

New Medium-Duty Truck Essential Tools



Shipped to Dealerships

The 2018 Low Cab Forward medium-duty 4500, 5500 and 6500-series trucks are available with a variety of upfit equipment and bodies provided by independent suppliers. Several new essential tools for the air brake system on the trucks have recently been shipped to Chevrolet medium-duty truck dealerships.

EL-52509 FTR ABS DLC Y-Cable

The Anti-Lock Brakes (ABS) diagnostic communication circuits on the medium duty trucks are not located in the Data Link Connector (DLC). In order to properly diagnose the ABS system, the FTR ABS DLC Y-Cable must be connected between the scan tool DLC cable and both the vehicle DLC connector and the Mimamori Download 10-pin connector under the instrument panel.



EL-52509 FTR ABS DLC Y-Cable

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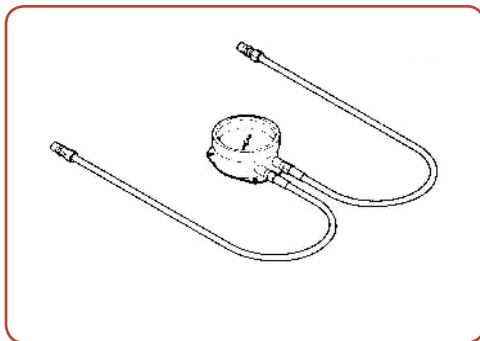
Customer Care and Aftersales

New Medium-Duty Truck Essential Tools Shipped to Dealerships

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J-42206 Dual Air Pressure Gauge

The Dual Air Pressure Gauge is used to diagnose the air brake pressure at various locations in both the cab and trailer (if equipped). Using the gauge, pressure readings can be obtained at each axle or the control valve.



J-42206 Dual Air Pressure Gauge

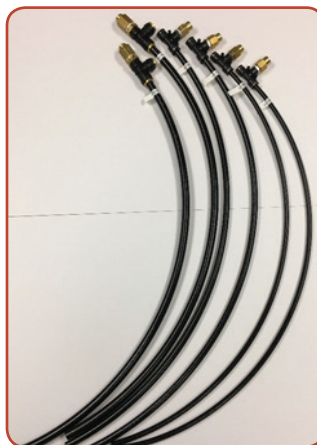
J-42206-50 Air Brake Line Adapter Set

The Air Brake Line Adapter Set is used with the Dual Air Pressure Gauge to diagnose the air brake pressure.

Each hose (red and black) is 35-feet (10.7 m) long so it's easy to reach each axle. Connections are made using the specific line size required (3/8", 1/2" or 5/8" line) at each air brake chamber or the control valve.

Tools Available through the Loan Tool Program

The J-42206 Dual Air Pressure Gauge and J-42206-50 Air Brake Line Adapter Set are available to dealerships through the GM Loan Tool Program.



J-42206 Air Brake Line Adapter Set



J-42206 Air Brake Line Adapter

The Loan Tool Program provides a cost-effective alternative to required purchases of high cost and/or infrequently used special tools. Dealerships can request a special tool through the GM special tools website. The loan tool will be shipped to the dealership and then, after five days of use, the dealership returns the tool to the central distribution warehouse.

TIP: Dealerships must access the website through the Global-Connect link in order to enable the Loan Tool button on the special tools website.

🙏 Thanks to Chuck Berecz

No Memory Features for Driver 3 or 4

After adding additional keys/fobs (Remote Keyless Entry transmitters) on some 2014 Silverado 1500, Sierra 1500; 2015-2018 Silverado, Sierra, Tahoe, Suburban, Yukon and Escalade models equipped with Automatic Memory Recall (RPO A45), the Driver Information Center (DIC) may display a "You are Driver 3 (or 4) for Memory Features" message. This message may prompt some owners to question how to access the memory features for driver positions 3, 4, etc.

