Your Ultimate Source for OEM Repair Manuals

FactoryManuals.net is a great resource for anyone who wants to save money on repairs by doing their own work. The manuals provide detailed instructions and diagrams that make it easy to understand how to fix a vehicle.

2017 CHEVROLET Traverse OEM Service and Repair Workshop Manual

Go to manual page

YOUR CURRENT VEHICLE

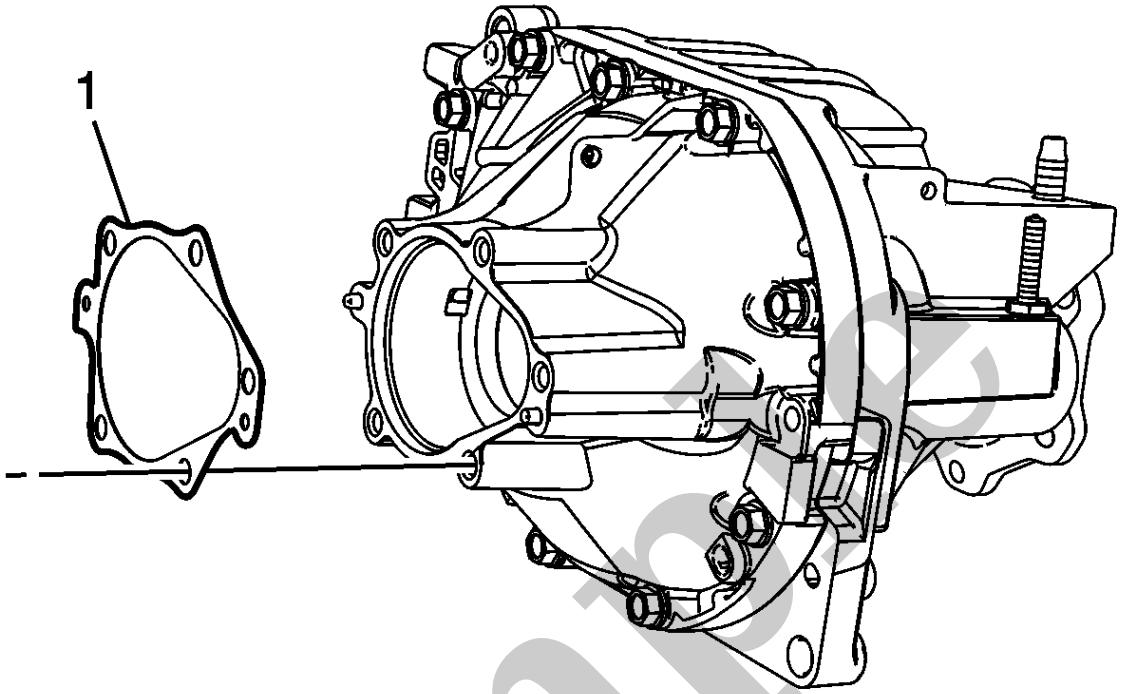
K134P Seat Bolster Memory Control Module - Passenger: Programming and Setup

K134P Seat Bolster Memory Control Module - Passenger: Programming and Setup

This device does not require programming or setup.

Parameter	System State	Expected Value	Description
Voltage Test Status			
Cylinder 1, 2, 3 or 4 Alternative Fuel Injector Control Circuit Low Voltage Test Status	Ignition On	OK, Malfunction, Not Run	This parameter displays the state of the injector control circuit. The parameter display Malfunction if the injector control circuit is shorted to ground.
Cylinder 1, 2, 3 or 4 Alternative Fuel Injector Control Circuit Open Test Status	Ignition On	OK, Malfunction, Not Run	This parameter displays the state of the injector control circuit. The parameter displays Malfunction if the injector control circuit is open.
Cylinder 1, 2, 3 or 4 Alternative Fuel Injector Duty Cycle	Ignition On	ms	This parameter displays the amount of fuel injector ON time or pulse width as commanded by the control module.
Desired Throttle Position	Ignition On	%	This parameter displays the commanded throttle position used to control the throttle motor. A value of 0% indicates that closed throttle is commanded, and a value of 100% indicates that wide open throttle (WOT) is commanded
Distance Since DTC Cleared	—	km / miles	This parameter displays the distance accumulated since an emission diagnostic trouble code was cleared. The scan tool will display increasing distance as the vehicle is driven.
Distance Since First Malfunction	—	Varies	This parameter displays the distance accumulated when the emission diagnostic trouble code first failed.

