

1226

**tahoe/
suburban**



**owner's
manual**

The 1996 Chevrolet Tahoe and Suburban Owner's Manual

Seats and Restraint Systems	1-1
This section tells you how to use your seats and safety belts properly. It also explains the "SIR" system.	
Features and Controls	2-1
This section explains how to start and operate your vehicle.	
Comfort Controls and Audio Systems	3-1
This section tells you how to adjust the ventilation and comfort controls and how to operate your audio system.	
Your Driving and the Road	4-1
Here you'll find helpful information and tips about the road and how to drive under different conditions.	
Problems on the Road	5-1
This section tells you what to do if you have a problem while driving, such as a flat tire or overheated engine, etc.	
Service and Appearance Care	6-1
Here the manual tells you how to keep your vehicle running properly and looking good.	
Maintenance Schedule	7-1
This section tells you when to perform vehicle maintenance and what fluids and lubricants to use.	
Customer Assistance Information	8-1
This section tells you how to contact Chevrolet for assistance and how to get service and owner publications. It also gives you information on "Reporting Safety Defects" on page 8-8.	
Index	9-1
Here's an alphabetical listing of almost every subject in this manual. You can use it to quickly find something you want to read.	



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Please keep this manual in your vehicle, so it will be there if you ever need it when you're on the road. If you sell the vehicle, please leave this manual in it so the new owner can use it.

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About Driving Your Vehicle

As with other vehicles of this type, failure to operate this vehicle correctly may result in loss of control or an accident. Be sure to read the “on-pavement” and “off-road” driving guidelines in this manual. (See “Driving Guidelines” and “Off-Road Driving with your Four-Wheel-Drive Vehicle” in the Index.)

How to Use this Manual

Many people read their owner’s manual from beginning to end when they first receive their new vehicle. If you do this, it will help you learn about the features and controls for your vehicle. In this manual, you’ll find that pictures and words work together to explain things quickly.

Index

A good place to look for what you need is the Index in the back of the manual. It’s an alphabetical list of all that’s in the manual, and the page number where you’ll find it.

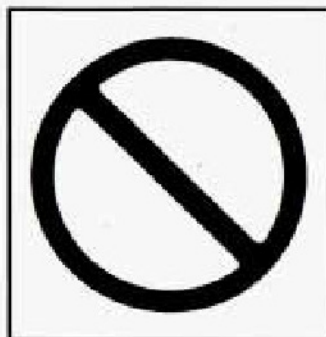
Safety Warnings and Symbols

You will find a number of safety cautions in this book. We use a box and the word CAUTION to tell you about things that could hurt you if you were to ignore the warning.

CAUTION:

These mean there is something that could hurt you or other people.

In the caution area, we tell you what the hazard is. Then we tell you what to do to help avoid or reduce the hazard. Please read these cautions. If you don’t, you or others could be hurt.



You will also find a circle with a slash through it in this book. This safety symbol means “Don’t,” “Don’t do this,” or “Don’t let this happen.”

In the notice area, we tell you about something that can damage your vehicle. Many times, this damage would not be covered by your warranty, and it could be costly. But the notice will tell you what to do to help avoid the damage.

When you read other manuals, you might see CAUTION and NOTICE warnings in different colors or in different words.

You’ll also see warning labels on your vehicle. They use the same words, CAUTION or NOTICE.

Vehicle Damage Warnings

Also, in this book you will find these notices:

NOTICE:

These mean there is something that could damage your vehicle.

Vehicle Symbols

These are some of the symbols you may find on your vehicle.

For example, these symbols are used on an original battery:

CAUTION
POSSIBLE
INJURY



PROTECT
EYES BY
SHIELDING



CAUSTIC
BATTERY
ACID COULD
CAUSE
BURNS



AVOID
SPARKS OR
FLAMES



SPARK OR
FLAME
COULD
EXPLODE
BATTERY



These symbols are important for you and your passengers whenever your vehicle is driven:

DOOR LOCK
UNLOCK



FASTEN
SEAT
BELTS



POWER
WINDOW



AIR BAG



These symbols have to do with your lights:

MASTER
LIGHTING
SWITCH



TURN
SIGNALS



PARKING
LAMPS



HAZARD
WARNING
FLASHER



DAYTIME
RUNNING
LAMPS



FOG LAMPS



These symbols are on some of your controls:

WINDSHIELD
WIPER



WINDSHIELD
WASHER



WINDSHIELD
DEFROSTER



REAR
WINDOW
DEFOGGER



VENTILATING
FAN



These symbols are used on warning and indicator lights:

ENGINE
COOLANT
TEMP



BATTERY
CHARGING
SYSTEM



BRAKE



COOLANT



ENGINE OIL
PRESSURE



ANTI-LOCK
BRAKES



Here are some other symbols you may see:

FUSE



LIGHTER



HORN



SPEAKER

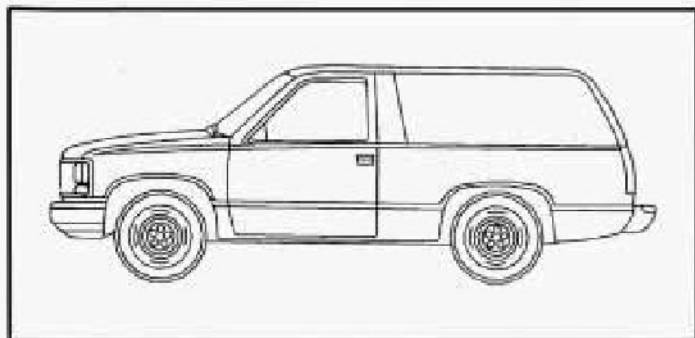


FUEL

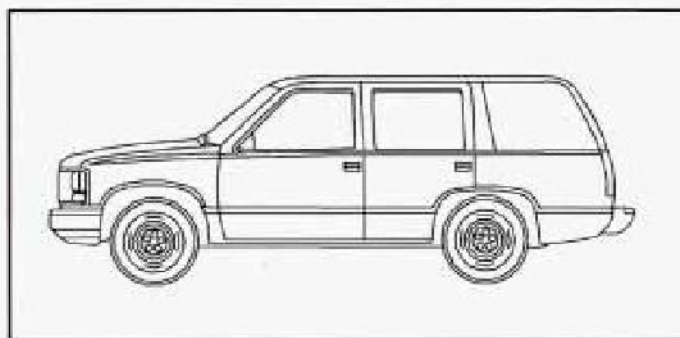


Model Reference

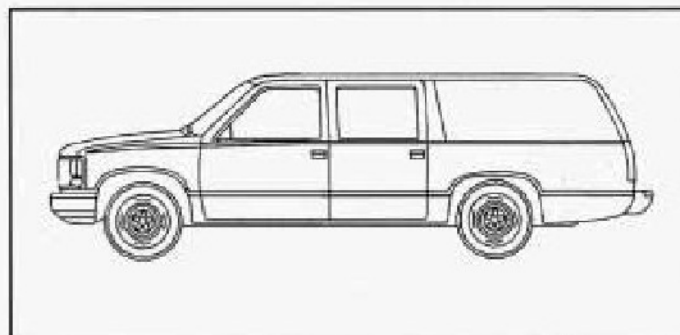
This manual covers these models:



2-Door Utility



4-Door Utility



Suburban

Section 1 Seats and Restraint Systems

Here you'll find information about the seats in your vehicle and how to use your safety belts properly. You can also learn about some things you should *not* do with air bags and safety belts.

Seats and Seat Controls

This section tells you about the seats -- how to adjust them and fold them up and down. It also tells you about reclining front seatbacks and head restraints.

Manual Front Seat



CAUTION:

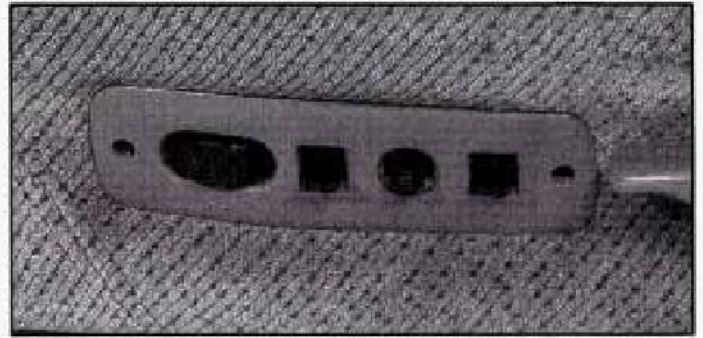
You can lose control of the vehicle if you try to adjust a manual driver's seat while the vehicle is moving. The sudden movement could startle and confuse you, or make you push a pedal when you don't want to. Adjust the driver's seat only when the vehicle is not moving.



If your vehicle has a manual bucket, split bench or full bench seat, you can adjust it with this lever at the front of the seat.

Slide the lever at the front of the seat toward the passenger's side to unlock it. Using your body, slide the seat to where you want it. Then, release the lever and try to move the seat with your body, to make sure the seat is locked in place.

Power Driver's Seat (Option)

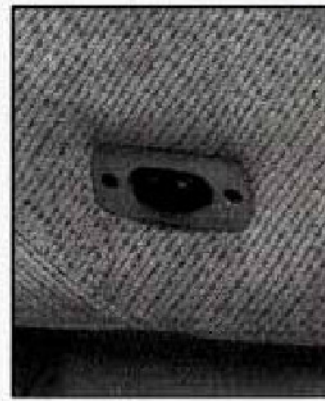


If your vehicle has a power seat on the driver's side, you can adjust it with these controls at the outside edge of the seat.

You can use the round center knob to move the seat where you want it. To raise the seat, move the knob up. To lower the seat, move the knob down. To move the seat forward, move the knob toward the front of the vehicle. To move the seat rearward, move the knob toward the rear of the vehicle.

You can also raise and lower the front and rear of the seat. To raise the front of the seat, move the front lever up. To lower the front of the seat, move the front lever down. To raise the rear of the seat, move the rear lever up. To lower the rear of the seat, move the rear lever down.

Power Lumbar Adjustment



If you have power lumbar adjustment, you can increase or decrease lumbar support in an area of the lower seatback.

To increase support, press and hold the front of the rocker switch. Let go of the switch when the lower seatback reaches the desired level of support.

To decrease support, press and hold the rear of the rocker switch. Let go of the switch when the lower seatback reaches the desired level of support.

Reclining Front Seatbacks



To adjust the seatback, lift the front of this lever.

Release the lever to lock the seatback where you want it. Pull up on the front of the lever and the seatback will go to an upright position.



But don't have a seatback reclined if your vehicle is moving.

CAUTION:

Sitting in a reclined position when your vehicle is in motion can be dangerous. Even if you buckle up, your safety belts can't do their job when you're reclined like this.

The shoulder belt can't do its job because it won't be against your body. Instead, it will be in front of you. In a crash you could go into it, receiving neck or other injuries.

The lap belt can't do its job either. In a crash the belt could go up over your abdomen. The belt forces would be there, not at your pelvic bones. This could cause serious internal injuries.

For proper protection when the vehicle is in motion, have the seatback upright. Then sit well back in the seat and wear your safety belt properly.

Head Restraints

Slide the head restraint up or down so that the top of the restraint is closest to the top of your ears. This position reduces the chance of a neck injury in a crash.

Seatback Latches (2-Door Utility)

The front seatback folds forward to let you access the rear of the vehicle.



To fold a seatback forward, pull this lever forward and fold the seatback forward.

To return the seatback to the upright position, just push the seatback rearward until it latches.

After returning the seatback to its upright position, pull the seatback forward to make sure it is locked.

CAUTION:

If the seatback isn't locked, it could move forward in a sudden stop or crash. That could cause injury to the person sitting there. Always press rearward on the seatback to be sure it is locked.

Easy Entry Seat (2-Door Utility)

The driver and passenger front bucket seat and the 60/40 split bench seat of your vehicle has an easy entry feature. This makes it easy to get in and out of the rear seat.



To operate the seat, pull forward on the top of the lever, located at the side of the seatback, and tilt the back forward toward the front of the vehicle.

When you do, the seat bottom will release. Just pull or push the seat forward until it stops.

To return the seat to its regular position, return the seatback to its upright position, then push the whole seat rearward until it latches.

After returning the seat to its regular position, try to move the seat with your body, to make sure the seat is locked into place.

