TECH LINK

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# Techline Update Manager


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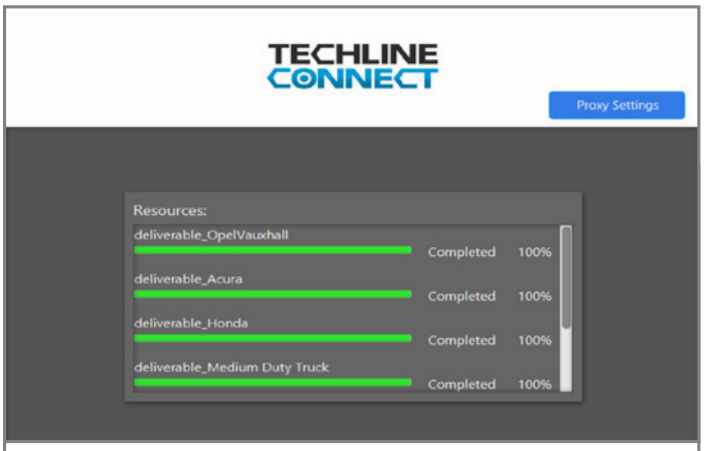
# Techline Update Manager

The Techline Update Manager application is currently part of a staggered update to Techline Connect, with additional dealerships receiving the update weekly.

The new Techline Update Manager (TUM), which is the part of Techline Connect that manages software updates, will simplify the user experience when updating the core application.


Launch Techline Connect.

To use the new TUM to update the Techline Connect software, launch Techline Connect. A new splash screen will appear.

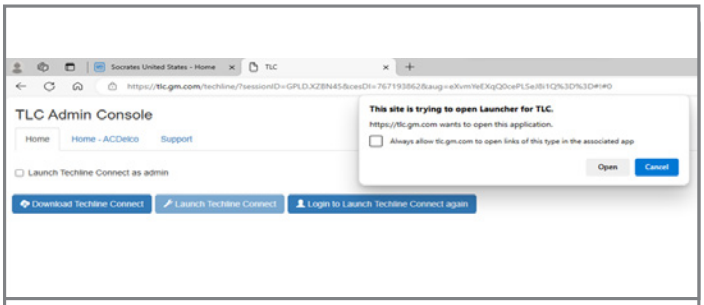



Download the new resources.

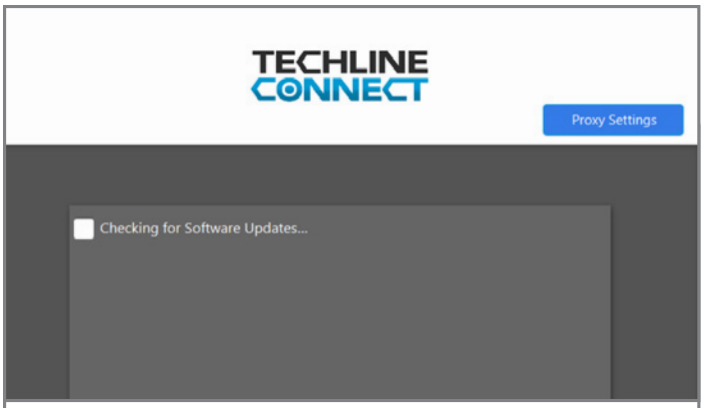
Download the new resources and restart the PC in order for the reconfiguration updates to take effect.

After the PC has restarted, open the Techline Connect application.

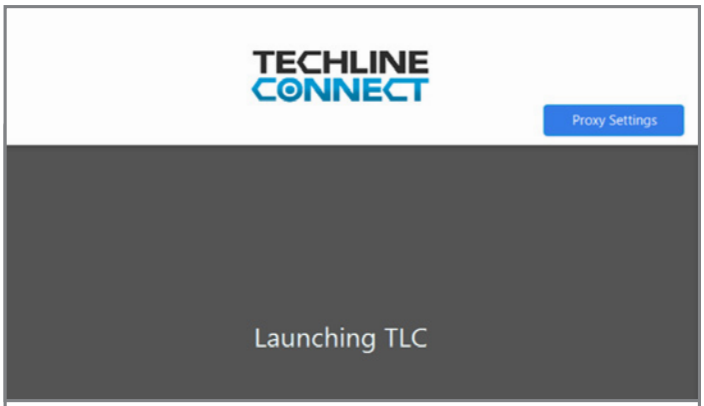
TUM will check for new software updates and then launch Techline Connect.