Scan Tool Parameter	System State	Expected Value	Definition
Master Cylinder Pressure Sensor Input	—	Varies	The scan tool will display brake fluid pressure. The scan tool will display kPa or psi signal received from the trailer brake control module.
Manual Apply Switch	—	Varies	The scan tool displays percent of manual apply lever travel. The scan tool displays 0–100%.
Manual Apply Switch 5 V Reference	—	Varies	The scan tool displays Volts. This is the reference voltage of the manual apply switch.
Manual Apply Switch	—	Varies	The scan tool displays Volts. This is the voltage of the manual apply lever.
Manual Apply Sw. Pos. Error	—	Varies	The scan tool displays percent of error between the manual apply and redundant manual apply signals. The scan tool displays 0–100%. A proper functioning switch should have a value less than 20 %
Redundant Manual Apply Sw.	—	Varies	The scan tool displays percent of manual apply lever travel using a redundant signal track. The scan tool displays 0–100%
Redundant Manual Apply Sw.	—	Varies	The scan tool displays volts. This is the voltage of the manual apply switch.
TBCM Diagnostic Fault	—	No	The scan tool will display Yes or No if a fault is detected. The scan tool will display the Yes if a fault signal is received from the trailer brake control module.
TBCM Relay Feedback	—	0	The scan tool displays a numeric value.
TBCM Relay Feedback Signal (unfiltered)	—	Varies	The scan tool displays Volts. This is the unfiltered feedback signal of the TBCM relay.
TBCM Relay Feedback Signal	—	Varies	The scan tool displays Volts. This is the filtered feedback signal of the TBCM relay.



8.

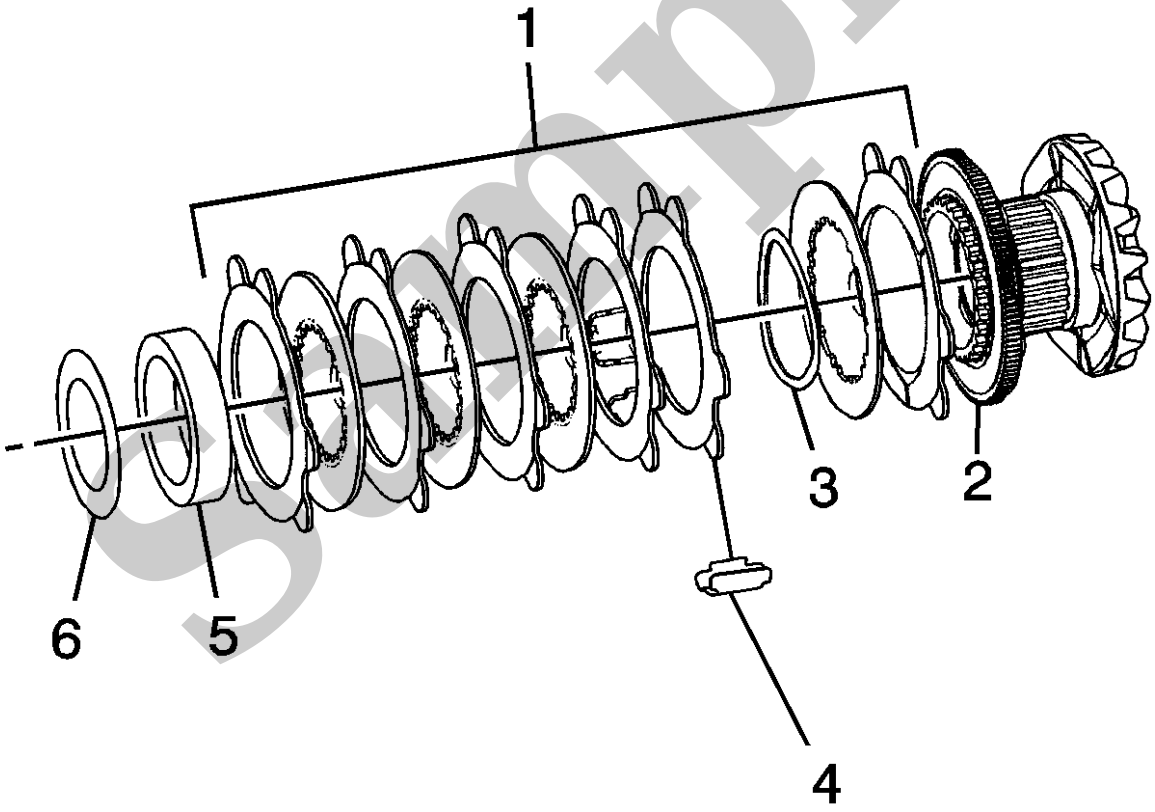
Remove the inner axle housing to differential carrier gasket (1).