CAUTION:

If any easy entry seat isn't locked, it can move. In a sudden stop or crash, the person sitting there could be injured. And, even if there is no crash or sudden stop, a driver sitting in an unlocked easy entry seat could be startled by the sudden movement and hit the wrong control or pedal, causing an accident. After you've used it, be sure to push rearward on any easy entry seat to be sure it is locked.

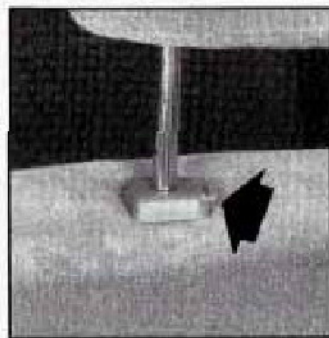
Rear Seats

CAUTION:

If a head restraint is not installed on the seatback or stored in the vehicle properly, it could be thrown about the vehicle in a crash or sudden maneuver. People in the vehicle could be injured. Remove the head restraints only when you need to fold the seat, and be sure that the head restraints are stored securely in the storage bag and placed under the rear seat. When the seat is returned to the passenger position, be sure the head restraints are installed properly.

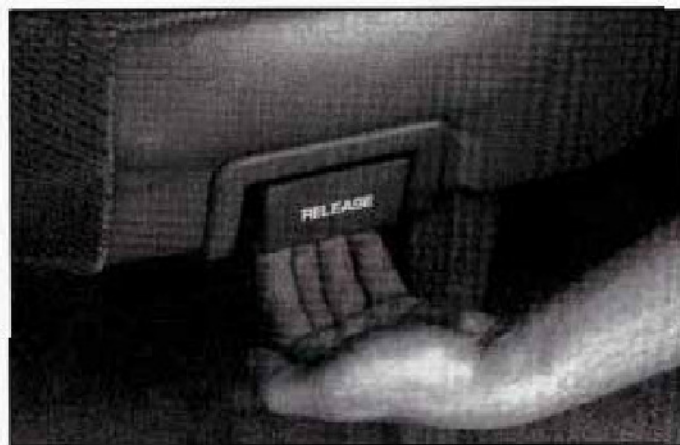
Folding the Rear Seat (2-Door Utility Model)

If your vehicle has a rear seat, the seat can be folded flat for more cargo space. Before folding, make sure nothing is under or in front of the seat. When the seat is folded, it will lay almost flat on the floor.



When folding the seat, first remove the head restraints. Push the release button at the top of the seat back and slide the head restraint out of the height adjust tubes.

Detach the stowage bag from the back of the rear seat. Then, put the head restraints in the stowage bag and place the bag in the rear seat foot well, under the seat.



To fold the seat, pull on the release handle at the bottom of the seat cushion marked RELEASE.



When you release the seat cushion, the seatback is automatically released. Pull the loop on the seatback forward and fold the seatback onto the seat cushion.

While the seat is in the folded position, hang the latch plate end of the outer passenger position safety belts on the hooks at the top of each retractor cover, out of the way.

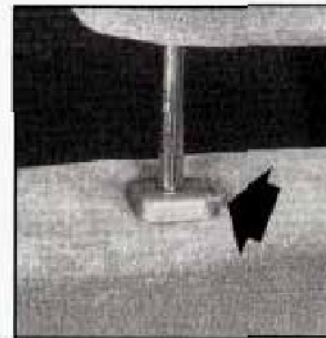
To return the seat to the passenger position, just lift up on the seatback and push it rearward until it latches.

After returning the seat to the passenger position, pull forward on the seatback to make sure it is locked in place. Also, return the safety belts and head restraints to their original positions, so they will be available for rear seat passengers to use.

Folding the Rear Seat (4-Door Utility Model)

If your vehicle has a 60/40 rear seat, either side may be folded down to give you more cargo space.

Before folding, place the latch plate portion of the center safety belt in the center arm rest. That way, the center safety belt will be out of the way when the seat is folded and also will be easily available for passengers to use when the seat is returned to the passenger position. Also, make sure that nothing is under or in front of the seat. When the seat is folded, it will lay flat on the floor.



First, remove the head restraints. Push the release buttons at the bottom of each head restraint height adjust post and slide the head restraint out of the height adjust tubes.

Set the head restraints aside for now. You will stow them in their proper position after you are done folding the seat.



To fold the seat, pull up on the strap loop at the rear of the seat cushion.

Then, pull the seat cushion up and fold it forward.

After folding the seat cushion fully forward, pull the seatback forward and fold the seatback down until it is flat.



Then, stow the head restraints by sliding them into the rear of the seatback. *Make sure the posts go in all the way.*

To return the seat to the passenger position, first remove the head restraints by sliding them out of the seat cushion. Lift the seatback up and push rearward all the way. Then, lower the seat cushion until it latches in position.

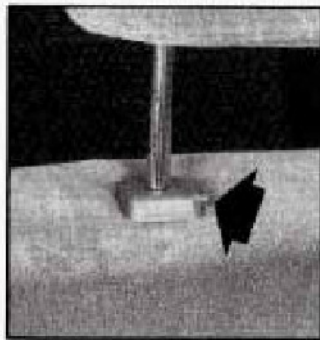
After returning the seat to the passenger position, return the head restraints to the top of each seatback. Pull forward on the seatback and up on the seat cushion to make sure the seat is securely in place.

If the latch plate portion of the center safety belt was put in the center armrest when the seat was folded, take the latch plate portion out and place it on the seat. That way, the center seat position safety belt will be available for the center rear seat passenger to use.

Folding Second Seat (Suburban)

If your vehicle has a 60/40 second seat, either side may be folded down to give you more cargo space.

Before folding, push the buckle portion of the safety belt down into the seat cushion pockets, out of the way. Also, make sure that nothing is under or in front of the seat. When the seat is folded, it will lay flat on the floor.



First, remove the head restraints. Push the release button at the top of the seatback and slide the head restraint out of the height adjust tubes.

Set the head restraints aside for now. You will stow them in their proper position after you are done folding the seat.

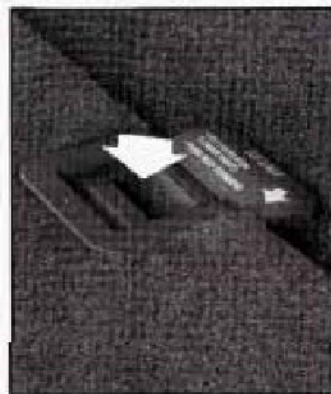


To fold the seat, pull up on the strap loop at the rear outer edge of the seat cushion. Then, pull the seat cushion up.

After folding the seat cushion fully forward, push down on the lever at the side of the seatback and fold the seatback forward until it is flat.



Then, stow the head restraints by sliding them into the rear of the seatback. Make sure the posts go in all the way.



To create a load floor, release the panels from the seatback by pushing rearward on the latch and fold them out to cover the rear seat footwell.

To return the seat to the passenger position, lift the load floor panels and latch them into the seatback.

Then, lift the seatback up and push rearward until it latches. Return head restraints to their original position and lower the seat cushion until it latches in position.

After returning the seat to the passenger position, pull forward on the seatback and up on the seat cushion to make sure the seat is locked in place. Also, pull the safety belt buckles out of the seat cushion pockets, so they will be available for rear seat passengers to use.

CAUTION:

A seat that isn't locked into place properly can move around in a collision or sudden stop. People in the vehicle could be injured. Be sure to lock the seat into place properly when installing it.

CAUTION:

A safety belt that is twisted or not properly attached won't provide the protection needed in a crash. The person wearing the belt could be seriously injured. After installing the seat, always check to be sure that the safety belts are not twisted and are properly attached.

Entry to the Rear Seat (Suburban Second Seat)

The right side of the rear 60/40 split folding bench seat, available in the Suburban, has an easy entry feature. That makes it easy to get in and out of the third seat, if you have one.



There is a foot operated release lever for rear seat passengers to use when getting out of the third seat.

To operate the seat, move the lever at the side of the seat down.

Tilt the seatback toward the front of the vehicle by pulling the top of the seatback forward.

When you do, the seat bottom will release. Just pull the seat forward until it stops.

To release the easy entry second seat, lift up on the top of the release lever with your foot. Push the top of the seatback forward and tilt it toward the front of the vehicle.

To return the seat to its regular position, return the seatback to its upright position, then push the whole seat rearward until it latches.

After returning the seat to its regular position, try to move the seat with your body, to make sure the seat is locked into place.

Removing the Rear (Suburban Third Seat)

If your vehicle has a rear seat, it can be taken out for more cargo space.

Before removing the seat, unlatch the outside passenger position safety belts from the seat frame.



To unlatch the safety belt, press the tip of a key into the release hole of the safety belt attachment while pulling up on the safety belt.

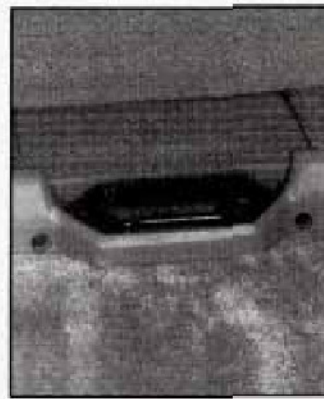


Then, hang the latch plate end of the belt on the hook at the top of the retractor cover, out of the way.

To remove the seat, fully open the rear load doors and enter the back of the vehicle.



Move the seatback release lever, at the right rear of the seat, toward the center of the vehicle.



To unlatch the seat from the floor, pull up on the center release handle at the rear of the seat and lift the rear of the seat up, off of the floor.

Then, fold the seatback forward into the seat cushion.

Turn the seat sideways and take it out of the vehicle.

Replacing the Rear Seat

To put the seat back in, hold the seat sideways and put it into the vehicle. Turn the seat to the forward position and set it down, with the latches at the bottom of the seat over the hooks in the floor. Pull up on the center release handle and let the seat drop into place. Release the handle to let the seat latch close and make sure it locks into place. Then, move the seatback release lever at the right rear of the seat toward the center of the vehicle and raise the seatback.

After returning the seatback to the upright position, push the seatback forward to make sure it is locked in place.

Then, return the outside passenger position safety belts to the seat frame buckles, so they will be available for rear seat passengers to use.

Safety Belts: They're for Everyone

This part of the manual tells you how to use safety belts properly. It also tells you some things you should not do with safety belts.

And it explains the Supplemental Inflatable Restraint (SIR), or air bag system.

CAUTION:

Don't let anyone ride where he or she can't wear a safety belt properly. If you are in a crash and you're not wearing a safety belt, your injuries can be much worse. You can hit things inside the vehicle or be ejected from it. You can be seriously injured or killed. In the same crash, you might not be if you are buckled up. Always fasten your safety belt, and check that your passengers' belts are fastened properly too.



Your vehicle has a light that comes on as a reminder to buckle up. (See “Safety Belt Reminder Light” in the Index.)

In most states and Canadian provinces, the law says to wear safety belts. Here’s why: *They work.*

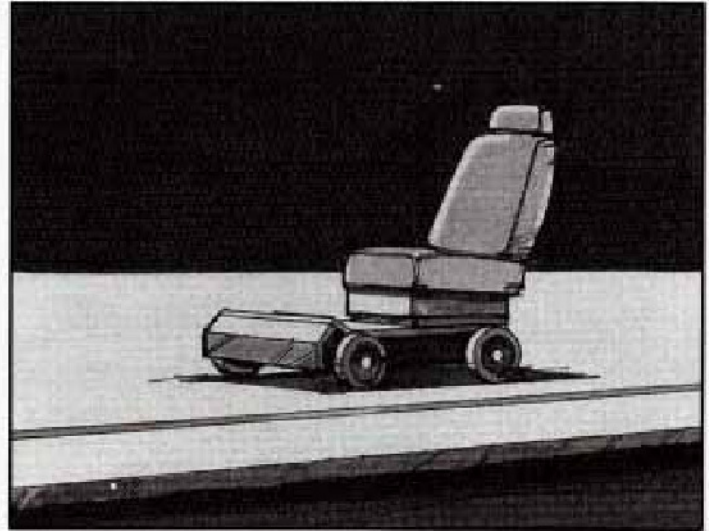
You never know if you’ll be in a crash. If you do have a crash, you don’t know if it will be a bad one.