Restart the PC.




TUM will check for software updates.




Launching Techine Connect

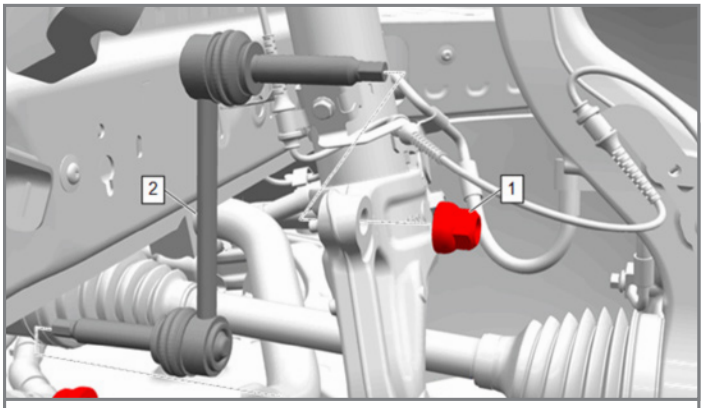
When updating applications, many antivirus applications may recognize it as a new application and it may be necessary to contact your local IT support. As a user, full administrative rights are needed to install the update.

For assistance, contact the Techline Customer Support Center.

▶ Thanks to Chris Henley

# Front Stabilizer Bar Links Installation Update

The stabilizer bar connects between the left and right shock assemblies through the stabilizer link and stabilizer shaft insulators on 2023-2024 LYRIQ; and 2024 Blazer EV and Equinox EV models. When assembling the front stabilizer bar links, it's critical to properly position the stabilizer bar in order to correctly install both lower and upper link studs.




Front stabilizer bar links

With the vehicle on a hoist, the suspension is in full rebound. The stabilizer bar has mold-bonded bushings, which positions an unconnected stabilizer bar at the designed ride height, not the rebound position.

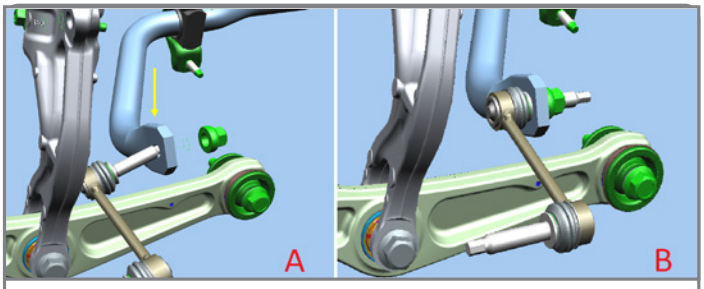
Taking the state of the suspension into consideration, it will be helpful to push down on the stabilizer bar to install the lower and upper link studs.

