

New Wireless Charging System Retrofit Kit

Customers who have upgraded to a new smart-phone may no longer be able to wirelessly charge their device in some 2015-2016 ELR; 2015-2017, Volt, Tahoe, Suburban, Yukon, Escalade; 2015-2018 Colorado, Cruze, Canyon, ATS, CTS, XTS; 2016-2017 Silverado, Sierra; 2016-2018 Camaro, Impala, Malibu, CT6; 2017-2018 Bolt EV, LaCrosse, XT5; and 2018 Equinox and Regal models equipped with the Inductive Portable Wireless Charger (RPO K4C) or Accessory Charger (RPO 5Z1)

The first generation (Gen I) wireless charging system in these models may not be compatible with the latest smartphones. Before attempting any repairs on the wireless charging system, check the compatibility of the smartphone.

A new Gen II wireless charging retrofit kit is now available to accommodate the latest smartphones.

Device Compatibility

The GM inductive wireless charging system is not intended to accommodate all devices that feature inductive charging. Refer to Bulletin #17-NA-142 for more information about wireless charging phone compatibility. An applicability table is regularly updated at https://my.chevrolet.com/content/dam/gmownercenter/gmna/static/pagelimages/learnAbout/articles/documents/GM_Wireless_Charging_Compatible_Device.pdf.



continued on page 2

Updated GM Dealer Infrastructure Guidelines Now Available

The latest GM Dealer Infrastructure Guidelines are now available on the GM Dealer Equipment website at www.gmdesolutions.com. Select the Dealer Services tab and then the links to Techline IT Solutions and GM IT Standards to download and view the new guidelines. In Canada, the IT guidelines are located within GlobalConnect under SUPPORT.

Guidelines for Service Programming

The Dealer Infrastructure Guidelines include Good, Better, and Best specifications for running GM Techline service applications (TIS2Web, GDS 2, MDI, MDI 2, Tech2Win, and Service Information). Always check these specifications before

continued on page 3

CONTENTS

New Wireless Charging System Retrofit Kit	1
Updated GM Dealer Infrastructure Guidelines Now Available	1
Discard GE-52098 Coolant System Pressure Test Adapter	2
Properly Connect AFIT Cables to Avoid TCM Damage	3
Low Air Conditioning Refrigerant Charge or Leak	4
Service Know How	5



Customer Care and Aftersales

New Wireless Charging System Retrofit Kit – continued from page 1

In addition, some devices have dimensions that are beyond the design-targeted dimensions. Any device/case combination that is outside the following dimensions may not work or work only intermittently:

Height – Min: 120 mm, Max: 144 mm

Width – Min: 60 mm, Max: 73 mm

New Gen II System Kit

The new Gen II wireless charging retrofit kit, part number 84526978, is now available to GM dealerships. Upgrading the system to the Gen II kit is a customer-pay repair. It is not covered under warranty.

First verify the Gen I inductive charging system is operating as intended and the customer's smartphone is compatible.

The Gen II wireless charging system is compatible with the latest smartphones and is intended to wirelessly charge without a phone protective cover. Due to the various sizes and styles of protective covers, all phones with a cover installed may not wirelessly charge.

TIP: The upgrade to the Gen II wireless charging system will not change the dimensions of the charging pocket or pad. If a customer's phone does not fit in the Gen I wireless charging configuration, it also will not fit in the Gen II system.

The retrofit kit includes a Gen II wireless charging module and a service jumper harness for "plug and play" installation. Refer to Bulletin #18-NA-153 for additional parts information as well as model and model year applications. Some models may require modifications and/or additional parts to accommodate the installation of the Gen II system.

For the 2019 model year, all GM models that offer wireless charging will be equipped with the Gen II system.

Inductive Charging Test Tool

The EL-51755 Inductive Charging Test Tool can be used to verify charging system operation in a vehicle. There is no need to remove the rubber sleeve from the pocket or pad for testing. An updated sleeve also was shipped to dealerships to ensure proper positioning of the tool in all inductive charging applications.



EL-51755 Inductive Charging Test Tool and sleeve

To verify the operation of the charging system, simply position the tool on the charging pad or in the charging pocket. If the tool's wireless charging indicator is on, the charging system is operating properly and any charging concern may be caused by an incompatible or defective mobile device. If the charging indicator is off, continue diagnosis using the appropriate Service Information.

