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2004 Cadillac CTS

No Start, Inaccurate Fuel Gauge (Replace Sender Fuel Feed (Transfer) Pipe and Inspect Primary Module Transfer (Jet) Pump) #04-06-04-077 - (Oct 19, 2004)

No Start, Inaccurate Fuel Gauge (Replace Sender Fuel Feed (Transfer) Pipe and Inspect Primary Module Transfer (Jet) Pump)

2004-2005 Cadillac CTS, CTS-V, SRX

Condition

Some customers may comment on an inaccurate fuel level gauge reading. In a small number of cases, the vehicle ran out of fuel when the gauge still indicated 1/8 tank.

Cause

The cause of this condition may be insufficient fuel transfer from the left fuel reservoir to the right fuel reservoir. The poor fuel transfer may be the result of one or a combination of both the following:

- The sender fuel feed (transfer) pipe has two anti-siphon holes in the middle of the pipe which are too large.
- A clogged/restricted transfer (jet) pump -- part of the RH primary fuel tank module.

Diagnosis

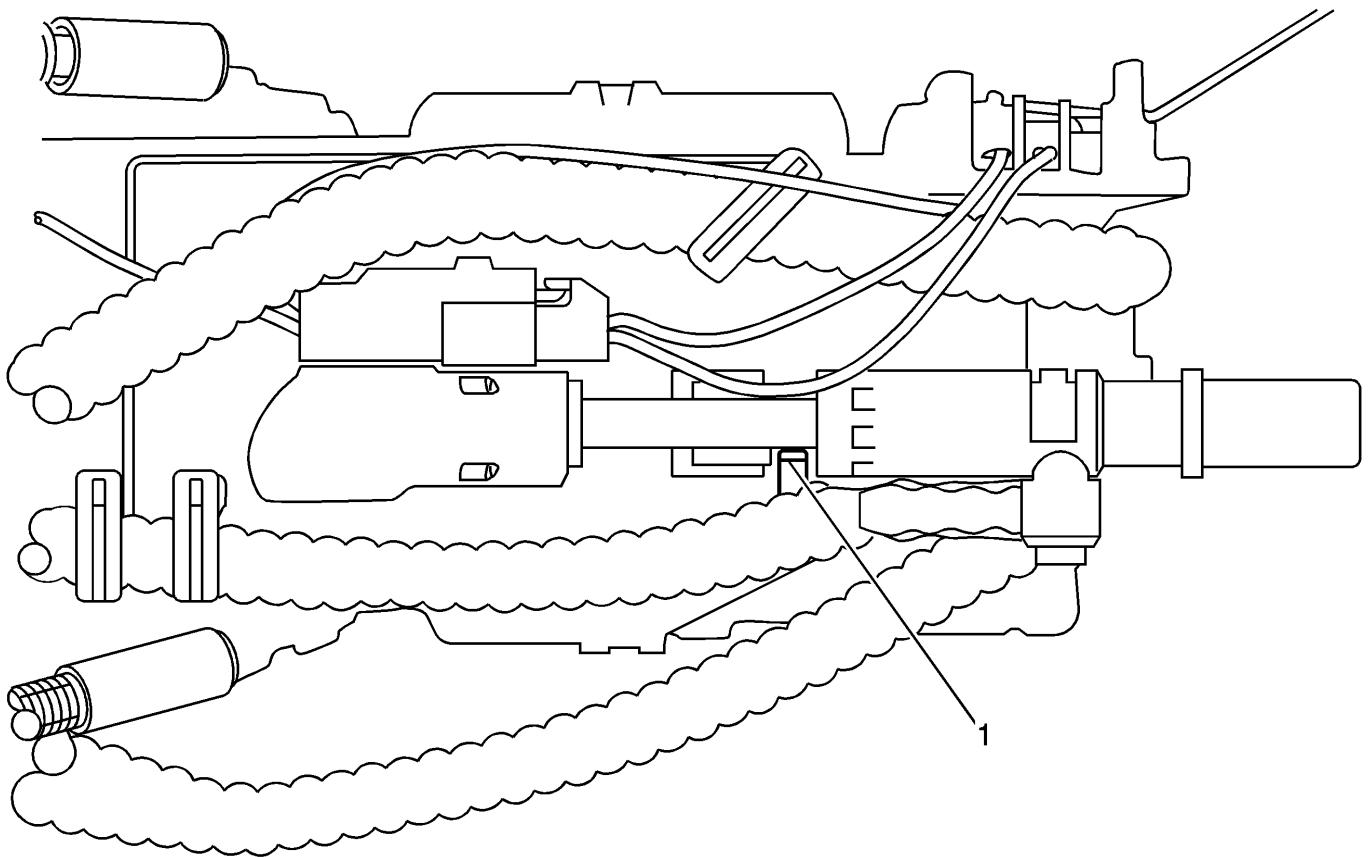
Important: DO NOT replace the instrument panel cluster (IPC) or the engine control module (ECM) unless diagnosis has determined them to be at fault.