A few crashes are mild, and some crashes can be so serious that even buckled up a person wouldn’t survive. But most crashes are in between. In many of them, people who buckle up can survive and sometimes walk away. Without belts they could have been badly hurt or killed.

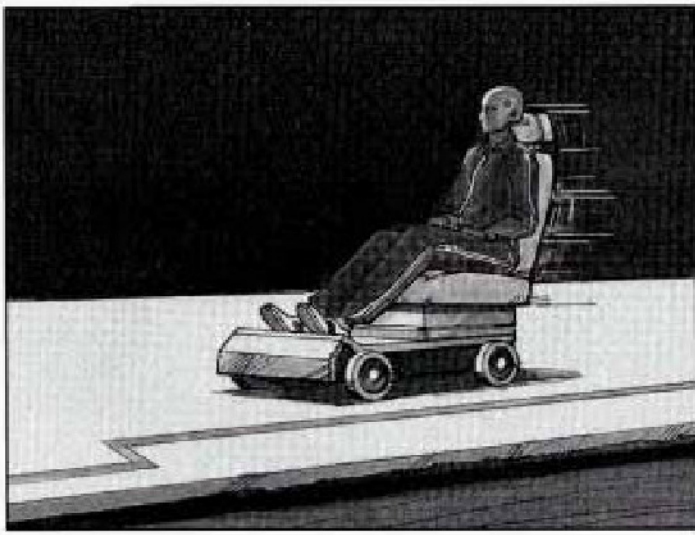
After more than 25 years of safety belts in vehicles, the facts are clear. In most crashes buckling up does matter ... a lot!

Why Safety Belts Work

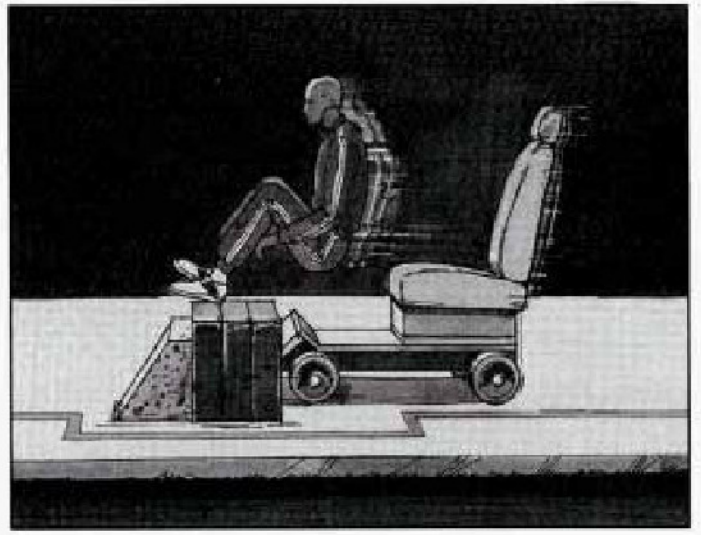
When you ride in or on anything, you go as fast as it goes.



Take the simplest vehicle. Suppose it’s just a seat on wheels.



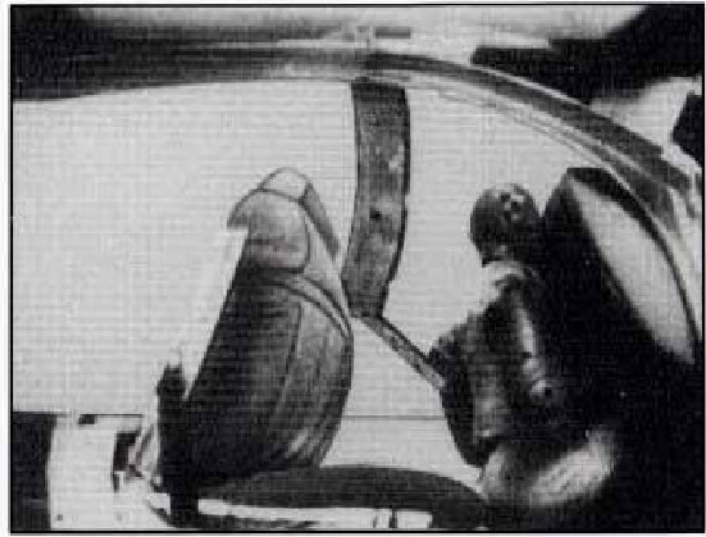
Put someone on it.



Get it up to speed. Then stop the vehicle. The rider doesn't stop.



The person keeps going until stopped by something.
In a real vehicle, it could be the windshield ...



or the instrument panel ...



or the safety belts!

With safety belts, you slow down as the vehicle does. You get more time to stop. You stop over more distance, and your strongest bones take the forces. That's why safety belts make such good sense.

Here Are Questions Many People Ask About Safety Belts -- and the Answers

Q: Won't I be trapped in the vehicle after an accident if I'm wearing a safety belt?

A: You *could* be -- whether you're wearing a safety belt or not. But you can unbuckle a safety belt, even if you're upside down. And your chance of being conscious during and after an accident, so you *can* unbuckle and get out, is *much* greater if you are belted.

Q: If my vehicle has air bags, why should I have to wear safety belts?

A: Air bags are in many vehicles today and will be in most of them in the future. But they are supplemental systems only; so they work *with* safety belts -- not instead of them. Every air bag system ever offered for sale has required the use of safety belts. Even if you're in a vehicle that has air bags, you still have to buckle up to get the most protection. That's true not only in frontal collisions, but especially in side and other collisions.

Q: If I'm a good driver, and I never drive far from home, why should I wear safety belts?

A: You may be an excellent driver, but if you're in an accident -- even one that isn't your fault -- you and your passengers can be hurt. Being a good driver doesn't protect you from things beyond your control, such as bad drivers.

Most accidents occur within 25 miles (40 km) of home. And the greatest number of serious injuries and deaths occur at speeds of less than 40 mph (65 km/h).

Safety belts are for everyone.

How to Wear Safety Belts Properly

Adults

This part is only for people of adult size.

Be aware that there are special things to know about safety belts and children. And there are different rules for smaller children and babies. If a child will be riding in your vehicle, see the part of this manual called "Children." Follow those rules for everyone's protection.

First, you'll want to know which restraint systems your vehicle has.

We'll start with the driver position.

Driver Position

This part describes the driver's restraint system.

Lap-Shoulder Belt

The driver has a lap-shoulder belt. Here's how to wear it properly.

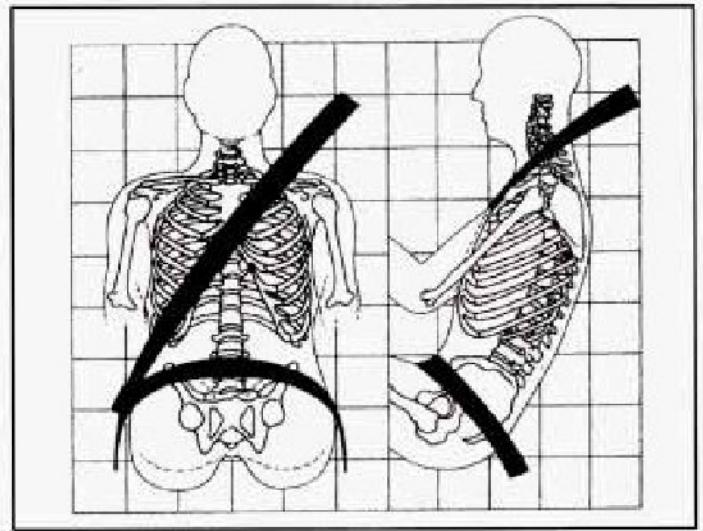
1. Close and lock the door.
2. Adjust the seat (to see how, see "Seats" in the Index) so you can sit up straight.



3. Pick up the latch plate and pull the belt across you. Don't let it get twisted.
4. Push the latch plate into the buckle until it clicks. Pull up on the latch plate to make sure it is secure.

If the belt isn't long enough, see "Safety Belt Extender" at the end of this section.

Make sure the release button on the buckle is positioned so you would be able to unbuckle the safety belt quickly if you ever had to.



The lap part of the belt should be worn low and snug on the hips, just touching the thighs. In a crash, this applies force to the strong pelvic bones. And you'd be less likely to slide under the lap belt. If you slid under it, the belt would apply force at your abdomen. This could cause serious or even fatal injuries. The shoulder belt should go over the shoulder and across the chest. These parts of the body are best able to take belt restraining forces.

The safety belt locks if there's a sudden stop or a crash.

Shoulder Belt Height Adjuster

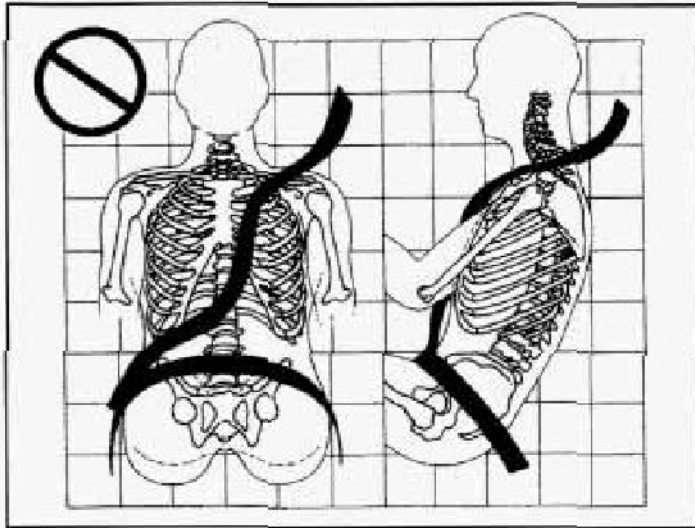
Before you begin to drive, move the shoulder belt adjuster to the height that is right for you.



To move it down, push in at the word **PRESS** and move the height adjuster to the desired position. You can move the adjuster up just by pushing up on the shoulder belt guide. After you move the adjuster to where you want it, try to move it down without pushing in to make sure it has locked into position.

Adjust the height so that the shoulder portion of the belt is centered on your shoulder. The belt should be away from your face and neck, but not falling off your shoulder.

Q: What's wrong with this?

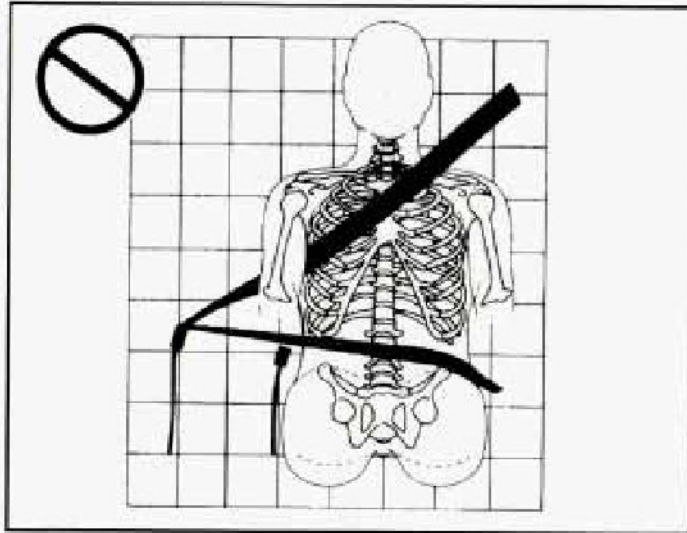


⚠ CAUTION:

You can be seriously hurt if your shoulder belt is too loose. In a crash, you would move forward too much, which could increase injury. The shoulder belt should fit against your body.

A: The shoulder belt is too loose. It won't give nearly as much protection this way.

Q: What's wrong with this?