The automatic memory recall feature is only available for keys/fobs learned to driver positions 1 and 2. If additional keys/fobs are added to a vehicle, the DIC will prompt a message to indicate the driver position that the key/fob has been learned to.

The DIC message appears only to let the driver know which driver position that key/fob has been learned to. There are no Automatic Memory Recall features available for key/fob positions after driver 2. This is normal operation and no additional repairs should be made.

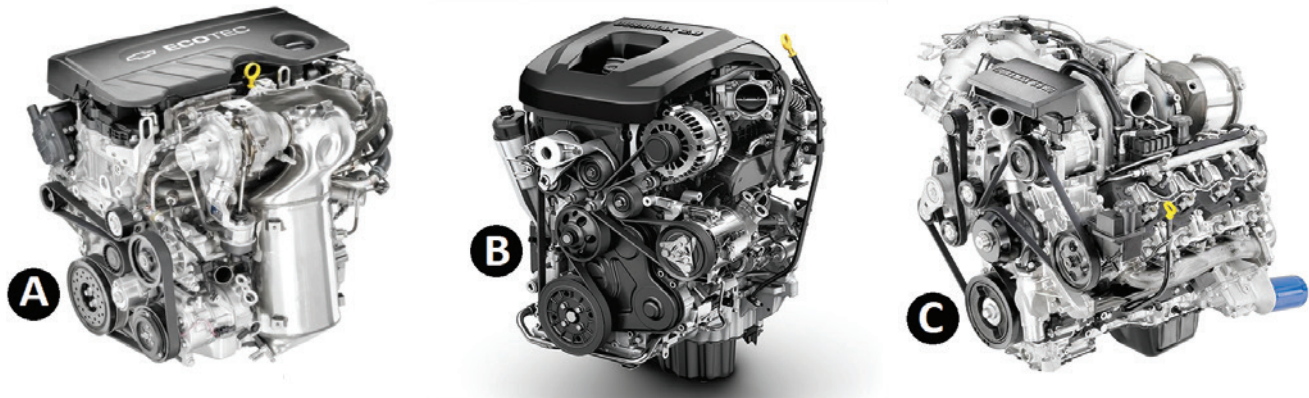
TIP: If a key/fob is being replaced that was originally learned to driver position 1 or 2, the replacement key/fob should be learned to the same driver position or the Automatic Memory Recall feature may not operate correctly.

🙏 Thanks to James Will



Driver 4 DIC message

When to Perform a Diesel Service Regeneration



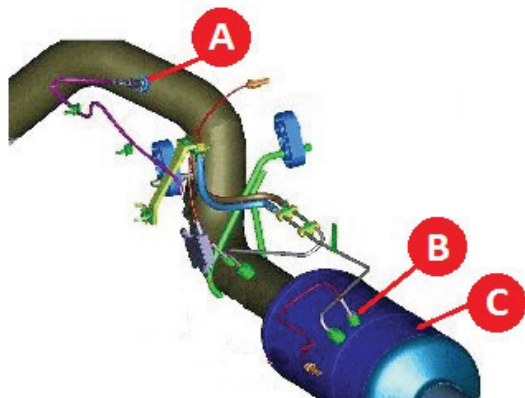
A. 1.6L diesel engine
B. 2.8L Duramax diesel
C. 6.6L Duramax diesel

A change was implemented recently in the values of the Diesel Particulate Filter (DPF) Soot Accumulation parameter displayed in GDS 2. On all 2016-2018 Colorado and Canyon models and 2017-2018 Express and Savana models equipped with the 2.8L Duramax diesel engine (RPO LWN); 2017-2018 Silverado and Sierra models equipped with the 6.6L Duramax diesel engine (RPO L5P); and 2017-2018 Cruze models equipped with the 1.6L diesel engine (RPO LH7), the DPF Soot Accumulation is measured in percent instead of grams.

