

The All-New 2018 Chevrolet Traverse

The all-new 2018 Traverse features a bold design, seating for up to eight passengers, and new technologies in six trim levels: LS, LT, RS, Premier, Redline, and High Country.

A new 3.6L V6 engine (RPO LFY) is available on front-wheel drive (FWD) and all-wheel drive (AWD) models. The new RS model, which is FWD only, features a 2.0L turbocharged 4-cylinder engine (RPO LTG). All models have standard Intelligent Stop/Start technology to help conserve fuel. Both engines are paired with the 9T65 9-speed automatic transmission (RPO M3V) that offers smoother shifting and improved fuel economy.

The High Country model also is equipped with the Twin Clutch AWD system (RPO G99), which independently



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SPS Updated to Prohibit or Warn about Programming with Same Calibration

In an effort to decrease the number of unneeded programming events, reduce the risk of programming-induced faults, and support timely vehicle repairs, the Service Programming System (SPS) has been updated recently to prohibit or warn users against programming a control module with the same calibration that is already present in the control module. This SPS change prohibiting reprogramming using the same calibration applies to all 2017-2018 Buick, Cadillac, Chevrolet and GMC models.

Prohibited Programming

On 2017 and newer models, reprogramming a control module with the same calibration that is already in the control module will be prohibited by SPS. Users who attempt to reprogram a control module with its current calibration will receive the warning message "You are attempting to reprogram with the same

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Customer Care and Aftersales

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controls torque to each rear wheel, providing superior control with less brake intervention. The advanced AWD system is automatic and always engaged when AWD mode is selected using the Driver Mode Control on the center console. The LS, LT, Premier and Redline AWD models are equipped with single-clutch AWD.



Traverse High Country model

The design of the new Traverse includes an overall weight reduction of approximately 362 lbs. (164 kg) from the previous model when equipped with the 2.0L engine. The weight reduction comes mostly from the use of thinner-gauge high-strength steels.

3.6L V6 Engine

The 3.6L V6 engine features variable valve timing (VVT) and direct injection (DI) and generates an estimated 305 horsepower and 260 lb.-ft. of torque. The DI system places the high pressure injectors in the cylinder heads. The engine has E85-compatible valves and seats with special materials and coatings that require slightly different service procedures from gasoline valves. Gasoline with an octane rating of 87 or higher is recommended.

The cylinder block is constructed of aluminum alloy by precision sand-casting with cast-in-place iron cylinder liners. The cylinder heads are cast aluminum with powdered metal valve seat inserts and valve guides. The cylinder heads also feature integrated exhaust manifolds. Which incorporate the exhaust manifolds into the head casting. The engine uses ACDelco dexos1 SAE 5W-30 viscosity grade engine oil.



3.6L V6 engine

2.0L 4-Cylinder Engine

The 2.0L turbocharged 4-cylinder DOHC engine is based on a generation of large displacement four cylinder engines designed for greater efficiency. It produces 255 horsepower and 295 lb.-ft. of torque.

The engine features a sand-cast aluminum cylinder block and aluminum cylinder heads. The direct injector mounting locations are below the ports. The two-stage variable displacement oil pump helps maximize fuel efficiency by matches oil supply to engine load. The engine uses ACDelco dexos1 SAE 5W-30 viscosity grade engine oil.



2.0L 4-cylinder engine

The turbocharger generates up to 20 pounds (138 kPa) of boost and its twin-scroll design helps optimize the usable power from the engine. Electronically controlled turbocharger supporting components, including the wastegate and bypass valve, help optimize performance and efficiency. The turbocharger intake system is supported by an air-to-air charge air cooler system.

Premium gasoline with an octane rating of 93 is recommended for best engine performance and fuel economy.

Intelligent Stop/Start

The Intelligent Stop/Start system, which turns off the engine when at a stop in certain conditions to reduce fuel consumption and emissions, is standard on both engines. It's similar to the Stop/Start systems found on other GM models, but it offers quieter engine stops/starts with fewer vibrations and can recognize certain driving maneuvers, such as backing into a garage or parking lot situations. An advanced algorithm determines when driving conditions are optimal for engine shut-off. The engine automatically restarts after approximately two minutes if the driver hasn't removed their foot from the brake pedal.

The system features a tandem-solenoid starter, a unique DC-DC module that maintains voltage during a stop/start event, an electronically controlled accumulator that retains the transmission fluid pressure to keep the clutches engaged for immediate takeoff when the brake pedal is released, and an engine mount system that dampens the vibrations associated with a restart.

9T65 Automatic Transmission

The 9T65 automatic transmission is transverse mounted and features a 4-element torque converter, a compound planetary gear set, friction and mechanical clutch assemblies, and a hydraulic pressurization and control system.