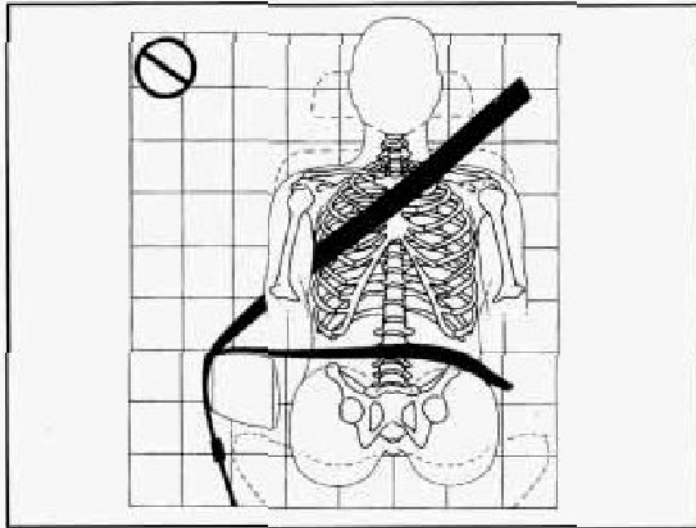


⚠ CAUTION:

You can be seriously injured if your belt is buckled in the wrong place like this. In a crash, the belt would go up over your abdomen. The belt forces would be there, not at the pelvic bones. This could cause serious internal injuries. Always buckle your belt into the buckle nearest you.

A: The belt is buckled in the wrong place.

Q: What's wrong with this?

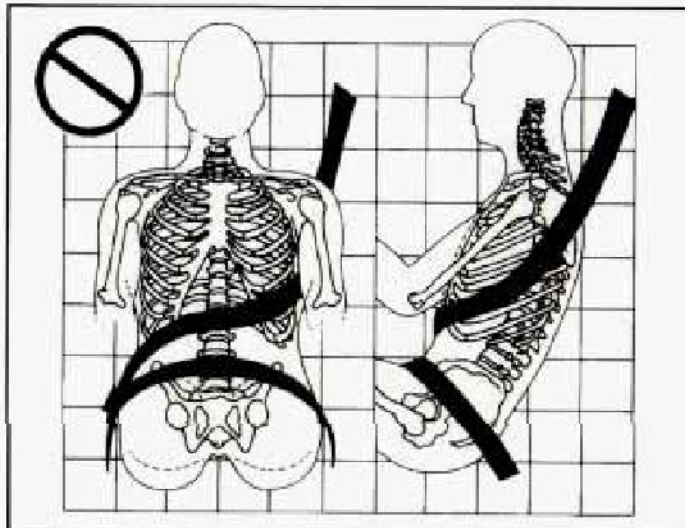


⚠ CAUTION:

You can be seriously injured if your belt goes over an armrest like this. The belt would be much too high. In a crash, you can slide under the belt. The belt force would then be applied at the abdomen, not at the pelvic bones, and that could cause serious or fatal injuries. Be sure the belt goes under the armrests.

A: The belt is over an armrest.

Q: What's wrong with this?

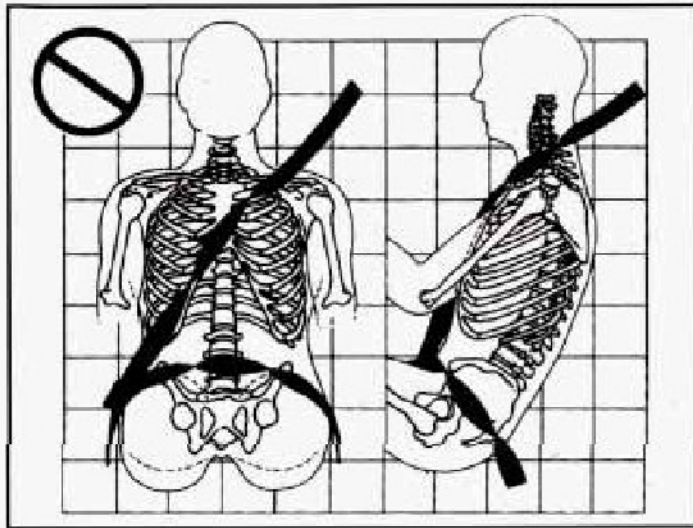


⚠ CAUTION:

You can be seriously injured if you wear the shoulder belt under your arm. In a crash, your body would move too far forward, which would increase the chance of head and neck injury. Also, the belt would apply too much force to the ribs, which aren't as strong as shoulder bones. You could also severely injure internal organs like your liver or spleen.

A: The shoulder belt is worn under the arm. It should be worn over the shoulder at all times.

Q: What's wrong with this?



⚠ CAUTION:

You can be seriously injured by a twisted belt. In a crash, you wouldn't have the full width of the belt to spread impact forces. If a belt is twisted, make it straight so it can work properly, or ask your dealer to fix it.

A: The belt is twisted across the body.



To unlatch the belt, just push the button on the buckle. The belt should go back out of the way.

Before you close the door, be sure the belt is out of the way. If you slam the door on it, you can damage both the belt and your vehicle.

Supplemental Inflatable Restraint (SIR) System

This part explains the Supplemental Inflatable Restraint (SIR) system or air bag system.

Your vehicle has an air bag for the driver.

Here are the most important things to know about the air bag system:

CAUTION:

You can be severely injured or killed in a crash if you aren't wearing your safety belt -- even if you have an air bag. Wearing your safety belt during a crash helps reduce your chance of hitting things inside the vehicle or being ejected from it. The air bag is only a "supplemental restraint." That is, it works with safety belts but doesn't replace them. Air bags are designed to work only in moderate to severe crashes where the front of your vehicle hits something. They aren't designed to inflate at all in rollover, rear, side or low-speed frontal crashes. Everyone in your vehicle, including the driver, should wear a safety belt properly -- whether or not there's an air bag for that person.

CAUTION:

Air bags inflate with great force, faster than the blink of an eye. If you're too close to an inflating air bag, it could seriously injure you. Safety belts help keep you in position for an air bag inflation in a crash. Always wear your safety belt, even with an air bag, and sit as far back as you can while still maintaining control of your vehicle.

**AIR
BAG**

There is an air bag readiness light on the instrument panel, which shows AIR BAG.

The system checks the air bag's electrical system for malfunctions. The light tells you if there is an electrical problem. See "Air Bag Readiness Light" in the Index for more information.

How the Air Bag System Works



CAUTION:

Don't put anything on, or attach anything to, the steering wheel. Also, don't put anything (such as pets or objects) between the driver and the steering wheel. If something is between an occupant and an air bag, it could affect the performance of the air bag -- or worse, it could cause injury.

Where is the air bag?

The driver's air bag is in the middle of the steering wheel.

When should an air bag inflate?

The air bag is designed to inflate in moderate to severe frontal or near-frontal crashes. The air bag will inflate only if the impact speed is above the system's designed "threshold level." If your vehicle goes straight into a wall that doesn't move or deform, the threshold level is about 9 to 16 mph (14 to 26 km/h). The threshold level can vary, however, with specific vehicle design, so that it can be somewhat above or below this range. If your vehicle strikes something that will move or deform, such as a parked car, the threshold level will be higher. The air bag is not designed to inflate in rollovers, side impacts or rear impacts, because inflation would not help the occupant.

In any particular crash, no one can say whether an air bag should have inflated simply because of the damage to a vehicle or because of what the repair costs were. Inflation is determined by the angle of the impact and the vehicle's deceleration. Vehicle damage is only one indication of this.

The air bag system is designed to work properly under a wide range of conditions, including off-road usage. Observe safe driving speeds, especially on rough terrain. As always, wear your safety belt. See "Off-Road Driving" in the Index for more tips on off-road driving.

What makes an air bag inflate?

In a frontal or near-frontal impact of sufficient severity, the air bag sensing system detects that the vehicle is suddenly stopping as a result of a crash. The sensing system triggers a chemical reaction of the sodium azide sealed in the inflator. The reaction produces nitrogen gas, which inflates the air bag. The inflator, air bag and related hardware are all part of the air bag module packed inside the steering wheel.

How does an air bag restrain?

In moderate to severe frontal or near-frontal collisions, even belted occupants can contact the steering wheel. The air bag supplements the protection provided by safety belts. Air bags distribute the force of the impact more evenly over the occupant's upper body, stopping the occupant more gradually. But air bags would not help you in many types of collisions, including rollovers, rear impacts and side impacts, primarily because an occupant's motion is not toward the air bag. Air bags should never be regarded as anything more than a supplement to safety belts, and then only in moderate to severe frontal or near-frontal collisions.

What will you see after an air bag inflates?

After the air bag inflates, it quickly deflates. This occurs so quickly that some people may not even realize the air bag inflated. Some components of the air bag module in the steering wheel hub will be hot for a short time. The part of the bag that comes into contact with you may be warm, but it will never be too hot to touch. There will be some smoke and dust coming from vents in the deflated air bag. Air bag inflation will not prevent the driver from seeing or from being able to steer the vehicle, nor will it stop people from leaving the vehicle.



CAUTION:

When an air bag inflates, there is dust in the air. This dust could cause breathing problems for people with a history of asthma or other breathing trouble. To avoid this, everyone in the vehicle should get out as soon as it is safe to do so. If you have breathing problems but can't get out of the vehicle after an air bag inflates, then get fresh air by opening a window or door.

- The air bag is designed to inflate only once. After it inflates, you'll need some new parts for your air bag system. If you don't get them, the air bag system won't be there to help protect you in another crash. A new system will include the air bag module and possibly other parts. The service manual for your vehicle covers the need to replace other parts.
- Your vehicle is equipped with a diagnostic module, which records information about the air bag system. The module records information about the readiness of the system, when the sensors are activated and driver's safety belt usage at deployment.
- Let only qualified technicians work on your air bag system. Improper service can mean that your air bag system won't work properly. See your dealer for service.

NOTICE:

If you damage the cover for the driver's air bag, it may not work properly. You may have to replace the air bag module. Do not open or break the air bag cover.

Servicing Your Air Bag-Equipped Vehicle

The air bag affects how your vehicle should be serviced. There are parts of the air bag system in several places around your vehicle. You don't want the system to inflate while someone is working on your vehicle. Your GM dealer and the service manual have information about servicing your vehicle and the air bag system. To purchase a service manual, see "Service and Owner Publications" in the Index.

CAUTION:

For up to two minutes after the ignition key is turned off and the battery is disconnected, an air bag can still inflate during improper service. You can be injured if you are close to an air bag when it inflates. Avoid wires wrapped with yellow tape, or yellow connectors. They are probably part of the air bag system. Be sure to follow proper service procedures, and make sure the person performing work for you is qualified to do so.

The air bag system does not need regular maintenance.

Adding Equipment to Your Air Bag-Equipped Vehicle

Q: If I add a push bumper or a bicycle rack to the front of my vehicle, will it keep the air bag from working properly?

A: As long as the push bumper or bicycle rack is attached to your vehicle so that the vehicle's basic structure isn't changed, it's not likely to keep the air bags from working properly in a crash.

Q: What if I add a snow plow? Will it keep the air bag from working properly?

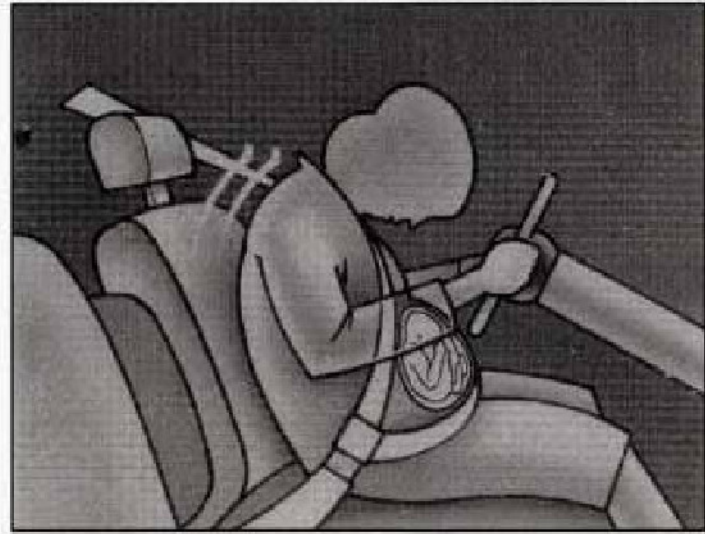
A: We've designed our air bag systems to work properly under a wide range of conditions, including snow plowing with vehicles equipped with the optional Snow Plow Prep Package (RPO VYU). But don't change or defeat the snow plow's "tripping mechanism." If you do, it can damage your snow plow and your vehicle, and it may cause an air bag inflation.

Q: Is there anything I might add to the front of the vehicle that could keep the air bag from working properly?