**TIP:** Do not over-articulate the ball stud on the stabilizer bar link during installation or the link may be damaged.

## LOWER STUD ASSEMBLY

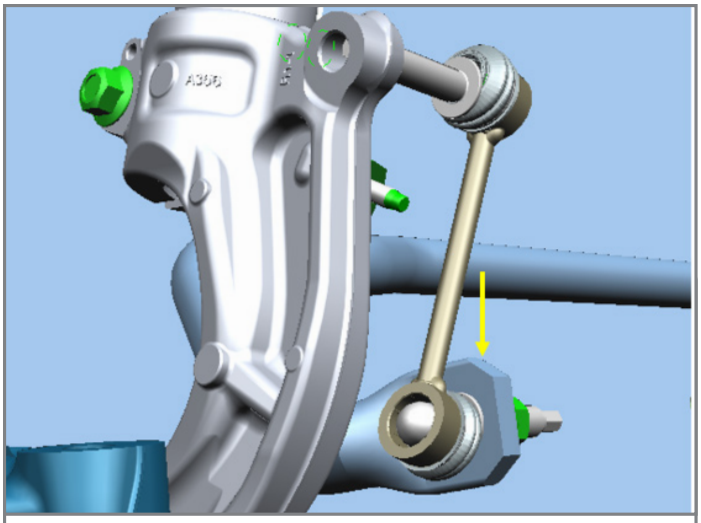
Push down on the stabilizer bar by hand to articulate the lower stud into position (A), and then assemble the lower stud into the stabilizer bar (B). Hand-tighten the nut to seat the joint.

There is limited clearance to assemble the lower stud into the stabilizer bar on AWD models. Pushing down on the stabilizer bar will make assembly easier.




Lower the stud into position (A), and then assemble the stud into the stabilizer bar (B).

## UPPER STUD ASSEMBLY



Push down on the stabilizer bar to lower the upper stud into position.

Push down on the stabilizer bar by hand to articulate the upper stud into position. Assemble the upper stud into the yoke (AWD models) or the strut (RWD models). Hand-tighten the nut to seat the joint.

Once both joints are secured, tighten the nuts to the specified torque.

Refer to Front Stabilizer Shaft Link Replacement in the appropriate Service Information for more details.

▶ Thanks to Robert Horvatich

# Turning Off Transport Mode in the Vehicle Settings Menu

Transport Mode, which puts the vehicle's modules in a low power mode, reduces the electrical parasitic load on the 12V battery on traditional internal combustion engine vehicles as well as electric vehicles (EV). It increases 12V battery stand time during transit and should be used while the vehicle is in dealership inventory.

When Transport Mode is enabled, indicated by the flashing red battery warning light on the instrument cluster, it can potentially extend 12V battery stand time up to 70 days. A message also will display on the Driver Information Center when Transport Mode is enabled.


12V battery warning light (#2) and DIC message (#1)

Some of the modules that have reduced power while in Transport Mode are the Body Control Module (BCM), Radio, Front Camera Module, Running Boards, OnStar, HVAC and others. As a result, some of the vehicle features disabled in Transport Mode include climate controls and radio operation when the ignition is off, passive and remote keyless entry, perimeter lighting, automatic running board operation, liftgate or tailgate operation and active safety features. There also may be a limit on charging above 30% (program specific value).

Transport Mode has the largest impact on the BCM as it shortens Retained Accessory Power (RAP) operation down to 1 minute and disables approach detection, lighting features and some comfort features, such as heated seats.

Transport Mode can be enabled or disabled using the scan tool or manually on the vehicle, including through the Vehicle Settings menu on the infotainment screen. All vehicles shipped from the assembly plant with Transport Mode on should have the feature turned off as part of the normal Pre-Delivery Inspection (PDI) process. Transport Mode should be left on while the vehicle is in dealership inventory.


Settings menu on the infotainment screen

**TIP:** Always refer to the appropriate Service Information for the proper Transport Mode procedures as the procedures on some models may vary.

## TURNING TRANSPORT MODE ON/OFF USING THE IGNITION/POWER BUTTON

To enable/disable Transport Mode on traditional internal combustion engine vehicles and EVs with a Power on/off switch (ignition mode switch)

1. Start the vehicle.
2. Press the brake pedal.
3. Activate the hazard flashers.
4. Press and hold the ignition mode switch for more than 15 seconds.

The Transport Mode On message will display on the DIC, if equipped, and the battery warning light will flash. Repeat these steps to turn off Transport Mode.