- Knock or Clunk Noise
- Scraping Noise
- Squeak Noise
- Shudder on Acceleration at Low Speed

YOUR CURRENT VEHICLE

Locking Differential Cam Unit Assemble

Locking Differential Cam Unit Assemble (8.6 Inch Axle)



1.

Apply axle lubricant to the locking differential clutch (friction disc) contact area. Refer to Adhesives, Fluids, Lubricants, and Sealers.

2. Install the locking differential cam (3) on the locking differential side gear (2).

YOUR CURRENT VEHICLE

Click Noise In Turns

Click Noise In Turns

Click Noise In Turns

Step	Action	Yes	No
DEFINITION: Clicking noise while turning in drive under load.			
1	Check for worn or damaged outer CV joints. Are the outer CV joints/seals worn?	Go to Step 2	System OK
2	Replace the outer CV joints/seals. Refer to Front Wheel Drive Shaft Outer Joint and Boot Replacement. Is the repair complete?	System OK	—

- **If clear audio is heard from all speakers**

3. All OK.

Circuit/System Testing

1. **NOTE**

   Note

   Some circuits supply audio signals to more than one speaker. It may be necessary to disconnect all speakers on the affected audio circuit when performing circuit tests.

   Ignition OFF, disconnect the harness connector at the appropriate P19 Speaker. Ignition ON, infotainment system ON, mute OFF.

2. Test for 5–7 V between each audio signal circuit terminal 1 and terminal 2 and ground.
   - **If less than 5 V**
     1. Ignition OFF, disconnect the X1 and X2 harness connectors at the T3 Audio Amplifier.
     2. Test for infinite resistance between the signal circuit and ground.
        - If less than infinite resistance, repair the short to ground on the circuit.
        - If infinite resistance
     3. Test for less than 2 Ω in the signal circuit end to end.
        - If 2 Ω or greater, repair the open/high resistance in the circuit.
        - If less than 2 Ω, replace the T3 Audio Amplifier.
   - **If greater than 7 V**
     1. Ignition OFF, disconnect the X1 and X2 harness connectors at the T3 Audio Amplifier. Ignition ON.
     2. Test for less than 1 V between the signal circuit and ground.
        - If 1 V or greater, repair the short to voltage on the circuit.
        - If less than 1 V, replace the T3 Audio Amplifier.
   - **If 5–7 V**

3. Test or replace the P19 Speaker.