A: Yes. If you add things that change your vehicle's frame, bumper system, front end sheet metal or height, they may keep the air bag system from working properly. Also, the air bag system may not work properly if you relocate any of the air bag sensors. If you have any question about this, you should contact Customer Assistance before you modify your vehicle. (The phone numbers and addresses for Customer Assistance are in Step Two of the Customer Satisfaction Procedure in this manual. See "Customer Satisfaction Procedure" in the Index.)

Safety Belt Use During Pregnancy

Safety belts work for everyone, including pregnant women. Like all occupants, they are more likely to be seriously injured if they don't wear safety belts.



A pregnant woman should wear a lap-shoulder belt, and the lap portion should be worn as low as possible, below the rounding, throughout the pregnancy.

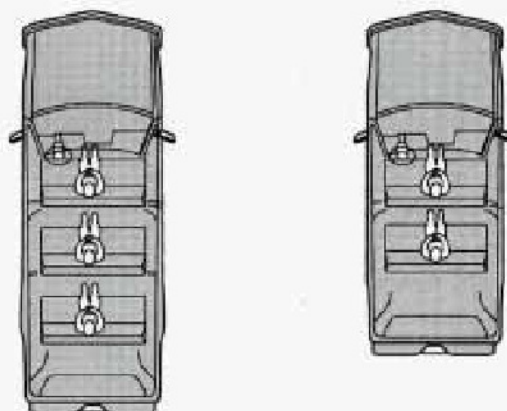
The best way to protect the fetus is to protect the mother. When a safety belt is worn properly, it's more likely that the fetus won't be hurt in a crash. For pregnant women, as for anyone, the key to making safety belts effective is wearing them properly.

Right Front Passenger Position

The right front passenger's safety belt works the same way as the driver's safety belt. See "Driver Position" earlier in this section.

When the lap belt is pulled out all the way, it will lock. If it does, let it go back all the way and start again.

Center Passenger Position



Lap Belt

If your vehicle has front and rear bench seats, someone can sit in the center positions.



When you sit in a center seating position, you have a lap safety belt, which has no retractor. To make the belt longer, tilt the latch plate and pull it along the belt.



To make the belt shorter, pull its free end as shown until the belt is snug.

Buckle, position and release it the same way as the lap part of a lap-shoulder belt. If the belt isn't long enough, see "Safety Belt Extender" at the end of this section.

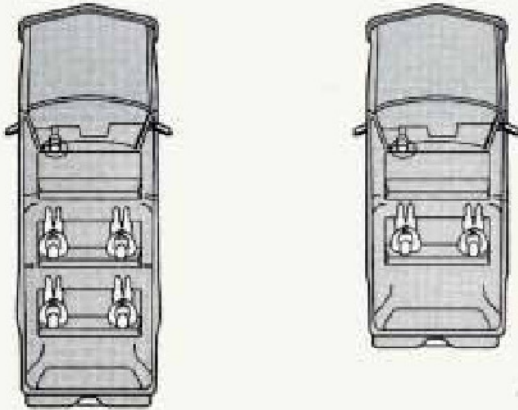
Make sure the release button on the buckle is positioned so you would be able to unbuckle the safety belt quickly if you ever had to.

Rear Seat Passengers

It's very important for rear seat passengers to buckle up! Accident statistics show that unbelted people in the rear seat are hurt more often in crashes than those who are wearing safety belts.

Rear passengers who aren't safety belted can be thrown out of the vehicle in a crash. And they can strike others in the vehicle who are wearing safety belts.

Rear Seat Outside Passenger Positions



Lap-Shoulder Belt

The positions next to the windows have lap-shoulder belts. Here's how to wear one properly.



2-Door Utility and Suburban



4-Door Utility

1. Pick up the latch plate and pull the belt across you. Don't let it get twisted.
2. Push the latch plate into the buckle until it clicks. Pull up on the latch plate to make sure it is secure. When the shoulder belt is pulled out all the way, it will lock. If it does, let it go back all the way and start again.

If the belt is not long enough, see "Safety Belt Extender" at the end of this section.

Make sure the release button on the buckle is positioned so you would be able to unbuckle the safety belt quickly if you ever had to.



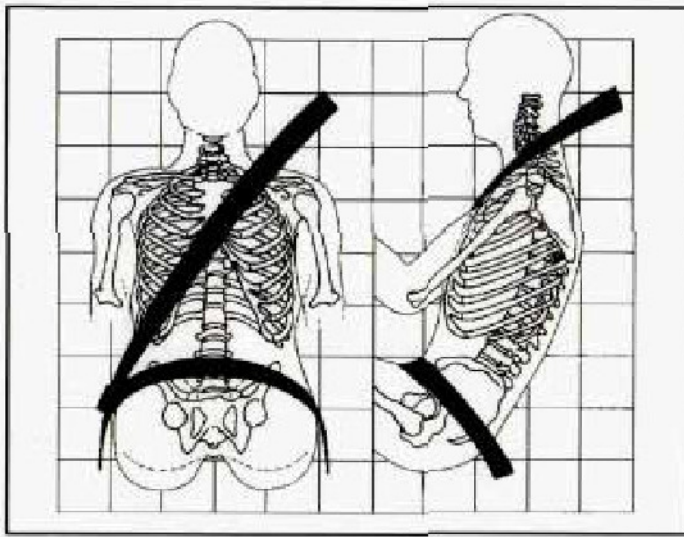
2-Door Utility and Suburban



4-Door Utility

3. To make the lap part tight, pull down on the buckle end of the belt as you pull up on the shoulder part.

The safety belt locks if there's a sudden stop or a crash.

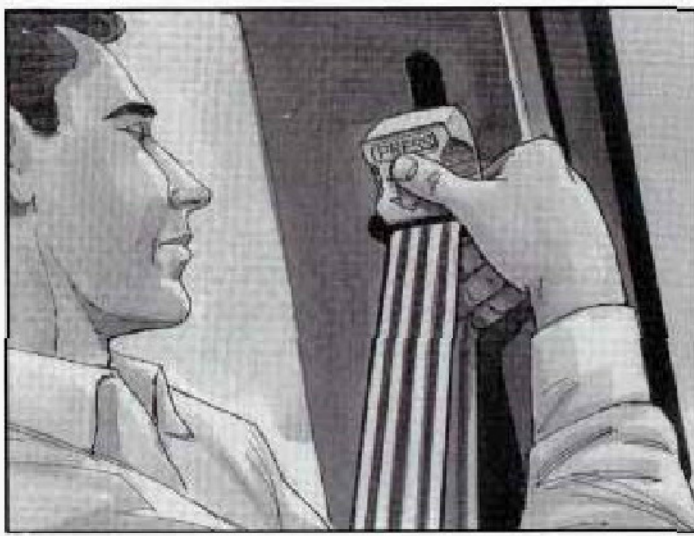


⚠ CAUTION:

You can be seriously hurt if your shoulder belt is too loose. In a crash, you would move forward too much, which could increase injury. The shoulder belt should fit against your body.

On four-door utility models, move the shoulder belt height adjuster to the height that is right for you.

The lap part of the belt should be worn low and snug on the hips, just touching the thighs. In a crash, this applies force to the strong pelvic bones. And you'd be less likely to slide under the lap belt. If you slid under it, the belt would apply force at your abdomen. This could cause serious or even fatal injuries. The shoulder belt should go over the shoulder and across the chest. These parts of the body are best able to take belt restraining forces.



To move the height adjuster down, push in at the word **PRESS** and move the height adjuster to the desired position. You can move the adjuster up just by pushing up on the shoulder belt guide. After you move the adjuster to where you want it, try to move it down without pushing in to make sure it has locked into position.

Adjust the height so that the shoulder portion of the belt is centered on your shoulder. The belt should be away from your face and neck, but not falling off your shoulder.

2-Door Utility and Suburban



4-Door Utility

To unlatch the belt, just push the button on the buckle.

Children

Everyone in a vehicle needs protection! That includes infants and all children smaller than adult size. In fact, the law in every state in the United States and in every Canadian province says children up to some age must be restrained while in a vehicle.

Smaller Children and Babies

CAUTION:

Smaller children and babies should always be restrained in a child or infant restraint. The instructions for the restraint will say whether it is the right type and size for your child. A very young child's hip bones are so small that a regular belt might not stay low on the hips, as it should. Instead, the belt will likely be over the child's abdomen. In a crash, the belt would apply force right on the child's abdomen, which could cause serious or fatal injuries. So, be sure that any child small enough for one is always properly restrained in a child or infant restraint.



CAUTION: (Continued)

at only 25 mph (40 km/h), a 12-lb. (5.5 kg) baby will suddenly become a 240-lb. (110 kg) force on your arms. The baby would be almost impossible to hold.

Secure the baby in an infant restraint.

⚠ CAUTION:

Never hold a baby in your arms while riding in a vehicle. A baby doesn't weigh much -- until a crash. During a crash a baby will become so heavy you can't hold it. For example, in a crash

CAUTION: (Continued)



Child Restraints

Be sure the child restraint is designed to be used in a vehicle. If it is, it will have a label saying that it meets Federal Motor Vehicle Safety Standards.

Then follow the instructions for the restraint. You may find these instructions on the restraint itself or in a booklet, or both. These restraints use the belt system in your vehicle, but the child also has to be secured within the restraint to help reduce the chance of personal injury. The instructions that come with the infant or child restraint will show you how to do that.

Where to Put the Restraint

Accident statistics show that children are safer if they are restrained in the rear rather than the front seat. We at General Motors therefore recommend that you put your child restraint in the rear seat unless the child is an infant and you're the only adult in the vehicle. In that case, you might want to secure the restraint in the front seat where you can keep an eye on the baby.

Wherever you install it, be sure to secure the child restraint properly.

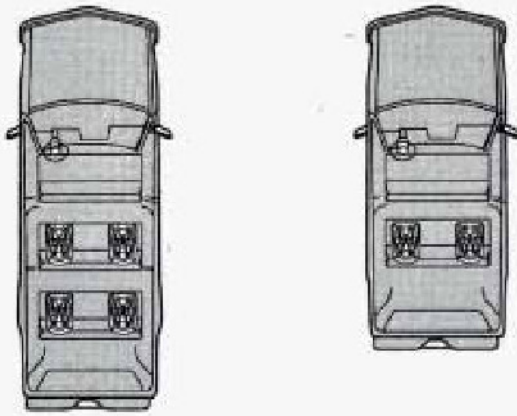
Keep in mind that an unsecured child restraint can move around in a collision or sudden stop and injure people in the vehicle. Be sure to properly secure any child restraint in your vehicle -- even when no child is in it.

Top Strap



If your child restraint has a top strap, it should be anchored. If you need to have an anchor installed, you can ask your GM dealer to put it in for you. If you want to install an anchor yourself, your dealer can tell you how to do it.

Securing a Child Restraint in a Rear Outside Seat Position



You'll be using the lap-shoulder belt. See the earlier part about the top strap if the child restraint has one.

1. Put the restraint on the seat. Follow the instructions for the child restraint.
2. Secure the child in the child restraint as the instructions say.
3. Pick up the latch plate, and run the lap and shoulder portions of the vehicle's safety belt through or around the restraint. The child restraint instructions will show you how.

If the shoulder belt goes in front of the child's face or neck, put it behind the child restraint.



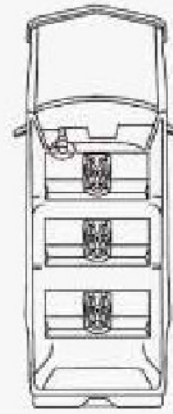
4. Buckle the belt. Make sure the release button is positioned so you would be able to unbuckle the safety belt quickly if you ever had to.



5. Pull the rest of the shoulder belt all the way out of the retractor to set the lock.



Securing a Child Restraint in a Center Seat Position

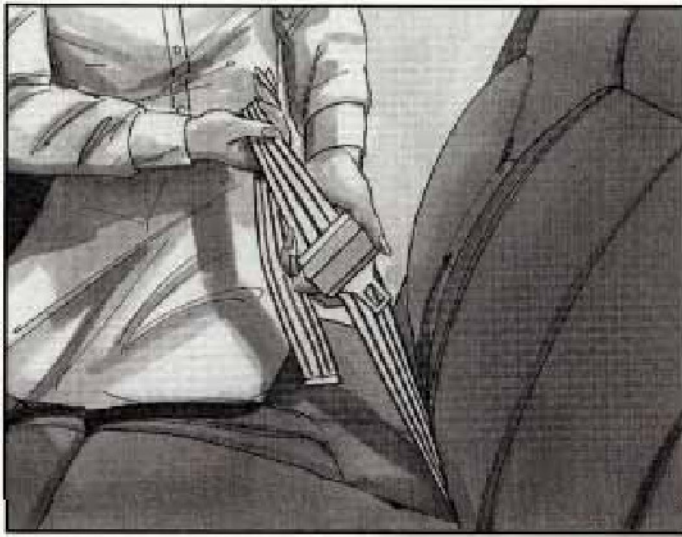


6. To tighten the belt, feed the shoulder belt back into the retractor while you push down on the child restraint.
7. Push and pull the child restraint in different directions to be sure it is secure.