🙏 Thanks to Bob Wittmann and Leo Gruzars

Discard GE-52098 Coolant System Pressure Test Adapter

Do not use the GE-52098 Coolant System Pressure Test Adapter when servicing the cooling system on 2017-2018 Silverado and Sierra models equipped with the 6.6L Duramax diesel engine (RPO L5P).

Remove the GE-52098 Coolant System Pressure Test Adapter from your tool inventory and discard it. A replacement adapter (GE-52098-A) will be shipped at no charge to your dealership.

Until replacement units are shipped, the GE-52098-A adapter is available through the GM Loan Tool Program. Dealerships must access the Special Service Tools website through the GlobalConnect link in order to enable the Loan Tool button.

The GE-52098-A adapter has two seals and an extended component that close off the vent chamber portion of the surge tank. Without these two seals, the adapter cannot properly evacuate the cooling system because air will leak back in from the atmosphere vent cap on the side of the radiator surge tank.

🙏 Thanks to Chuck Berez



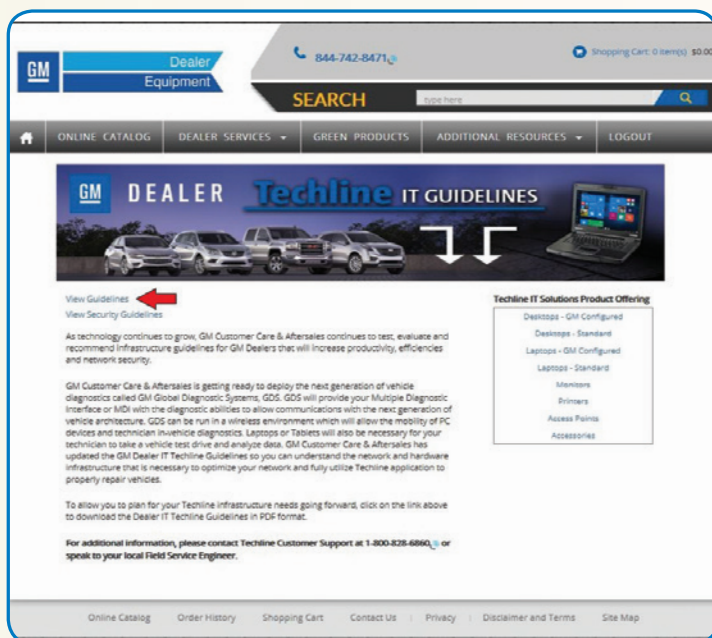
Discard adapter GE-52098



Use replacement adapter GE-52098-A

Updated GM Dealer Infrastructure Guidelines

Now Available – continued from page 1



Select the View Guidelines link

purchasing new hardware, including desktop PCs, laptops, and routing equipment.

GM estimates the average life cycle of a desktop, laptop or tablet PC to be approximately three years. When purchasing a new PC or laptop, it's recommended to follow the specifications from the Better or Best columns. This recommendation especially applies to technicians who perform infotainment system programming because a 256 GB hard drive size (the Good specification) is not sufficient for large calibration files.

The guidelines for Techline service applications include the following recommendations:

- Local Windows Administrative access for software installation and updates to Windows registry
- Refer to section 2.d.iv for a list of recommended firewall and security exceptions
- One laptop for every two technicians
- One Multiple Diagnostic Tool (MDI/MDI 2) for every Techline PC
- One battery maintainer for every two Multiple Diagnostic Interface (MDI) tools in use
- Use of a Tripp-Lite Keyspan USB to Serial adapter (Model: USA - 19HS) for computers without serial ports

Dealership Support

For technical support with Techline applications or if you have questions related to the Dealer Infrastructure Guidelines, contact the Techline Customer Support Center (TCSC). Callers with computer hardware and software below the minimum specifications will not be supported. Contact the TCSC at 1-800-828-6860 (English) or 1-800-503-3222 (French).

📞 Thanks to
Lisa Scott



Updated GM Dealer Infrastructure Guidelines

Properly Connect AFIT Cables to Avoid TCM Damage

The Active Fuel Injector Tester (AFIT) Spark Ignited Direct Injection (SIDI) Diagnostic Kit, essential special tool CH-47976-500A, was released several years ago to test fuel injectors on port and direct injected engines going back to the 1996 model year. It's critical to follow the instruction manual when connecting the Drive & Measurement Unit (DMU) cables. The G1 cable for 4-cylinder engines and the G2a cable for V6/V8 engines must only be used with the DMU.

If the G1 cable or the G2a cable is inadvertently plugged into the AFIT Main Control Unit (MCU), the engine may unintentionally crank and the Transmission Control Module (TCM) may be damaged.

