

2018 GENERAL INFORMATION

Dangers, Warnings, And Cautions - Traverse

INTRODUCTION

DEFINITION OF DANGER, WARNING, CAUTION, AND NOTE

The diagnosis and repair procedures in a GM Service Information both general and specific Dangers, Warnings, Cautions, Notes or Important. GM is dedicated to the presentation of service information that helps the technician to diagnose and repair the systems necessary for the proper operation of the vehicle, however, certain procedures may present a hazard to the technician if they are not followed in the recommended manner. Dangers, Warnings, Cautions and Notes or Important are elements designed to prevent these hazards, however, not all hazards can be foreseen. This information is placed at strategic locations within the service information. This information is designed to prevent the following from occurring:

- Serious bodily injury or death to the technician
- Damage to the vehicle
- Unnecessary vehicle repairs
- Unnecessary component replacement
- Improper repair or replacement of vehicle components.
- Any warning or caution that appears in this service category is referenced from the individual service categories.

DANGER Defined

When encountering a DANGER, you will be asked to take a necessary action or not to take a prohibited action. If a DANGER is not heeded, the following consequences may occur:

- Serious bodily injury or death to the technician
- Serious bodily injury or death to other technicians in the workplace area

WARNING Defined

When encountering a WARNING, you will be asked to take a necessary action or not to take a prohibited action. If a WARNING is not heeded, the following consequences may occur:

- Serious bodily injury to the technician
- Serious bodily injury to other technicians in the workplace area
- Serious bodily injury to the driver and/or passenger(s) of the vehicle, if the vehicle has been improperly repaired

CAUTION Defined

CAUTIONS call special attention to a necessary action or to a prohibited action. If a CAUTION is not heeded, the following consequences may occur:

- Damage to the vehicle
- Unnecessary vehicle repairs
- Unnecessary component replacement
- Improper operation or performance of the system or component under repair
- Damage to any systems or components which are dependent upon the proper operation of the system or component under repair
- Improper operation or performance of any systems or components which are dependent upon the proper operation or performance of the system or component under repair

- Damage to fasteners, basic tools, or special tools
- The leakage of coolant, lubricant, or other vital fluids

NOTE or IMPORTANT Defined

NOTE and IMPORTANT statements emphasize a necessary characteristic of a diagnostic or repair procedure. NOTE or IMPORTANT statements are designed to do the following:

- Clarify a procedure
- Present additional information for accomplishing a procedure
- Give insight into the reason or reasons for performing a procedure in the manner recommended
- Present information that will help to accomplish a procedure in a more effective manner
- Present information that gives the technician the benefit of past experience in accomplishing a procedure with greater ease

APPROVED EQUIPMENT FOR COLLISION REPAIR WARNING

WARNING: To avoid personal injury when exposed to welding flashes or to galvanized (Zinc Oxide) metal toxic fumes while grinding/cutting on any type of metal or sheet molded compound, you must work in a properly ventilated area, wearing an approved respirator, eye protection, earplugs, welding gloves, and protective clothing. In addition when grinding aluminum components, always use an extraction system to remove high dust concentration due to risk of explosion.

ASSISTANT DRIVING WARNING

WARNING: An assistant should drive the vehicle while the technician checks for the location of the reported condition. Otherwise, personal injury could result.

BATTERY DISCONNECT WARNING

WARNING: Unless directed otherwise, the ignition must be OFF with the key removed, and all electrical loads must be OFF before servicing any electrical component. Disconnect the negative battery cable to prevent an electrical spark should a tool or equipment come in contact with an exposed electrical terminal. Failure to follow these precautions may result in personal injury and/or damage to the vehicle or its components.

