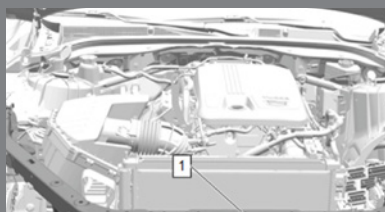


Window Indexing After Loss of Vehicle Power



If the vehicle loses 12V battery power, the automatic indexing feature will not operate.



Poor Ground Path Connection

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Window Indexing After Loss of Vehicle Power

When opening the doors with the side windows fully closed on all HUMMER EV models, window indexing automatically lowers the window a small amount. Once the door is closed, the window will automatically raise to its full up position.

If the vehicle loses 12V battery power, such as if the battery needs to be replaced or has been disconnected, the automatic indexing feature will not operate.

CLOSING THE DOOR

The doors can be opened if there is a loss of 12V battery power. However, with the indexing feature inoperative, care should be taken to not forcefully slam the door because the top of the side window will contact the sky panel and/or the front A-pillar applique. Damage will likely occur if the door is forcefully closed with the side window in the full up position. Any damage that occurs to the sky panels or A-pillar appliques would not be covered under the New Vehicle Limited Warranty.

To close a door with the side window fully raised without 12V battery power, push the top edge of the side window inward while simultaneously slowing closing the door in order to “tuck” the top of the side window underneath the A-pillar applique and sky panel. Once the side window is in place, push the door to latch it. Following this procedure will help prevent potential damage to the sky panel or A-pillar applique when closing the door.

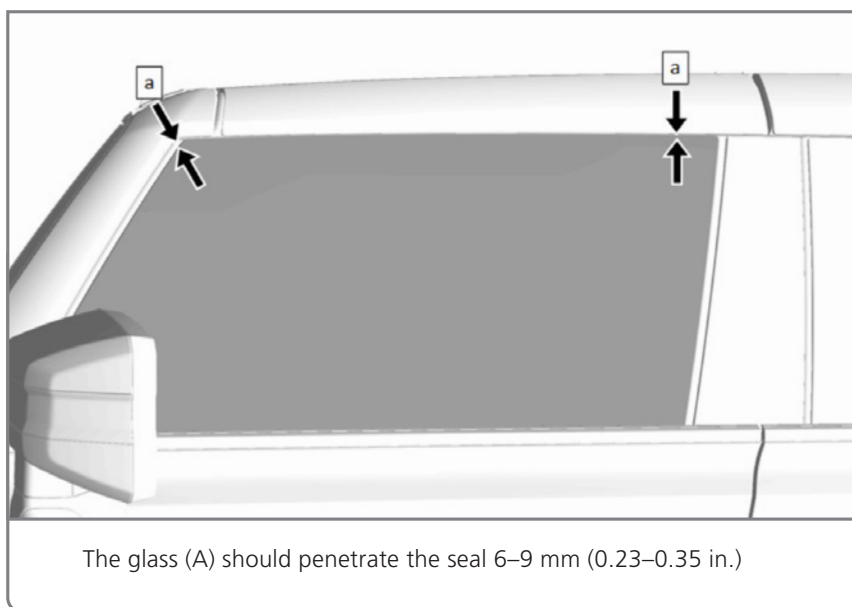
PROGRAMMING THE WINDOWS

Window programming will be necessary after replacing the 12V battery or if the 12V battery has been disconnected or discharged. If the window is unable to express-up, program each express-close window:

1. Close all doors.
2. Turn the vehicle on.
3. Partially open the window to be programmed, and then close it and continue to pull the switch briefly after the window has fully closed.

4. Open the window and continue to press the switch briefly after the window has fully opened.

DTCs B1956 55, B1957 55, B1958 55 or B1959 55 (Side Door Window Regulator Motor) will set and an “Open, then Close the Driver Window” or “Open, then Close the Passenger Window” message will display on the Driver Information Center when the Body Control Module (BCM) has detected that the window



motor is not configured. In addition to 12V battery conditions, the DTCs may set if the door wiring harness or window motor has been disconnected. The DTCs will clear once the windows have been programmed, or normalized, and the indexing feature is restored.