Cable Adapters

TIP: Two permanent red connector adapters were also shipped to dealerships several years ago that require installation on the connector ends of the cables to prevent incorrect connections. If the cable adapters cannot be found in your dealership, they will be soon be available to order on the special service tools website at gmtoolsandequipment.com. Search for tool number CH-47976-15.



The G1 and G2a cables are to be plugged into the DMU, not the MCU.

continued on page 5

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Low Air Conditioning Refrigerant Charge or Leak

Some 2017-2018 Silverado, Tahoe, Suburban, Sierra, Yukon models and Escalade models may have a low refrigerant charge or a refrigerant leak. As a result, the air conditioning system will be inoperative or have insufficient cooling performance.

If this condition is found, inspect the receiver/dehydrator plug at the bottom of the desiccant tube on the driver's side of the condenser. Dye is usually evident at the plug connection.

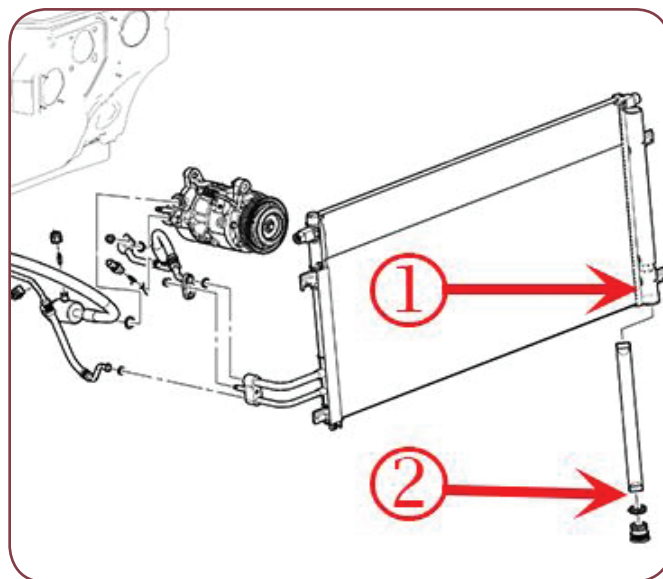
If there are signs of leaking, replace the A/C receiver/dehydrator plug assembly. Dye will appear more prominent on high mileage vehicles and on systems with more severe leaks. Dye will be more difficult to see on low mileage vehicles. Dye should not be found at the blind coupler or tube connections with this condition.

When replacing the plug assembly, apply a light coating of A/C oil to the O-rings prior to installing the assembly.

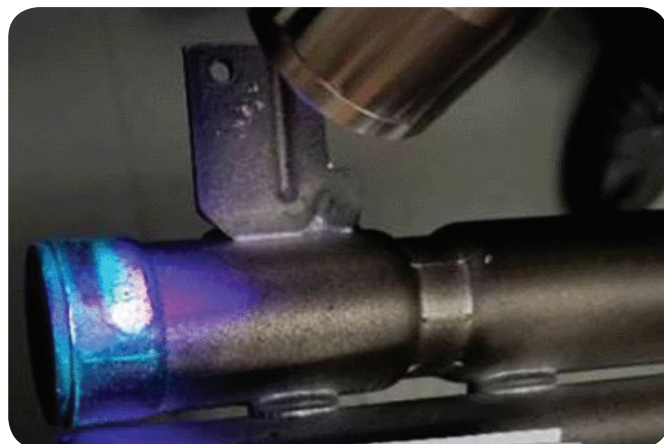
TIP: Depending on vehicle A/C usage, the leak may not be visible as dye may not have circulated through the A/C system. The A/C system may need to be recharged and dye added before a test drive is performed to circulate the dye through the A/C system.

Refer to Bulletin #18-NA-156 for additional information and part numbers.

Thanks to Scott Fibranz



1. Desiccant tube
2. Receiver/dehydrator plug



Bottom of the desiccant tube



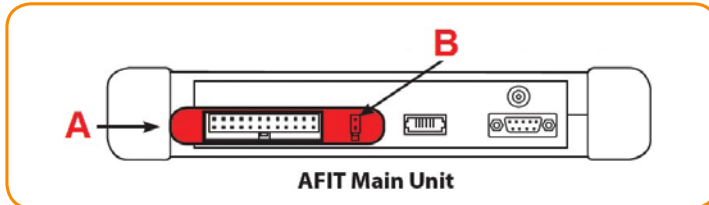
Check for leaks on the receiver/dehydrator plug.

