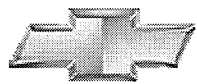


Chevrolet



Uplander



2005

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Product Information

Chevrolet Uplander: SUV Styling With Mid-Van Family Convenience

Chevrolet adds a new dimension to the mid-van segment with the 2005 Uplander, a crossover sport van for those who want it all: the bold styling of an SUV, the passenger room and interior versatility of a van, and the smooth ride and fuel efficiency of a sedan.

With the ability to carry seven people in comfort plus plenty of cargo, the Uplander lineup includes front-wheel-drive passenger models available in base, LS and LT trim, as well as an all-wheel-drive passenger van and front-wheel-drive commercial-use cargo van.

Uplander is powered by an overhead valve 3500 3.5L V-6, rated at 200 horsepower (149 kw) and coupled to GM's proven Hydra-Matic 4T65-E electronically controlled automatic overdrive transaxle. When properly equipped, Uplander can tow up to 3,500 pounds.

While front-wheel drive is standard, the Versatrak all-wheel-drive system is available on LT models, giving this crossover sport van even more capability. GM's exclusive Versatrak all-wheel-drive system is lightweight, quiet and efficient. The on-demand system is one of the most advanced approaches to all-wheel drive. If one or both front wheels lose grip, the Versatrak system goes into action automatically, with no buttons to push or levers to throw. The system is poised to help drivers make use of the traction available by not only transferring torque from front to rear, but also from side to side between the rear wheels – an ability not found in many competitive systems.

Uplander also is offered with StabiliTrak, GM's advanced Vehicle Stability Enhancement System. StabiliTrak assists the vehicle in maintaining the driver's intended path by applying a brake force at any corner of the vehicle independent of the driver's use of the brake pedal.

StabiliTrak uses an accelerator pedal position sensor, a brake master cylinder pressure sensor and a steering wheel angle sensor as inputs to interpret the driver's desired path and whether to accelerate or decelerate the vehicle. StabiliTrak also uses these sensors plus a lateral accelerometer and yaw rate sensor to determine the vehicle's actual path.

If the difference between the driver's desired path and the vehicle's actual path becomes great enough, StabiliTrak takes appropriate action to assist the driver with maintaining the desired path. If the vehicle begins to "snowplow," or understeer, StabiliTrak applies the inside rear brake to help turn the vehicle. If the vehicle begins to fishtail, or oversteer, StabiliTrak applies the outside front brake to straighten the vehicle. StabiliTrak is integrated with the traction control and ABS systems.

StabiliTrak is not available on models equipped with Versatrak.

Comfort and response

Uplander has as standard an extensive list of comfort and convenience items, such as air conditioning, power windows and power door locks, tilt-adjustable steering column, and an AM/FM stereo with CD and MP3 player. A standard, all-new four-wheel anti-lock disc brake system, 17-inch wheels and tires, a rigid chassis structure and long 121.1-inch (3077 mm) wheelbase all contribute to Uplander's smooth and precise car-like characteristics.

Also contributing to Uplander's smooth ride and agile handling is an independent front suspension. MacPherson struts and stabilizer bars up front provide responsive road manners, while the rear suspension utilizes aluminum short and long (SLA) control arms and automatic load-leveling shock absorbers for improved stability, particularly when cornering over rough pavement.

Near-endless interior versatility

With comfortable seating for up to seven, Uplander's interior is extremely versatile, with almost unlimited combinations of passenger and cargo space configurations. Both the second- and third-row seats are foldable and removable. Second-row bucket seats can be folded and tumbled up against the front seats for increased cargo space, and the third-row fold-flat bench seat has a 50/50 split for added passenger/cargo flexibility.

Uplander also offers an innovative and flexible rear convenience center/cargo system. With its doors closed, the box-like cargo system's height lines up with that of the folded third-row seat, providing a flat load floor, with more depth for carrying items behind the second row. Overall, there is up to 136.5 cubic feet (3,865L) of cargo space.

Other innovative storage features include an overhead rail system, which integrates into a single unit lighting and rear HVAC/audio controls along with features such as a standard rear-seat entertainment/DVD system. Snap-in storage and accessory modules are available to store smaller personal items, such as sunglasses, CDs or cellular phones. Second-row captain's chairs are standard on the uplevel LT and available on the LS. On models with second-row captain's chairs, available convenience trays with pop-up beverage holders between the first- and second-row seats fold easily out of the way for pass-through between seats. A second-row console is available with models equipped with second-row bucket seats.

Innovative exterior styling

Uplander's innovative styling combines the best attributes of vans with the bold look of a sport-utility vehicle. Its prominent Chevrolet horizontal mid-grille band and large, chrome-ringed grille accentuates its SUV-like appearance. From the side, Uplander's wide, exposed C-pillars also reinforce its SUV look, while 17-inch wheels and wider tires contribute to its sturdy stance. Gray molding covers the rocker panels and extends to lower front and rear fascias, creating an SUV-like skid-plate. An optional roof rack completes the picture with tubular-shaped, satin finish side rails.

Total safety and security approach

Uplander is engineered to be among the safest vehicles in the mid-van segment, and is designed for outstanding performance in real-world crashes. Notable features include structural enhancements to the frame using high-strength steel. A long front-end compartment provides a large crush zone to preserve interior space, while longer and stronger engine compartment side frame rails increase energy absorption in the event of a frontal impact.

All seven seating positions have three-point safety belts. Retractors for front seating positions have built-in load limiters that allow a controlled amount of give in the belt, thereby reducing the peak load on the chest during the "ride down" in a crash.

The Uplander also has pretensioners in the front safety belt system that deploy at the same time as the frontal air bags to take up slack in the safety belt webbing. Pretensioners also help reduce the amount of occupant movement in the event of a crash to help reduce the risk of injury.

The Uplander is equipped with the LATCH (Lower Anchors and Tethers for CHildren) system in all second-row seating positions. This system provides two lower anchors and a top tether anchor to be used to secure a child seat to the vehicle seat structure. A top tether is also provided in the center position of the third row. These anchorages are designed to make it easier to properly install compatible child safety seats.

Standard, front dual-stage air bags for both driver and front passenger are designed to help reduce the risk of air bag-induced injury. When the air bag system's control unit detects an impact, it determines whether the crash is severe enough to trigger a deployment, and whether the primary amount of inflation is sufficient. The primary stage alone will deploy in most front impacts requiring the supplemental protection of an air bag, while a secondary stage is designed to deploy in more severe frontal collisions.

In addition, the Uplander has GM's Passenger Sensing System (PSS). PSS uses the latest sensing technology to turn the front passenger air bag on or off. If the sensor system detects an unoccupied front passenger seat or the presence of a smaller occupant, the front passenger air bag is designed to automatically turn off so it would not deploy in the event of a frontal collision. A status indicator on the instrument panel alerts occupants that the passenger air bag is on or off. Even with this system, GM strongly recommends to restrain child passengers in an appropriate child seat placed in the second or third row of the vehicle.

Optional seat-mounted side-impact air bags also help provide head and torso protection for both the front passenger and the driver.

Daytime running lamps are standard on all models. Uplander also comes standard with GM's PASSKey III theft deterrent system.

All Uplander models come with the OnStar system, including a one-year subscription to the Safe & Sound plan. OnStar-equipped Uplanders feature new sixth-generation hardware with digital and analog coverage. OnStar's Gen 6 hardware also includes upgraded hands-free voice recognition capabilities including more intuitive continuous digit dialing and improved voice recognition accuracy. OnStar is the leading provider of in-vehicle safety, security and information services in the United States and Canada. Using the GPS satellite network and wireless technology, OnStar features core safety services and OnStar Personal Calling that allows drivers to make and receive hands-free, voice-activated phone calls using a powerful three-watt digital/analog system and external antenna for greater reception.

GM Mobility options

A range of Mobility packages is available for Uplander, for customers who transport passengers or themselves but need easier access to enter or exit a vehicle. One such feature is a dealer-installed Sit-N-Lift power seat. Operated by a hand-held remote control, this innovative seat rotates and extends out from the right side of the vehicle's second-row seating area to provide easy transfer from a standing position or from a wheelchair.

The Sit-N-Lift seat is mounted in the original seat attachments and is installed in place of the second-row passenger seat. Available as a regular production accessory and as an accessory kit through GM Parts Operation, Sit-N-Lift requires no permanent vehicle modifications.

PhatNoise leads entertainment choices

Uplander's range of available in-vehicle entertainment choices is unprecedented. From available XM Satellite Radio (continental U.S. only) to a standard DVD player with flip-down screen and integrated controls, longer drives become more enjoyable.

For the ultimate in-vehicle entertainment system, Uplander can be equipped with the segment-exclusive Mobile Digital Media Powered by PhatNoise system (available interim 2005).

The available PhatNoise system is a wallet-sized, 40-gigabyte hard drive cartridge that installs in the Uplander's overhead rail system. The system's capabilities include:

- Storing and playing back up to 10,000 songs in MP3, WMA or WAV formats
- Storing and playing up to 40 movies in MPEG format (standard format for movies)
- Storing and playing a combination of songs and movies
- The ability to provide the software for playing classic video games
- A voice-browsing interface – if the driver wants to listen to music, the system tells him or her over the radio speakers the song's name, allowing the driver to navigate through a list of stored music using steering wheel buttons
- Listening to books, magazine or newspaper articles recorded on a PC
- Allowing simultaneous listening to two entertainment sources
- Transferring digital camera pictures through a USB port in the PhatNoise cartridge and playing them back on the DVD screen

The PhatNoise system's hard drive cartridge is easily removable, so it can be connected to a home PC or laptop to download computer files for playback in the Uplander, giving passengers an unprecedented level of entertainment customization.

Vehicle Highlights

- Front- or all-wheel-drive crossover sport van
- Bold SUV appearance combined with mid-van flexibility
- Standard 3500 3.5L V-6 with 200 horsepower (149 kw)
- Seven-passenger seating with ample cargo room and innovative rear storage system
- Foldable, removable second- and third-row seats
- 50/50 split-stowable third row, fold-flat bench seat
- Overhead rail system with snap-in storage compartments

2005 Chevrolet Uplander Restoration Kit

- Dual-stage frontal air bags and available side-impact air bags for driver and front-seat passenger
- Optional Versatrak on-demand all-wheel-drive system
- Remote vehicle starter system available
- Wide range of entertainment choices including standard DVD rear-passenger entertainment system and optional Mobile Digital Media powered by PhatNoise system, which allows storage of hundreds of hours of music, movies and other entertainment onto hard drive cartridge*
- Mobility accessories available
- OnStar Gen 6 hardware with digital/analog coverage and upgraded hands-free capability

* Not available at start of production

Model Lineup

	Engine 3.5-liter 3500 V6	Transmission 4T65-E 4-speed auto
Uplander FWD	s	s
Uplander AWD	s	s

Standard s

Specifications

Overview

Model:	2005 Chevrolet Uplander FWD and AWD
Body style / driveline:	front-drive, front-engine, 7-passenger crossover sport van
Construction:	unibody design with ladder-frame underbody construction; stamped steel
EPA vehicle class:	mid-van
Manufacturing location:	Doraville, Georgia
Key competitors:	Dodge Caravan, Ford Freestar, Honda Odyssey, Toyota Sienna, Mercury Monterey, Nissan Quest

Engine

Type:	3500 3.5L 60-degree V-6 (LX9)
Displacement (cu in / cc):	213 / 3498
Bore & stroke (in / mm):	3.70 x 3.31 / 94 x 84
Block material:	cast iron
Cylinder head material:	cast aluminum
Valvetrain:	OHV, 2 valves per cylinder
Ignition system:	Quick Sync 24X; platinum-tipped spark plugs, low resistance spark plug wires
Fuel delivery:	sequential electronic multi-port fuel injection
Compression ratio:	9.8:1
Horsepower (hp / kw @rpm):	200 / 149 @ 5200
Torque (lb-ft / Nm @ rpm):	220 / 298 @ 4400
Recommended fuel:	87 octane
Maximum engine speed (rpm):	6000
Emissions controls:	close-coupled catalytic converter, Quick Sync 24X ignition, returnless fuel rail, fast-response O ² sensor
Estimated fuel economy:	
MPG (city / hwy / combined)	FWD: 18 / 24 / 21 AWD: 17 / 23 / 20
MPIG (city / hwy / combined)	FWD: 21 / 32 / 25 AWD: 20 / 30 / 24
L/100km (city / hwy / combined)	FWD: 13.3 / 8.8 / 11.3 AWD: 13.8 / 9.5 / 11.9

Transmission

Type:	Hydra-Matic 4T65-E 4-speed automatic (M33) 4-speed FWD electronically controlled automatic overdrive transaxle with electronically controlled torque converter clutch
Gear ratios (:1):	
First:	2.92
Second:	1.56
Third:	1.00
Fourth:	0.70
Reverse:	2.38
Final drive ratio:	FWD: 3.29 AWD: 3.69

Chassis/Suspension

Front:	independent, MacPherson strut with coil springs (27 Nm); L-shaped stamped lower control arms and aluminum knuckles
Rear:	FWD: open-section twist axle with integral stabilizer bar, trailing arms with hydraulic bushings AWD: fully independent ("double wishbone") with cast aluminum short- and long-arm control arms, cast aluminum cradle. Rear-drive module integrates suspension and propulsion functions into one unit
Steering type:	power rack-and-pinion
Steering ratio:	variable 17.6:1
Steering wheel turns, lock-to-lock:	3.05

Brakes

	FWD	AWD
Type:	power assisted, 16-inch single-piston vented front / rear discs; std 4-wheel ABS	power assisted, 16-inch single-piston vented front / rear discs, std 4-wheel ABS
Rotor diameter x thickness (in / mm):	front: 11.7 x 1.3 / 297 x 32 rear: 11.8 x .47 / 300 x 12	front: 11.7 x 1.3 / 297 x 32 rear: 11.8 x .47 / 300 x 12
Total swept area (sq in / sq cm):	front: 30.38 / 196 rear: 30.07 / 194	front: 30.38 / 196 rear: 30.07 / 194

Wheels/Tires

Wheel size and type:	17 x 6.5-inch steel with styled bolt-on cover and 5-spoke design; opt: 5-spoke silver painted aluminum
Tires:	FWD: P225/60R17 Goodyear all-season touring AWD: P225/60R17 Continental all-season touring with white outline lettering

Dimensions

Exterior

Wheelbase (in / mm):	121.1 / 3077
Overall length (in / mm):	204 / 5191
Width (in / mm):	72 / 1830
Height, without rack (in / mm):	72 / 1830
Track (in / mm):	front: 62.4 / 1586; rear: 62.9 / 1598
Min. ground clearance (in / mm):	5.5 / 139
Step-in height (in / mm):	17.3 / 438.4
Curb weight (lb / kg):	
FWD	1SF: 3813 / 1730 1SA: 4183 / 1897; 1SC: 4274 / 1939 1SD: 4330 / 1964
AWD	4608 / 2090

Interior

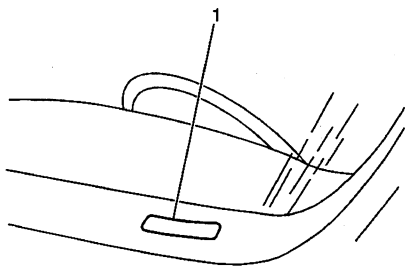
Seating capacity (front / middle / rear):	2 / 2 / 3
Head room (in / mm):	
Front:	39.8 / 1011
Second:	38.9 / 988
Third:	38.1 / 968
Leg room (in / mm):	
Front:	39.9 / 1013
Second:	38.9 / 987
Third:	36.2 / 920
Shoulder room (in / mm):	
Front:	59.9 / 1521
Second:	61.2 / 1555
Third:	48.7 / 1236
Cargo volume (cu ft / L):	
Front:	136.5 / 3865
Second:	74 / 2095
Third:	26.9 / 762

Capacities

Fuel tank (gal / L):	25 / 94.6
Engine oil with filter (qt / L):	4 / 3.8
Cooling system (qt / L):	10.7 / 10.1
Cooling system with rear AC (qt / L):	12.15 / 11.5
Trailer towing, with towing package (lb / kg):	3500 / 1588

Vehicle Identification

Vehicle Identification Number (VIN)



The vehicle identification number (VIN) plate is the legal identifier of the vehicle. The VIN plate is located on the upper LH corner of the Instrument Panel and can be seen through the windshield from the outside of the vehicle:

Position	Definition	Character	Description
1	Country of Origin	1	U.S.A.
2	Manufacturer	G	General Motors
3	Make	1	Chevrolet
4	GVWR/Brake System	D	GVWR 5001-6000-Brake System/Hydraulic
5-6	Line/Chassis Series	U1	Chevrolet Reg Wheelbase Front Wheel Drive
		U1	Chevrolet Ext Wheelbase Front Wheel Drive
		X1	Chevrolet Ext Wheelbase All Wheel Drive
7	Body Type	5	Van
8	Engine Type	8	3.5L, 6 CYL., SFI, V6 (LX9)
9	Check Digit	--	--
10	Model Year	5	2005
11	Plant Location	D	Doraville, GA. USA
12-17	Plant Sequence Number	--	--

VIN Derivative

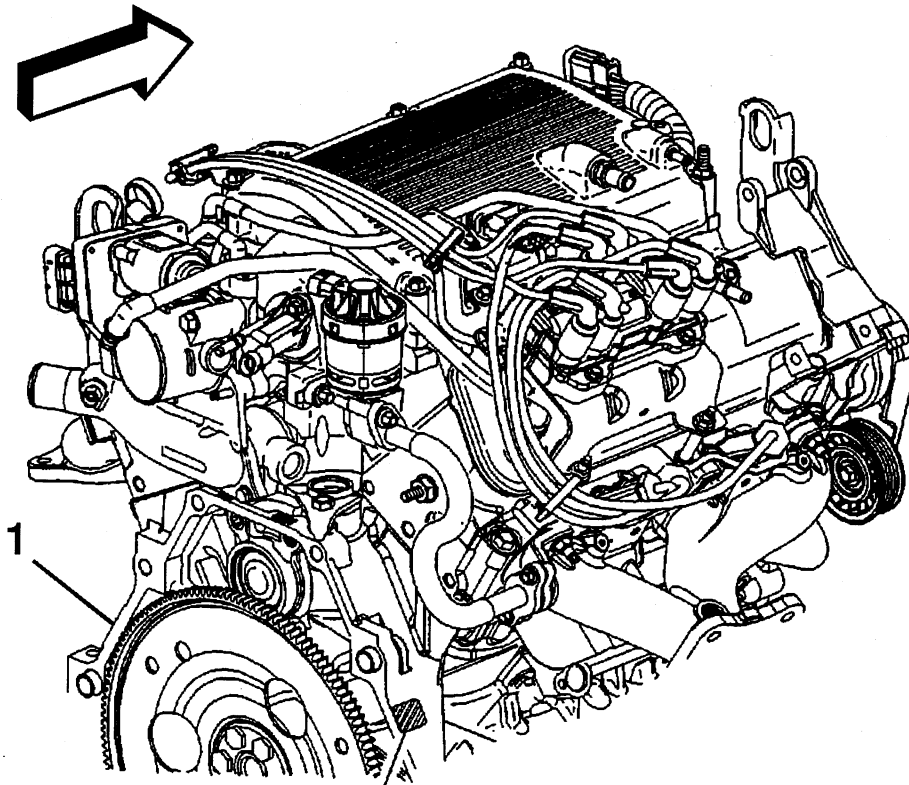
All engines and transmissions are stamped or laser etched with a partial vehicle identification number (VIN), which was derived from the complete VIN. A VIN derivative contains the following nine positions:

VIN Derivative Position	Definition	Character	Description
1	GM Division Identifier	1	Chevrolet
2	Model Year	5	2005
3	Assembly Plant	D	Doraville, GA
4-9	Plant Sequence Number	--	Plant Sequence Number

A VIN derivative can be used to determine if a vehicle contains the original engine or transmission, by matching the VIN derivative positions to their accompanying positions in the complete VIN:

VIN Derivative Position	Equivalent VIN Position
1	3
2	10
3	11
4-9	12-17

Engine ID and VIN Derivative Location 3.5L (LX9)

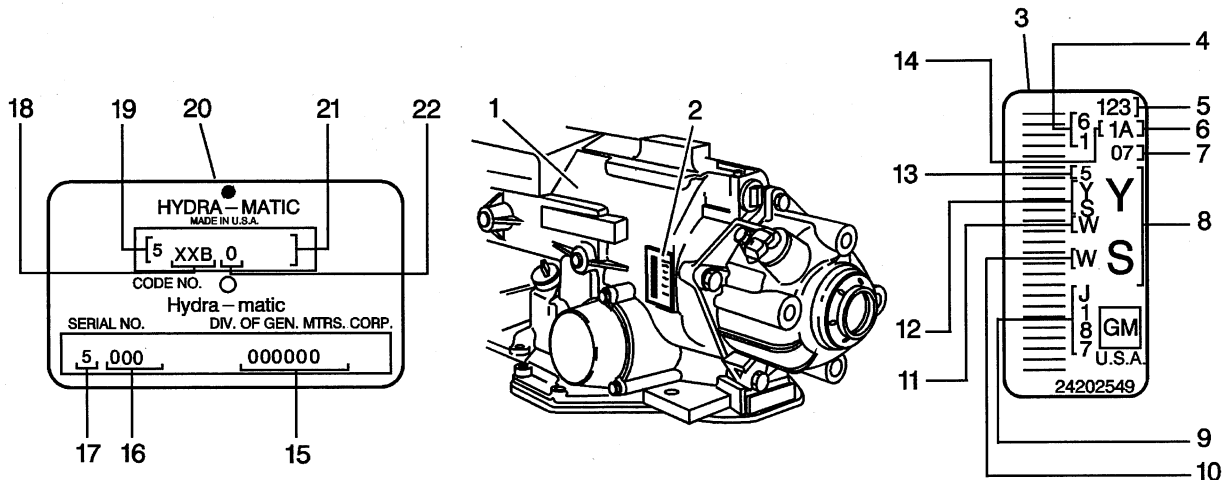


The Vehicle Identification Number - VIN derivative (1) for 3500 LX9 is stamped or laser etched on the left side rear of the engine block. The Vehicle Identification Number - VIN derivative is nine digits long and can be used to determine if a vehicle contains the original engine.

- The first digit identifies the division.
- The second digit identifies the model year.
- The third digit identifies the assembly plant.
- The fourth through ninth digits are the last six digits of the Vehicle Identification Number - VIN.

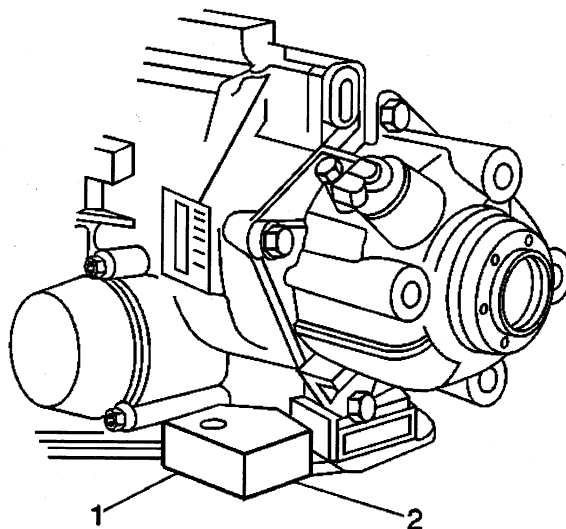
Transmission ID and VIN Derivative Location

Transmission ID and VIN Derivative Location 4T60-E/4T65-E(c)



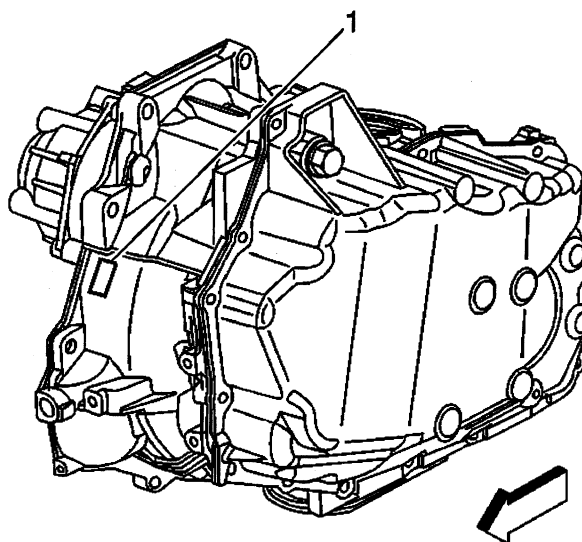
- (1) SRTA Tag Location
- (2) Transmission ID Location
- (3) Hydra-Matic 4T65-E ID Tag
- (4) Transmission
- (5) Julian Date
- (6) Shift Built A = First Shift; B = Second Shift; C = Third Shift
- (7) Update Level
- (8) Model
- (9) Serial Number in Base Code 31
- (10) W = Warren Plant
- (11) Hydra-Matic 4T65-E
- (12) Model
- (13) Model Year 5 = 2005
- (14) Line Built 1 = Line 1; 2 = Line 2; 3 = Line 3; 4 = Line 4
- (15) Serial Number
- (16) Julian Date
- (17) Calendar Year 5 = 2005
- (18) Model
- (19) Model Year 5 = 2005
- (20) Hydra-Matic 4T65-E SRTA Tag
- (21) Control Number
- (22) Transmission

Transmission VIN Location 4T65-E, M15/MN3/MN7(c)



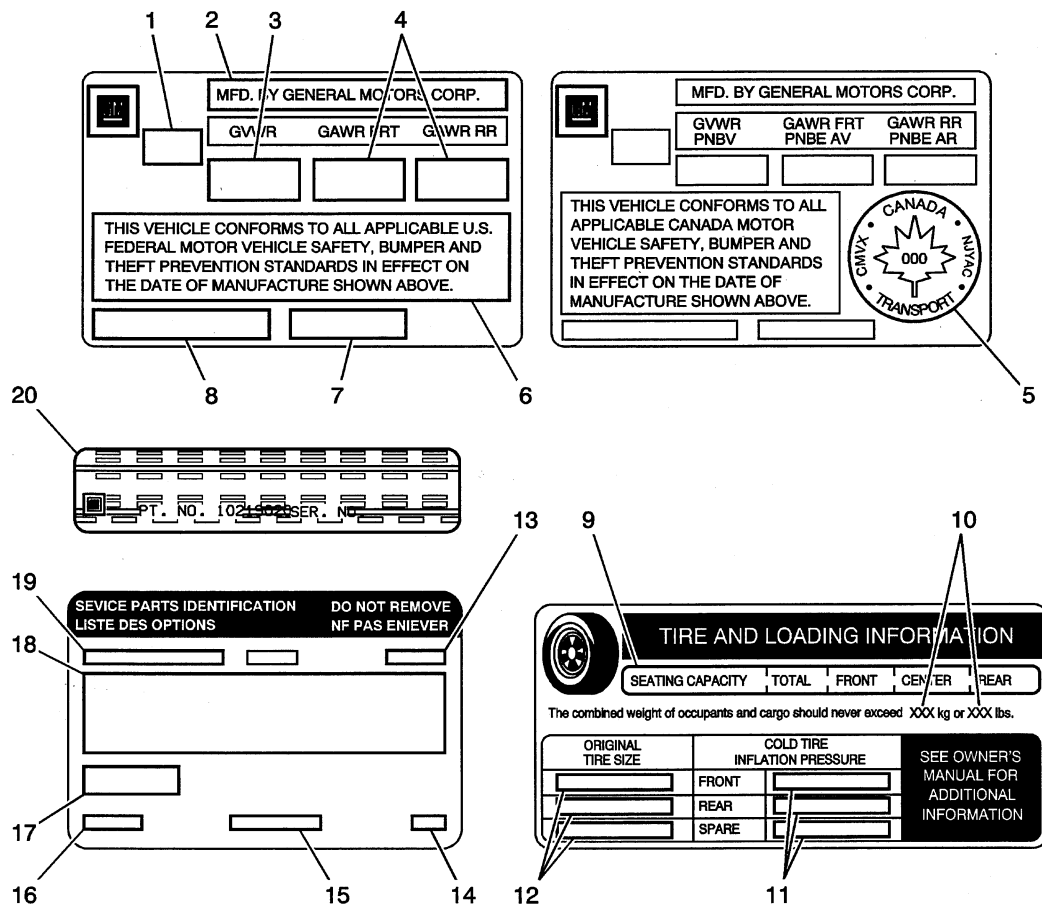
The primary (1) and secondary (2) Manual Tooling VIN Derivative Locations are on the casting of the transmission housing.

Transaxle VIN Derivative Stamping(c)



The location for the Semi-Automatic VIN derivative (1) is on the transmission housing.

Label - Vehicle Certification, Tire Place Card, Anti-Theft and Service Parts ID



Callout	Description
Vehicle Certification Label	
The vehicle certification label is located on the driver door and displays the following assessments:	
Gross Vehicle Weight Rating (GVWR)	
Gross Axle Weight Rating (GAWR), front and rear	
The gross vehicle weight (GVW) is the weight of the vehicle and everything it carries. The GVW must not exceed the GVWR. Include the following items when figuring the GVW:	
The base vehicle weight (factory weight)	
The weight of all vehicle accessories	
The weight of the driver and the passengers	
The weight of the cargo	
1	Name of Manufacturer
2	Gross Vehicle Weight Rating
3	Gross Axle Weight Rating (Front, Rear)
4	Canadian Safety Mark (w/RPO Z49)
5	Certification Statement
6	Vehicle Class Type (Pass Car, etc.)
7	Vehicle Identification Number
8	Date of Manufacture (Mo/Yr)

Callout	Description
Tire Placard	
The tire placard label is located on the driver door and displays the following assessments:	
9	Specified Occupant Seating Positions
10	Maximum Vehicle Capacity Weight
11	Original Equipment Tires Size
12	Tire Pressure, Front, Rear, and Spare (Cold)
Service Parts ID Label	
The vehicle service parts identification label is located in the glove compartment. The label is used to help identify the vehicle original parts and options.	
13	Vehicle Identification Number
14	Engineering Model Number (Vehicle Division, Line and Body Style)
15	Interior Trim Level and Decor
16	Exterior (Paint Color) WA Number
17	Paint Technology
18	Special Order Paint Colors and Numbers
19	Vehicle Option Content
Anti-Theft Label	
20	<p>The Federal law requires that General Motors label certain body parts on this vehicle with the VIN. The purpose of the law is to reduce the number of motor vehicle thefts by helping in the tracing and recovery of parts from stolen vehicles.</p> <p>Labels are permanently affixed to an interior surface of the part. The label on the replacement part contains the letter R, the manufacturer's logo, and the DOT symbol.</p> <p>The anti-theft label must be covered before any painting, and rustproofing procedures, and uncovered after the procedures. Failure to follow the precautionary steps may result in liability for violation of the Federal Vehicle Theft Prevention Standard and possible suspicion to the owner that the part was stolen.</p>

RPO Code List

The production/process codes provide the description of the Regular Production Options (RPOs) used on the vehicle. The RPO list is printed on the Service Parts Identification Label. See attached document for a complete list of available options and their corresponding RPO numbers.

Technical Information

Maintenance and Lubrication

Capacities - Approximate Fluid

Application	Specifications	
	Metric	English
Cooling System		
Cooling System with Front A/C	10.7 L	11.3 qt
Cooling System with Front/Rear A/C	12.2 L	12.8 qt
Engine Oil with Filter		
3.5L	3.8 L	4.0 qt
Engine Oil without Filter		
3.5L	3.3 L	3.5 qt
Fuel Tank		
Standard	75.7 L	20.0 gal
Extended	95.0 L	25.1 gal
Automatic Transaxle - 4T65-E		
Automatic - Drain and Refill	7.0 L	7.4 qt
Automatic - Complete Overhaul	9.5 L	10.0 qt
Automatic - Dry	12.7 L	13.4 qt
All capacities are approximate. When adding, be sure to fill to the approximate level, as recommended in this manual. Recheck fluid level after filling.		

Maintenance Items

Part	GM Part Number	ACDelco® Part Number
Engine Air Cleaner/Filter	12565752	A-2946C
Engine Oil Filter	25010792	PF47
Spark Plugs	12568387	41-101
Wiper Blades (Hook Type)		
Driver's Side -- 22.0 inches (55.0 cm)	15192143	--
Passenger's Side -- 24.0 inches (60.0 cm)	15192144	--
Rear -- 16.0 inches (40.0 cm)	15192147	--

Fluid and Lubricant Recommendations

Usage	Fluid/Lubricant
Engine Oil	Engine oil which meets GM Standard GM6094M and displays the American Petroleum Institute Certified for Gasoline Engines starburst symbol. GM Goodwrench® oil meets all the requirements for your vehicle.
Engine Coolant	50/50 mixture of clean, drinkable water and use only DEX-COOL® Coolant.
Hydraulic Brake System	Delco® Supreme 11 Brake Fluid or equivalent DOT-3 brake fluid.
Windshield Washer	GM Optikleen Washer Solvent.
Power Steering System	GM Power Steering Fluid (GM Part No. U.S. 89021184, in Canada 89021186).
Automatic Transaxle	DEXRON®-III Automatic Transmission Fluid. Look for "Approved for the H-Specification" on the label.

