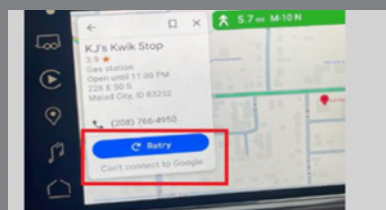


Midtronics Diagnostic Charger DCA-8000P

NOW APPROVED BATTERY WARRANTY TOOL



The Midtronics Diagnostic Charger DCA-8000P is now an approved battery warranty tool in the GM Dealer Equipment and Tool program.



Google Maps Application Update

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Midtronics Diagnostic Charger DCA-8000P Now Approved Battery Warranty Tool

The DCA-8000P is a state-of-the-art battery charger and tester that offers a number of innovative features, providing a decision on battery health in as little as five minutes, depending on the state of the battery.



Midtronics DCA-8000P Diagnostic Charger

The DCA-8000P supports the latest battery technology in new model vehicles, including stop-start systems, regenerative braking and variable output alternators. The comprehensive diagnostics analyze a variety of battery conditions, such as cranking health, reserve capacity, stratification detection, degradation and charge acceptance. The tool is equipped with a color touchscreen display that offers intuitive UI for quick data entry and application selection. The barcode scanner also can be used to quickly identify the vehicle and battery application, reducing the need for manual data input. A printed warranty code is provided for failed batteries.

The DCA-8000P also features temperature sensors in each clamp to actively monitor battery temperature during charging to help avoid thermal runaway situations.

For programming applications, the tool offers a power supply/maintenance mode to support extended programming times.



The available cart makes it easy to use the Midtronics DCA-8000P anywhere in the shop.

To maintain tool software, there are automatic, hands-free Over-the-Air (OTA) updates via Wi-Fi. No manual updates are required.

The Midtronics Diagnostic Charger DCA-8000P is available with a cart – part number MTRDCA8000PGMKIT – for easy mobility in the shop environment, or without a cart – part number MTRDCA8000PGM. The lightweight tool also can easily be removed from the cart.

To order the Midtronics Diagnostic Charger DCA-8000P, visit the new gmglobaltools.com.

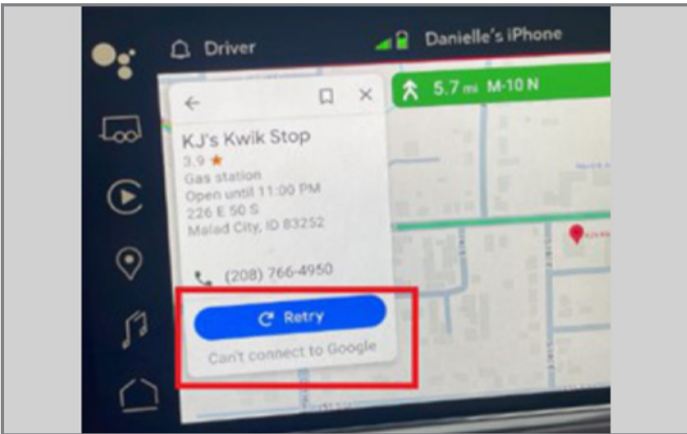
For additional information, refer to GM GlobalConnect message GCUS-9-15891.

► Thanks to Josh Shuck

Google Maps

APPLICATION UPDATE

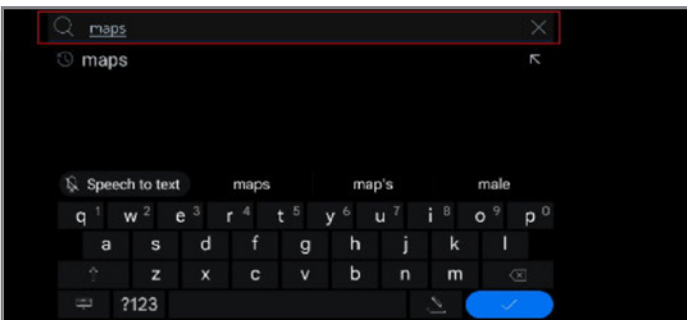
Due to a recent update of the Google Maps application, an issue may arise in which the infotainment system (RPO IOK, IVD, IVE) has a persistent "Offline" icon in maps and a "Can't connect to Google" message present on some 2022-2024 Silverado, Tahoe, Suburban, Sierra, Yukon, HUMMER EV, BrightDrop EVs; 2023-2024 LYRIQ, Colorado, Canyon; 2024 Envision, XT4, Corvette, Traverse, Blazer EV, Equinox EV, Silverado EV and Acadia models.



