

2003 Enhanced Mobility Package Operator's Manual

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The information in this manual pertains to the operation of the vehicle. It also contains the vehicle's scheduled maintenance services. This manual along with the owner's manual will assist you in the proper use and maintenance of the vehicle. The sections in this supplement correspond to the sections in the 2003 Silverado Owner's Manual and the 2003 Duramax Diesel Engine Owner's Manual Supplement.

Please keep this supplement with the owner's manual and diesel supplement in the vehicle, so it will be there if you ever need it while you're on the road.

This manual includes the latest information at the time it was printed. We reserve the right to make changes in the product after that time without notice.

How to Use This Manual

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

Index

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

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. Refer to "Your Driving, the Road and Your Vehicle" and "Off-Road Driving with Your Four-Wheel-Drive Vehicle" in the 2003 Silverado Truck Owner's Manual.

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 cause personal injury if you were to ignore the warning.



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.

Vehicle Damage Warnings

Also, in this supplement manual you will find these notices:

Notice: These mean there is something that could damage the vehicle.

In the notice area, we tell you about something that can damage the vehicle. Many times, this damage would not be covered by the 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.

Section 2 Features and Controls

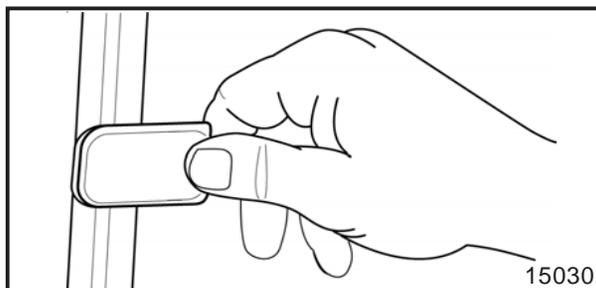
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Windows

Sliding Rear Window

The sliding rear window features tempered glass surrounded by a durable black finish aluminum frame and three panel design. Locking latch adds cab security.

To open the window hold the latch in the open position and slide window open. To close the window slide the window until the latch is fully engaged against the frame.



Starting and Operating Your Vehicle

Starting Your Engine

The diesel engine starts differently than a gasoline engine.

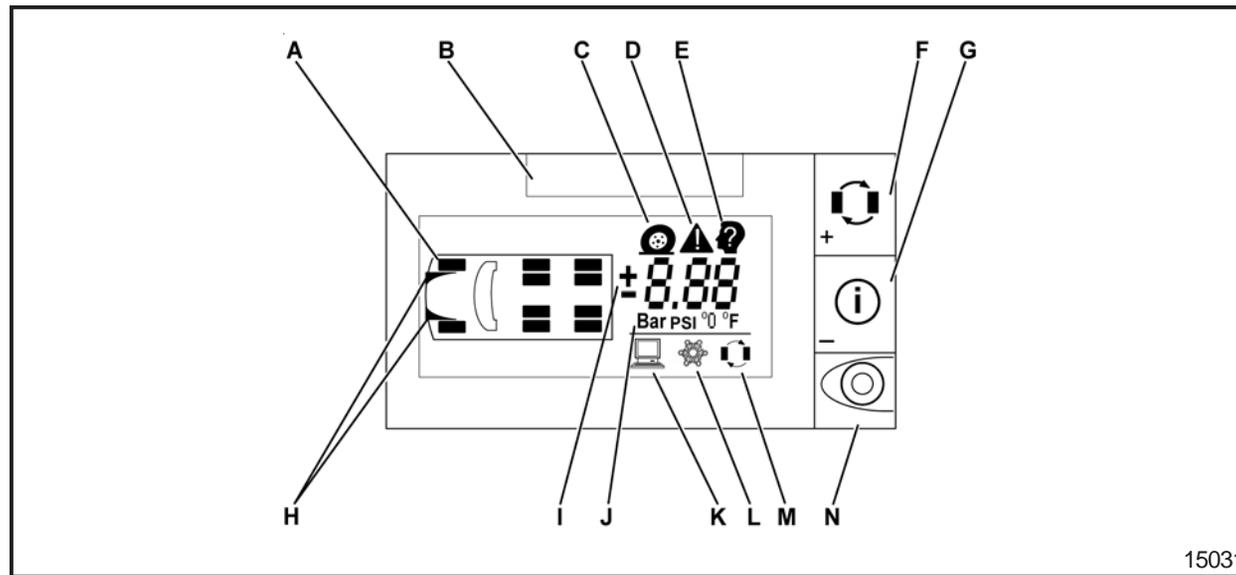
CAUTION:

Do not use gasoline or starting "aids," such as ether, in the air intake. They could damage your engine. There could also be a fire, which could cause serious personal injury.

Refer to the 2003 Duramax Diesel Engine Owner's Manual Supplement, located in your glove compartment.

Tire Pressure Monitoring System Overview

The monitoring display is designed to let you know at a glance of problems with the tires.



The main components of the function display are the following:

- A. Programmed Wheel Position
- B. Alarm Light
- C. Low Pressure Warning
- D. Alert Indicator
- E. Learn Mode
- F. TIRE Button
- G. MODE Button
- H. Towing Vehicle Indicator
- I. Numerical Display
- J. Units of Pressure or Temperature
- K. Programming Mode
- L. Cold Pressure Indicator
- M. Tire Rotation Program
- N. Set Button

System Description

This system is a sensing device designed to identify and display tire operating data and activate an alert or warning when pressure or temperature irregularities are detected. It is the responsibility of the driver to react promptly and with discretion to alerts and warnings. Abnormal tire inflation pressures should be corrected at the earliest opportunity.

The alerts and warnings are as follows:

- The pressure deviation alert indicates that the pressure has dropped a selected amount below the required pressure for that level of tire temperature.
- The low pressure warning indicates that the air pressure has dropped to a selected minimum.
- The high temperature warning indicates that the contained air temperature has exceeded the selected maximum. A tire temperature buildup can be caused by a number of factors including severe under inflation, hard sustained braking, vehicle overload and sustained high speeds.

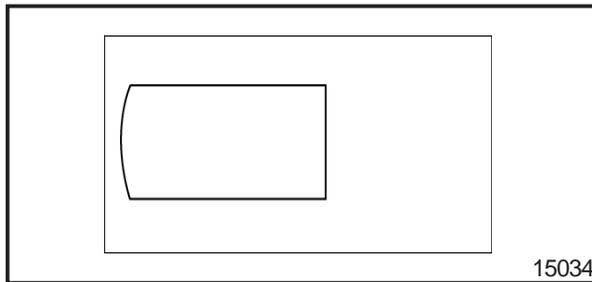
Notice: When an alert or warning condition is detected, reduce vehicle speed to an appropriate safe level and proceed to a safe stopping location or facility where the tire can be inspected and serviced.

The Full Function Display has an energy saving feature that turns lights on to full intensity (Active stage) only when required to display alert conditions or program the unit. The unit automatically switches to lower power stages when no control activity is detected.