Usage	Fluid/Lubricant
Key Lock Cylinders	Multi-Purpose Lubricant, Superlube (GM Part No. U.S. 12346241, in Canada 10953474).
Chassis Lubrication	Chassis Lubricant (GM Part No. U.S. 12377985, in Canada 88901242) or lubricant meeting requirements of NLGI #2, Category LB or GC-LB.
Carrier Assembly -- Differential (Rear Drive Module) and Transfer Case (Power Transfer Unit)	VERSATRAK Fluid (GM Part No. U.S. 12378514, in Canada 88901045).
Hood Latch Assembly, Secondary Latch, Pivots, Spring Anchor, and Release Pawl	Lubriplate Lubricant Aerosol (GM Part No. U.S. 12346293, in Canada 992723) or lubricant meeting requirements of NLGI #2, Category LB or GC-LB.
Hood and Door Hinges, Rear Folding Seat, Fuel Door Hinge, Liftgate Hinges and Power Sliding Door Cable	Multi-Purpose Lubricant, Superlube (GM Part No. U.S. 12346241, in Canada 10953474).
Sliding Door Track	Lubriplate Lubricant Aerosol (GM Part No. U.S. 12346293, in Canada 992723) or lubricant meeting requirements of NLGI #2, Category LB or GC-LB.
Weatherstrip Conditioning	Dielectric Silicone Grease (GM Part No. U.S. 12345579, in Canada 992887).

Descriptions and Operations

Power Steering System Description

The hydraulic power steering pump is a constant displacement vane-type pump that provides hydraulic pressure and flow for the power steering gear. The hydraulic power steering pumps are either belt-driven or direct-drive, cam-driven.

The power steering fluid reservoir holds the power steering fluid and may be integral with the power steering pump or remotely located. The following locations are typical locations for the remote reservoir:

- Mounted to the front of the dash panel
- Mounted to the inner fender
- Mounted to a bracket on the engine

The 2 basic types of power steering gears are listed below:

- A recirculating ball system
- A rack and pinion system

In the recirculating ball system, a worm gear converts steering wheel movement to movement of a sector shaft. A pitman arm attached to the bottom of the sector shaft actually moves one tie rod and an intermediate rod move the other tie rod.

In the rack and pinion system, the rack and the pinion are the 2 components that convert steering wheel rotation to lateral movement. The steering shaft is attached to the pinion in the steering gear. The pinion rotates with the steering wheel. Gear teeth on the pinion mesh with the gear teeth on the rack. The rotating pinion moves the rack from side to side. The lateral action of the rack pushes and pulls the tie rods in order to change the direction of the vehicle's front wheels.

The power steering pressure hose connects the power steering pump union fitting to the power steering gear and allows pressurized power steering fluid to flow from the pump to the gear.

The power steering return hose returns fluid from the power steering gear back to the power steering fluid reservoir. The power steering return line may contain an integral fin-type or line-type power steering fluid cooler.

In a typical power steering system, a pump generates hydraulic pressure, causing fluid to flow, via the pressure hose, to the steering gear valve assembly. The steering gear valve assembly regulates the incoming fluid to the right and left chambers in order to assist in right and left turns.

Turning the steering wheel activates the valve assembly, which applies greater fluid pressure and flow to 1 side of the steering gear piston, and lower pressure and flow to the other side of the piston. The pressure assists the movement of the gear piston. Tie rods transfer this force to the front wheels, which turn the vehicle right or left.

Steering Wheel and Column

The steering wheel and column has 4 primary functions:

- Vehicle steering
- Vehicle security
- Driver convenience
- Driver safety

Vehicle Steering

The steering wheel is the first link between the driver and the vehicle. The steering wheel is fastened to a steering shaft within the column. At the lower end of the column, the intermediate shaft connects the column to the steering gear.

Vehicle Security

Theft deterrent components are mounted and designed into the steering column. The following components allow the column to be locked in order to minimize theft:

- The ignition switch
- The steering column lock
- The ignition cylinder

Driver Convenience

The steering wheel and column may also have driver controls attached for convenience and comfort. The following controls may be mounted on or near the steering wheel or column.

- The turn signal switch
- The hazard switch
- The headlamp dimmer switch
- The wiper/washer switch
- The horn pad/cruise control switch
- The redundant radio/entertainment system controls
- The tilt or tilt/telescoping functions
- The navigation/OnStar® features
- The HVAC controls

Driver Safety

The energy-absorbing steering column compresses in the event of a front-end collision, which reduces the chance of injury to the driver. The mounting capsules break away from the mounting bracket in the event of an accident.

Suspension Description and Operation

Front Suspension

The front suspension has 2 primary purposes:

- Isolate the driver from irregularities in the road surface.
- Define the ride and handling characteristics of the vehicle.

The front suspension absorbs the impact of the tires traveling over irregular road surfaces and dissipates this energy throughout the suspension system. This process isolates the vehicle occupants from the road surface. The rate at which the suspension dissipates the energy and the amount of energy that is absorbed is how the suspension defines the vehicle's ride characteristics. Ride characteristics are designed into the suspension system and are not adjustable. The ride characteristics are mentioned in this description in order to aid in the understanding of the functions of the suspension system. The suspension system must allow for the vertical movement of the tire and wheel assembly as the vehicle travels over irregular road surfaces while maintaining the tire's horizontal relationship to the road.

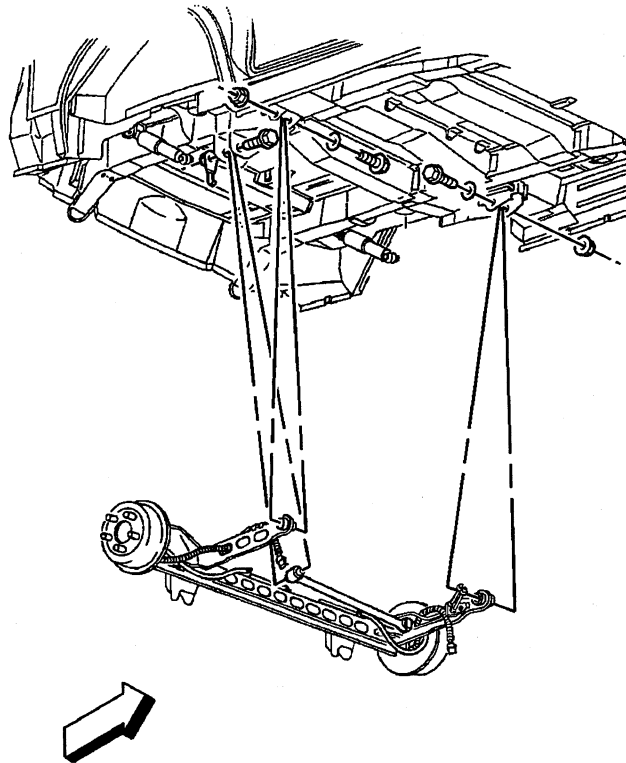
This requires that the steering knuckle be suspended between a lower control arm and a strut assembly. The lower control arm attaches from the steering knuckle at the outermost point of the control arm. The attachment is through a ball and socket type joint. The innermost end of the control arm attached at 2 points to the vehicle frame through semi-rigid bushings. The upper portion of the steering knuckle is attached to a strut assembly. The strut assembly then connects to the vehicle body by way of an upper bearing. The steering knuckle is allowed to travel up and down independent of the vehicle body structure and frame.

This up and down motion of the steering knuckle as the vehicle travels over bumps is absorbed predominantly by the coil spring. This spring is retained under tension over the strut assembly. A strut is used in conjunction with this system in order to dampen out the oscillations of the coil spring. A strut is a basic hydraulic cylinder. The strut is filled with oil and has a moveable shaft that connects to a piston inside the strut. Valves inside the shock absorber offer resistance to oil flow and consequently inhibit

rapid movement of the piston and shaft. Each end of the shock absorber is connected in such a fashion to utilize this recoil action of a spring alone. Each end of the strut is designed as the connection point of the suspension system to the vehicle and acts as the coil spring seat. This allows the strut to utilize the dampening action to reduce the recoil of a spring alone. The lower control arm is allowed to pivot at the vehicle frame in a vertical fashion. The ball joint allows the steering knuckle to maintain the perpendicular relationship to the road surface.

Front suspensions systems utilize a stabilizer shaft. The stabilizer bar connects between the left and right lower control arm assemblies through the stabilizer link and stabilizer shaft insulators. This bar controls the amount of independent movement of the suspension when the vehicle turns. Limiting the independent movement defines the vehicles handling characteristics on turns.

Rear Suspension



The rear suspension system on this vehicle is the trailing-arm axle type. Two control arms (trailing arms) mount the axle to the vehicle body. The rear suspension system performs the following functions:

- Maintains the relationship of the rear axle to the body
- Opposes the torque reaction on acceleration and braking

The rear suspension system on this vehicle consists of the following components:

- The rear axle
- Two coil springs
- Two shock absorbers
- The rear axle tie rod

The rear axle contains a stabilizer shaft which is an integral part of the rear axle. A wheel bearing/hub is secured at each end of the rear axle. The wheel bearing/hub also contains an integral wheel speed sensor.

The rear coil springs are retained between the spring seat in the underbody and the spring seat on the top of the rear axle. Rubber insulators isolate the coil spring at the top and at the bottom.

The shock absorbers mount at the bottom with a bolt and nut to brackets which are welded to the axle housing and at the top with a bolt and nut beneath the body.

The rear tie rod attaches to the axle and to the underbody. The rear axle tie rod controls the lateral movement of the rear axle in relation to the vehicle body. The rear axle tie rod bushings are an integral part of the rear axle tie rod.

Wheels and Tires

General Description

The factory installed tires are designed to operate satisfactorily with loads up to and including the full rated load capacity when these tires are inflated to the recommended pressures.

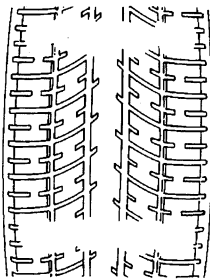
The following factors have an important influence on tire life:

- Correct tire pressures
- Correct wheel alignment
- Proper driving techniques
- Tire rotation

The following factors increase tire wear:

- Heavy cornering
- Excessively rapid acceleration
- Heavy braking

Tread Wear Indicators Description



The original equipment tires have tread wear indicators that show when you should replace the tires.

The location of these indicators are at 72 degree intervals around the outer diameter of the tire. The indicators appear as a 6 mm (0.25 in) wide band when the tire tread depth becomes 1.6 mm (2/32 in).

Metric Wheel Nuts and Bolts Description

Metric wheel/nuts and bolts are identified in the following way:

- The wheel/nut has the word Metric stamped on the face.
- The letter M is stamped on the end of the wheel bolt.

The thread sizes of metric wheel/nuts and the bolts are indicated by the following example: M12 x 1.5.

- M = Metric
- 12 = Diameter in millimeters
- 1.5 = Millimeters gap per thread

Tire Inflation Description

When you inflate the tires to the recommended inflation pressures, the factory-installed wheels and tires are designed in order to handle loads to the tire's rated load capacity. Incorrect tire pressures, or under-inflated tires, can cause the following conditions:

- Vehicle handling concerns
- Poor fuel economy
- Shortened tire life
- Tire overloading

Inspect the tire pressure when the following conditions apply:

- The vehicle has been sitting at least 3 hours.
- The vehicle has not been driven for more than 1.6 km (1 mi).
- The tires are cool.

Inspect the tires monthly or before any extended trip. Adjust the tire pressure to the specifications on the tire label. Install the valve caps or the extensions on the valves. The caps or the extensions keep out dust and water.

The kilopascal (kPa) is the metric term for pressure. The tire pressure may be printed in both kilopascal (kPa) and psi. One psi equals 6.9 kPa.

Inflation Pressure Conversion (Kilopascals to PSI)

kPa	psi	kPa	psi
140	20	215	31
145	21	220	32
155	22	230	33
160	23	235	34
165	24	240	35
170	25	250	36
180	26	275	40
185	27	310	45
190	28	345	50
200	29	380	55
205	30	415	60
Conversion: 6.9 kPa = 1 psi			

Tires with a higher than recommended pressure can cause the following conditions:

- A hard ride
- Tire bruising
- Rapid tread wear at the center of the tire

Tires with a lower than recommended pressure can cause the following conditions:

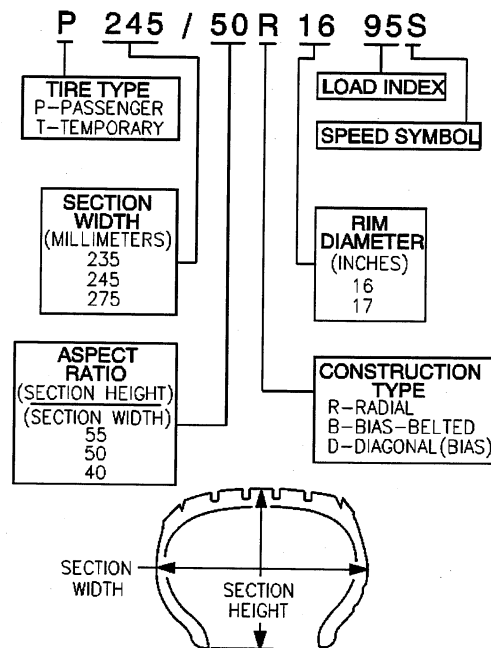
- A tire squeal on turns
- Hard steering
- Rapid wear and uneven wear on the edge of the tread
- Tire rim bruises and tire rim rupture
- Tire cord breakage
- High tire temperatures
- Reduced vehicle handling
- High fuel consumption
- Soft riding

Unequal pressure on the same axle can cause the following conditions:

- Uneven braking

- Steering lead
- Reduced vehicle handling

P-Metric Sized Tires Description



Most P-metric tire sizes do not have exact corresponding alphanumeric tire sizes. Replacement tires should be of the same tire performance criteria (TPC) specification number including the same size, the same load range, and the same construction as those originally installed on the vehicle. Consult a tire dealer if you must replace the P-metric tire with other sizes. Tire companies can best recommend the closest match of alphanumeric to P-metric sizes within their own tire lines.

Automatic Level Control General Description

The ALC system controls the ride height of the rear of the vehicle. The system consists of the following components:

- Two air assisted shock absorbers.
- A level sensor with an integrated control module.
- A compressor with an integral exhaust solenoid valve.
- A compressor relay.
- An inflator solenoid valve.
- An accessory inflator switch with an LED for diagnostics.

The level sensor senses the height of the rear of the vehicle. The exhaust valve energizes if the vehicle is higher than desired. The compressor relay energizes in order to activate the compressor assembly if the vehicle is lower than desired.

Voltage is applied at all times to the rear suspension leveling air compressor and the ALC sensor. This allows the ALC system to vent after the load is removed from the vehicle, even if the ignition is in the OFF position. Approximately 30 seconds after the ignition is turned to the ON position, the compressor will run for 4 seconds to ensure that the shock absorbers will be filled with adequate residual pressure.

The ALC sensor must detect an out of trim state for 20 seconds before activating the intake or exhaust output. This action prevents operation during normal riding motions. In addition, the sensor limits the compressor run time or the exhaust solenoid valve energized time to a maximum of 255 seconds. This

time limit is necessary to prevent continuous compressor operation in case of a severe system leak or continuous vent. Cycling the ignition resets the 255 second run timer.

Rear Suspension Leveling Air Compressor

The compressor is a positive displacement rocking piston air pump powered by a 12-volt direct current permanent magnet motor. The compressor head casting contains the piston intake valves and contains the piston exhaust valves. The compressor is mounted to the underbody by a bracket.

ALC Sensor

The ALC sensor is an electronic device. The following is controlled by the ALC sensor:

- The Automatic Level Control Compressor
- The Exhaust Solenoid Valve
- The Inflator Solenoid Valve

The sensor circuitry provides a 20 second delay before either circuit can be completed to prevent falsely actuating the compressor or to prevent falsely actuating the solenoid valve circuits during normal ride motions.

The sensor also limits the compressor run time or the solenoid valve energized time to a maximum of 255 seconds. This time limit function is necessary to prevent continuous compressor operation in the case of a severe system leak or in the case of a continuous exhaust valve operation. Turning the ignition off and on resets the electronic timer to renew the 255 second maximum run time. The sensor is located in the rear of the vehicle mounted to the underbody. The actuator arm of the sensor attaches to the rear suspension by a link.

The ALC system is capable of performing diagnostics on all components of the system. This self diagnostic feature will aid in the repair of the system. The diagnostic codes will be used to provide more detailed information regarding the system fault found during self test. The self test will be entered by pressing the accessory inflator switch continuously for 3 seconds. The self test will begin by raising the rear of the vehicle. Then hold the rear of the vehicle up for a calibrated amount of time to check for leaks, then lower the rear of the vehicle to trim height. The self test will take roughly 200 seconds to complete. The flashing pulses on the accessory inflator switch LED shall represent the number of the diagnostic code.

When the sensor has been replaced a "System Untested" code will be represented by a continuous flashing pulse with a repetition rate of 0.25 seconds. The self test will have to be performed and a code 12 system OK will have to be displayed on the accessory inflator switch LED before the system can function normally.

Rear Leveling Shock Absorbers

The shock absorber is essentially a conventional shock absorber enclosed in an air chamber. The shock absorbers are constructed with a rubber-like sleeve attached to the dust tube and attached to the shock reservoir. This makes a flexible chamber which extends the shock when the air pressure in the chamber is increased. The weight of the vehicle collapses the shock absorber when the air pressure is reduced. To maintain proper operation and to maintain reliability of the shock absorber a minimum residual air pressure of 55 kPa (8 psi) is maintained at all times by the air dryer.

Tubing and Fittings

The snap-on connectors attach the tubing to the rear shock absorbers. The connector housings contain retainer clips. When a tubing is attached to a shock fitting, the retainer clip snaps into a groove in the shock fitting, locking the tubing in position. All tubing fittings are sealed with 2 O-rings.

Air Compressor Filter

The air enters the ALC system through the filter mounted to the air compressor bracket. The filter housing contains a foam filter which prevents contaminants from entering the ALC system.

Raising Vehicle

The vehicle body is forced downward when a load is added to the vehicle. This load causes the sensor actuating arm to rotate upward. The upward movement of the sensor actuating arm activates the internal timing circuit. The sensor completes the compressor circuit to ground after an initial delay of 20 seconds. With the compressor circuit complete, the compressor runs, taking in air through the air compressor filter and sending the air through the tubing to the shock absorbers. As the shock absorbers inflate, the rear of the vehicle moves upward, rotating the sensor actuating arm back toward its original position prior to the load addition. The sensor opens the compressor circuit and shuts off the compressor once the body reaches its original height ± 4 mm (± 0.16 in).

Lowering Vehicle

The body is forced upward when an excess load is removed from the rear of the vehicle. This causes the sensor actuating arm to rotate downward. The downward rotation of the actuating arm activates the internal timing circuit. The sensor completes the solenoid valve circuit to ground after an initial delay of 20 seconds. With the solenoid valve energized, the air begins to exhaust out of the shock absorbers back through the air dryer, the solenoid valve, the air compressor filter and into the atmosphere. The sensor actuating arm rotates upward toward its original position as the rear of the vehicle lowers. When the vehicle body reaches its original height ± 4 mm (± 0.16 in), the sensor opens the solenoid circuit, de-energizing the solenoid valve, which prevents any further air from escaping.

Air Replenishment Cycle

The air replenishment cycle serves to ensure that the shock absorbers are filled with at least minimum residual pressure. The sensor commands an air replenishment cycle each time the ignition switch is turned on. Sensor position is checked when the ignition switch is turned on. If the sensor indicates that it is not necessary to raise or lower the vehicle, an internal timer circuit is activated. After a 30 second delay, the compressor is turned on for approximately 4 seconds. This ensures that the shock absorbers are filled with adequate residual pressure.

If the weight is added to, or removed from, the vehicle during the initial 30 second delay, the air replenishment cycle will be overridden and the vehicle will raise or lower after the normal delay.

Compressor Head Relief

A 1.5 second actuation of the exhaust solenoid valve occurs each time the compressor is to start to ensure the low compressor motor starting current. The 1.5 second actuation of the exhaust solenoid valve reduces the air pressure in the compressor head cavity.

Inflator Solenoid

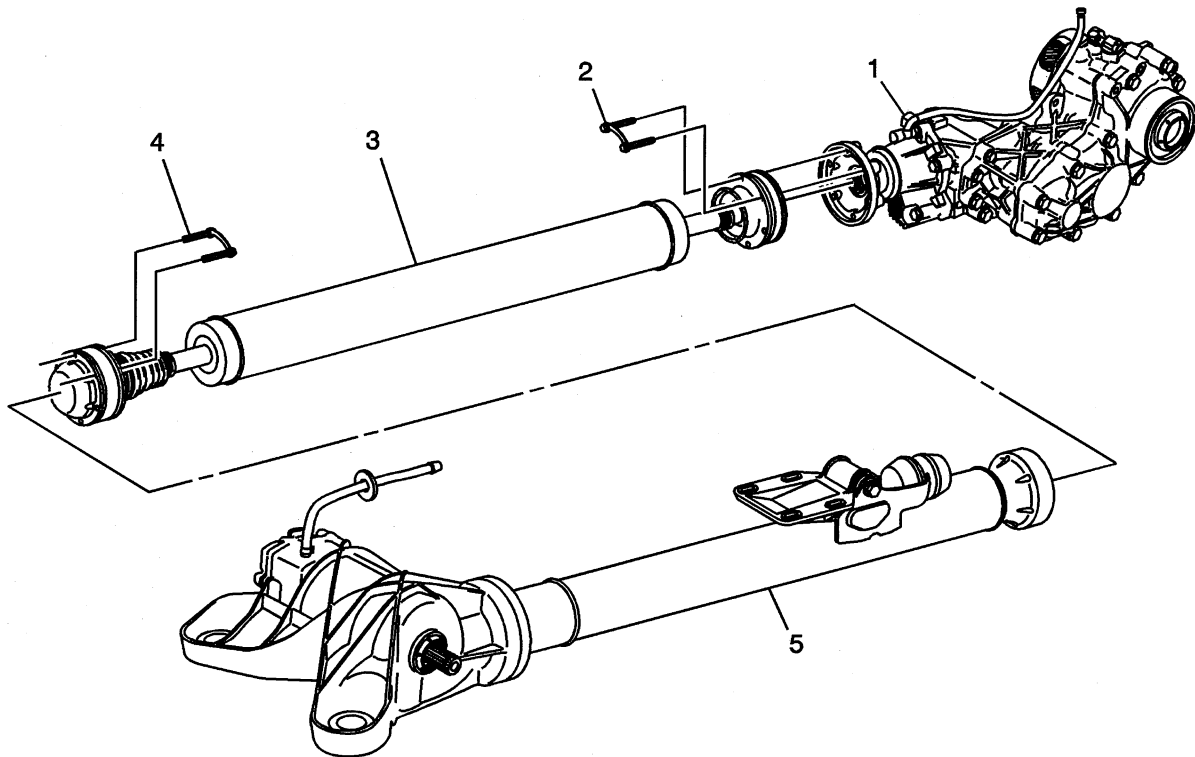
The inflator solenoid has battery voltage to it at all times and is controlled by the height sensor with providing a ground to the solenoid. The solenoid valve is mounted to the compressor bracket under the vehicle.

Inflator Switch

The inflator switch is in the rear cargo area on the driver's side on the vehicle. When the switch is depressed, the compressor is activated along with the inflator solenoid and air pressure is directed to the schrader valve that is located next to the inflator switch. The LED on the switch is also on during the inflator function. Depress the switch again and the compressor and the LED are deactivated. The switch and LED are also used for diagnostics. Depress and hold the switch for 3 seconds and the system enters self test. After roughly 200 seconds the LED will blink out the diagnostic codes.

Driveline System Description and Operation

Propeller Shaft Description and Operation



The propeller shaft (3) is of a tubular design with constant velocity joints at both the transfer case and the torque tube flanges. The forward and rearward ends of the propeller shaft mate to the transfer case and the torque tube flanges with 6 bolts each (2, 4) utilizing special crescent-shaped washers to pair the bolts together in order to evenly distribute the clamping force.

The front constant velocity (CV) joint receives the rotational forces from the transfer case output flange. The front CV joint is of a ball-and-groove design using 6 ball bearings set in a race. The CV joint allows axial, but not lateral movement of the joint in order to compensate for the driveline inclination changes imposed by the powertrain during acceleration and deceleration. The CV joint is lubricated with a special grease that is protected from foreign material contamination by a seal similar in design to the seal on a front wheel drive shaft. The mating surface of the CV joint is protected by a metal cap which is crimped on to the CV joint, and captured between the CV joint and the transfer case output flange.

The rear CV joint receives the rotational forces transmitted through the propeller shaft from the front CV joint. These forces are then transferred to the torque tube input flange. The rear CV joint is similar in design to the front CV joint, although the rear CV joint allows lateral as well as axial movement. The lateral and axial movement of the CV joint compensates for driveline inclination changes as well as the lateral movement of the driveline during acceleration and deceleration. The CV joint is lubricated with a special grease that is protected from foreign material contamination by a bellows-type seal. The mating surface of the CV joint is protected by a metal cap which is crimped on to the CV joint, and captured between the CV joint and the torque tube input flange.

The propeller shaft and the constant velocity joints are not serviceable. The CV joints and seals should be inspected periodically, whenever the vehicle is raised for service.

Wheel Drive Shafts

Front wheel drive axles are flexible assemblies.

Front wheel drive axles consist of the following components:

- A front wheel drive shaft tri-pot joint (inner joint)
- A front wheel drive shaft constant velocity joint (outer joint)
- A front wheel drive shaft The front wheel drive shaft connects the front wheel drive shaft tri-pot joint and the front wheel drive shaft constant velocity joint.

The front wheel drive shaft tri-pot joint is completely flexible axially and laterally.

The front wheel drive shaft constant velocity joint is flexible axially.

Boots (Seals) And Clamps

The front wheel drive shaft constant velocity joint and the front wheel drive shaft tri-pot joint boots (seals) in the front wheel drive axle are made of a thermoplastic material.

The clamps in front wheel drive axle are made of stainless steel.

The boot (seal) provides the following functions:

- Protection of the internal parts of the front wheel drive shaft constant velocity joint and the front wheel drive shaft tri-pot joint. The boot (seal) protects the grease from the following sources of damage:
 - Harmful atmospheric conditions (such as extreme temperatures or ozone gas)
 - Foreign material (such as dirt or water)
- Allows angular movement and the axial movement of the front wheel drive shaft tri-pot joint.
- Allows angular movement of the front wheel drive shaft constant velocity joint.

Important

Protect the boots (seals) from sharp tools and from the sharp edges of the surrounding components.

Any damage to the boots (seals) or the clamps will result in leakage. Leakage will allow water to leak into the front wheel drive shaft tri-pot joint and the front wheel drive shaft constant velocity joints. Leakage will also allow grease to leak out of the front wheel drive shaft tri-pot joints and the front wheel drive shaft constant velocity joints.

Leakage may cause noisy front wheel drive axle operation and eventual failure of the internal components.

The clamps provide a leak proof connection for the front wheel drive shaft tri-pot joint and the front wheel drive shaft constant velocity joint at the following locations:

- The housing
- The front wheel drive shaft

The thermoplastic material performs well under normal conditions and normal operation. However, the material is not strong enough to withstand the following conditions:

- Abusive handling
- Damage from sharp objects (such as sharp tools or any sharp edges of the surrounding components in the vehicle).

Front Wheel Drive Shaft Tri-pot Joint (Inner Joint)

The front wheel drive shaft tri-pot joint is made with the tri-pot design without an over-extension limitation retainer.

The joint is constructed as follows for vehicles that are equipped with an automatic transmission:

- The left front wheel drive axle has a female spline. The female spline installs over a stub shaft that protrudes from the transaxle.

- The right front wheel drive axle has a male spline. The right front wheel drive axle uses barrel type snap rings in order to interlock with the transaxle gears.

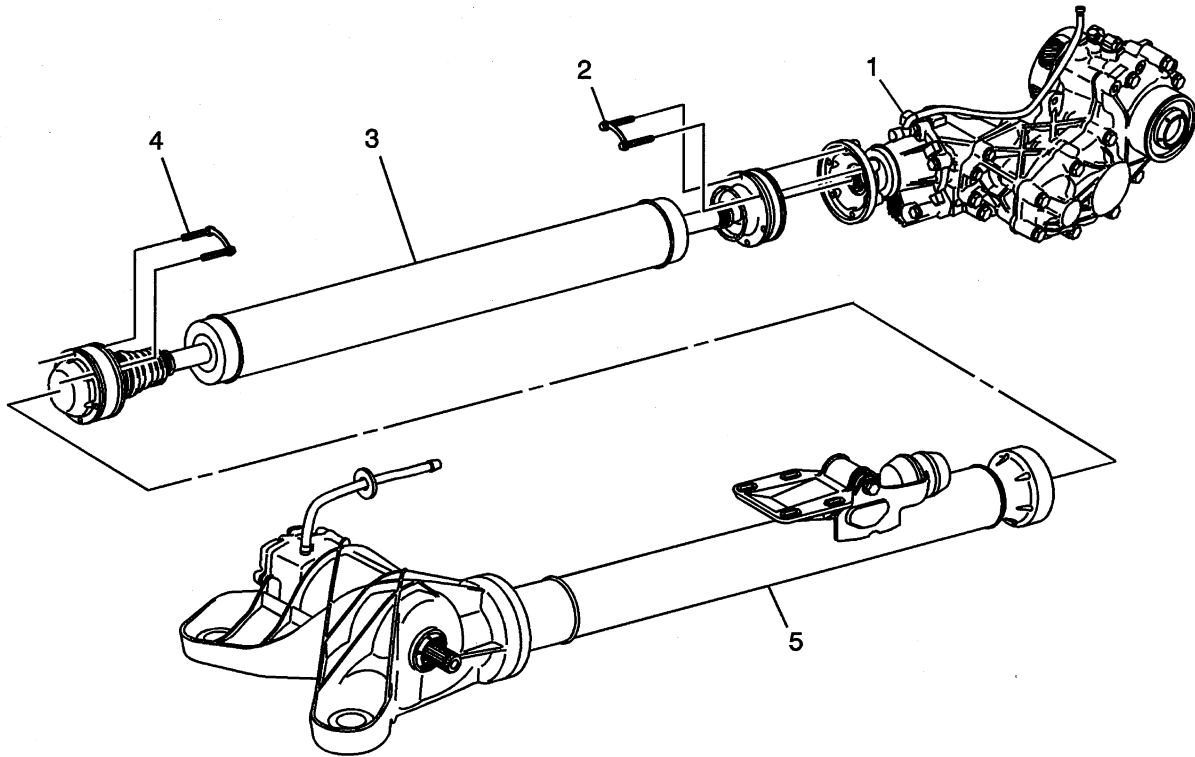
Front Wheel Drive Shaft Constant Velocity Joint (Outer Joint)

The front wheel drive shaft constant velocity joint is made with the Rzeppa joint design.

The shaft end (which mates with the knuckle/hub) has a helical spline. The helical spline ensures a tight, press-type fit.