"Can't connect to Google" message

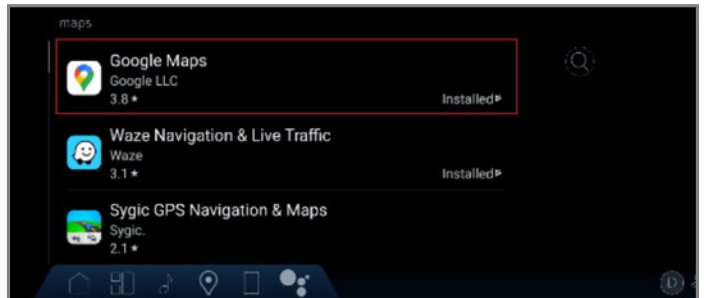
Update the Google Maps application to clear the messages and restore Maps operation.

Begin by searching for "maps" (using the magnifying glass icon) in the Google Play store and selecting the check mark button.



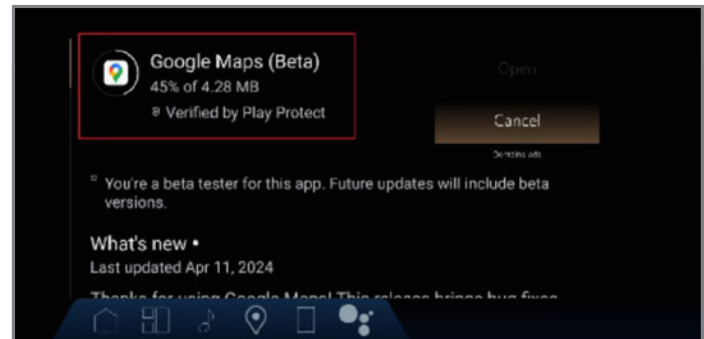
Search for "maps."

Next, select Google Maps from the search results and select Update from the Maps listing in the Play Store.



Select Google Maps from the search results.

Allow the update to progress to 100% completion. Once the update is complete, the Update button will disappear, and the Open button will be displayed. Open the application and verify that the map loads properly.



Complete the update.

For more information, refer to #PIT6151.

► Thanks to Brett Mulvaney

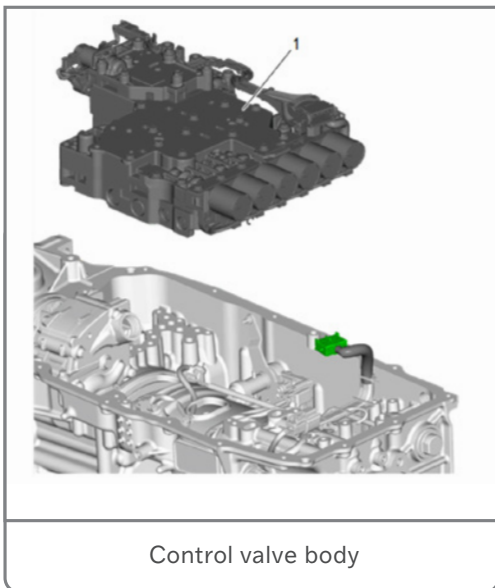
Transmission Not Shifting, Defaults to 5th Gear

The 10-speed automatic transmission (RPO MGM, MGU, MHO, MHS, MHT, MHU, MHX, MKM, MQA, MQB, MQC, MQ2, MI2) on some 2023 CT4, CT5, Silverado, Sierra, Escalade; and 2023-2024 Silverado 2500 HD/3500 HD and Sierra 2500 HD/3500 HD models may not shift and defaults to 5th gear. DTC P0747 (Transmission Control Solenoid Valve 1 Stuck On) may be set in the Transmission Control Module (TCM). DTC P0747 will set with a hydraulic/mechanical condition in the transmission.