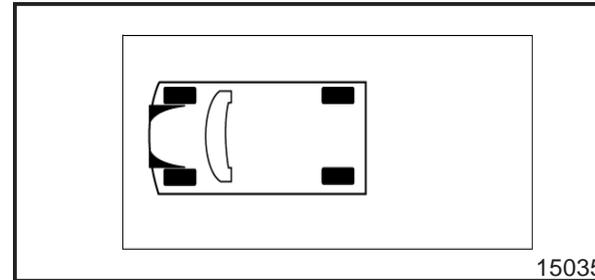
Monitor Operation

When power is applied to the receiver, the Full Function Display momentarily turns on all icons, beeps, and the alarm light blinks once. The unit then goes into stand-by mode waiting for data from the wheel transmitters.

Until the vehicle is in motion no data will be received from any installed transmitter. The display will remain blank.

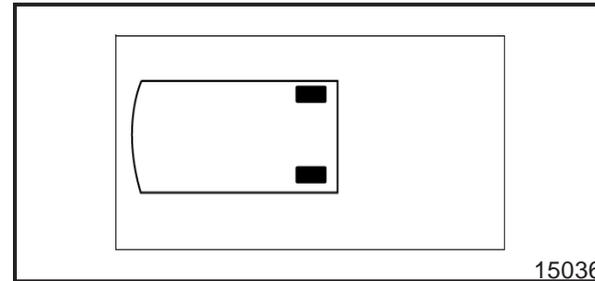


The respective tire icon is filled in as soon as data from its transmitter is received. The windshield/louver is shown for any towing vehicle transmitter. After data from all transmitters is received the display will be in the state shown until an alert or warning condition is detected. (Normal Mode)

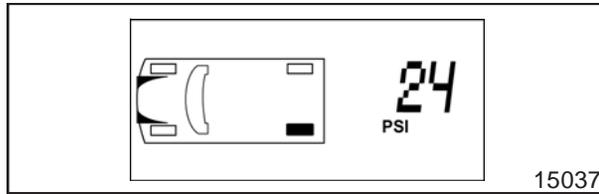


Data from a towed vehicle is indicated by tire icons with no windshield/louver icon.

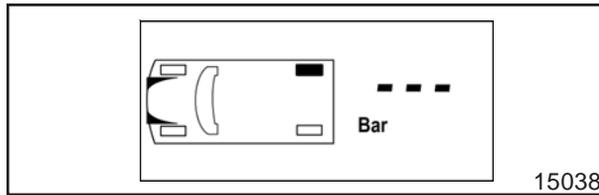
Note: The system will alternate views between the towing and towed vehicle when operating with this configuration.



Checking Tire Conditions



-  Press the TIRE button to scroll through the tires.
-  Press the MODE button to scroll through the pressure, temperature, and pressure deviation readings for a selected tire.
-  Press SET button to return to normal mode.

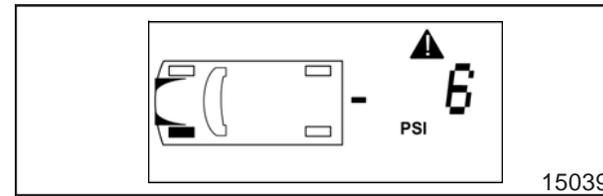


No data received from a selected tire is shown as dashes “- - -”.

Alerts and Warnings

Pressure Deviation Alert

 The Pressure Deviation Alert is initiated when the measured tire pressure deviates from the required pressure by more than the preset level.



The alarm light turns on and alert indicator flashes on and off. The audible alarm sounds once and the digital readout displays the amount of deviation (e.g. -6 PSI (.41 Bar)) from required pressure.

Press any button to acknowledge the alert and stop the flashing, the alarm light remains on and the system returns to normal mode.

Example:

Pressure Deviation Alert Level = + -6 PSI (.41 Bar)

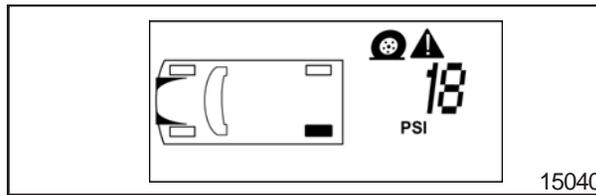
Required Pressure = 35 PSI (2.40 Bar)

Actual Pressure in a wheel drops to 29 PSI (2 Bar)

Pressure Deviation reading (as shown) will be -6 PSI (.41 Bar)
When the alert occurs, reduce speed and proceed to a safe location to check tires.
The Pressure Deviation Alert is cancelled when the tires are properly re-inflated to correct levels.

Low Pressure Warning

 A Low Pressure Warning is initiated when the pressure drops below the programmed level.



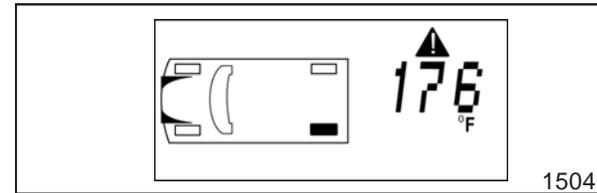
The alarm light, low pressure warning icons and the audible alarm turn on and off continuously. Press any button to acknowledge and stop the flashing. The alarm light remains on and the display reverts to a normal mode.

 CAUTION:
When the alert occurs, reduce speed and proceed to a safe location to check tires.

Notice: The Pressure Deviation Alert is cancelled when the tires are properly re-inflated to correct levels.

High Pressure Warning

 The High Temperature Alert is initiated when the air temperature within a tire exceeds the programmed level.



The temperature alert icon and audible alarm turn on and off continuously. Press any button to acknowledge the alert and stop the flashing. The alarm light remains on and the display reverts to a normal mode.

 CAUTION:
<p>When the alert occurs, reduce speed and proceed to a safe location to check tires.</p>

Notice: The Pressure Deviation Alert is cancelled when the tires are properly re-inflated to correct levels.

Programming

To Enter Programming Mode



1. Ensure power is turned on.
2. Press and hold Set button in normal mode to enter programming mode:
 - 2 seconds for Level 1
 - 5 seconds for Level 2

Indicators Displayed When in Programming Mode

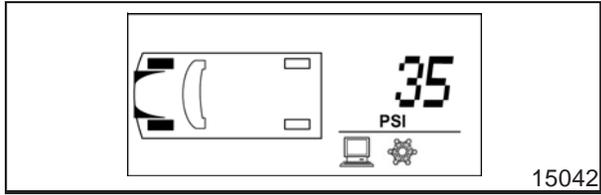
Level 1	
 Cold Pressure	± Pressure Deviation
 Tire Rotation	 °C°F High Temperature Alert
 Low Pressure Warning	Bar PSI °C°F Units Selection

Level 2	
SL Slope	 Learn Transmitter ID

Cold Inflation Pressure

See the *Tire Pressure Monitoring System Setting Chart* for setting value specifications.

This function changes the cold inflation pressure for each axle. Factory default setting is 30 PSI (2.08 Bar).