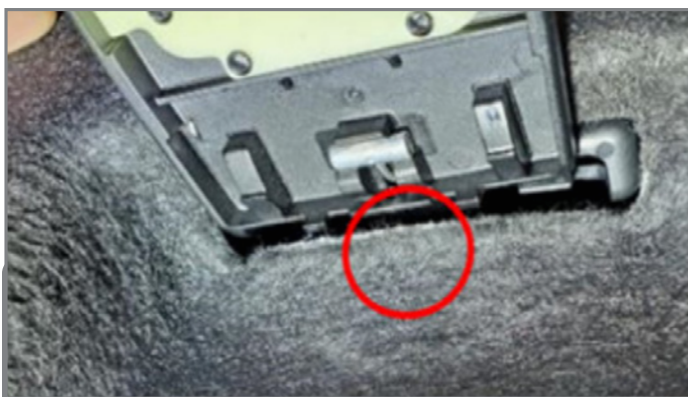
Once the windows are indexing properly, check the front side door window glass-to-seal penetration. The glass should penetrate the seal 6–9 mm (0.23–0.35 in).

► Thanks to Mark Shearer

Inoperative Trunk Latch

Some 2023-2024 Camaros may have a trunk lid that does not open when commanded from the vehicle's trunk release buttons or the key fob.

The inoperative trunk latch may be due to an improperly seated Emergency Trunk Release (ETR) handle, which may prevent the trunk lid from opening.



Improper ETR bezel installation

If the trunk latch is not operating, first check that the carpet around the ETR bezel is positioned properly (improper installation shown).



Correct ETR bezel installation with visible bezel tab.



ETR handle snapped in properly.

The carpet should be tucked between the ETR bezel and the sheet metal so that the bezel tab can be seen.

Next, verify that the ETR handle is snapped upward into the bezel. When the ETR handle is snapped in properly, there will be very little distance between the car/person graphic and the bezel.

If there is a large amount of space above the graphic, the ETR handle is not snapped in properly.



ETR handle not snapped in properly.

With the ETR handle in place, verify that the trunk latch functions correctly using the key fob as well as the vehicle's exterior and interior trunk release buttons.

Refer to Bulletin #23-NA-211 for more information.

