TECH LINK

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see page 4

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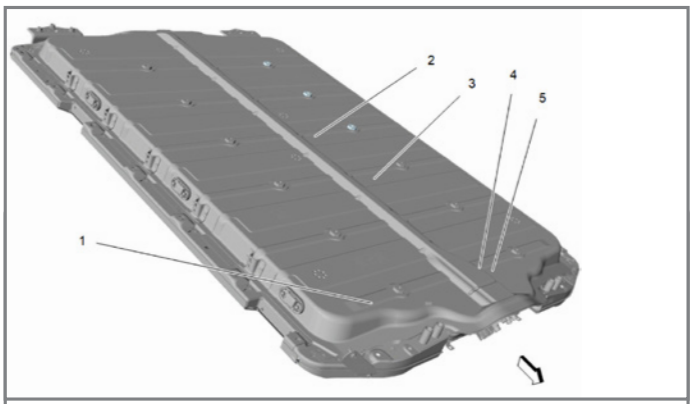
The all-new 2024 Equinox EV focuses on safety, space, performance and style — all while offering the value attributes that the Equinox nameplate is known for.

Available in LT and RS trim levels (with FWD or eAWD), the Equinox EV features Ultium-based propulsion technologies, a large, 17.7-inch-diagonal infotainment screen, available Super Cruise hands-free driver assistance technology[1] on compatible roads and a 300+ mile (500+ km) range on a full charge (FWD model).

Equinox EV 3LT

ELECTRIC PERFORMANCE

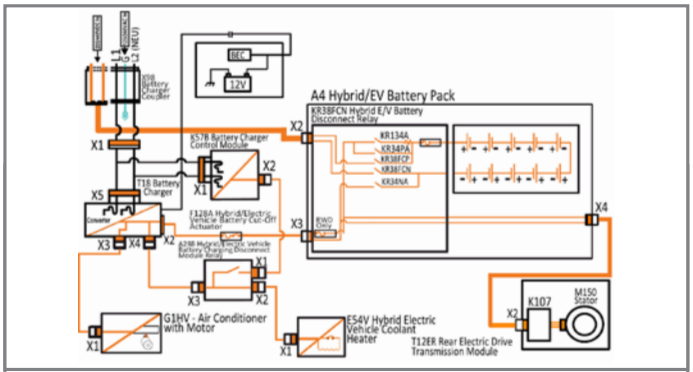
The Equinox EV is powered by an Ultium Lithium-ion high-voltage battery (RPO EC3). It's a 10-cell hybrid/EV battery pack. The battery pack comes in a 5-bay case and is layered horizontally in a single layer arrangement.



Hybrid/EV battery pack

A standard front-wheel-drive system with GM-estimated 213 horsepower and 236 lb.-ft. of torque offers quick acceleration, with a 288-horsepower and 333 lb.-ft. of torque eAWD system available.

TIP: The option content of the vehicle will depend on how many Drive Units, Drive Motor Control Modules, Battery Energy Control Modules, and Drive Unit Oil Coolers are equipped on the vehicle. The vehicle may contain more than one Drive Motor Control Module based upon option content of the vehicle's Electric Drive Transmission. Vehicles equipped with FWD RPO X0B (Drive unit RPO P9D) Front Electric Drive Transmission, the K107 Drive Motor Control Module is integrated into the T18 Battery Charger. Vehicles equipped with RPO X0C (Drive unit RPO P76 & S78)-EAWD is a combination of the Front Electric Drive Transmission and the Rear Electric Drive Transmission without the K107 Drive Motor Control Module. The K107 Drive Motor Control Modules are integrated into the T18 Battery Charger.



High voltage system

The Equinox EV is equipped with passive power moding and does not have a power (start/stop) push-button. The vehicle has three modes of operation: Off, Service and Propulsion.