Programming Steps

1. Enter Level 1 Programming Mode (see Entering Programming Mode).
-  2. Press the TIRE button to scroll to the desired axle. The tires of the selected axle are filled in.
-  3. Press the MODE button to view the current value.
-  4. Press the TIRE button to increase the value.
-  5. Press the MODE button to decrease the value.
-  6. Press the SET button to save when the desired value is reached.

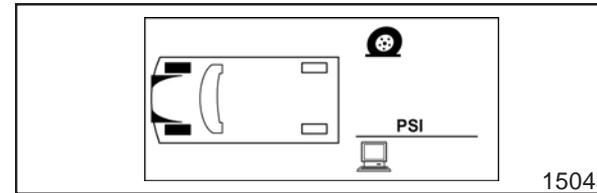
Repeat programming steps 2-6 until Cold Inflation Pressure levels are set for all axles as desired.

-  7. Press the SET button to exit.
-  8. Press the SET button again to revert to normal view.

Low-Pressure Warning

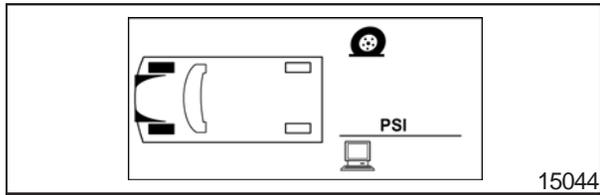
This function changes the low-pressure warning threshold for each axle. Factory default setting is 18 PSI (1.25 Bar).

See the Tire Pressure Monitoring System Setting Chart for setting value specifications.



Programming Steps

1. Enter Level 1 Programming Mode (see Entering Programming Mode).
-  2. To enter this function press the MODE button until the flat tire icon and pressure units are displayed.
-  3. Press the TIRE button to scroll to the desired axle. The tires of the selected axle are filled in.



4. Press the MODE button to view the current value.



5. Press the TIRE button to increase the value.



6. Press the MODE button to decrease the value.



7. Press the SET button to save when the desired value is reached.

Repeat programming steps 2-7 until Low-Pressure warning levels are set for all axles as desired.



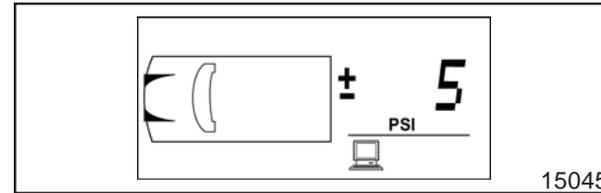
8. Press the SET button to exit.



9. Press the SET button again to revert to normal view.

Pressure Deviation Alert \pm

This function sets the pressure deviation alert threshold for all tires. Factory default setting is 5 PSI (.35 Bar).



Programming Steps

1. Enter Level 1 Programming Mode (see Entering Programming Mode).



2. To enter this function press the MODE button until the flat tire icon and pressure units are displayed.



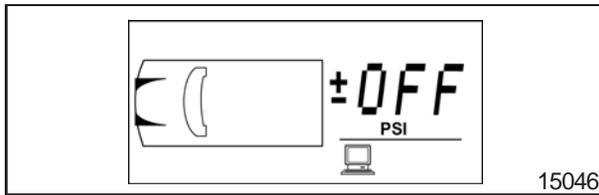
3. Press the TIRE button to enter and display the current value.



4. Press the TIRE button to increase the value.



5. Press the MODE button to decrease the value.



-  6. Press the MODE button until the display shows OFF to disable this feature.
-  7. Press the SET button to save when the desired value is reached.
-  8. Press the SET button again to revert to normal view.

Understanding Temperature Compensated Pressure Readings

An important feature of the Full Function Display system is that pressure deviation alerts are initiated from a comparison of the temperature compensated pressure to the measured tire pressure read by the sensor.

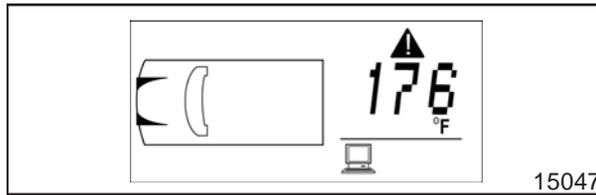
The reference pressure, or “cold pressure” is the air pressure inside the tire inflated at room temperature 64°F (18°C) to the recommended pressure, see

“Capacities and Specifications” in the Index. When a tire heats up, the air pressure inside the tire can also be expected to increase. For example, a normal or “required” pressure at 64°F (18°C) may be 34 PSI or (2.35 Bar) and a normal pressure at 120°F (49°C) may be 39 PSI (2.7 Bar). Both pressure readings are correct at their respective temperatures.

The amount of deviation from the required pressure (at any temperature) can be read by using the Pressure Deviation mode of this system. If at any time you are uncertain that the Actual Pressure reading on the display indicates the correct tire pressure, switch to the Pressure Deviation (\pm) readout. A blank display indicates that the reading on the display is the correct one. Any (+) or (-) value indicates the tire pressure is incorrect by that value. This value can then be used to correctly inflate the tire.

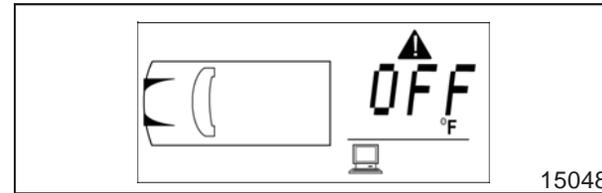
High Temperature Alert °C°F

This function changes the high-temperature alert threshold. Factory default setting is 176°F (80°C).



Programming Steps

1. Enter Level 1 Programming Mode (see Entering Programming Mode).
-  2. To enter this function press the MODE button until the alert icon and temperature units are displayed.
-  3. Press the TIRE button to enter and display the current value of High Temperature Alert.
-  4. Press the TIRE button to increase the value.
-  5. Press the MODE button to decrease the value.

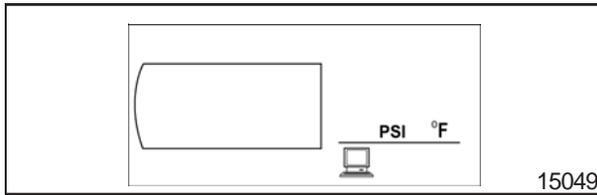


-  6. To disable this feature press the MODE button until the display reads OFF.
-  7. Press the SET button to save and exit this mode when the desired value is reached.
-  8. Press the SET again to revert to normal mode.

Measurement Selection-Metric or Imperial

Use this mode to select the combination of pressure and temperature units.

Unit combinations are Bar -°C, Bar -°F, PSI -°C, PSI -°F.



Programming Steps

1. Enter Level 1 Programming Mode (see Entering Programming Mode).



2. To enter this function press the MODE button until the pressure and temperature units are displayed. (PSI/Bar, °C/°F).



