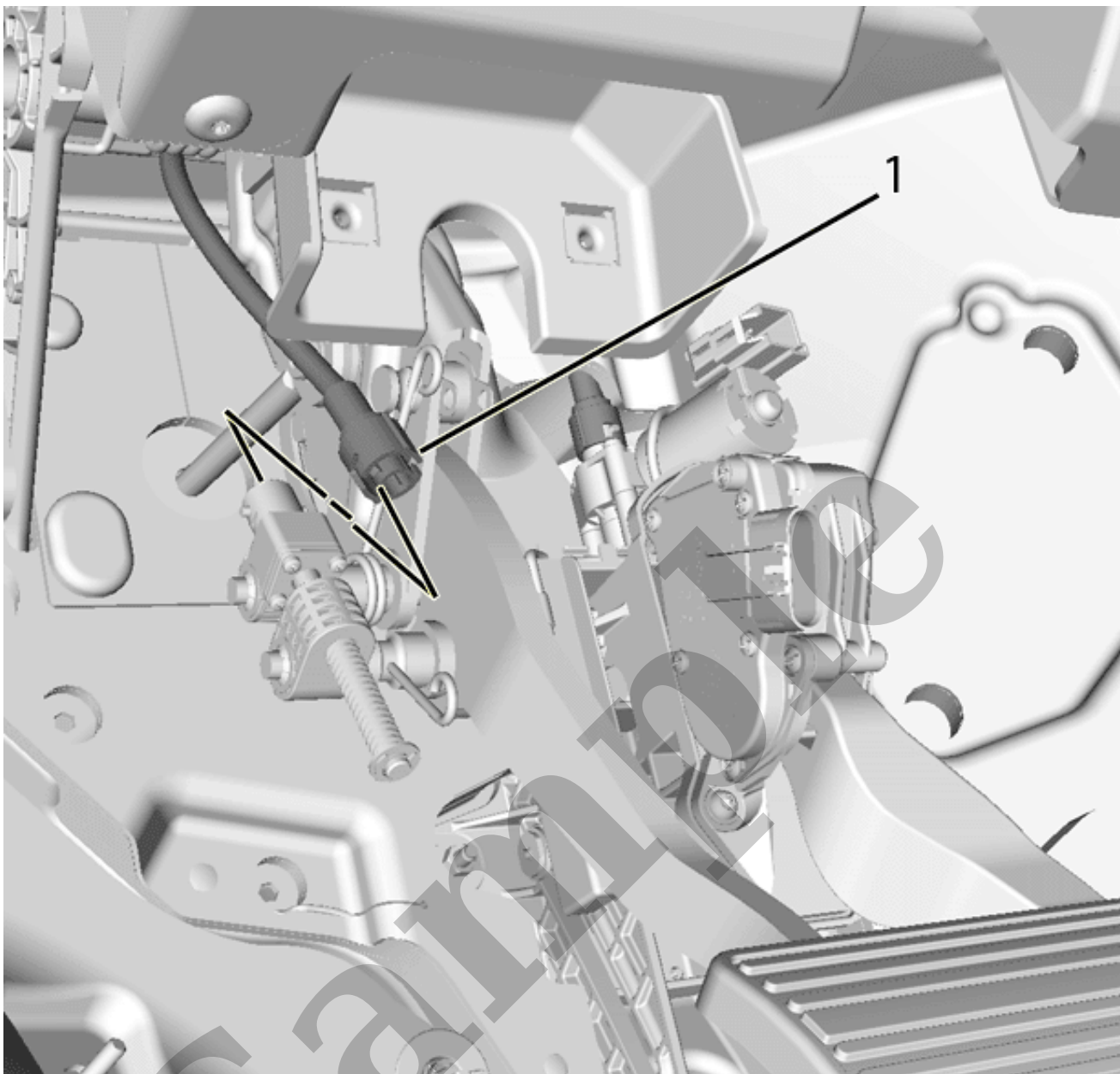
A squeak or squeal noise can occur on vehicles with front semi-metallic brake pads during light to medium brake pedal application at low to moderate vehicle speeds. Occasionally this noise may appear from the front or rear brakes after a period of non-use such as overnight, or cold brakes and/or in high humidity conditions.

Grinding Noise

Common occurrence for rear brakes and some front disc brakes during initial brake applications after the vehicle has been parked overnight. Caused by light corrosion forming on the metal brake component friction surfaces during vehicle non-use. Typically disappears after the first few brake applications.