On these vehicles, the Engine Control Module (ECM) will not try to perform a regeneration until the DPF Soot Accumulation increases to approximately 100%. If the DPF Soot Accumulation increases to 115% and the system has not been able to regenerate due to driving conditions, a Continue Driving message will be displayed on the Driver Information Center (DIC). If the DPF Soot Accumulation increases above a calibrated percentage (based on diesel engine application), DTC P2463 (Diesel Particulate Filter Soot Accumulation) will set and a Service Regeneration will be required to clean the DPF.

Service Regeneration vs. Regeneration Enable and Drive Cycle

A Service Regeneration is designed to lower the soot accumulation in the DPF in a very controlled way. It is not as effective as a Regeneration Enable followed by driving the vehicle. A Service Regeneration should only be performed if the procedure is called out in the appropriate Service Information.



A. Exhaust Particulate Sensor
B. Exhaust Temperature Sensor (position 4)
C. Diesel Particulate Filter

TIP: During a service regeneration, the vehicle will need to be parked outside the facility and away from nearby objects, such as other vehicles and buildings, due to the elevated exhaust gas temperature at the tail pipe during regeneration. The service regeneration can be terminated by applying the brake pedal, commanding service regeneration OFF using the scan tool, or disconnecting the scan tool from the vehicle.

If a vehicle has less than 70% DPF Soot Accumulation, do not perform a Service Regeneration unless instructed to by the Service Information. If there is a concern about the DPF Soot Accumulation, perform a Regeneration Enable and return the vehicle to the customer for a drive cycle.

TIP: If a vehicle with less than 500 miles (800 km) displays a Continue Driving message on the DIC, refer to #PIP5468 and Bulletin #10-06-05-002.

Converting Engine Hours to Mileage (km)

For vehicles that spend a lot of time idling, use the following formula to aid in determining the equivalent mileage (kilometers) for vehicle maintenance. This formula applies to diesel as well as gasoline engines.

1. Check and record the total engine hours on the DIC.
2. Multiply this time by 33 miles or 53 km.
3. The result should be close to the mileage on the odometer.

For example, if a vehicle has 626.9 engine hours and 7,269 miles (11,698 km) on the odometer, the engine run time would equal about 20,688 miles (33,226 km).

$$626.9 \times 33 \text{ miles} = 20,688$$

$$626.9 \times 53 \text{ km} = 33,226$$

This vehicle would be considered a vehicle that idles a lot, which may be useful information when diagnosing any issues.

The engine hours formula should be used to aid in engine diagnosis only. It should not be used to determine any warranty claims.

☺ Thanks to Larry Yaw

Inoperative Sunshade Auto Open Feature

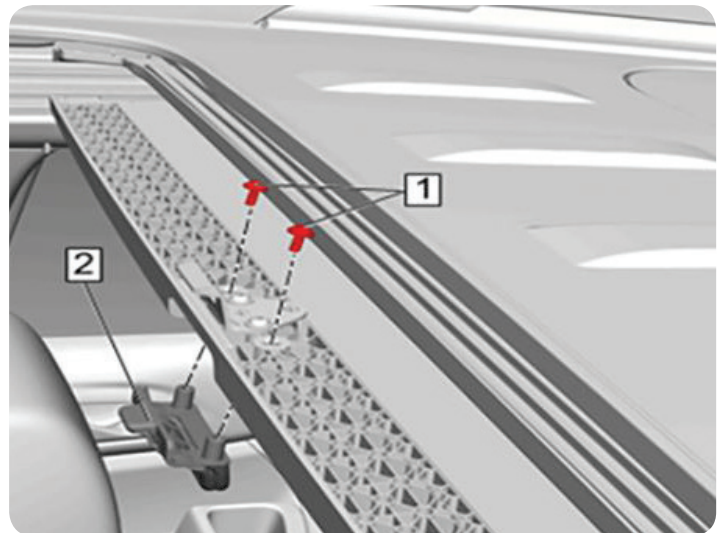
Some 2017-2018 Acadia (VIN N) and 2018 Enclave and Traverse models equipped with a sunroof (RPO C3U) may have a broken front sunshade latch handle or the automatic open feature may be inoperative.