For Vehicles equipped with OnStar® (UE1) with Back Up Battery:

The Back Up Battery is a redundant power supply to allow limited OnStar® functionality in the event of a main vehicle battery power disruption to the VCIM (OnStar® module). Do not disconnect the main vehicle battery or remove the OnStar® fuse with the ignition key in any position other than OFF. Retained accessory power should be allowed to time out or be disabled (simply opening the driver door should disable retained accessory power) before disconnecting power. Disconnecting power to the OnStar® module in any way while the ignition is On or with retained accessory power activated may cause activation of the OnStar® Back-Up Battery system and will discharge and permanently damage the back-up battery. Once the Back-Up Battery is activated it will stay on until it has completely discharged. The back-up battery is not rechargeable and once activated the back-up battery must be replaced.

BRAKE DUST WARNING

WARNING: Avoid taking the following actions when you service wheel brake parts:

- Do not grind brake linings.

- Do not sand brake linings.
- Do not clean wheel brake parts with a dry brush or with compressed air.

Some models or aftermarket brake parts may contain asbestos fibers which can become airborne in dust. Breathing dust with asbestos fibers may cause serious bodily harm. Use a water-dampened cloth in order to remove any dust on brake parts. Equipment is available commercially in order to perform this washing function. These wet methods prevent fibers from becoming airborne.

BRAKE FLUID IRRITANT WARNING

WARNING: Brake fluid may irritate eyes and skin. In case of contact, take the following actions:

- Eye contact - rinse thoroughly with water.
- Skin contact - wash with soap and water.
- If ingested - consult a physician immediately.

CLEANING SOLVENT WARNING

WARNING: Bodily injury may occur if the cleaning solvent is inhaled or exposed to the skin.

COLLISION SECTIONING WARNING

WARNING: Sectioning should be performed only in the recommended areas. Failure to do so may compromise the structural integrity of the vehicle and cause personal injury if the vehicle is in a collision.

CRACKED WINDOW WARNING

WARNING: If a window is cracked but still intact, crisscross the window with masking tape in order to reduce the risk of damage or personal injury.

DEFROSTER OUTLET WARNING

WARNING: If broken glass falls into the defroster outlets, it can be blown into the passenger compartment and cause personal injury.

DIESEL/GASOLINE VAPORS WARNING

WARNING: Fuel/gasoline vapors are highly flammable. A fire could occur if an ignition source is present. Never drain or store gasoline or diesel fuel in an open container, due to the possibility of fire or explosion. Have a dry chemical (Class B) fire extinguisher nearby.

EXHAUST SERVICE WARNING

WARNING: In order to avoid being burned, do not service the exhaust system while it is still hot. Service the system when it is cool.

EXPRESS WINDOW DOWN WARNING

WARNING: Disconnect the power window switch when working inside the door. When operated, the Express Up/Down Feature allows the door window to move very quickly, without stopping, which could cause personal injury.

EYE PROTECTION WARNING

WARNING: Approved safety glasses and gloves should be worn when performing this procedure to reduce the chance of personal injury.

FOAM SOUND DEADENERS WARNING

WARNING: Foam sound deadeners must be removed from areas within 152.4 mm (6 in) of where flame is to be used for body repairs. When reinstalling foam sound deadeners, avoid inhaling fumes as bodily injury may result.

FUEL AND EVAPORATIVE EMISSION PIPE WARNING

WARNING: In order to reduce the risk of fire and personal injury observe the following items:

- Replace all nylon fuel pipes that are nicked, scratched or damaged during installation, do not attempt to repair the sections of the nylon fuel pipes
- Do not hammer directly on the fuel harness body clips when installing new fuel pipes. Damage to the nylon pipes may result in a fuel leak.
- Always cover nylon vapor pipes with a wet towel before using a torch near them. Also, never expose the vehicle to temperatures higher than 115°C (239°F) for more than one hour, or more than 90°C (194°F) for any extended period.
- Apply a few drops of clean engine oil to the male pipe ends before connecting fuel pipe fittings. This will ensure proper reconnection and prevent a possible fuel leak. (During normal operation, the O-rings located in the female connector will swell and may prevent proper reconnection if not lubricated.)

FUEL PIPE FITTING WARNING

WARNING: Always apply a few drops of clean engine oil to the male pipe ends before connecting the fuel pipe fittings. This will ensure proper reconnection and prevent a possible fuel leak. Always replace O-rings.