- Off Mode: The vehicle is powered off after the vehicle has been driven, placed in Park and detects the driver has exited the vehicle. The vehicle also can be turned off by pressing the Off icon on the infotainment screen.
- Service Mode: The vehicle is powered up but propulsion is not active. Also called Run mode. To activate, open the driver's door while the key fob is in range, do not apply the brake pedal, and press the accelerator pedal 3 times within 5 seconds.

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- Propulsion Mode: The vehicle is powered up and propulsion is active. Also called Ready mode.

One-Pedal Driving[2] is standard and allows the Equinox EV to accelerate and slow to a full stop, using only the accelerator. It's paired with regenerative braking[2], which can convert the kinetic energy of the vehicle's forward momentum into electricity that's stored in the battery pack to maximize the driving range. Regen on Demand is activated using the hand-operated switch on the back of the left side of the steering wheel.

The Equinox EV also packs the latest in charging technology:

- Standard Level 2, 240-volt, 11.5 kW (AC) charging, which can add up to 34 miles of range per hour of charging, per GM estimates[3] using an OEM-recommended wall unit. Level 1, 120-volt charging also is standard.
- Standard DC fast-charging capability of up to 150 kW, which enables approximately 77 miles of range to be added in 10 minutes, per GM estimates.[3]

In order to maintain a healthy battery life, it is recommended to charge the vehicle to 80% for normal driving conditions.

Equinox EV also packs the latest in charging technology.

EXTERIOR FEATURES

The Equinox EV has power, flush-pivoting door handles, which present themselves when the key fob is detected within a certain radius.

Equinox EV has power, flush-pivoting door handles.

Accessing the cargo area can be done hands-free with the Autosense liftgate on 2LT/2RS and 3LT/3RS models. The liftgate will open automatically when the key fob is within 3 feet (0.9 m) of the liftgate, when operating conditions are met. The feature must be enabled in the Vehicle Settings on the infotainment screen.

The Equinox EV features standard 19-inch wheels and offers two available 21-inch wheel options for 2RS/3RS/3LT models.

The 2LT model is equipped with 245/55/R19 tires and 2RS/3RS/3LT models are equipped with 275/40/R21 tires. These tires are a self-sealing design, and most vehicles are not provided a spare tire or inflator kit. Only LT models equipped with the 19-inch tire size come with an inflator kit.

21-inch wheel on 3LT model

INTERIOR FEATURES

Inside, a streamlined and modern interior offers room for five, available personalized multi-color ambient lighting and the VCU High Radio (RPO IVE) infotainment system with 5G and Wi-Fi capability. The Google built-in system (Google Maps, Play Store and Google Assistant) is standard. Android Auto and Apple Car Play will not be available.

When it comes to comfort and convenience, heated front and rear outboard seats are available along with a heated steering wheel and an available heated windshield wiper park feature, which helps keep the area around the wipers clear of ice buildup.

CHEVY SAFETY ASSIST

The Equinox EV has an extensive list of standard safety and driver assistance features[4]:

- Chevy Safety Assist, which includes Automatic Emergency Braking, Following Distance Indicator, Forward Collision Alert, Front Pedestrian Braking, Lane Keep Assist with Lane Departure Warning, and IntelliBeam automatic high beams
- Rear Park Assist
- Reverse Automatic Braking

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Front Bumper Bracket May Affect Active Grille Shutter Operation

Some 2024 Acadia, Traverse; and 2025 Enclave models may have an active grille shutter malfunction along with DTC P059F (Active Grille Air Shutter 1 Performance) set in the Engine Control Module. These conditions may be caused by a bent hood-support front bumper bracket. The condition of the bracket should be inspected before replacing the active griller shutter.

When checking the hood-support front bumper bracket, look for a bend in the lower part of the bracket.

If the bracket is found to be bent, remove the bracket and command the active grille shutter using GDS2. If the shutter moves when commanded, replace the damaged bracket only. If the shutter does not move smoothy or does not operate properly, replace the bracket and the shutter. A good bracket is shown below. If there is not any damage found, follow the appropriate Service Information for the DTC.

Refer to #PIT6218 for more information.