3. Press the TIRE button to enter.



4. Use the TIRE or MODE button to scroll through the four combinations of unit settings.



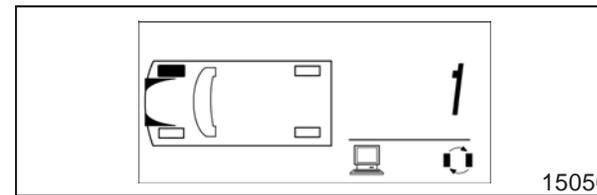
5. When the desired combination is displayed press the SET button to save and exit this mode.



6. Press the SET button again to revert to normal mode.

Tire Rotation Mode

This function is used after tires are rotated and the new positions need to be updated. This procedure is valid for four tire locations only.



Programming Steps

1. Enter Level 1 Programming Mode (see Entering Programming Mode).



2. To enter this function press the MODE button until the tire rotation icon is displayed.



3. Press the TIRE button to scroll to a tire position.



4. Press the MODE button to select it for editing.

5. Note the color of the washer on the physical tire at the currently selected position.

6. Use the tire color code table provided to determine the number corresponding to color noted in Step 5.



7. Use the TIRE or MODE button to adjust the value to the number determined in step 6.



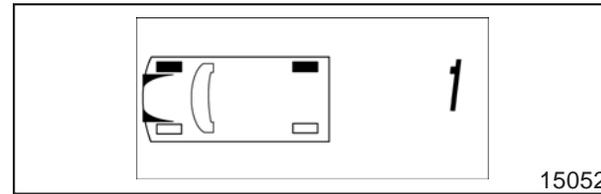
8. Press the SET button when the number representing the desired sensor is achieved. This returns the display to the tire selection menu. Scroll to a different tire location and edit the sensor numbers as above.



9. Press SET button to save and exit this mode.



If more than one tire location contains the same sensor number, the display will prompt an error with the conflicting tires filled in and the associated sensor number. Press any button to return the tire selection menu and make necessary corrections.



10. Press SET button again to revert to normal mode.

Tire Color Codes

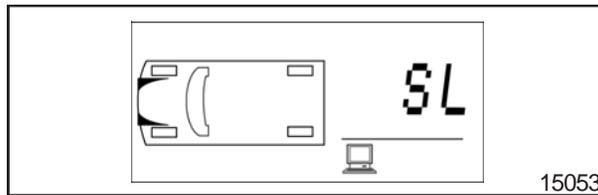
Color	Tire Number
Green	1
Red	2
Blue	3
Yellow	4

Advanced Programming-Level 2

Slope Mode SL

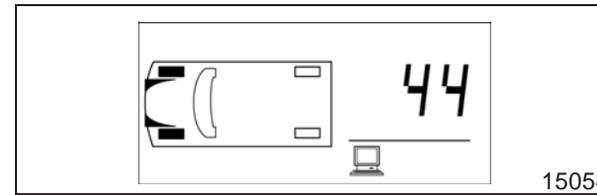
See the *Tire Pressure Monitoring System Setting Chart* for setting value specifications.

The Slope is a value corresponding to the rate of pressure change due to temperature for a particular tire. This value affects the calculation to determine pressure deviation value. The factory default setting is 44.



Programming Steps

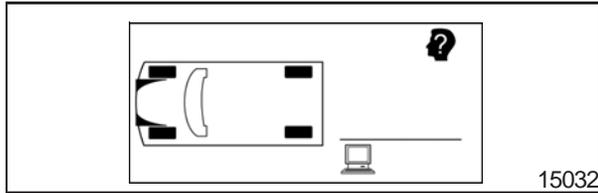
1. Enter Level 2 Programming Mode (see Entering Programming Mode).
-  2. Press the TIRE button to scroll to the desired axle, the tires of the selected axle are filled in.
-  3. Press the MODE button to display the current value of slope for the selected axle.



-  4. Press the TIRE button to increase the value.
 -  5. Press the MODE button to decrease the value. The minimum value is 10 and the maximum is 160.
 -  6. Press the SET button to save the value.
- Repeat steps 2-6 until the slope level is set for all axles as desired.
-  7. Press the SET button to exit.
 -  8. Press the SET again to revert to normal mode.

Learn Mode

This mode is used to add or remove transmitters from the system.



Programming Steps

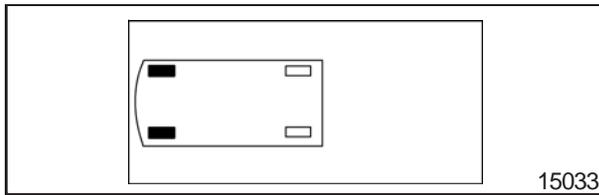
1. Enter Level 2 Programming Mode (see Entering Programming Mode).
2. Press the MODE button to select the learn mode icon. 
3. Press the TIRE button to display the ten possible wheel positions for the towing vehicle. The currently installed transmitter positions are now indicated with a filled in tire indicator. 
4. Use the TIRE button to scroll to the desired position. The outline of the wheel position to be programmed will flash. 

5. A new transmitter identification can be learned in three ways:

- Vigorously shake the transmitter to provoke a transmission.
- Using the LF Wand. See *Programming Using the LF Wand*.
- By inflating or deflating the tire by more than 3 PSI (0.2 Bar).

This method must be carried out while the transmitters are in “gage fill” mode. This mode is entered for 15 minutes after the vehicle has been driven above 6 mph (10 kph). Each transmitter “learn operation” must be carried out at least 90 seconds apart. If it is not possible to complete the learn operation for all transmitters within 15 minutes, the vehicle must again be driven above 6 mph (10 kph) and then the process can be continued.

Note: To prevent the last identification from being erased, scroll to the next tire position before driving. A beep and rapid flashing of the alarm light indicate a transmission was received. The new ID is stored.



-  6. To *remove* the transmitter from the selected tire location, press the MODE button.
-  7. Press the TIRE button to scroll to another position and repeat step 4 or 5 as required.
-  8. Press the SET button to save and exit.

If no error is found, the system will reset and go to normal mode.



If more than one tire location contains the same sensor ID, the display will prompt an error and flash between this message and the display, with the conflicting tires filled in. If so indicated repeat the programming procedure above.

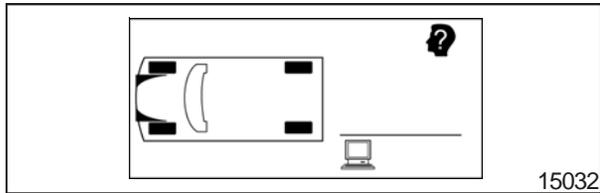
Programming Using the LF Wand

The tire pressure sensor receiver that is installed on the vehicle needs to have the unique sensor identification code for each wheel position programmed into it to ensure proper operation of the system. Each wheel assembly has a sensor in it that can be activated using the LF wand that had been supplied for this purpose. When the sensor is activated, it sends out its unique identification code which is then stored in the memory of the receiver so that it knows which sensors belong to that vehicle.

The vehicle does not have to be moving to accomplish this task, which allows programming of receivers to be carried out very easily. To use the wand to activate the sensor, press the button on the side of the wand (a small red LED will illuminate to show it is working, if this does not happen then replace the batteries) and place the square head of the wand, flat against the tire side wall. The wand can activate the sensor within a 60

degree arc of the sensor on the rim. If the location of the sensor is not known, the wand can be slowly moved around the circumference of the tire until the sensor is activated.