The planetary gear sets provide the 9 forward gear ratios and reverse. The Transmission Control Module (TCM) receives and monitors various electronic sensor inputs to shift the transmission at the optimum time. Use DEXRON-VI transmission fluid in the 9T65 transmission.

Twin Clutch AWD

The Twin Clutch AWD system delivers greater handling and stability by preemptively and electronically splitting the torque as needed between the rear wheels using twin clutches to provide added

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traction, stability and control versus a 50/50 split in a single clutch system.

The Twin Clutch system with active torque bias has increased capability to add stability across all driving conditions, including when one side of the vehicle is on a slippery surface and the other side has more traction. In addition, a fuel economy benefit is realized by not pushing torque when it is not needed.

Traction Select System

The Traction Select system adjusts the vehicle's throttle response, shift mapping and stability control to maximize performance in varying road conditions based on the mode selected. The different driving modes are selected using the Driver Mode Control on the center console. If equipped with FWD, the Driver Mode Control may have the following mode selections: FWD, Snow, and Tow/Haul. If equipped with AWD, the Driver Mode Control may have Two-Wheel Drive (2WD), AWD, Off-Road, and Tow/Haul.

On AWD models, the driver can switch between FWD and AWD operation when conditions dictate without having to stop the vehicle. The AWD Mode will stay selected until the mode is changed. If the customer switches to FWD, the system efficiently disconnects virtually all of the AWD components from the drivetrain so the gears and prop shafts stop spinning, saving fuel and reducing emissions.

Braking Systems

All models have four-wheel disc brakes with Duralife brake rotors and an electric parking brake. The Electronic Brake Control Module (EBCM) and the brake pressure modulator are serviced separately.



Traction Select knob

Depending on how the vehicle is equipped, performance enhancement systems may include Antilock Brakes, Dynamic Rear Proportioning, Hill Hold Start Assist, Intelligent Brake Assist, Traction Control and Electronic Stability Control, Trailer Brake Control, and Trailer Sway Control.

Infotainment Systems

The Traverse is equipped with Chevrolet MyLink, which offers Apple CarPlay and Android Auto compatibility, and either a standard 7-inch (179 mm) diagonal touch screen (RPO IOA) or an available 8-inch (203 mm) diagonal touch screen (RPO IO5) with optional embedded navigation (RPO IO6).

The 8-inch touch screen features gesture recognition control that lets drivers use their fingertips to



8-inch touch screen with hidden storage compartment

navigate around screens by clicking, dragging and swiping, similar to the gestures used on a tablet. The 8-inch touch screen also raises to reveal a hidden storage compartment behind the screen.

Automatic Climate Control

The Traverse features a standard tri-zone automatic climate control system with two zones in the front row and one zone in the second row. Controls are on the instrument panel and on the rear of the front row console. The second-row settings can be controlled using the infotainment touch screen. The system uses R-1234yf refrigerant. A new brushless blower motor helps eliminate the humming sounds an HVAC system can create, providing a quieter cabin.

Hands-Free Power Liftgate

The programmable power liftgate has an available hands-free functionality that enables the liftgate to be opened or closed by using a kicking motion under the rear bumper. An optional projected Chevrolet bowtie indicates the kick location, which is under the left side of the bumper. Certain conditions must be met in order for the projection to appear.



Power liftgate with projection image

TAC Action Center (U.S.)

The GM Technical Assistance Center (TAC) has established an Action Center for the 2018 Traverse. TAC Action Centers are designed to gather early feedback and provide support for the introduction of new GM models. Dealership service departments are asked to report all vehicle issues that require immediate attention, not just concerns that require technical assistance. The goal is to develop a quick resolution to any product concerns, such as fit and finish, performance, and operation.

Action Centers have a direct connection to GM Engineering, Brand Quality and the assembly plant, which offer combined resources to immediately address product concerns seen in the dealership. Product concerns and repairs reported by technicians to the Technical Assistance Center is critical to helping ensure a successful model launch.

To contact the Traverse Action Center, call TAC and follow the prompts to:

1. Select Speak with a Consultant for Vehicle Diagnostics
2. Enter BAC Code
3. Select Action Centers
4. Select Traverse Action Center

In Canada, dealerships should follow the usual process when contacting TAC.

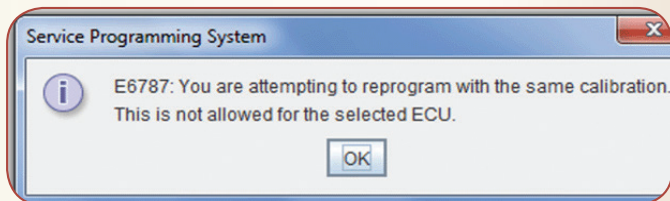
For more information on the new 2018 Traverse, refer to Bulletin #17-NA-176.