▶ **Thanks to David Goodrow**

Bent hood-support front bumper bracket

Check for a bend in the lower part of the bracket.

Good front bumper bracket without any damage.

EQUINOX EV, CONTINUED FROM PAGE 3

- Safety Alert Seat
- Rear Cross Traffic Braking
- Blind Zone Steering Assist

For additional details about the new 2024 Equinox EV, refer to Bulletin 24-NA-093.

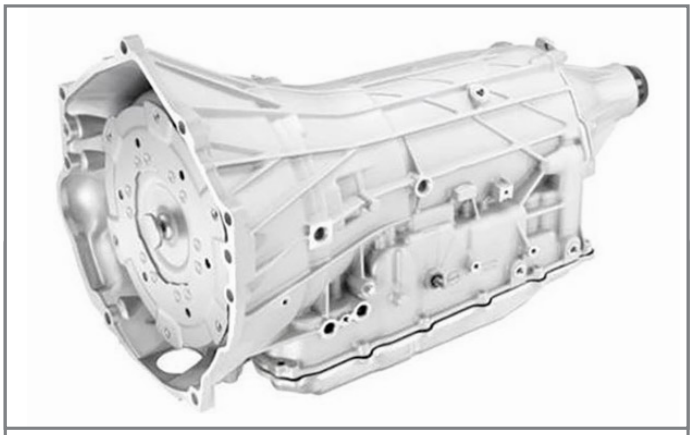
1. Always pay attention while driving and when using Super Cruise. Do not use a handheld device. Requires active Super Cruise plan or trial.
2. Feature may be limited when the battery temperatures are extremely cold or hot or when battery is near full charge.
3. Actual charge times will vary based on battery starting state of charge, battery condition, output of charger, vehicle settings and outside temperature.
4. Safety or driver-assistance features are not a substitute for the driver's responsibility to operate the vehicle in a safe manner. The driver should remain attentive to traffic, surroundings and road conditions at all times. Visibility, weather and road conditions may affect feature performance. Read the vehicle Owner's Manual for more important feature limitations and information.

Equinox EV offers a modern interior.

▶ **Thanks to Kurtis Hoezee**

8-Speed Transmission Noise Concerns

There may be a noise concern on some 2015-2019 Corvette; 2015-2020 Escalade, Yukon; 2015-2024 Silverado 1500, Sierra 1500; 2016-2018 CT6; 2016-2019 ATS, CTS; 2016-2023 Camaro; 2017-2023 Colorado, Canyon; 2017-2024 Express, Savana; and 2020-2024 CT4 models equipped with an 8-speed automatic transmission (RPO M5N, MNU, M5X, MHA, M5T, M5U, MQE, MQD). The sound may be heard coming from the rear of the engine or the front of the transmission.



8-speed automatic transmission

Begin diagnosis by verifying the origin of the noise under the vehicle. Raise the vehicle and, with the engine running, use a stethoscope to determine where the noise is coming from — either the rear of the engine or the front of the transmission. If needed, a hose can be attached to the vent of the transmission and brought inside the cabin of the vehicle to pinpoint if the noise is coming from the transmission.

TIP: Do not unbolt the torque converter from the flexplate as this could lead to damage to the engine and transmission as well as result in an incorrect diagnosis.

CONDITIONS TO CHECK BEFORE DISASSEMBLY

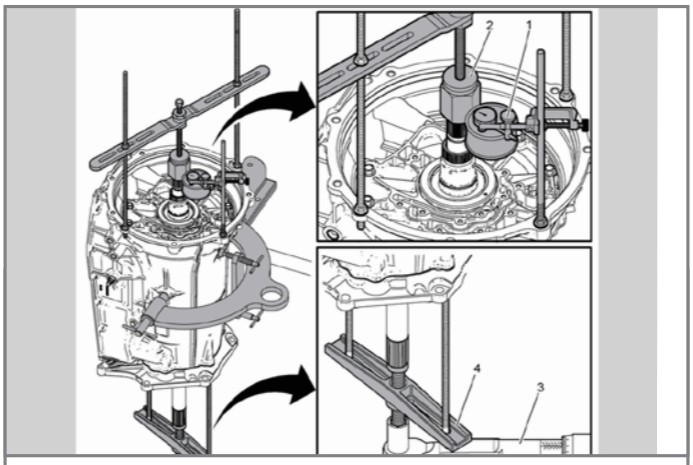
Once the noise is confirmed to be from the front of the transmission, verify the following items prior to removing the unit for inspection:

