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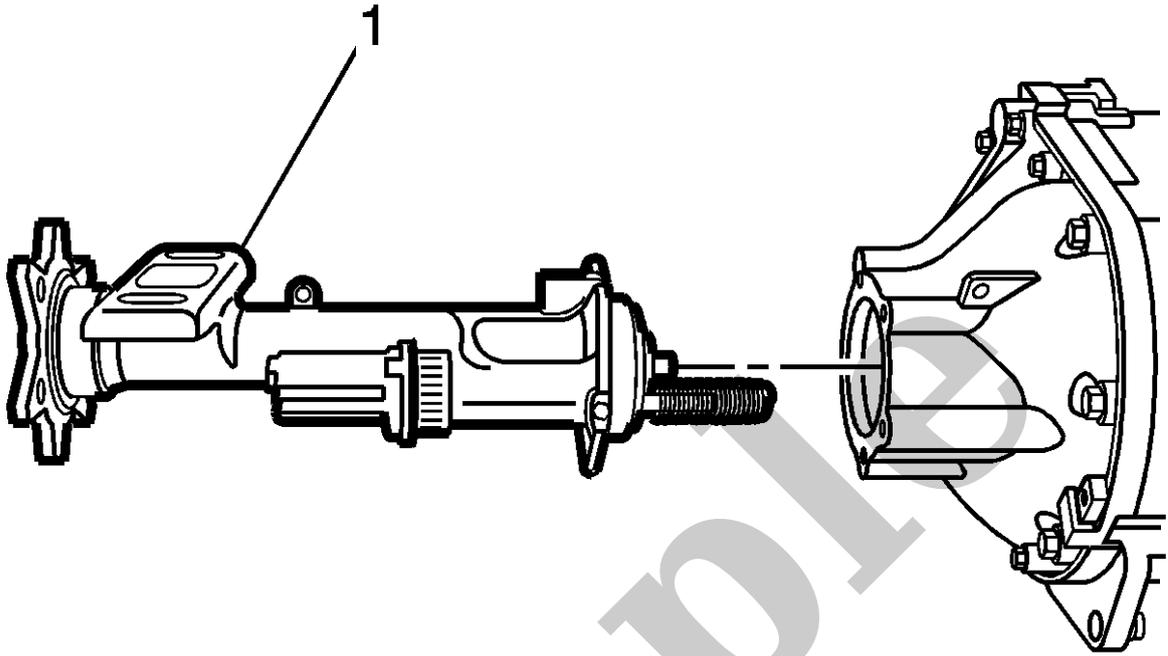
2021 Chevrolet Blazer Service and Repair Manual

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Symptom Byte	Symptom Byte Description	Symptom Byte Definition
This category includes faults related to memory, software, and internal electrical circuitry; requiring component replacement.		
30	—	Currently not used.
31	Internal Checksum Error	This sub type is used by the Electronic Control Unit to indicate an incorrect checksum calculation where memory type is not specified.
32	General Memory Malfunction	This sub type is used by the Electronic Control Unit to indicate a memory failure where memory type is not specified.
33	Special Memory Malfunction	This sub type is used by the Electronic Control Unit to indicate a memory failure where the specific memory type is not defined in this category.
34	RAM Malfunction	This sub type is used by the Electronic Control Unit to indicate a Random Access Memory (RAM) failure.
35	ROM Malfunction	This sub type is used by the Electronic Control Unit to indicate a Read Only Memory (ROM) failure.
36	EEPROM Performance/Malfunction	This sub type is used by the Electronic Control Unit to indicate an Electrically Erasable Programmable Read Only Memory (EEPROM) failure.
37	Software Malfunction	This sub type is used by the Electronic Control Unit to indicate a failure in the execution of operational software
38	Supervision Software Malfunction	This sub type is used by the Electronic Control Unit to indicate a loop time error in the execution of the operational software.
39	Internal Malfunction	This sub type is used by the Electronic Control Unit to indicate the detection of an internal circuit failure.
3A	Incorrect Component Installed	This sub type is used by the Electronic Control Unit to indicate a mismatch between the hardware connected to the