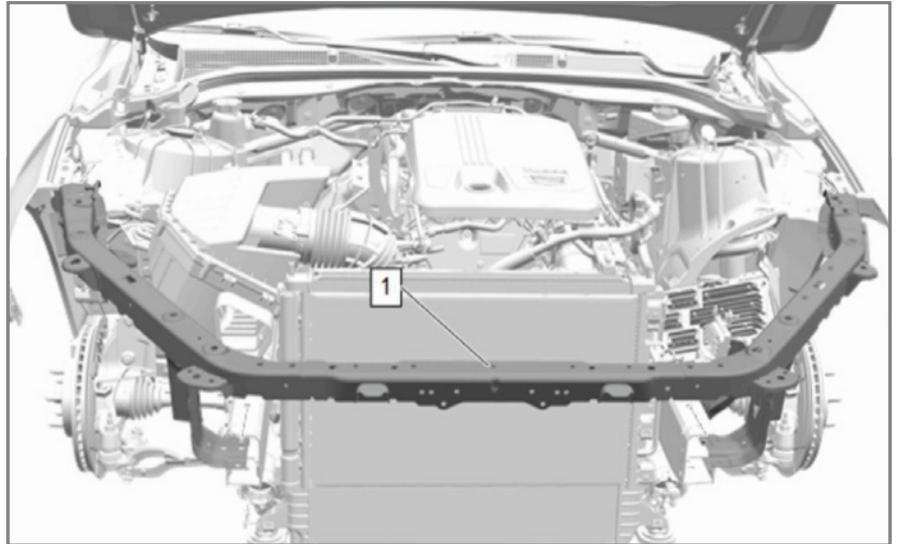
► Thanks to Kurtis Hoezee

Poor Ground Path Condition

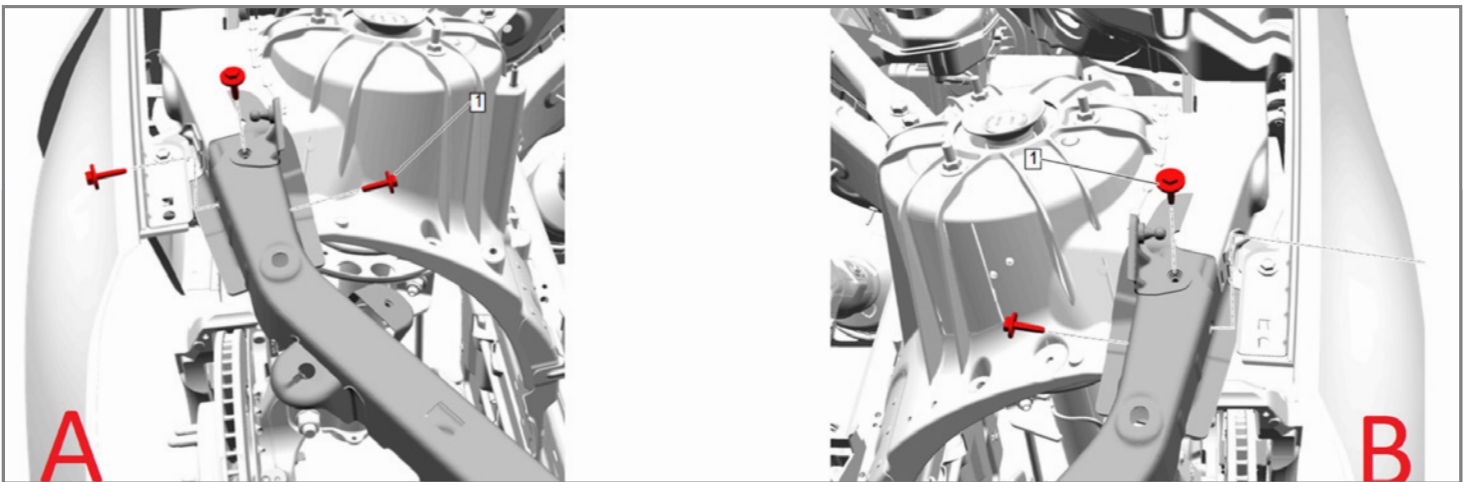
Some 2020-2024 CT4 and CT5 models may have a no start condition and/or a loss of power steering. Communication DTCs U0101, U0131, U0401, U0402, U1611, U1818, U1962, U220F, U3003 sym16, U3003 sym1c may be set.

These conditions may be caused by a poor ground path through the front compartment front panel-to-vehicle body connection.

If there is excessive voltage loss to a module or device on the ground path, perform a loaded voltage drop test between any of the ground connections G103, G107, G108 and G110 at the front compartment front panel to the negative post of the battery.



Front compartment front panel



Right-side (A) and left-side (B) front compartment front panel attaching points.

CONTINUED ON PAGE 5

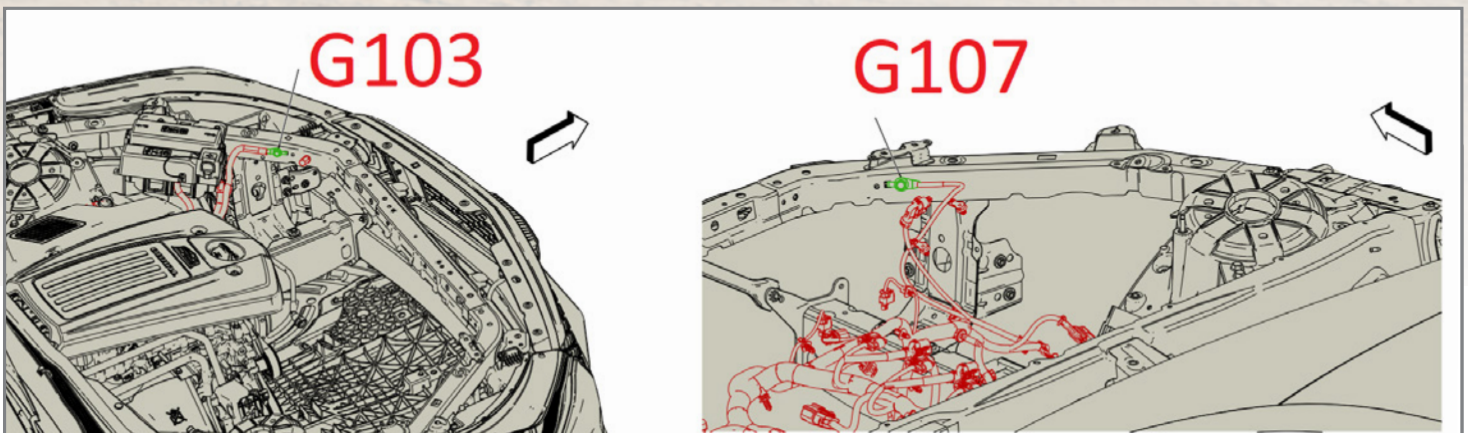


Ground connections G103, G107, G108 and G110 are located near the right and left sides of the front compartment front panel.