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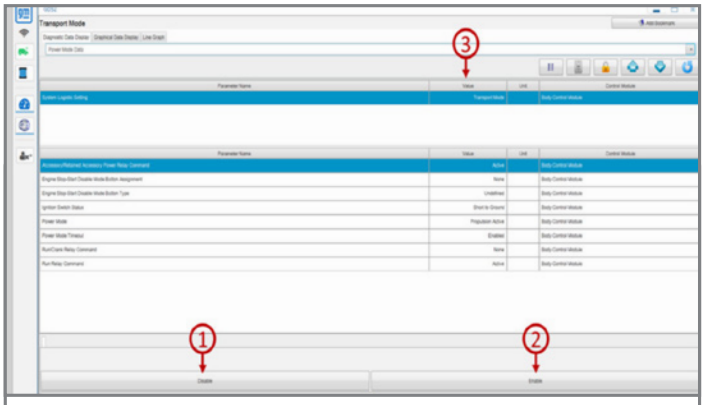
Transport Mode On message

## TURNING TRANSPORT MODE ON/OFF USING THE SCAN TOOL

Some EVs with Passive Power Mode may not have an ignition switch. To enable/disable Transport Mode on EVs with Passive Power Mode, including Blazer EV and Silverado EV WT:

1. Connect the scan tool to the vehicle.
2. Launch Techline Connect and open GDS2.
3. Follow the GDS2 path: Module Diagnostics > Body Control Module > Power Mode > Transport Mode.
4. Select the appropriate button at the bottom of the screen – "Disable" to turn off Transport Mode or "Enable" to turn on Transport Mode. The parameter value indicates the current mode.

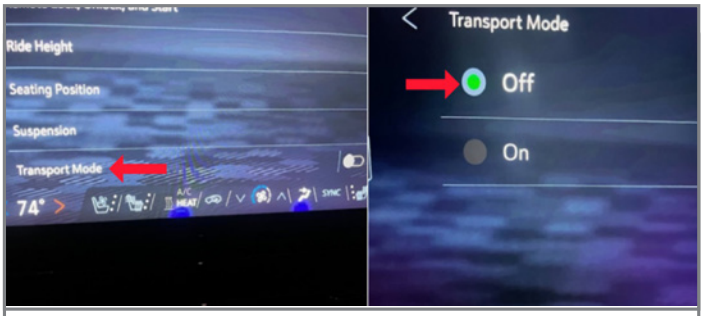



Select the Disable button (#1) and Enable button (#2) for Transport Mode operation. The parameter value (#3) indicates the current mode.

The Transport Mode message will display on the DIC, if equipped, and the battery warning light will flash if enabled.

## TURNING TRANSPORT MODE ON/OFF USING THE VEHICLE SETTINGS

For some EVs with Passive Power Mode, including Equinox EV, Silverado EV RST and Sierra EV, Transport Mode can be enabled/disabled through the Vehicle Settings on the infotainment screen:




Transport Mode menu

1. Place the vehicle in Propulsion Mode.
2. On the infotainment screen, go to Settings > Vehicle > Transport Mode.
3. Select On or Off to enable or disable Transport Mode. The Transport Mode selection will be applied on the next power cycle.

The Transport Mode message will display on the DIC, if equipped, and the battery warning light will flash if enabled.

For additional information on Transport Mode, refer to Bulletin #23-NA-064.


Transport Mode message (#1) and battery light (#2)

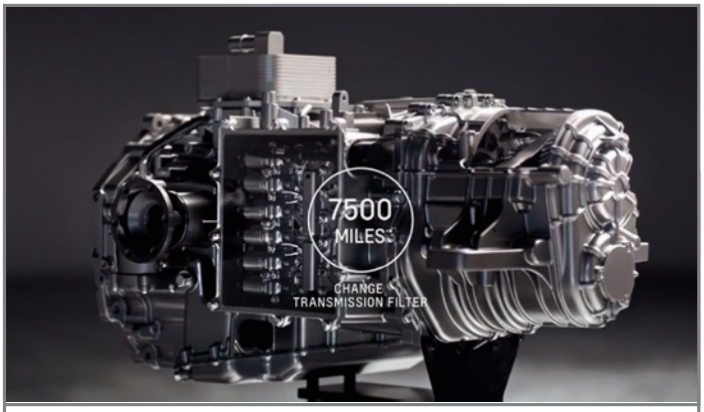
▶ **Thanks to Kurtis Hoezee and Chris Semanisin**