To remove the child restraint, just unbuckle the vehicle's safety belt and let it go back all the way. The safety belt will move freely again and be ready to work for an adult or larger child passenger.

You'll be using the lap belt.

See the earlier part about the top strap if the child restraint has one.



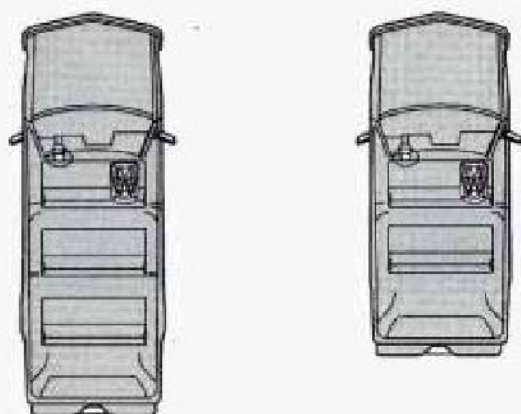
1. Make the belt as long as possible by tilting the latch plate and pulling it along the belt.
2. Put the restraint on the seat. Follow the instructions for the child restraint.
3. Secure the child in the child restraint as the instructions say.
4. Run the vehicle's safety belt through or around the restraint. The child restraint instructions will show you how.



5. Buckle the belt. Make sure the release button is positioned so you would be able to unbuckle the safety belt quickly if you ever had to.
6. To tighten the belt, pull its free end while you push down on the child restraint.
7. Push and pull the child restraint in different directions to be sure it is secure. If it isn't, secure the restraint in a different place in the vehicle and contact the child restraint maker for their advice about how to attach the child restraint properly.

To remove the child restraint, just unbuckle the vehicle's safety belt. It will be ready to work for an adult or larger child passenger.

Securing a Child Restraint in the Right Front Seat Position



You'll be using the lap-shoulder belt. See the earlier part about the top strap if the child restraint has one.

1. Put the restraint on the seat. Follow the instructions for the child restraint.
2. Secure the child in the child restraint as the instructions say.
3. Pick up the latch plate, and run the lap and shoulder portions of the vehicle's safety belt through or around the restraint. The child restraint instructions will show you how.

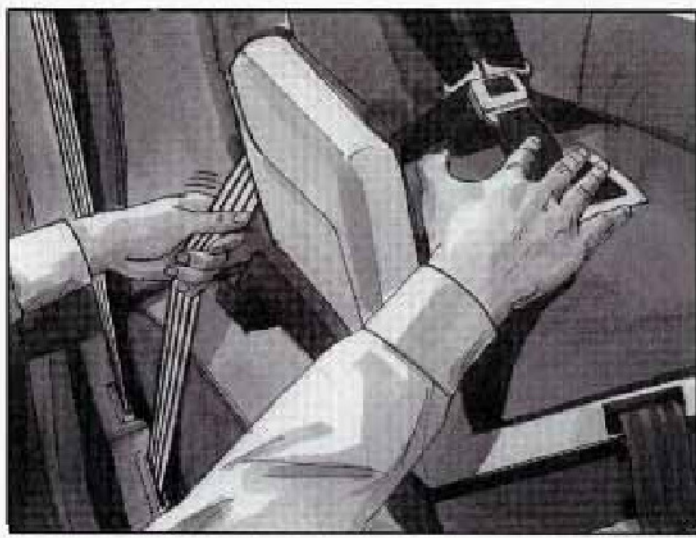
If the shoulder belt goes in front of the child's face or neck, put it behind the child restraint.



4. Buckle the belt. Make sure the release button is positioned so you would be able to unbuckle the safety belt quickly if you ever had to.



5. Pull the rest of the lap belt all the way out of the retractor to set the lock.



6. To tighten the belt, feed the lap belt back into the retractor while you push down on the child restraint.
7. Push and pull the child restraint in different directions to be sure it is secure.

To remove the child restraint, just unbuckle the vehicle's safety belt and let it go back all the way. The safety belt will move freely again and be ready to work for an adult or larger child passenger.

Larger Children

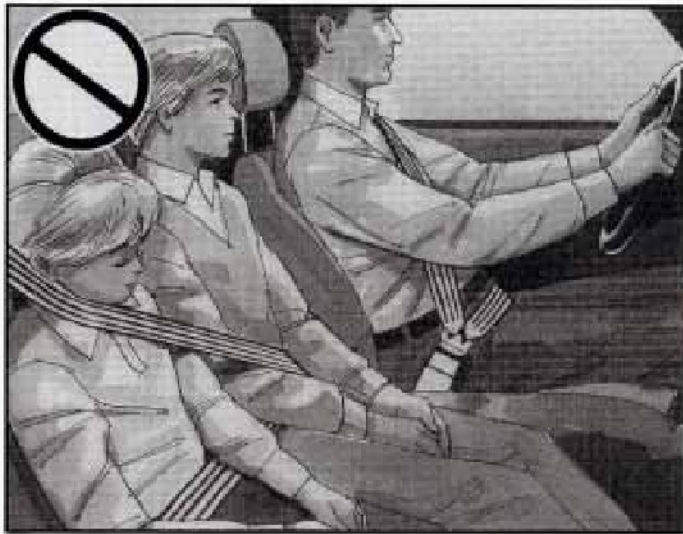


Children who have outgrown child restraints should wear the vehicle's safety belts.

If you have the choice, a child should sit next to a window so the child can wear a lap-shoulder belt and get the additional restraint a shoulder belt can provide.

Accident statistics show that children are safer if they are restrained in the rear seat. But they need to use the safety belts properly.

- Children who aren't buckled up can be thrown out in a crash.
- Children who aren't buckled up can strike other people who are.



CAUTION:

Never do this.

Here two children are wearing the same belt. The belt can't properly spread the impact forces. In a crash, the two children can be crushed together and seriously injured. A belt must be used by only one person at a time.

- Q:** What if a child is wearing a lap-shoulder belt, but the child is so small that the shoulder belt is very close to the child's face or neck?
- A:** Move the child toward the center of the vehicle, but be sure that the shoulder belt still is on the child's shoulder, so that in a crash the child's upper body would have the restraint that belts provide. If the child is so small that the shoulder belt is still very close to the child's face or neck, you might want to place the child in a seat that has a lap belt, if your vehicle has one.



2-Door Utility and Suburban



4-Door Utility



CAUTION:

Never do this.

Here a child is sitting in a seat that has a lap-shoulder belt, but the shoulder part is behind the child. If the child wears the belt in this way, in a crash the child might slide under the belt. The belt's force would then be applied right on the child's abdomen. That could cause serious or fatal injuries.

Wherever the child sits, the lap portion of the belt should be worn low and snug on the hips, just touching the child's thighs. This applies belt force to the child's pelvic bones in a crash.

Safety Belt Extender

If the vehicle's safety belt will fasten around you, you should use it.

But if a safety belt isn't long enough to fasten, your dealer will order you an extender. It's free. When you go in to order it, take the heaviest coat you will wear, so the extender will be long enough for you. The extender will be just for you, and just for the seat in your vehicle that you choose. Don't let someone else use it, and use it only for the seat it is made to fit. To wear it, just attach it to the regular safety belt.

Checking Your Restraint Systems

Now and then, make sure the safety belt reminder light and all your belts, buckles, latch plates, retractors and anchorages are working properly. Look for any other loose or damaged safety belt system parts. If you see anything that might keep a safety belt system from doing its job, have it repaired.

Torn or frayed safety belts may not protect you in a crash. They can rip apart under impact forces. If a belt is torn or frayed, get a new one right away.

Also look for any opened or broken air bag covers, and have them repaired or replaced. (The air bag system does not need regular maintenance.)

Replacing Restraint System Parts After a Crash

If you've had a crash, do you need new belts?

After a very minor collision, nothing may be necessary. But if the belts were stretched, as they would be if worn during a more severe crash, then you need new belts.



If you ever see a label on a right front safety belt in a two-door Utility model that says to replace the belt, be sure to do so. Then the new belt will be there to help protect you in a collision. You would see this label on the belt near the door opening.

If belts are cut or damaged, replace them. Collision damage also may mean you will need to have safety belt or seat parts repaired or replaced. New parts and repairs may be necessary even if the belt wasn't being used at the time of the collision.

If an air bag inflates, you'll need to replace air bag system parts. See the part on the air bag system earlier in this section.

Section 2 Features and Controls

Here you can learn about the many standard and optional features on your vehicle, and information on starting, shifting and braking. Also explained are the instrument panel and the warning systems that tell you if everything is working properly -- and what to do if you have a problem.

Keys

CAUTION:

Leaving young children in a vehicle with the ignition key is dangerous for many reasons. A child or others could be badly injured or even killed.

They could operate power windows or other controls or even make the vehicle move. Don't leave the keys in a vehicle with young children.





Your vehicle has one double-sided key for the ignition and all door locks.

If you ever lose your key, your dealer will be able to assist you with obtaining a new one.

Door Locks

CAUTION:

Unlocked doors can be dangerous.

Passengers -- especially children -- can easily open the doors and fall out. When a door is locked, the inside handle won't open it.

Outsiders can easily enter through an unlocked door when you slow down or stop your vehicle.

This may not be so obvious: You increase the chance of being thrown out of the vehicle in a crash if the doors aren't locked. Wear safety belts properly, lock your doors, and you will be far better off whenever you drive your vehicle.

There are several ways to lock and unlock your vehicle.

From the outside, use your key.



From the inside, to lock the door, slide the lever on your door down.

To unlock the door, slide the lever up.

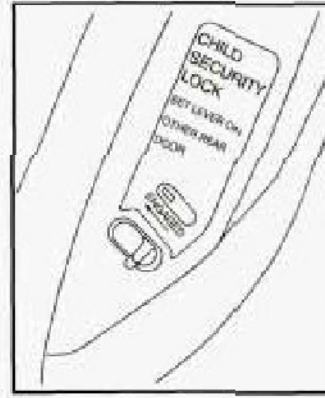
Power Door Locks (Option)



Press the side of the power door lock switch marked LOCK on either front door to lock all the doors at once. Press the ribbed side of the switch to unlock all the doors at once.

On four-door models, the switch on each rear door works only that door's lock. It won't lock (or unlock) all of the doors -- that's a safety feature.

Rear Door Security Locks (4-Door Utility)



With this feature, you can lock the rear doors so they can't be opened from the inside by passengers.

Move the button up to engage the security feature. Move the button down to return the door locks to normal operation.

Leaving Your Vehicle

If you are leaving the vehicle, take your keys, open your door and set the locks from inside. Then get out and close the door.

Keyless Entry System (Option)

If your vehicle has this option, you can lock and unlock your doors or your tailgate from up to 30 feet (9 m) away using the key chain transmitter supplied with your vehicle.

Your Keyless Entry System operates on a radio frequency subject to Federal Communications Commission (FCC) Rules.

This device complies with Part 15 of the FCC Rules.

Operation is subject to the following two conditions:

(1) This device may not cause harmful interference, and (2) This device must accept any interference received, including interference that may cause undesired operation.

Should interference to this system occur, try this:

- Check to determine if battery replacement is necessary. See the instructions on battery replacement.
- Check the distance. You may be too far from your vehicle. This product has a maximum range.

- Check the location. Other vehicles or objects may be blocking the signal.

- See your GM dealer or a qualified technician for service.

Changes or modifications to this system by other than an authorized service facility could void authorization to use this equipment.

Operation

To unlock the driver's door, press the UNLOCK button. If you press this button again within five seconds, all the doors will unlock. Press the REAR button to unlock the rear door only, or to release the tailgate glass.

Press the LOCK button to lock all the doors.