The shift condition may be due to the Transmission Control Valve Body failing, which likely caused DTC P0747 to set and for the transmission to default to 5th gear. In most cases, only the control valve body requires replacement.

Before making any repairs, check the condition of the transmission fluid. As the vehicle accumulates mileage, the transmission fluid will darken from thermal cycles and use. The fluid should not have a burnt odor and there should not be clutch debris in the pan.

If the fluid shows good color with no evidence of clutch material, only replace the



Control valve body



Example that shows good fluid color with no evidence of clutch material.

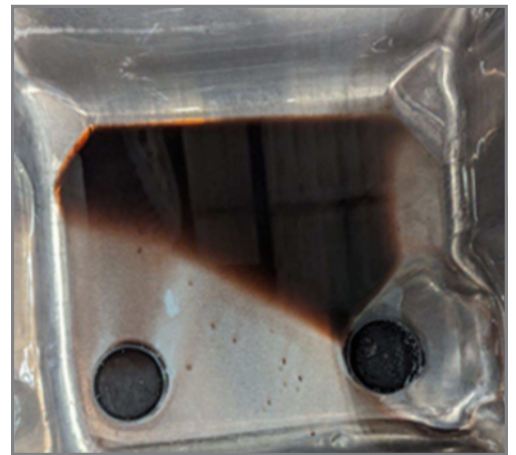
control valve body.

A transmission with fluid that may be darker in color with minimal evidence of clutch material, and without any burnt odor, also should be serviced only with a control valve body.

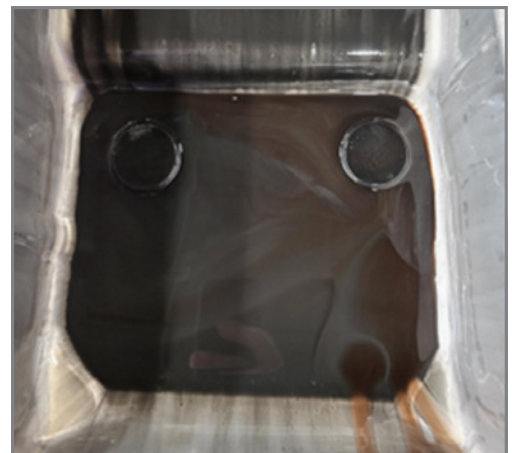
Fluid that shows extreme distress along with clutch material in the pan will require that the transmission be removed from the vehicle for further inspection to determine the clutches that have been damaged. Any suspect clutch should be repaired following the appropriate Service Information. The control valve body should be replaced as well.

For more details, refer to Bulletin #24-NA-088.

► Thanks to Mark Gordon



Example that shows darker fluid with minimal evidence of clutch material.



Example that shows fluid with extreme distress along with clutch material in the pan.



Preventing Rear Glass Damage During Folding Top Service

During repairs of the folding top on 2016-2024 Camaro convertible models, there are several key tips to follow to ensure proper operation of the folding top and to help prevent any folding top or rear glass damage.

The rear glass is an integral part of the folding top canvas. The folding top linkage that connects the frame to the rear glass must be assembled properly to avoid any potential damage. If the folding top linkage is installed incorrectly, it can create stress on the rear glass, resulting in the glass cracking or shattering while cycling the folding top assembly.

When assembling the folding top, the folding top linkage that attaches to the rear glass must be located on the outboard side of the back glass bracket. The pin that holds it together should be inserted from the inboard side of the linkage.



If incorrectly installed, the folding top linkage can create stress on the rear glass.

The pin first goes through the back glass bracket, and then through the top frame linkage.