🙏 Thanks to Sherman Dixon and Steve Bruder

SPS Updated to Prohibit or Warn about Programming with Same Calibration

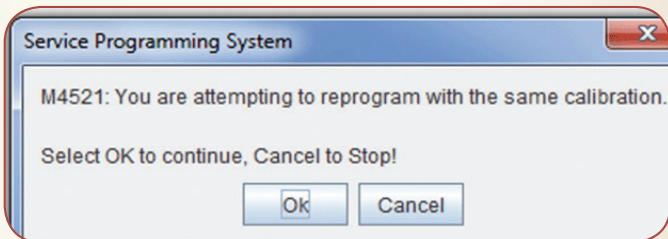
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calibration. This is not allowed for the selected ECU.” Selecting OK will end the programming event.



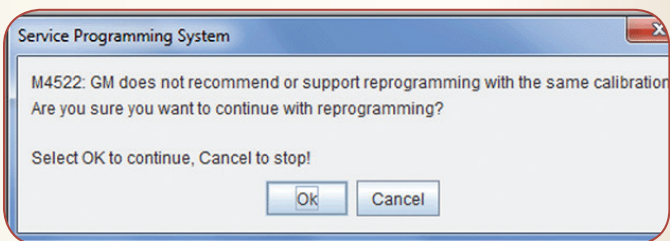
Warning on Same Calibration

On 2016 and older models, programming a control module with its current calibration is not prohibited, but is not a recommended service procedure. Users who attempt to reprogram a control module with the same calibration will receive a warning message.



Selecting Cancel will stop the programming event. If OK is selected, a second warning will appear.

Reprogramming with the same calibration is not recommended, but selecting OK again on the second warning message will allow the programming event to proceed.



These warning messages do not indicate an issue with the control module in question and that it should be replaced, only that the control module already has the calibration being programmed. Follow the diagnostic procedure in the appropriate Service Information to determine the root cause.

🙏 Thanks to Andrew McKittrick

Turning On the Wi-Fi Hotspot

The Wi-Fi hotspot may not appear to be working on some 2018 Sonic, Trax, and Terrain models equipped with infotainment system RPO IOR (3.X Low HMI, Midlevel Connectivity 3.X).

On infotainment system RPO IOR, there are two settings that must be turned on in order for the Wi-Fi hotspot to be enabled as well as to share data with a connected device. Owners may have turned on the Wi-Fi hotspot without activating the sharing data function.

From the infotainment system Home screen, go to Settings > System > Wi-Fi Hotspot.

Select Wi-Fi Services under the Wi-Fi Hotspot menu to turn on the Wi-Fi hotspot. The On indicator will be green when the setting is turned on.

Scroll down in the Wi-Fi Hotspot

menu to select Share Hotspot Data to activate the sharing data function. The On indicator will be green when the setting is turned on.

Check that both of these settings are turned on if there is a concern regarding the functionality of the Wi-Fi hotspot before pursuing additional diagnostics or repairs.

🙏 Thanks to Ed Flanagan



Select Wi-Fi Hotspot from the System menu.



Turn on Wi-Fi Services.



Turn on Share Hotspot Data.

New GM Dealer Infrastructure Guidelines Adopt Good, Better, Best Format

GM has released new Dealership Infrastructure Guidelines (DIG) and introduced a new document, Dealership Security Guidelines (DSG). The Dealership Infrastructure Guidelines are updated periodically to stay current with technology that should be in place at the dealership, including Personal Computer (PC) and network hardware, software, wireless networking, digital signage, Information Technology (IT) continuity management, internet optimization and data network security. These guidelines provide the specifications necessary to run GM applications efficiently and securely in the dealership.

GM created the Dealership Security Guidelines to assist dealerships with implementing security processes for effective data security controls.

The new guidelines are available on the GM Dealer Services website. On the website, select each link to download and save the DIG and DSG. In Canada, the IT guidelines are located within GlobalConnect under SUPPORT

New Format

The Dealership Infrastructure Guidelines feature a new format that provides Good, Better, and Best specifications for running GM Techline service applications (TIS2Web, GDS 2, MDI, MDI 2, Tech2Win, and Service Information).

Good – the minimum acceptable systems capability/components for conducting business with GM.

Better – the systems capability/components that will deliver better performance and security.

Best – the systems capability/components that will provide the best performance and security while maximizing the lifecycle of the investment.

GM estimates the average life cycle of a desktop, laptop or tablet PC to be approximately three years. When purchasing a new PC or laptop, it's recommended to follow the specifications from the Best category. The software used in the service department to diagnose and repair GM vehicles requires the most computing power to perform efficiently as well as to meet future demands.

Most computer manufacturer's offer consumer-grade hardware intended for home/personal use and enterprise-grade hardware intended for businesses. While consumer-grade hardware may seem attractive based on price, the total cost of ownership often ends up being greater due to the limited functionality, higher failure rates, and more complex support necessary.