Auto open bracket

The models affected include 2018 Enclave and Traverse models built from start of production to August 31, 2017, all 2017 Acadia (VIN N) models, and 2018 Acadia models built from start of production to VIN 1GKKNPLS6JZ125361.

The front sunshade latch handle may break or be noisy when the sunroof is opened without opening the manual shade first. Check the sunroof sunshade auto open bracket for damage. Remove the sunshade auto open bracket and replace the latch handle if it is broken.



Sunshade latch handle

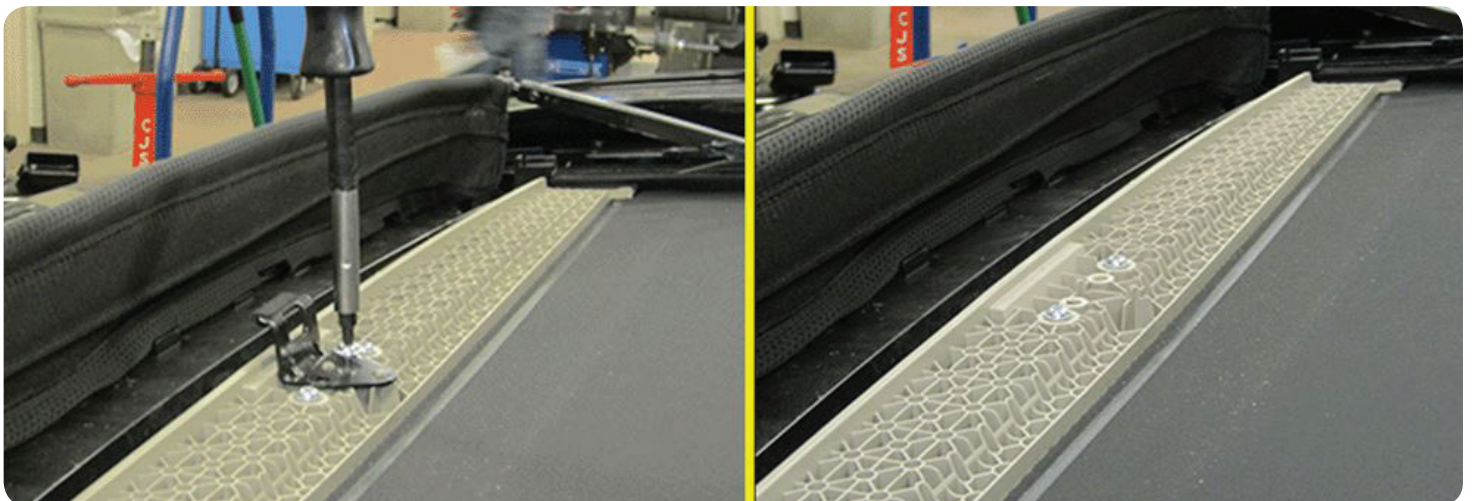
The sunshade auto open feature has been eliminated from production. All vehicles built after the build dates and VIN breakpoint do not have the auto open bracket installed on the sunshade.

Remove the Bracket

To remove the sunshade auto open bracket, open the front sunshade and then open the front sunroof. Pull down slightly on the front edge of the sunshade to close it with the sunroof open. Remove the two screws and the auto open bracket from the sunshade.

If the sunshade latch handle is broken, replace the handle only. Do not replace the sunshade assembly.

Refer to Bulletin #17-NA-371 for additional details and parts information.