Parameter	System State	Expected Value	Description
APP Sensor 1-2 Position	Accelerator pedal not actuated	0%	This parameter displays the angle of the APP sensor 1 as calculated by the control module using the signal from the APP sensor 1. APP sensor 1 is a range of values indicating a low percentage when the accelerator pedal is not depressed to a high percentage when the accelerator pedal is fully depressed.
APP Sensor 1-3	Accelerator pedal not actuated	0.7–0.2 Volts	This parameter displays the voltage signal sent to the control module from APP sensor 1 of the APP sensor assembly. APP sensor 1 is a range of values indicating a low voltage when the accelerator pedal is not depressed to a high voltage when the accelerator pedal is fully depressed.
APP Sensor 1 Indicated Position	Accelerator pedal not actuated	0%	This parameter displays the angle of the APP sensor 1 as calculated by the control module using the signal from the APP sensor 1. APP sensor 1 is a range of values indicating a low percentage when the accelerator pedal is not depressed to a high percentage when the accelerator pedal is fully depressed.
	Accelerator pedal fully actuated	100%	
APP Sensor 2	Accelerator pedal not actuated	0.3–0.5 Volts	This parameter displays the voltage signal sent to the control module from APP sensor 2 of the APP sensor assembly. APP sensor 2 is a range of values indicating a low voltage when the accelerator pedal is not depressed to a high voltage when the accelerator pedal is fully depressed.
	Accelerator pedal fully actuated	2.2–2.5 Volts	
APP Sensor 2 Position	Accelerator pedal not actuated	0%	This parameter displays the angle of the APP sensor 2 as calculated by the control module using the signal from the APP sensor 2. APP sensor 2 is a range of values indicating a low percentage when the accelerator pedal is not depressed to a high percentage when the accelerator pedal is fully depressed.
	Accelerator pedal fully actuated	100%	