The 'Learn' operation is carried out by using the Full Function Display that is already installed in each vehicle.



1. Enter Level 2 Programming Mode of the Full Function Display by pressing the SET button for 5 seconds until SL can be seen in the display.



2. Press the MODE button to select learn mode, which is indicated by a head with a question mark icon. 



3. Press the TIRE button to display the ten possible wheel positions for the towing vehicle (a windshield can also be seen to indicate that the towing vehicle is selected).

4. The outline of the Front Right tire will be flashing.

5. Use the LF wand to activate the sensor from the Front Right tire.

6. When the sensor is activated and the 'Learn' operation is successful, the outline of the tire is filled in and the receiver will issue a chirping sound. The red LED on the FFD will also light up.



7. Press the TIRE button to move to the Front Left tire and activate the sensor in this position.



8. Press the TIRE button (5 times) to move to the Rear Right tire and activate the sensor in this position.



9. Press the TIRE button to the Rear Left tire and activate the sensor in this position.



10. Once all 4 positions have been 'Learned' press the SET button to store the information. The FFD will blink and the receiver will issue an audible tone to signify success.



For warranty or other information, refer to the **SmarTire Full Function Display User's Manual** in the vehicle's glove compartment. For system operation or for system diagnostics refer to the **2003 Enhanced Mobility Package Service Manual Supplement**.

11. If more than one tire location contains the same sensor ID, the display will prompt an error and flash between this message and the display, with the conflicting tires filled in. If this happens, press the TIRE button and the display will show the positions with the same IDs. Use the MODE button to delete the sensor that is incorrect and then carry out the 'Learn' operation for that position.

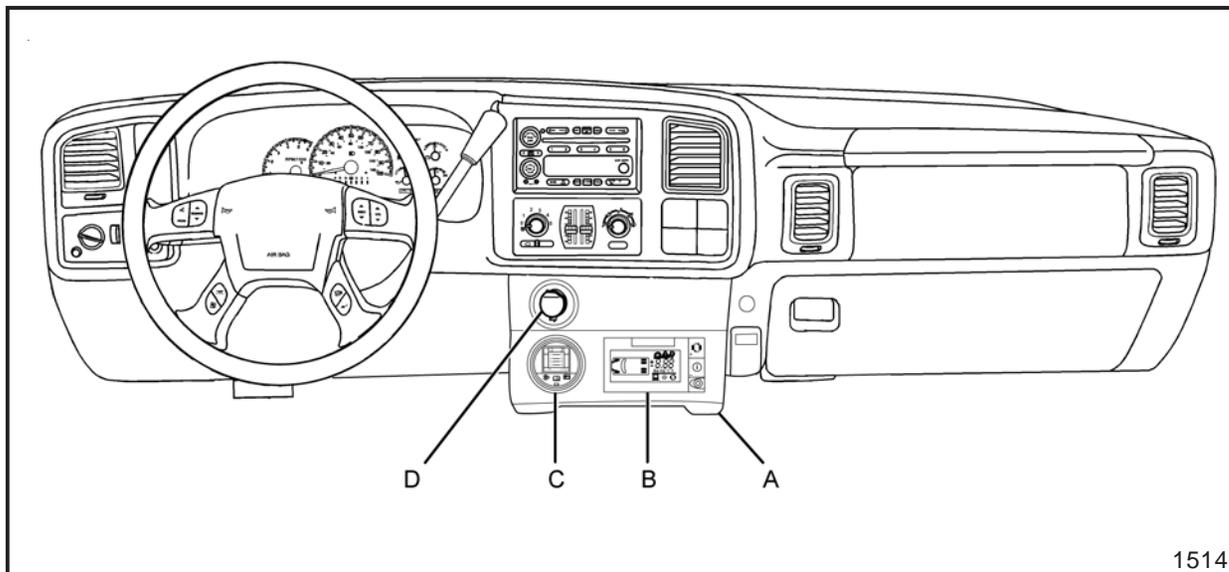
Notice: If a sensor is programmed into an incorrect position on the vehicle during the Learn process, it can be deleted by scrolling to the incorrect position (using the TIRE button) and pressing the MODE button.

Once the Learn operation is completed as above, walk around the vehicle and activate each sensor with the wand, to double check that the sensors are in the correct position. The display should show all 4 wheel positions as expected.

Section 3 Instrument Panel

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Accessory Panel Overview



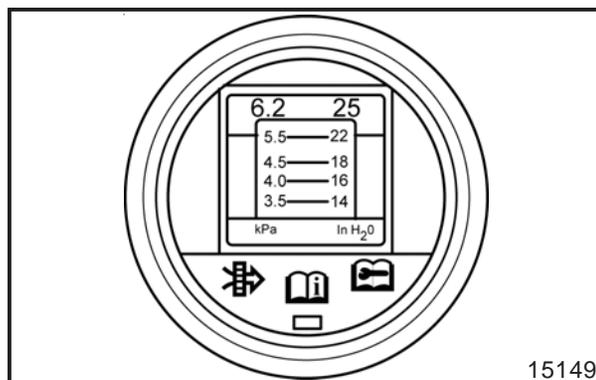
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The components of the Enhanced Mobility Package instrument panel are the following:

- | | |
|-------------------------------------|-------------------------------------|
| A. Accessory Panel | C. Air Filter Restriction Indicator |
| B. Tire Pressure Monitoring Display | D. Accessory Power Outlet |

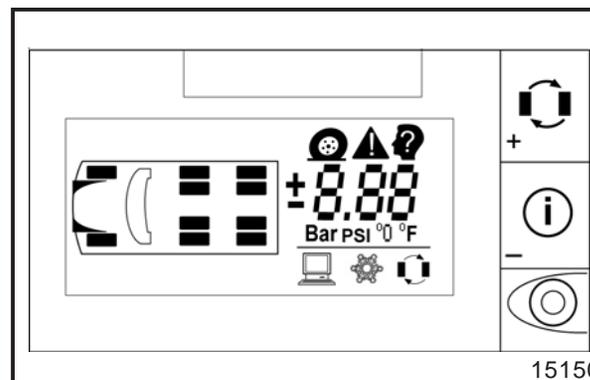
Warning Lights, Gages and Indicators

Air Filter Restriction Indicator



This vehicle is equipped with a gage located on the accessory switch panel. It monitors the engine air filter. As the filter gets dirty, the yellow indicator will begin to rise. When it reaches the top of the scale, the filter should be replaced. After replacing the filter, reset the gage by pressing in the yellow reset button at the bottom of the gage.

Tire Pressure Monitoring System



This vehicle is equipped with a display located on the accessory switch panel in the lower center of the instrument panel. It monitors the condition of the tires. See "Tire Pressure Monitoring System Overview" for more information.

