



## CHEVROLET AVEO HARSH ENGAGEMENTS & NO OVERDRIVE

**COMPLAINT:** A 2009 to 2011 Chevrolet Aveo may have a complaint of harsh engagements and no 3-4 shift. In addition, wherever the throttle pedal was positioned, it made no difference in shift timing. Trouble codes U0101 and U0073 were present for ‘Lost Communication With TCM’ and ‘Control Module Bus OFF’. The scan tool would communicate with the TCM for approximately 20 seconds after which communication would fail. A key cycle would return communication for the same time period. As a side note, the vehicles 12 Volt battery would drain overnight. A check of TCM power and grounds indicated no problem. Voltage checks on the GMLAN communication system proved to be within specifications.

**CAUSE:** This vehicle was equipped with GM OnStar. After some research into this problem, it appears that vehicles that are equipped with this option are also equipped with a Vehicle Communication Interface Module (VCIM). In some instances this module has been known to cause these complaints. The VCIM is located under the passenger seat as seen in figure 1. Before the module was removed, it was checked for parasitic draw where it was found to be drawing 400ma when the vehicle was turned OFF. With the module completely disconnected, the amp draw dropped to 8ma which indicated that this module definitely had a problem.

**NOTE:** *A number of GM cars and trucks equipped with the OnStar system are also equipped with a VCIM until the change over to a Telematics Communication Interface Control Module took place. This change was not all models all at once, so refer to the appropriate wiring diagram.*

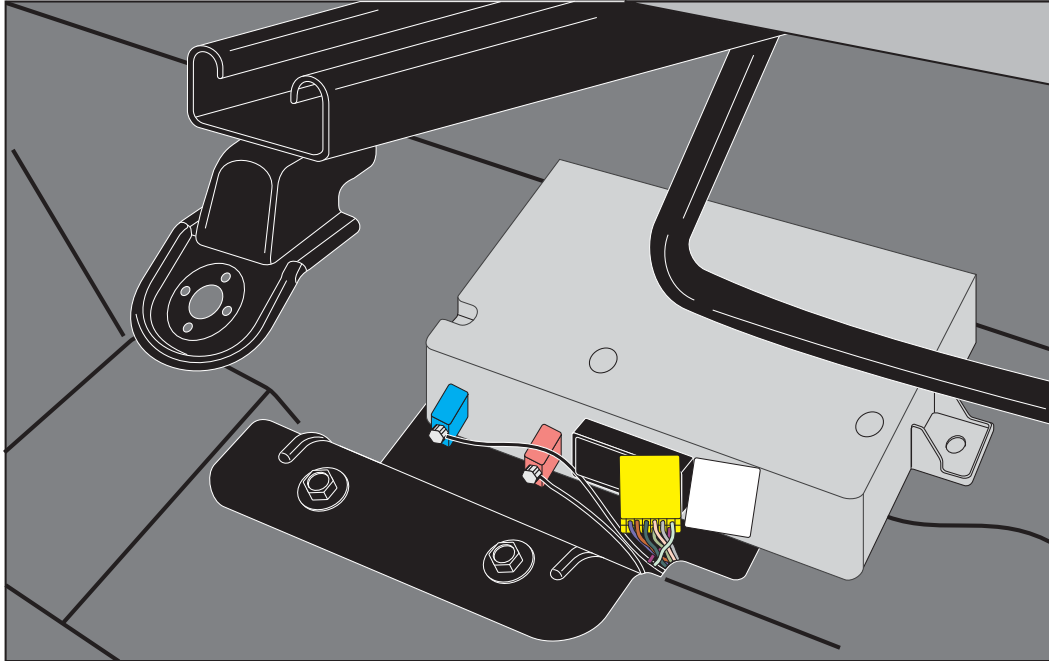
**CORRECTION:** With the customers approval, the VCIM was not replaced which means the GMLAM communication wires could not be left open which would cause communication issues. The GMLAM communication wire from the VCIM were spliced together eliminating the problematic module entirely as seen in figure 2. These wires are yellow and purple at the TCM which can be seen in the wiring diagram in figure 3. These wires also are routed to the VCIM which can be seen in figure 4. The wires were separated from their respective connectors and spliced together yellow to yellow and purple to purple.