APP Sensor 1 and 2	—	Agree	This parameter displays the results of a control module test that compares the signals from the APP sensors 1 and 2. The scan tool will display Agree or Disagree. Agree indicates that APP sensor 1 and APP sensor 2 voltages correspond to the same accelerator pedal position. Disagree indicates that APP sensor 1 and APP sensor 2 voltages correspond to different accelerator pedal positions.

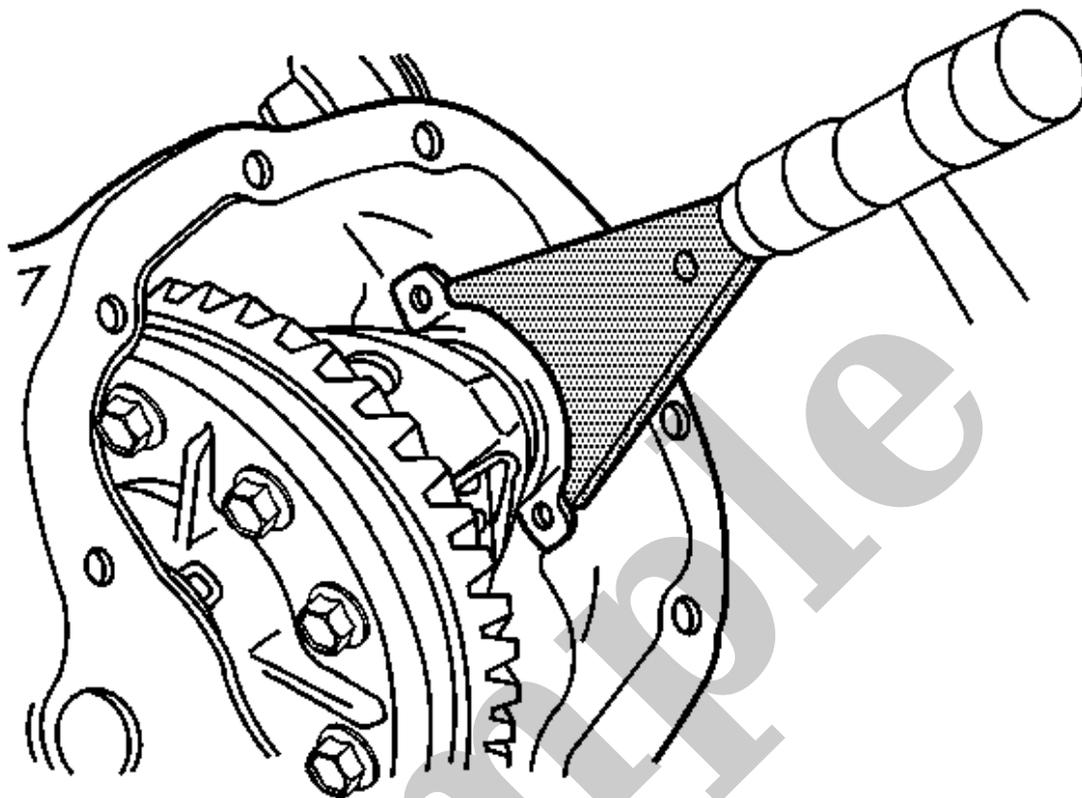
Parameter	Expected Value	Definition
Manufacturer Enable Counter	Varies	The scan tool displays the manufacturer enable number of the Motorized Seat Belt Retractor Motor Module.
Battery Voltage	Varies	The scan tool displays Volts. This is the current battery voltage signal.
Seat Belt Retractor Motor Speed Command	0 RPM	The scan tool displays the commanded Seat Belt Retractor Motor speed. This is the commanded rpm signal.
Actual Seat Belt Retractor Motor Speed	0 RPM	The scan tool displays the actual Seat Belt Retractor Motor speed. This is the current rpm signal.
Seat Belt Status	Buckled/Unbuckled	The scan tool displays the buckle status of the appropriate Seat Belt Retractor Motor.
Seat Belt Retractor Motor Disable History 1	Inhibit Reason	The scan tool displays the failure type or reason for the inhibit of the Seat Belt Retractor Motor.
Seat Belt Retractor Motor Disable History 2	Inhibit Reason	The scan tool displays the failure type or reason for the inhibit of the Seat Belt Retractor Motor.
Seat Belt Retractor Motor Disable History 3	Inhibit Reason	The scan tool displays the failure type or reason for the inhibit of the Seat Belt Retractor Motor.
Seat Belt Retractor Motor Disable History 4	Inhibit Reason	The scan tool displays the failure type or reason for the inhibit of the Seat Belt Retractor Motor.
Seat Belt Retractor Motor Disable History 5	Inhibit Reason	The scan tool displays the failure type or reason for the inhibit of the Seat Belt Retractor Motor.
Seat Belt Retractor Motor Disable History 6	Inhibit Reason	The scan tool displays the failure type or reason for the inhibit of the Seat Belt Retractor Motor.
Seat Belt Retractor Motor Disable History 7	Inhibit Reason	The scan tool displays the failure type or reason for the inhibit of the Seat Belt Retractor Motor.