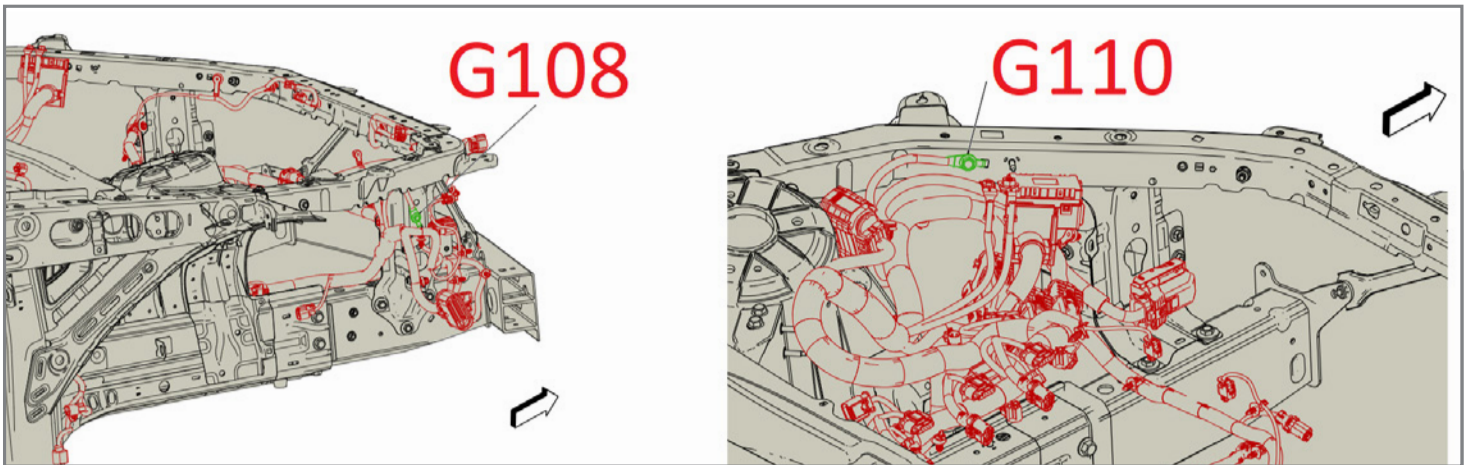
If the voltage drop is significant, remove and clean the front compartment front panel attaching points and fasteners.

For additional information, refer to #PIC6536.

► Thanks to Jeff Knight



Ground connections G103 and G107



Ground connections G108 and G110

PicoScope Recording for CVTs with Noise Concerns

Diagnosing a whine sound or other internal noise concern in 2019-2024 Malibu; 2020-2024 Encore GX; and 2021-2024 Trailblazer models equipped with the VT40 Continuously Variable Transmission (CVT) (RPO MRG) may require using the CH-51450 PicoScope.

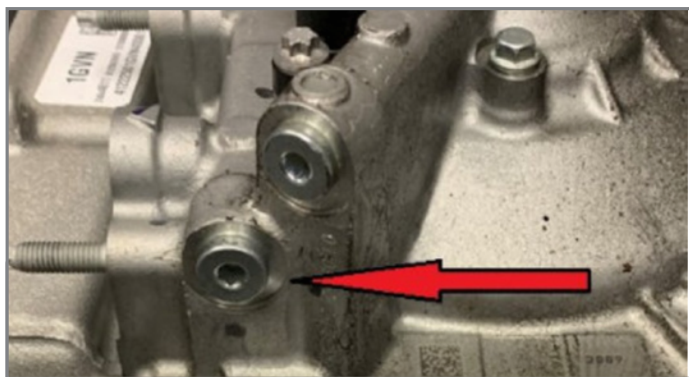
If there is a whine or grinding sound while driving, begin diagnosis by inspecting the pulleys and chain for any damage as outlined in Bulletin #20-NA-120. Use a borescope to check the pulley surfaces and chain pin ends for chain slip marks and pulley grooving or scuffing marks.

If there isn't any visible damage to the pulleys or chain, there are several steps that should be taken, including contacting the Technical Assistance Center (TAC) and using the PicoScope to help identify the source of a noise condition, prior to removing the transmission for further diagnosis. Refer to #PIP5958 for complete information.

TIP: Be sure the PicoScope is updated with the latest available software. On GlobalConnect, go to Departments > Service > Applications > Special Tools and Software Updates to update the tool.

RECORDING TIPS

To use the PicoScope to record any internal transmission noise, place the PicoScope sensor on the plug located on the left side of the transmission at the base of the unit. The plug is used as a pressure tap for the pulley assembly. Close the hood and run the sensor cable into the passenger compartment.

