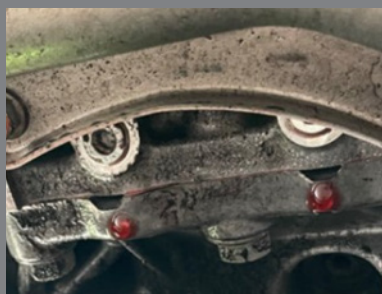




All-New Chevrolet Trax Gets Bigger and Bolder

With a wide range of design and technology choices in five different trim levels: LS, 1RS, LT, 2RS and ACTIV, the 2024 Chevrolet Trax has gotten bigger and bolder.

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All-New Chevrolet Trax Gets Bigger and Bolder

The all-new Trax features unique styling, extensive standard safety equipment and large infotainment touchscreens in an efficient front-wheel drive package.

The 2024 Trax is larger — longer and wider — than the previous Trax model with more space for passengers and cargo, but it is also lower for easier entry/exit and loading. It has a 6-inch (152 mm) longer wheelbase and a 4-inch (101 mm) lower overall height.

Each trim level offers specific designs:

- LS and LT trims feature straightforward designs.
- RS trims provide sporty designs and dark accents.
- The ACTIV trim has a monochromatic style and aggressive-looking features.



Trax RS

POWERTRAIN

The Trax pairs a 1.2L turbocharged engine (RPO LIH) with the Hydra-Matic 6T40 6-speed automatic transmission (RPO MNH). The engine, also available on Trailblazer and Encore GX models, generates a GM-estimated 137 horsepower and 162 lb.-ft. of torque.

The DOHC, direct-injected 1.2L engine features an aluminum block and cylinder heads for lightweight, efficient operation. For the 2024 model year, it has a new, stiffer crankshaft and a

retuned harmonic balancer for enhanced refinement. The engine cooling system uses an Active Thermal Management strategy to maintain an ideal engine operating temperature during all engine speeds and operating conditions.

The new single-scroll turbocharger is mounted to the cylinder head. It uses an air-to-air charge air cooler system, mounted on top of the radiator, which draws in fresh air through a heat exchanger to reduce the temperature of the warmer compressed air forced through the intake system. The new turbocharger for the 2024 model year, which features an updated calibration, is not compatible with earlier model years.

The design of the PCV tube also has been changed with an added crankcase pressure sensor. It now uses standard serviceable spring clamps and is no longer a one-time use part. It should be reused if the turbocharger or camshaft cover is replaced.

The Engine Control Module (ECM) controls the air shutter in the lower grille and will open or close the shutter based on the ambient temperature and other operating conditions. A winter cover for the grille in cold climates is not available.

CHASSIS AND SUSPENSION

The front suspension of the Trax is a MacPherson strut design with coil-over springs and a direct-acting stabilizer bar. The rear suspension is a torsion beam with coil springs.

Several wheel sizes are available:



1.2L turbo engine

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INTERIOR DESIGN

The tech-forward interior design of the new Trax features sweeping lines that surround a large, driver-oriented infotainment touchscreen (standard 8-inch-diagonal color screen and available 11-inch-diagonal color screen) and, on LT, 2RS and ACTIV trims, an 8-inch-diagonal digital driver display. The vehicle continues to use the Global A electrical architecture.

The digital driver display presents a variety of vehicle messages and system information and offers several cluster display layouts. To view the Gauge Faces menu, press and hold the thumbwheel on the right side of the steering wheel for 2 seconds.

The uplevel infotainment system (RPO IOS/IOT) has a new design with only one module for the instrument cluster and radio. It connects to the cluster display using an LVDS cable. The infotainment system features standard Apple CarPlay and Android Auto capability.



The ECM controls the air shutters in the lower grille.

- LS and LT – 17-inch wheels.
- RS – 18-inch wheels on the 1RS and 19-inch wheels on the 2RS.
- ACTIV – 18-inch wheels.



RS with 19-inch wheels



The new design features only one module for the instrument cluster and radio.

Note: Apple CarPlay is a trademark of Apple, Inc. Android and Android Auto are trademarks of Google LLC. User terms and privacy statements apply.

In addition, the infotainment system can display the status of a number of vehicle systems, including maintenance items and gauges, which also can be set to be viewed on the cluster display. To view the Maintenance, Gauges and Trip menus, select the Vehicle Status icon on the infotainment screen. And then to show an item on the cluster display, select the arrow icon for the item and then select Show in Cluster.

Additional features on LT, 2RS and ACTIV include keyless (push-button) start and automatic climate controls.

TIP: The transmitter pocket for key fob programming is located behind the cupholders in the center console.