Groan Noise

A groan type noise may be heard during a quick stop, or when slowly moving forward from a complete stop. On vehicles equipped with antilock brake systems (ABS), a groan or moan noise may occur during heavy brake application or on road surfaces with compromised traction such as loose gravel, or on wet or icy roads. This is a normal function of ABS activation.



2.

Connect the brake pedal adjuster actuator cable (1) to the brake pedal adjuster actuator.

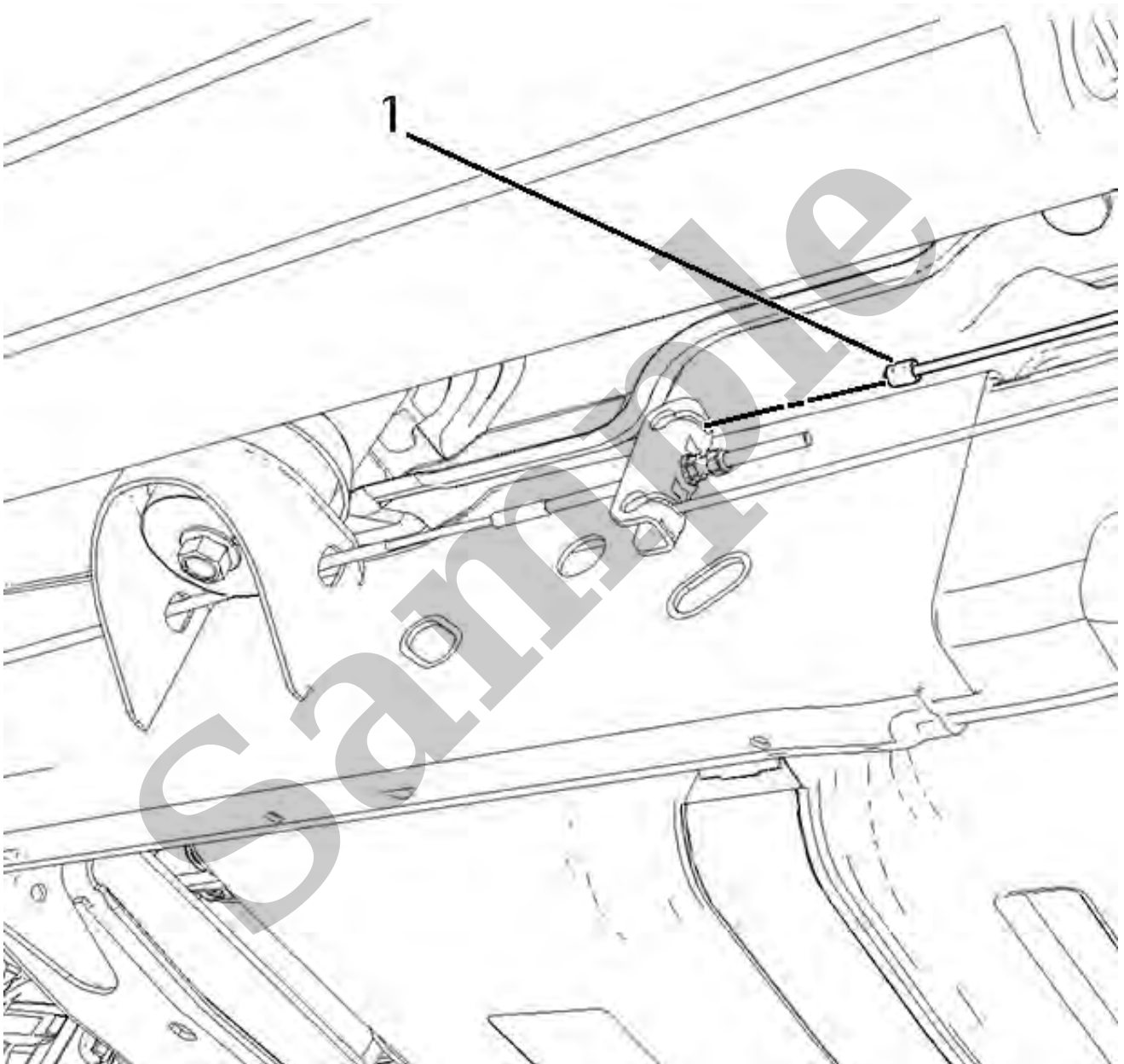
1. Push the brake pedal adjuster actuator cable downward until the locking tabs are fully engaged in the brake pedal adjuster actuator.
2. Rotate the brake pedal adjuster actuator cable collar clockwise.

NOTE

Note

A NEW equalizer nut must be installed if threads are damaged.

Loosen the intermediate parking brake cable equalizer nut (1).



3.

Disconnect the left rear parking brake cable (1) from the equalizer.