Section 4 Driving Your Vehicle

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Loading Your Vehicle	4-2		

Towing Towing Your Vehicle

When towing the vehicle, you should always use a properly equipped wrecker/recovery vehicle. Refer to "Towing Your Vehicle" and "Recreational Vehicle Towing" in the Index of the 2003 Silverado Truck Owner's Manual for further information on towing the vehicle.

Notice: The steering wheel must be secured properly with the appropriate wheel-locking device to keep the wheel in the straight position. The vehicle transfer case must be in NEUTRAL (N).

Loading Your Vehicle

CAUTION:

Do not load your vehicle any heavier than the GVWR, or either the maximum front or rear GAWR. If you do, parts on your vehicle can break, or it can change the way your vehicle handles. These could cause you to lose control. Also, overloading can shorten the life of your vehicle.

Notice: Overloading your vehicle may cause damage. Your warranty does not cover parts or components that fail because of overloading. Do not overload your vehicle.

Make sure that all cargo is properly secured to prevent the load from shifting. All loads must be distributed evenly over the axle and secured. Refer to "Loading Your Vehicle" in the Index of the 2003 Silverado Truck Owner's Manual for more information on vehicle loading.

Enhanced Suspension System

The enhanced suspension provides supplemental suspension modifications specially engineered for severe service on & off road. The system is comprised of a series of four (4) specially designed and critically damped hydro/pneumatic jounce shocks in parallel with the vehicles primary suspension for increased energy dissipation and greatly enhanced all terrain capability. The front and rear suspension is equipped with this feature. The front factory jounce bumper has been modified to work with this system.

This system requires no maintenance or adjustments. The bumpers and struts are replaced as a unit. For replacement procedures refer to the 2003 Enhanced Mobility Package Service Manual Supplement.

Underbody Protection

To protect the underside of the vehicle, multiple skid plates have been installed. The skid plates ensure that an optimal amount of the vehicle's underside is protected from damage, but a smooth underside also assists your vehicle in sliding over obstacles it might otherwise hang up on. When in place, the multiple skid plates allow full access to maintenance items.

Section 5 Service and Appearance Care

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Beadlock Wheels	5-2	Capacities and Specifications	5-13
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Vent Filters

Rear Axle Vent-Tube Filter

The rear axle vent-tube filter is located on the vent hose that is near the left jounce bumper.

Refer to the Maintenance Schedule to determine how often to inspect the filter and when to change it. *See Front/Rear Axle Inspection.*

Transfer Case Vent-Tube Filter

The transfer case vent-tube filter is located on the left side of the transfer case housing.

Refer to the Maintenance Schedule to determine how often to inspect the filter and when to change it. *See Transfer Case Inspection.*

Front Axle Vent-Tube Filter

The front axle vent-tube filter is located in the engine compartment near the left inner wheel well.

Refer to the Maintenance Schedule to determine how often to inspect the filter and when to change it. *See Front/Rear Axle Inspection.*

Beadlock Wheels

This vehicle is equipped with special rubber beadlock wheels. Made exclusively for use on multi-piece wheels, the device fits securely between the tire beads and positively locks the tire to the wheel rim flange. Beadlocks allow vehicle operation at the low tire air pressure conditions required for better mobility in mud, sand and snow. By reducing the air pressure, the tire footprint is increased significantly, thus allowing a greater area of traction or contact. The beadlock also performs as a safety device to ensure that the tire does not “unseat” from the rim or rotate on the wheel at these low air pressure settings, while also preventing the entry of foreign objects, debris or water into the tire’s air chamber. For tire pressures see “*Capacities and Specifications*” in the Index.

Notice: These tires require special mounting and dismounting. Refer to the 2003 Enhanced Mobility Package Service Manual Supplement.

Vehicle Control Module (VCM)

When tires are changed from the original equipment size to those adapted to off-road usage, the Vehicle Control Module (VCM) must be reprogrammed to correct the speedometer reading.

This reprogramming will also limit maximum vehicle speed to 93 mph (150 km/h).

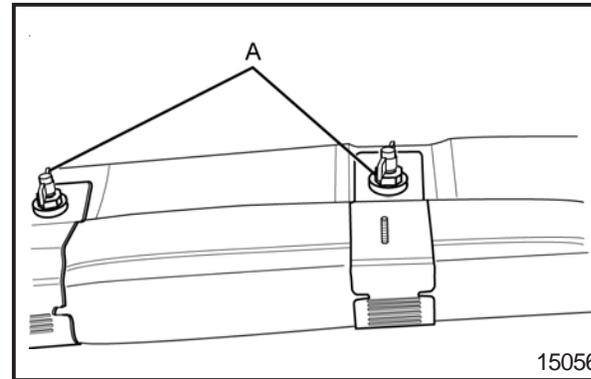
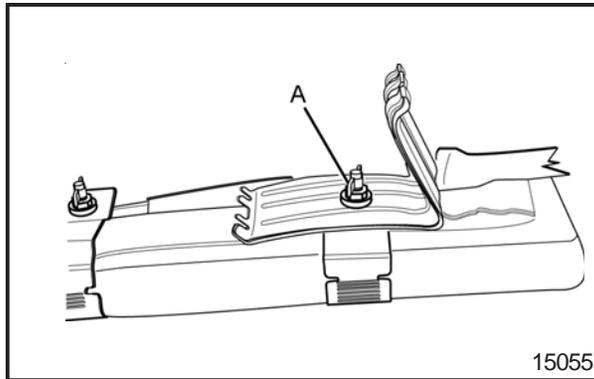
Truck models K 2500: LLY/LB7 6.6L V8 Diesel Engine and M74 Automatic Transmission.

Reprogramming the VCM is done with a TECH II electronic diagnostic system. Your GM truck dealer has this equipment. Your dealer has the correct calibration identified by the calibration part numbers on the following chart and any later updates after this publication.

Model Year	Engine	Transmission	New Tire Sizes	*Calibration P/N
2003/2004	LB7	M74	LT285/75R16 (628 Rev/Mile) (392 Rev per Kilometer)	15130245
2004	LLY	M74	LT285/75R16 (628 Rev/Mile) (392 Rev per Kilometer)	15130246
2005	LLY	M74	LT285/75R16 (628 Rev/Mile) (392 Rev per Kilometer)	15130247
Please refer to the light duty series GM BODY BUILDER BOOK for further general information regarding vehicle modification.				

* New calibrations include maximum vehicle speed of 93 mph (150 km/h)

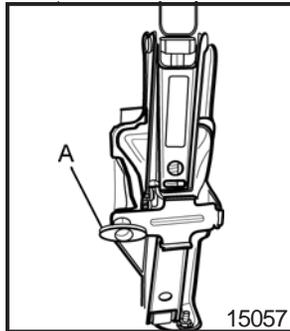
Removing the Spare Tire and Tools



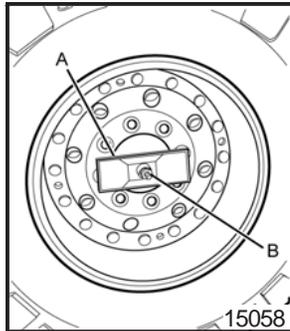
The equipment is stored on the floor at the rear of the cab.