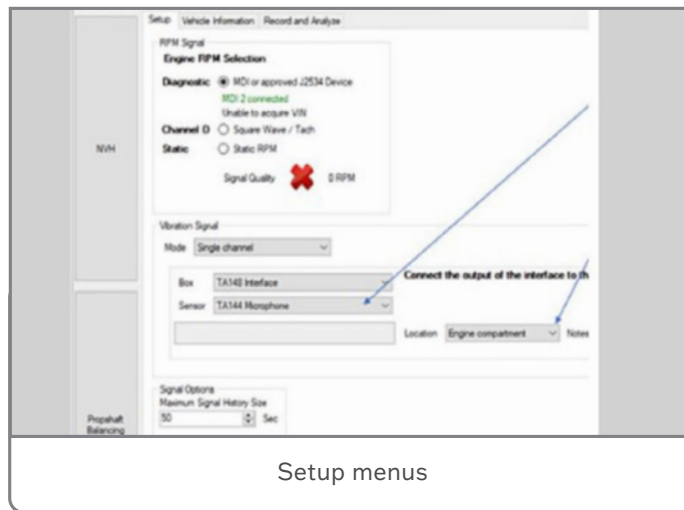


Place the PicoScope sensor on the plug located on the left side of the transmission.

Using the GM NVH app, select the Setup tab under Vibration Signal and enter the required information in the drop-down menus.

- Under Mode, select Single Channel.
- Under Box, select TA148 Interface.
- Under Sensor, select TA144 Microphone.
- Under Location, select Engine Compartment

Next, under the Vehicle Information tab, enter the correct tire size and final drive ratio for the vehicle being diagnosed.



Once the PicoScope is set up, drive the vehicle to verify the noise condition. Bookmark the beginning of the noise or vibration and try to maintain the noise to obtain a good recording. With the reviewed data on the screen, save the file. It's also recommended to add as much additional information about the condition as possible, including sensor location, sensor direction, road surface, etc.

After the test drive, contact the Technical Assistance Center (TAC) (U.S. dealerships only) or create a TAC case using the Dealer Case Management system. Attach the recording to the case along with any photos of the pulleys and chain of the transmission.

Once a case has been created, a TAC agent will provide a repair direction.

Refer to #PIP5958 for additional information.

► Thanks to Bill Alley

Newly Arrived EVs May Not Charge

Some 2024 Silverado EV, HUMMER EV and HUMMER EV SUV models that have just arrived at the dealership may not charge initially when the vehicle is connected to a Level 1 charger, Level 2 charger or DC Fast Charger.

These EVs have a Charging Inhibit Latch built into the software as part of the manufacturing process.

In order to charge the vehicles once they arrive at the dealership, ensure that Transport Mode is disabled and then drive the vehicle for 5 miles.

Transport Mode can be disabled on HUMMER EV models by activating the hazard flashers with the vehicle powered on, and then pressing and holding the power mode switch for more than 15 seconds.

Use GDS 2 to disable Transport Mode on the Silverado EV, which features a Passive Power Mode. Go to Module Diagnostics/Body Control Module/Power Mode/Transport Mode and select the Disable button at the bottom of the screen.

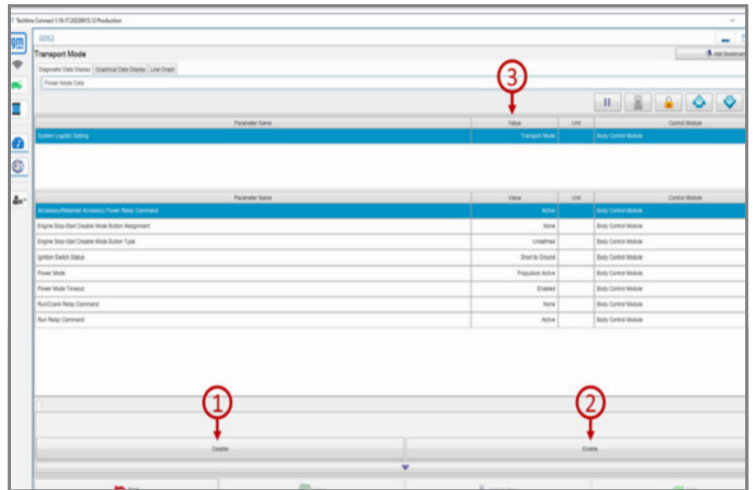
If the vehicle does not change after being driven for 5 miles, follow the diagnostic procedures in the appropriate Service Information.

For additional information, refer to #PIP5951.

► Thanks to John Riker



Newly arrived EVs may not charge initially.



Use GDS 2 to disable Transport Mode.



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