GLASS AND SHEET METAL HANDLING WARNING

WARNING: When working with any type of glass or sheet metal with exposed or rough edges, wear approved safety glasses and gloves in order to reduce the chance of personal injury.

HALOGEN BULB WARNING

WARNING: Halogen bulbs contain gas under pressure. Handling a bulb improperly could cause it to shatter into flying glass fragments. To help avoid personal injury:

- Turn off the lamp switch and allow the bulb to cool before changing the bulb.
- Leave the lamp switch OFF until the bulb change is complete.
- Always wear eye protection when changing a halogen bulb.
- Handle the bulb only by its base. Avoid touching the glass.
- Keep dirt and moisture off the bulb.
- Properly dispose of the used bulb.
- Keep halogen bulbs out of the reach of children.

HOT EXHAUST SYSTEM WARNING

WARNING: While engine is operating, the exhaust system will become extremely hot. To prevent burns avoid contacting a hot exhaust system.

MOVING PARTS AND HOT SURFACES WARNING

WARNING: Avoid contact with moving parts and hot surfaces while working around a running engine in order to prevent physical injury.

PARKING BRAKE AND DRIVE WHEELS WARNING

WARNING: Apply the parking brake and block the drive wheels before performing this procedure in order to prevent bodily injury.

PROTECTIVE GOGGLES AND GLOVE WARNING

WARNING: Always wear protective goggles and gloves when removing exhaust parts as falling rust and sharp edges from worn exhaust components could result in serious personal injury.

R-1234YF PROPER SERVICE PROCEDURES WARNING

WARNING: *For personal safety, proper service procedure and refrigerant handling guidelines reference the applicable SAE standards when servicing vehicles equipped with R-1234yf refrigerant systems. Reference SAE J639, SAE J2845, SAE J2842, SAE J2843 & SAE J2851. Failure to follow these precautions may cause personal injury and/or damage to the vehicle or its components.*

RELIEVING FUEL PRESSURE WARNING

WARNING: Remove the fuel tank cap and relieve the fuel system pressure before servicing the fuel system in order to reduce the risk of personal injury. After you relieve the fuel system pressure, a small amount of fuel may be released when servicing the fuel lines, the fuel injection pump, or the connections. In order to reduce the risk of personal injury, cover the fuel system components with a shop towel before disconnection. This will catch any fuel that may leak out. Place the towel in an approved container when the disconnection is complete.

ROAD TEST WARNING

WARNING: Road test a vehicle under safe conditions and while obeying all traffic laws. Do not attempt any maneuvers that could jeopardize vehicle control. Failure to adhere to these precautions could lead to serious personal injury and vehicle damage.

SAE J2913 CERTIFIED ELECTRONIC LEAK DETECTORS WARNING

WARNING: Technicians must only use a SAE J2913 certified electronic leak detector when checking for leaks in an R-1234yf A/C refrigerant system. Other, non - certified, leak detection devices could serve as ignition sources in the presence of hydrocarbons or other flammable refrigerants. Failure to follow these precautions may cause personal injury and/or damage to the vehicle or its components.

SAFETY GLASSES AND COMPRESSED AIR WARNING

WARNING: Wear safety glasses when using compressed air in order to prevent eye

injury.

SAFETY GLASSES WARNING

WARNING: Wear safety glasses in order to avoid eye damage.

SIR DEPLOYED INFLATOR MODULES ARE HOT WARNING

WARNING: After deployment, the metal surfaces of the SIR component may be very hot. To help avoid a fire or personal injury:

- Allow sufficient time for cooling before touching any metal surface of the SIR component.
- Do not place the deployed SIR component near any flammable objects.

SIR INFLATABLE MODULE DEPLOYMENT OUTSIDE VEHICLE WARNING

WARNING: When you are deploying an inflator module for disposal, perform the deployment procedures in the order listed. Failure to follow the procedures in the order listed may result in personal injury.

