

- alcohol in the fuel
- refueling patterns
- IPC configuration

Visual Inspection and Diagnostic Prechecks

Make sure to record the Running Average Fuel Economy (RAFE) prior to disconnecting the battery, removing the IPC or BJB fuse 17 (7.5A). If any of the previous conditions occur, the vehicle must be driven over time to allow the DTE calculations to adjust.

DIAGNOSIS AND TESTING > INSTRUMENTATION, MESSAGE CENTER AND WARNING CHIMES > PINPOINT TESTS > PINPOINT TEST AO : THE DTE (DISTANCE TO EMPTY) DISPLAY IS INCORRECT OR FLUCTUATES > PINPOINT TEST AO : THE DTE (DISTANCE TO EMPTY) DISPLAY IS INCORRECT OR FLUCTUATES

AO1 REVIEW AND INVESTIGATE THE FOLLOWING DRIVING CONDITIONS WITH THE CUSTOMER

Determine whether the driver changes the following driving conditions:

- changing between towing/not towing, city/highway driving
- use of extended idle times
- use of remote start frequently (if equipped)
- parking/driving on grades
- use of E85 fuel exclusively or switching to non-Ethanol fuel
- over filling the fuel tank or not filling the tank completely (partial refueling)

Does the driver change driving conditions?

Yes	Advise the customer how changing driving conditions can affect the current short-term DTE as opposed to the displayed long-term DTE.
No	GO to AO2

AO2 CHECK THE FUEL GAUGE FOR CORRECT OPERATION

Ignition ON.

Verify the fuel gauge is functioning and correctly indicating the remaining fuel level.

Is the fuel gauge operating correctly?

Yes	GO to AO3
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