- If equipped with the 2.7L turbo engine (RPO L3B), make sure to follow Bulletin #24-NA-078. If the noise is found to be coming from the starter assembly, replace the starter and re-evaluate the concern. The starter noise may be intermittent, and the noise can begin after the engine is running or following a remote start.
- If the vehicle is equipped with the 4.3L engine (RPO LV3), 5.3L engine (RPO L82, L84), 6.2L engine (RPO LT1, LT4, L87) or 6.6L engine (RPO L8T), follow Bulletin #23-NA-170 and verify the noise is not coming from the engine or a damaged thrust bearing. There have been instances of transmissions replaced for engine noise, and often this noise can appear to be coming from the front and/or middle of the transmission based on the transfer path.

If there are not any conditions found with the starter or the engine, the transmission will need to be removed and inspected.

VERIFY ENDPLAY MEASUREMENT

Make sure to verify the transmission endplay measurement using the required special tools and following the proper procedure in the appropriate Service Information prior to replacing the torque converter and prior to disassembly of the unit. The endplay measurement is critical to proper diagnosis. There have been instances of a worn, damaged or missing transmission thrust bearing and/or other components that may be easily overlooked.



Check transmission end play travel.

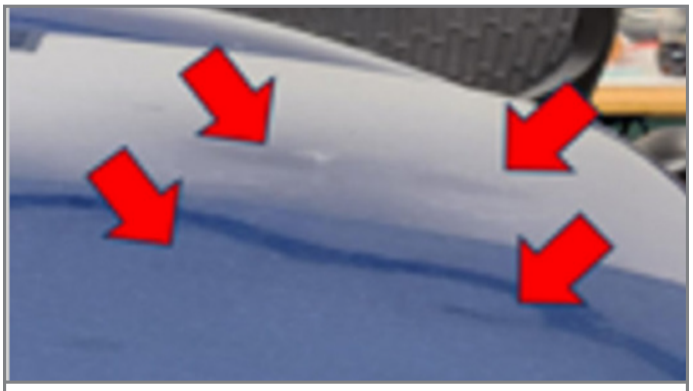
If a noise concern is found internal to the transmission, disassembly of the transmission and a detailed inspection will be required to verify there are not any missing or damaged components. Some internal components can be damaged or missing and not affect the endplay measurement.

For additional information, refer to #PIP5996A.

▶ Thanks to Bill Alley

Adjusting the Hood Bumpers and Latch to Remove Low Spots on Hood

Some 2024 Traverse models may show low spots or dimples on the front and center portions of the hood. The low spots will only be noticeable when the hood is closed and latched.



Low spots or indents may be visible in the hood when closed and latched.

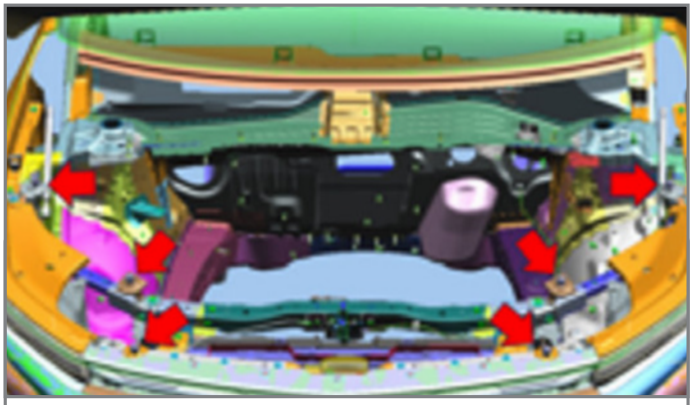
The low spots or indents in the hood may be due to the position of the latch and hood bumpers. The hood latch and bumpers should be adjusted to remove the visible low spots.