Properly Connect AFIT Cables to Avoid TCM Damage

– continued from page 3

Once installed on the G1 and G2a cables, the plastic adapter blocks the power port on the MCU, which prevents powering of the AFIT MCU if the cables are plugged into the MCU instead of the DMU.

Installing the Adapters



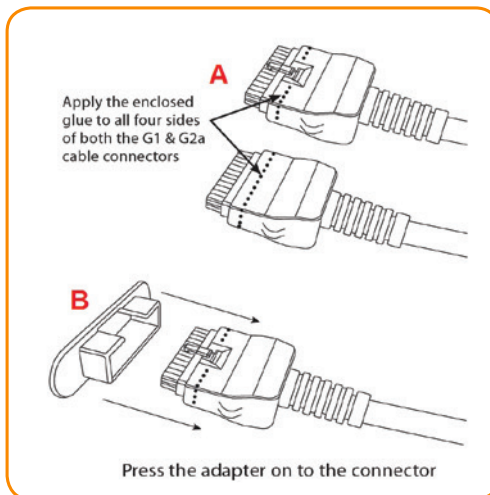
A. Adapter B. Blocked power port

When installing the adapters, thoroughly clean the cable connector boot end and the adapter to remove all grease and dirt. Apply the glue shipped with the adapters to all four sides of each connector boot end. Install the adapter on the connector so that the connector boot is completely inserted into the adapter and the latch is facing upward in the adapter.

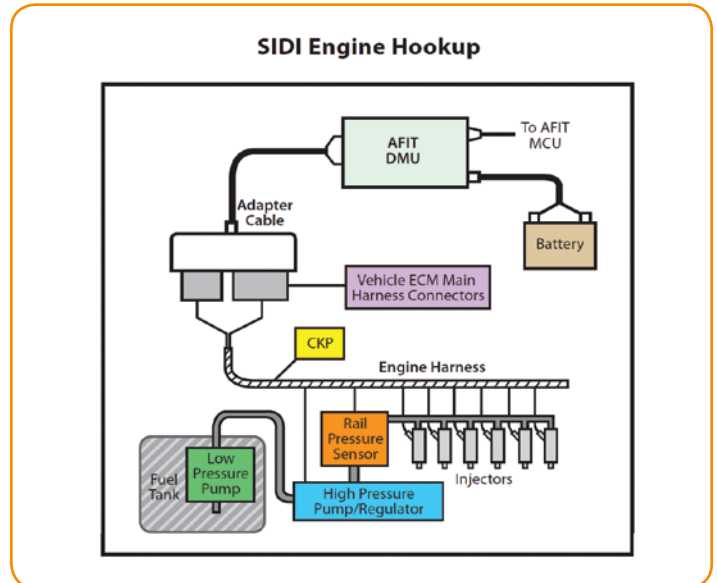
Testing

When testing an SIDI engine using the AFIT Diagnostic Kit, do not connect the adapter cables to the vehicle until instructed to by the AFIT MCU. The MCU should be placed in the vehicle cab and plugged into the power adapter.

The DMU should be placed in the engine compart-



A. Apply glue to the connectors.
B. Install the adapter with the latch facing upward.



Connect the DMU cable when prompted.

ment and connected to the vehicle's 12-volt battery and to the MCU.

Select a vehicle on the AFIT MCU and then select an injector test. Follow the on-screen instructions/prompts on the MCU to connect to the vehicle. When prompted, with the ignition off, connect the DMU cable to the vehicle ECM harness connectors.

To help in determining which adapter to use, the AFIT will display the correct adapter during the testing process. The latest software must be used in order to display all correct adapter and cable selections.

Download the latest AFIT software through the Service Workbench selection of "Essential Tools – Software Updates" in GM Global-Connect (U.S. only). In Canada, the software is available for download through the Service Application selection of GM Special Tools & Equipment – Software Updates in GM GlobalConnect.

🙏 Thanks to Todd Hayes and Chuck Berecz

Service Know-How

10218.05V – Emerging Issues – May 10, 2018

The latest service topics from GM Brand Quality and Engineering are covered, including replacement of the Corvette convertible top cover and tips on proper tire seating when using the Hunter Revolution Tire Changer.

To view Emerging Issues seminars:

- Log into www.centeroflearning.com.
- Enter Emerging Issues in the Search box.
- Select the desired Emerging Issues seminar course title.
- Click the Launch button.

