#PIC5054D: Poor Heat From HVAC At Idle - (Oct 12, 2011)

Subject: Poor Heat From HVAC At Idle

Models:
2005-2007 Buick Terraza
2005-2009 Chevrolet Uplander
2005-2009 Pontiac Montana SV6
2005-2007 Saturn Relay

This PI was superseded to update recommended field. Please discard PIC5054C.

The following diagnosis might be helpful if the vehicle exhibits the symptom(s) described in this PI.

Condition/Concern:

Some customers may comment of poor heat at idle. There are two possible scenarios.

1. Poor front or "base" heat at idle. This may be caused by a lack of coolant in the heater core. Any air trapped in the cooling system due to a leak or servicing the cooling system, rises to the highest point of the cooling system. In this case, it would be the heater core. A technician may find if the engine RPM is raised above 2000 RPMs, the base heat is improved. Increasing the engine RPMs increases coolant flow through the heater core.
2. Poor rear heat at idle compared to the front. This is likely due to the slow movement of engine coolant to the rear of the vehicle at idle and these lines are outside, under the vehicle. Colder climates (below 32*F or 0*C) may further impact the rear heater performance as the engine coolant will cool down prior to reaching the rear heater core. A technician may find if the engine RPMs are raised above 2000 RPMs, the temperature from the rear heat vents is increased. Increasing the engine RPM increases coolant flow throughout the vehicle which increases heat throughout the vehicle.

Recommendation/Instructions:

Perform the following repair procedures.

1. Check for visible leaks in the cooling system. Be sure that the cooling system is full and there is no air trapped in the cooling system. Repair any leaks and purge the air from the cooling system as necessary. Refer to SI document 1690589 for static fill procedures and SI document 1656339 for the vac and fill procedures.
2. It is recommended that front and rear duct temperature output is compared to a like vehicle in similar weather conditions. If found to be comparable in

performance, no repairs are recommended. This is considered normal operating characteristics.

Note: DO NOT attempt to install an auxiliary pump to correct this condition. Engineering has not designed or approved an auxiliary pump to correct this customer concern on these model vehicles.