When the UNLOCK button is pushed, the interior dome lamps are turned on for 40 seconds or until the ignition switch is activated.

When the LOCK button is pushed, the interior lamps are turned on for two seconds if the doors are closed. If the LOCK button is pushed when a door is open, the interior lamps will stay on for two seconds after the door is closed.

Matching Transmitter(s) To Your Vehicle

Each key chain transmitter is coded to prevent another transmitter from unlocking your vehicle. If a transmitter is lost or stolen, a replacement can be purchased through your dealer. Remember to bring any remaining transmitters with you when you go to your dealer. When the dealer matches the replacement transmitter to your vehicle, any remaining transmitters must also be matched. Once the new transmitter is coded, the lost transmitter will not unlock your vehicle. Each vehicle can have only two transmitters matched to it.

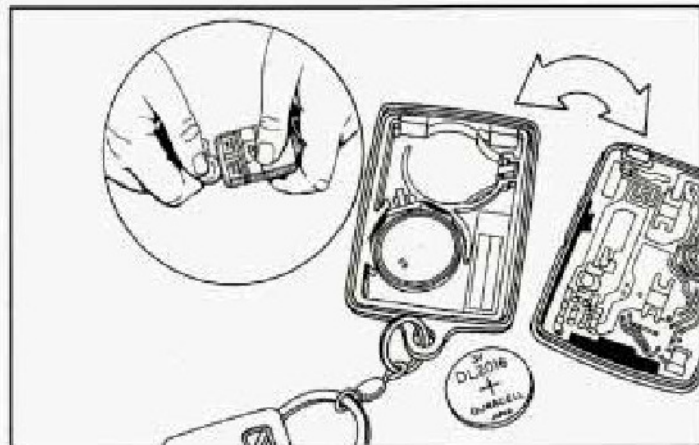
Battery Replacement

Under normal use, the batteries in your key chain transmitter should last about two years.

You can tell the batteries are weak if the transmitter won't work at the normal range in any location. If you have to get close to your vehicle before the transmitter works, it's probably time to change the batteries.

Use two Duracell® type DL2016, or a similar type.

To replace the batteries:



1. Insert a dime in the side seam of the transmitter housing, near the key ring hole.
2. Twist the dime to separate the two halves of the transmitter housing. Separate the housing, bottom half first.
3. Remove and replace the batteries. Put the new batteries in with the printed side down.
4. Align the housing and snap the halves together.

Your Doors and How They Work

Side Doors

To open the door from the outside, pull the handle up and pull the door open.

To open the door from the inside, pull the lever toward you and push the door open.

CAUTION:

It can be dangerous to drive with the tailgate glass, tailgate or rear doors open because carbon monoxide (CO) gas can come into your vehicle. You can't see or smell CO. It can cause unconsciousness and even death.

CAUTION: (Continued)

CAUTION: (Continued)

If you must drive with the tailgate glass, tailgate or rear doors open or if electrical wiring or other cable connections must pass through the seal between the body and the tailgate glass, tailgate or rear doors:

- Make sure all windows are shut.
- Turn the fan on your heating or cooling system to its highest speed with the setting on VENT. That will force outside air into your vehicle. See "Comfort Controls" in the Index.
- If you have air outlets on or under the instrument panel, open them all the way. See "Engine Exhaust" in the Index.

Tailgate Glass and Tailgate

If your vehicle has a tailgate, you must raise the rear glass before lowering the tailgate.

To open the glass from the outside, use your key. With the key in the lock, turn the key clockwise to release the glass, then lift it up.

To release the glass from the inside, use the electric tailgate glass release switch on the instrument panel. For more information, see "Tailgate -- Electric Glass Release" in the Index.

Open the tailgate by lifting up on the handle while pulling the tailgate toward you.

Close the tailgate before closing the rear glass. After closing, make sure the tailgate is securely latched by pulling it toward you. After closing the rear glass, pull up on its handle to make sure it is locked.

Panel Doors

To open the rear panel doors, you must open the passenger's side door first. If the door is locked, insert your door key in the lock and turn it counterclockwise to unlock it.

To open the passenger's side door, pull up on the handle and pull the door open.

To open the driver's side door, first open the passenger's side door. Then, pull the handle on the left door edge out and pull the door open.

The rear doors have a check assembly to keep them from fully opening during normal use. To fully open either rear door, you must release the check strap.

First, open the door partway until the white mark on the check strap is fully outside the door edge. If the end of the strap catches the pin on the door, the door is open too far.



Then, hold the strap at the white mark, pull the strap toward you and open the door all the way.

To re-engage the door check strap, just close the door and the strap will catch the pin.

To close the doors, close the driver's side door first. After securely closing the door, close the passenger's side door. Make sure both doors are latched securely.

To lock the rear doors from outside the vehicle, put your key in the lock and turn it clockwise. If you have power door locks, you can lock the side doors as well as the rear doors from inside the vehicle. For more information, see "Power Door Locks" in this section.

Theft

Vehicle theft is big business, especially in some cities. Although your vehicle has a number of theft-deterrent features, we know that nothing we put on it can make it impossible to steal. However, there are ways you can help.

Key in the Ignition

If you leave your vehicle with the keys inside, it's an easy target for joy riders or professional thieves -- so don't do it.

When you park your vehicle and open the driver's door, you'll hear a tone reminding you to remove your key from the ignition and take it with you. Always do this. Your steering wheel will be locked, and so will your ignition. If you have an automatic transmission, taking your key out also locks your transmission. And remember to lock the doors.

Parking at Night

Park in a lighted spot, close all windows and lock your vehicle. Remember to keep your valuables out of sight. Put them in a storage area, or take them with you.

Parking Lots

If you park in a lot where someone will be watching your vehicle, it's best to lock it up and take your keys. But what if you have to leave your ignition key? What if you have to leave something valuable in your vehicle?

- Put your valuables in a storage area, like your glove box.
- Lock all the doors except the driver's.

New Vehicle "Break-In"

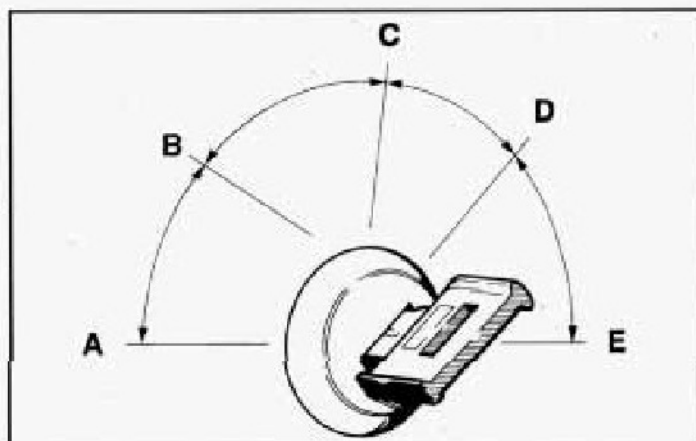
NOTICE:

Your modern vehicle doesn't need an elaborate "break-in." But it will perform better in the long run if you follow these guidelines:

- Keep your speed at 55 mph (88 km/h) or less for the first 500 miles (804 km).
- Don't drive at any one speed -- fast or slow -- for the first 500 miles (804 km). Don't make full-throttle starts.
- Avoid making hard stops for the first 200 miles (322 km) or so. During this time your new brake linings aren't yet broken in. Hard stops with new linings can mean premature wear and earlier replacement. Follow this breaking-in guideline every time you get new brake linings.
- Don't tow a trailer during break-in. See "Towing a Trailer" in the Index for more information.

Ignition Positions

Use your key to start your vehicle. The key lets you turn the ignition switch to five different positions.



ACCESSORY (A): This position lets you use things like the radio and the windshield wipers when the engine is off. Push in the key and turn it toward you. Your steering wheel will remain locked, just as it was before you inserted the key.

LOCK (B): This position locks your ignition, steering wheel and transmission. It's a theft-deterrent feature. You will only be able to remove your key when the ignition is turned to LOCK.

OFF (C): This position lets you turn off the engine but still turn the steering wheel. It doesn't lock the steering wheel like LOCK. Use OFF if you must have your vehicle in motion while the engine is off (for example, if your vehicle is being pushed).

RUN (D): This is the position for driving.

START (E): This position starts your engine.

NOTICE:

If your key seems stuck in LOCK and you can't turn it, be sure it is all the way in. If it is, then turn the steering wheel left and right while you turn the key hard. But turn the key only with your hand. Using a tool to force it could break the key or the ignition switch. If none of this works, then your vehicle needs service.

Starting Your Gasoline Engine

If you have a diesel engine, see “Starting Your Diesel Engine” in the Diesel Engine Supplement.

Move your shift lever to PARK (P) or NEUTRAL (N). Your engine won't start in any other position -- that's a safety feature. To restart when you're already moving, use NEUTRAL (N) only.

NOTICE:

Don't try to shift to PARK (P) if your vehicle is moving. If you do, you could damage the transmission. Shift to PARK (P) only when your vehicle is stopped.

1. Without pushing the accelerator pedal, turn your ignition key to START. When the engine starts, let go of the key. The idle speed will go down as your engine gets warm.

NOTICE:

Holding your key in START for longer than 15 seconds at a time will cause your battery to be drained much sooner. And the excessive heat can damage your starter motor.

2. If it doesn't start right away, hold your key in START. If it doesn't start in 10 seconds, push the accelerator pedal all the way down for five more seconds, or until it starts.

3. If your engine still won't start (or starts but then stops), wait 15 seconds and start over.

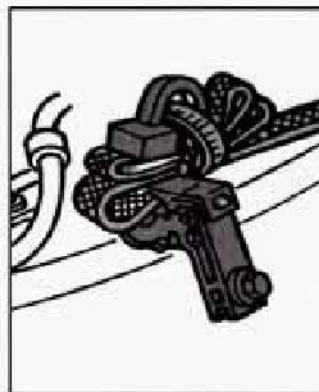
When the engine starts, let go of the key and the accelerator pedal.

NOTICE:

Your engine is designed to work with the electronics in your vehicle. If you add electrical parts or accessories, you could change the way the engine operates. Before adding electrical equipment, check with your dealer. If you don't, your engine might not perform properly.

If you ever have to have your vehicle towed, see the part of this manual that tells how to do it without damaging your vehicle. See "Towing Your Vehicle" in the Index.

Engine Coolant Heater (Option)



In very cold weather, 0°F (-18°C) or colder, the engine coolant heater can help.

You'll get easier starting and better fuel economy during engine warm-up. Usually, the coolant heater should be plugged in a minimum of four hours prior to starting your vehicle.

To use the coolant heater:

1. Turn off the engine.
2. Open the hood and unwrap the electrical cord.
3. Plug it into a normal, grounded 110-volt AC outlet.

**CAUTION:**

Plugging the cord into an ungrounded outlet could cause an electrical shock. Also, the wrong kind of extension cord could overheat and cause a fire. You could be seriously injured. Plug the cord into a properly grounded three-prong 110-volt AC outlet. If the cord won't reach, use a heavy-duty three-prong extension cord rated for at least 15 amps.

4. After you've used the coolant heater, be sure to store the cord as it was before to keep it away from moving engine parts. If you don't, it could be damaged.

How long should you keep the coolant heater plugged in? The answer depends on the outside temperature, the kind of oil you have, and some other things. Instead of trying to list everything here, we ask that you contact your GM dealer in the area where you'll be parking your vehicle. The dealer can give you the best advice for that particular area.

Automatic Transmission Operation



There are several different positions for your shift lever.

Your vehicle now features an electronic shift position indicator within the instrument cluster. This display must be powered anytime the shift lever is capable of being moved out of the PARK (P) position. This means that if your key is in the OFF position, rather than the LOCK position, there will be a small current drain on your battery which could discharge your battery over a period of time. If you have a need to leave your key in the ignition in the OFF position for an extended period for any reason, it is recommended that you disconnect the battery cable from the battery to prevent discharging your battery.

PARK (P): This locks your rear wheels. It's the best position to use when you start your engine because your vehicle can't move easily.

CAUTION:

It is dangerous to get out of your vehicle if the shift lever is not fully in PARK (P) with the parking brake firmly set. Your vehicle can roll. Don't leave your vehicle when the engine is running unless you have to. If you have left the engine running, the vehicle can move suddenly. You or others could be injured. To be sure your vehicle won't move, even when you're on fairly level ground, always set your parking brake and move the shift lever to PARK (P).