1. The wheel blocks can be removed by turning the wing nut (A) counter-clockwise.

2. There are also wing nuts (A) used to retain the storage bag and tools. To remove them, turn the wing nuts counter-clockwise



3. To release the jack from its holder, turn the knob (A) on the jack holder counter-clockwise.



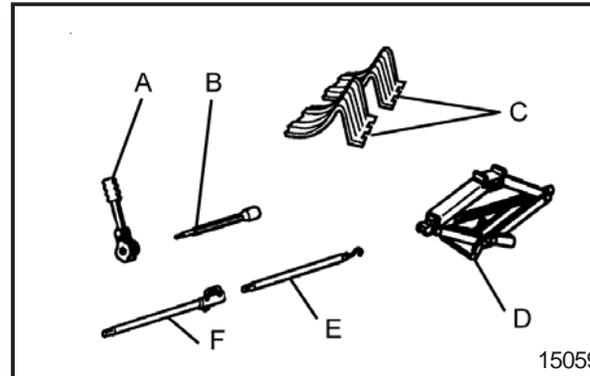
4. Using the wheel wrench and ratchet, remove the retainer nut (B) and the retainer (A).
5. Remove tire from the vehicle and put the spare tire near the flat tire.

 **CAUTION:**

To help avoid personal injury, follow all tire changing and storage instructions in this manual and the label on the jack tools storage bag. Use jack only for lifting this vehicle during tire change, never for maintenance or repairs. Never get under the vehicle while using jack.

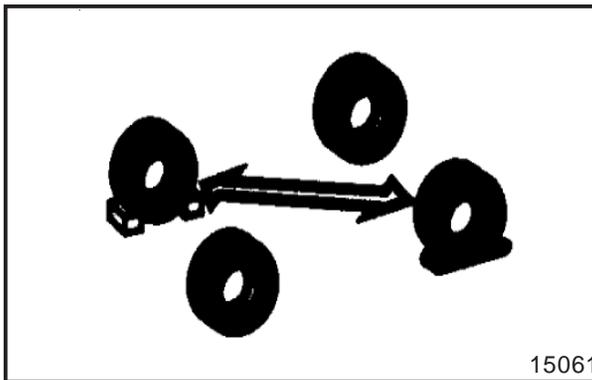
Removing the Flat Tire and Installing the Spare Tire

Use the following pictures and instructions to remove the flat tire and raise the vehicle.

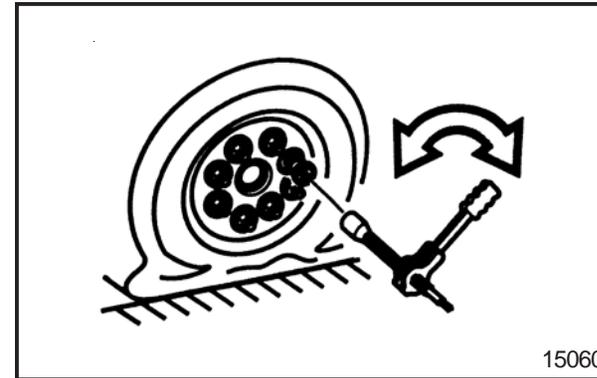


The tools you will be using include the ratchet (A), the wheel wrench (B), the wheel blocks (C), the jack (D), the jack handle (E), and the extension (F).

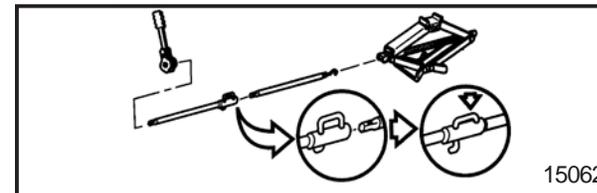
1. Ensure that the vehicle is parked on a level surface.
2. Ensure that the vehicle's transmission is in park and the transfer case is NOT in neutral.
3. Set the vehicle parking brake.



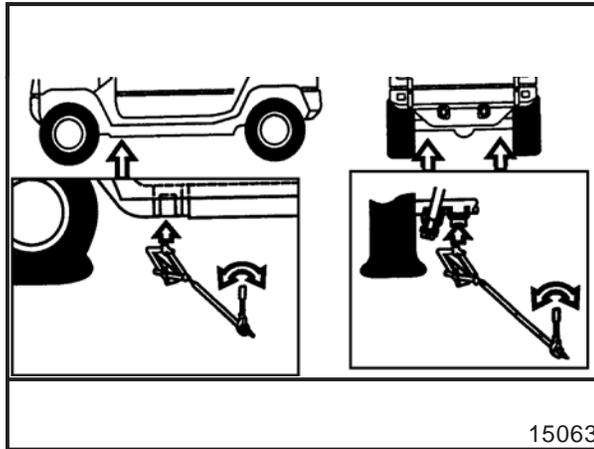
4. Using the wheel blocks, block the opposite tire that is being changed.



5. Use the ratchet and wheel wrench to loosen all the wheel nuts. Turn the wheel wrench counter-clockwise to loosen the wheel nuts. Don't remove the wheel nuts yet.



6. Assemble the jacking components.



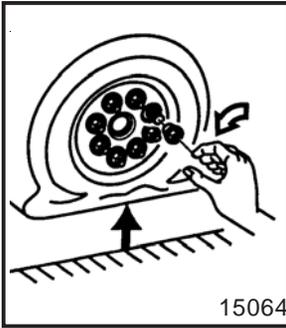
7. Place the jack only at the appropriate jack point.
8. Raise the tire OFF the ground.

⚠ CAUTION:

Getting under a vehicle when it is jacked up is dangerous. If the vehicle slips off the jack you could be badly injured or killed. Never get under a vehicle when it is supported only by a jack.

⚠ CAUTION:

Raising your vehicle with the jack improperly positioned can damage the vehicle and even make the vehicle fall. To help avoid personal injury and vehicle damage, be sure to fit the jack lift head into the proper location before raising the vehicle.



9. Remove all the wheel nuts and take off the flat tire.



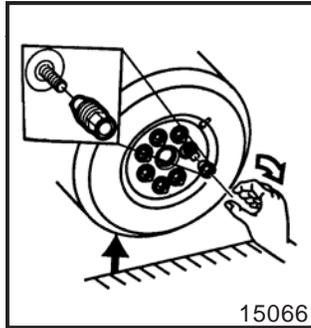
10. Remove any rust or dirt from the wheel bolts, mounting surfaces and spare wheel.

⚠ CAUTION:

Rust or dirt on the wheel, or on the parts to which it is fastened, can make the wheel nuts become loose after time. The wheel could come off and cause an accident. When you change a wheel, remove any rust or dirt from the places where the wheel attaches to the vehicle. In an emergency, you can use a cloth or a paper towel to do this; but be sure to use a scraper or wire brush later, if needed, to get all the rust or dirt off.