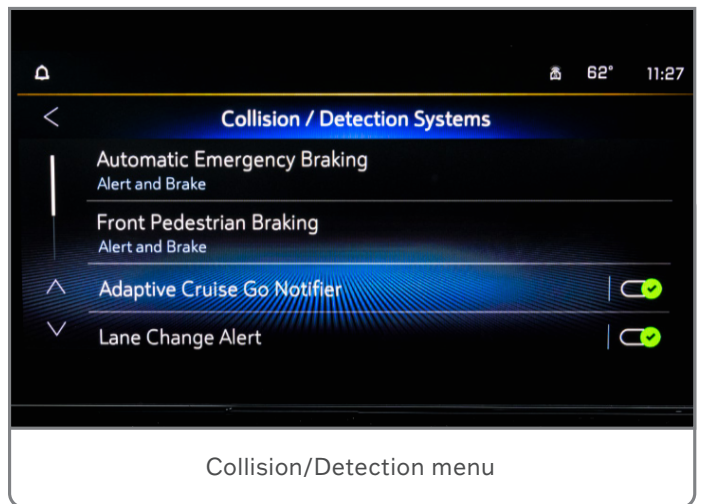
- Automatic Emergency Braking (RPO UHY)
- Front Pedestrian Braking (RPO UKJ)
- Lane Keep Assist with Lane Departure Warning (RPO UHX)
- Forward Collision Alert (RPO UEU)
- Following Distance Indicator (RPO UE4)
- IntelliBeam Auto High-beam Headlamps (RPO TQ5)

The settings for the driver assistance features can be accessed under the Collision/Detection menu on the infotainment screen.

In addition, Adaptive Cruise Control, Lane Change Alert with Side Blind Zone Alert, Rear Cross Traffic Alert and Rear Park Assist are available.



Select Show in Cluster to view information on the instrument cluster display.



Collision/Detection menu

STANDARD SAFETY FEATURES

The Chevy Safety Assist package with six advanced safety and driver awareness technologies is standard on all trim levels. It includes:

Note: Safety or driver assistance features are no substitute for the driver's responsibility to operate the vehicle in a safe manner.

For more information about the new Trax, refer to Bulletin #23-NA-068.

► Thanks to Frank Jakubiec

2024 Trax TAC Action Center



The GM Technical Assistance Center, or TAC, (U.S.) has established an Action Center for the all-new 2024 Chevrolet Trax.

TAC Action Centers are designed to gather early product 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, as well as to address customer expectations of the vehicle.

The TAC Action Center for the Trax has a direct connection to GM Engineering, Brand Quality and the assembly plant, which offer combined resources to address product concerns seen in the dealership.

CONTACTING THE TAC ACTION CENTER

If any concerns are encountered with a new Trax in your dealership, create a TAC case using the Dealer

Case Management (DCM) system. Refer to the latest version of Bulletin #08-00-89-014 for more information on using the DCM system.

Once a case has been submitted, your concern will be escalated to a Trax specialist who will record the concern and provide diagnostic direction as needed through the DCM system. After a case has been started, feel free to contact the TAC if any additional support is needed.

Service department personnel are encouraged to report all product concerns and provide GDS session logs and digital photos of a concern when possible. Photos are extremely important to show engineering where the concern is located.

In addition, it's imperative to follow up on an action center case, even if it's as simple as a "cannot duplicate" concern or waiting for parts. All case information is reviewed daily and used by GM to resolve launch issues as quickly as possible.

► Thanks to Frank Jakubiec

Fluid Leak Between the Transmission and Transfer Case

Some 2020-2024 Silverado 2500/3500 and Sierra 2500/3500 models equipped with the 10L1000 10-speed automatic transmission (RPO MGM, MGU) and four-wheel drive transfer case (RPO NQF, NQH) may have a fluid leak between the transmission and transfer case. If a fluid leak is found, it may be due to the transmission case extension seal or the transfer case input shaft seal.

The cavity between the transmission and transfer case is a wet cavity by design. The transfer case input shaft seal is a double seal to prevent transmission fluid and transfer case fluid from intermixing with each other. If either side of the seal leaks, fluid will leak from the weep holes between the transmission and transfer case.

To help determine if the seal depth is incorrect, add dye to the transfer case or transmission. If the seal is installed too deep, the fluid leaking is transmission fluid. If the seal is not installed deep enough, the fluid leaking is transfer case fluid. Either condition will cause fluid to leak out of the weep holes between the transmission and transfer case.

If diagnosis indicates that the seal depth is incorrect, replace the transmission case extension seal and transfer case input shaft seal.

Review the latest version of #PIP5810 for proper transfer case input shaft seal installation. There are two design transfer case front case halves, and the seals install at different depths between design 1 and 2. Improper seal installation will result in repeat leaks.