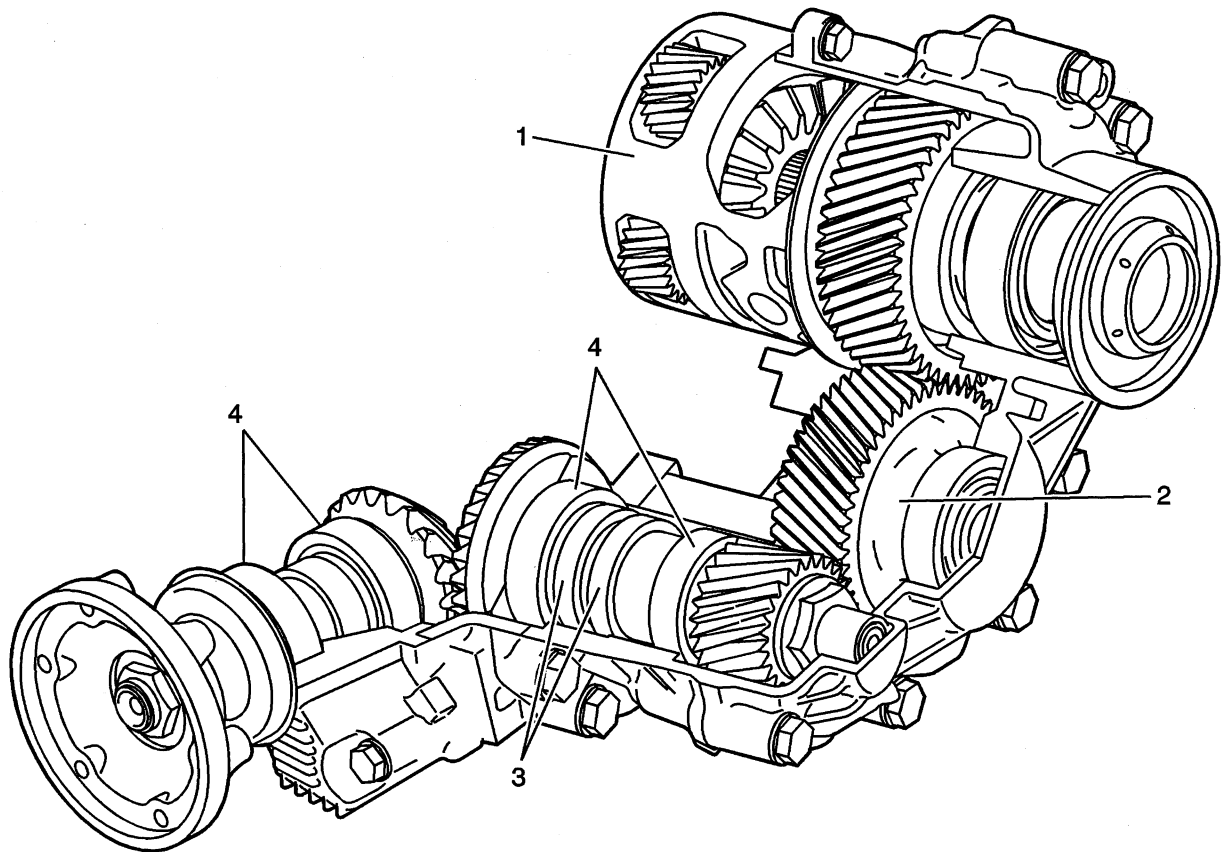
This design prevents end play between the hub bearing and the front wheel drive axle.

Differential Carrier Assembly Description



Motion/power is transferred from the engine crankshaft/flywheel through the 4T65-E automatic transaxle. A three gear transfer case (1), mated to the right side of the transaxle assembly, transfers torque/power to the rear differential (5) via a propeller shaft assembly (3). The front-to-rear gear ratio is 1.013 to 1.

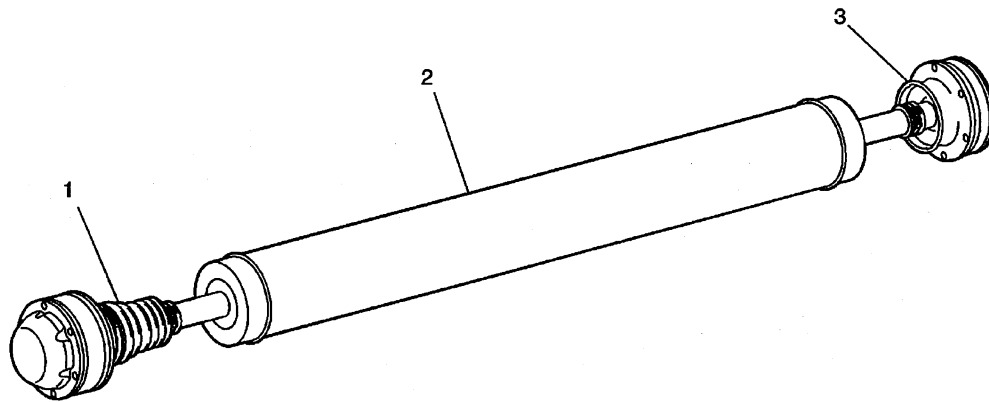
Transfer Case



The transfer case assembly consists of a four-piece aluminum housing, an input helical gear assembly or carrier (1), an idler helical gear (2), and a hypoid bevel gear set which consists of two shaft assemblies supported by tapered roller bearings (4). The design of this component changes power output from transverse to longitudinal and also positions the propeller shaft assembly near the centerline of the vehicle. The propeller shaft assembly, mated to the output flange of the transfer case, is constantly rotating and spins at a rate equal to an average of the two front wheels.

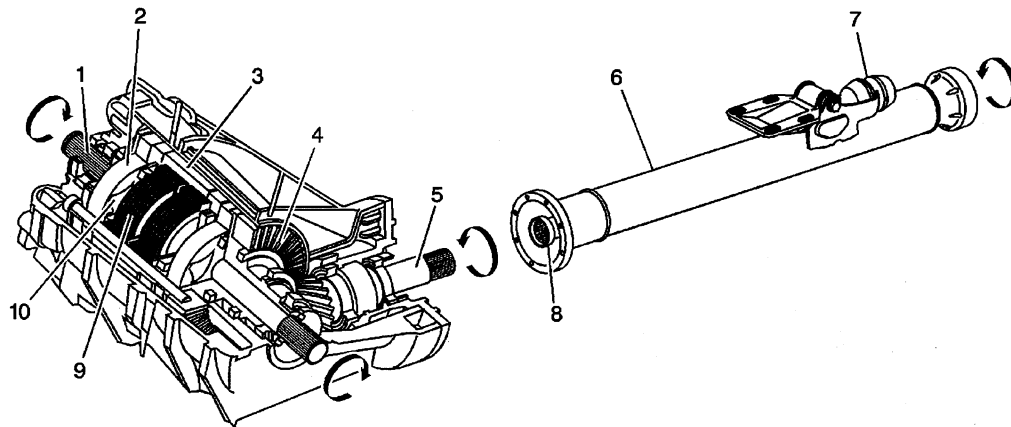
The transfer case is mated to the right side of the 4T65-E automatic transmission. Two types of lubricant are used within the transfer case: automatic transmission fluid for the three helical gear set and a unique hypoid gear oil for the bevel gears. Two oil seals, internal to the case (3) separate the two types of fluid.

Propeller Shaft



The propeller shaft assembly consists of a one-piece aluminum tube (2) and front and rear constant velocity type joints (1 and 3). The rear constant velocity joint (3) is a plunging type design and will plunge forward and rearward as required. Dust boots, at each joint, contain the joint lubricating grease and protect the components from dirt and debris. The propeller shaft assembly is retained to the transfer case output flange and the rear differential input flange by retaining bolts. The propeller shaft is serviced as an assembly.

Rear Differential



The rear differential assembly consists of a torque tube assembly (6), three-piece differential housing, ring and pinion (4 and 5), and a differential carrier assembly (3).

The aluminum torque tube housing (6) contains an internal drive shaft (8) that is supported by roller bearings at each end. The internal drive shaft is retained to the front propeller shaft assembly by bolts and splined to the differential pinion shaft. External to the tube are a vehicle mounting bracket and a noise and vibration dampner (7).

The pinion shaft (5) is positioned in an aluminum pinion housing and is supported by tapered roller bearings. A shim between the pinion and differential housings provides the proper backlash for the ring and pinion. The ring gear (4) is retained externally to the differential carrier assembly (3) by bolts. Both the transfer case hypoid gears and the rear differential assembly use unique type synthetic gear oil.

The differential carrier assembly (3) consists of left and right side clutch pack drum, separate left and right axle sub shafts (1), left and right gerotor pump components (2 and 10), left and right clutch packs (9), left and right pistons, and internal valves.

The Versatrak® on-demand system operates as follows: The propeller shaft assembly, mated to the output flange of the transfer case, is constantly rotating and spins at a rate equal to an average of the two front wheels. Under normal straight-ahead non-slip driving conditions, the external (2) and internal (10) gears of the differential gerotor pumps are rotating at an equal rate of speed. Under those conditions, there is no speed differential between the pump gears, no pump pressure created, no clutch pack activation, and no torque transfer. During a front-wheel slip condition, the external gears (2) of the gerotor pumps rotate at a faster rate of speed than the rear-wheel driven internal gears (10). The gerotor pumps pull oil from the sump through the clutch pump check valve sending pressurized oil to each individual piston to activate the separate clutch packs. On-demand torque/drive is provided to each of the rear wheels as required. A valve internal to each piston housing controls maximum clutch pack pressure. A second valve within each housing is temperature compensating and controls fluid flow based on ambient temperature. The system operates in both forward and rearward vehicle directions.

In the event a spare wheel of a smaller diameter is used on any of the four positions, the wheel rotational speed difference is detected by the wheel speed sensors of the anti-lock brake system (ABS) system. The powertrain control module (PCM) directs the clutch pump check valve to close and block oil flow to the gerotor pumps. The clutch pump check valve also monitors the sump oil for an over-temperature condition. If differential oil temperature exceeds 110°C (230°F), the valve will close and block oil flow to the gerotor pumps. In both spare wheel usage and over-temperature conditions, a "closed" valve will alert the PCM to illuminate the control panel "AWD Disable" light.

Differential Lock System Description and Operation

The All Wheel Drive (AWD) system provides On-Demand all wheel drive, distributing variable torque/power to the rear wheels via individual axle shaft assemblies. On-Demand drive is provided to each of the rear wheels only when slippage is detected at the front wheels. As long as there is no slippage at the front wheels, there is no front-to-rear speed differential and no need for rear wheel drive torque. In the event there is front-to-rear wheel speed differential/slippage, a rotational speed difference between the gerotor pump components (rotor and housing) occurs. In those instances, the rotor draws fluid from the sump and through the internal passages of the differential carrier, sending pressurized fluid to a piston (actuating the specific rear wheel clutch pack). In the event of a spare wheel (of smaller diameter) is used on any of the four positions, the wheel rotational speed difference is detected by the wheel speed sensors of the ABS system. The powertrain module directs the differential inlet valve to close and block oil flow to the gerotor pumps. The inlet valve also monitors the sump oil for an "overtemperature" condition. If differential oil temperature exceeds 110°C (230°F), the valve will close and block oil flow to the gerotor pumps. In both spare wheel usage and overtemperature conditions, an activated inlet valve will illuminate the control panel AWD Disable indicator.

View the list of major components that make up the AWD system below.

AWD Disable indicator

The AWD Disable indicator is located in the instrument panel cluster. This lamp is used to inform the driver that the AWD system has been disabled and no torque will be applied to the rear wheels during a slip condition. The AWD Disable indicator is controlled by the powertrain control module via a class 2 message.

Differential Clutch Pump Actuator Check Valve

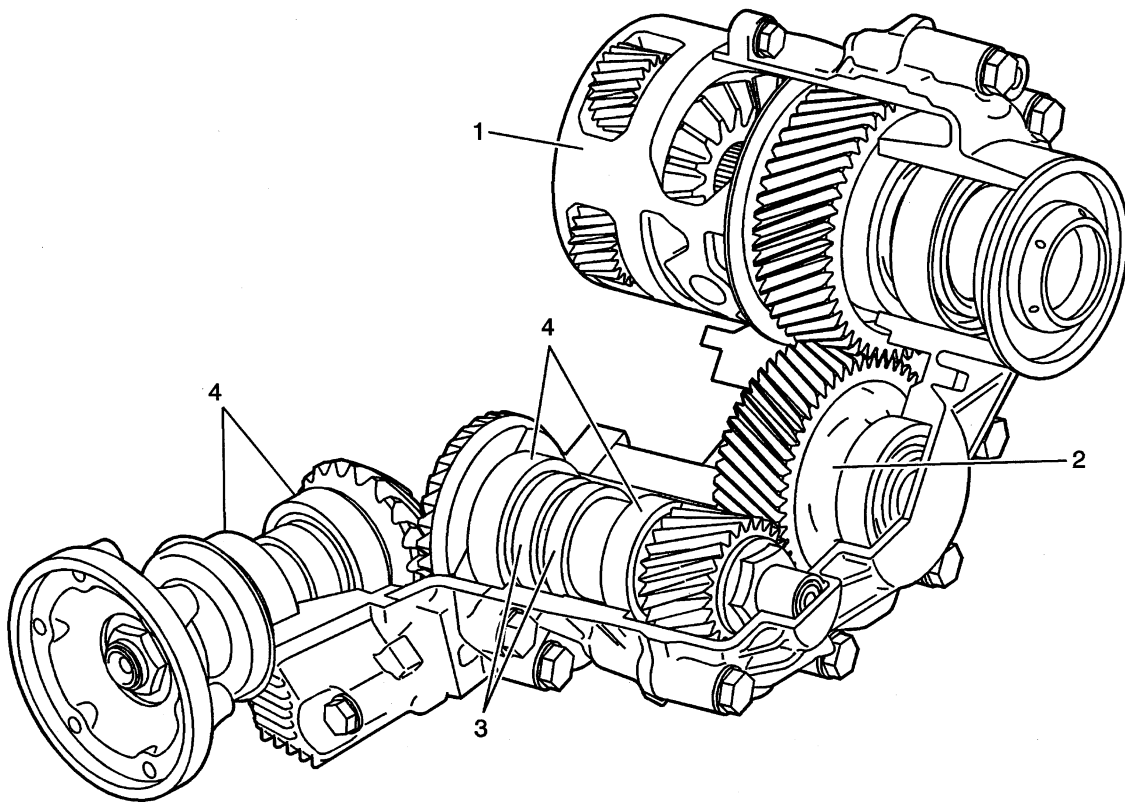
The differential clutch pump actuator check valve controls the oil flow to the gerotor pumps. Without fluid pressure the pistons cannot apply the clutchpacks for rear wheel engagement. The actuator check valve

will open upon engine startup and remain open unless commanded closed by the powertrain control module. The actuator check valve also monitors the sump oil for an overtemperature condition. If differential oil temperature exceeds 110°C (230°F), the valve will close and block oil flow to the gerotor pumps.

Powertrain Control Module

The powertrain control module monitors the data from the ABS controller and Rear Drive Module (RDM) for proper operating conditions. If inappropriate conditions are present the PCM commands the differential clutch pump actuator check valve closed, disabling the AWD system. The PCM also commands the AWD Disable indicator on.

Transfer Case Description and Operation



The transfer case assembly consists of a four-piece aluminum housing, an input helical gear assembly (carrier) (1), an idler helical gear (2), and a hypoid bevel gear set which consists of two shaft assemblies supported by tapered roller bearings (4). The design of this component changes power output from transverse to longitudinal and also positions the propeller shaft assembly near the centerline of the vehicle. The propeller shaft assembly (mated to the output flange of the transfer case) is constantly rotating and spins at a rate equal to an average of the two front wheels.

The transfer case is mated to the right side of the 4T65-E automatic transmission. Two types of lubricant are used within the transfer case: automatic transmission fluid for the three helical gear set and a unique hypoid gear oil for the bevel gears. Two oil seals, internal to the case (3) separate the two types of fluid.

Braking System Description and Operation

Hydraulic Brake System Description and Operation

System Component Description

The hydraulic brake system consists of the following:

Hydraulic Brake Master Cylinder Fluid Reservoir

Contains supply of brake fluid for the hydraulic brake system.

Hydraulic Brake Master Cylinder

Converts mechanical input force into hydraulic output pressure.

Hydraulic output pressure is distributed from the master cylinder through two hydraulic circuits, supplying diagonally-opposed wheel apply circuits.

Hydraulic Brake Pressure Balance Control System

Regulates brake fluid pressure delivered to hydraulic brake wheel circuits, in order to control the distribution of braking force.

Pressure balance control is achieved through dynamic rear proportioning (DRP), which is a function of the ABS modulator.

Hydraulic Brake Pipes and Flexible Brake Hoses

Carries brake fluid to and from hydraulic brake system components.

Hydraulic Brake Wheel Apply Components

Converts hydraulic input pressure into mechanical output force.

System Operation

Mechanical force is converted into hydraulic pressure by the master cylinder, regulated to meet braking system demands by the pressure balance control system, and delivered to the hydraulic brake wheel circuits by the pipes and flexible hoses. The wheel apply components then convert the hydraulic pressure back into mechanical force which presses linings against rotating brake system components.

Brake Assist System Description and Operation

System Component Description

The brake assist system consists of the following:

Brake Pedal

Receives, multiplies and transfers brake system input force from driver.

Brake Pedal Pushrod

Transfers multiplied input force received from brake pedal to brake booster.

Vacuum Brake Booster

Uses source vacuum to decrease effort required by driver when applying brake system input force.

When brake system input force is applied, air at atmospheric pressure is admitted to the rear of both vacuum diaphragms, providing a decrease in brake pedal effort required. When input force is removed, vacuum replaces atmospheric pressure within the booster.

Vacuum Source

Supplies force used by vacuum brake booster to decrease brake pedal effort.

Vacuum Source Delivery System

Enables delivery and retention of source vacuum for vacuum brake booster.

System Operation

Brake system input force is multiplied by the brake pedal and transferred by the pedal pushrod to the hydraulic brake master cylinder. Effort required to apply the brake system is reduced by the vacuum brake booster.

Disc Brake System Description and Operation

System Component Description

The disc brake system consists of the following components:

Disc Brake Pads

Applies mechanical output force from the hydraulic brake calipers to friction surfaces of brake rotors.

Disc Brake Rotors

Uses mechanical output force applied to friction surfaces from the disc brake pads to slow speed of tire and wheel assembly rotation.

Disc Brake Pad Hardware

Secures disc brake pads firmly in proper relationship to the hydraulic brake calipers. Enables a sliding motion of brake pads when mechanical output force is applied.

Disc Brake Caliper Hardware

Provides mounting for hydraulic brake caliper and secures the caliper firmly in proper relationship to caliper bracket. Enables a sliding motion of the brake caliper to the brake pads when mechanical output force is applied.

System Operation

Mechanical output force is applied from the hydraulic brake caliper pistons to the inner brake pads. As the pistons press the inner brake pads outward, the caliper housings draw the outer brake pads inward. This allows the output force to be equally distributed. 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 both the brake pad and brake caliper hardware is essential for even distribution of braking force.

Park Brake System Description and Operation

System Component Description

The park brake system consists of the following:

Park Brake Lever Assembly

Receives, multiplies, and transfers park brake system apply input force from operator to park brake cable system.

Releases applied park brake system when lever is returned to at-rest, lowered, position.

Park Brake Cables

Transfers input force received from park brake lever, through park brake cable equalizer, to park brake apply levers.

Park Brake Cable Equalizer

Evenly distributes input force to both the left and right park brake units.

Park Brake Apply Lever

Multiplies and transfers input force to park brake actuator/adjuster.

Park Brake Actuator/Adjuster

Uses multiplied input force from apply lever to expand drum brake shoes toward the friction surface of the brake drum.

Threaded park brake actuators/adjusters are also used to control clearance between the drum brake shoes and the friction surface of the brake drum.

Drum Brake Shoes

Applies mechanical output force from park brake actuator/adjuster to friction surface of the brake drum.

System Operation

Park brake apply input force is received by the park brake lever assembly being applied. The input force is multiplied by the lever assembly, transferred, and evenly distributed, through the park brake cables and the park brake cable equalizer, to the left and right park brake apply levers. The park brake apply levers multiply and transfer the apply input force to the park brake actuators/adjusters which expand the drum brake shoes toward the friction surface of the brake drum in order to prevent the rotation of the rear tire and wheel assemblies. The park brake lever assembly releases an applied park brake system when it is returned to the at-rest, lowered, position.

ABS Description and Operation

Antilock Brake System

When wheel slip is detected during a brake application, the ABS enters antilock mode. During antilock braking, hydraulic pressure in the individual wheel circuits is controlled to prevent any wheel from slipping. A separate hydraulic line and specific solenoid valves are provided for each wheel. The ABS can decrease, hold, or increase hydraulic pressure to each wheel brake. The ABS cannot, however, increase hydraulic pressure above the amount which is transmitted by the master cylinder during braking.

During antilock braking, a series of rapid pulsations is felt in the brake pedal. These pulsations are caused by the rapid changes in position of the individual solenoid valves as the EBCM responds to wheel speed sensor inputs and attempts to prevent wheel slip. These pedal pulsations are present only during antilock braking and stop when normal braking is resumed or when the vehicle comes to a stop. A ticking or popping noise may also be heard as the solenoid valves cycle rapidly. During antilock braking on dry pavement, intermittent chirping noises may be heard as the tires approach slipping. These noises and pedal pulsations are considered normal during antilock operation.

Vehicles equipped with ABS may be stopped by applying normal force to the brake pedal. Brake pedal operation during normal braking is no different than that of previous non-ABS systems. Maintaining a constant force on the brake pedal provides the shortest stopping distance while maintaining vehicle stability.

Engine Description and Operation

Engine Mechanical – 3.5L (LX9)

Mechanical Specifications

Application	Specification	
	Metric	English
General Data		
Engine Type	60 degree V-6	
Displacement	3.5L	214 cu in
RPO	LX9	
VIN	8	
Bore	94 mm	3.70 in
Stroke	84 mm	3.31 in
Compression Ratio	9.8:1	
Firing Order	123456	
Spark Plug Gap	1.52 mm	0.060 in
Block		
Camshaft Bearing Bore Diameter - Front and Rear	51.03-51.08 mm	2.009-2.011 in
Camshaft Bearing Bore Diameter - Middle #2, #3	50.77-50.82 mm	1.999-2.001 in
Crankshaft Main Bearing Bore Diameter	72.1535-72.1695 mm	2.840-2.841 in
Crankshaft Main Bearing Bore Out-of-Round	0.008 mm	0.00031 in
Cylinder Bore Diameter	93.991-94.009 mm	3.700-3.701 in
Cylinder Bore Out-of-Round - Diameter - Production	0.020 mm	0.0008 in
Cylinder Bore Out-of-Round - Diameter - Service	0.025 mm	0.001 in
Cylinder Bore Taper - Production	0.020 mm	0.0008 in
Cylinder Bore Taper - Service	0.025 mm	0.001 in
Cylinder Head Deck Height	224 mm	8.818 in
Cylinder Head Deck Surface Flatness	0.05 mm per 152 mm	0.0019 in per 6 in
Valve Lifter Bore Diameter	21.417-21.455 mm	0.843-0.844 in
Camshaft		
Camshaft Bearing Inside Diameter	47.516-47.541 mm	1.871-1.872 in
Camshaft Journal Diameter	47.443-47.468 mm	1.868-1.869 in
Camshaft Journal Out-of-Round	0.025 mm	0.001 in
Camshaft Lobe Lift - Exhaust	6.9263 mm	0.2727 in
Camshaft Lobe Lift - Intake	6.9263 mm	0.2727 in
Cooling System		
Capacity	12.4 liters	13.1 quarts
Thermostat Full Open Temperature	195 degrees	
Connecting Rod		
Connecting Rod Bearing Clearance	0.18-0.062 mm	0.0007-0.017 in
Connecting Rod Bore Diameter	60.322-60.338 mm	2.375-2.376 in
Connecting Rod Bore Out-of-Round	0.006 mm	0.00023 in
Connecting Rod Length - Center to Center	150 mm	5.9 in
Connecting Rod Side Clearance	0.200-0.241 mm	0.008-0.009 in
Connecting Rod Journal Diameter	57.122-57.138 mm	2.249-2.250 in
Crankshaft		
Connecting Rod Journal Diameter	57.122-57.138 mm	2.248-2.249 in
Connecting Rod Journal Out-of-Round	0.005 mm	0.0002 in
Connecting Rod Journal Taper	0.008 mm	0.0003 in

Application	Specification	
	Metric	English
Connecting Rod Journal Width	21.92-22.08 mm	0.863-0.869 in
Crankshaft End Play	0.060-0.210 mm	0.0024-0.0083 in
Crankshaft Main Bearing Journal Width	23.9-24.1 mm	0.941-0.949 in
Crankshaft Main Bearing Clearance	0.019-0.064 mm	0.0008-0.0025 in
Crankshaft Main Journal Diameter	67.239-67.257 mm	2.6473-2.6483 in
Crankshaft Main Journal Out-of-Round	0.005 mm	0.0002 in
Crankshaft Main Journal Taper	0.008 mm	0.0003 in
Crankshaft Rear Flange Runout	0.04 mm	0.0016 in
Cylinder Head		
Combustion Chamber Depth - at Measurement Point	2.2 mm	0.087 in
Surface Finish - Maximum	2.8 RA	
Surface Flatness - Block Deck	0.08 mm Per 152 mm	0.003 in Per 6 in
Surface Flatness - Exhaust Manifold Deck	0.1 mm	0.004 in
Surface Flatness - Intake Manifold Deck	0.1 mm	0.004 in
Valve Guide Bore - Exhaust	8.01 mm	0.315 in
Valve Guide Bore - Intake	8.01 mm	0.315 in
Valve Guide Installed Height	16.6 mm	0.654 in
Lubrication System		
Oil Capacity - with Filter	3.8 liter	4.0 quarts
Oil Capacity - without Filter	3.3 liter	3.5 quarts
Oil Pressure - @ 1850 RPM	207-310 kPa	30-45 PSI
Oil Pump		
Gear Diameter	38.05-38.10 mm	1.498-1.500 in
Gear Pocket - Depth	30.53-30.59 mm	1.202-1.204 in
Gear Pocket - Diameter	38.176-38.226 mm	1.503-1.505 in
Gears Lash	0.094-0.195 mm	0.0037-0.0077 in
Relief Valve-to-Bore Clearance	0.038-0.089 mm	0.0015-0.0035 in
Piston Ring End Gap		
First Compression Ring	0.18-0.39 mm	0.007-0.015 in
Second Compression Ring	0.48-0.74 mm	0.019-0.029 in
Oil Control Ring	0.25-0.74 mm	0.010-0.029 in
Piston Ring to Groove Clearance		
First Compression Ring	0.03-0.076 mm	0.001-0.003 in
Second Compression Ring	0.04-0.078 mm	0.002-0.003 in
Oil Control Ring	0.09 mm	0.004 in
Piston Ring Thickness		
First Compression Ring	1.164-1.190 mm	0.046-0.047 in
Second Compression Ring	1.472-1.490 mm	0.058 in
Oil Control Ring - Maximum	2.440 mm	0.096 in
Piston		
Piston Diameter - production	93.980-94.020 mm	3.7-3.701 in
Piston Diameter - service limit	93.960 mm	3.699 in
Piston Pin Bore Diameter	24.008-24.013 mm	0.9452-0.9454 in
Piston Ring Groove Width	1.23-1.255 mm	0.048-0.049 in
Piston to Bore Clearance - production	-0.029 to +0.029 mm	-0.0011 to +0.011 in
Piston to Bore Clearance - service limit - Maximum	0.080 mm	0.003 in

Application	Specification	
	Metric	English
Pin		
Piston Pin Clearance to Connecting Rod Bore - Press Fit	-0.022 to +0.044 mm	-0.0008 to +0.0017 in
Piston Pin Clearance to Piston Pin Bore	0.008-0.016 mm	0.0003-0.0006 in
Piston Pin Diameter	23.997-24.000 mm	0.9447-0.9448 in
Piston Pin Length	59.87-60.13 mm	2.35-2.36 in
Valves		
Valve Face Angle	45 degrees	
Valve Seat Angle	46 degrees	
Valve Seat Depth - Intake - from deck face	7.9-8.1 mm	0.311-0.318 in
Valve Seat Depth - Exhaust - from deck face	8.9-9.1 mm	0.350-0.358 in
Valve Seat Width - Intake	1.55-1.80 mm	0.061-0.071 in
Valve Seat Width - Exhaust	1.70-2.0 mm	0.067-0.079 in
Valve Stem-to-Guide Clearance	0.026-0.068 mm	0.0010-0.0027 in
Valve Lifters/Push Rods		
Push Rod Length - Intake	144.2 mm	5.67 in
Push Rod Length - Exhaust	152.5 mm	6.0 in
Valve Springs		
Valve Spring Free Length	50.0 mm	1.91 in
Valve Spring Installed Height	44.2 mm	1.74 in
Valve Spring Load - Closed	343 N [commat]44.2 mm	77 lb 1.74 in
Valve Spring Load - Open	1041 N [commat]33 mm	234 lb 1.299 in
Valve Spring Total Number of Coils	7.10	

Fastener Tightening Specifications

Application	Specification	
	Metric	English
Camshaft Position Sensor Bolt	10 N·m	89 lb in
Camshaft Sprocket Bolt	140 N·m	103 lb ft
Camshaft Thrust Plate Screw	10 N·m	89 lb in
Connecting Rod Bearing Cap Bolt		
First Pass	25 N·m	18 lb ft
Final Pass	110 degrees	
Coolant Drain Plug	19 N·m	14 lb ft
Coolant Temperature Sensor	23 N·m	17 lb ft
Crankshaft Balancer Bolt		
First Pass	70 N·m	52 lb ft
Final Pass	70 degrees	
Crankshaft Main Bearing Cap Bolt/Stud		
First Pass	50 N·m	37 lb ft
Final Pass	77 degrees	
Crankshaft Oil Deflector Nut	25 N·m	18 lb ft
Crankshaft Position Sensor Stud - Side of Engine Block	10 N·m	89 lb in
Cylinder Head Bolt		
First Pass	60 N·m	44 lb ft
Final Pass	95 degrees	
Drive Belt Tensioner Bolt	50 N·m	37 lb ft
EGR Valve Assembly Bolt	30 N·m	22 lb ft
EGR Valve Pipe Bolt - EGR	25 N·m	18 lb ft
Engine Front Cover Bolt		
Large Bolt	55 N·m	41 lb ft
Medium Bolt	55 N·m	41 lb ft
Small Bolt	27 N·m	20 lb ft
Engine Mount Strut and A/C Compressor Bracket Bolt	50 N·m	37 lb ft
Engine Mount Strut and Lift Bracket Bolt - Engine Lift Rear	50 N·m	37 lb ft
Engine Mount Strut and Generator Bracket Bolt	50 N·m	37 lb ft
Engine Mount Strut and Support Bracket Bolt	25 N·m	18 lb ft
Engine Oil Pressure Indicator Switch	16 N·m	12 lb ft
Engine Wiring Harness Bracket Bolt	13 N·m	115 lb in
EVAP Purge Valve Bolt	10 N·m	89 lb in
Exhaust Crossover Pipe Heat Shield Bolt	10 N·m	89 lb in
Exhaust Crossover Pipe Stud/Nut	25 N·m	18 lb ft
Exhaust Manifold Heat Shield Bolt	10 N·m	89 lb in
Exhaust Manifold Nut	16 N·m	12 lb ft
Exhaust Manifold Stud	18 N·m	13 lb ft
Flywheel Bolt	70 N·m	52 lb ft
Front Oil Gallery Plug - Small	19 N·m	14 lb ft
Front Oil Gallery Plug - Large	33 N·m	24 lb ft
Fuel Feed Pipe to Fuel Injector Rail Bolt	10 N·m	89 lb in
Fuel Injector Rail Bolt	10 N·m	89 lb in
Heated Oxygen Sensor	42 N·m	31 lb ft
Heater Inlet Pipe Nut	25 N·m	18 lb ft
Heater Inlet Pipe Stud	35 N·m	26 lb ft
Ignition Coil Bracket Bolt/Nut/Stud	25 N·m	18 lb ft
Intake Manifold Coolant Pipe Bolt	10 N·m	89 lb in
Knock Sensor	25 N·m	18 lb ft
Lower Intake Manifold Bolt - Center	20 N·m	15 lb ft

Application	Specification	
	Metric	English
Lower Intake Manifold Bolt - Corner	25 N·m	18 lb ft
MAP Sensor Bolt	10 N·m	89 lb in
Oil Cooler Connector	50 N·m	37 lb ft
Oil Cooler Fitting	19 N·m	14 lb ft
Oil Cooler Pipe Bolt	10 N·m	89 lb in
Oil Filter Adapter Bolt	25 N·m	18 lb ft
Oil Filter	30 N·m	22 lb ft
Oil Filter Bypass Hole Plug	19 N·m	14 lb ft
Oil Filter Fitting	39 N·m	29 lb ft
Oil Level Indicator Tube Bolt	25 N·m	18 lb ft
Oil Pan Bolt	25 N·m	18 lb ft
Oil Pan Drain Plug	25 N·m	18 lb ft
Oil Pan Side Bolt	50 N·m	37 lb ft
Oil Pump Cover Bolt	10 N·m	89 lb in
Oil Pump Drive Clamp Bolt	36 N·m	27 lb ft
Oil Pump Mounting Bolt	41 N·m	30 lb ft
PCV Tube Clip bolt - Foul Air	10 N·m	89 lb in
Piston Oil Nozzle Bolt	10 N·m	89 lb in
Rear Oil Gallery Plug - 1/4 inch	19 N·m	14 lb ft
Rear Oil Gallery Plug - 3/8 inch	33 N·m	24 lb ft
Spark Plug - Initial Installation	20 N·m	15 lb ft
Spark Plug - After Initial Installation	15 N·m	11 lb ft
Thermostat Bypass Pipe to Engine Front Cover Bolt	10 N·m	89 lb in
Thermostat Bypass Pipe to Throttle Body Nut/Bolt	10 N·m	89 lb in
Throttle Body Bolt	10 N·m	89 lb in
Throttle Body Stud	6 N·m	53 lb in
Timing Chain Dampener Bolt	21 N·m	15 lb ft
Upper Intake Manifold Bolt/Stud	25 N·m	18 lb ft
Valve Lifter Guide Bolt	10 N·m	89 lb in
Valve Rocker Arm Bolt	32 N·m	24 lb ft
Valve Rocker Arm Cover Bolt	10 N·m	89 lb in
Water Outlet Bolt	25 N·m	18 lb ft
Water Pump Bolt	10 N·m	89 lb in
Water Pump Pulley Bolt	25 N·m	18 lb ft

Engine Component Description

The cylinder block is made of cast alloy iron. The cylinder block has 6 cylinders that are arranged in a V shape. There are 3 cylinders in each bank. The cylinder banks are set at a 60 degree angle from each other.