SIR INFLATOR MODULE DISPOSAL WARNING

WARNING: In order to prevent accidental deployment and the risk of personal injury, do not dispose of an undeployed inflator module as normal shop waste. Undeployed inflator modules contain substances that could cause severe illness or personal injury if their sealed containers are damaged during disposal. Use the following deployment procedures to safely dispose of an undeployed inflator module. Failure to observe the following disposal methods may be a violation of appropriate country, regional or local laws.

SIR INFLATOR MODULE HANDLING AND STORAGE WARNING

WARNING: When carrying an undeployed inflator module:

- Do not carry the inflator module by the wires or connector.
- Make sure the air bag opening points away from you.

When storing an undeployed inflator module:

- Make sure the air bag opening points away from the surface on which the inflator module rests.
- Provide free space for the air bag to expand in case of an accidental deployment.
- When storing a steering column, do not rest the column with the air bag opening facing down and the column vertical. Lay the column on its side.

Failure to observe these guidelines may result in personal injury.

SIR WARNING

WARNING: This vehicle is equipped with a Supplemental Inflatable Restraint (SIR) System. Failure to follow the correct procedure could cause the following conditions:

- Air bag deployment
- Personal injury

- Unnecessary SIR system repairs

In order to avoid the above conditions, observe the following guidelines:

- Refer to Master Electrical Components List in order to determine if you are performing service on or near the SIR components or the SIR wiring.
- If you are performing service on or near the SIR components or the SIR wiring, disable the SIR system. Refer to Disabling the SIR System.

TORQUE-TO-YIELD FASTENER WARNING

WARNING: This vehicle is equipped with torque-to-yield or single use fasteners. Install a NEW torque-to-yield or single use fastener when installing this component. Failure to replace the torque-to-yield or single use fasteners could cause damage to the vehicle, component, or bodily injury.

WINDOW RETENTION WARNING

WARNING: When replacing stationary windows, use a urethane adhesive system meeting GM Specification, to maintain original installation integrity. Failure to use the urethane adhesive kit will result in poor retention of the window which may allow unrestrained occupants to be ejected from the vehicle resulting in personal injury.

WORK STALL TEST WARNING

WARNING: One or more of the following guidelines may apply when performing specific required tests in the work stall:

- When a test requires spinning the drive wheels with the vehicle jacked up, adhere to the following precautions:
 - Do not exceed 56 km/h (35 mph) when spinning one drive wheel with the other drive wheel stopped. This limit is necessary because the speedometer indicates only one-half the actual vehicle speed under these conditions. Personal injury may result from excessive wheel spinning.
 - If all of the drive wheels are spinning at the same speed, do not exceed 112 km/h (70 mph). Personal injury may result from excessive wheel spinning.
 - All persons should stay clear of the rotating components and the balance weight areas in order to avoid possible personal injury.
 - When running an engine in the repair stall for an extended period of time, use care not to overheat the engine and the transmission.
- When a test requires jacking up the vehicle and running with the wheels and brake rotors removed, adhere to the following precautions:
 - Support the suspension at normal ride height.
 - Do not apply the brake with the brake rotors removed.
 - Do not place the transmission in PARK with the drive axles spinning.
 - Turn Off the ignition in order to stop the powertrain components from spinning.
- When running an engine in the work stall, use the exhaust removal system to prevent breathing dangerous gases.

BELT DRESSING CAUTION

CAUTION: Do not use belt dressing on the drive belt. Belt dressing causes the breakdown of the composition of the drive belt. Failure to follow this recommendation will damage the drive belt.

BRAKE CALIPER CAUTION

CAUTION: Support the caliper with a piece of wire to prevent damage to the brake line.

BRAKE FLUID EFFECTS ON PAINT AND ELECTRICAL COMPONENTS CAUTION

CAUTION: Avoid spilling brake fluid onto painted surfaces, electrical connections, wiring, or cables. Brake fluid will damage painted surfaces and cause corrosion to electrical components. If any brake fluid comes in contact with painted surfaces, immediately flush the area with water. If any brake fluid comes in contact with electrical connections, wiring, or cables, use a clean shop cloth to wipe away the fluid.