TIP: Where the device will be used should be considered when purchasing a laptop or tablet PC. If the device will be used in the service department, a rugged case design is recommended.

Dealership Support

Starting September 1, 2017, the Techline Customer Support Center (TCSC) will ask each caller to provide the specification of the Techline PC regardless of call type. If the PC is below the minimum specification, the caller will not receive support.

For service or parts department PC questions related to the Dealership Infrastructure Guidelines, contact the TCSC at 1-800-828-6860. For questions related to the Dealership Security Guidelines, contact GMDIT at 1-888-337-1010. In Canada, for questions relating to Service Department PCs or Service Technician apps, contact TCSC at 1-800-828-6860 (English) or 1-800-503-3222 (French). For questions relating to GM Infrastructure Guidelines, contact Canadian Dealer Systems Support at 1-800-265-0573.

☺ Thanks to Lisa Scott

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2. LAPTOP & TABLET PC'S

	Good	Better	Best
Processor	Intel Core i3, i5, i7 1 st - 4 th Gen	Intel Core i3, i5 - 5 th Gen* & above	Intel Core i7 - 5 th Gen* & above
System memory (RAM)	4GB	4GB	8GB +
Hard Disk Drive	500GB	1 TB	1TB +
CD / DVD Drive (optional/external)	CD/DVD Combo	CD/DVD Combo	CD/DVD Combo
USB Ports	4	4+	4+
Display	13" 1366 x 768 (HD)	15" 1366 x 768 (HD)	17" 1920 x 1080 (HD)
Network Adapter	Wired: Gigabit Wireless: 802.11n	Wired: Gigabit+ Wireless: 802.11ac	Wired: Gigabit+ Wireless: 802.11ac
Operating System	Windows 7 Professional, 64 bit	Windows 10 Professional, 64 bit	Windows 10 Professional, 64 bit
Warranty	3 Year on site	3 Year on site	3 Year on site

Example of the new Good, Better, Best format.

DC Fast Charger for EV Charging



The amount of time it takes to fully charge the 2017 Bolt EV with a depleted high voltage battery depends on the type of charger being used. With the 120-volt portable charge cord at the default 8-amp setting, it takes over 50 hours to fully charge the vehicle. Using a 240-volt charging station set at a 16-amp level, the charging time is reduced to approximately 19 hours. But using a DC Fast Charging station on vehicles with the available Fast Charge port, the charging time to achieve 90 EV miles (145 km) is reduced to only about 30 minutes. This fast charge rate makes it more convenient for dealerships to keep Bolt EV models in inventory charged or to quickly recharge a vehicle visiting the dealership. Individual charging times and rates will vary depending on outside temperature and remaining charge.



EL-52240C DC Fast Charger

The EL-52240C DC Fast Charger was recently shipped to all Bolt EV-authorized Chevrolet dealerships. The DC Fast Charger can be used on Bolt EV and Spark EV models equipped with the available DC Combo charging port connector.

EL-52240C DC Fast Charger

The 25kW DC Fast Charger is weatherproof and lightweight, so it can be installed indoors or outside on a wall or on a pedestal. It features an easy-to-use interface with two simple function buttons.

The DC Fast Charger requires a single phase connection that can support 165A continuous current. Installation should only be performed by a licensed electrician.

Two keys are provided that are used to turn off the DC Fast Charger when not in use or after hours. Turn the key to turn the power on or off. Two optional access cards also can be used to restrict access to authorized users only.

A Configuration Tool is available at www.BoschEVSolutions.com that offers advanced configuration options, such as maximum charging time and power limits.

Accessories that are available with the DC Fast Charger include a wall-mounted cable dock (EL-52240-DOCK) that holds the cable and vehicle coupler and a pedestal mount (EL-52240-GNT) that allows the DC Fast Charger to be installed in an open area.

DC Charging

The available SAE J1772 DC Combo charging port feeds power directly to the vehicle's battery to significantly reduce the charging time, which will vary based on outside temperature. The combo charging port is an optional feature (standard in Canada). If the vehicle is not equipped with this charging port, it is not compatible with DC charging.



EL-52240-GNT pedestal mount with cable dock



The DC Fast Charger requires the available J1772 Combo port.

The DC Fast Charger will quickly charge a depleted battery to approximately 90% state of charge in about two hours. It will continue to charge the vehicle to 100%, but at a slower rate.

To charge the Bolt EV, unlatch the DC charging dust cover on the charge port in order to plug in the charge cord. Follow the steps on the DC Fast Charger to start charging. The DC plug will be locked and cannot be disconnected while charging is active. The Charge Status indicator on top of the vehicle's instrument panel, near the windshield, will illuminate green and the horn will chirp when properly connected.

To stop charging at any time, use the controls on the DC Fast Charger or touch the Stop button on the vehicle's Battery information screen.

☺ Thanks to Chuck Berecz