Starting from the front of the engine - accessory belt end, the right bank cylinders are 2, 4, 6. The left bank cylinders are 1, 3, 5.

Four main bearings support the crankshaft. The crankshaft is retained by the bearing caps. The bearing caps are machined with the block for proper alignment and clearances. The main bearing caps are drilled and tapped for the structural oil pan side bolts.

The aluminum cylinder heads have individual intake and exhaust ports for each cylinder. The valve guides are pressed in. The roller rocker arms are located on a pedestal in a slot in the cylinder head. The roller rocker arms are retained on individual threaded bolts.

The crankshaft is forged steel - some applications use cast iron, with deep rolled fillets on all 6 crankpins and all 4 main journals. Four steel-backed aluminum bearings are used. The #3 bearing is the end-thrust bearing.

2005 Chevrolet Uplander Restoration Kit

The camshaft is made from a new metal composite design. The camshaft profile is a hydraulic roller design. The camshaft is supported by 4 journals. The camshaft includes an oil pump drive gear.

The pistons are cast aluminum using 2 compression rings and 1 oil control ring. The pistons also have 2 polymer coated patches on the skirt for noise reduction. The piston pin is offset 0.8 mm (0.031 in) towards the major thrust side. This placement allows for a gradual change in thrust pressure against the cylinder wall as the piston travels its path. The pins are made of chromium steel and have a floating fit in the pistons. The pins are retained in the connecting rods by a press fit.

The connecting rods are made of forged steel. Full pressure lubrication is directed to the connecting rods by drilled oil passages from the adjacent main bearing journal.

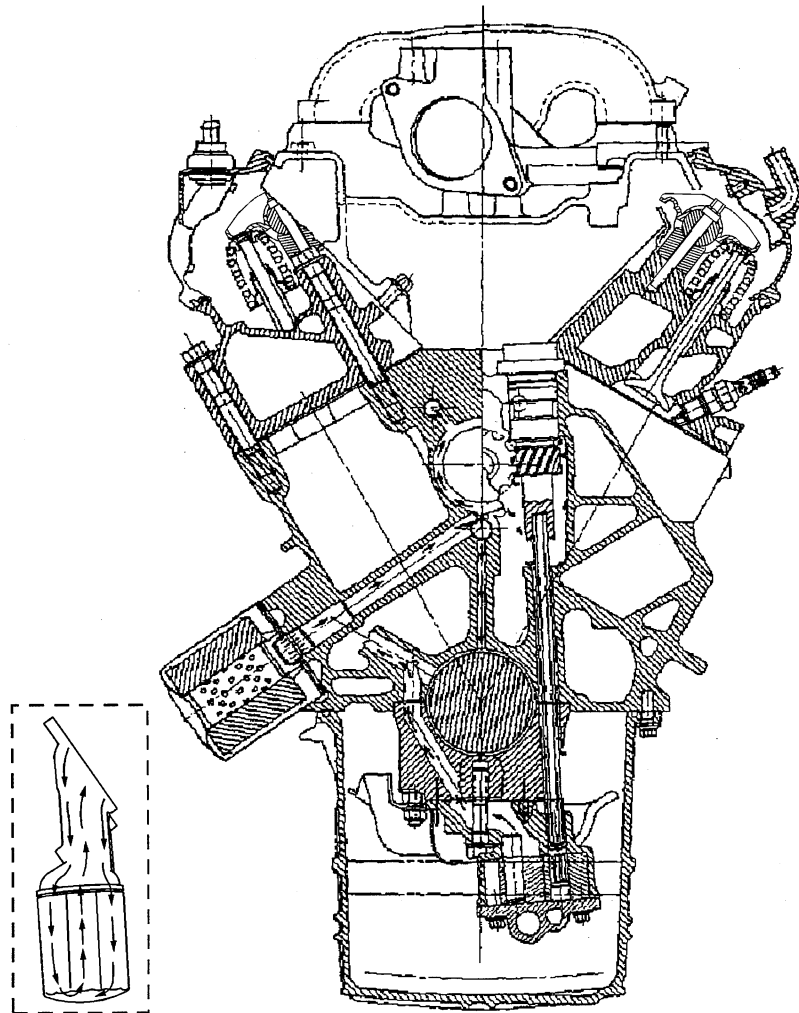
A roller rocker type valve train is used. Motion is transmitted from the camshaft through the hydraulic roller lifter and from the pushrod to the roller rocker arm. The rocker arm pivots on the needle roller bearings. The rocker arm transmits the camshaft motion to the valve. The rocker arm pedestal is located in a slot in the cylinder head. The rocker arm is retained in the cylinder head by a bolt. The pushrod is located by the rocker arm.

The intake manifold is a 2-piece cast aluminum unit. The intake manifold centrally supports a fuel rail with 6 fuel injectors.

The exhaust manifolds are cast nodular iron.

Lubrication System Description

Front View



Full pressure lubrication, through a full flow oil filter, is furnished by a gear type oil pump. The oil is drawn up through the pickup screen and the tube. The oil passes through the pump to the oil filter.

The oil filter is a full flow paper element unit. An oil filter bypass is used in order to ensure oil supply during the following conditions:

- On a cold start
- If the filter is plugged
- If the filter develops excessive pressure drop

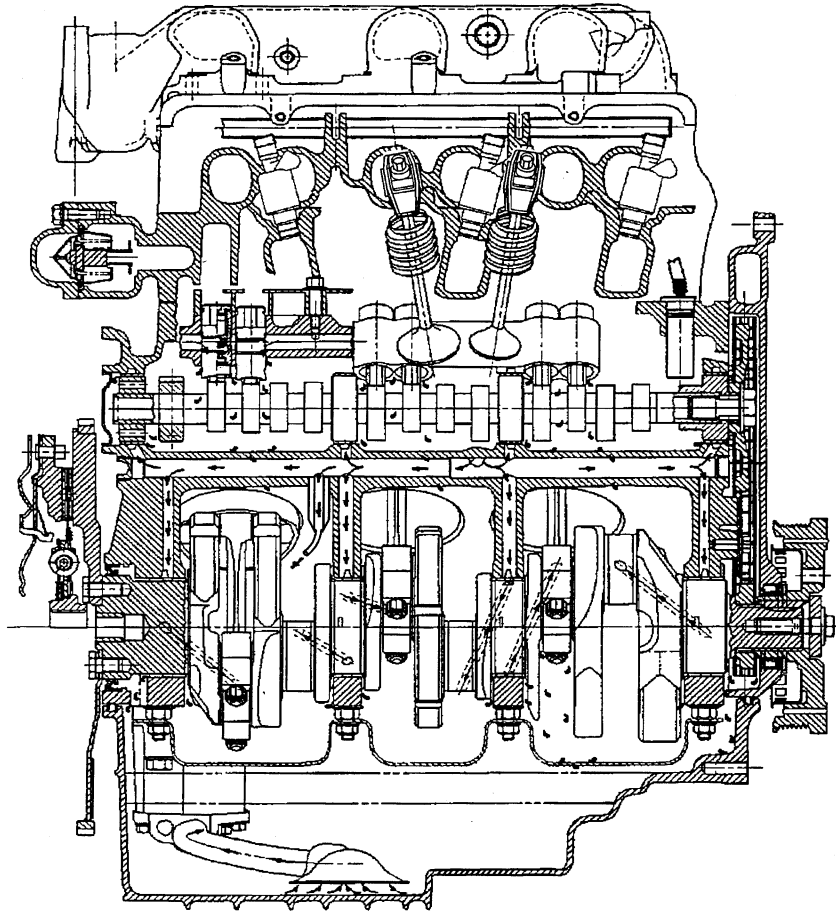
The bypass is designed to open at 69-83 kPa (10-12 psi).

A priority oil delivery system supplies oil first to the crankshaft journals. The oil from the crankshaft main bearings is supplied to the connecting rod bearings by intersecting the passages drilled in the crankshaft. The passages supply the oil to the crankshaft main bearings and the camshaft bearings through the intersecting vertical drilled holes. The oil passages from the camshaft journals supply oil to the hydraulic lifters.

The piston oil nozzle lubricates the pistons and cylinder walls in cylinders 5 and 6. A nonserviceable check valve integrated into the nozzle prevents oil bleed down from the nozzle when the engine is not running.

The hydraulic lifters pump oil up through the pushrods to the rocker arms. The cast dams in the crankcase casting direct the oil that drains back from the rocker arms in order to supply the camshaft lobes. The camshaft chain drive is lubricated by indirect oil splash.

Right View



Drive Belt System Description

The drive belt system consists of the following components:

- The drive belt
- The drive belt tensioner
- The crankshaft balancer pulley
- The accessory drive components
 - The generator
 - The A/C compressor
 - The water pump

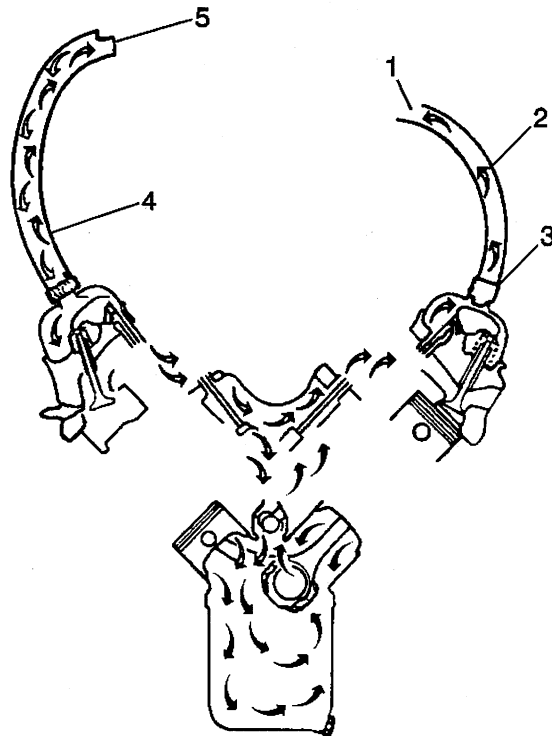
The drive belt system uses one belt. The drive belt is thin so that it can bend backwards and has several ribs to match the grooves in the pulleys. The drive belt is made of different types of rubbers (chloroprene or EPDM) and have different layers or plys containing either fiber cloth or cords for reinforcement.

Both sides of the drive belt may be used to drive the different accessory drive components. When the back side of the drive belt is used to drive a pulley, the pulley is smooth.

The drive belt is pulled by the crankshaft balancer pulley across the accessory drive component pulleys. The spring loaded drive belt tensioner keeps constant tension on the drive belt to prevent the drive belt from slipping. The drive belt tensioner arm will move when loads are applied to the drive belt by the accessory drive components and the crankshaft.

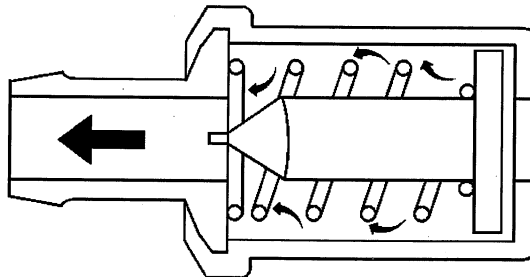
Crankcase Ventilation System Description

General Description



A crankcase ventilation system is used to consume crankcase vapors (1) in the combustion process instead of venting them to atmosphere. Fresh air from the throttle body is supplied to the crankcase, mixed with blow by gases, and then passed through a positive crankcase ventilation (PCV) valve (3) into the intake manifold.

Operation



The primary control is through the positive crankcase ventilation (PCV) valve which meters the flow at a rate depending on inlet vacuum. To maintain idle quality, the PCV valve restricts the flow when inlet vacuum is high. If abnormal operating conditions arise, the system is designed to allow excessive amounts of blow by gases to back flow through the crankcase vent into the throttle body to be consumed by normal combustion.

Engine Cooling

Fastener Tightening Specifications

Application	Specification	
	Metric	English
A/C Condenser Tube Clip Screw	6 N·m	53 lb in
Coolant Heater	50 N·m	37 lb ft
Cooling Fan Shroud Bolts	6 N·m	53 lb in
Discharge Hose to Condenser Block Nut	16 N·m	12 lb ft
Engine Block Drain Plug	22 N·m	16 lb ft
Engine Mount Strut Bracket Bolt - Upper Radiator Support	28 N·m	21 lb ft
Engine Mount Strut Nut	48 N·m	35 lb ft
Evaporator Inlet Tube to Condenser Bolt	16 N·m	12 lb ft
Radiator Drain Cock	2 N·m	18 lb in
Radiator Lower Air Deflector Bolt	20 N·m	15 lb ft
Radiator to Condenser Bolt	2.5 N·m	22 lb in
Radiator Upper Mount Bolt	10 N·m	89 lb in
Thermostat Bypass Pipe Bolt	11 N·m	98 lb in
Thermostat Bypass Pipe Nut	25 N·m	18 lb ft
Thermostat Housing Bolt	25 N·m	18 lb ft
Water Pump Bolt	10 N·m	89 lb in
Water Pump Pulley Bolt	25 N·m	18 lb ft

Cooling System Description and Operation

Cooling Fan Control

The engine cooling fan system consists of 2 electrical cooling fans and 3 fan relays. The relays are arranged in a series/parallel configuration that allows the powertrain control module (PCM) to operate both fans together at low or high speeds. The cooling fans and fan relays receive battery positive voltage from the underhood junction block.

During low speed operation, the PCM supplies the ground path for the low speed fan relay through the low speed cooling fan relay control circuit. This energizes the cooling fan 1 relay coil, closes the relay contacts, and supplies battery positive voltage from the cool fan 1 maxifuse® through the cooling fan motor supply voltage circuit to the left cooling fan. The ground path for the left cooling fan is through the cooling fan relay and the right cooling fan. The result is a series circuit with both fans running at low speed.

During high speed operation the PCM supplies the ground path for the cooling fan 1 relay through the low speed cooling fan relay control circuit. After a 3-second delay, the PCM supplies a ground path for the cooling fan 2 relay and the cooling fan relay through the high speed cooling fan relay control circuit. This energizes the cooling fan relay coil, closes the relay contacts, and provides a ground path for the left cooling fan. At the same time the cooling fan 2 relay coil is energized closing the relay contacts and provides battery positive voltage from the cool fan 2 maxifuse® on the cooling fan motor supply voltage circuit to the right cooling fan. During high speed fan operation, both engine cooling fans have there own ground path. The result is a parallel circuit with both fans running at high speed.

Engine Coolant Indicators

Hot Coolant Temp

The IPC illuminates the hot coolant temperature indicator in the message center when the IPC determines that the coolant temperature is greater than 128°C (262°F).

Coolant Level Control

The engine cooling system contains an engine coolant level module which alerts the driver in the event of a coolant loss. The coolant level module sends out a coolant loss signal over the low coolant level

indicator control circuit via the underhood accessory wiring junction block. If the coolant level module reads a low coolant level in the cooling system, the switch closes. The instrument cluster has a coolant level warning indicator.

Coolant Heater

The optional engine coolant heater (RPO K05) operates using 110-volt AC external power and is designed to warm the coolant in the engine block area for improved starting in very cold weather -29°C (-20°F). The coolant heater helps reduce fuel consumption when a cold engine is warming up. The unit is equipped with a detachable AC power cord. A weather shield on the cord is provided to protect the plug when not in use.

Cooling System

The cooling system's function is to maintain an efficient engine operating temperature during all engine speeds and operating conditions. The cooling system is designed to remove approximately one-third of the heat produced by the burning of the air-fuel mixture. When the engine is cold, the coolant does not flow to the radiator until the thermostat opens. This allows the engine to warm quickly.

Cooling Cycle

Coolant flows from the radiator outlet and into the water pump inlet. Some coolant flows from the water pump, to the heater core, then back to the water pump. This provides the passenger compartment with heat and defrost capability as the coolant warms up.

Coolant also flows from the water pump outlet and into the engine block. In the engine block, the coolant circulates through the water jackets surrounding the cylinders where it absorbs heat.

The coolant then flows through the cylinder head gasket openings and into the cylinder heads. In the cylinder heads, the coolant flows through the water jackets surrounding the combustion chambers and valve seats, where it absorbs additional heat.

From the cylinder heads, the coolant flows to the thermostat. The flow of coolant will either be stopped at the thermostat until the engine reaches normal operating temperature, or it will flow through the thermostat and into the radiator where it is cooled. At this point, the coolant flow cycle is completed.

Efficient operation of the cooling system requires proper functioning of all cooling system components. The cooling system consists of the following components:

Coolant

The engine coolant is a solution made up of a 50-50 mixture of DEX-COOL and suitable drinking water. The coolant solution carries excess heat away from the engine to the radiator, where the heat is dissipated to the atmosphere.

Radiator

The radiator is a heat exchanger. It consists of a core and two tanks. The aluminum core is a tube and fin crossflow design that extends from the inlet tank to the outlet tank. Fins are placed around the outside of the tubes to improve heat transfer to the atmosphere.

The inlet and outlet tanks are a molded, high temperature, nylon reinforced plastic material. A high temperature rubber gasket seals the tank flange edge to the aluminum core. The tanks are clamped to the core with clinch tabs. The tabs are part of the aluminum header at each end of the core.

The radiator also has a drain cock located in the bottom of the left hand tank. The drain cock unit includes the drain cock and drain cock seal.

The radiator removes heat from the coolant passing through it. The fins on the core transfer heat from the coolant passing through the tubes. As air passes between the fins, it absorbs heat and cools the coolant.

Pressure Cap

The pressure cap seals the cooling system. It contains a blow off or pressure valve and a vacuum or atmospheric valve. The pressure valve is held against its seat by a spring, which protects the radiator from excessive cooling system pressure. The vacuum valve is held against its seat by a spring, which permits opening of the valve to relieve vacuum created in the cooling system as it cools off. The vacuum, if not relieved, might cause the radiator and/or coolant hoses to collapse.

The pressure cap allows cooling system pressure to build up as the temperature increases. As the pressure builds, the boiling point of the coolant increases. Engine coolant can be safely run at a temperature much higher than the boiling point of the coolant at atmospheric pressure. The hotter the coolant is, the faster the heat transfers from the radiator to the cooler, passing air.

The pressure in the cooling system can get too high. When the cooling system pressure exceeds the rating of the pressure cap, it raises the pressure valve, venting the excess pressure.

As the engine cools down, the temperature of the coolant drops and a vacuum is created in the cooling system. This vacuum causes the vacuum valve to open, allowing outside air into the surge tank. This equalizes the pressure in the cooling system with atmospheric pressure, preventing the radiator and coolant hoses from collapsing.

Coolant Recovery System

The coolant recovery system consists of a plastic coolant recovery reservoir and overflow tube. The recovery reservoir is also called a recovery tank or expansion tank. It is partially filled with coolant and is connected to the radiator fill neck with the overflow tube. Coolant can flow back and forth between the radiator and the reservoir.

In effect, a cooling system with a coolant recovery reservoir is a closed system. When the pressure in the cooling system gets too high, it will open the pressure valve in the pressure cap. This allows the coolant, which has expanded due to being heated, is allowed to flow through the overflow tube and into the recovery reservoir. As the engine cools down, the temperature of the coolant drops and a vacuum is created in the cooling system. This vacuum opens the vacuum valve in the pressure cap, allowing some of the coolant in the reservoir to be siphoned back into the radiator. Under normal operating conditions, no coolant is lost. Although the coolant level in the recovery reservoir goes up and down, the radiator and cooling system are kept full. An advantage to using a coolant recovery reservoir is that it eliminates almost all air bubbles from the cooling system. Coolant without bubbles absorbs heat much better than coolant with bubbles.

Air Baffles and Seals

The cooling system uses deflectors, air baffles and air seals to increase cooling system capability. Deflectors are installed under the vehicle to redirect airflow beneath the vehicle and through the radiator to increase engine cooling. Air baffles are also used to direct airflow through the radiator and increase cooling capability. Air seals prevent air from bypassing the radiator and A/C condenser, and prevent recirculation of hot air for better hot weather cooling and A/C condenser performance.

Water Pump

The water pump is a centrifugal vane impeller type pump. The pump consists of a housing with coolant inlet and outlet passages and an impeller. The impeller is mounted on the pump shaft and consists of a series of flat or curved blades or vanes on a flat plate. When the impeller rotates, the coolant between the vanes is thrown outward by centrifugal force.

The impeller shaft is supported by one or more sealed bearings. The sealed bearings never need to be lubricated. Grease cannot leak out, dirt and water cannot get in as long as the seal is not damaged or worn.

The purpose of the water pump is to circulate coolant throughout the cooling system. The water pump is driven by the crankshaft via the drive belt.

Thermostat

The thermostat is a coolant flow control component. Its purpose is to help regulate the operating temperature of the engine. It utilizes a temperature sensitive wax-pellet element. The element connects to a valve through a small piston. When the element is heated, it expands and exerts pressure against the small piston. This pressure forces the valve to open. As the element is cooled, it contracts. This contraction allows a spring to push the valve closed.

When the coolant temperature is below the rated thermostat opening temperature, the thermostat valve remains closed. This prevents circulation of the coolant to the radiator and allows the engine to warm up. After the coolant temperature reaches the rated thermostat opening temperature, the thermostat valve will open. The coolant is then allowed to circulate through the thermostat to the radiator where the engine heat is dissipated to the atmosphere. The thermostat also provides a restriction in the cooling system, after it has opened. This restriction creates a pressure difference which prevents cavitation at the water pump and forces coolant to circulate through the engine block.

Engine Oil Cooler

The engine oil cooler is a heat exchanger. It is located inside the left side end tank of the radiator. The engine oil temperature is controlled by the temperature of the engine coolant that surrounds the oil cooler in the radiator.

The engine oil pump, pumps the oil through the engine oil cooler line to the oil cooler. The oil then flows through the cooler where the engine coolant absorbs heat from the oil. The oil is then pumped through the oil cooler return line, to the oil filter, to the engine block oil system.

Transmission Oil Cooler

The transmission oil cooler is a heat exchanger. It is located inside the right side end tank of the radiator. The transmission fluid temperature is regulated by the temperature of the engine coolant in the radiator.

The transmission oil pump, pumps the fluid through the transmission oil cooler line to the transmission oil cooler. The fluid then flows through the cooler where the engine coolant absorbs heat from the fluid. The fluid is then pumped through the transmission oil cooler return line, to the transmission.

Engine Electrical

Fastener Tightening Specifications

Application	Specification	
	Metric	English
Battery Hold-Down Retainer Bolt	25 N·m	18 lb ft
Battery Tray Bolt/Nut	16 N·m	12 lb ft
Battery Tray Support Bolt/Stud	25 N·m	18 lb ft
Drive Belt Idler Pulley Bolt	50 N·m	37 lb ft
Drive Belt Tensioner Bolt	50 N·m	37 lb ft
Flywheel Inspection Cover Bolt	10 N·m	89 lb in
Generator Bolt	50 N·m	37 lb ft
Generator Bracket Bolt	50 N·m	37 lb ft
Generator Nut	30 N·m	22 lb ft
Ground Cable Nut	25 N·m	18 lb ft
Negative Battery Cable Bolt	17 N·m	13 lb ft
Positive Battery Cable Bolt	17 N·m	13 lb ft
Starter Bolt	40 N·m	30 lb ft
Starter Solenoid Battery Terminal Nut	17 N·m	13 lb ft
Starter Solenoid S Terminal Nut	3 N·m	27 lb in

Battery Usage

Application	Specification
Cold Cranking Amperes	600 A
Reserve Capacity Rating	115 min
Replacement Battery Number	34-6YR

Generator Usage

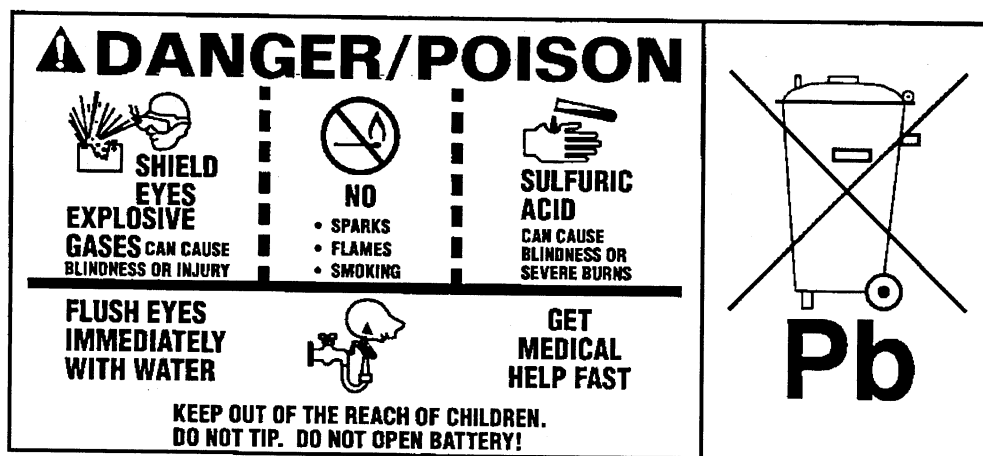
RPO LX9	
Application	Specification
Generator Model	Valeo TG10
Rated Output	115 A
Load Test Output	80 A
RPO LX9	
Application	Specification
Generator Model	Valeo TG13
Rated Output	125 A
Load Test Output	87 A

Battery Description and Operation

Caution

Batteries produce explosive gases, contain corrosive acid, and supply levels of electrical current high enough to cause burns. Therefore, to reduce the risk of personal injury when working near a battery:

- Always shield your eyes and avoid leaning over the battery whenever possible.
- Do not expose the battery to open flames or sparks.
- Do not allow the battery electrolyte to contact the eyes or the skin. Flush immediately and thoroughly any contacted areas with water and get medical help.
- Follow each step of the jump starting procedure in order.
- Treat both the booster and the discharged batteries carefully when using the jumper cables.



The maintenance free battery is standard. There are no vent plugs in the cover. The battery is completely sealed except for two small vent holes in the side. These vent holes allow the small amount of gas that is produced in the battery to escape.

The battery has three functions as a major source of energy:

- Engine cranking
- Voltage stabilizer
- Alternate source of energy with generator overload.

The battery specification label (example below) contains information about the following:

- The test ratings
- The original equipment catalog number
- The recommended replacement model number

CATALOG NO.	
1819	
CCA 770	LOAD TEST 380
REPLACEMENT MODEL 100 – 6YR	

A battery has 2 ratings:

- Reserve capacity
- Cold cranking amperage

When a battery is replaced use a battery with similar ratings. Refer to the battery specification label on the original battery or refer to Battery Usage .

Reserve Capacity

Reserve capacity is the amount of time in minutes it takes a fully charged battery, being discharged at a constant rate of 25 amperes and a constant temperature of 27°C (80°F) to reach a terminal voltage of 10.5 V. Refer to Battery Usage for the reserve capacity rating of the original equipment battery.

Cold Cranking Amperage

The cold cranking amperage is an indication of the ability of the battery to crank the engine at cold temperatures. The cold cranking amperage rating is the minimum amperage the battery must maintain for 30 seconds at -18°C (0°F) while maintaining at least 7.2 volts. Refer to Battery Usage for the cold cranking amperage rating for this vehicle.

Circuit Description

The battery positive terminal supplies Battery Positive voltage to the under hood fuse block and the rear fuse block. The under hood fuse block provides a cable connection for the generator and a cable connection for the starter.

The battery negative terminal is connected to chassis ground G305 and supplies ground for the AD converter in the DIM.

Starting System Description and Operation

The [PG] starter motors are [non-]repairable starter motors. They have pole pieces that are arranged around the armature within the starter housing. When the solenoid windings are energized, the pull-in winding circuit is completed to ground through the starter motor. The hold-in winding circuit is completed to ground through the solenoid. The windings work together magnetically to pull in and hold in the plunger. The plunger moves the shift lever. This action causes the starter drive assembly to rotate on the armature shaft spline as it engages with the flywheel ring gear on the engine. At the same time, the plunger closes the solenoid switch contacts in the starter solenoid. Full battery voltage is then applied directly to the starter motor and it cranks the engine.

As soon as the solenoid switch contacts close, current stops flowing through the pull-in winding as battery voltage is now applied to both ends of the windings. The hold-in winding remains energized; its magnetic field is strong enough to hold the plunger, shift lever, starter drive assembly, and solenoid switch contacts in place to continue cranking the engine. When the engine starts, the pinion gear overrun protects the armature from excessive speed until the switch is opened.

When the ignition switch is released from the START position, crank voltage is removed from the starter solenoid S terminal. Current flows from the motor contacts through both windings to ground at the end of the hold-in winding. However, the direction of the current flow through the pull-in winding is now in the opposite direction of the current flow when the winding was first energized.

The magnetic fields of the pull-in and hold-in windings now oppose one another. This action of the windings, along with the help of the return spring, cause the starter drive assembly to disengage and the solenoid switch contacts to open simultaneously. As soon as the contacts open, the starter motor is turned off.

Charging System Description and Operation

Generator

The BOSCH generator is electrically similar to earlier models. The generator features the following major components:

- The delta stator
- The rectifier bridge
- The rotor with slip rings and brushes
- A conventional pulley
- Dual internal fans
- The regulator

Regulator

The voltage regulator controls the rotor field current in order to limit the system voltage. When the field current is on, the regulator switches the current on and off at a rate of 400 cycles per second in order to perform the following functions:

- Radio noise control
- Obtain the correct average current needed for proper system voltage control

At high speeds, the on-time may be 10 percent with the off-time at 90 percent. At low speeds, the on-time may be 90 percent and the off-time 10 percent.

Circuit Description

The generator provides voltage to operate the vehicle's electrical system and to charge its battery. A magnetic field is created when current flows through the rotor. This field rotates as the rotor is driven by the engine, creating an AC voltage in the stator windings. The AC voltage is converted to DC by the rectifier bridge and is supplied to the electrical system at the battery terminal.

When the engine is running, the generator turn-on signal is sent to the generator from the PCM, turning on the regulator. The generator's voltage regulator controls current to the rotor, thereby controlling the output voltage. The rotor current is proportional to the electrical pulse width supplied by the regulator. When the engine is started, the regulator senses generator rotation by detecting AC voltage at the stator through an internal wire. Once the engine is running, the regulator varies the field current by controlling the pulse width. This regulates the generator output voltage for proper battery charging and electrical system operation. The generator F terminal is connected internally to the voltage regulator and externally to the PCM. When the voltage regulator detects a charging system problem, it grounds this circuit to signal the PCM that a problem exists. The PCM monitors the generator field duty cycle signal circuit. The system voltage sense circuit receives B+ voltage that is Hot At All Times through the DIM fuse in the rear fuse block. This voltage is used by the regulator as the reference for system voltage control.

When the ignition switch is turned to RUN, the charge indicator turns on for a few seconds (bulb check), then turns off. The powertrain control module (PCM) commands the bulb of the charge indicator on by

sending a Class 2 serial data line message to the instrument panel cluster when the PCM detects a charging system problem.