CLEAN, DRY, LOW PRESSURE GAS SOURCE CAUTION

CAUTION: Use the Evaporative Emission (EVAP) System Tester GE 41413-A in order to provide a clean, dry, low pressure nitrogen gas source. Do not substitute any other pressurized source, gas or otherwise. Damage may result to the EVAP system, test equipment or cause a safety risk.

CLEARCOAT/ULTRAVIOLET SCREENERS CAUTION

CAUTION: Removing more than 0.5 mils of the clearcoat can result in early paint failure. The clearcoat contains ultraviolet screeners. Do not finesse sand more than what is required to remove the defect.

COMPONENT FASTENER TIGHTENING CAUTION

CAUTION: Replacement components must be the correct part number for the application. Components requiring the use of the thread locking compound, lubricants, corrosion inhibitors, or sealants are identified in the service procedure. Some replacement components may come with these coatings already applied. Do not use these coatings on components unless specified. These coatings can affect the final torque, which may affect the operation of the component. Use the correct torque specification when installing components in order to avoid damage.

CORRECT REFRIGERANT LUBRICANT CAUTION

CAUTION: Use only the lubricant specified for this vehicles refrigerant system. Do not mix refrigerant oils which may result in system contamination and unknown reaction by-products which may cause HVAC System failure.

EMBLEM/NAMEPLATE REMOVAL HEAT CAUTION

CAUTION: Applying excessive heat to the emblem/nameplate may damage the paint and surrounding panel surfaces during removal. Heat temperature SHOULD NOT exceed 79°C (175°F).

EXTERIOR TRIM EMBLEM REMOVAL CAUTION

CAUTION: Use a plastic, flat-bladed tool to prevent paint damage when removing an

FASTENER CAUTION

CAUTION: Use the correct fastener in the correct location. Replacement fasteners must be the correct part number for that application. Do not use paints, lubricants, or corrosion inhibitors on fasteners, or fastener joint surfaces, unless specified. These coatings affect fastener torque and joint clamping force and may damage the fastener. Use the correct tightening sequence and specifications when installing fasteners in order to avoid damage to parts and systems. When using fasteners that are threaded directly into plastic, use extreme care not to strip the mating plastic part(s). Use hand tools only, and do not use any kind of impact or power tools. Fastener should be hand tightened, fully seated, and not stripped.

FUEL AND EVAPORATIVE EMISSION HOSE/PIPE CONNECTION CLEANING CAUTION

CAUTION: Clean all of the following areas before performing any disconnections in order to avoid possible contamination in the system:

- The fuel pipe connections
- The hose connections
- The areas surrounding the connections

HEATED OXYGEN AND OXYGEN SENSOR CAUTION

CAUTION: Do not remove the pigtail from either the heated oxygen sensor (HO2S) or the oxygen sensor (O2S). Removing the pigtail or the connector will affect sensor operation.

Handle the oxygen sensor carefully. Do not drop the HO2S. Keep the in-line electrical connector and the louvered end free of grease, dirt, or other contaminants. Do not use cleaning solvents of any type.

Do not repair the wiring, connector or terminals. Replace the oxygen sensor if the pigtail wiring, connector, or terminal is damaged..

This external clean air reference is obtained by way of the oxygen sensor signal and heater wires. Any attempt to repair the wires, connectors, or terminals could result in the obstruction of the air reference and degraded sensor performance.

The following guidelines should be used when servicing the heated oxygen sensor:

- Do not apply contact cleaner or other materials to the sensor or vehicle harness connectors. These materials may get into the sensor causing poor performance.
- Do not damage the sensor pigtail and harness wires in such a way that the wires inside are exposed. This could provide a path for foreign materials to enter the sensor and cause performance problems.
- Ensure the sensor or vehicle lead wires are not bent sharply or kinked. Sharp bends or kinks could block the reference air path through the lead wire.
- Do not remove or defeat the oxygen sensor ground wire, where applicable. Vehicles that utilize the ground wired sensor may rely on this ground as the only ground contact to the sensor. Removal of the ground wire will cause poor engine performance.