A gray, plastic washer may be found in this assembly during disassembly of the folding top. If present, it should be reinstalled. Finally, the spring clip should be installed on the outboard side of the top frame linkage. Before continuing with repairs, verify that the linkage has been correctly reassembled.

Also inspect the cord/strap routing of the entire canvas top. Under no circumstances will a cord, strap or eyelet need to be

cut, nor will any rivets need to be drilled out, when replacing the folding top cover. If any alterations appear to be needed during the removal of the canvas, carefully check the area again to ensure that a cord or strap has not been routed incorrectly during reassembly of the top.

If possible, refer to a similar Camaro convertible at the dealership to compare the cord routing to a known good vehicle.

For an inside look at Camaro folding top canvas replacement, check out the video included in the August 2018 Emerging Issues seminar, course number #10218.08V, on the Center of Learning.

For more information, refer to Bulletin #24-NA-086.



Correctly assembled folding top linkage at the rear glass attachment point



Folding top canvas replacement

► Thanks to Kurtis Hoezee

Loss of Forward Gear on CVT Transmission

Some 2019-2024 Malibu; 2020-2024 Encore GX; and 2021-2024 Trailblazer models equipped with the VT40 CVT transmission (RPO MRG) may have a loss of forward gear or slipping condition. DTC P2714 (Transmission Control Solenoid Valve 4 Stuck Off) also may be set in the Transmission Control Module (TCM).



Damage to the forward clutch piston

The intermittent transmission gear condition may be due to the clutch regulator valve sticking in the valve body, damage to the forward clutch piston and/or wear in the primary pulley bearing bore.

TIP: Before making any repairs, refer to Bulletin #20-NA-120. If the transmission chain and sheaves are damaged, transmission replacement will be needed and no other repairs should be performed. The condition of the chain and sheaves can be checked using a borescope. Borescope SRV3880LNR, available to U.S. dealerships through the GM Loan Tool Program, or equivalent should be used for inspection. The borescope needs to be one that can be articulated.

Begin diagnosis by verifying DTC P2714 is set, and that the transmission fluid is at the proper level. Refer to Service Information document #4818020. The transmission fluid temperature must be between 140°–176°F (60°–80°C) to properly check the fluid level.

If the fluid level is correct, and the transmission is at operating temperature, drive the vehicle and verify if there is a slip or lack of engagement in Drive.

If there is no slip in Drive, clear the DTCs and test drive the vehicle again, ensuring the transmission is at operating temperature. If the DTC does not immediately reset, and there is no slip condition or loss of drive felt, perform 3 to 4 WOT accelerations.

If the DTC does not reset after the WOT accelerations, replace the valve body (not the solenoid valve body) and reevaluate.

If DTC P2714 resets, check to see if there is no forward motion, but there is Reverse; a slip under heavy acceleration; the DTC or concern is repeatable; there is a drop in primary and secondary pulley pressure due to a leak; or the primary and secondary pulley pressure drops during an Auto Stop. Pressure during an Auto Stop should be around 400 kPa. If the pressure is below 300 kPa, it may indicate that there is a piston seal leak.

If there is a loss of Drive or slipping, the fluid has a burnt odor or any of the above indicators are present, the transmission should be disassembled and the forward clutch piston inspected for damage along the side.



Inspect the pump for signs of wear.

CONTINUED ON PAGE 7

If the forward clutches are worn and the forward clutch piston is damaged, replace the forward clutch piston, the housing and the applicable apply components as needed.



Damage indicates the primary pulley bearing has spun in the bore.

If the forward clutch piston is not damaged, check the pump for signs of wear.

Signs of wear indicate the primary pulley bearing has spun in the bore, allowing the turbine shaft to become off-center. When this happens, it causes a pressure leak. If this condition is found, the transmission will need to be replaced.

TIP: The primary pulley bearing is installed inside the case on the primary pulley, which cannot be accessed for inspection. Inspection of the pump for DTC P2714 and no concern found with the forward clutch piston are critical to a proper diagnosis.

Refer to Bulletin #24-NA-009 for more information and part numbers.

► Thanks to Marty Leach

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