CAUTION: (Continued)

CAUTION: (Continued)

If you have four-wheel drive, your vehicle will be free to roll -- even if your shift lever is in PARK (P) -- if your transfer case is in NEUTRAL (N). So, be sure the transfer case is in a drive gear, two-wheel high (2H) or four-wheel high (4H) or four-wheel low (4L) -- not in NEUTRAL (N). See "Shifting Into PARK (P)" in the Index. If you're pulling a trailer, see "Towing a Trailer" in the Index.

REVERSE (R): Use this gear to back up.

NOTICE:

Shifting to REVERSE (R) while your vehicle is moving forward could damage your transmission. Shift to REVERSE (R) only after your vehicle is stopped.

To rock your vehicle back and forth to get out of snow, ice or sand without damaging your transmission, see "Stuck: In Sand, Mud, Ice or Snow" in the Index.

NEUTRAL (N): In this position, your engine doesn't connect with the wheels. To restart when you're already moving, use NEUTRAL (N) only. Also, use NEUTRAL (N) when your vehicle is being towed.

CAUTION:

Shifting out of PARK (P) or NEUTRAL (N) while your engine is "racing" (running at high speed) is dangerous. Unless your foot is firmly on the brake pedal, your vehicle could move very rapidly. You could lose control and hit people or objects. Don't shift out of PARK (P) or NEUTRAL (N) while your engine is racing.

NOTICE:

Damage to your transmission caused by shifting out of PARK (P) or NEUTRAL (N) with the engine racing isn't covered by your warranty.

AUTOMATIC OVERDRIVE (Ⓢ): This position is for normal driving. If you need more power for passing, and you're:

- Going less than about 35 mph (56 km/h), push your accelerator pedal about halfway down.
- Going about 35 mph (56 km/h) or more, push the accelerator *all the way down*.

You'll shift down to the next gear and have more power.

AUTOMATIC OVERDRIVE (Ⓢ) can be used when towing a trailer. You may want to shift the transmission to **THIRD (3)** or, if necessary, a lower gear selection if the transmission shifts too often when carrying a heavy load, driving on steep hills or for off-road driving.

THIRD (3): This position is also used for normal driving, however, it offers more power and lower fuel economy than **AUTOMATIC OVERDRIVE (Ⓢ)**.

SECOND (2): This position gives you more power but lower fuel economy. You can use **SECOND (2)** on hills. It can help control your speed as you go down steep mountain roads, but then you would also want to use your brakes off and on.

If you manually select **SECOND (2)**, the transmission will drive in second gear. You may use this feature for reducing torque to the rear wheels when you are trying to start your vehicle from a stop on slippery road surfaces.

FIRST (1): This position gives you even more power (but lower fuel economy) than **SECOND (2)**. You can use it on very steep hills, or in deep snow or mud. If the selector lever is put in **FIRST (1)** while the vehicle is moving forward, the transmission won't shift into first gear until the vehicle is going slowly enough.

NOTICE:

If your rear wheels can't rotate, don't try to drive. This might happen if you were stuck in very deep sand or mud or were up against a solid object. You could damage your transmission.

Also, if you stop when going uphill, don't hold your vehicle there with only the accelerator pedal. This could overheat and damage the transmission. Use your brakes or shift into *PARK (P)* to hold your vehicle in position on a hill.

Locking Rear Axle (Option)

If you have this feature, your rear axle can give you additional traction on snow, mud, ice, sand or gravel. It works like a standard axle most of the time, but when one of the rear wheels has no traction and the other does, the locking feature will allow the wheel with traction to move the vehicle.

Four-Wheel Drive

If your vehicle has four-wheel drive, you can send your engine's driving power to all four wheels for extra traction. To get the most satisfaction out of four-wheel drive, you must be familiar with its operation. Read the part that follows before using four-wheel drive. You should use 2-WHEEL HIGH (2H) for most normal driving conditions.

NOTICE:

Driving in the 4-WHEEL HIGH (4H) or 4-WHEEL LOW (4L) positions for a long time on dry or wet pavement could shorten the life of your vehicle's drivetrain.

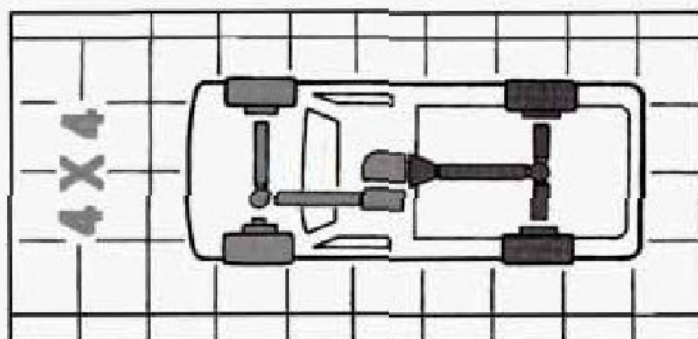
Front Axle Locking Feature

The front axle locks and unlocks automatically when you shift the transfer case. Some delay for the axle to lock or unlock is normal. If the outside temperature is very hot, or the vehicle has been used under hard driving conditions, there may be a slight delay for the axle to unlock.

Manual Transfer Case



The transfer case shift lever is on the floor to the right of the driver. Use this lever to shift into and out of four-wheel drive.



The front axle portion of the indicator diagram will light up when you shift into four-wheel drive.

Some delay between shifting and the indicator's lighting is normal. If the indicator light does not light up, or if the front axle light does not go out after you shift out of four-wheel drive, have your dealer check your system.

An indicator near the lever shows you the transfer case settings:

2H (2-Wheel High): This setting is for driving in most street and highway situations. Your front axle is not engaged in two-wheel drive.

4H (4-Wheel High): This setting engages your front axle to help drive your vehicle. Use 4H when you need extra traction, such as on wet or icy roads, or in most off-road situations.

N (Neutral): Shift to this setting only when your vehicle needs to be towed or when using a power take-off.

4L (4-Wheel Low): This setting also engages your front axle to give you extra power, but should be used only for off-road driving.

You can shift from 2-WHEEL HIGH (2H) to 4-WHEEL HIGH (4H) or from 4-WHEEL HIGH (4H) to 2-WHEEL HIGH (2H) while the vehicle is moving. Your front axle may engage faster if you take your foot off of the accelerator for a few seconds after you shift. In extremely cold weather, it may be necessary to stop or slow the vehicle to shift out of 2-WHEEL HIGH (2H).

To shift into or out of 4-WHEEL LOW (4L) or NEUTRAL (N):

1. Slow the vehicle to a roll, about 1 to 3 mph (2 to 5 km/h) and shift the transmission into NEUTRAL (N).
2. Shift the transfer case shift lever in one continuous motion.

Don't pause in NEUTRAL (N) as you shift the transfer case into 4-WHEEL LOW (4L), or the gears could clash.

Remember that driving in 4-WHEEL HIGH (4H) or 4-WHEEL LOW (4L) may reduce fuel economy. Also, driving in four-wheel drive on dry pavement could cause your tires to wear faster and make your transfer case harder to shift.

When your headlamps or parking lamps are on, rotate the thumb wheel next to the headlamp switch up to brighten, and down to dim, your transfer case indicator light.

Electronic Transfer Case (Option)



If your four-wheel-drive vehicle has the electronic transfer case, the transfer case switches are below and to the left of the climate controls.

Use these switches to shift into and out of four-wheel drive. You can choose among three driving settings:

2H: This setting is for driving in most street and highway situations. Your front axle is not engaged in two-wheel drive.

4HI: This setting engages your front axle to help drive your vehicle. Use 4HI when you need extra traction, such as on snowy or icy roads, or in most off-road situations.

4LO: This setting also engages your front axle to give you extra traction. You may never need 4LO. It sends the maximum power to all four wheels. You might choose 4LO if you were driving off-road in sand, mud or deep snow and climbing or descending steep hills.

Indicator lights in the switches show you which setting you are in. The indicator lights will come on briefly when you turn on the ignition and one will stay on. If the lights do not come on, you should take your vehicle in for service. An indicator light will flash while shifting. It will remain illuminated when the shift is completed.

Shifting from 2HI to 4HI

Press and release the 4HI switch. This can be done at any speed, and the indicator light will flash while shifting. It will remain illuminated when the shift is completed.

Shifting from 4HI to 2HI

Press and release the 2HI switch. This can be done at any speed, and the system will unlock automatically.

Shifting from 2HI or 4HI to 4LO

To shift from 2HI or 4HI to 4LO, the vehicle must be stopped or moving less than 3 mph (4.8 km/h) with the transmission in NEUTRAL (N). The preferred method for shifting into 4LO is to have your vehicle moving 1 to 2 mph (1.6 to 3.2 km/h). Press and release the 4LO switch. You must wait for the 4LO indicator light to stop flashing and remain illuminated before shifting your transmission into gear.

If the 4LO switch is pressed when your vehicle is in gear and/or moving, the 4LO indicator light will flash for 30 seconds and not complete the shift unless your vehicle is moving slower than 3 mph (4.8 km/h) and the transmission is in NEUTRAL (N).

Shifting from 4LO to 4HI or 2HI

To shift from 4LO to 4HI or 2HI your vehicle must be stopped or moving less than 3 mph (4.8 km/h) with the transmission in NEUTRAL (N). The preferred method for shifting out of 4LO is to have your vehicle moving 1 to 2 mph (1.6 to 3.2 km/h). Press and release the 4HI switch. You must wait for the 4HI indicator light to stop flashing and remain illuminated before shifting your transmission into gear.

If the 4HI switch is pressed when your vehicle is in gear and/or moving, the 4HI indicator light will flash for 30 seconds but not complete the shift unless the vehicle is moving slower than 3 mph (4.8 km/h) and the transmission is in NEUTRAL (N).

Parking Brake

To set the parking brake, hold the regular brake pedal down with your right foot. Push down the parking brake pedal with your left foot.

If the ignition is on, the brake system warning light will come on.



To release the parking brake, hold the regular brake pedal down. Pull the lever, located just above the parking brake pedal, marked BRAKE RELEASE, to release the parking brake.

If the ignition is on when the parking brake is released, the brake system warning light will go off.

NOTICE:

Driving with the parking brake on can cause your rear brakes to overheat. You may have to replace them, and you could also damage other parts of your vehicle.

If you are towing a trailer and are parking on any hill, see "Towing a Trailer" in the Index. That section shows what to do first to keep the trailer from moving.

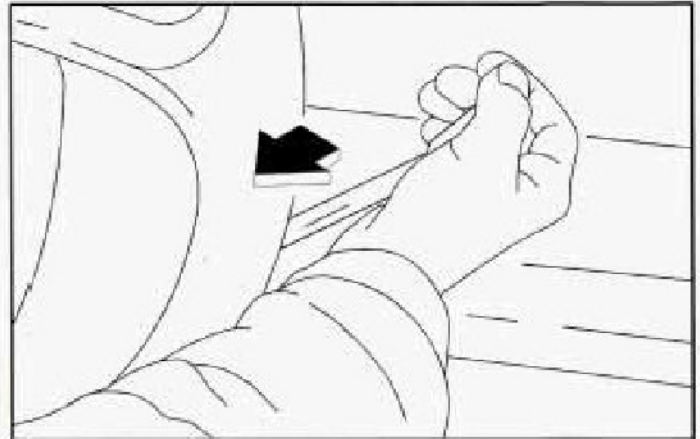
Shifting Into PARK (P)

CAUTION:

It can be dangerous to get out of your vehicle if the shift lever is not fully in PARK (P) with the parking brake firmly set. Your vehicle can roll. If you have left the engine running, the vehicle can move suddenly. You or others could be injured. To be sure your vehicle won't move, even when you're on fairly level ground, use the steps that follow. If you have four-wheel drive and your transfer case is in NEUTRAL (N), your vehicle will be free to roll, even if your shift lever is in PARK (P). So, be sure the transfer case is in a drive gear -- not in NEUTRAL (N). If you're pulling a trailer, see "Towing a Trailer" in the Index.

Steering Column Shift Lever

1. Hold the brake pedal down with your right foot and set the parking brake.
2. Move the shift lever into PARK (P) position like this:



- Pull the lever toward you.