4.

Carefully Install the inner axle shaft housing (1) with the inner axle shaft and clutch fork components into the differential carrier assembly.

5. Install the inner axle shaft housing to differential carrier assembly bolts. Tighten to **55 N·m (41 lb ft)**



14.

NOTE

Note

The service shim or shims must be installed between the service spacer and the differential bearing cup.

Using the **J 25588 installer**, install the left side service shim or shims.

15.

NOTE

Note

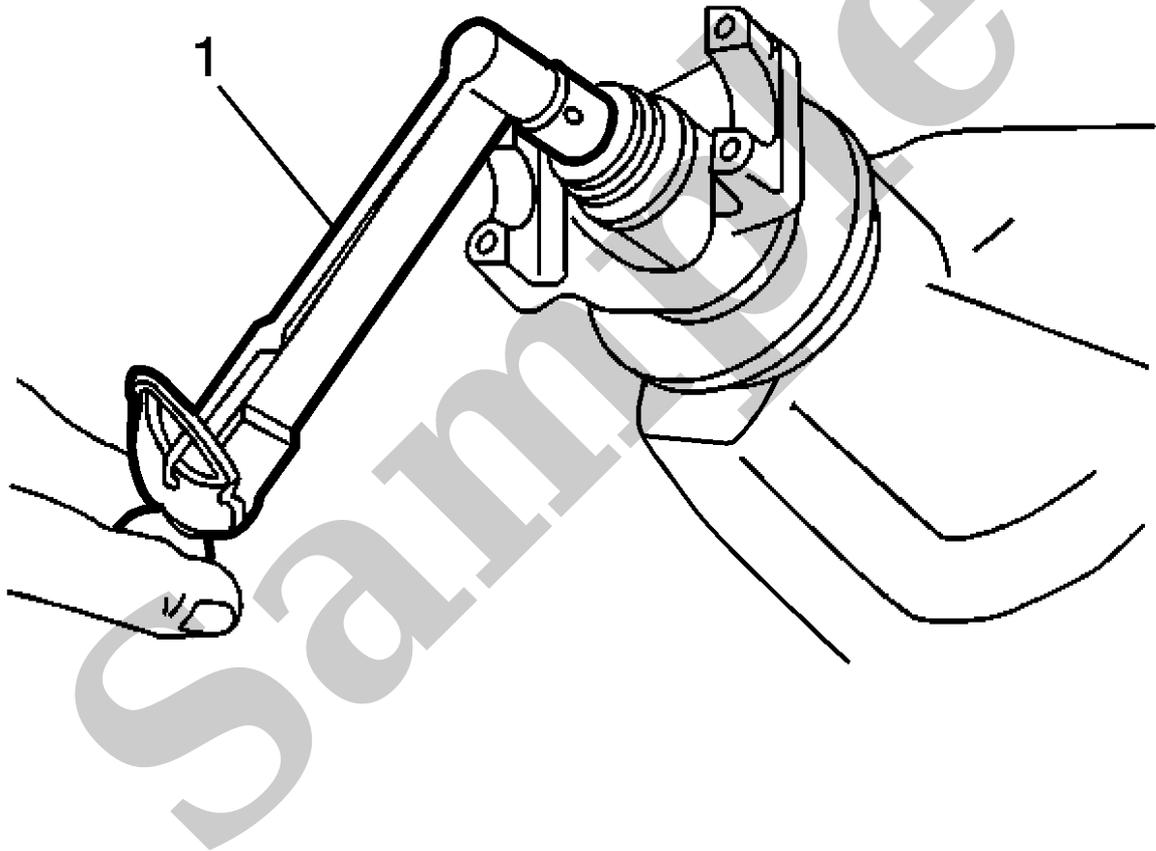
The service shim or shims must be installed between the service spacer and the differential bearing cup.

4. **NOTE**

Note

Reference mark the rear propeller shaft to the rear axle pinion yoke.

Remove the propeller shaft. Refer to: [Rear Propeller Shaft Replacement](#).



5.

NOTE

Note

Record this measurement for reassembly.

- [Circuit Testing](#)
- [Connector Repairs](#)
- [Testing for Intermittent Conditions and Poor Connections](#)
- [Wiring Repairs](#)

Scan Tool Reference

[Control Module References](#) for scan tool information

Special Tools

EL-50334-50 USB Cable and Adapter Kit

Circuit/System Verification

1. Verify no DTCs are present.
 - **If any DTCs are present**
Refer to [Diagnostic Trouble Code \(DTC\) List - Vehicle](#).
 - **If no DTCs are present**
2. Using a known good compact disc, verify the A33 Media Disc Player loads the disc.
 - **If the A33 Media Disc Player does not load the disc**
Replace the A33 Media Disc Player.
 - **If the A33 Media Disc Player loads the disc**
3. Verify the infotainment system successfully plays the audio from the disc.
 - **If the infotainment system does not play the audio from the disc.**
 1. Attempt to playback audio from another disc
 - If audio cannot be played from any disc, refer to Circuit/System Testing – Disc Player.
 - If the infotainment system plays the audio from the disc.
 - **If the infotainment system plays the audio from the disc.**
4. Verify the A33 Media Disc Player ejects the disc.
 - **If the A33 Media Disc Player does not eject the disc**
Refer to Circuit/System Testing – Eject Switch.
 - **If the A33 Media Disc Player ejects the disc**

Action Taken When the DTC Sets

The amplifier mutes the output channel and no sound is present from the speaker(s) that have a current circuit fault.

Conditions for Clearing the DTC

- The condition for setting the DTC is no longer present.
- A history DTC will clear once 50 consecutive malfunction-free ignition cycles have occurred.

Reference Information

Schematic Reference

[Radio/Navigation System Schematics](#)

Connector End View Reference

[Master Electrical Component List](#)

Electrical Information Reference

- [Circuit Testing](#)
- [Connector Repairs](#)
- [Testing for Intermittent Conditions and Poor Connections](#)
- [Wiring Repairs](#)

Scan Tool Reference

[Control Module References](#) for scan tool information

Special Tools

EL-50334-50 *USB Cable and Adapter Kit*

Circuit/System Verification

1. Ignition ON, infotainment system ON, mute OFF.
2. Verify clear audio is heard from each speaker, adjusting fade and balance controls to test each speaker individually.
 - **If audio is inoperative from one or more speakers, or the audio emitted is not clear**
Refer to Circuit/System Testing.