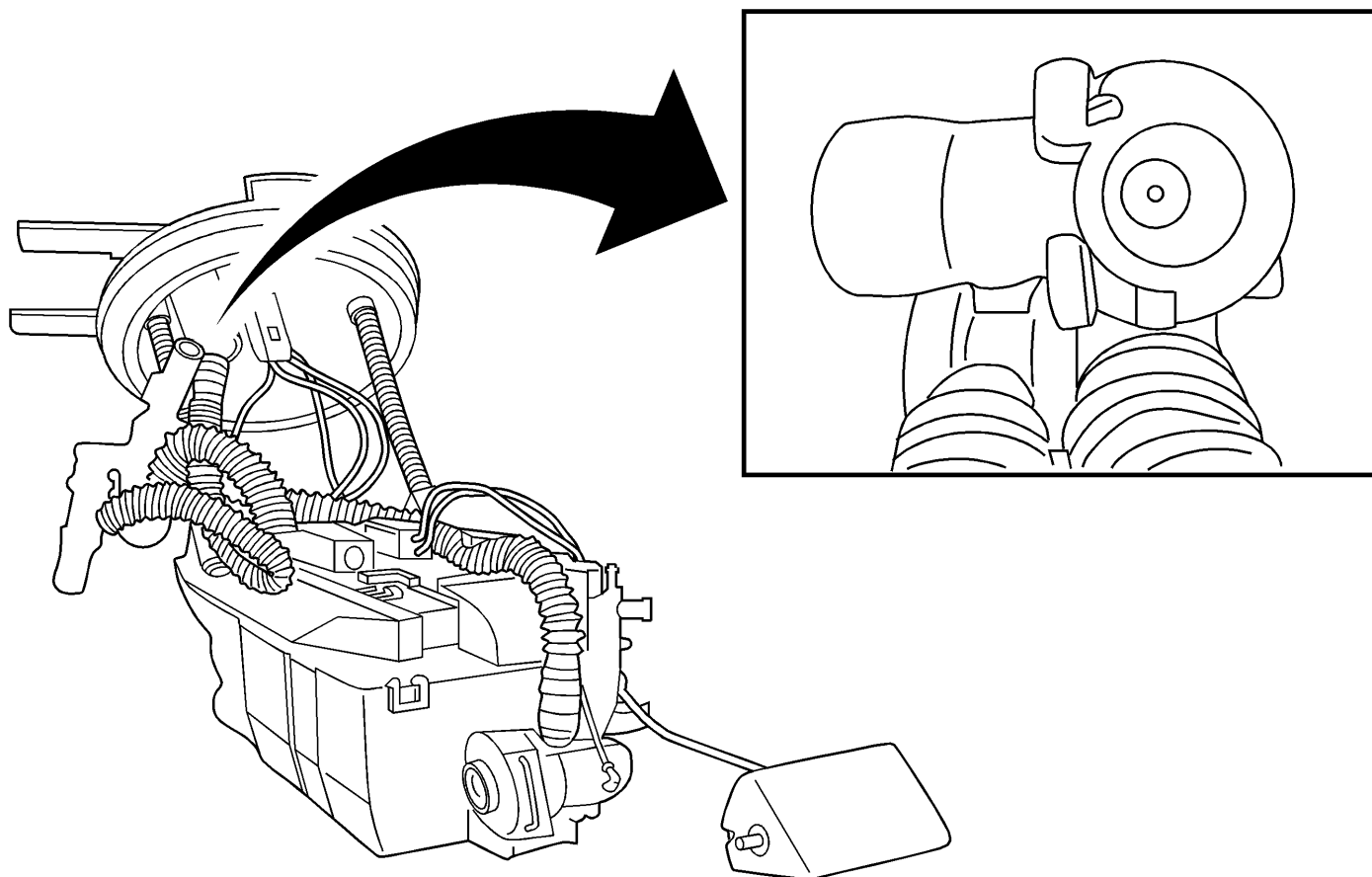
Follow published diagnostics for any stored Diagnostic Trouble Codes (DTC) or use the diagnosis information for fuel gauge inaccuracy (SI Document ID #762180). If the diagnosis leads you inside the fuel tank, determine if the vehicle came in an as-failed condition; pay particular attention to the quantity of fuel in the left and right reservoirs as the tank is lowered from the vehicle. Fuel remaining in the left reservoir and no fuel in the right reservoir is a good indication of poor fuel transfer. If the vehicle is not in a failed condition, it may be necessary to run the vehicle out of fuel to duplicate the concern.