Engine Controls

Engine Controls – 3.5L (LX9)

Ignition System Specifications

Application	Specification	
	Metric	English
Firing Order	1-2-3-4-5-6	
Spark Plug Wire Resistance	4,018 ohms per meter (1,225 ohms per ft)	
Spark Plug Torque	15 N·m	11 lb ft
Spark Plug Gap	1.52 mm	.060 in
Spark Plug Type	41-101	

Fastener Tightening Specifications

Application	Specification	
	Metric	English
Accelerator Cable Bracket Retaining Bolts	13 N·m	115 lb in
Accelerator Cable Bracket Retaining Nut	10 N·m	89 lb in
Accelerator Pedal Retaining Bolt	3 N·m	27 lb in
Air Cleaner Duct Clamps	2 N·m	18 lb in
Air Cleaner Housing Nuts	10 N·m	89 lb in
Air Cleaner Retainer Screws	6 N·m	40 lb in
Air Cleaner Upper Cover Bolt	2.3 N·m	20 lb in
Camshaft Position (CMP) Sensor Retaining Bolt	8 N·m	71 lb in
Crankshaft Position 7X (CKP) Sensor Bolts	11 N·m	97 lb in
Crankshaft Position 24X (CKP) Sensor Bolts	10 N·m	89 lb in
Engine Coolant Temperature (ECT) Sensor	20 N·m	15 lb ft
EVAP Canister Purge Valve Retaining Bolt	10 N·m	89 lb in
EVAP Canister Retainer Bolt	10 N·m	89 lb in
Exhaust Gas Recirculation (EGR) Pipe Bolt	25 N·m	18 lb ft
Exhaust Gas Recirculation Pipe Nut	25 N·m	18 lb ft
Exhaust Gas Recirculation Valve Bolts	30 N·m	22 lb ft
Exhaust Shield Bolt	2 N·m	18 lb in
Exhaust Shield Nut	1 N·m	9 lb in
Fuel Feed and Return Pipes to Fuel Rail	17 N·m	13 lb ft
Fuel Filler Hose Clamp	3 N·m	27 lb in
Fuel Filler Pipe Attaching Screw	10 N·m	89 lb in
Fuel Filter Fitting	27 N·m	20 lb ft
Fuel Pipe Mounting Bolts	6 N·m	53 lb in
Fuel Pipe Retainer Bolt	25 N·m	18 lb ft
Fuel Pressure Regulator Attaching Screw	8.5 N·m	75 lb in
Fuel Rail Attaching Bolts	10 N·m	89 lb in
Fuel Tank Retaining Strap Bolts	35 N·m	26 lb ft
Heated Oxygen Sensors (HO2S)	41 N·m	30 lb ft
Idle Air Control (IAC) Valve Attaching Screws	3 N·m	27 lb in
Ignition Coil to Ignition Control Module Screws	4.5 N·m	40 lb in
Knock Sensor (KS)	19 N·m	14 lb in
Manifold Absolute Pressure (MAP) Sensor Retaining Screws	3 N·m	27 lb in
PCM Connector Screws	8 N·m	71 lb in
Spark Plugs	15 N·m	11 lb ft
Throttle Body Retaining Nuts or Bolts	10 N·m	89 lb in
Throttle Position (TP) Sensor Screws	2 N·m	18 lb in

Fuel System Specifications

Use regular unleaded gasoline rated at 87 octane or higher. It is recommended that the gasoline meet specifications which have been developed by the American Automobile Manufacturers Association (AAMA) and endorsed by the Canadian Motor Vehicle Manufacturers Association for better vehicle performance and engine protection. Gasoline meeting the AAMA specification could provide improved driveability and emission control system performance compared to other gasoline. For more information, write to: American Automobile Manufacturer's Association, 7430 Second Ave, Suite 300, Detroit MI 48202.

Be sure the posted octane is at least 87. If the octane is less than 87, you may get a heavy knocking noise when you drive. If it is bad enough, it can damage your engine.

If you're using fuel rated at 87 octane or higher and you hear heavy knocking, your engine needs service. Don't worry if you hear a little pinging noise when you're accelerating or driving up a hill. That is normal and you don't have to buy a higher octane fuel to get rid of pinging. It is the heavy, constant knock that means you have a problem.

Notice

Your vehicle was not designed for fuel that contains methanol. Do not use methanol fuel which can corrode metal parts in your fuel system and also damage plastic and rubber parts. This kind of damage would not be covered under your warranty.

If your vehicle is certified to meet California Emission Standards (indicated on the under hood emission control label), it is designed to operate on fuels that meet California specifications. If such fuels are not available in states adopting California emissions standards, your vehicle will operate satisfactorily on fuels meeting federal specifications, but emission control system performance may be affected. The malfunction indicator lamp on your instrument panel may turn on and/or your vehicle may fail a smog-check test. If this occurs, return to your authorized dealer for diagnosis to determine the cause of failure. In the event it is determined that the cause of the condition is the type of fuels used, repairs may not be covered by your warranty.

Some gasoline that are not reformulated for low emissions may contain an octane-enhancing additive called methylcyclopentadienyl manganese tricarbonyl (MMT). Ask your service station operator whether or not the fuel contains MMT.

Exhaust System

Fastener Tightening Specifications

Application	Specification	
	Metric	English
Catalytic Converter-to-Exhaust Manifold Bolt/Nut	31 N·m	23 lb ft
Exhaust Gas Recirculation (EGR) Pipe Bolt	10 N·m	89 lb in
Exhaust Manifold Heat Shield Bolt	10 N·m	89 lb in
Exhaust Manifold Nut	16 N·m	12 lb ft
Exhaust Pipe Clamp Nut	50 N·m	37 lb ft
Front Catalytic Converter-to-Rear Catalytic Converter Nut	31 N·m	23 lb ft
Oxygen Sensor	42 N·m	31 lb ft
Rear Catalytic Converter-to-Muffler Nut	30 N·m	22 lb ft

Exhaust System Description

Important

Use of non-OEM parts may cause driveability concerns.

The exhaust system design varies according to the model designation and the intended use of the vehicle.

In order to secure the exhaust pipe to the exhaust manifold, the exhaust system utilizes a flange and seal joint coupling. A flange and gasket coupling secures the catalytic converter assembly to the muffler assembly.

Hangers suspend the exhaust system from the underbody, allowing some movement of the exhaust system and disallowing the transfer of noise and vibration into the vehicle.

Heat shields protect the vehicle from the high temperatures generated by the exhaust system.

The exhaust system may be comprised of the following components:

- Exhaust manifold
- Exhaust pipes
- Catalytic converters
- Exhaust muffler
- Exhaust resonator, if equipped
- Exhaust tail pipe, if equipped
- Exhaust hangers
- Exhaust heat shields

Resonator

Some exhaust systems are equipped with a resonator. The resonator, located either before or after the muffler, allows the use of mufflers with less back pressure. Resonators are used when vehicle characteristics require specific exhaust tuning.

Catalytic Converter

The catalytic converter is an emission control device added to the engine exhaust system in order to reduce hydrocarbons (HC), carbon monoxide (CO), and oxides of nitrogen (NOx) pollutants from the exhaust gas.

The catalytic converter is comprised of a ceramic monolith substrate, supported in insulation and housed within a sheet metal shell. The substrate may be washcoated with 3 noble metals:

- Platinum (Pt)
- Palladium (Pd)
- Rhodium (Rh)

The catalyst in the converter is not serviceable.

Muffler

The exhaust muffler reduces the noise levels of the engine exhaust by the use of tuning tubes. The tuning tubes create channels inside the exhaust muffler that lower the sound levels created by the combustion of the engine.

Transmission/Transaxle Description and Operation

Automatic Transmission – 4T65E

Transmission General Specifications

Name	Hydra-matic 4T65-E
RPO Codes	M15 / M76
Production Location	Warren, MI
Vehicle Platform (Engine/Transmission) Usage	U
Transaxle Drive	Transverse Mounted Front Wheel Drive
1st Gear Ratio	2.921:1
2nd Gear Ratio	1.568:1
3rd Gear Ratio	1.000:1
4th Gear Ratio	0.705:1
Reverse	2.385:1
Torque Converter Size (Diameter of Torque Converter Turbine)	245 mm (M15)
Pressure Taps	Line Pressure
Transaxle Fluid Type	DEXRON® III
Transaxle Fluid Capacity (Approximate)	Bottom Pan Removal: 7.0 L (7.4 qts) Complete Overhaul: 9.5 L (10.0 qts) Dry: 12.7 L (13.4 qts)
Transaxle Type: 4	Four Forward Gears
Transaxle Type: T	Transverse Mount
Transaxle Type: 65	Product Series
Transaxle Type: E	Electronic Controls
Chain Ratios (Designates Number of Teeth on the Drive/Driven Sprockets)	35/35
Final Drive Ratios	3.29
Overall Final Drive Ratios	3.29
Position Quadrant	P, R, N, D, 3, 2, 1
Case Material	Die Cast Aluminum
Transaxle Weight Dry	87.9 kg (194.2 lbs)
Transaxle Weight Wet	97.0 kg (214.4 lbs)
Maximum Trailer Towing Capacity	907 kg (2000 lbs)
Maximum Gross Vehicle Weight (GVW)	2903 kg (6,400 lbs)

Fastener Tightening Specifications

Application	Specification	
	Metric	English
2-1 Servo to Case	25 N·m	18 lb ft
Accumulator Cover to Case	12 N·m	106 lb in
Case Cover to Case	12 N·m	106 lb in
Case Cover to Case	12 N·m	106 lb in
Case Cover to Driven Sprocket Support	25 N·m	18 lb ft
Case Cover to Driven Sprocket Support (TORX®)	12 N·m	106 lb in
Case to Drive Sprocket Support	25 N·m	18 lb ft
Case Extension to Case	36 N·m	26 lb ft
Case Side Cover to Case	25 N·m	18 lb ft
Case Side Cover to Case (Stud)	25 N·m	18 lb ft
Case Side Cover to Case (TORX® Special)	25 N·m	18 lb ft
Detent Spring to Case Cover	12 N·m	106 lb in
Forward Band Servo Cover to Case	12 N·m	106 lb in
Manual Shaft/Detent Nut	32 N·m	23 lb ft
Oil Cooler Quick Connector	32 N·m	23 lb ft
Oil Cooler Quick Connector	32 N·m	23 lb ft
Oil Pan to Case	14 N·m	10 lb ft
Oil Pressure Test Hole Plug	12 N·m	106 lb in
Pump Body to Case	16 N·m	11 lb ft
Pump Cover to Case Cover	12 N·m	106 lb in
Pump Cover to Pump Body	8 N·m	70 lb in
Speed Sensor to Case	12 N·m	106 lb in
TFP Switch to Case	16 N·m	11 lb ft
TFP Switch to Case Cover	12 N·m	106 lb in
TFP Switch to Valve Body	8 N·m	70 lb in
Transaxle Brace to Engine Bolts	43 N·m	32 lb ft
Transaxle Brace to Transaxle Bolts	43 N·m	32 lb ft
Transaxle Mount Brace to Transaxle Bolts	95 N·m	70 lb ft
Transaxle Mount Bracket Bolts	95 N·m	70 lb ft
Transaxle Mount Lower Nuts to Transaxle Mount Frame Bracket	47 N·m	35 lb ft
Transaxle Mount to Transaxle Mount Bracket Nuts	47 N·m	35 lb ft
Transaxle Mount to Frame Nuts	47 N·m	35 lb ft
Transaxle Mount Upper Nuts	47 N·m	35 lb ft
Valve Body to Case	12 N·m	106 lb in
Valve Body to Case	12 N·m	106 lb in
Valve Body to Case Cover	12 N·m	106 lb in
Valve Body to Case Cover	12 N·m	106 lb in
Valve Body to Case Cover (TORX®)	12 N·m	106 lb in
Valve Body to Driven Sprocket Support	25 N·m	18 lb ft

Fluid Capacity Specifications

Application	Specification	
	Metric	English
Bottom Pan Removal (2WD)	7.0 L	7.4 qt
Bottom Pan Removal (AWD)	7.4 L	7.8 qt
Complete Overhaul (2WD)	9.5 L	10.0 qt
Complete Overhaul (AWD)	9.9 L	10.4 qt
Dry (2WD)	12.7 L	13.4 qt
Dry (AWD)	13.1 L	13.8 qt

Transmission Component and System Description

Transmission General Description

The 4T65-E is a fully automatic front wheel drive electronically controlled transmission. The 4T65-E provides four forward ranges including overdrive. The PCM controls shift points by means of two shift solenoids. A vane-type oil pump supplies the oil pressure. The PCM regulates oil pressure by means of a pressure control solenoid valve.

All vehicles equipped with a 4T65-E transmission have an electronically controlled capacity clutch (ECCC) system. In the ECCC system, the pressure plate does not fully lock to the torque converter cover. It is instead, precisely controlled to maintain a small amount of slippage between the engine and the turbine, reducing driveline torsional disturbances.

You can operate the transmission in any one of the following seven modes:

- P -- Park position prevents the vehicle from rolling either forward or backward. For safety reasons, use the parking brake in addition to the park position.
- R -- Reverse allows the vehicle to be operated in a rearward direction.
- N -- Neutral allows the engine to be started and operated while driving the vehicle. If necessary, you may select this position in order to restart the engine with the vehicle moving.
- D -- Overdrive is used for all normal driving conditions. Overdrive provides four gear ratios plus a converter clutch operation. Depress the accelerator in order to downshift for safe passing.
- 3 -- Drive position is used for city traffic and hilly terrain. Drive provides three gear ranges and drive range prevents the transmission from operating in fourth gear. Depress the accelerator in order to downshift.
- 2 -- Manual Second provides two gear ratios under most operating conditions. Manual Second provides acceleration and engine braking. Select this range at any vehicle speed, but the transmission will not downshift into Second gear until the vehicle speed drops below approximately 100 km/h (62 mph)
- 1 -- Manual Lo provides maximum engine braking. You may also select this range at any vehicle speed, but the transmission will not downshift into First gear until the vehicle speed drops below approximately 60 km/h (37 mph).

Mechanical Components

The mechanical components of this unit are as follows:

- A torque converter with an Electronically Controlled Capacity Clutch (ECCC)
- A drive link assembly
- 4 multiple disk clutch assemblies: Input, Second, Third and Fourth
- 3 friction bands: Forward band, 2/1 band and Reverse band
- 2 planetary gear sets: Input and Reaction
- 3 one-way clutches: a roller clutch (1-2 support) and 2 sprag clutches (Third and Input)
- A final drive and differential assembly
- A control valve assembly
- A vane type oil pump

The electrical components of this unit are as follows:

- 2 shift solenoid valves
- A torque converter clutch pulse width modulation (TCC PWM) solenoid valve
- A pressure control (PC) solenoid valve
- An automatic transmission fluid temperature (TFT) sensor
- 2 speed sensors: input shaft and vehicle speed sensors
- An automatic transmission fluid pressure (TFP) manual valve position switch
- Either an Internal Mode Switch or an exterior-mounted Transmission Range Switch.
- An automatic transmission (A/T) wiring harness assembly

Adapt Function

The 4T65-E transmission uses a line pressure control system, that has the ability to adapt line pressure to compensate for normal wear of the following parts:

- The clutch fiber plates
- The springs and seals
- The apply bands

The PCM maintains information for the following transmission adaptive systems:

Upshift Adapts (1-2, 2-3 and 3-4)

The PCM monitors the automatic transmission input shaft speed (AT ISS) sensor and the vehicle speed sensor (VSS) in order to determine when an upshift has started and completed. The PCM measures the time for the upshift. If the upshift time is longer than a calibrated value, then the PCM will adjust the current to the pressure control (PC) solenoid valve to increase the line pressure for the next shift in the same torque range. If the upshift time is shorter than the calibrated value, then the PCM will decrease the line pressure for the next shift in the same torque range.

Steady State Adapts

The PCM monitors the AT ISS sensor and the VSS after an upshift in order to determine the amount of clutch slippage. If excessive slippage is detected, then the PCM will adjust the current to the PC solenoid valve in order to increase the line pressure to maintain the proper gear ratio for the commanded gear.

The TAP information is divided into 13 units, called cells. The cells are numbered 4 through 16. Each cell represents a given torque range. TAP cell 4 is the lowest adaptable torque range and TAP cell 16 is the highest adaptable torque range. It is normal for TAP cell values to display zero or negative numbers. This indicates that the PCM has adjusted line pressure at or below the calibrated base pressure.

Automatic Transmission Shift Lock Control Description

The automatic transmission shift lock control system is a safety device that prevents an inadvertent shift out of PARK when the engine is running. The driver must press the brake pedal before moving the shift lever out of the PARK position. The system consist of the following components:

- The automatic transmission shift lock control solenoid.
- The automatic transmission shift lock control switch.
- The body control module (BCM).
- The powertrain control module (PCM).

With the ignition in the ON position, battery positive voltage is supplied to the automatic transmission shift lock control switch. The circuit continues through the normally-closed switch to the automatic transmission shift lock control solenoid. The body control module (BCM) provides a ground for the automatic transmission shift lock control solenoid when the transmission is in the PARK position. The body control module (BCM) receives the transmission gear position information via class2 serial data from the powertrain control module (PCM). This causes the automatic transmission shift lock control solenoid to energize and lock the shift lever in the PARK position. When the driver presses the brake pedal, the contacts in the automatic transmission shift lock control switch open. This causes the automatic transmission shift lock control solenoid to release. This allows the shift lever to move from the PARK position. The body control module (BCM) turns off the automatic transmission shift lock control solenoid ground circuit when the transmission is out of the PARK position.

Abbreviations and Meanings

Abbreviation	Meaning
A	
A	Ampere(s)
ABS	Antilock Brake System
A/C	Air Conditioning
AC	Alternating Current
ACC	Accessory, Automatic Climate Control
ACL	Air Cleaner
ACR4	Air Conditioning Refrigerant, Recovery, Recycling, Recharging
AD	Automatic Disconnect
A/D	Analog to Digital
ADL	Automatic Door Lock
A/F	Air/Fuel Ratio
AH	Active Handling
AIR	Secondary Air Injection
ALC	Automatic Level Control, Automatic Lamp Control
AM/FM	Amplitude Modulation/Frequency Modulation
Ant	Antenna
AP	Accelerator Pedal
APCM	Accessory Power Control Module
API	American Petroleum Institute
APP	Accelerator Pedal Position
APT	Adjustable Part Throttle
ASM	Assembly, Accelerator and Servo Control Module
ASR	Acceleration Slip Regulation
A/T	Automatic Transmission/Transaxle
ATC	Automatic Transfer Case, Automatic Temperature Control
ATDC	After Top Dead Center
ATSLC	Automatic Transmission Shift Lock Control
Auto	Automatic
avg	Average
A4WD	Automatic Four-Wheel Drive
AWG	American Wire Gage
B	
B+	Battery Positive Voltage
BARO	Barometric Pressure
BATT	Battery
BBV	Brake Booster Vacuum
BCA	Bias Control Assembly
BCM	Body Control Module
BHP	Brake Horsepower
BLK	Black
BLU	Blue
BP	Back Pressure
BPCM	Battery Pack Control Module
BPMV	Brake Pressure Modulator Valve
BPP	Brake Pedal Position
BRN	Brown

BTDC	Before Top Dead Center
BTM	Battery Thermal Module
BTSI	Brake Transmission Shift Interlock
Btu	British Thermal Units
C	
°C	Degrees Celsius
CAC	Charge Air Cooler
CAFE	Corporate Average Fuel Economy
Cal	Calibration
Cam	Camshaft
CARB	California Air Resources Board
CC	Coast Clutch
cm ³	Cubic Centimeters
CCM	Convenience Charge Module, Chassis Control Module
CCOT	Cycling Clutch Orifice Tube
CCP	Climate Control Panel
CD	Compact Disc
CE	Commutator End
CEAB	Cold Engine Air Bleed
CEMF	Counter Electromotive Force
CEX	Cabin Exchanger
cfm	Cubic Feet per Minute
cg	Center of Gravity
CID	Cubic Inch Displacement
CKP	Crankshaft Position
CKT	Circuit
C/Ltr	Cigar Lighter
CL	Closed Loop
CLS	Coolant Level Switch
CMC	Compressor Motor Controller
CMP	Camshaft Position
CNG	Compressed Natural Gas
CO	Carbon Monoxide
CO ₂	Carbon Dioxide
Coax	Coaxial
COMM	Communication
Conn	Connector
CPA	Connector Position Assurance
CPP	Clutch Pedal Position
CPS	Central Power Supply
CPU	Central Processing Unit
CRT	Cathode Ray Tube
CRTC	Cathode Ray Tube Controller
CS	Charging System
CSFI	Central Sequential Fuel Injection
CTP	Closed Throttle Position
cu ft	Cubic Foot/Feet
cu in	Cubic Inch/Inches
CV	Constant Velocity Joint
CVRSS	Continuously Variable Road Sensing Suspension

Cyl	Cylinder(s)
D	
DAB	Delayed Accessory Bus
dB	Decibels
dBA	Decibels on A-weighted Scale
DC	Direct Current, Duty Cycle
DCM	Door Control Module
DE	Drive End
DEC	Digital Electronic Controller
DERM	Diagnostic Energy Reserve Module
DI	Distributor Ignition
dia	Diameter
DIC	Driver Information Center
Diff	Differential
DIM	Dash Integration Module
DK	Dark
DLC	Data Link Connector
DMCM	Drive Motor Control Module
DMM	Digital Multimeter
DMSDS	Drive Motor Speed and Direction Sensor
DMU	Drive Motor Unit
DOHC	Dual Overhead Camshafts
DR, Drvr	Driver
DRL	Daytime Running Lamps
DTC	Diagnostic Trouble Code
E	
EBCM	Electronic Brake Control Module
EBTCM	Electronic Brake and Traction Control Module
EC	Electrical Center, Engine Control
ECC	Electronic Climate Control
ECI	Extended Compressor at Idle
ECL	Engine Coolant Level
ECM	Engine Control Module, Electronic Control Module
ECS	Emission Control System
ECT	Engine Coolant Temperature
EEPROM	Electrically Erasable Programmable Read Only Memory
EEVIR	Evaporator Equalized Values in Receiver
EFE	Early Fuel Evaporation
EGR	Exhaust Gas Recirculation
EGR TVV	Exhaust Gas Recirculation Thermal Vacuum Valve
EHPS	Electro-Hydraulic Power Steering
EI	Electronic Ignition
ELAP	Elapsed
ELC	Electronic Level Control
E/M	English/Metric
EMF	Electromotive Force
EMI	Electromagnetic Interference
Eng	Engine
EOP	Engine Oil Pressure
EOT	Engine Oil Temperature

EPA	Environmental Protection Agency
EPR	Exhaust Pressure Regulator
EPROM	Erasable Programmable Read Only Memory
ESB	Expansion Spring Brake
ESC	Electronic Suspension Control
ESD	Electrostatic Discharge
ESN	Electronic Serial Number
ETC	Electronic Throttle Control, Electronic Temperature Control, Electronic Timing Control
ETCC	Electronic Touch Climate Control
ETR	Electronically Tuned Receiver
ETS	Enhanced Traction System
EVAP	Evaporative Emission
EVO	Electronic Variable Orifice
Exh	Exhaust
F	
°F	Degrees Fahrenheit
FC	Fan Control
FDC	Fuel Data Center
FED	Federal All United States except California
FEDS	Fuel Enable Data Stream
FEX	Front Exchanger
FF	Flexible Fuel
FFH	Fuel-Fired Heater
FI	Fuel Injection
FMVSS	Federal U.S. Motor Vehicle Safety Standards
FP	Fuel Pump
ft	Foot/Feet
FT	Fuel Trim
F4WD	Full Time Four-Wheel Drive
4WAL	Four-Wheel Antilock
4WD	Four-Wheel Drive
FW	Flat Wire
FWD	Front Wheel Drive, Forward
G	
g	Grams, Gravitational Acceleration
GA	Gage, Gauge
gal	Gallon
gas	Gasoline
GCW	Gross Combination Weight
Gen	Generator
GL	Gear Lubricant
GM	General Motors
GM SPO	General Motors Service Parts Operations
gnd	Ground
gpm	Gallons per Minute
GRN	Green
GRY	Gray
GVWR	Gross Vehicle Weight Rating

H	
H	Hydrogen
H ₂ O	Water
Harn	Harness
HC	Hydrocarbons
H/CMPR	High Compression
HD	Heavy Duty
HDC	Heavy Duty Cooling
hex	Hexagon, Hexadecimal
Hg	Mercury
Hi Alt	High Altitude
HO ₂ S	Heated Oxygen Sensor
hp	Horsepower
HPL	High Pressure Liquid
HPS	High Performance System
HPV	High Pressure Vapor
HPVS	Heat Pump Ventilation System
Htd	Heated
HTR	Heater
HUD	Head-up Display
HVAC	Heater-Ventilation-Air Conditioning
HVACM	Heater-Vent-Air Conditioning Module
HVIL	High Voltage Interlock Loop
HVM	Heater Vent Module
Hz	Hertz
I	
IAC	Idle Air Control
IAT	Intake Air Temperature
IC	Integrated Circuit, Ignition Control
ICCS	Integrated Chassis Control System
ICM	Ignition Control Module
ID	Identification, Inside Diameter
IDI	Integrated Direct Ignition
IGBT	Insulated Gate Bi-Polar Transistor
ign	Ignition
ILC	Idle Load Compensator
in	Inch/Inches
INJ	Injection
inst	Instantaneous, Instant
IP	Instrument Panel
IPC	Instrument Panel Cluster
IPM	Instrument Panel Module
I/PEC	Instrument Panel Electrical Center
ISC	Idle Speed Control
ISO	International Standards Organization
ISS	Input Speed Shaft, Input Shaft Speed
K	
KAM	Keep Alive Memory
KDD	Keyboard Display Driver
kg	Kilogram

kHz	Kilohertz
km	Kilometer
km/h	Kilometers per Hour
km/l	Kilometers per Liter
kPa	Kilopascals
KS	Knock Sensor
kV	Kilovolts
L	
L	Liter
L4	Four Cylinder Engine, In-Line
L6	Six-Cylinder Engine, In-Line
lb	Pound
lb ft	Pound Feet Torque
lb in	Pound Inch Torque
LCD	Liquid Crystal Display
LDCL	Left Door Closed Locking
LDCM	Left Door Control Module
LDM	Lamp Driver Module
LED	Light Emitting Diode
LEV	Low Emissions Vehicle
LF	Left Front
lm	Lumens
LR	Left Rear
LT	Left
LT	Light
LT	Long Term
LTPI	Low Tire Pressure Indicator
LTPWS	Low Tire Pressure Warning System
M	
MAF	Mass Air Flow
Man	Manual
MAP	Manifold Absolute Pressure
MAT	Manifold Absolute Temperature
max	Maximum
M/C	Mixture Control
MDP	Manifold Differential Pressure
MFI	Multiport Fuel Injection
mi	Miles
MIL	Malfunction Indicator Lamp
min	Minimum
MIN	Mobile Identification Number
mL	Milliliter
mm	Millimeter
mpg	Miles per Gallon
mph	Miles per Hour
ms	Millisecond
MST	Manifold Surface Temperature
MSVA	Magnetic Steering Variable Assist, Magnasteer®
M/T	Manual Transmission/Transaxle
MV	Megavolt

mV	Millivolt
N	
NAES	North American Export Sales
NC	Normally Closed
NEG	Negative
Neu	Neutral
NI	Neutral Idle
NiMH	Nickel Metal Hydride
NLGI	National Lubricating Grease Institute
N·m	Newton-meter Torque
NO	Normally Open
NOx	Oxides of Nitrogen
NPTC	National Pipe Thread Coarse
NPTF	National Pipe Thread Fine
NOVRAM	Non-Volatile Random Access Memory
O	
O ₂	Oxygen
O ₂ S	Oxygen Sensor
OBD	On-Board Diagnostics
OBD II	On-Board Diagnostics Second Generation
OC	Oxidation Converter Catalytic
OCS	Opportunity Charge Station
OD	Outside Diameter
ODM	Output Drive Module
ODO	Odometer
OE	Original Equipment
OEM	Original Equipment Manufacturer
OHC	Overhead Camshaft
ohms	Ohm
OL	Open Loop, Out of Limits
ORC	Oxidation Reduction Converter Catalytic
ORN	Orange
ORVR	On-Board Refueling Vapor Recovery
OSS	Output Shaft Speed
oz	Ounce(s)
P	
PAG	Polyalkylene Glycol
PAIR	Pulsed Secondary Air Injection
PASS, PSGR	Passenger
PASS-Key®	Personalized Automotive Security System
P/B	Power Brakes
PC	Pressure Control
PCB	Printed Circuit Board
PCM	Powertrain Control Module
PCS	Pressure Control Solenoid
PCV	Positive Crankcase Ventilation
PEB	Power Electronics Bay
PID	Parameter Identification
PIM	Power Inverter Module
PM	Permanent Magnet Generator

P/N	Part Number
PNK	Pink
PNP	Park/Neutral Position
PRNDL	Park, Reverse, Neutral, Drive, Low
POA	Pilot Operated Absolute Valve
POS	Positive, Position
POT	Potentiometer Variable Resistor
PPL	Purple
ppm	Parts per Million
PROM	Programmable Read Only Memory
P/S, PS	Power Steering
PSCM	Power Steering Control Module, Passenger Seat Control Module
PSD	Power Sliding Door
PSP	Power Steering Pressure
psi	Pounds per Square Inch
psia	Pounds per Square Inch Absolute
psig	Pounds per Square Inch Gauge
pt	Pint
PTC	Positive Temperature Coefficient
PWM	Pulse Width Modulated
Q	
QDM	Quad Driver Module
qt	Quart(s)
R	
R-12	Refrigerant-12
R-134a	Refrigerant-134a
RAM	Random Access Memory, Non-permanent memory device, memory contents are lost when power is removed.
RAP	Retained Accessory Power
RAV	Remote Activation Verification
RCDLR	Remote Control Door Lock Receiver
RDCM	Right Door Control Module
Ref	Reference
Rev	Reverse
REX	Rear Exchanger
RIM	Rear Integration Module
RF	Right Front, Radio Frequency
RFA	Remote Function Actuation
RFI	Radio Frequency Interference
RH	Right Hand
RKE	Remote Keyless Entry
Rly	Relay
ROM	Read Only Memory, Permanent memory device, memory contents are retained when power is removed.
RPM	Revolutions per Minute Engine Speed
RPO	Regular Production Option
RR	Right Rear
RSS	Road Sensing Suspension
RTD	Real Time Damping
RT	Right

RTV	Room Temperature Vulcanizing Sealer
RWAL	Rear Wheel Antilock
RWD	Rear Wheel Drive
S	
s	Second(s)
SAE	Society of Automotive Engineers
SC	Supercharger
SCB	Supercharger Bypass
SCM	Seat Control Module
SDM	Sensing and Diagnostic Module
SEO	Special Equipment Option
SFI	Sequential Multiport Fuel Injection
SI	System International Modern Version of Metric System
SIAB	Side Impact Air Bag
SIR	Supplemental Inflatable Restraint
SLA	Short/Long Arm Suspension
sol	Solenoid
SO ₂	Sulfur Dioxide
SP	Splice Pack
S/P	Series/Parallel
SPO	Service Parts Operations
SPS	Service Programming System, Speed Signal
sq ft, ft ²	Square Foot/Feet
sq in, in ²	Square Inch/Inches
SRC	Service Ride Control
SRI	Service Reminder Indicator
SRS	Supplemental Restraint System
SS	Shift Solenoid
ST	Scan Tool
STID	Station Identification Station ID
S4WD	Selectable Four-Wheel Drive
Sw	Switch
SWPS	Steering Wheel Position Sensor
syn	Synchronizer
T	
TAC	Throttle Actuator Control
Tach	Tachometer
TAP	Transmission Adaptive Pressure, Throttle Adaptive Pressure
TBI	Throttle Body Fuel Injection
TC	Turbocharger, Transmission Control
TCC	Torque Converter Clutch
TCS	Traction Control System
TDC	Top Dead Center
TEMP	Temperature
Term	Terminal
TFP	Transmission Fluid Pressure
TFT	Transmission Fluid Temperature
THM	Turbo Hydro-Matic
TIM	Tire Inflation Monitoring, Tire Inflation Module
TOC	Transmission Oil Cooler

TP	Throttle Position
TPA	Terminal Positive Assurance
TPM	Tire Pressure Monitoring, Tire Pressure Monitor
TR	Transmission Range
TRANS	Transmission/Transaxle
TT	Tell Tail Warning Lamp
TV	Throttle Valve
TVRS	Television and Radio Suppression
TVV	Thermal Vacuum Valve
TWC	Three Way Converter Catalytic
TWC+OC	Three Way + Oxidation Converter Catalytic
TXV	Thermal Expansion Valve
U	
UART	Universal Asynchronous Receiver Transmitter
U/H	Underhood
U/HEC	Underhood Electrical Center
U-joint	Universal Joint
UTD	Universal Theft Deterrent
UV	Ultraviolet
V	
V	Volt(s), Voltage
V6	Six-Cylinder Engine, V-Type
V8	Eight-Cylinder Engine, V-Type
Vac	Vacuum
VAC	Vehicle Access Code
VATS	Vehicle Anti-Theft System
VCIM	Vehicle Communication Interface Mode
VCM	Vehicle Control Module
V dif	Voltage Difference
VDOT	Variable Displacement Orifice Tube
VDV	Vacuum Delay Valve
vel	Velocity
VES	Variable Effort Steering
VF	Vacuum Fluorescent
VIO	Violet
VIN	Vehicle Identification Number
VLR	Voltage Loop Reserve
VMV	Vacuum Modulator Valve
VR	Voltage Regulator
V ref	Voltage Reference
VSES	Vehicle Stability Enhancement System
VSS	Vehicle Speed Sensor
W	
w/	With
W/B	Wheel Base
WHL	Wheel
WHT	White
w/o	Without
WOT	Wide Open Throttle
W/P	Water Pump