After this repair the codes were cleared, communication was restored and the shift complaints were gone. As a side note, the vehicles 12 volt battery no longer went dead overnight.

*A job well done by ATSG's José Garcia.*

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### VEHICLE COMMUNICATION INTERFACE MODULE



UNDER PASSENGER SEAT

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Figure 1



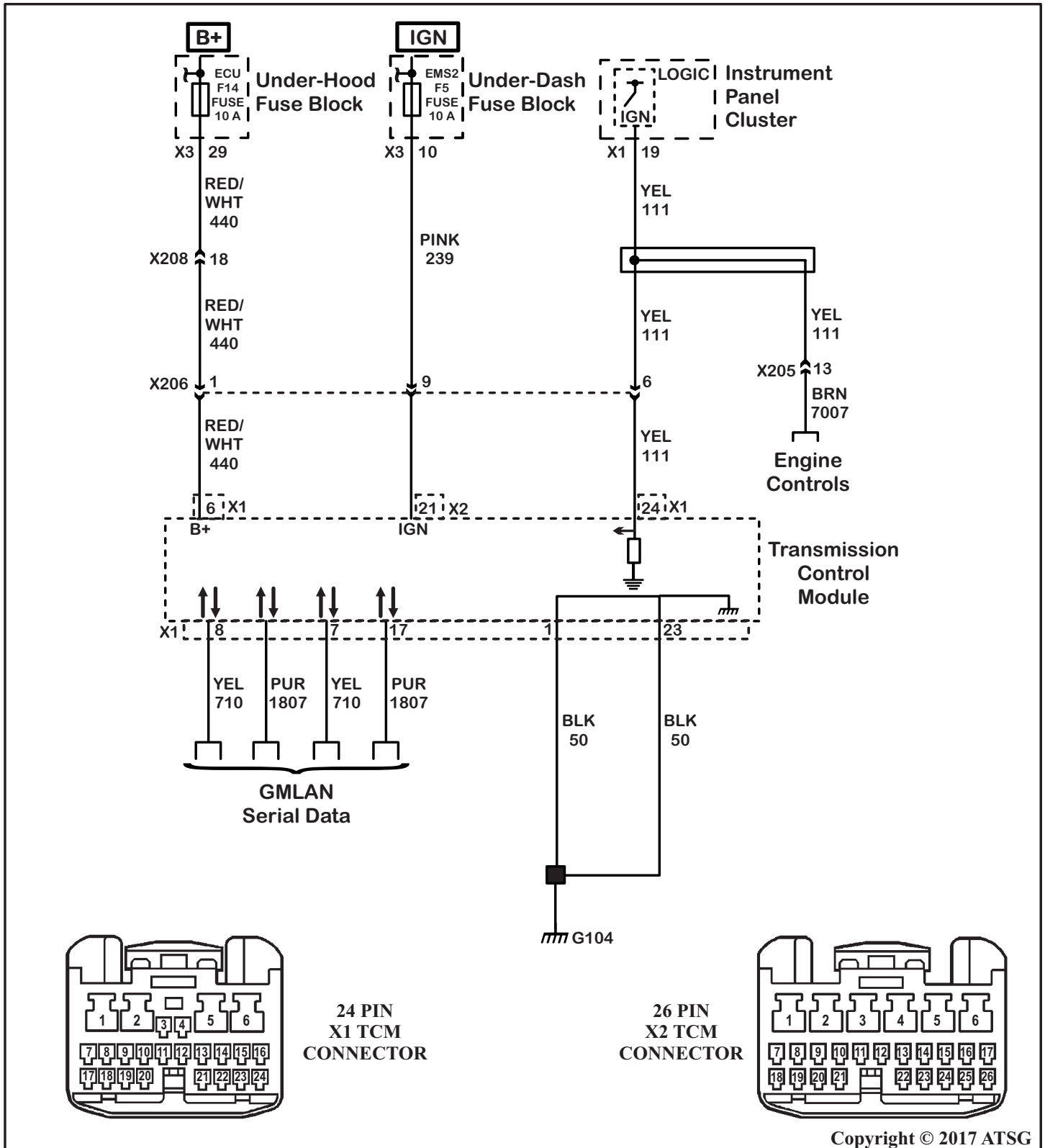
*The GMLAN Communication Wires Were Cut From The VCIM And Spliced Together*