To confirm the hood has dimples with the hood closed and latch engaged, inspect the hood in daylight or natural light from several positions around the hood and fender area. Confirm the hood dimples disappear when the latch is released. If the hood dimples do not disappear with the latch released or are not in the spots identified above, the issue is not related to the latch and bumpers.

Adjust the hood latch up in 0.5 mm increments and adjust the 6 hood bumpers until the hood dimples are mitigated.

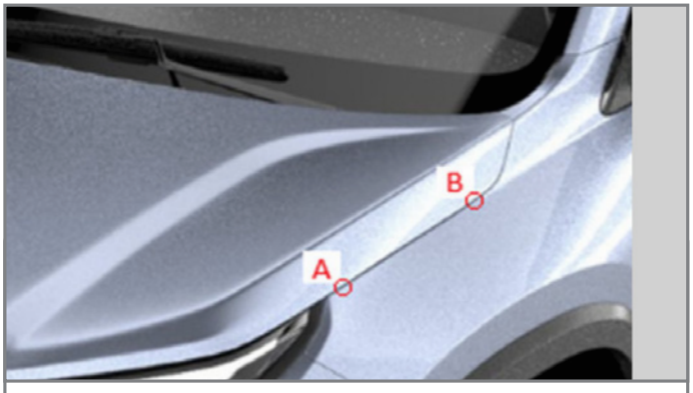
Ensure all of the adjustable bumpers are making contact with the hood after each adjustment. Also make sure the latch bolts are torqued to the correct specification.

Once the adjustments are complete, check the alignment on the driver and passenger side. The gap from fender to hood should be 4.5 mm nominally with a +/– range of 0.75 mm. If the gap is not correct, adjust the hood latch down in 0.5 mm increments and readjust he hood bumpers until the gap is within specification.



Locations of the 6 hood bumpers

In addition, road test the vehicle at highway speeds to ensure that the hood does not flutter or rattle.



Measure the gap for proper alignment from fender to hood at locations A and B on the driver and passenger side.

Refer to Bulletin #24-NA-126 for more information.

Thanks to Jessica Thomas

Steering Bump Condition on Rough Roads

A slight knocking or thud sound may be heard coming from the steering column area when driving some 2014-2025 Silverado 2500HD/3500HD and Sierra 2500HD/3500HD trucks over rough roads or potholes. In some cases, the knocking condition also may be felt in the steering wheel. The condition may be more noticeable when turning and driving over a bump or uneven surface.

A slight knocking or thud sound may be heard driving over rough roads

The knocking or thud sound may be a normal condition with the hydraulic steering system known as hydraulic hammer. It is caused by irregular road surfaces feeding back into the steering gear through the tires and steering linkage. The sound and steering wheel feedback can be more pronounced with larger wheels and tires.

To determine if a hydraulic hammer condition is present, test drive the vehicle over rough road surfaces while listening for a knocking or clunking sound. Also check for any feedback in the steering wheel. Next, perform the same steering maneuvers while driving on smooth pavement.

Hydraulic hammer is caused by irregular road surfaces feeding back into the steering gear through the tires and steering linkage.

The sound also may be caused by steering through a pavement transition with a height difference, such as turning out of a concrete driveway down onto a gravel road or turning from a paved road into a parking lot.

If the sound is present only on the rough road surfaces or pavement transitions, it is likely to be the hydraulic hammer condition enabled by the road surface.

Be sure to compare the condition with another HD truck with a similar tire and wheel combination and steering system (RPO NV8 or non-NV8). If the condition is comparable to another truck, no parts should be replaced for this condition. Inform the customer of the operating characteristics of the steering system.

For more information, refer to Bulletin #24-NA-185.

▶ **Thanks to Kevin Minor**

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