# Corvette Transmission

## External Canister Filter and Maintenance Update, Labor Code Added

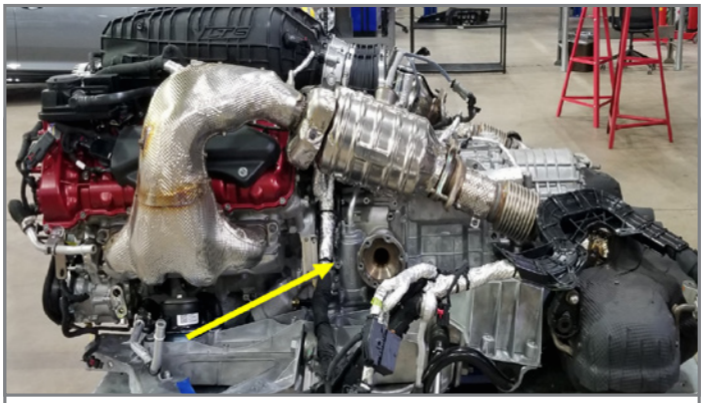
The Tremec DCT TR9080 dual clutch transmission (RPO M1L, M1M) on 2020-2024 Corvettes features an external canister filter that should be replaced at the initial 7,500-mile (12,000-km) maintenance service. After the initial service, the canister filter should be changed at 22,500 miles (36,000 km) and then at regular 22,500-mile (36,000-km) intervals. Transmission filter changes at the proper time are critical for DCT longevity.

GM has extended the factory-covered maintenance for the transmission canister filter to three years or 7,500 miles (12,000 km), whichever occurs first, on the first filter change. The three years of coverage will help cover vehicles with low miles. A labor code has been added for the filter replacement.




GM has extended the maintenance coverage for the transmission canister filter to three years or 7,500 miles (12,000 km).

The canister filter should be replaced in the first 7,500 miles (12,000 km) due to the initial break-in of the internal transmission components. The 7,500-mile (12,000 km) break-in period is when most contaminants may be created. Engineering recommends that the filter be changed as close to 7,500 miles (12,000 km) as possible – plus/minus 1,000 miles (1,600 km) should not be detrimental.



Transmission canister filter

## MAINTENANCE COVERAGE

It is recommended to only replace the canister filter at the required maintenance interval due to the loading characteristics of the filter. The filter does not need to be changed earlier than 7,500 miles (12,000 km).

The initial filter change should be at 7,500 miles (12,000 km).

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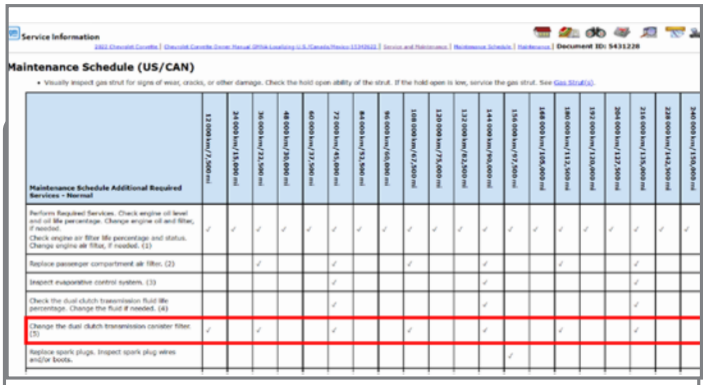
Additional filter changes can be performed, but the recommended mileage intervals should still be followed for regular maintenance. For example, if a customer elects to have the filter changed before 7,500 miles (12,000 km), it should be changed again at 7,500 miles (12,000 km). GM will only cover one filter change.

Check the maintenance schedule in the appropriate Service Information for complete maintenance information.

If a transmission is replaced, it should be treated the same as the new vehicle break-in period. The canister filter maintenance should restart as if it was a new vehicle, with the next filter change at 7,500 miles (12,000 km) after transmission replacement.




Check the maintenance schedule for complete maintenance information.