Correction

Replace the sender fuel feed (transfer) pipe with P/N 10388380. This new pipe has one anti-siphon hole. Also, inspect the RH primary fuel tank module for a clogged/restricted transfer (jet) pump. Use the procedure listed below:

1. Remove the RH primary fuel tank module from the fuel tank. Refer to the Primary Fuel Tank Module Replacement procedure in the Engine Controls sub-section of the Service Manual.
2. Disconnect the electrical connector from the LH secondary fuel tank module.
3. Rotate the cam lock ring counter-clockwise using J 45747.
4. Remove the cam lock ring from the fuel tank.
5. Carefully lift the LH secondary fuel tank module from the fuel tank only enough to access the transfer pipe.
6. Disconnect the transfer pipe from the LH secondary fuel tank module by pulling the locking mechanism down and away from the module.
7. Remove the transfer pipe from the fuel tank.
8. Install the new transfer pipe into the fuel tank.
9. Connect the transfer pipe to the LH secondary fuel tank module.
10. Install the cam lock to the fuel tank and rotate clockwise using J 45747 until fully seated.
11. Connect the electrical connector to the LH secondary fuel module.





12. On the RH primary fuel tank module, inspect the jet pump by releasing the tab (1) securing the pump to the module. Position the jet pump with light at the rear and look through the tube. The hole should be clear from debris and not black in color. If the jet pump shows signs of being plugged, replace the RH primary fuel tank module.
13. Install the RH primary fuel tank module into the fuel tank. Refer to the Primary Fuel Tank Module Replacement procedure in the Engine Controls sub-section of the Service Manual.

Parts Information

Part Number	Description
10388380	Pipe, Sender Fuel Feed (Transfer)
10388378	Module, Fuel Tank (CTS 3.6L LY7)
10388379	Module, Fuel Tank (SRX 3.6L LY7 & 4.6L LH2)

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Module, Fuel Tank (CTS-V 5.7L LS6)

Parts are currently available from GMSP0.

Warranty Information

For vehicles repaired under warranty, use:

Labor Operation	Description	Labor Time
L1200 (CTS)	Sender and/or Pump Assembly, Fuel Tank -- Replace	Use Published Labor Time
L1200 (SRX)	Sender and/or Pump Assembly, Fuel Tank -- Replace	2.8 hrs*
Add:	Diagnosis Time	0.0 -- 0.3 hr

*This time is updated from the current Labor Time Guide. The next update of the Labor Time Guide will contain this change.

GM bulletins are intended for use by professional technicians, NOT a "do-it-yourselfer". They are written to inform these technicians of conditions that may occur on some vehicles, or to provide information that could assist in the proper service of a vehicle. Properly trained technicians have the equipment, tools, safety instructions, and know-how to do a job properly and safely. If a condition is described, DO NOT assume that the bulletin applies to your vehicle, or that your vehicle will have that condition. See your GM dealer for information on whether your vehicle may benefit from the information.



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