W/S	Windshield
WSS	Wheel Speed Sensor
WU-OC	Warm Up Oxidation Converter Catalytic
WU-TWC	Warm Up Three-Way Converter Catalytic
X	
X-valve	Expansion Valve
Y	
yd	Yard(s)
YEL	Yellow

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Conversion - English/Metric

English	Multiply/ Divide by	Metric
In order to calculate English measurement, divide by the number in the center column.		
In order to calculate metric measurement, multiply by the number in the center column.		
Length		
in	25.4	mm
ft	0.3048	m
yd	0.9144	
mi	1.609	km
Area		
sq in	645.2	sq mm
	6.45	sq cm
sq ft	0.0929	sq m
sq yd	0.8361	
Volume		
cu in	16,387.00	cu mm
	16.387	cu cm
	0.0164	L
qt	0.9464	
gal	3.7854	
cu yd	0.764	cu m
Mass		
lb	0.4536	kg
ton	907.18	
	0.907	tonne (t)
Force		
Kg F	9.807	newtons (N)
oz F	0.278	
lb F	4.448	
Acceleration		
ft/s²	0.3048	m/s²
in/s²	0.0254	
Torque		
Lb in	0.11298	N·m
lb ft	1.3558	
Power		
hp	0.745	kW
Pressure (Stress)		
inches of H2O	0.2488	kPa
lb/sq in	6.895	
Energy (Work)		
Btu	1055	J (J= one Ws)
lb ft	1.3558	
kW hour	3,600,000.00	
Light		
Foot Candle	10.764	lm/m²

Velocity		
mph	1.6093	km/h
Temperature		
(°F - 32) 5/9	=	°C
°F	=	(9/5 °C + 32)
Fuel Performance		
235.215/mpg	=	100 km/L

Equivalents - Decimal and Metric

Fraction (in)	Decimal (in)	Metric (mm)
1/64	0.015625	0.39688
1/32	0.03125	0.79375
3/64	0.046875	1.19062
1/16	0.0625	1.5875
5/64	0.078125	1.98437
3/32	0.09375	2.38125
7/64	0.109375	2.77812
1/8	0.125	3.175
9/64	0.140625	3.57187
5/32	0.15625	3.96875
11/64	0.171875	4.36562
3/16	0.1875	4.7625
13/64	0.203125	5.15937
7/32	0.21875	5.55625
15/64	0.234375	5.95312
1/4	0.25	6.35
17/64	0.265625	6.74687
9/32	0.28125	7.14375
19/64	0.296875	7.54062
5/16	0.3125	7.9375
21/64	0.328125	8.33437
11/32	0.34375	8.73125
23/64	0.359375	9.12812
3/8	0.375	9.525
25/64	0.390625	9.92187
13/32	0.40625	10.31875
27/64	0.421875	10.71562
7/16	0.4375	11.1125
29/64	0.453125	11.50937
15/32	0.46875	11.90625
31/64	0.484375	12.30312
1/2	0.5	12.7
33/64	0.515625	13.09687
17/32	0.53125	13.49375
35/64	0.546875	13.89062
9/16	0.5625	14.2875
37/64	0.578125	14.68437
19/32	0.59375	15.08125
39/64	0.609375	15.47812
5/8	0.625	15.875
41/64	0.640625	16.27187

Fraction (in)	Decimal (in)	Metric (mm)
21/32	0.65625	16.66875
43/64	0.671875	17.06562
11/16	0.6875	17.4625
45/64	0.703125	17.85937
23/32	0.71875	18.25625
47/64	0.734375	18.65312
3/4	0.75	19.05
49/64	0.765625	19.44687
25/32	0.78125	19.84375
51/64	0.796875	20.24062
13/16	0.8125	20.6375
53/64	0.828125	21.03437
27/32	0.84375	21.43125
55/64	0.859375	21.82812
7/8	0.875	22.225
57/64	0.890625	22.62187
29/32	0.90625	23.01875
59/64	0.921875	23.41562
15/16	0.9375	23.8125
61/64	0.953125	24.20937
31/32	0.96875	24.60625
63/64	0.984375	25.00312
1	1.0	25.4

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Fasteners

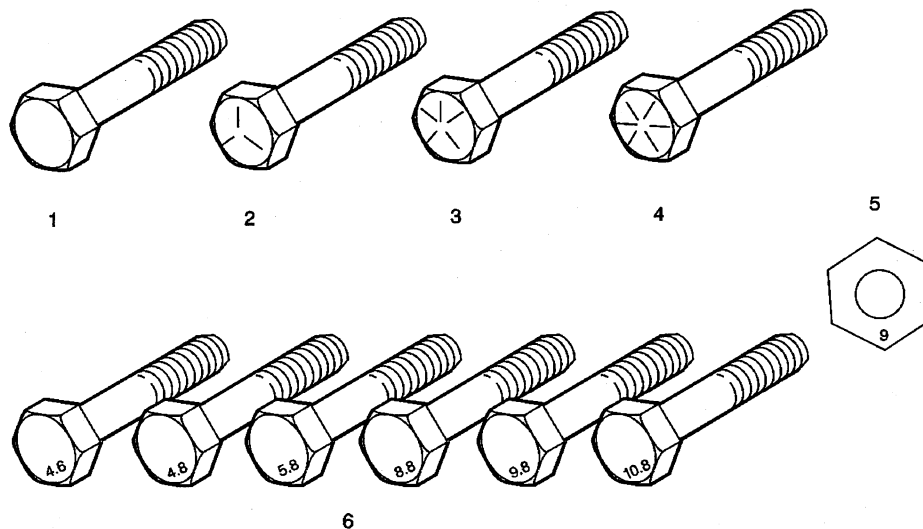
Metric Fasteners

This vehicle provides fastener dimensions using the metric system. Most metric fasteners are approximate in diameter to equivalent English fasteners. Make replacements using fasteners of the same nominal diameter, thread pitch, and strength.

A number marking identifies the OE metric fasteners except cross-recess head screws. The number also indicates the strength of the fastener material. A Posidrive® or Type 1A cross-recess identifies a metric cross-recess screw. For best results, use a Type 1A cross-recess screwdriver, or equivalent, in Posidrive® recess head screws.

GM Engineering Standards and North American Industries have adopted a portion of the ISO-defined standard metric fastener sizes. The purpose was to reduce the number of fastener sizes used while retaining the best thread qualities in each thread size. For example, the metric M6.0 X 1 screw, with nearly the same diameter and 25.4 threads per inch replaced the English 1/4-20 and 1/4-28 screws. The thread pitch is midway between the English coarse and fine thread pitches.

Fastener Strength Identification



1. English Bolt, Grade 2 (Strength Class)
2. English Bolt, Grade 5 (Strength Class)
3. English Bolt, Grade 7 (Strength Class)
4. English Bolt, Grade 8 (Strength Class)
5. Metric Nut, Strength Class 9
6. Metric Bolts, Strength Class Increases as Numbers Increase

The most commonly used metric fastener strength property classes are 9.8 and 10.9. The class identification is embossed on the head of each bolt. The English, inch strength classes range from grade 2 to grade 8. Radial lines are embossed on the head of each bolt in order to identify the strength class. The number of lines on the head of the bolt is 2 lines less than the actual grade. For example, a grade 8 bolt will have 6 radial lines on the bolt head. Some metric nuts are marked with a single digit strength identification number on the nut face.

The correct fasteners are available through GM SPO. Many metric fasteners available in the aftermarket parts channels are designed to metric standards of countries other than the United States, and may exhibit the following:

- Lower strength
- No numbered head marking system
- Wrong thread pitch

The metric fasteners on GM products are designed to new, international standards. The following are the common sizes and pitches, except for special applications:

- M6.0 X 1
- M8 X 1.25
- M10 X 1.5
- M12 X 1.75
- M14 X 2.00
- M16 X 2.00

Prevailing Torque Fasteners

Prevailing torque fasteners create a thread interface between the fastener and the fastener counterpart in order to prevent the fastener from loosening.

All Metal Prevailing Torque Fasteners

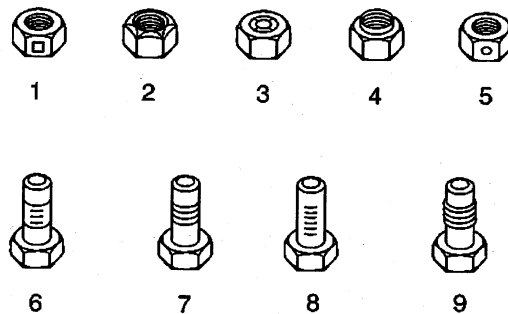
These fasteners accomplish the thread interface by a designed distortion or deformation in the fastener.

Nylon Interface Prevailing Torque Fasteners

These fasteners accomplish the thread interface by the presence of a nylon material on the fastener threads.

Adhesive Coated Fasteners

These fasteners accomplish the thread interface by the presence of a thread-locking compound on the fastener threads. Refer to the appropriate repair procedure in order to determine if the fastener may be reused and the applicable thread-locking compound to apply to the fastener.



1. Prevailing Torque Nut, Center Lock Type
2. Prevailing Torque Nut, Top Lock Type
3. Prevailing Torque Nut, Nylon Patch Type
4. Prevailing Torque Nut, Nylon Washer Insert Type
5. Prevailing Torque Nut, Nylon Insert Type

6. Prevailing Torque Bolt, Dry Adhesive Coating Type
7. Prevailing Torque Bolt, Thread Profile Deformed Type
8. Prevailing Torque Bolt, Nylon Strip Type
9. Prevailing Torque Bolt, Out-of-Round Thread Area Type

A prevailing torque fastener may be reused **ONLY** if:

- The fastener and the fastener counterpart are clean and not damaged
- There is no rust on the fastener
- The fastener develops the specified minimum torque against its counterpart prior to the fastener seating

Metric Prevailing Torque Fastener Minimum Torque Development

Application	Specification	
	Metric	English
All Metal Prevailing Torque Fasteners		
6 mm	0.4 N·m	4 lb in
8 mm	0.8 N·m	7 lb in
10 mm	1.4 N·m	12 lb in
12 mm	2.1 N·m	19 lb in
14 mm	3 N·m	27 lb in
16 mm	4.2 N·m	37 lb in
20 mm	7 N·m	62 lb in
24 mm	10.5 N·m	93 lb in
Nylon Interface Prevailing Torque Fasteners		
6 mm	0.3 N·m	3 lb in
8 mm	0.6 N·m	5 lb in
10 mm	1.1 N·m	10 lb in
12 mm	1.5 N·m	13 lb in
14 mm	2.3 N·m	20 lb in
16 mm	3.4 N·m	30 lb in
20 mm	5.5 N·m	49 lb in
24 mm	8.5 N·m	75 lb in

English Prevailing Torque Fastener Minimum Torque Development

Application	Specification	
	Metric	English
All Metal Prevailing Torque Fasteners		
1/4 in	0.5 N·m	4.5 lb in
5/16 in	0.8 N·m	7.5 lb in
3/8 in	1.3 N·m	11.5 lb in
7/16 in	1.8 N·m	16 lb in
1/2 in	2.3 N·m	20 lb in
9/16 in	3.2 N·m	28 lb in
5/8 in	4 N·m	36 lb in
3/4 in	7 N·m	54 lb in
Nylon Interface Prevailing Torque Fasteners		
1/4 in	0.3 N·m	3 lb in
5/16 in	0.6 N·m	5 lb in
3/8 in	1 N·m	9 lb in
7/16 in	1.3 N·m	12 lb in
1/2 in	1.8 N·m	16 lb in
9/16 in	2.5 N·m	22 lb in
5/8 in	3.4 N·m	30 lb in
3/4 in	5 N·m	45 lb in

S = Standard Equipment A = Available -- (dashes) = Not Available

■ = Included in Equipment Group □ = Included in Equipment Group but upgradeable

*Indicates availability of feature on multiple models. For example, it indicates feature availability on 2WD and 4WD Models or Rear wheel drive and All-wheel drive Models.

Codes listed in the shaded column titled Ref. Only RPO Code are for internal use only and should not be ordered.

Free Flow RPO Code	Ref. Only RPO Code	Description 1 - Equipment groups 1SA, 1SC, 1SD and 1SF available on the CU12216 Model. 2 - Equipment group 1SD available on the CX12216 Model.	Front-Wheel Drive CU12216				All-Wheel Drive CX12216
			Base 1SA ¹	LS 1SC ¹	LT 1SD ¹	Cargo 1SF ¹	LT 1SD ²
	AK5	Air bags , dual-stage, frontal, driver and right front passenger 1 - Always use safety belts and proper child restraints, even with air bags. Children are safer when properly secured in a rear seat. See the Owner's Manual for more safety information.	S ¹	--	--	S ¹	--
AJ7		Air bags , dual-stage, frontal, driver and right front passenger and side-impact 1 - Always use safety belts and proper child restraints, even with air bags. Children are safer when properly secured in a rear seat. See the Owner's Manual for more safety information.	A ¹	■ ¹	■ ¹	A ¹	S ¹
	C60	Air conditioning , front manual	S	S	S	S	S
C69		Air conditioning , auxiliary rear, includes heater, rear seat fan/temperature controls and (KG7) Generator, 125 amp 1 - Requires (PCM) Climate Package.	A ¹	■	■	--	S
	Z10	Cargo Van Package , includes (BAD) Equipment Modification, rear quarter and carpet delete, (BG9) Floor covering, rubber, and (G50) Rear springs, heavy-duty	--	--	--	S	--
	VVM	Console , overhead storage, removable, includes sunglasses and cell phone holder	--	■	■	--	S
K34		Cruise control , electronic with set and resume speed 1 - Requires (AU0) Keyless entry, remote.	A ¹	■	■	■	S
		Cupholders , dual front	S	S	S	S	S
	C49	Defogger , rear-window, electric, includes (DR5) Mirrors, outside rearview, power, heated 1 - Included and only available with (PCM) Climate Package.	A ¹	■	■	A ¹	S
		Door locks , child security, rear	S	S	S	S	S
		Door locks , power programmable, includes lockout protection and delayed locking	S	S	S	S	S
	U56	Entertainment system , rear seat, DVD player, overhead, integrated, includes remote control (batteries not included), A/V and headphone jacks, and rear audio controls	S	S	--	--	--
U42		Entertainment system , deluxe, rear seat, DVD player, overhead, integrated, includes remote control (batteries not included), A/V and headphone jacks, rear audio controls, 2 infrared headphones and (KC7) Power outlet, 115-volt 1 - Not available with (Y3G) Mobility Prep Package, family-use.	--	A ¹	■	--	S

Free Flow RPO Code	Ref. Only RPO Code	Description 1 - Equipment groups 1SA, 1SC, 1SD and 1SF available on the CU12216 Model. 2 - Equipment group 1SD available on the CX12216 Model.	Front-Wheel Drive CU12216					All-Wheel Drive CX12216
			Base 1SA ¹	LS 1SC ¹	LT 1SD ¹	Cargo 1SF ¹	LT 1SD ²	
B37		Floormats , carpeted, front, 2nd row and 3rd row 1 - Requires a Fleet or Federal Government order type. 2 - Not available with (Y3G) Mobility Prep Package, family-use.	A ¹	■ ²	■	--		S
	UH8	Instrumentation , includes coolant temperature, trip odometer and tachometer	S	--	--	S	--	--
	UH9	Instrumentation , deluxe, includes coolant temperature, trip odometer, tachometer and Driver Information Center	--	■	■	--		S
AU0		Keyless entry , remote 1 - Requires (K34) Cruise control.	A ¹	■	■	■		S
		LATCH system , (Lower Anchors and Top tethers for CHildren), for child safety seats	S	S	S	S		S
		Lighting , overhead, 2nd row	S	S	S	S		S
	UE1	OnStar , includes 1-year Safe and Sound Service, includes automatic notification of air bag deployment, and/or advanced automatic crash notification, emergency services, roadside assistance, stolen vehicle tracking, AccidentAssist, remote door unlock, GM Goodwrench remote diagnostics, online concierge and remote horn and lights. Drivers can also opt for other available OnStar services, including making and receiving voice-activated, hands-free phone calls with Personal Calling and getting location-based traffic and weather reports with Virtual Advisor 1 - Visit www.onstar.com for system information and details.	S ¹	S ¹	S ¹	--		S ¹
	VVL	Overhead Rail System Modular	S	S	S	--		S
		Power outlet , auxiliary, front, 12-volt	S	S	S	S		S
	VEH	Regular production accessory , Overhead storage consoles, removable, 2, includes CD/DVD storage and first aid kit (SPO-supplied, dealer installed) 1 - Included and only available with (PCN) Storage and Organizer Package.	--	A ¹	■	--		S
	ABA	Seats , 7-passenger, 2nd row modular bucket seats (2) and 3rd row 50/50 split-folding bench 1 - Includes Base Cloth. 2 - Includes Custom Cloth and single integral child seat.	S ¹	S ²	--	--		--
	ABD	Seats , 7-passenger, 2nd row captain's chairs, 3rd row 50/50 split-folding bench, includes 2nd row utility tray, side-folding	--	--	■	--		S
	ABF	Seats , Cargo Van, 3-passenger, single crew seat	--	--	--	S		--
AG1		Seat adjuster , power, driver 6-way 1 - Available separately or Included with (PDF) LS Easy Order Package.	--	A ¹	■	--		S

Free Flow RPO Code	Ref. Only RPO Code	Description 1 - Equipment groups 1SA, 1SC, 1SD and 1SF available on the CU12216 Model. 2 - Equipment group 1SD available on the CX12216 Model.	Front-Wheel Drive CU12216				All-Wheel Drive CX12216
			Base 1SA ¹	LS 1SC ¹	LT 1SD ¹	Cargo 1SF ¹	LT 1SD ²
	US8	Sound system , ETR AM/FM stereo with CD player and MP3 playback, includes Radio Data System (RDS), seek-and-scan, digital clock, auto-tone control, automatic volume, TheftLock and premium front and rear coaxial speakers	S	S	S	S	S
	UQ3	Sound system feature , 8-speakers	S	S	S	S	S
		Steering column , Tilt-Wheel	S	S	S	S	S
	N30	Steering wheel , urethane	S	S	--	S	--
	UK3	Steering wheel , mounted audio controls, includes (NK4) Steering wheel, leather-wrapped	--	--	■	--	S
		Storage , open, located below instrument panel	S	--	--	S	--
	D55	Storage , covered, non-locking, located below instrument panel	--	■	■	--	S
		Theft-deterrent , Pass-key III	S	S	S	S	S
	D4V	Tray , utility, front seat, side-folding	--	■	■	--	S
	D34	Visors , vanity mirrors, driver and front passenger	S	--	--	S	--
	DH6	Visors , illuminated vanity mirrors, driver and front passenger	--	■	■	--	S
	A31	Windows , power, front, includes driver express-down	S	S	S	S	S
		Windows , manual, rear quarter vent	S	--	--	S	--
	A20	Windows , power, rear quarter vent 1 - Included and only available with (PCQ) Mobility Prep Package, paratransit upgrade.	A ¹	■	■	--	S
		Antenna , fixed-mast	S	S	S	S	S
		Bumpers , front and rear, 5 mph	S	S	S	S	S
PCM		Climate Package , includes (AJ1) Glass, Solar-Ray deep tinted, (C49) Defogger, rear window, (DR5) Mirrors, outside rearview, power, heated, (C25) Wiper, rear and (KG7) Generator, 125 amp 1 - Note: Must specify (PCM) Climate Package or (R9W) Defogger, rear window, not desired.	A ¹	■	■	A ¹	S
	T61	Daytime running lamps	S	S	S	S	S
		Doors , dual sliding, manual	S	S	--	S	--
	E58	Door , power sliding, passenger-side, controlled by interior switch or key fob transmitter 1 - Included and only available with (PCQ) Mobility Prep Package, paratransit upgrade. 2 - Included and only available with (PDF) LS Easy Order Package.	A ¹	A ²	■	--	S
	D72	Door handles , Black	S	--	--	S	--
	D75	Door handles , body-color	--	■	■	--	S
		Glass , Solar-Ray light tinted	S	--	--	S	--

Free Flow RPO Code	Ref. Only RPO Code	Description 1 - Equipment groups 1SA, 1SC, 1SD and 1SF available on the CU12216 Model. 2 - Equipment group 1SD available on the CX12216 Model.	Front-Wheel Drive CU12216					All-Wheel Drive CX12216
			Base 1SA ¹	LS 1SC ¹	LT 1SD ¹	Cargo 1SF ¹	LT 1SD ²	
	AJ1	Glass , Solar-Ray deep tinted, mid-, rear-side and liftgate 1 - Included and only available with (PCM) Climate Package.	A ¹	■	■	A ¹	S	
		Headlamps , halogen, composite, includes automatic exterior lamp control	S	S	S	S	S	
	V41	Inflator kit , includes hose, pressure gauge and vinyl bag 1 - Included and only available with (FE3) Suspension Package, Sport.	A ¹	A ¹	A ¹	--	S	
	V64	Luggage rails , rooftop, Sport, brushed aluminum	--	--	■	--	S	
	DL6	Mirrors , outside rearview, power, Black, folding	S	--	--	S	--	
	DR5	Mirrors , outside rearview, power, heated, Black, folding 1 - Included and only available with (PCM) Climate Package.	A ¹	■	■	A ¹	S	
		Moldings , bodyside, Black	S	--	--	S	--	
	B86	Moldings , bodyside, body-color	--	■	■	--	S	
		Tire , spare, compact, includes underbody carrier and hoist	S	S	S	S	S	
	QKY	Tires , P225/60R17, all-season, blackwall	S	S	S	S	--	
	QLR	Tires , P225/60R17, all-season, blackwall 1 - Requires a Fleet, Federal Government or Commercial order type and included and only available with (FE3) Suspension Package, Sport. 2 - Included and only available with (FE3) Suspension Package, Sport.	A ¹	A ²	A ²	--	S	
	QR5	Wheels , 17" (43.2 cm) steel, includes bolt-on wheel covers	S	S	--	S	--	
N85		Wheels , 17" (43.2 cm) aluminum 1 - Requires a Fleet or Federal Government order type or (Y3H) Mobility Prep Package, paratransit and (FE3) Suspension Package, Sport. Required with (Y3H) Mobility Prep Package, paratransit. 2 - Available separately or included with (PDF) LS Easy Order Package. Required with (Y3G) Mobility Prep Package, family use.	A ¹	A ²	■	--	S	
		Wipers , intermittent, front	S	S	S	S	S	
	C25	Wiper , intermittent, rear, includes washer 1 - Included and only available with (PCM) Climate Package.	A ¹	■	■	A ¹	S	
	G67	Automatic level control 1 - Included and only available with (FE3) Suspension Package, Sport.	A ¹	A ¹	A ¹	--	S	
		Battery , maintenance free, includes rundown protection	S	S	S	S	S	
	JL9	Brakes , 4-wheel antilock disc	S	S	S	S	S	
		Drivetrain , front-wheel drive	S	S	S	S	--	
	F46	Drivetrain , all-wheel drive	--	--	--	--	S	
	LX9	Engine , 3.5L 3500 V6 SFI (200 HP [149 kW] @ 5200 rpm, 220 lb.-ft [298.0 N-m] @ 4400 rpm)	S	S	S	S	S	
		Exhaust , stainless-steel	S	S	S	S	S	
	K68	Generator , 105 amp	S	--	--	S	--	

Free Flow RPO Code	Ref. Only RPO Code	Description 1 - Equipment groups 1SA, 1SC, 1SD and 1SF available on the CU12216 Model. 2 - Equipment group 1SD available on the CX12216 Model.	Front-Wheel Drive CU12216				All-Wheel Drive CX12216
			Base 1SA ¹	LS 1SC ¹	LT 1SD ¹	Cargo 1SF ¹	LT 1SD ²
	KG7	Generator, 125 amp 1 - Included and only available with (C69) Air conditioning, rear auxiliary or (PCM) Climate Package. 2 - Included and only available with (PCM) Climate Package.	A ¹	■	■	A ²	S
		Steering, power, rack-and-pinion	S	S	S	S	S
	FE1	Suspension, Soft Ride	S	S	S	S	--
	FE5	Suspension, Ride and Handling	--	--	--	--	S
	MX0	Transmission, 4-speed automatic, electronically controlled with overdrive	S	S	S	S	S

S = Standard Equipment A = Available -- (dashes) = Not Available

■ = Included in Equipment Group □ = Included in Equipment Group but upgradeable

No deletions allowed to Equipment Groups. Additional options may be added; check ordering information section for compatibility.

*Indicates availability of feature on multiple models. For example, it indicates feature availability on 2WD and 4WD Models or Rear wheel drive and All-wheel drive Models.

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Free Flow RPO Code	Ref. Only RPO Code	Description 1 - Equipment groups 1SA, 1SC, 1SD and 1SF available on the CU12216 Model. 2 - Equipment group 1SD available on the CX12216 Model.	Front-Wheel Drive CU12216				All-Wheel Drive CX12216
			Base 1SA ¹	LS 1SC ¹	LT 1SD ¹	Cargo 1SF ¹	LT 1SD ²
AJ7		Air bags , dual-stage, frontal, driver and right front passenger and side-impact 1 - Always use safety belts and proper child restraints, even with air bags. Children are safer when properly secured in a rear seat. See the Owner's Manual for more safety information.	A ¹	■ ¹	■ ¹	A ¹	S ¹
C69		Air conditioning , auxiliary rear, includes heater, rear seat fan/temperature controls and (KG7) Generator, 125 amp 1 - Requires (PCM) Climate Package.	A ¹	■	■	--	S
	VVM	Console , overhead storage, removable, includes sunglasses and cell phone holder	--	■	■	--	S
K34		Cruise control , electronic with set and resume speed 1 - Requires (AU0) Keyless entry, remote.	A ¹	■	■	■	S
	C49	Defogger , rear-window, electric, includes (DR5) Mirrors, outside rearview, power, heated 1 - Included and only available with (PCM) Climate Package.	A ¹	■	■	A ¹	S
U42		Entertainment system , deluxe, rear seat, DVD player, overhead, integrated, includes remote control (batteries not included), A/V and headphone jacks, rear audio controls, 2 infrared headphones and (KC7) Power outlet, 115-volt 1 - Not available with (Y3G) Mobility Prep Package, family-use.	--	A ¹	■	--	S
B37		Floormats , carpeted, front, 2nd row and 3rd row 1 - Requires a Fleet or Federal Government order type. 2 - Not available with (Y3G) Mobility Prep Package, family-use.	A ¹	■ ²	■	--	S
	UH9	Instrumentation , deluxe, includes coolant temperature, trip odometer, tachometer and Driver Information Center	--	■	■	--	S
AU0		Keyless entry , remote 1 - Requires (K34) Cruise control.	A ¹	■	■	■	S
	VEH	Regular production accessory , Overhead storage consoles, removable, 2, includes CD/DVD storage and first aid kit (SPO-supplied, dealer installed) 1 - Included and only available with (PCN) Storage and Organizer Package.	--	A ¹	■	--	S
	AN2	Seat , integral child, single, 2nd row 1 - Included and only available with (ABM) Seats, 4-passenger.	--	■	A ¹	--	--
	ABD	Seats , 7-passenger, 2nd row captain's chairs, 3rd row 50/50 split-folding bench, includes 2nd row utility tray, side-folding	--	--	■	--	S

Free Flow RPO Code	Ref. Only RPO Code	Description 1 - Equipment groups 1SA, 1SC, 1SD and 1SF available on the CU12216 Model. 2 - Equipment group 1SD available on the CX12216 Model.	Front-Wheel Drive CU12216				All-Wheel Drive CX12216
			Base 1SA ¹	LS 1SC ¹	LT 1SD ¹	Cargo 1SF ¹	LT 1SD ²
AG1		Seat adjuster , power, driver 6-way 1 - Available separately or Included with (PDF) LS Easy Order Package.	--	A ¹	■	--	S
	UK3	Steering wheel , mounted audio controls, includes (NK4) Steering wheel, leather-wrapped	--	--	■	--	S
	D55	Storage , covered, non-locking, located below instrument panel	--	■	■	--	S
	D4V	Tray , utility, front seat, side-folding	--	■	■	--	S
	DH6	Visors , illuminated vanity mirrors, driver and front passenger	--	■	■	--	S
	A20	Windows , power, rear quarter vent 1 - Included and only available with (PCQ) Mobility Prep Package, paratransit upgrade.	A ¹	■	■	--	S
PCM		Climate Package , includes (AJ1) Glass, Solar-Ray deep tinted, (C49) Defogger, rear window, (DR5) Mirrors, outside rearview, power, heated, (C25) Wiper, rear and (KG7) Generator, 125 amp 1 - Note: Must specify (PCM) Climate Package or (R9W) Defogger, rear window, not desired.	A ¹	■	■	A ¹	S
	E58	Door , power sliding, passenger-side, controlled by interior switch or key fob transmitter 1 - Included and only available with (PCQ) Mobility Prep Package, paratransit upgrade. 2 - Included and only available with (PDF) LS Easy Order Package.	A ¹	A ²	■	--	S
	D75	Door handles , body-color	--	■	■	--	S
	AJ1	Glass , Solar-Ray deep tinted, mid-, rear-side and liftgate 1 - Included and only available with (PCM) Climate Package.	A ¹	■	■	A ¹	S
	V64	Luggage rails , rooftop, Sport, brushed aluminum	--	--	■	--	S
	DR5	Mirrors , outside rearview, power, heated, Black, folding 1 - Included and only available with (PCM) Climate Package.	A ¹	■	■	A ¹	S
	B86	Moldings , bodyside, body-color	--	■	■	--	S
N85		Wheels , 17" (43.2 cm) aluminum 1 - Requires a Fleet or Federal Government order type or (Y3H) Mobility Prep Package, paratransit and (FE3) Suspension Package, Sport. Required with (Y3H) Mobility Prep Package, paratransit. 2 - Available separately or Included with (PDF) LS Easy Order Package. Required with (Y3G) Mobility Prep Package, family use.	A ¹	A ²	■	--	S
	C25	Wiper , intermittent, rear, includes washer 1 - Included and only available with (PCM) Climate Package.	A ¹	■	■	A ¹	S
	KG7	Generator , 125 amp 1 - Included and only available with (C69) Air conditioning, rear auxiliary or (PCM) Climate Package. 2 - Included and only available with (PCM) Climate Package.	A ¹	■	■	A ²	S

S = Standard Equipment A = Available -- (dashes) = Not Available

■ = Included in Equipment Group □ = Included in Equipment Group but upgradeable

No deletions allowed to Equipment Groups. Additional options may be added; check ordering information section for compatibility.

*Indicates availability of feature on multiple models. For example, it indicates feature availability on 2WD and 4WD Models or Rear wheel drive and All-wheel drive Models.

Codes listed in the shaded column titled Ref. Only RPO Code are for internal use only and should not be ordered.