New transmission replacements should follow all break-in recommendations. The vehicle should be driven like the initial new vehicle break-in period for at least 1,500 miles (2,400 km) to protect from damaging the differential gear surfaces.

**TIP:** Corvette owners should share filter change information with dealership service advisors and service management. It's recommended that owners who do their own auxiliary filter maintenance retain the receipt for the purchased filter. GM will be reviewing maintenance records on transmission warranty claims. Lack of maintenance on the canister filter cartridge may affect warranty coverage.

## ADDED LABOR CODE

A unique labor code for the external canister filter replacement is now available for factory-covered maintenance on 2024 and newer Corvettes as a standalone operation. Refer to Warranty Administration Bulletin #24-NA-081 for details regarding claim submissions for this one-time factory-covered transmission filter replacement. The engine oil and engine oil filter continue to use the traditional factory-covered maintenance labor code.

## MAINTENANCE MINDER

Beginning with the 2023 model year, the Corvette has a maintenance minder on the Driver Information Center that will display a maintenance message shortly before the 7,500-mile (12,000-km) maintenance interval. The message also will appear every 22,500 miles (36,000 km). The transmission filter minder cannot be reset like the engine oil life monitor.


2023 Corvettes feature a maintenance minder for the transmission filter.

If the transmission is replaced, customers will need to keep track of the mileage, starting with the first 7,500-mile (12,000-km) maintenance service for the new transmission.

## TRANSMISSION FLUID AND FILTER INFORMATION IN THE OWNER'S MANUAL

In addition to the maintenance minder, customers should be reminded to follow the transmission fluid and filter change

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recommendations in the Corvette Owner's Manual. The Owner's Manual includes the following information:

- When the CHANGE TRANSMISSION FLUID SOON message displays, change the fluid and filter within the next 620 miles (1,000 km). Failure to change the transmission fluid at required intervals can lead to reduced transmission performance. The transmission fluid must be changed at least every three years, and the Fluid Life System must be reset.
- The initial transmission canister fluid change must be performed at 7,500 miles (12,000 km), and every 22,500 miles (36,000 km) thereafter.
- If the canister filter is replaced more than 500 miles (800 km) prior to the initial 7,500-mile (12,000 km) break-in period, the filter still needs to be replaced again within plus/minus 500 miles (800 km) of the 7,500-mile (12,000 km) service interval.
- The transmission maintenance schedule needs to be restarted if the transmission assembly is replaced. The new unit will require the same initial break-in maintenance.
- The transmission external canister filter must be changed at 7,500 miles (12,000 km) during the break-in period. Failure to replace the external canister filter can cause damage to the transmission and potentially void any warranty.

## TRANSMISSION FLUID

The DCTF FFL-4 C8 Corvette transmission fluid should always be shaken vigorously prior to adding fluid to a vehicle in order to disperse the additives throughout the fluid. The fluid has a shelf life in the sealed bottle of three years. .

## TRACK FILL INFORMATION

**M1L Transmission and Z51 RPO** – Vehicles equipped with M1L transmissions and Z51 models will need an additional two liters of transmission fluid added before track use. Transmissions will need to be identified as Die 1, Die 2 or Die 3.


The fluid has a shelf life in the bottle of three years

GM does not condone tracking M1L-equipped vehicles without the Z51 RPO. If a customer decides to track the vehicle anyway, the transmission will need an additional two liters of fluid added before track use.

**M1M and MLH Transmission** – Vehicles equipped with M1M or MLH transmissions do not require a track fill with additional fluid.

**Die 3 Cases** – All vehicles equipped with an M1L, M1M or MLH transmission and a Die 3 case do not require a track fill with additional fluid. Refer to Bulletin #23-NA-156 for information on identifying a Die 3 case.

For more details on Corvette factory-covered maintenance, refer to Bulletin #24-NA-081.

▶ Thanks to Marty Leach


TECHLINK

GM TechLink is published for all GM retail technicians and service consultants to provide timely information to help increase knowledge about GM products and improve the performance of the service department.

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