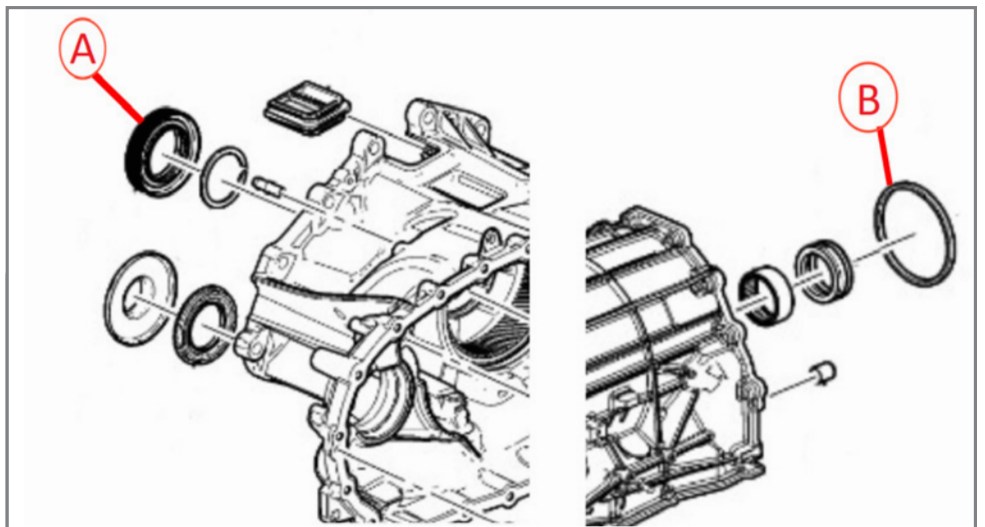
In addition, be sure to follow the recommended transfer case alignment bolt torque and sequence pattern in the appropriate Service Information during the installation process.

Refer to #PIP5926 for additional information.

► Thanks to Thomas Ellison



Fluid leaking from the weep holes.



Transfer case input shaft seal (A) and transmission case extension seal (B)

Charge Air Inlet Pipe Air Leak

Some 2023 Equinox and Terrain models equipped with the 1.5L 4-cylinder engine (RPO LSD) may have a reduced power condition along with DTCs P0237 (Turbocharger Boost Sensor Circuit Low Voltage), P0101 (MAF Sensor Performance), P1101 (Intake Air Flow System Performance) or P0299 (Engine Underboost) set.

If these conditions are found, inspect the anti-abrasion sleeve on the charge air inlet pipe at the turbocharger for any splitting or other damage.

If the sleeve is damaged, remove the charge air inlet hose assembly and check the charge air inlet hose beneath the

anti-abrasion sleeve for signs of splitting or damage that would allow the hose to swell under pressure. Damage to the hose may cause the anti-abrasion sleeve to split and alter the readings within the boost control system or create a potential air leak.

Damage to the hose beneath the anti-abrasion sleeve will require the charge air inlet pipe assembly to be replaced.

For more information, refer to #PIP5927.

► Thanks to Robert Halasa



Anti-abrasion sleeve on the charge air inlet pipe



Check for any splitting or damage to the anti-abrasion sleeve.

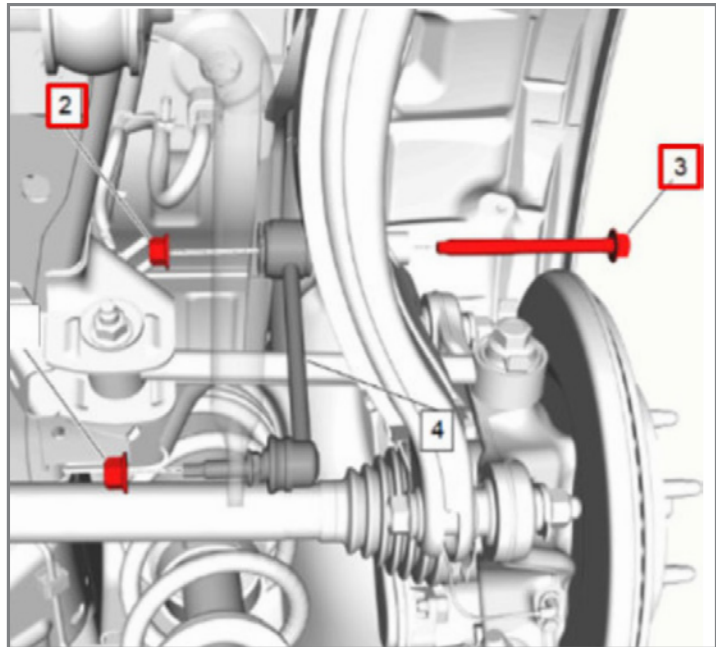


Area shows damage to the inner hose beneath the anti-abrasion sleeve.

Pop or Rattle Sound When Turning



Rear sway bar link upper mounting



Check the bolt/nuts for proper torque.

Some 2021-2023 Tahoe, Suburban, Yukon and Escalade models may have a pop, clunk, rattle or click sound from under the vehicle while turning. In most cases, the sound can be duplicated by making full left turns followed by full right turns, at slow speeds, in an open parking lot. Although the sound may seem to be coming from the front of the vehicle, it may be a loose rear sway bar link upper mounting.

At the rear of the vehicle, inspect the rear sway bar link upper mounting bolt/nut. Check the bolt/nuts for proper torque and, if necessary, torque to 74 lb. ft.

Refer to #PIT6033 for additional information.

► Thanks to Jim Will

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Publisher:
Ravishankar Bommanahally
GM Customer Care and Aftersales

Editor:
Chris Henley
GM Customer Care and Aftersales

Technical Editor:
Mark Spencer
mspencer@gpstrategies.com

Production Manager:
Marie Meredith

Creative Design:
5by5 Design LLC
dkelly@5by5dzign.com

Write to:
TechLink
PO Box 500, Troy, MI 48007-0500

GM TechLink on the Web:
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