Free Flow RPO Code	Ref. Only RPO Code	Description 1 - Equipment groups 1SA, 1SC, 1SD and 1SF available on the CU12216 Model. 2 - Equipment group 1SD available on the CX12216 Model.	Front-Wheel Drive CU12216				All-Wheel Drive CX12216
			Base 1SA ¹	LS 1SC ¹	LT 1SD ¹	Cargo 1SF ¹	LT 1SD ²
AJ7		Air bags , dual-stage, frontal, driver and right front passenger and side-impact 1 - Always use safety belts and proper child restraints, even with air bags. Children are safer when properly secured in a rear seat. See the Owner's Manual for more safety information.	A ¹	■ ¹	■ ¹	A ¹	S ¹
C69		Air conditioning , auxiliary rear, includes heater, rear seat fan/temperature controls and (KG7) Generator, 125 amp 1 - Requires (PCM) Climate Package.	A ¹	■	■	--	S
	VVM	Console , overhead storage, removable, includes sunglasses and cell phone holder	--	■	■	--	S
K34		Cruise control , electronic with set and resume speed 1 - Requires (AU0) Keyless entry, remote.	A ¹	■	■	■	S
	C49	Defogger , rear-window, electric, includes (DR5) Mirrors, outside rearview, power, heated 1 - Included and only available with (PCM) Climate Package.	A ¹	■	■	A ¹	S
U42		Entertainment system , deluxe, rear seat, DVD player, overhead, integrated, includes remote control (batteries not included), A/V and headphone jacks, rear audio controls, 2 infrared headphones and (KC7) Power outlet, 115-volt 1 - Not available with (Y3G) Mobility Prep Package, family-use.	--	A ¹	■	--	S
B37		Floormats , carpeted, front, 2nd row and 3rd row 1 - Requires a Fleet or Federal Government order type. 2 - Not available with (Y3G) Mobility Prep Package, family-use.	A ¹	■ ²	■	--	S
	UH9	Instrumentation , deluxe, includes coolant temperature, trip odometer, tachometer and Driver Information Center	--	■	■	--	S
AU0		Keyless entry , remote 1 - Requires (K34) Cruise control.	A ¹	■	■	■	S
	VEH	Regular production accessory , Overhead storage consoles, removable, 2, includes CD/DVD storage and first aid kit (SPO-supplied, dealer installed) 1 - Included and only available with (PCN) Storage and Organizer Package.	--	A ¹	■	--	S
	AN2	Seat , integral child, single, 2nd row 1 - Included and only available with (ABM) Seats, 4-passenger.	--	■	A ¹	--	--
	ABD	Seats , 7-passenger, 2nd row captain's chairs, 3rd row 50/50 split-folding bench, includes 2nd row utility tray, side-folding	--	--	■	--	S

Free Flow RPO Code	Ref. Only RPO Code	Description 1 - Equipment groups 1SA, 1SC, 1SD and 1SF available on the CU12216 Model. 2 - Equipment group 1SD available on the CX12216 Model.	Front-Wheel Drive CU12216					All-Wheel Drive CX12216
			Base 1SA ¹	LS 1SC ¹	LT 1SD ¹	Cargo 1SF ¹	LT 1SD ²	
AG1		Seat adjuster , power, driver 6-way 1 - Available separately or Included with (PDF) LS Easy Order Package.	--	A ¹	■	--	S	
	UK3	Steering wheel , mounted audio controls, includes (NK4) Steering wheel, leather-wrapped	--	--	■	--	S	
	D55	Storage , covered, non-locking, located below instrument panel	--	■	■	--	S	
	D4V	Tray , utility, front seat, side-folding	--	■	■	--	S	
	DH6	Visors , illuminated vanity mirrors, driver and front passenger	--	■	■	--	S	
	A20	Windows , power, rear quarter vent 1 - Included and only available with (PCQ) Mobility Prep Package, paratransit upgrade.	A ¹	■	■	--	S	
PCM		Climate Package , includes (AJ1) Glass, Solar-Ray deep tinted, (C49) Defogger, rear window, (DR5) Mirrors, outside rearview, power, heated, (C25) Wiper, rear and (KG7) Generator, 125 amp 1 - Note: Must specify (PCM) Climate Package or (R9W) Defogger, rear window, not desired.	A ¹	■	■	A ¹	S	
	E58	Door , power sliding, passenger-side, controlled by interior switch or key fob transmitter 1 - Included and only available with (PCQ) Mobility Prep Package, paratransit upgrade. 2 - Included and only available with (PDF) LS Easy Order Package.	A ¹	A ²	■	--	S	
	D75	Door handles , body-color	--	■	■	--	S	
	AJ1	Glass , Solar-Ray deep tinted, mid-, rear-side and liftgate 1 - Included and only available with (PCM) Climate Package.	A ¹	■	■	A ¹	S	
	V64	Luggage rails , rooftop, Sport, brushed aluminum	--	--	■	--	S	
	DR5	Mirrors , outside rearview, power, heated, Black, folding 1 - Included and only available with (PCM) Climate Package.	A ¹	■	■	A ¹	S	
	B86	Moldings , bodyside, body-color	--	■	■	--	S	
N85		Wheels , 17" (43.2 cm) aluminum 1 - Requires a Fleet or Federal Government order type or (Y3H) Mobility Prep Package, paratransit and (FE3) Suspension Package, Sport. Required with (Y3H) Mobility Prep Package, paratransit. 2 - Available separately or Included with (PDF) LS Easy Order Package. Required with (Y3G) Mobility Prep Package, family use.	A ¹	A ²	■	--	S	
	C25	Wiper , intermittent, rear, includes washer 1 - Included and only available with (PCM) Climate Package.	A ¹	■	■	A ¹	S	
	KG7	Generator , 125 amp 1 - Included and only available with (C69) Air conditioning, rear auxiliary or (PCM) Climate Package. 2 - Included and only available with (PCM) Climate Package.	A ¹	■	■	A ²	S	

ADDITIONAL OPTIONS							
Free Flow RPO Code	Ref. Only RPO Code	Description 1 - Equipment groups 1SA, 1SC, 1SD and 1SF available on the CU12216 Model. 2 - Equipment group 1SD available on the CX12216 Model.	Front-Wheel Drive CU12216				All-Wheel Drive CX12216
			Base 1SA ¹	LS 1SC ¹	LT 1SD ¹	Cargo 1SF ¹	LT 1SD ²
AJ7		Air bags , dual-stage, frontal, driver and right front passenger and side-impact 1 - Always use safety belts and proper child restraints, even with air bags. Children are safer when properly secured in a rear seat. See the Owner's Manual for more safety information.	A ¹	■ ¹	■ ¹	A ¹	S ¹
C69		Air conditioning , auxiliary rear, includes heater, rear seat fan/temperature controls and (KG7) Generator, 125 amp 1 - Requires (PCM) Climate Package.	A ¹	■	■	--	S
D7E		Cargo convenience center , rear, removable, includes (APY) Rear cargo partition 1 - Requires a Fleet or Federal Government order type. 2 - Deletes (AP9) Cargo net when ordered. Includes (PCN) Storage and Organizer Package. Not available with (Y3G) Mobility Prep Package, family use. 3 - Not available with (AQW) Regular Production Accessory, Seat, power, Sit-N-Lift.	A ¹	A ²	A ³	--	A ³
R7D		Commercial Customer Choice Upfit , partition package 1 - Requires (WT5) Ship through upfitter and (ABG) Seats, Cargo Van, 2-passenger, no crew seat.	--	--	--	A ¹	--
R7T		Commercial Customer Choice Upfit , commercial bin and partition 1 - Requires (WT5) Ship through upfitter and (ABG) Seats, Cargo Van, 2-passenger, no crew seat.	--	--	--	A ¹	--
PDD		Convenience Package , includes (E59) Door, power sliding, driver-side and (UD7) Rear Parking Assist 1 - Requires (PDF) LS Easy Order Package. Not available with (PCU) Overhead Rail System Modular Delete.	--	A ¹	A	--	A
K34		Cruise control , electronic with set and resume speed 1 - Requires (AU0) Keyless entry, remote.	A ¹	■	■	■	S
R9W		Defogger , rear window, not desired 1 - Note: Must specify (PCM) Climate Package or (R9W) Defogger, rear window, not desired.	A ¹	--	--	A ¹	--
U42		Entertainment system , deluxe, rear seat, DVD player, overhead, integrated, includes remote control (batteries not included), A/V and headphone jacks, rear audio controls, 2 infrared headphones and (KC7) Power outlet, 115-volt 1 - Not available with (Y3G) Mobility Prep Package, family-use.	--	A ¹	■	--	S
B37		Floormats , carpeted, front, 2nd row and 3rd row 1 - Requires a Fleet or Federal Government order type. 2 - Not available with (Y3G) Mobility Prep Package, family-use.	A ¹	■ ²	■	--	S
TX3		Headphones , 2 additional, infrared 1 - Requires (U42) Entertainment system, deluxe, rear seat.	--	A ¹	A	--	A
AU0		Keyless entry , remote 1 - Requires (K34) Cruise control.	A ¹	■	■	■	S

ADDITIONAL OPTIONS							
Free Flow RPO Code	Ref. Only RPO Code	Description 1 - Equipment groups 1SA, 1SC, 1SD and 1SF available on the CU12216 Model. 2 - Equipment group 1SD available on the CX12216 Model.	Front-Wheel Drive CU12216				All-Wheel Drive CX12216
			Base 1SA ¹	LS 1SC ¹	LT 1SD ¹	Cargo 1SF ¹	LT 1SD ²
Y3H		Mobility Prep Package , paratransit, to lower floor, includes (ABI) Seats, front bucket, 2nd row seats removed and 3rd row 50/50 split-folding bench, no floor coverings, extended length wiring harness, heavy-duty cooling (high-capacity radiator and 240-watt fan) and heavy-duty springs 1 - Requires a Fleet, Federal Government or Commercial order type, (PCM) Climate Package, (AJ7) Air bags, dual-stage, frontal, driver and right front passenger and side-impact, (PCU) Overhead Rail System Modular Delete and (N85) Wheels, 17" aluminum. Ship to authorized mobility BAC for upfit required.	A ¹	--	--	--	--
PCQ		Mobility Prep Package , paratransit upgrade, includes (E58) Door, power sliding, passenger-side, (AU0) Keyless entry, remote, (A20) Windows, power, rear quarter vent, (AJ7) Air bags, side-impact, driver and right front passenger, (K34) Cruise control and (PCM) Climate Package 1 - Requires a Fleet, Federal Government or Commercial order type, (PCU) Overhead Rail System Modular Delete and (Y3H) Mobility Prep Package, paratransit.	A ¹	--	--	--	--
Y3G		Mobility Prep Package , family use, to lower floor, includes (ABI) Seats, front Custom Cloth bucket, 2nd row seats removed and 3rd row 50/50 split-bench, no floor coverings and extended length wiring harness 1 - Ship to authorized mobility BAC for upfit required. Requires (N85) Wheels, 17" aluminum. Not available with (D7E) Cargo convenience center or (PCN) Storage and Organizer Package.	--	A ¹	--	--	--
UE0		OnStar , not installed 1 - Requires a Fleet or Federal Government order type and one of the following order types: FBC, FLS, FNR, FRC, FEF OR SGO. If the order type is FDR, (UE0) OnStar, delete will be forced on. Not available with (Y3G) Mobility Prep Package, family use, (PCU) Overhead Rail System Modular Delete or (PCL) Overhead Rail System Delete with OnStar. 2 - Requires a Fleet or Federal Government order type and one of the following order types: FBC, FLS, FNR, FRC, FEF OR SGO. If the order type is FDR, (UE0) OnStar, delete will be forced on.	A ¹	A ¹	A ²	--	A ²
PCU		Overhead Rail System Modular Delete , removes (VVM) Console, overhead storage, (VVL) Overhead Rail System Modular, (UE1) OnStar, (U56/U42) Entertainment system and (DH6) Visors, illuminated vanity mirrors 1 - Requires a Fleet, Federal Government or Commercial order type. Not available with (UE0) OnStar, not installed or (PCL) Overhead Rail System Delete with OnStar. 2 - Requires a Fleet, Federal Government or Commercial order type. Not available with (PDY) Security Package or (PDD) Convenience Package or (UE0) OnStar, not installed or (PCN) Storage and Organizer Package or (D7E) Cargo convenience center.	A ¹	A ²	--	--	--

ADDITIONAL OPTIONS						
Free Flow RPO Code	Ref. Only RPO Code	Description 1 - Equipment groups 1SA, 1SC, 1SD and 1SF available on the CU12216 Model. 2 - Equipment group 1SD available on the CX12216 Model.	Front-Wheel Drive CU12216			
			Base 1SA ¹	LS 1SC ¹	LT 1SD ¹	All-Wheel Drive CX12216
PCL		Overhead Rail System Delete with OnStar , removes (VVM) Console, overhead storage, (VVL) Overhead Rail System Modular and (U56) Entertainment system, rear seat, DVD player 1 - Requires a Fleet or Federal Government order type. Not available with (UE0) OnStar, not installed or (PCU) Overhead Rail System Modular Delete.	A ¹	--	--	--
AQW		Regular production accessory , Seat, power, Sit-N-Lift, 2nd row right-hand side, includes hand-held remote control and slide-out footrest (SPO-supplied, dealer-installed)	--	--	A	--
AP3		Remote vehicle starter system , includes Keyless entry, remote, programmable	--	A	A	--
ABG		Seats , Cargo Van, 2-passenger, no crew seat 1 - Requires (WT5) Ship through upfitter and (R7D) Commercial Customer Choice Upfit, partition package or (R7T) Commercial Customer Choice Upfit, commercial bin and partition.	--	--	--	A ¹
ABM		Seats , 3rd row seat delete, 4-passenger, 2 - 2nd row modular bucket seats (3rd row seating removed) 1 - Requires a Fleet or Federal Government order type. 2 - Requires a Fleet or Federal Government order type. Requires **C interior trim. Includes (AN2) Seat, integral child, single, 2nd row.	A ¹	A ²	A ²	A ¹
AG1		Seat adjuster , power, driver 6-way 1 - Available separately or included with (PDF) LS Easy Order Package.	--	A ¹	■	--
PCV		Premium Seating Package , includes leather seating surfaces, (AG2) Seat adjuster, power, front passenger and (KA1) Seats, heated, driver and front passenger 1 - Requires (Y3G) Mobility Prep Package, family use. Requires **2. 3rd row seat is vinyl. 2 - Requires **2. 3rd row seat is vinyl.	--	A ¹	A ²	--
PDY		Security Package , includes (UA6) Theft-deterrent alarm system and (UG1) HomeLink transmitter 1 - Not available with (PCU) Overhead Rail System Modular Delete.	--	A ¹	A	--
WT5		Ship-thru upfitter , Adrian Steel 1 - Not available with (Y3G) Mobility Prep Package, family use or (Y3H) Mobility Prep Package, paratransit.	A ¹	A ¹	A	A
WU2		Ship-thru upfitter , Masterack 1 - Not available with (Y3G) Mobility Prep Package, family use or (Y3H) Mobility Prep Package, paratransit.	A ¹	A ¹	A	A
VHI		Ship-thru OEM Systems 1 - Not available with (Y3H) Mobility Prep Package, paratransit. 2 - Not available with (Y3G) Mobility Prep Package, family-use.	A ¹	A ²	A	A

ADDITIONAL OPTIONS							
Free Flow RPO Code	Ref. Only RPO Code	Description 1 - Equipment groups 1SA, 1SC, 1SD and 1SF available on the CU12216 Model. 2 - Equipment group 1SD available on the CX12216 Model.	Front-Wheel Drive CU12216				All-Wheel Drive CX12216
			Base 1SA ¹	LS 1SC ¹	LT 1SD ¹	Cargo 1SF ¹	LT 1SD ²
US9		Sound system , ETR AM/FM stereo with 6-disc CD changer and MP3 playback, in-dash, includes Radio Data System (RDS), seek-and-scan, digital clock, auto-tone control, automatic volume, TheftLock and premium front and rear coaxial speakers 1 - Includes (U2K) Sound system feature, XM Satellite Radio. Subscription fees apply. Available only in the 48 contiguous U.S.	--	A ¹	A ¹	--	A ¹
U2K		Sound system feature , XM Satellite Radio. 100% commercial-free music. Over 120 channels. In-depth local traffic and weather in major metro markets. Digital quality sound with coast-to-coast signal coverage. 3-month trial - no charge and no obligation. 1 - Subscription fees apply. Available only in the 48 contiguous U.S.	--	A ¹	A ¹	--	A ¹
PCN		Storage and Organizer Package , includes (VDJ) Regular production accessory, accessory kit, console, floor, 2nd row (SPO-supplied, dealer-installed), (AP9) Cargo net, rear and (VEH) Regular production accessory, Overhead storage consoles, removable, 2, includes CD/DVD storage and first aid kit (SPO-supplied, dealer-installed) 1 - Not available with (Y3G) Mobility Prep Package, family-use or (ABM) Seats, 3rd row seat delete or (PCU) Overhead Rail System Modular Delete.	--	A ¹	--	--	--
PCM		Climate Package , includes (AJ1) Glass, Solar-Ray deep tinted, (C49) Defogger, rear window, (DR5) Mirrors, outside rearview, power, heated, (C25) Wiper, rear and (KG7) Generator, 125 amp 1 - Note: Must specify (PCM) Climate Package or (R9W) Defogger, rear window, not desired.	A ¹	■	■	A ¹	S
PDF		LS Easy Order Package , includes (E58) Door, power sliding, passenger-side, (N85) Wheels, 17" (43.2 cm) aluminum, (V59) Luggage rails, rooftop, Black and (AG1) Seat adjuster, power, driver 6-way	--	A	--	--	--
V59		Luggage rails , rooftop, Black 1 - Requires a Fleet or Federal Government order type. 2 - Available separately or Included with (PDF) LS Easy Order Package.	A ¹	A ²	--	A	--
VGG		Regular production accessory , Bumper kit, rear, protector (SPO-supplied, dealer installed)	--	A	A	--	A
T56		Spoiler , rear 1 - Requires (V59) Luggage rails, rooftop.	--	A ¹	--	--	--
N85		Wheels , 17" (43.2 cm) aluminum 1 - Requires a Fleet or Federal Government order type or (Y3H) Mobility Prep Package, paratransit and (FE3) Suspension Package, Sport. Required with (Y3H) Mobility Prep Package, paratransit. 2 - Available separately or Included with (PDF) LS Easy Order Package. Required with (Y3G) Mobility Prep Package, family use.	A ¹	A ²	■	--	S

ADDITIONAL OPTIONS							
Free Flow RPO Code	Ref. Only RPO Code	Description 1 - Equipment groups 1SA, 1SC, 1SD and 1SF available on the CU12216 Model. 2 - Equipment group 1SD available on the CX12216 Model.	Front-Wheel Drive CU12216				All-Wheel Drive CX12216
			Base 1SA ¹	LS 1SC ¹	LT 1SD ¹	Cargo 1SF ¹	LT 1SD ²
FE9		Emissions , Federal requirements	A	A	A	A	A
NE1		Emissions , Maine, Massachusetts, New York or Vermont state requirements	A	A	A	A	A
YF5		Emissions , California state requirements	A	A	A	A	A
VCL		Emissions Certification , CFF (Clean Fuel Fleet) LEV (Low Emission Vehicle). Option (VCL) should ONLY be ordered to receive the CFF LEV certification. If (VCL) is not ordered, the vehicle will be produced with your normally selected emission system and may not be CFF LEV certified. Products ordered with the (VCL) option may not be certified to California emission requirements. Therefore, they may not be legal for registration in California, New York, Maine, Massachusetts and Vermont. Option (YF5) should be ordered for all vehicles ordered in California. Option (NE1) should be ordered for all vehicles ordered in Maine or Vermont. 1 - Requires (NB8) Emissions override, California, Massachusetts or New York. Not available in Vermont or Maine.	A ¹	A ¹	A ¹	A ¹	A ¹
NB8		Emissions override , California, Massachusetts or New York (for vehicles ordered by dealers in states of California, Massachusetts or New York with Federal emissions) 1 - Requires (FE9) Emissions, Federal requirements.	A ¹	A ¹	A ¹	A ¹	A ¹
NC7		Emissions override , Federal (for vehicles ordered by dealers in Federal emission states with California, New York, Vermont, Massachusetts or Maine emissions; may also be used by dealers in states of California, New York, Vermont, Massachusetts or Maine to order different state-specific emissions) 1 - Requires (YF5) Emissions, California state requirements or (NE1) Emissions, New York, Vermont, Massachusetts or Maine state requirements.	A ¹	A ¹	A ¹	A ¹	A ¹
K05		Engine block heater	A	A	A	A	A
JL4		StabiliTrak , vehicle stability enhancement system 1 - Requires (FE3) Suspension Package, Sport.	--	--	A ¹	--	--
FE3		Suspension Package , Sport, includes (G67) Automatic level control, (V41) Inflator kit, (QLR) Tires, P225/60R17, all-season, blackwall and (NW9) Traction control, all-speed 1 - Requires (N85) Wheels, 17" (43.2 cm) aluminum and a Fleet, Federal Government or Commercial order type. 2 - Requires (N85) Wheels, 17" (43.2 cm) aluminum or (PDF) LS Easy Order Package.	A ¹	A ²	A	--	--
V92		Trailering Provision Package , includes (V08) Heavy-duty cooling, engine oil cooler and wiring harness 1 - Requires (FE3) Suspension Package, Sport or (FE5) Suspension Package, Ride and Handling.	--	A ¹	A ¹	--	A ¹

ADDITIONAL OPTIONS							
Free Flow RPO Code	Ref. Only RPO Code	Description 1 - Equipment groups 1SA, 1SC, 1SD and 1SF available on the CU12216 Model. 2 - Equipment group 1SD available on the CX12216 Model.	Front-Wheel Drive CU12216				All-Wheel Drive CX12216
			Base 1SA ¹	LS 1SC ¹	LT 1SD ¹	Cargo 1SF ¹	LT 1SD ²
NW9		Traction control, all-speed 1 - Requires a Fleet, Federal Government or Commercial order type. Available separately or included in (FE3) Suspension Package, Sport. 2 - Included and only available with (FE3) Suspension Package, Sport.	A ¹	A ¹	A ²	--	--

S = Standard Equipment A = Available - (dashes) = Not Available

■ = Included in Equipment Group □ = Included in Equipment Group but upgradeable

No deletions allowed to Equipment Groups. Additional options may be added; check ordering information section for compatibility.

*Indicates availability of feature on multiple models. For example, it indicates feature availability on 2WD and 4WD Models or Rear wheel drive and All-wheel drive Models.

Codes listed in the shaded column titled Ref. Only RPO Code are for internal use only and should not be ordered.

Free Flow RPO Code	Ref. Only RPO Code	Description 1 - Equipment groups 1SA, 1SC, 1SD and 1SF available on the CU12216 Model. 2 - Equipment group 1SD available on the CX12216 Model.	Front-Wheel Drive CU12216				All-Wheel Drive CX12216
			Base 1SA ¹	LS 1SC ¹	LT 1SD ¹	Cargo 1SF ¹	LT 1SD ²
K34		Cruise control		■	■	■	
AU0		Keyless entry, remote		■	■	■	
AJ7		Air bags, dual-stage, frontal		■	■		
C69		Air conditioning, auxiliary rear		■	■		
PCM		Climate Package		■	■		
	VVM	Console		■	■		
	C49	Defogger, rear-window, electric		■	■		
	D75	Door handles, body-color		■	■		
B37		Floormats		■	■		
	KG7	Generator, 125 amp		■	■		
	AJ1	Glass, Solar-Ray deep tinted		■	■		
	UH9	Instrumentation, deluxe		■	■		
	DR5	Mirrors, outside rearview, power, heated, Black		■	■		
	B86	Moldings, bodyside, body-color		■	■		
	D55	Storage, covered		■	■		
	D4V	Tray, utility		■	■		
	DH6	Visors, illuminated vanity mirrors, driver and front passenger		■	■		
	A20	Windows, power, rear quarter vent		■	■		
	C25	Wiper, intermittent, rear		■	■		
	AN2	Seat, integral child		■			
	E58	Door, power sliding, passenger-side			■		
U42		Entertainment system, deluxe			■		
	V64	Luggage rails, rooftop			■		
	VEH	Regular production accessory, Overhead storage consoles			■		
AG1		Seat adjuster, power, driver 6-way			■		
	ABD	Seats, 7-passenger, 2nd row captain's chairs, 3rd row 50/50 split-folding bench			■		
	UK3	Steering wheel, mounted audio controls			■		

Free Flow RPO Code	Ref. Only RPO Code	Description 1 - Equipment groups 1SA, 1SC, 1SD and 1SF available on the CU12216 Model. 2 - Equipment group 1SD available on the CX12216 Model.	Front-Wheel Drive CU12216				All-Wheel Drive CX12216
			Base 1SA ¹	LS 1SC ¹	LT 1SD ¹	Cargo 1SF ¹	LT 1SD ²
N85		Wheels, 17" (43.2 cm) aluminum			■		

S = Standard Equipment A = Available -- (dashes) = Not Available

■ = Included in Equipment Group □ = Included in Equipment Group but upgradeable

*Indicates availability of feature on multiple models. For example, it indicates feature availability on 2WD and 4WD Models or Rear wheel drive and All-wheel drive Models.

Codes listed in the shaded column titled Ref. Only RPO Code are for internal use only and should not be ordered.

Free Flow RPO Code	Ref. Only RPO Code	Description 1 - Equipment groups 1SA, 1SC, 1SD and 1SF available on the CU12216 Model. 2 - Equipment group 1SD available on the CX12216 Model.	Front-Wheel Drive CU12216				All-Wheel Drive CX12216
			Base 1SA ¹	LS 1SC ¹	LT 1SD ¹	Cargo 1SF ¹	LT 1SD ²
	AK5	Air bags , dual-stage, frontal, driver and right front passenger 1 - Always use safety belts and proper child restraints, even with air bags. Children are safer when properly secured in a rear seat. See the Owner's Manual for more safety information.	S ¹	--	--	S ¹	--
AJ7		Air bags , dual-stage, frontal, driver and right front passenger and side-impact 1 - Always use safety belts and proper child restraints, even with air bags. Children are safer when properly secured in a rear seat. See the Owner's Manual for more safety information.	A ¹	■ ¹	■ ¹	A ¹	S ¹
	C60	Air conditioning , front manual	S	S	S	S	S
C69		Air conditioning , auxiliary rear, includes heater, rear seat fan/temperature controls and (KG7) Generator, 125 amp 1 - Requires (PCM) Climate Package.	A ¹	■	■	--	S
D7E		Cargo convenience center , rear, removable, includes (APY) Rear cargo partition 1 - Requires a Fleet or Federal Government order type. 2 - Deletes (AP9) Cargo net when ordered. Includes (PCN) Storage and Organizer Package. Not available with (Y3G) Mobility Prep Package, family use. 3 - Not available with (AQW) Regular Production Accessory, Seat, power, Sit-N-Lift.	A ¹	A ²	A ³	--	A ³
	AP9	Cargo net , rear 1 - Included and only available with (PCN) Storage and Organizer Package.	--	A ¹	--	--	--
	APY	Cargo partition , rear, mesh 1 - Included and only available with (D7E) Cargo convenience center.	--	A ¹	A ¹	--	A ¹
	Z10	Cargo Van Package , includes (BAD) Equipment Modification, rear quarter and carpet delete, (BG9) Floor covering, rubber, and (G50) Rear springs, heavy-duty	--	--	--	S	--
R7D		Commercial Customer Choice Upfit , partition package 1 - Requires (WT5) Ship through upfitter and (ABG) Seats, Cargo Van, 2-passenger, no crew seat.	--	--	--	A ¹	--
R7T		Commercial Customer Choice Upfit , commercial bin and partition 1 - Requires (WT5) Ship through upfitter and (ABG) Seats, Cargo Van, 2-passenger, no crew seat.	--	--	--	A ¹	--
	VVM	Console , overhead storage, removable, includes sunglasses and cell phone holder	--	■	■	--	S

Free Flow RPO Code	Ref. Only RPO Code	Description 1 - Equipment groups 1SA, 1SC, 1SD and 1SF available on the CU12216 Model. 2 - Equipment group 1SD available on the CX12216 Model.	Front-Wheel Drive CU12216				All-Wheel Drive CX12216
			Base 1SA ¹	LS 1SC ¹	LT 1SD ¹	Cargo 1SF ¹	LT 1SD ²
	VDJ	Regular production accessory , accessory kit, console, floor, 2nd row (SPO-supplied, dealer-installed) 1 - Included and only available with (PCN) Storage and Organizer Package.	--	A ¹	--	--	--
PDD		Convenience Package , includes (E59) Door, power sliding, driver-side and (UD7) Rear Parking Assist 1 - Requires (PDF) LS Easy Order Package. Not available with (PCU) Overhead Rail System Modular Delete.	--	A ¹	A	--	A
K34		Cruise control , electronic with set and resume speed 1 - Requires (AU0) Keyless entry, remote.	A ¹	■	■	■	S
		Cupholders , dual front	S	S	S	S	S
	C49	Defogger , rear-window, electric, includes (DR5) Mirrors, outside rearview, power, heated 1 - Included and only available with (PCM) Climate Package.	A ¹	■	■	A ¹	S
R9W		Defogger , rear window, not desired 1 - Note: Must specify (PCM) Climate Package or (R9W) Defogger, rear window, not desired.	A ¹	--	--	A ¹	--
		Door locks , child security, rear	S	S	S	S	S
		Door locks , power programmable, includes lockout protection and delayed locking	S	S	S	S	S
	U56	Entertainment system , rear seat, DVD player, overhead, integrated, includes remote control (batteries not included), A/V and headphone jacks, and rear audio controls	S	S	--	--	--
U42		Entertainment system , deluxe, rear seat, DVD player, overhead, integrated, includes remote control (batteries not included), A/V and headphone jacks, rear audio controls, 2 infrared headphones and (KC7) Power outlet, 115-volt 1 - Not available with (Y3G) Mobility Prep Package, family-use.	--	A ¹	■	--	S
B37		Floormats , carpeted, front, 2nd row and 3rd row 1 - Requires a Fleet or Federal Government order type. 2 - Not available with (Y3G) Mobility Prep Package, family-use.	A ¹	■ ²	■	--	S
TX3		Headphones , 2 additional, infrared 1 - Requires (U42) Entertainment system, deluxe, rear seat.	--	A ¹	A	--	A
	UG1	HomeLink transmitter 1 - Included and only available with (PDY) Security Package.	--	A ¹	A ¹	--	A ¹
	UH8	Instrumentation , includes coolant temperature, trip odometer and tachometer	S	--	--	S	--
	UH9	Instrumentation , deluxe, includes coolant temperature, trip odometer, tachometer and Driver Information Center	--	■	■	--	S
AU0		Keyless entry , remote 1 - Requires (K34) Cruise control.	A ¹	■	■	■	S
		LATCH system , (Lower Anchors and Top tethers for Children), for child safety seats	S	S	S	S	S

Free Flow RPO Code	Ref. Only RPO Code	Description 1 - Equipment groups 1SA, 1SC, 1SD and 1SF available on the CU12216 Model. 2 - Equipment group 1SD available on the CX12216 Model.	Front-Wheel Drive CU12216					All-Wheel Drive CX12216
			Base 1SA ¹	LS 1SC ¹	LT 1SD ¹	Cargo 1SF ¹	LT 1SD ²	
		Lighting , overhead, 2nd row	S	S	S	S	S	
Y3H		Mobility Prep Package , paratransit, to lower floor, includes (ABI) Seats, front bucket, 2nd row seats removed and 3rd row 50/50 split-folding bench, no floor coverings, extended length wiring harness, heavy-duty cooling (high-capacity radiator and 240-watt fan) and heavy-duty springs 1 - Requires a Fleet, Federal Government or Commercial order type, (PCM) Climate Package, (AJ7) Air bags, dual-stage, frontal, driver and right front passenger and side-impact, (PCU) Overhead Rail System Modular Delete and (N85) Wheels, 17" aluminum. Ship to authorized mobility BAC for upfit required.	A ¹	--	--	--	--	
PCQ		Mobility Prep Package , paratransit upgrade, includes (E58) Door, power sliding, passenger-side, (AU0) Keyless entry, remote, (A20) Windows, power, rear quarter vent, (AJ7) Air bags, side-impact, driver and right front passenger, (K34) Cruise control and (PCM) Climate Package 1 - Requires a Fleet, Federal Government or Commercial order type, (PCU) Overhead Rail System Modular Delete and (Y3H) Mobility Prep Package, paratransit.	A ¹	--	--	--	--	
Y3G		Mobility Prep Package , family use, to lower floor, includes (ABI) Seats, front Custom Cloth bucket, 2nd row seats removed and 3rd row 50/50 split-bench, no floor coverings and extended length wiring harness 1 - Ship to authorized mobility BAC for upfit required. Requires (N85) Wheels, 17" aluminum. Not available with (D7E) Cargo convenience center or (PCN) Storage and Organizer Package.	--	A ¹	--	--	--	
	UE1	OnStar , includes 1-year Safe and Sound Service, includes automatic notification of air bag deployment, and/or advanced automatic crash notification, emergency services, roadside assistance, stolen vehicle tracking, AccidentAssist, remote door unlock, GM Goodwrench remote diagnostics, online concierge and remote horn and lights. Drivers can also opt for other available OnStar services, including making and receiving voice-activated, hands-free phone calls with Personal Calling and getting location-based traffic and weather reports with Virtual Advisor 1 - Visit www.onstar.com for system information and details.	S ¹	S ¹	S ¹	--	S ¹	
	UE0	OnStar , not installed 1 - Requires a Fleet or Federal Government order type and one of the following order types: FBC, FLS, FNR, FRC, FEF OR SGO. If the order type is FDR, (UE0) OnStar, delete will be forced on. Not available with (Y3G) Mobility Prep Package, family use, (PCU) Overhead Rail System Modular Delete or (PCL) Overhead Rail System Delete with OnStar. 2 - Requires a Fleet or Federal Government order type and one of the following order types: FBC, FLS, FNR, FRC, FEF OR SGO. If the order type is FDR, (UE0) OnStar, delete will be forced on.	A ¹	A ¹	A ²	--	A ²	
	VVL	Overhead Rail System Modular	S	S	S	--	S	