- Ensure that the peripheral seal remains intact on the vehicle harness connector in order to prevent damage due to water intrusion. The engine harness may be repaired using an appropriate crimp and splice seals terminal repair kit. Under no circumstances should repairs be soldered since this could result in the air reference being obstructed.

HEATED OXYGEN SENSOR RESISTANCE LEARN RESET CAUTION

CAUTION: When replacing the HO2S perform the following:

- A code clear with a scan tool, regardless of whether or not a DTC is set
- HO2S heater resistance learn reset with a scan tool, where available

Perform the above in order to reset the HO2S resistance learned value and avoid possible HO2S failure.

HVAC MODULE DRAIN TUBE CAUTION

CAUTION: Always ensure the HVAC module drain tube and heater core tubes are properly installed and secure following a repair. Spillage of coolant can result in interior odors and damage to electronic components. Residual moisture/water or coolant can collect inside the HVAC module. The residual moisture/water or coolant should not contact electronic modules, electrical connections, wiring, cables or carpeting. Use clean and absorbent shop cloths to protect these components while removing and installing the HVAC module drain tube, heater core tubes, or the HVAC module. Moisture/water is a by-product of normal A/C system operation and can result in interior odors or corrosion/damage to electrical components.

MACHINED SURFACE DAMAGE CAUTION

CAUTION: Do not nick, scratch or damage the sealing surface. The sealing surface is a machined surface. Damage to the machined surface can cause leakage.

R-1234YF REFRIGERANT EVAPORATOR CAUTION

CAUTION: Evaporators in vehicles equipped with R-1234yf refrigerant systems, shall never be repaired or replaced with one removed from another or salvage. Only new, SAE J2842 certified and labeled evaporator(s) shall be used as replacement parts. Failure to follow the above guidelines could result in EPA Penalties and/or fines.

SEAL REUSE CAUTION

CAUTION: Do not reuse the seals. Replace with NEW seals. Reusing old seals may cause transmission damage.

TAPE CORNERS OF PANEL CAUTION

CAUTION: When removing body panels, apply tape to corners of panel and adjacent surfaces to help prevent paint damage.

TEST PROBE CAUTION

CAUTION: Do not insert test equipment probes (DMM etc.) into any connector or fuse block terminal. The diameter of the test probes will deform most

terminals. A deformed terminal will cause a poor connection, which will result in a system failure. Always use the J-35616-F GM Approved Terminal Release Tool Kit in order to front probe terminals. Do not use paper clips or other substitutes to probe terminals.

When using the J-35616-F GM Approved Terminal Release Tool Kit, ensure the terminal test adapter choice is the correct size for the connector terminal. Do not visually choose the terminal test adapter because some connector terminal cavities may appear larger than the actual terminal in the cavity. Using a larger terminal test adapter will damage the terminal. Refer to the J-35616-F GM Approved Terminal Release Tool Kit label on the inside of the J-35616-F GM Approved Terminal Release Tool Kit for the correct adapter along with the connector end view for terminal size.

TORQUE REACTION AGAINST TIMING DRIVE CHAIN CAUTION

CAUTION: A wrench must be used on the hex of the camshaft when loosening or tightening in order to prevent component damage. Failure to prevent the torque reaction against the timing drive chain can lead to timing drive chain failure.

TORQUE-TO-YIELD FASTENER CAUTION

CAUTION: This vehicle is equipped with torque-to-yield or single use fasteners. Install a NEW torque-to-yield or single use fastener when installing this component. Failure to replace the torque-to-yield or single use fastener could cause damage to the vehicle or component.

VALVE LIFTER PRIMING CAUTION

CAUTION: Ensure each valve lifter is filled with clean engine oil and the valve lifter does not tip over (plunger down) before the installation of the valve lifters. The loss of oil in the valve lifter lower pressure chamber or the dry stroking/cycling of the valve lifter plunger will allow air to travel into the high pressure chamber of the valve lifter. Air in the high pressure chamber of the valve lifter may not be purged causing extensive engine component damage.