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Figure 2

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Figure 3

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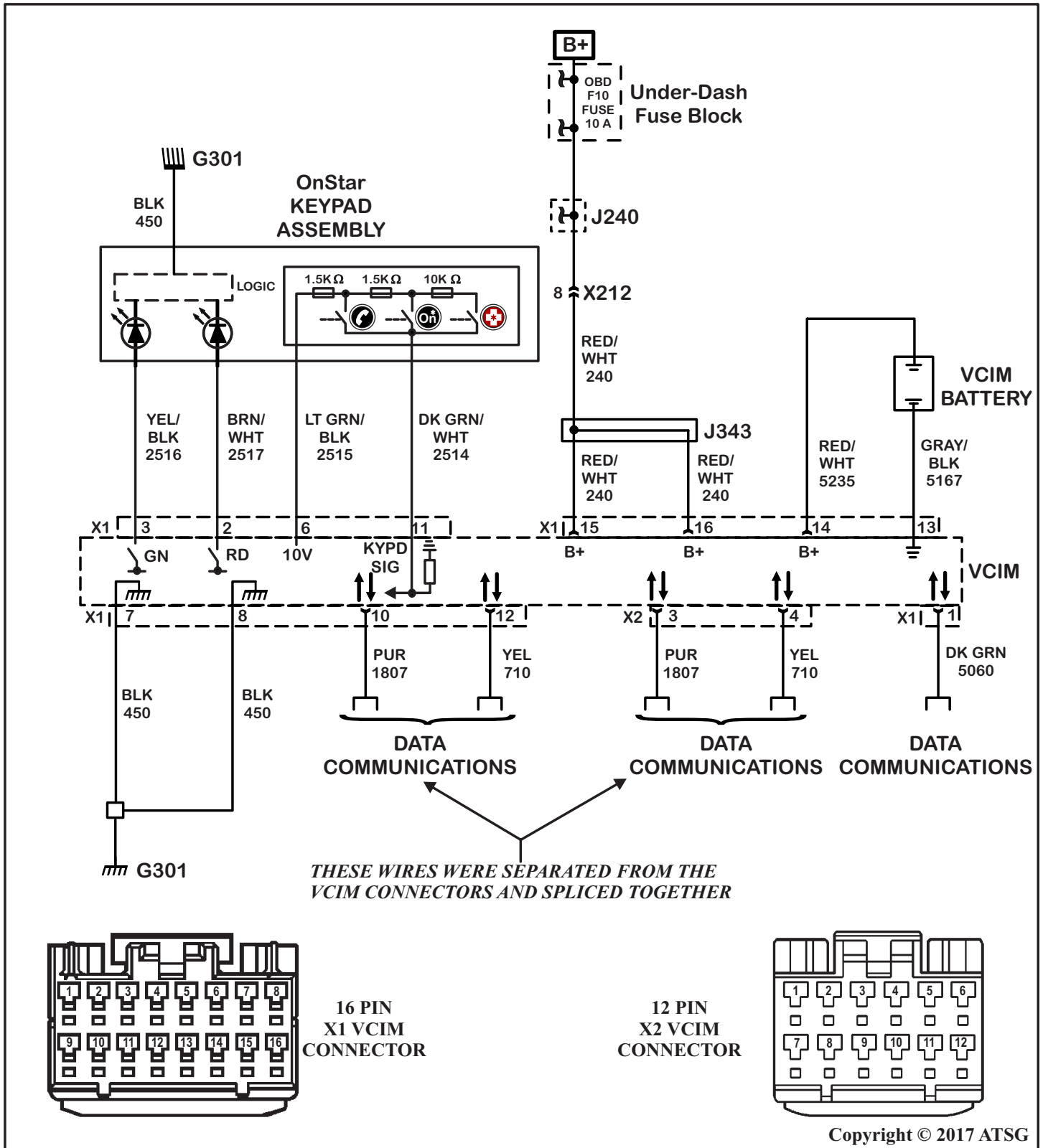


Figure 4