Free Flow RPO Code	Ref. Only RPO Code	Description 1 - Equipment groups 1SA, 1SC, 1SD and 1SF available on the CU12216 Model. 2 - Equipment group 1SD available on the CX12216 Model.	Front-Wheel Drive CU12216					All-Wheel Drive CX12216
			Base 1SA ¹	LS 1SC ¹	LT 1SD ¹	Cargo 1SF ¹	LT 1SD ²	
PCU		Overhead Rail System Modular Delete , removes (VVM) Console, overhead storage, (VVL) Overhead Rail System Modular, (UE1) OnStar, (U56/U42) Entertainment system and (DH6) Visors, illuminated vanity mirrors 1 - Requires a Fleet, Federal Government or Commercial order type. Not available with (UE0) OnStar, not installed or (PCL) Overhead Rail System Delete with OnStar. 2 - Requires a Fleet, Federal Government or Commercial order type. Not available with (PDY) Security Package or (PDD) Convenience Package or (UE0) OnStar, not installed or (PCN) Storage and Organizer Package or (D7E) Cargo convenience center.	A ¹	A ²	--	--	--	
PCL		Overhead Rail System Delete with OnStar , removes (VVM) Console, overhead storage, (VVL) Overhead Rail System Modular and (U56) Entertainment system, rear seat, DVD player 1 - Requires a Fleet or Federal Government order type. Not available with (UE0) OnStar, not installed or (PCU) Overhead Rail System Modular Delete.	A ¹	--	--	--	--	
		Power outlet , auxiliary, front, 12-volt	S	S	S	S	S	
	VEH	Regular production accessory , Overhead storage consoles, removable, 2, includes CD/DVD storage and first aid kit (SPO-supplied, dealer installed) 1 - Included and only available with (PCN) Storage and Organizer Package.	--	A ¹	■	--	S	
AQW		Regular production accessory , Seat, power, Sit-N-Lift, 2nd row right-hand side, includes hand-held remote control and slide-out footrest (SPO-supplied, dealer-installed)	--	--	A	--	A	
AP3		Remote vehicle starter system , includes Keyless entry, remote, programmable	--	A	A	--	A	
	AN2	Seat , integral child, single, 2nd row 1 - Included and only available with (ABM) Seats, 4-passenger.	--	■	A ¹	--	--	
	ABA	Seats , 7-passenger, 2nd row modular bucket seats (2) and 3rd row 50/50 split-folding bench 1 - Includes Base Cloth. 2 - Includes Custom Cloth and single integral child seat.	S ¹	S ²	--	--	--	
	ABD	Seats , 7-passenger, 2nd row captain's chairs, 3rd row 50/50 split-folding bench, includes 2nd row utility tray, side-folding	--	--	■	--	S	
	ABF	Seats , Cargo Van, 3-passenger, single crew seat	--	--	--	S	--	
ABG		Seats , Cargo Van, 2-passenger, no crew seat 1 - Requires (WT5) Ship through upfitter and (R7D) Commercial Customer Choice Upfit, partition package or (R7T) Commercial Customer Choice Upfit, commercial bin and partition.	--	--	--	A ¹	--	

Free Flow RPO Code	Ref. Only RPO Code	Description 1 - Equipment groups 1SA, 1SC, 1SD and 1SF available on the CU12216 Model. 2 - Equipment group 1SD available on the CX12216 Model.	Front-Wheel Drive CU12216					All-Wheel Drive CX12216
			Base 1SA ¹	LS 1SC ¹	LT 1SD ¹	Cargo 1SF ¹	LT 1SD ²	
	ABI	Seats , front bucket, 2nd row seats removed and 3rd row 50/50 split-folding bench 1 - Included and only available with (Y3H) Mobility Prep Package, paratransit. 2 - Included and only available with (Y3G) Mobility Prep Package, family use.	A ¹	A ²	--	--	--	
ABM		Seats , 3rd row seat delete, 4-passenger, 2 - 2nd row modular bucket seats (3rd row seating removed) 1 - Requires a Fleet or Federal Government order type. 2 - Requires a Fleet or Federal Government order type. Requires **C interior trim. Includes (AN2) Seat, integral child, single, 2nd row.	A ¹	A ²	A ²	A ¹	--	
	KA1	Seats , heated, driver and front passenger 1 - Included and only available with (PCV) Premium Seating Package and (Y3G) Mobility Prep Package, family use. 2 - Included and only available with (PCV) Premium Seating Package.	--	A ¹	A ²	--	A ²	
AG1		Seat adjuster , power, driver 6-way 1 - Available separately or Included with (PDF) LS Easy Order Package.	--	A ¹	■	--	S	
	AG2	Seat adjuster , power, front passenger 1 - Included and only available with (PCV) Premium Seating Package and (Y3G) Mobility Prep Package, family use. 2 - Included and only available with (PCV) Premium Seating Package.	--	A ¹	A ²	--	A ²	
	**2	Seat trim , leather seating surfaces 1 - Included and only available with (PCV) Premium Seating Package and (Y3G) Mobility Prep Package, family use. 2 - Included and only available with (PCV) Premium Seating Package.	--	A ¹	A ²	--	A ²	
PCV		Premium Seating Package , includes leather seating surfaces, (AG2) Seat adjuster, power, front passenger and (KA1) Seats, heated, driver and front passenger 1 - Requires (Y3G) Mobility Prep Package, family use. Requires **2. 3rd row seat is vinyl. 2 - Requires **2. 3rd row seat is vinyl.	--	A ¹	A ²	--	A ²	
PDY		Security Package , includes (UA6) Theft-deterrent alarm system and (UG1) HomeLink transmitter 1 - Not available with (PCU) Overhead Rail System Modular Delete.	--	A ¹	A	--	A	
WT5		Ship-thru upfitter , Adrian Steel 1 - Not available with (Y3G) Mobility Prep Package, family use or (Y3H) Mobility Prep Package, paratransit.	A ¹	A ¹	A	A	A	
WU2		Ship-thru upfitter , Masterack 1 - Not available with (Y3G) Mobility Prep Package, family use or (Y3H) Mobility Prep Package, paratransit.	A ¹	A ¹	A	A	A	
VHI		Ship-thru OEM Systems 1 - Not available with (Y3H) Mobility Prep Package, paratransit. 2 - Not available with (Y3G) Mobility Prep Package, family-use.	A ¹	A ²	A	A	A	

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			Base 1SA ¹	LS 1SC ¹	LT 1SD ¹	Cargo 1SF ¹	LT 1SD ²
	US8	Sound system , ETR AM/FM stereo with CD player and MP3 playback, includes Radio Data System (RDS), seek-and-scan, digital clock, auto-tone control, automatic volume, TheftLock and premium front and rear coaxial speakers	S	S	S	S	S
US9		Sound system , ETR AM/FM stereo with 6-disc CD changer and MP3 playback, in-dash, includes Radio Data System (RDS), seek-and-scan, digital clock, auto-tone control, automatic volume, TheftLock and premium front and rear coaxial speakers 1 - Includes (U2K) Sound system feature, XM Satellite Radio . Subscription fees apply. Available only in the 48 contiguous U.S.	--	A ¹	A ¹	--	A ¹
	UQ3	Sound system feature , 8-speakers	S	S	S	S	S
U2K		Sound system feature , XM Satellite Radio. 100% commercial-free music. Over 120 channels. In-depth local traffic and weather in major metro markets. Digital quality sound with coast-to-coast signal coverage. 3-month trial - no charge and no obligation. 1 - Subscription fees apply. Available only in the 48 contiguous U.S.	--	A ¹	A ¹	--	A ¹
		Steering column , Tilt-Wheel	S	S	S	S	S
	N30	Steering wheel , urethane	S	S	--	S	--
	UK3	Steering wheel , mounted audio controls, includes (NK4) Steering wheel, leather-wrapped	--	--	■	--	S
		Storage , open, located below instrument panel	S	--	--	S	--
	D55	Storage , covered, non-locking, located below instrument panel	--	■	■	--	S
PCN		Storage and Organizer Package , includes (VDJ) Regular production accessory, accessory kit, console, floor, 2nd row (SPO-supplied, dealer-installed), (AP9) Cargo net, rear and (VEH) Regular production accessory, Overhead storage consoles, removable, 2, includes CD/DVD storage and first aid kit (SPO-supplied, dealer-installed) 1 - Not available with (Y3G) Mobility Prep Package , family-use or (ABM) Seats , 3rd row seat delete or (PCU) Overhead Rail System Modular Delete.	--	A ¹	--	--	--
		Theft-deterrent , Pass-key III	S	S	S	S	S
	UA6	Theft-deterrent system , 1 - Included and only available with (PDY) Security Package .	--	A ¹	A ¹	--	A ¹
	D4V	Tray , utility, front seat, side-folding	--	■	■	--	S
	D34	Visors , vanity mirrors, driver and front passenger	S	--	--	S	--
	DH6	Visors , illuminated vanity mirrors, driver and front passenger	--	■	■	--	S
	A31	Windows , power, front, includes driver express-down	S	S	S	S	S
		Windows , manual, rear quarter vent	S	--	--	S	--

Free Flow RPO Code	Ref. Only RPO Code	Description 1 - Equipment groups 1SA, 1SC, 1SD and 1SF available on the CU12216 Model. 2 - Equipment group 1SD available on the CX12216 Model.	Front-Wheel Drive CU12216				All-Wheel Drive CX12216
			Base 1SA ¹	LS 1SC ¹	LT 1SD ¹	Cargo 1SF ¹	LT 1SD ²
	A20	Windows, power, rear quarter vent 1 - Included and only available with (PCQ) Mobility Prep Package, paratransit upgrade.	A ¹	■	■	—	S

S = Standard Equipment A = Available -- (dashes) = Not Available

■ = Included in Equipment Group □ = Included in Equipment Group but upgradeable

*Indicates availability of feature on multiple models. For example, it indicates feature availability on 2WD and 4WD Models or Rear wheel drive and All-wheel drive Models.

Codes listed in the shaded column titled Ref. Only RPO Code are for internal use only and should not be ordered.

Free Flow RPO Code	Ref. Only RPO Code	Description 1 - Equipment groups 1SA, 1SC, 1SD and 1SF available on the CU12216 Model. 2 - Equipment group 1SD available on the CX12216 Model.	Front-Wheel Drive CU12216				All-Wheel Drive CX12216
			Base 1SA ¹	LS 1SC ¹	LT 1SD ¹	Cargo 1SF ¹	LT 1SD ²
		Antenna, fixed-mast	S	S	S	S	S
		Bumpers, front and rear, 5 mph	S	S	S	S	S
PCM		Climate Package , includes (AJ1) Glass, Solar-Ray deep tinted, (C49) Defogger, rear window, (DR5) Mirrors, outside rearview, power, heated, (C25) Wiper, rear and (KG7) Generator, 125 amp 1 - Note: Must specify (PCM) Climate Package or (R9W) Defogger, rear window, not desired.	A ¹	■	■	A ¹	S
	T61	Daytime running lamps	S	S	S	S	S
		Doors, dual sliding, manual	S	S	--	S	--
	E58	Door, power sliding, passenger-side, controlled by interior switch or key fob transmitter 1 - Included and only available with (PCQ) Mobility Prep Package, paratransit upgrade. 2 - Included and only available with (PDF) LS Easy Order Package.	A ¹	A ²	■	--	S
	E59	Door, power sliding, driver-side, controlled by interior switch or key fob transmitter 1 - Included and only available with (PDD) Convenience Package.	--	A ¹	A ¹	--	A ¹
	D72	Door handles, Black	S	--	--	S	--
	D75	Door handles, body-color	--	■	■	--	S
		Glass, Solar-Ray light tinted	S	--	--	S	--
	AJ1	Glass, Solar-Ray deep tinted, mid-, rear-side and liftgate 1 - Included and only available with (PCM) Climate Package.	A ¹	■	■	A ¹	S
		Headlamps, halogen, composite, includes automatic exterior lamp control	S	S	S	S	S
	V41	Inflator kit, includes hose, pressure gauge and vinyl bag 1 - Included and only available with (FE3) Suspension Package, Sport.	A ¹	A ¹	A ¹	--	S
PDF		LS Easy Order Package, includes (E58) Door, power sliding, passenger-side, (N85) Wheels, 17" (43.2 cm) aluminum, (V59) Luggage rails, rooftop, Black and (AG1) Seat adjuster, power, driver 6-way	--	A	--	--	--
V59		Luggage rails, rooftop, Black 1 - Requires a Fleet or Federal Government order type. 2 - Available separately or Included with (PDF) LS Easy Order Package.	A ¹	A ²	--	A	--
	V64	Luggage rails, rooftop, Sport, brushed aluminum	--	--	■	--	S

Free Flow RPO Code	Ref. Only RPO Code	Description 1 - Equipment groups 1SA, 1SC, 1SD and 1SF available on the CU12216 Model. 2 - Equipment group 1SD available on the CX12216 Model.	Front-Wheel Drive CU12216					All-Wheel Drive CX12216
			Base 1SA ¹	LS 1SC ¹	LT 1SD ¹	Cargo 1SF ¹	LT 1SD ²	
VGG		Regular production accessory , Bumper kit, rear, protector (SPO-supplied, dealer installed)	--	A	A	--	A	
	DL6	Mirrors , outside rearview, power, Black, folding	S	--	--	S	--	
	DR5	Mirrors , outside rearview, power, heated, Black, folding 1 - Included and only available with (PCM) Climate Package.	A ¹	■	■	A ¹	S	
		Moldings , bodyside, Black	S	--	--	S	--	
	B86	Moldings , bodyside, body-color	--	■	■	--	S	
	UD7	Rear Parking Assist 1 - Included and only available with (PDD) Convenience Package.	--	A ¹	A ¹	--	A ¹	
T56		Spoiler , rear 1 - Requires (V59) Luggage rails, rooftop.	--	A ¹	--	--	--	
		Tire , spare, compact, includes underbody carrier and hoist	S	S	S	S	S	
	QKY	Tires , P225/60R17, all-season, blackwall	S	S	S	S	--	
	QLR	Tires , P225/60R17, all-season, blackwall 1 - Requires a Fleet, Federal Government or Commercial order type and Included and only available with (FE3) Suspension Package, Sport. 2 - Included and only available with (FE3) Suspension Package, Sport.	A ¹	A ²	A ²	--	S	
	QR5	Wheels , 17" (43.2 cm) steel, includes bolt-on wheel covers	S	S	--	S	--	
N85		Wheels , 17" (43.2 cm) aluminum 1 - Requires a Fleet or Federal Government order type or (Y3H) Mobility Prep Package, paratransit and (FE3) Suspension Package, Sport. Required with (Y3H) Mobility Prep Package, paratransit. 2 - Available separately or Included with (PDF) LS Easy Order Package. Required with (Y3G) Mobility Prep Package, family use.	A ¹	A ²	■	--	S	
		Wipers , intermittent, front	S	S	S	S	S	
	C25	Wiper , intermittent, rear, includes washer 1 - Included and only available with (PCM) Climate Package.	A ¹	■	■	A ¹	S	

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*Indicates availability of feature on multiple models. For example, it indicates feature availability on 2WD and 4WD Models or Rear wheel drive and All-wheel drive Models.

Codes listed in the shaded column titled Ref. Only RPO Code are for internal use only and should not be ordered.

Free Flow RPO Code	Ref. Only RPO Code	Description 1 - Equipment groups 1SA, 1SC, 1SD and 1SF available on the CU12216 Model. 2 - Equipment group 1SD available on the CX12216 Model.	Front-Wheel Drive CU12216				All-Wheel Drive CX12216
			Base 1SA ¹	LS 1SC ¹	LT 1SD ¹	Cargo 1SF ¹	LT 1SD ²
	G67	Automatic level control 1 - Included and only available with (FE3) Suspension Package, Sport.	A ¹	A ¹	A ¹	--	S
		Battery , maintenance free, includes rundown protection	S	S	S	S	S
	JL9	Brakes , 4-wheel antilock disc	S	S	S	S	S
		Drivetrain , front-wheel drive	S	S	S	S	--
	F46	Drivetrain , all-wheel drive	--	--	--	--	S
FE9		Emissions , Federal requirements	A	A	A	A	A
NE1		Emissions , Maine, Massachusetts, New York or Vermont state requirements	A	A	A	A	A
YF5		Emissions , California state requirements	A	A	A	A	A
VCL		Emissions Certification , CFF (Clean Fuel Fleet) LEV (Low Emission Vehicle). Option (VCL) should ONLY be ordered to receive the CFF LEV certification. If (VCL) is not ordered, the vehicle will be produced with your normally selected emission system and may not be CFF LEV certified. Products ordered with the (VCL) option may not be certified to California emission requirements. Therefore, they may not be legal for registration in California, New York, Maine, Massachusetts and Vermont. Option (YF5) should be ordered for all vehicles ordered in California. Option (NE1) should be ordered for all vehicles ordered in Maine or Vermont. 1 - Requires (NB8) Emissions override, California, Massachusetts or New York. Not available in Vermont or Maine.	A ¹	A ¹	A ¹	A ¹	A ¹
NB8		Emissions override , California, Massachusetts or New York (for vehicles ordered by dealers in states of California, Massachusetts or New York with Federal emissions) 1 - Requires (FE9) Emissions, Federal requirements.	A ¹	A ¹	A ¹	A ¹	A ¹
NC7		Emissions override , Federal (for vehicles ordered by dealers in Federal emission states with California, New York, Vermont, Massachusetts or Maine emissions; may also be used by dealers in states of California, New York, Vermont, Massachusetts or Maine to order different state-specific emissions) 1 - Requires (YF5) Emissions, California state requirements or (NE1) Emissions, New York, Vermont, Massachusetts or Maine state requirements.	A ¹	A ¹	A ¹	A ¹	A ¹

Free Flow RPO Code	Ref. Only RPO Code	Description 1 - Equipment groups 1SA, 1SC, 1SD and 1SF available on the CU12216 Model. 2 - Equipment group 1SD available on the CX12216 Model.	Front-Wheel Drive CU12216				All-Wheel Drive CX12216
			Base 1SA ¹	LS 1SC ¹	LT 1SD ¹	Cargo 1SF ¹	LT 1SD ²
	LX9	Engine, 3.5L 3500 V6 SFI (200 HP [149 kW] @ 5200 rpm, 220 lb.-ft [298.0 N-m] @ 4400 rpm)	S	S	S	S	S
K05		Engine block heater	A	A	A	A	A
		Exhaust, stainless-steel	S	S	S	S	S
	K68	Generator, 105 amp	S	--	--	S	--
	KG7	Generator, 125 amp 1 - Included and only available with (C69) Air conditioning, rear auxiliary or (PCM) Climate Package. 2 - Included and only available with (PCM) Climate Package.	A ¹	■	■	A ²	S
JL4		StabiliTrak, vehicle stability enhancement system 1 - Requires (FE3) Suspension Package, Sport.	--	--	A ¹	--	--
		Steering, power, rack-and-pinion	S	S	S	S	S
	FE1	Suspension, Soft Ride	S	S	S	S	--
	FE5	Suspension, Ride and Handling	--	--	--	--	S
FE3		Suspension Package, Sport, includes (G67) Automatic level control, (V41) Inflator kit, (QLR) Tires, P225/60R17, all-season, blackwall and (NW9) Traction control, all-speed 1 - Requires (N85) Wheels, 17" (43.2 cm) aluminum and a Fleet, Federal Government or Commercial order type. 2 - Requires (N85) Wheels, 17" (43.2 cm) aluminum or (PDF) LS Easy Order Package.	A ¹	A ²	A	--	--
V92		Trailer Provision Package, includes (V08) Heavy-duty cooling, engine oil cooler and wiring harness 1 - Requires (FE3) Suspension Package, Sport or (FE5) Suspension Package, Ride and Handling.	--	A ¹	A ¹	--	A ¹
NW9		Traction control, all-speed 1 - Requires a Fleet, Federal Government or Commercial order type. Available separately or included in (FE3) Suspension Package, Sport. 2 - Included and only available with (FE3) Suspension Package, Sport.	A ¹	A ¹	A ²	--	--
	MX0	Transmission, 4-speed automatic, electronically controlled with overdrive	S	S	S	S	S

S = Standard Equipment A = Available -- (dashes) = Not Available

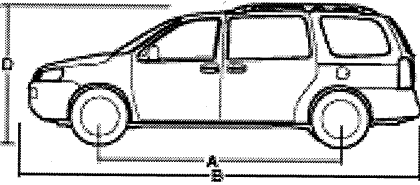
■ = Included in Equipment Group □ = Included in Equipment Group but upgradeable

*Indicates availability of feature on multiple models. For example, it indicates feature availability on 2WD and 4WD Models or Rear wheel drive and All-wheel drive Models.

Decor Level	Seat Type	Seat Code	Seat Trim	Interior	
				Medium Gray	Neutral
1SA	2nd row modular bucket seats (2) and 3rd row 50/50 split-bench	ABA	Base Cloth	17B	34B
1SF	Cargo Van, 2-passenger, no crew seat	ABG	Base Cloth	17B	34B
1SA, 1SF	4-passenger, includes 2 - 2nd row modular bucket seats	ABM	Base Cloth	17B	34B
1SC, 1SD	4-passenger, includes 2 - 2nd row modular bucket seats	ABM	Custom Cloth	17C	34C
1SA with Y3H	Front bucket, 2nd row seats removed and 3rd row 50/50 split-bench	ABI	Base Cloth	17B	34B
1SC	2nd row modular bucket seats (2) and 3rd row 50/50 split-bench	ABA	Custom Cloth	17C	34C
1SC with Y3G	Front bucket, 2nd row seats removed and 3rd row 50/50 split-bench	ABI	Custom Cloth	17C	34C
1SD	2nd row captain's chairs and 3rd row 50/50 split-bench	ABD	Custom Cloth	17C	34C
1SD	2nd row captain's chairs and 3rd row 50/50 split-bench	ABD	Leather Seating Surfaces	172	342
1SC with Y3G	Front bucket, 2nd row seats removed and 3rd row 50/50 split-folding bench	ABI	Leather Seating Surfaces	172	342
1SF	Cargo Van, 3-passenger, single crew seat	ABF	Base Cloth	17B	34B

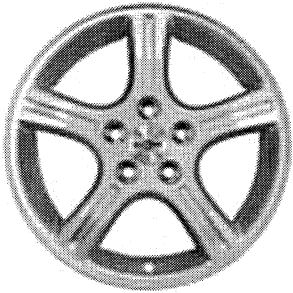
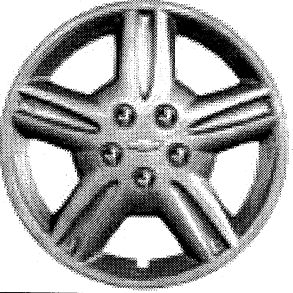
Exterior Solid Paint	Color Code	Touch Up Paint Number	Interior	
			Medium Gray	Neutral
Sandstone Metallic	15U	WA-929L	--	A
Dark Blue Metallic	25U	WA-722J	A	A
Emerald Jewel Metallic	38U	WA-215M	A	A
Blue Granite Metallic	46U	WA-928L	A	A
Summit White	50U	WA-8624	A	A
Sport Red Metallic	63U	WA-817K	A	A
Silverstone Metallic	67U	WA-994L	A	--
Bronzemist Metallic	76U	WA-528F	--	A

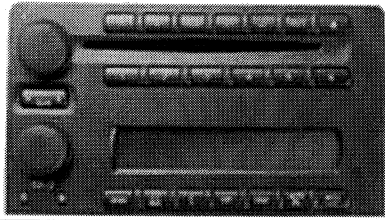
All dimensions in inches (mm) unless otherwise stated.

	Specifications	FWD CU12216	AWD CX12216
	A Wheelbase	121.10 (3076)	121.10 (3076)
	B Overall length	204.30 (5189)	204.30 (5189)
	Body width, with mirrors	85.70 (2177)	85.70 (2177)
	Body width, without mirrors	72.00 (1829)	72.00 (1829)
	D Overall height	72.03 (1830)	72.03 (1830)
	Front tread width	62.43 (1586)	62.43 (1586)
	Rear tread width , AWD	--	62.90 (1598)
	Rear tread width , FWD	62.60 (1590)	--
	Head room, front	39.80 (1011)	39.80 (1011)
	Head room, center	38.90 (988)	38.90 (988)
	Head room, rear	38.20 (970)	38.20 (970)
	Shoulder room, front	59.90 (1521)	58.90 (1496)
	Shoulder room, center	61.21 (1555)	61.21 (1555)
	Shoulder room, rear	48.61 (1235)	48.61 (1235)
	Hip room, front	55.80 (1417)	55.80 (1417)
	Hip room, center	61.60 (1565)	61.60 (1565)
	Hip room, rear	48.30 (1227)	48.30 (1227)
	Leg room, front	39.90 (1013)	39.90 (1013)
	Leg room, center	38.90 (988)	38.90 (988)
	Leg room, rear	36.20 (919)	36.20 (919)

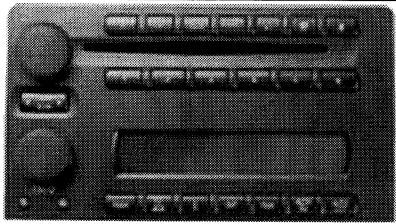
Published dimensions indicated are without optional equipment or accessories. Additional accessories or equipment ordered at the customer's request can result in a minor change in these dimensions.

	Front-Wheel Drive CU12216	All-Wheel Drive CX12216
Specifications		
Turning diameter, curb-to-curb, ft. (m)	41.0 (12.5)	41.0 (12.5)
Capacities		
Gross Vehicle Weight Rating, lbs. (kg)	5622 (2550)	5842 (2650)
Front Gross Axle Weight Rating, lbs. (kg)	2866 (1300)	2866 (1300)
Rear Gross Axle Weight Rating, lbs. (kg)	2756 (1250)	3003 (1362)
Curb weight, lbs. (kg)	4470 (2028)	4646 (2107)
Cargo volume, with front seat, cu. ft. (liters)	136.5 (3865.7)	136.5 (3865.7)
Cargo volume, with front and center seats, cu. ft. (liters)	74.1 (2098.5)	74.1 (2098.5)
Cargo volume, with front, center and rear seats, cu. ft. (liters)	26.9 (761.8)	26.9 (761.8)
Fuel capacity, approximate, gallon (liters)	25 (95)	25 (95)
Seating capacity (front/center/rear)	2/2/3	2/2/3

	<p>N85 Wheels, 17" (43.2 cm) aluminum</p>
	<p>QR5 Wheels, 17" (43.2 cm) steel, includes bolt-on wheel covers</p>

**US8**

Sound system, ETR AM/FM stereo with CD player and MP3 playback, includes Radio Data System (RDS), seek-and-scan, digital clock, auto-tone control, automatic volume, TheftLock and premium front and rear coaxial speakers

**US9**

Sound system, ETR AM/FM stereo with 6-disc CD changer and MP3 playback, in-dash, includes Radio Data System (RDS), seek-and-scan, digital clock, auto-tone control, automatic volume, TheftLock and premium front and rear coaxial speakers

Option Code	Description
**2	Seat trim, leather seating surfaces
A20	Windows, power, rear quarter vent
A31	Windows, power
ABA	Seats, 7-passenger
ABD	Seats, 7-passenger, 2nd row captain's chairs, 3rd row 50/50 split-folding bench
ABF	Seats, Cargo Van
ABG	Seats, Cargo Van
ABI	Seats, front bucket
ABM	Seats, 3rd row seat delete
AG1	Seat adjuster, power, driver 6-way
AG2	Seat adjuster, power, front passenger
AJ1	Glass, Solar-Ray deep tinted
AJ7	Air bags, dual-stage, frontal
AK5	Air bags, dual-stage, frontal
AN2	Seat, integral child
AP3	Remote vehicle starter system
AP9	Cargo net, rear
APY	Cargo partition, rear, mesh
AQW	Regular production accessory, Seat, power, Sit-N-Lift
AU0	Keyless entry, remote
B37	Floormats
B86	Moldings, bodyside, body-color
C25	Wiper, intermittent, rear
C49	Defogger, rear-window, electric
C60	Air conditioning, front manual
C69	Air conditioning, auxiliary rear
D34	Visors, vanity mirrors, driver and front passenger
D4V	Tray, utility
D55	Storage, covered
D72	Door handles, Black
D75	Door handles, body-color
D7E	Cargo convenience center, rear
DH6	Visors, illuminated vanity mirrors, driver and front passenger
DL6	Mirrors, outside rearview, power
DR5	Mirrors, outside rearview, power, heated, Black
E58	Door, power sliding, passenger-side
E59	Door, power sliding, driver-side
F46	Drivetrain, all-wheel drive
FE1	Suspension, Soft Ride
FE3	Suspension Package, Sport
FE5	Suspension, Ride and Handling
FE9	Emissions, Federal requirements
G67	Automatic level control
JL4	StabiliTrak, vehicle stability enhancement system
JL9	Brakes, 4-wheel antilock
K05	Engine block heater
K34	Cruise control
K68	Generator, 105 amp
KA1	Seats, heated, driver and front passenger

Option Code	Description
KG7	Generator, 125 amp
LX9	Engine, 3.5L 3500 V6 SFI
MX0	Transmission, 4-speed automatic
N30	Steering wheel, urethane
N85	Wheels, 17" (43.2 cm) aluminum
NB8	Emissions override
NC7	Emissions override, Federal
NE1	Emissions, Maine, Massachusetts, New York or Vermont state requirements
NW9	Traction control
PCL	Overhead Rail System Delete with OnStar
PCM	Climate Package
PCN	Storage and Organizer Package
PCQ	Mobility Prep Package, paratransit upgrade
PCU	Overhead Rail System Modular Delete
PCV	Premium Seating Package
PDD	Convenience Package
PDF	LS Easy Order Package
PDY	Security Package
QKY	Tires, P225/60R17, all-season, blackwall
QLR	Tires, P225/60R17, all-season, blackwall
QR5	Wheels, 17" (43.2 cm) steel
R7D	Commercial Customer Choice Upfit, partition package
R7T	Commercial Customer Choice Upfit, commercial bin and partition
R9W	Defogger, rear window
T56	Spoiler, rear
T61	Daytime running lamps
TX3	Headphones
U2K	Sound system feature, XM Satellite Radio
U42	Entertainment system, deluxe
U56	Entertainment system, rear seat
UA6	Theft-deterrent system,
UD7	Rear Parking Assist
UE0	OnStar, not installed
UE1	OnStar
UG1	HomeLink
UH8	Instrumentation
UH9	Instrumentation, deluxe
UK3	Steering wheel, mounted audio controls
UMS	Entertainment system, Mobile Digital Media Player by PhatNoise
UQ3	Sound system feature, 8-speakers
US8	Sound system, ETR AM/FM stereo with CD player and MP3 playback
US9	Sound system, ETR AM/FM stereo with 6-disc
V39	Regular production accessory, Overhead storage console
V41	Inflator kit
V59	Luggage rails, rooftop
V64	Luggage rails, rooftop
V92	Trailer Provision Package
VCL	Emissions Certification, CFF (Clean Fuel Fleet) LEV (Low Emission Vehicle).
VDJ	Regular production accessory, accessory kit

Option Code	Description
VEH	Regular production accessory, Overhead storage consoles
VGG	Regular production accessory, Bumper kit
VHI	Ship-thru OEM Systems
VVL	Overhead Rail System Modular
VVM	Console
WT5	Ship-thru upfitter
WU2	Ship-thru upfitter, Masterack
Y3G	Mobility Prep Package, family use
Y3H	Mobility Prep Package, paratransit
YF5	Emissions, California state requirements
Z10	Cargo Van Package

Maximum trailer ratings are calculated assuming standard equipped vehicle, driver and required trailering equipment. The weight of optional equipment, passengers and cargo will reduce the maximum trailer weight your vehicle can tow. 10 to 15% of the trailer weight is the recommended trailer tongue load.

Automatic Transmission Ratings with Ball Hitch	
Model	(LX9) 3.5L 3500 V6 SFI
	Maximum Trailer Weight lbs. (kg)
Front-Wheel Drive	2000 (907)
Front-Wheel Drive and V92	3500 (1588)
All-Wheel Drive	2000 (907)
All-Wheel Drive and V92	3500 (1588)