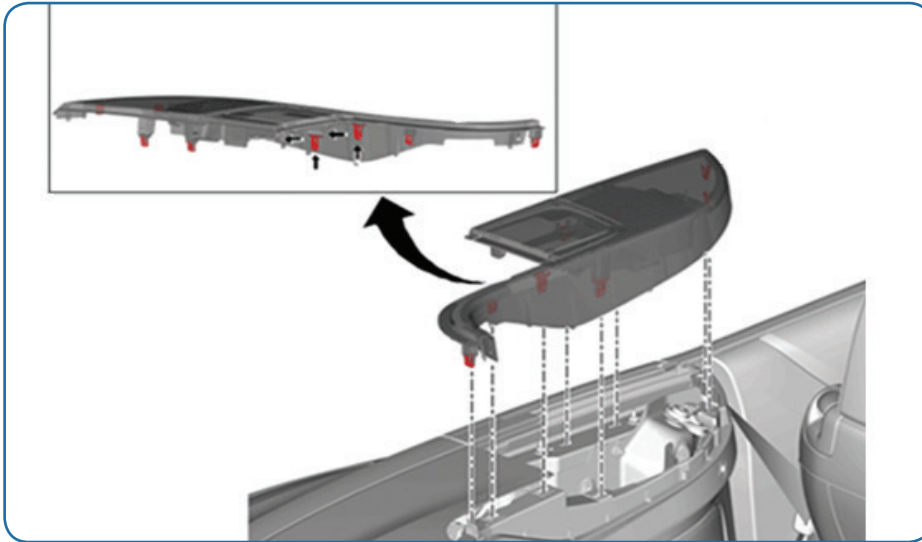
Remove the auto open bracket.

🙏 Thanks to Steve Bruder

Broken Quarter Upper Panel Trim

The trim door on a quarter upper trim panel on some 2016-2018 Camaro convertible models may malfunction or may make a noise during convertible top operation. In some cases, the quarter upper trim panel may be broken and the increased interference, under continued use, may eventually cause the convertible top to be inoperative.

There may be various reasons that the quarter upper trim panel may have failed. If the trim panel is found to be broken, replace the panel.

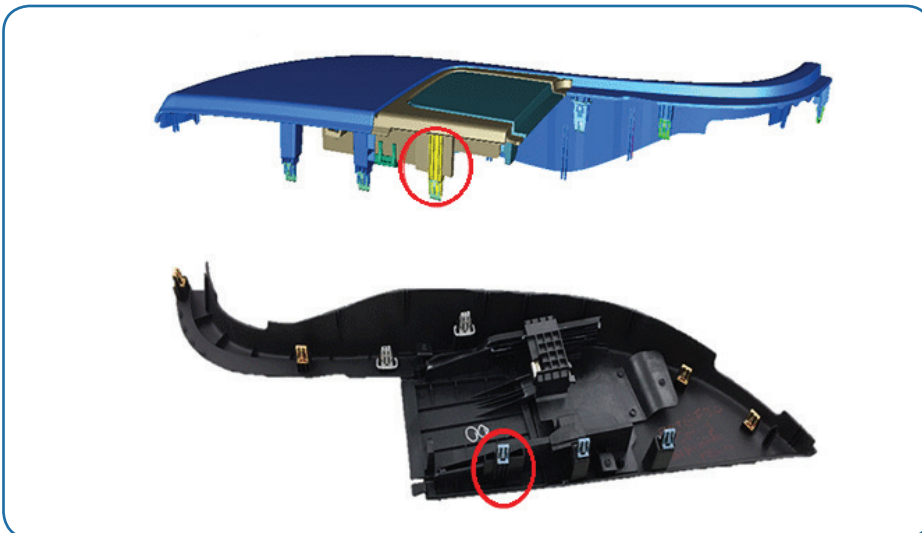


Quarter upper trim panel

New Quarter Upper Trim Panel Design

A new quarter upper trim panel has been designed to include a 3rd retaining clip. On vehicles built prior to February 14, 2017, it also will be necessary to replace the quarter window regulator on the same side to accommodate the added 3rd retaining clip design.

TIP: Under no circumstances should the 3rd retaining clip be removed from the quarter upper trim panel.



Added 3rd retaining clip

Refer to Bulletin #17-NA-357 for additional information and part numbers.

🙏 Thanks to Ann Briedis

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