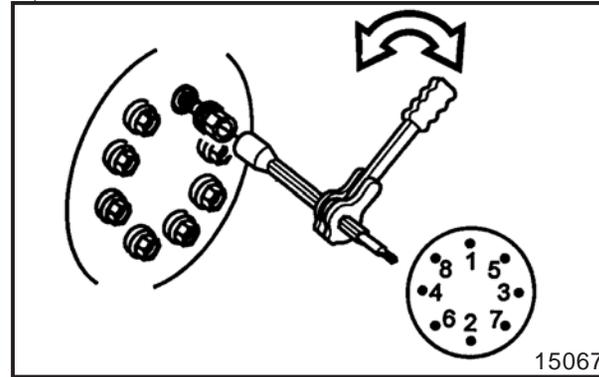
⚠ CAUTION:

Never use oil or grease on studs or nuts. If you do, the nuts might come loose. Your wheel could fall off, causing a serious accident.



11. After mounting the spare, put the wheel nuts back on with the rounded end of the nuts toward the wheel. Tighten each wheel nut by hand. Then use the wheel wrench to tighten the nuts until the wheel is held against the hub.

12. Turn the wheel wrench counter-clockwise to lower the vehicle and remove the jack.



13. Tighten the nuts firmly in a crisscross sequence as shown by turning the wheel wrench clockwise.

! CAUTION:

Incorrect wheel nuts or improperly tightened wheel nuts can cause the wheel to come loose and even come off. This could lead to an accident. Be sure to use the correct wheel nuts.

CAUTION: (continued)



CAUTION: (continued)

If you have to replace them, be sure to get new GM original equipment wheel nuts. Stop somewhere as soon as you can and have the nuts tightened with a torque wrench to the proper torque specification. See “Capacities and Specifications” in the Index for wheel nut torque specification.

Notice: Improperly tightened wheel nuts can lead to brake pulsation and rotor damage. To avoid expensive brake repairs, evenly tighten the wheel nuts in the proper sequence and to the proper torque specification. See “Capacities and Specifications” in the Index for the wheel nut torque specification.

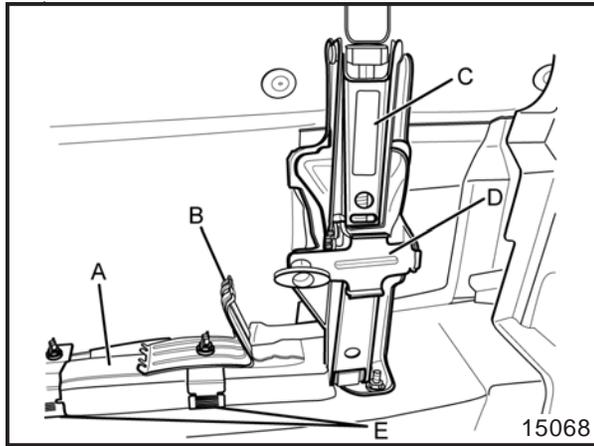
Storing a Flat or Spare Tire, Jack and Tools



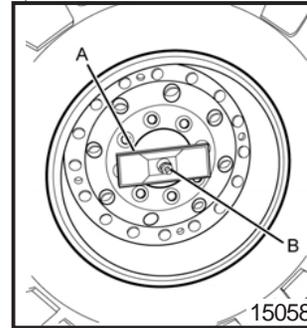
CAUTION:

Storing a jack, a tire, or other equipment loosely in the passenger compartment of the vehicle could cause injury. In a sudden stop or collision, loose equipment could strike someone. Store all these in the proper place.

Return the jack, wheel blocks, wheel wrench and jack handle to their location on the floor at the rear of the cab. Secure the items in the vehicle as shown.



- A. Jack Tools and Bag
- B. Wheel Blocks
- C. Jack
- D. Jack Holder
- E. Jack Tools Retainers



1. Return the tire back into the tire support and install retainer (A), washer and retainer nut (B).
2. Turn the nut clockwise until a minimum of 5 visible threads are showing.

Vehicle Information

Government Vehicle Data Plate



The data plate is used to inform the operator of the vehicle as to the make, model, Gross Vehicle Weight (GVW), payload and contract number after upfitting. It is located on the left inner door panel front.

Capacities and Specifications

Wheel Nut Torque

Model	Description	Torque
C/K 2500	8 bolts (14 mm)	140 LB FT (190 N•m)

Tire Pressure

Terrain	Deflection	Max. Speed	Load	Min. Inflation
Highway	18%	93 mph (149 km/h)	2300 lbs (1043 kg)	40 PSI (2.76 Bar)
Cross Country	25%	30 mph (48 km/h)	2300 lbs (1043 kg)	23 PSI (1.60 Bar)
Mud, Sand, Snow	30%	10 mph (16 km/h)	2300 lbs (1043 kg)	18 PSI (1.24 Bar)

Tire Pressure Monitoring System Settings

Terrain	Cold Inflation Pressure	Low Pressure Warning	Slope
Highway	40 PSI (2.76 Bar)	30 PSI (2.07 Bar)	51
Cross Country	23 PSI (1.60 Bar)	17 PSI (1.17 Bar)	34
Mud, Sand, Snow	18 PSI (1.24 Bar)	13 PSI (0.90 Bar)	29

Section 6 Maintenance Schedule

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Maintenance Schedule

Front/Rear Axle Inspection

Inspect the front/rear axle fluid level and add as needed. Inspect the constant velocity joints and axle seals for leakage.

The front and rear axles are equipped with an in-line filter on the vent tubes. Inspect the filters for blockages and replace as needed. See *“Front Axle Vent-Tube Filter”* and *“Rear Axle Vent-Tube Filter”* in the Index for further information on the location of the front and rear axle filters. Refer to “Maintenance Schedule” in the 2003 Silverado Truck Owner’s Manual for additional maintenance information on the vehicle.

Transfer Case Inspection

Inspect the transfer case fluid levels and add lubricant if necessary. On a manual shift transfer case, oil the control lever pivot point and all exposed control linkage.

The transfer case is equipped with an in-line filter on the vent tube. Inspect the filter for blockages and replace as needed. Inspect vent hose at the transfer case for kinks and proper installation. See *“Transfer Case Vent-Tube Filter”* in the Index for further information on the location of the filter. Refer to “Maintenance Schedule” in the 2003 Silverado Truck Owner’s Manual for additional maintenance information on the vehicle.

Section 7 Customer Assistance Information

Customer Assistance Information.....7-2 Contact Information.....7-2

Customer Assistance Information

Customer assistance phone numbers refer to "Contact Information".

To assist in our review of your concerns, provide the following information:

- The Vehicle Identification Number. (This will be on the VIN plate in the cab of the vehicle.)
- Current mileage on the vehicle.
- Nature of the problem.

Contact Information

Telephone Users

Department	Phone Number
GM Customer Assistance Center (general information, dealer location, other concerns):	1-800-222-1020
Roadside Assistance Center (towing and all Roadside Assistance program services):	1-800-243-8872

Online Users

You can find specific information on:

- Service Parts
- After Sales Assistance
- GM Military History
- News/Events

Refer to the web for updated information:
www.gm-defense.com

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